Request for Information No. 1 **February 21, 2018**

Project: HSIP Cycle 8 Traffic Signal Improvements
Federal Project No. H8-07-046, Job No. 7598

---

1. Can you send us an electronic copy of the entire HSIP grant application for this project?

   A copy of Section II of the HSIP Grant is provided as an attachment to this RFI.

2. The RFP states that the City has $65,600 for "Preliminary Engineering phase". What is meant by "Preliminary"? Or in other words, is $65,600 the total budget for all engineering design including pot holing, topo field survey, environmental documents, signal, signing striping, street improvement plans, meetings, etc?

   Preliminary Engineering Phase is the design portion of the grant, which is the purpose of this Request for Proposal. $65,600 is the amount indicated in the application for design.

3. What type of signal system, if any, is the City utilizing and does it presently tie into ATSAC?

   The City currently does not have a signal system. The system does not currently tie into ATSAC but as part of a future project the City does plan to tie in to ATSAC. See Page 10 of the RFP.

4. Are forms (Exhibit 10-O1 and Exhibit 10-O2) included in the page count limit?

   No. Forms Exhibit 10-O1 and 10-O2 do not count towards the page limit.

5. Please clarify how the City would like our cost proposals to be submitted:
   a. On page 19, the RFP indicates that the Cost Proposal will be in a separate sealed envelope. On page 21, item 6, the RFP indicates that the proposed costs should be included into a section of the proposal.

   For clarification, please include the proposal as part of the report as described on Page 21.

6. On Page 5, Paragraph C – Submission of Bid Proposals, the RFP states: "All bid proposals shall be submitted to the City Clerk, Elena Chávez, at 117 Macneil Street and the subject line of the email shall read, "City of San Fernando RFP – HSIP Traffic Signal Improvements." Proposals must be received no later than Thursday, March 1, 2018 at 11:00 a.m. All proposals received after that time will not be

accepted. A total of five (5) hardcopies of the proposal and one (1) PDF file on a compact disc (CD) shall be provided. The proposal shall be signed by a company official with the power to bind the company and submitted to the City of San Fernando." Could the City please clarify if proposals are to be submitted by both email and hardcopy? If submittal by emails is required, to what email address should they be sent?

Proposals shall be submitted as hardcopies with a PDF version on a CD. No emailed proposals will be accepted.

7. On Page 9, Paragraph 3 – Scope of Work description, the RFP discusses the Consultant will be required to establish requirements to connect the traffic signals to a future LADOT Traffic Signal Synchronization project. Could the City please clarify the extent of the work that will be required by the Consultant for this signal synchronization task? Will the Consultant be required to prepare traffic signal interconnect plans to connect the 9 project intersections to the LADOT signal system?

   Currently, the City does not tie in to The Los Angeles Department of Transportation's (LADOT) ATSAC System. However, being that streets involved would tie in into existing networks that have ATSAC the consultant would be required to work with LADOT to provide design plans that would integrate the program with the City of San Fernando's future Traffic Signal Synchronization System. The following intersections would be part of the system:

   - *San Fernando Road at N Brand Boulevard*
   - *San Fernando Road at N Maclay Avenue*
   - *San Fernando Road at Hubbard Avenue*
   - *Truman Street at Wolfkskill Street*
   - *Truman Street at N Brand Boulevard*
   - *Truman Street at N Maclay Avenue*
   - *Truman Street at Hubbard Avenue*

8. On Page 10, Item #1 Traffic Counts and Level of Service Analysis – What Level of Service methodology will be required by the City when performing the Level of Service analysis?

   The method for evaluating the multimodal level of service shall estimates the auto, bus, bicycle, and pedestrian level of service on an urban street using data normally gathered to assess auto and transit level of service.

9. On Page 11, Paragraph C under Traffic Counts and Level of Service Analysis – For the left turn phasing recommendations being requested, will all of the recommended left turn phasing be included as part of the traffic signal design plans for this project?

   Yes, the left turn phasing recommendations shall be incorporated as part of the design.

10. On Page 11, Item #4 Surveying and Topographic Survey – Typically for a traffic signal design project, a topographic ground survey is not required. Will the City accept a base plan created from a field site review?

    The topographical survey will be required for this project.

11. On Page 12, Item #6 Utility Potholing – Can the City please clarify how many utility potholes will be required for the project? If unknown, can we assume that a utility pothole will be required for each new large traffic signal pole with a mast arm that needs to be installed for the project?

    Potholing shall be at each intersection requiring upgrades of traffic signal to accommodate new equipment.

12. On Page 17, Paragraph 4 – Proposal Requirements, the RFP discusses Exhibit 10-O1 Consultant Proposal DBE Commitment. Could the City please clarify if the exhibit is to be submitted only with a signed agreement and not with the proposal?

    DBE Commitment should be submitted with proposal.

13. Will the Consultant be required to prepare, submit, and coordinate with Caltrans the Right-of-Way Certification Process or the Request for Authorization to Proceed with Construction (E-76 CON) for the subject project?

    As part of the Scope of Work, the City is requesting that the Consultant prepare, submit and coordinate with Caltrans both the Right-of-Way Certification Process and the Request for Authorization to Proceed with Construction (E-76 CON).

