



Legislation Details (With Text)

File #:	11-0095	Version:	1	Name:	PW - Shoreline Drive Advance Traffic Control System
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On agenda:	2/8/2011	Final action:		2/8/2011:	2/8/2011
Title:	Recommendation to adopt Plans and Specifications No. R-6857 for Shoreline Drive Advance Traffic Control System, award the project to, and authorize City Manager to execute all documents necessary to enter into a contract with Flatiron Electric Group, Incorporated, in an estimated amount of \$2,556,618, plus a 25 percent contingency of \$639,155, for a total of \$3,195,773, and to execute any necessary amendments thereto. (District 2)				
Sponsors:	Public Works				
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Date	Ver.	Action By	Action	Result
2/8/2011	1	City Council	approve recommendation	Pass

Recommendation to adopt Plans and Specifications No. R-6857 for Shoreline Drive Advance Traffic Control System, award the project to, and authorize City Manager to execute all documents necessary to enter into a contract with Flatiron Electric Group, Incorporated, in an estimated amount of \$2,556,618, plus a 25 percent contingency of \$639,155, for a total of \$3,195,773, and to execute any necessary amendments thereto. (District 2)

Approximately ten years ago, a review of the traffic signal system and traffic patterns in downtown Long Beach by City traffic engineers revealed that traffic operational efficiency and safety could be improved if an adaptive traffic signal system with motorist information elements was implemented. Such a system could be used to better manage traffic flow during peak periods while balancing the needs of all road users, including pedestrians, cyclists, and transit. In addition, significant improvements could be realized through improved traffic and parking management during larger conventions, peak Aquarium dates, and special events when traffic and pedestrian flows vary significantly and roadways may be closed to facilitate the events. Previously, such traffic signal systems were only available from agencies based in England and Australia. Those systems were very complex, used specialized equipment, had extensive communication demands, and required extensive engineering effort to set up and operate. Test deployments of such systems in California, Michigan, and New England proved problematic and very costly. Therefore, it was decided to delay deployment of such a system for downtown Long Beach until it was clear that the benefits of improved traffic and parking management outweighed the potential problems and costs.

About five years ago, traffic engineers working for the City of Los Angeles developed the first United States based adaptive traffic signal system and implemented it in downtown Los Angeles, Hollywood, Los Angeles International Airport and a variety of other challenging traffic management areas in Los Angeles with much success and national acclaim. Once this system was refined and improved, the City of Los Angeles made its software and control protocols available to other public agencies for a

fee. Through the Douglas Park Project, the City of Long Beach became the first local agency to implement the system outside of the City of Los Angeles. Having worked with the system over the past year as it has come on-line in the northeastern part of the City, City traffic engineers are convinced that the new adaptive traffic signal system has specialized capabilities that make it uniquely equipped to address varying traffic and pedestrian demands in downtown Long Beach, without the drawbacks exhibited in the systems available from England and Australia.

The project before City Council is to expand the adaptive traffic signal system, implemented for Douglas Park, to Ocean Boulevard and the waterfront area of downtown and to provide the communications infrastructure necessary to support, not only the eventual expansion of the system citywide, but also a variety of the City's communications needs in the foreseeable future. The project also provides for the implementation of traffic cameras, countdown pedestrian indicators, upgrade of aging traffic signal equipment, and reconfiguration of the Ocean Boulevard and Promenade intersection. This reconfiguration will improve pedestrian linkage from the Promenade north of Ocean Boulevard to the Convention Center and other tourist attractions and event areas south of Ocean Boulevard.

City Council's adoption of the plans and specifications and award of the contract to the lowest responsible bidder are being recommended concurrently in order to expedite implementation of this project. The project was advertised for bids on November 5, 2010, and bids were opened December 8, 2010. In addition to placing an advertisement for bids in the Long Beach Press Telegram, bid documents were made available through the City's weblink at, <http://www.PlanetBids.com> in a continuing effort to increase participation of local businesses, Minority Business Enterprises (MBEs), Women Owned Business Enterprises (WBEs), and Disadvantaged Business Enterprises (DBEs). Bid documents were also sent to several trade publications and plan rooms catering to these groups within the construction industry.

For this bid, 145 firms registered on the website and were notified via automatic email notice including 17 located in Long Beach. Seven sets of bid documents were purchased by prospective bidders, and four bids were received. Of the bidding firms, none are a local business, and none are certified MBE and WBE. There were no DBE registered firms that submitted bids. FlatIron Electric Group, Incorporated, of La Mirada, California, has been determined to be the lowest responsible bidder.

This matter was reviewed by Deputy City Attorney Linda Trang on January 5, 2011, and by Budget Management Officer Victoria Bell on January 11, 2011.

SUSTAINABILITY

The proposed Shoreline Drive Advance Traffic Control System is designed to improve traffic flow by reducing vehicle delay and idling. Studies in the City of Los Angeles have indicated that, in congested areas, the system should result in a minimum of a 10 percent reduction in delay. Considering that Ocean Boulevard alone carries approximately eleven million vehicle trips a year, the environmental benefits to the deployment of the system should result in the reduction of more than a half million gallons of fuel and up to ten million pounds of air pollution annually, depending on the number and size of events hosted in downtown. In addition to the environmental benefits, the communications infrastructure that will be installed as a result of this project will have the capability of serving various City needs, including libraries, police, fire, and public works, potentially saving the City significant dollars in future years due to expanded capacity and reduced communications costs.

City Council action on this matter is requested on February 8, 2011, to authorize commencement of this Public Works project. Construction is projected to begin in March and is expected to take approximately 90 working days.

Sufficient funds to complete this project are budgeted in the Capital Projects Fund (CP) in the Department of Public Works (PW). Funding sources include the traffic mitigation program and an adaptive traffic management system grant. There is no impact to the General Fund. This project will create an estimated 51 full-time equivalent (FTE) local jobs.

Approve recommendation.

MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

APPROVED:

PATRICK H. WEST
CITY MANAGER