



COUNCIL REPORT

DATE: February 14, 2023

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39, and Active Transportation Improvements, Project 23-30—Authorize Professional Services Agreement**

RECOMMENDATION

1. Transfer and appropriate \$75,000 from the General Fund Transportation Reserve to Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39. (Five votes required)
2. Authorize the City Manager or designee to execute a professional services agreement with BKF Engineers, Inc., of San Jose, to provide design and construction support services for Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39, and Active Transportation Improvements, Project 23-30, in a not-to-exceed amount of \$433,000.

BACKGROUND

Grant Road and Sleeper Avenue Intersection

The intersection of Grant Road and Sleeper Avenue is located along Grant Road approximately midway between North Drive and Cuesta Drive (see Figure 1). The intersection is adjacent to Cuesta Park and is an essential connection to the entrance to the Stevens Creek Trail, which is approximately one-half mile to the east of the intersection. El Camino Hospital and YMCA are both to the west of the intersection along North Drive. There is only one marked crosswalk at the eastern leg of the intersection to cross Sleeper Avenue, while a median opening and accessible curb ramps are provided on the southern leg of the intersection to allow pedestrians and bicyclists to cross Grant Road (see Figure 2).

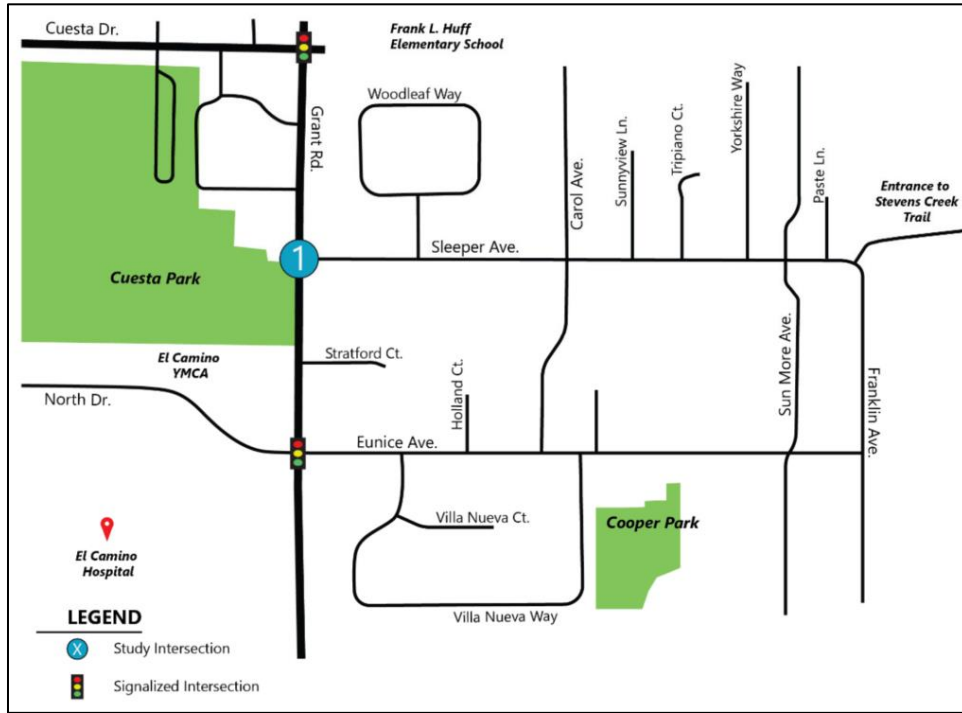


Figure 1: Project Location Map



Figure 2: Existing Conditions

In 2018, the City issued a Request for Proposals (RFP) for conducting a feasibility study of the Grant Road and Sleeper Avenue intersection. In 2019, the City contracted with TJKM Transportation Consultants to conduct the study and evaluate conceptual alternatives for improvements to facilitate the safe movement of pedestrians and bicyclists crossing Grant Road at Sleeper Avenue.