II. Narrative Questions (See Instructions)

These narrative questions are intended to provide additional project details for the application reviewers and project files. The reviewers will use the information in their "fatal flaw" assessment of the applications. Please make sure that:

1) The project scope is eligible for HSIP funding;
2) The countermeasures used in the B/C ratio calculation are appropriately applied based on the scope of the project;
3) The crash data used in the B/C ratio calculation is appropriately applied based on the scope of the project and countermeasures used;
4) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles

If significant inconsistencies or errors are found in the application information, the reviewers may conclude that the application includes "fatal flaws" and the application will be dropped from further funding considerations. The applicant will not be notified of findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations? (Limited to 5,000 characters)

This project systemically addresses the City and community's concerns of traffic safety at nine significant intersections for motorist and pedestrian safety within this highly dense area of the City that directly intersects with Metrolink trains. The project consists of eight major intersections and four minor intersections all within a 3/4 mile area of the City limits. The intersections include; 1) 1st Street/Hubbard Avenue, 2) 1st Street/Maclay Avenue, 3) San Fernando Road/Brand Boulevard, 4) San Fernando Road/Hubbard Avenue, 5) San Fernando Road/Maclay Avenue, 6) Truman Street/Brand Boulevard, 7) Truman Street/Hubbard Avenue, 8) Truman Street/Maclay Avenue, and 9) Truman Street and Wolfskill Street.

Truman Street is a major east-west transportation corridor that feeds into this region's Metrolink's Antelope Valley station at 1st Street and Hubbard Avenue. The Metrolink tracks are at grade and create traffic congestion within the project area with an average daily traffic rate of 22,500 traveling in and around the train, pedestrians and bicyclists. In addition, Metro's Rapid bus and most of San Fernando Valley's commuter buses all utilize Truman Street and Hubbard Avenue as the main transportation access point to and from the Metrolink train station. It is estimated that there are more than 575 boardings per day traveling through the Hubbard Avenue/Truman Street intersection into the Metrolink Station. It is also estimated that more than 40 buses per day travel along Truman Street and Hubbard Avenue making daily travels difficult throughout the day. The average daily trips along Truman Street and Hubbard Avenue is 21,0000 and 24,0000 respectively. In response to the community's concerns for safer streets along the busy Truman Street and its tributaries, the City conducted a data-driven analysis of traffic conditions along Truman Street, San Fernando Road and 1st Street to determine collision rates and systemic roadway conditions. The traffic within this highly densified commercial-retail zone is highly used by motorists, pedestrians and bicyclists traveling either through town or to the Metrolink rail station located at the upper end of this project area. Because the area surrounding the City is mainly light and medium industrial use, there are many freight trucks traveling through the City both on Truman Street and Hubbard Avenue. In addition, more than seven bus lines converge at the Metrolink rail station (located at Hubbard Avenue/Truman Street) making traffic safety a high priority for this area of the City. All nine intersections are located along the Metrolink rail corridor.

During the period 2006 to 2010, there were more than 77 intersection related traffic accidents with more than 38 related to evening conditions and 13 related to pedestrian and bicyclist accidents with one fatality reported at Truman Street and Hubbard Avenue, the City's busiest intersection. For Truman Street, there were more than 35 intersection related accidents during the same reporting period. City's analysis of traffic safety issues for these twelve intersections concluded numerous deficiencies including; limited visibility of signal lights due to larger vehicle travels and high density commercial uses, limited visibility of pedestrian crossings due to outdated or deteriorated crosswalk striping, lack of left turn priority signals leading to head-on or broadside collisions, limited or inadequate street lighting at several intersections limiting visibility at night. In response the above mentioned concerns of safety deficiencies, the City has recommended countermeasures that would reduce and/or eliminate traffic collisions along at the twelve intersections in the City's main transportation and commercial corridors. They are to; 1) improve lighting at the intersections (S1), 2) replace existing 8" traffic signals to larger 12" LED traffic signal head units, and 3) install left-turn phased signal heads at heavily travelled intersections.

2. Potential for Proposed Improvements to Address the Safety Issues

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the Benefit/Cost Ratio calculations. Depending on the nature of the project, explain why the agency choose to pursue "Spot location(s)" or "Systemic" improvements.
(Limited to 5,000 characters)

Note: *Safety improvements that do not have countermeasures and crash reduction factors identified in the Excel Benefit Calculator can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's B/C ratio shown in the application.*

This HSIP project has seven of the top ten busiest intersections with the highest collisions in the City. As mentioned above, during a five-year period (2006 to 2010), utilizing SWITRS data, the roadways within the City's commercial-retail area along Truman Street and Hubbard Avenue experienced more than 77 intersection related collisions. Of this, more than 77 collisions were during evening hours and 13 were involving pedestrians and bicyclists. Majority of the collisions were located along Truman Street at Maclay Avenue (13 collisions), Hubbard Street (12 collisions) and Brand Boulevard (10 collisions) in addition to the ones on Hubbard Avenue at San Fernando Road (10 collisions) and on Hubbard Avenue and 1st Street (eight collisions). Both Truman Street and Hubbard Avenue have the highest average daily trips (ADTs) in the City with Maclay Avenue and Brand Boulevard rounding out the City's next highest ADTs for the City. These seven intersection improvements can be considered as a "systemic" approach to solving collision issues because of its countermeasures for pedestrian safety, traffic signal updates and lighting improvements along adjacent corridors within a heavily utilized and highly urbanized community.

