



REQUEST FOR PROPOSALS

LA PALMA AVENUE IMPROVEMENT FEASIBILITY STUDY

September 13, 2021

BACKGROUND

Many commuters who live in the Inland Empire have been using La Palma Avenue as an alternate route in the evenings to return home in order to avoid traffic congestion on SR-91. They travel eastbound on La Palma Avenue until Gypsum Canyon Road where they must get on the freeway as La Palma Avenue does not continue further east after Camino De Bryant. The traffic congestion on La Palma Avenue is mainly due to the fact that the current freeway capacity cannot accommodate the travel demand. As a result, traffic would often spill back from the on-ramp to La Palma Avenue. The traffic congestion would be even worse whenever there is an incident on SR-91 or simply due to high traffic volume for the long weekends and holidays.

Regional effort

At the regional level, OCTA, Caltrans, Transportation Corridor Agency (TCA) and Riverside County Transportation Commission (RCTC) have been working diligently in developing plans to alleviate traffic congestion on SR-91. Currently, there are two improvement projects:

1. *SR-91 Alternatives Analysis (SR-241 to SR-71)*: This is a feasibility study for additional freeway capacity (by widening) to alleviate congestion. This study should be completed by late summer of next year. It will define the alternatives that are feasible so that OCTA can determine the preferred alternative and program funding for final design and construction.
2. *Final design for 241/91 Express Connector Project*: This is a proposed direct connector from the northbound 241 Toll Road to the eastbound 91 Express Lanes and from the westbound 91 Express Lanes to the southbound 241 Toll Road. It will provide improved connectivity between the 91 Express Lanes and the 241 Toll Road. The project will also enhance operations for State Route 91's general purpose lanes and northbound SR 241. The construction of this project is anticipated to begin in 2023 and complete in 2025.

The SR 241/SR 91 Tolloed Express Lanes Connector Draft Traffic Analysis (Stantec, December 20, 2018) is attached to this RFP for reference. Please note that the Stantec study did not analyze traffic conditions on La Palma Avenue.

Additional projects for SR-91 improvement can be found at http://octa.net/pdf/2021_SR-91_Imp_Plan_Final.pdf?n=202107

City's effort

The City has been monitoring the traffic operations on La Palma and can change traffic signal timing at La Palma and Gypsum Canyon in real time to help facilitate traffic flows. City staff also coordinates with Caltrans District 12 (who controls on-ramp and off-ramp traffic signals on Gypsum Canyon) and the City of Anaheim (who controls the traffic signal at Yorba Linda Blvd. and La Palma). However, sometimes the traffic demand is simply too high and the level of service cannot be further improved.

The City used to receive many complaints from the gated community *Legacy at Bryant Ranch* (located at the north side of the intersection of La Palma/Gypsum Canyon) that some motorists made U turns at their entrance in order to by-pass the long queue on La Palma. This issue has been significantly mitigated since the City installed a "NO U TURN/NO LEFT TURN, 4 pm – 6 pm, Resident Exempt" sign in 2012. Orange County Sheriff's Department's enforcement has been very helpful in deterring the illegal turning movement.

A technical memorandum was prepared by LIN Consulting to evaluate the current traffic congestion on La Palma Avenue, and two alternatives were presented to the Traffic Commission on April 22, 2021 for considerations. The Traffic Commission directed staff to study further with additional feasible alternatives.

PROJECT LIMITS

- La Palma Avenue between Mercado Del Rio and Camino De Bryant;
- Gypsum Canyon Road between La Palma Avenue and SR-91.

SCOPE OF WORK

The scope of work shall include, but not limited to, the following tasks:

1. **Data Collection:** Collect traffic data and conduct field and right-of-way verifications as needed to support further studies
2. **Traffic forecast and operations analyses:** Consider programmed regional freeway improvements and conduct traffic forecast and operations analyses. Consultant shall contact OCTA to get the future OCTAM model and confirm all the future funded project for SR-91. The traffic spillback effects from SR-91/Gypsum Canyon Road on-off ramps shall also be considered. At a minimum, the following scenarios shall be considered.
 - a. Existing

- b. Mid-term (10 years)
 - c. Long term (20 years)
- 3. **Development of feasible improvement alternatives:** Develop conceptual improvement alternatives and prepare feasibility studies for the following scenarios.
 - a. Near term (within 5 years)
 - b. Mid-term (10 years)
 - c. Long term (20 years)For budgeting purposes, up to five alternatives should be included in the scope of work.
- 4. **Community input/outreach:** Up to two community outreach meetings shall be conducted in addition to online surveys via social media.
- 5. **Cost estimate:** Prepare order-of-magnitude cost estimates for each alternative
- 6. **Funding strategies:** Identify possible funding strategies to help the financing of the construction of the preferred alternative.
- 7. **Public Meetings:** Attend up to four (4) public meetings (traffic commission and city council) and give presentations about the project.
- 8. **Draft/Final feasibility study reports:** Submit three hard copies of the draft report for city's review and two hard copies of the final report for the city's records. The digital files of the final report shall be made available to the City.

PROPOSAL FORMAT AND DUE DATE

A letter proposal shall be emailed to Tony Wang, Traffic Engineering Manager, at twang@yorbalindaca.gov. The proposal shall include:

- 1. Project manager and supporting staff resumes
- 2. Subconsultants, if any
- 3. Project understanding and approach
- 4. Project schedule
- 5. Cost proposal

PROPOSALS ARE DUE BY 12 PM, ON FRIDAY, OCTOBER 8, 2021.

ATTACHMENTS

- 1. La Palma Avenue Congestion Improvement Study Technical Memorandum, LIN Consulting, March 5, 2021
- 2. SR 241/SR 91 Tolloed Express Lanes Connector Draft Traffic Analysis, Stantec, December 20, 2018.