A virtual community meeting was held on October 22, 2020 to gather public input on the proposed alternatives. These alternatives and public input were then presented to the Bicycle/Pedestrian Advisory Committee (BPAC) on February 24, 2021 and to the Council Transportation Committee (CTC) on April 20, 2021.

On [June 8, 2021](#), Council approved the preferred alternative recommended by the BPAC and CTC, which is shown in Figure 3 and includes:

- Pedestrian hybrid beacon (PHB) on Grant Road;
- High-visibility crosswalks on the southern and eastern legs of the intersection;
- Left-turn lane restriction from Sleeper Avenue onto Grant Road;
- Adaptive traffic signal equipment and signal interconnect;
- Streetlights;
- Enhanced signage and striping; and
- Northern bicycle crossing.

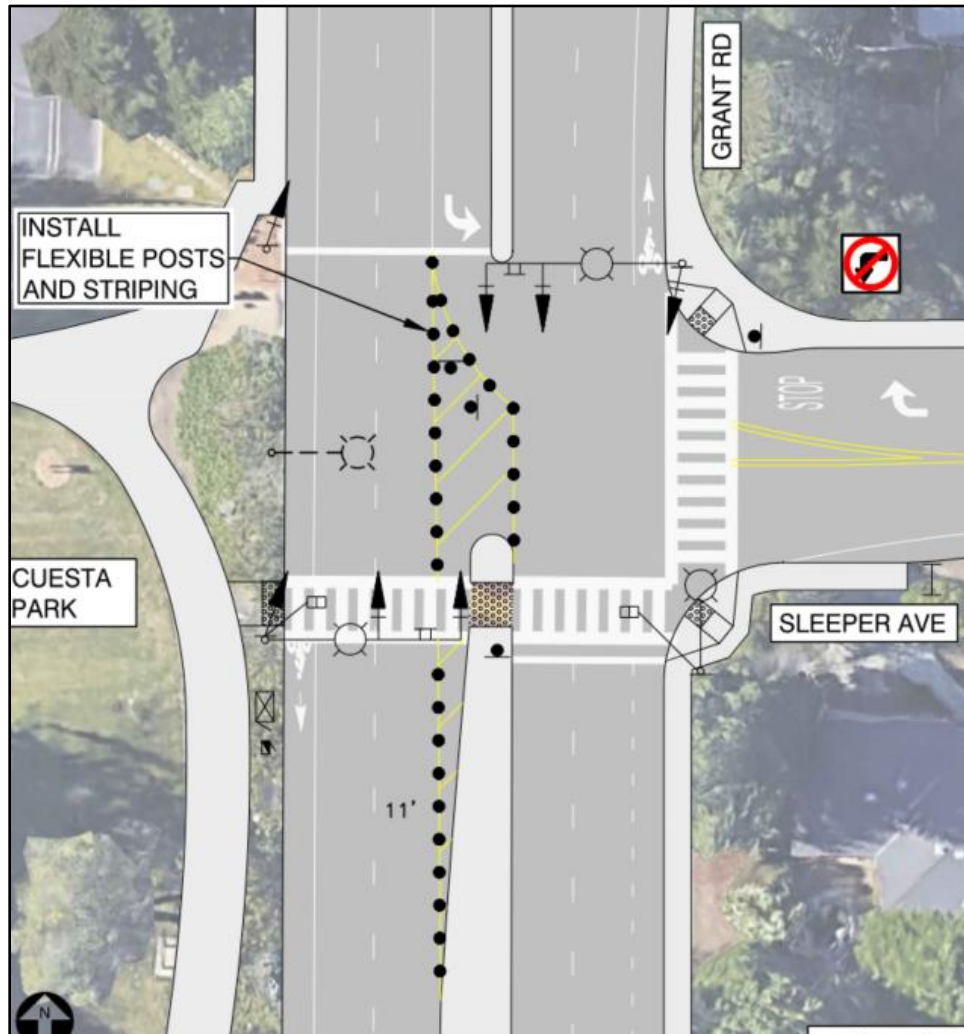


Figure 3: PHB with a Southern Crosswalk and Left-Turn Restriction from Sleeper Avenue

