



PUBLIC WORKS DEPARTMENT

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408) 777-3354 • FAX: (408) 777-3333
CUPERTINO.ORG

CITY COUNCIL STAFF REPORT SUPPLEMENTAL 1

Meeting: January 22, 2025

Agenda Item #8

Subject

Award a construction contract to Golden Bay Construction in the amount of \$1,569,798, approve a first amendment to the design services contract with Pakpour Consulting Group to increase the contract by \$96,620 for a total not-to-exceed contract amount of \$310,483 and approve a budget modification in the amount of \$1,500,000 for the Stevens Creek Boulevard Class IV Bike Lane Project.

Recommended Action

1. Award a construction contract for the Stevens Creek Boulevard Class IV Bike Lane Phase 2A Project (budget unit 420-99-036, project number 2022-15) in the amount of \$1,569,798 to Golden Bay Construction, Inc.;
2. Authorize the City Manager to execute the construction contract with Golden Bay Construction, Inc. when all conditions have been met;
3. Authorize the Director of Public Works to execute any necessary construction change orders up to a construction contingency amount of \$156,980 (10%) for a total contract amount of \$1,726,778;
4. Authorize the City Manager to amend the Design Services Contract with Pakpour Consulting Group to increase the amount by \$96,620 for a total not-to-exceed contract amount of \$310,483 for the 2022-11 Stevens Creek Boulevard Class IV Bike Lane Phase 2B Design Project; and
5. Adopt Resolution No. 25-XXX approving budget modification #2425-377, approving an increase of grant revenue estimates of \$1,500,000 and a transfer out of \$693,000. This includes an increase of \$807,000 in Federal grant funds and a transfer of \$693,000 in SB1 Grant Funds from the Transportation Fund (270-85-821) into the Capital Improvement Program Capital Project Fund (420-99-036).

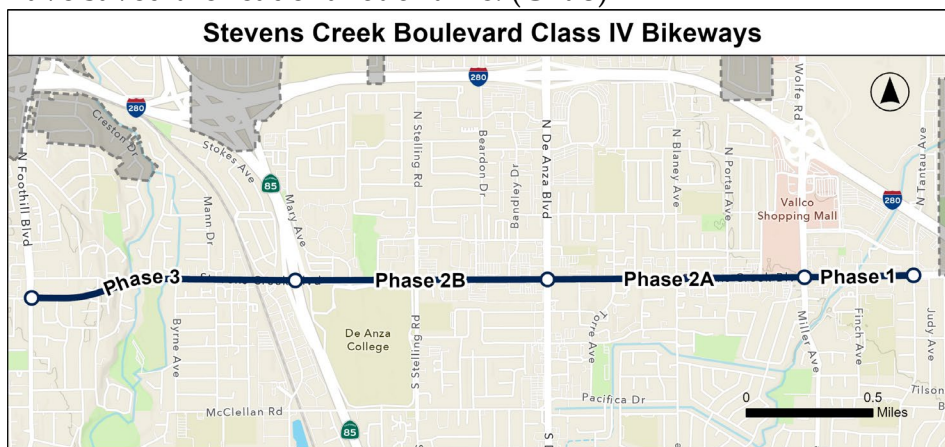
Staff's responses to questions received from councilmember are shown in italics.

Q1: URL and Map (Chao)

Q1-1: Could the staff please include a link to the City website for this project in future staff reports? <https://www.cupertino.gov/Your-City/Departments/Public-Works/Transportation-Mobility/Projects/Stevens-Creek-Boulevard-Class-IV-Bikeway> (Chao)

Staff response: Yes, future staff reports will include a link to the City's project website when available.

Q1-2: Could the staff please include a map to show the phases of this project? I truly appreciate the detailed timeline for this project in the staff report with the dates of each council meeting when a portion of this project was approved. But in order to find out what is Phase 2A or Phase 2B, it took me a while I did not find it out until I read the entire timeline in details. But a map would have saved the reader a lot of time. **(Chao)**



Staff response: Yes, future staff reports will include maps, if necessary, to clarify locations.

Q2: What kind of separators: Concrete separators or bollards? (**Chao**)

Staff response: These are concrete separators.

Q2-1: Will the Class IV Bike Lane in Phase 2 include concrete separators, as in McClellan Road, or the bollards, as in Phase 1 in Stevens Creek? I did not find the answer in the staff report. A Google search results in: "A Class IV bikeway, also called a "separated bikeway," is a bicycle facility on a street that is physically separated from vehicle traffic by a vertical barrier like a curb, bollards, planters, or other elements, essentially creating a protected bike lane

where only cyclists can use the space." Please provide a picture of the kind of separators that will be used. A picture is worth a thousand words. **(Chao)**

Staff response: Concrete buffers will be constructed, identical to those currently installed on Stevens Creek Blvd. between Wolfe Road and Tantau Ave. A picture is shown below.



