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## City of Kelowna

# MEMORANDUM

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**DATE:** September 7, 2005  
**FILE:** 5460-03  
**TO:** City Manager  
**FROM:** Transportation Manager  
**RE:** **Traffic Signal System Upgrade – Award of Contract T05-106**

Report prepared by F.Wollin, Traffic Technician

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### **RECOMMENDATION:**

THAT the contract to upgrade the traffic signal system be awarded to Econolite Canada for the amount of \$356,921.55, including GST.

### **BACKGROUND:**

The City of Kelowna, the British Columbia Ministry of Transportation (MoT), Transport Canada and BC Transit have entered into an agreement and are undertaking a joint project to upgrade the MoT and the City of Kelowna traffic control system in the Highway 97 corridor. This will also include emergency vehicle and transit signal priority, as well as to integrate the City and Ministry of Transportation traffic signals in this corridor.

The Smart Transit Plan undertaken by the Central Okanagan Region, the City of Kelowna, MoT and BC Transit (and other local agencies) identified a need for transit priority systems along the Highway 97 corridor to improve transit travel times and on-time reliability.

The Transportation Division currently has a traffic control system and intersection control equipment which has been supplied and installed by Econolite Canada Inc. since the early 1990's. The Highway 97 (Harvey Ave.) signalized intersections are under MoT jurisdiction and use a different manufacturer's equipment.

In conjunction with our consultant IBI Group, Transportation Division staff, MoT staff and the City Purchasing Manager, three (3) options were reviewed for the procurement of a central traffic control system that would work for both the City and MoT. Based on the findings, the review committee recommended that the City pursue obtaining a quotation for a central traffic management supplier directly, as a single source supplier, from Econolite Canada Inc. for the following reasons:

1. Software and hardware from a single vendor will ensure 100% compatibility with the existing traffic signal equipment used by the City of Kelowna. This specifically minimizes risks associated with the integration of existing traffic signal control equipment and a minimal affect on additional staff resources required to successfully complete the project.

2. The largest cost component of installing a new traffic management system is the integration with existing traffic controllers. Since the City has 100% Econolite controllers at all existing traffic signals and MoT has specified "Econolite Only" for the 11 intersection cabinets at selected intersections on Highway 97 and 33; the integration to this new system will be the most cost effective now and provide the most flexible controller integration in the future.
3. The best way to ensure a smooth conversion from the existing system is to have a commonality of the new traffic signal system with the local and MoT signalized intersections along Highway 97 and 33.
4. The City's deadline (completion by March 31, 2006) to use funding of \$250,000 from Transport Canada through an open tendering process, including review and acceptance by MoT, would not be achievable.
5. Transit priority software exists in the Econolite controllers and this is an important component in completing this project.
6. Once the system is in place, the City would be able to assess viable NTCIP compliant alternate manufacturer controllers (hence allowing for potential open-tendering for future intersection traffic signal controllers and cabinets).

For the above reasons, the sole source approach was used for this procurement. Prior to commencing negotiations with Econolite Canada Inc., a Notice of Intent was posted and no responses were received.

Funding for the acquisition and installation of this system is from the following accounts:

10-3391-T9980	\$ 270,778.30
(with MoT to be invoiced for \$54,977.65 as a credit to this account)	
10-3391-T9993	\$ 86,143.26



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Ron Westlake, P.Eng.  
Transportation Manager

approved for inclusion  
John Vos  
Director of Works & Utilities