Additional Intersections for Bicycle and Pedestrian Improvements

Staff has identified the following nine intersections which should receive improvements to facilitate pedestrian and bicycle crossings (Figures 4 and 5):

1. Rengstorff Avenue crosswalk at Junction Avenue;
2. East Middlefield Road crosswalk at Tyrella Avenue;
3. West Middlefield Road crosswalks at Terra Bella Avenue;
4. West Middlefield Road crosswalks at San Pierre Way;

5. Cuesta Drive crosswalk at Bonita Avenue;
6. New crosswalk across Cuesta Drive at Begen Avenue;
7. Heatherstone Way/Dale Avenue crosswalk at the Stevens Creek Trail entrance;
8. Pedestrian improvements at Sleeper Avenue and Franklin Avenue; and
9. East Dana Street crosswalk at Pioneer Way.

This list was generated from community requests and is based on staff's evaluations of these intersections. The recommended improvements consist of LED-enhanced signs, Rectangular Rapid-Flashing Beacon (RRFB), high-visibility crosswalks, signing, striping, and/or other appropriate traffic-calming measures.

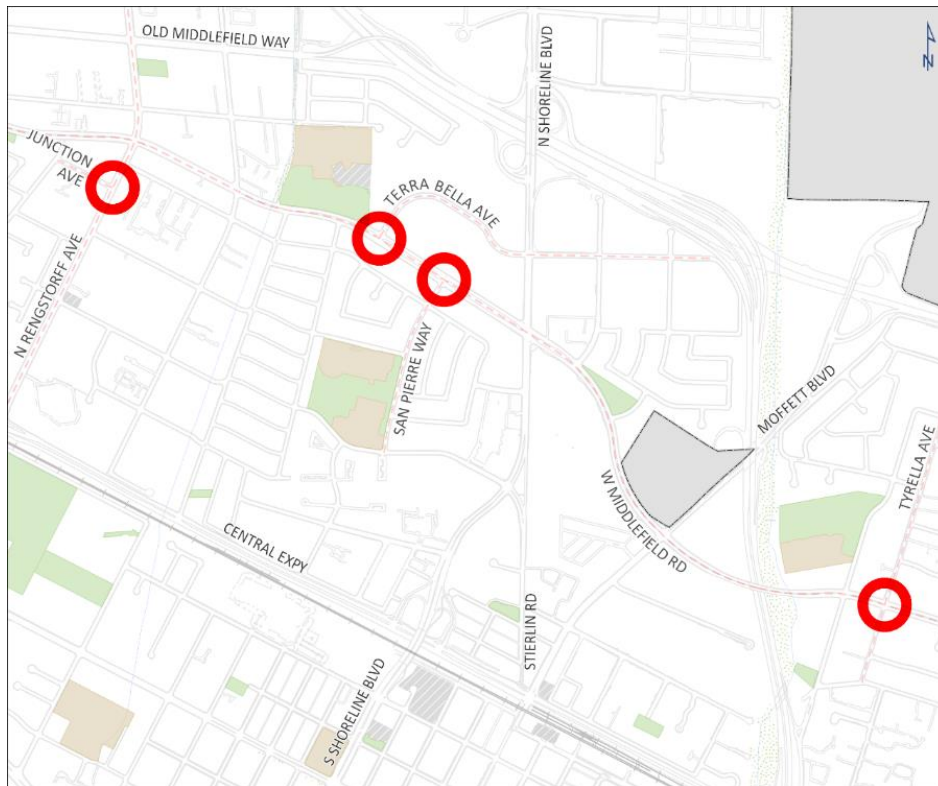


Figure 4: Intersections 1 through 4

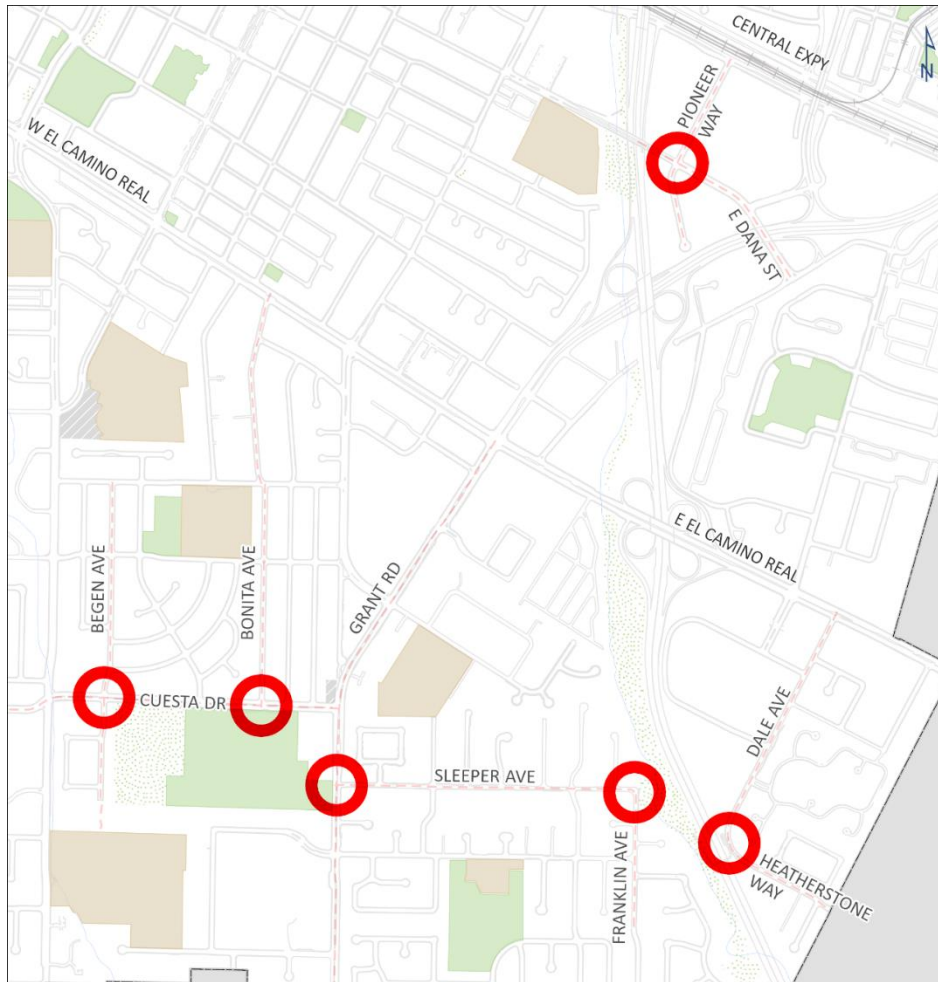


Figure 5: Intersections 5 through 9 and Grant Road/Sleeper Avenue

ANALYSIS

Proceeding with the design on Council’s approved alternative for the Grant Road and Sleeper Avenue intersection improvements has been delayed due to engineering staff vacancies and the high number of other capital projects already in design. In particular, staff has had to prioritize grant-funded projects which have strict delivery timelines (e.g., Stierlin Road Bicycle and Pedestrian Improvements) and projects being delivered in cooperation with other agencies (e.g., bicycle and pedestrian improvements as part of Caltrans’ El Camino Real resurfacing project and the Caltrain grade separation projects).

Designing the bicycle and pedestrian improvements for the nine intersections listed above was also impacted by limited staffing resources during the pandemic. While the improvements at these additional intersections are a smaller scale than the Grant Road and Sleeper Avenue intersection, they require a similar design approach and expertise. Adding these nine

intersections to the Grant Road and Sleeper Avenue scope of work will take advantage of economies of scale and will allow the project manager to be more efficient by working with one design consultant for all locations. This approach will not further delay the Grant Road and Sleeper Avenue intersection improvements but will allow the City to deliver the other intersection improvements sooner.