During this five-year time period, there were more than five collisions involving pedestrians walking in crosswalks at Truman Street and Hubbard Avenue, Truman Street at Maclay Avenue and Truman Street and Brand Boulevard. Initial staff recommendations are to install larger intersection signals, pedestrian countdown signals and improved crosswalk striping. In addition, there are approximately 66 broadside (48) and rear-end (18) collisions varying at all nine intersections that can be attributed to visibility and signage issues. Another 26 collisions at eight of the nine intersection identified intersections can be attributed to poor or deficient signal and sign placements or visibility. Staff recommends installation of larger signal heads for greater visibility and replacement of four obsolete traffic controllers SWITRS statistics also show more than 33 collisions at intersections occurring in the evening or night-time hours. Staff recommends installation of streetlights and intersections with high incidents of night-time collisions and areas where visibility is poor. In addition to signal head updates to reduce broadside collisions, staff identified five intersections where priority left-turn and right-turn phase signal heads would reduce broadside (48), head-on (eight), and sideswipe (two) collisions. Countermeasures S1, S2 and S6 were thoroughly analyzed are recommended for this project. Collision diagrams, Collision Lists, Collision Summaries, and Detailed Engineer's Estimate, and Excel Benefit Calculator are all described in the following attachments.

3. Crash Data Evaluation

What is the source of the crash data? For each countermeasure, describe how the influence areas and the limits of the crash data were established to ensure only appropriate crashes were included in the Collision Summary Report(s), Collision Diagram(s) and B/C calculations.
(Limited to 5,000 characters)

Note: *If the project includes multiple locations and multiple countermeasures, group the locations so that within each group, the same countermeasures apply to all locations and their crash data. Describe the location groups. (These location groups must be consistent with the grouping in using the Excel Benefit Calculator.)*

The City gathered collision data from SWITRS between 2006 and 2010 and reviewed every collision directly related to the identified intersections to determine the appropriate countermeasures to address the systemic issues in the nine intersections of this project. Countermeasure S1: Add intersection lighting (S.I.), S2: Improve signal hardware: lenses, back-plates, mounting, size, and number, and S6: Provide protected left turn phase (left turn lane already exists), are applicable to all types of crashes occurring at each target intersection in which they will be deployed. Each of these three countermeasure types act to increase the awareness of the vehicle operator to the fact that they are approaching or are at an intersection. Thus, with increased awareness, drivers should be able to act more predictably, respond quicker, be prepared for cross traffic, and increase levels of attention to the roadway. When an intersection is proposed to be improved as part of this project, all legs of the intersection will receive the appropriate improvements.

A collision history list was downloaded from the SWITRS Geographic Information Systems (GIS) from 2006 to 2010. The collision history data was filtered to only include incidents with primary collision factors of Traffic Signals, Signs, Lighting and Left Turn Lanes. The remaining collisions were imported onto a Geographic Information System (GIS) system to a physical location (based on X and Y

coordinates) and were plotted on a map. Regulatory (excluding STOP, YIELD, Speed limit, Parking, bicyclists, pedestrian) and warning signs were overlaid on this collision location map. The City is confident that the data set and resulting maps demonstrate that the data supports the selection of the project area and this project area will benefit from each countermeasure selected.

4. Prior Attempts to Address the Safety Issue

List all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all federal funds that have been used or approved within or directly adjacent to the proposed project limits within the last 5 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 5 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes.)

For projects proposing high cost improvements/countermeasures such as shoulder widening and horizontal/vertical realignments, applicants must document that they have installed and monitored low-cost improvements which have not adequately addressed the safety issue ("**incremental approach**").
(Limited to 5,000 characters)

The Glen Oaks Boulevard HSIP project is more than a mile north of this proposed project, at the northern boundaries of the City. The City has also received funding to develop a transportation plan for the downtown San Fernando area including the seven of these intersections. This planning study, when completed, will guide the City to develop effective transportation networks and systems to help improve transportation issues along Truman Street and surrounding the Metrolink Station at 1st Street and Hubbard Avenue. Initial study findings revealed that the transportation corridors along and adjacent to the Metrolink right-of-way are most impacted by local and regional traffic conditions. This area also includes the downtown San Fernando and civic center districts along San Fernando Road and Maclay Avenue, a major east-west transportation corridor on Truman Street, and one of Metrolink's busiest commuter rail stations in the San Fernando Valley.

There are many pedestrians and bicyclists within this project area and transit dependency is high. The City is in the development of creating a transit-oriented development district along Truman Street and San Fernando Road to increase housing and redirect housing densities nearer to rail stations and along transit corridors. In addition, LA County Metro has plans to construct a light rail corridor along San Fernando Road, further increasing the need to improve traffic safety at these nine intersections.