Agenda Report

December 4, 2017

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: **AUTHORIZE THE CITY MANAGER TO EXECUTE ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING AND THE IMPLEMENTATION OF THE ADAPTIVE TRAFFIC CONTROL NETWORK PHASE II PROJECT**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the Adaptive Traffic Control Network Phase II Project is exempt from review pursuant to the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(21); and

2. Authorize the City Manager to execute all agreements with the Los Angeles County Metropolitan Transportation Authority (Metro) associated with the receipt of $1,657,413 in reimbursable grant funding for the implementation of the Adaptive Traffic Control Network Phase II Project (CIP Project No. 75095).

BACKGROUND:

In 2013, the City's Department of Transportation applied for funds from Metro's Call for Projects. Through a very competitive process, the "Adaptive Traffic Control Network Phase II" Project was approved for the 2013 Call for Projects cycle and funding was set aside pending approval by Metro's Board and formal execution of a Funding Agreement with the City.

In short, Adaptive Traffic Control (ATC) refers to a type of traffic signal operations that functions at the corridor level. Traffic signals equipped with ATC monitor traffic flow and performance and make micro adjustments in signal timing based on calculated analytics from past and present vehicular patterns and the corresponding performance of the corridor. ATC, when properly configured, is capable of making continuous signal timing adjustments that will best serve the corridor as a whole, entirely based on real time

corridor monitoring. Research studies conducted for SCAG in Pasadena showed a slight reduction in citywide vehicle miles traveled (VMT) from the implementation of ATC on Fair Oaks Avenue from Walnut Street to Glenarm Street. Documented results also include less overall delay and more uniform operating speeds along the corridor.

The general objective is to replicate the benefits of adaptive traffic operations efficiencies, currently only in operation on Fair Oaks Avenue, by expanding traffic adaptive capabilities into other key mobility corridors, thus creating a network of adaptive traffic operations, resulting in the application of adaptive traffic control strategies to a city-wide level.

This expansion includes the following corridors:

- California Boulevard between St. John Avenue to Lake Avenue
- Del Mar Boulevard between St. John Avenue to Oak Knoll Avenue
- Arroyo Parkway between Union Street to Fillmore Street
- Foothill Boulevard between Sierra Madre Boulevard to Michillinda Avenue

The addition of ATC capabilities to City's major mobility corridors should assist in enhancing traffic and transportation management operations, especially for special events with high public attendance. The project is currently scheduled for design in FY 2018 with construction to be completed by end of FY 2021.

COUNCIL POLICY CONSIDERATION:

The Adaptive Traffic Control Network Phase II Project supports the Mobility Element of the General Plan by promoting safe and efficient mobility through main City arterial streets while flexibly promoting various modes of transportation. As well, this project is consistent with the Department of Transportation for promoting multimodal transportation mobility citywide.

This project is consistent with the following policies in the City's Mobility Element Policy:

Policy 1.10 Continuously evaluate the operation of the City's transportation system to manage the speed of travel at or below the speed limit, manage queues at intersections and develop improvements to increase safety of all transportation services.

Policy 1.13 Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel.

ENVIRONMENTAL ANALYSIS:

The Adaptive Traffic Control Network Phase II Project is exempt from review pursuant to the CEQA, pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(21).

FISCAL IMPACT:

Approval of the Funding Agreement will enable the City to obtain $1,657,413 in grant funding through Metro for the design and construction of the Adaptive Traffic Control Network Phase II Project (CIP Project No. 75095). The total project cost is $2,071,766. The following table presents the sources of funds that will be used for this project.

FUNDING SOURCES	FUNDS AVAILABLE
Metro (80% Share)	
Prop C Reimbursable Grant	$ 1,657,413
Local Match (20% Share)	
Traffic Reduction Fee Fund 313	$ 414,353
TOTAL PROJECT COST	**$ 2,071,766**

The above funds distribution and project summary can be found in the City's FY2018-2022 Adopted Capital Improvement Program.

Respectfully submitted,

F. C. Dock

FREDERICK C. DOCK
Director
Department of Transportation

Prepared by:

Victor H Koo
Associate Engineer

Approved by:

Steve Mermell
City Manager