Design Consultant Contract

On November 14, 2022, the City issued an RFP for the Grant Road and Sleeper Avenue improvements and the nine additional intersections for design and construction support services. Three firms submitted proposals. A selection committee comprised of Public Works staff evaluated the proposals and reviewed the firms' qualifications and understanding of the project. The selection committee recommends BKF Engineers, Inc. (BKF), as the most qualified based on the merits of their written proposal, experience in completing similar projects, understanding of the project goals, and approach to the work.

The main elements of the scope of services include:

- Conduct site visits, survey, and evaluate existing conditions;
- Prepare construction bid documents for the Grant Road and Sleeper Avenue intersection per the approved alternative;
- Prepare construction bid documents for nine additional intersections to facilitate improved pedestrian and bicycle crossings; and
- Provide bidding and construction support.

The recommended fee is \$393,000 for design services and construction support and \$40,000 for additional services for a total not-to-exceed amount of \$433,000. This fee is consistent for such services, and staff considers the fee to be fair and reasonable for the scope of work required.

If the recommended action is approved by Council, BKF will begin the project in spring 2023. Staff estimates design will be completed by December 2023 with award of a construction contract by April 2024. It will take approximately six months after contract award for the contractor to receive materials that require a long lead time to manufacture, such as steel traffic signal poles; therefore, construction is estimated to begin in fall 2024 for the Grant Road and Sleeper Avenue intersection. Staff plans to coordinate with the construction contractor to determine if some of the other intersections that do not have long material manufacturing lead times can begin construction soon after contract award.

As requested by the CTC, additional community outreach will be conducted for the Grant Road and Sleeper Avenue intersection during design. Staff will also include a community outreach component for the additional intersections. Staff will return to the CTC to present the results of the community outreach for all intersections prior to completing final design.

FISCAL IMPACT

Grant Road and Sleeper Avenue Intersection Improvements, Project 21-39, is funded with \$750,000 from the 2016 Valley Transportation Authority (VTA) Measure B Sales Tax—Local Streets and Roads Program Fund. VTA requires 10% local matching funds for projects using Measure B funding; therefore, staff recommends appropriating \$75,000 in General Fund Transportation Reserve to Project 21-39 as a local match. The funds in Project 21-39 not used for the design phase will be used toward construction of the Grant Road and Sleeper Avenue intersection improvements.

It is recommended to fund the design for the nine other intersections from Active Transportation Improvements, Project 23-30, which is to be used to enhance intersections to improve pedestrian and/or bicycle safety. Using a separate Capital Improvement Program (CIP) project for the nine intersections will allow the City to properly track and invoice VTA for the Measure B grant-funded Grant Road and Sleeper Avenue improvements. Project 23-30 is funded with \$600,000 from the General Fund Transportation Reserve. The funds in Project 23-30 not used for the design phase will be used toward construction for the nine intersections.

The recommended total not-to-exceed amount for the consultant agreement is \$433,000. Projects 21-39 and 23-30 have sufficient funds for the recommended action. Additional funding will be needed for construction of all 10 intersections. Staff will request additional funding for Projects 21-39 and 23-30 as part of the upcoming five-year CIP process.

CONCLUSION

Staff recommends that Council authorize execution of a professional services agreements with BKF to provide design services and construction support for the Grant Road and Sleeper Avenue intersection improvements and for bicycle and pedestrian crossing improvements at nine other intersections. Combining these projects into one design consultant agreement will make more efficient use of City project management time and create opportunities for the City to deliver improvements to all 10 intersections as quickly as possible.

ALTERNATIVES

1. Do not approve the recommended professional services agreement and reissue the RFP.
2. Reduce the scope of work by removing the additional nine intersections.
3. Provide other direction.

PUBLIC NOTICING—Agenda posting.

Prepared by:

Kathryn Robertson
Associate Civil Engineer

Reviewed by:

Robert Gonzales
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Dawn S. Cameron
Public Works Director

Audrey Seymour Ramberg
Assistant City Manager/
Chief Operating Officer

KR/LL/6/CAM
952-02-14-23CR
202776