

CIP BUDGET EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

4/26/12
Public Works

SUBJECT: Authorize the negotiation and execution of a professional services agreement with BROWN & GAY ENGINEERS, INC. or one of the other qualified responders to RFQ Solicitation No. CLMP107, to provide Professional Services for the Traffic Signal Retiming Analysis – Off Peak project with an amount not to exceed \$200,000.

CURRENT YEAR IMPACT:

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|------------------------|------------------------------------|
| Project Name: | Traffic Signal Retiming - Off-Peak |
| Project Authorization: | 2011-2012 Capital Budget |
| Funding Source: | 2010 GO Bonds P1 |
| Fund/Dept/Unit: | 8181 2507 2111 |
| Current Budget | 250,000 |
| Unencumbered Balance | 221,100 |
| This Action | (200,000) |
| Estimated Available | <u>21,100</u> |

ANALYSIS / ADDITIONAL INFORMATION: The City of Austin operates over 900 traffic signals, of which approximately 100 signals are concentrated in the Central Business District. The remaining signals are located throughout the Austin metropolitan area, in both Travis and Williamson Counties. The Austin Transportation Department is seeking consultant engineering services for analyzing traffic signal synchronization timing plans and to recommend modes of operation for each of approximately 600 intersections in the City of Austin. Benefits of synchronization of signals include shorter travel times to the driving public as well as a reduction in vehicle emissions. The consultant engineering services may include, but are not limited to, the following:

- Collecting traffic data and performing measure of effectiveness (MOE) analysis.
- Modeling existing traffic conditions using Synchro
- Preparing and submitting a proposed "Mode of Operation Selection Criteria"
- For each intersection, recommending if it should be operated in stop-and-go coordinated operation, stop-and-go free operation, or flash operation for each of the various traffic signal timing plans.
- Recommending the number of timing plans needed, cycle length for each plan, and times of operation for evening and late night off-peak hours and weekend hours. Cycle length recommendations must consider pedestrian crossing activity and associated pedestrian signal intervals.
- Based on observations made during other work efforts such as data collection or intersection condition checks, list potential capital improvements that would provide increased capacity or operational benefits at the signalized intersections.

This request allows for the development of an agreement with a qualified responder that Council selects. If the City is unsuccessful in negotiating a satisfactory agreement with the selected responder, negotiations will cease with that provider. Staff will return to Council so that Council may select another qualified responder and authorize contract negotiations with this provider.

Participation goals stated in the solicitation were 9.27% MBE and 8.36% WBE. The recommended and alternate firm provided MBE/WBE Compliance Plans that met the goals of the solicitation and were approved by the Small and Minority Business Resources Department.