Q2-2: Since the design for 2A and 2B are complete, I thought perhaps I can answer Q2-3 (what kind of separators) by looking at the design. But I could not find the design from the website nor the agenda packet. Please provide the design of 2A and 2B, which this agenda item refers to. **(Chao)**

Staff response: The design plans for Phase 2A are available on our business opportunities webpage at <https://apps.cupertino.org/details/745>. The design plans for Phase 2B are 95% complete but will use the same concrete separators.

Q3: Impact on vehicle flow

Thank you for confirming that "No vehicle lanes are being removed or repurposed as a part of this project." Would there be any other change that affects vehicle flows? Such as making some lanes right turn only or restricting time intervals for right turns or restricting right turns? Since they have happened in other intersections as bike paths are added, the public would

likely wish to know it ahead of time. Perhaps, the answers might be in the design of 2A and 2B? **(Chao)**

Staff response: No lanes will be converted to right-turn only, nor will there be any restriction prohibiting right turns on red. Similar to the current configuration along Stevens Creek Blvd. between Wolfe Rd and Tantau Ave, concrete buffers will prevent right-turning vehicles from using the bike lane for right turns at all intersections. Additionally, similar to the current operation for westbound Stevens Creek Blvd at Wolfe, there will be a dedicated traffic signal phase for bicyclists crossing at De Anza Blvd, and right turns for vehicles from Stevens Creek Blvd. onto De Anza Blvd will be prohibited only when a bicycle is crossing and the bike signal phase is active.

Q4: Public input and engagement

Thank you for the detailed timeline with dates for Council meetings for budget approval. On what dates the design for Stage 2A and 2B are reviewed/approved by the Bike and Ped Commission? On what dates the design for Stage 2A and 2B are approved by the Council? On what dates the design for Stage 2A and 2B were presented to the public at any community meeting? **(Chao)**

Staff response: Phase 2A and 2B design was reviewed in detail by the Bike and Pedestrian Commission on January 22, 2022 and July 20, 2022. No motions were made at these meetings. Status update on the project was provided to the Bike and Pedestrian Commission at the February 22, 2023 meeting. There was no separate dedicated community meeting for this project.

Q5: The Contract (included as Attachment A) does not include the Scope of Work, which makes this contract incomplete since I cannot tell from the contract what exactly is included. The contract stated "Contractor will perform all of the Work required for the Project, as specified in the Contract Documents". But the "Contract Documents" is not included, it seems. For comparison, the Agreement for Item 9 for Community Hall equipment upgrade includes the "contract documents" or the "bid proposal", which includes the Scope of Work, the timeline of phases etc. **(Chao)**

Staff response: The project plans and specifications are included as part of the contract documents that were linked in the staff report. Those documents are available on our business opportunities webpage at <https://apps.cupertino.org/details/745>.

Q6: Thank you for including a link to the bid documents. But it requires a login for some contractor to access the documents. Please provide a link to the city storage or archive without any login.

(I thought perhaps I could find out the answer for what kind of separators from the bid documents... But I cannot access it.) **(Chao)**

Staff response: A login is required. Sign up for the website is free. A contractor's license is not necessary, and interested parties can toggle the button to remove the contractor's license requirement.

Q7: What would be the difference in costs between the different options for separators? Concrete, bollards, or other options? **(Chao)**

Staff response: Concrete separators are significantly more expensive than plastic bollards but do provide a higher level of protection.

Q8: Thank you for the detailed project budget table. Appreciate it! But it took me a while to comprehend it. Here is what I derived from the tables:

- The City has budgeted \$2.5M in total for the design of 2A and 2B and the construction of Stage 2B.
- With this contract from this agenda item of \$1.5M (+ 10% contingency) + \$185k (construction management, which is about 12% of \$1.5M), the total expenses would be \$2.22M, which is under the budgeted \$2.5M.
- The project cost would also be covered by two grants, totaling \$1.62M.
- Thus, the actual cost to the city is \$2.22M - \$1.62M = \$0.6M. Is my understanding correct?

Projected Funding Impact (Expenses)		Amount	
Design Phase Expenditures to date		(\$213,863)	
Design Phase (for Phase 2B Design completion)		(\$96,620)	
Construction Contract (\$1,569,798 base contract and \$156,980 contingency) – This Action		(\$1,726,778)	
Construction Management		(\$185,000)	
Subtotal:		(\$2,222,261)	
Summary		Amount	
Current Project Budget (420-99-036)		\$2,500,090	
Projected Funding Impact		(\$2,222,261)	
Remaining Funds:		\$277,829	
Construction Phase 2A	Amount	Local Match	Total Amount
External Funding			
One Bay Area Grant (OBAG)	\$807,000	\$93,000	\$900,000
Senate Bill 1 (SB1)	\$693,000	\$32,000	\$725,000
Total	\$1,500,000	\$125,000	\$1,625,000

(Chao)

Staff response: The City has budgeted \$2.5M in total for the design of Phase 2A and 2B and the Construction of Phase 2A. To date, the total expenditures add up to approximately \$2.22M. The two grants total \$1.5M (with a required local match of

\$125,000). The actual cost to the City for design of 2A and 2B, and for construction of 2A, is estimated at approximately \$722,261.

Q9: About Phase 2B (**Chao**)

Q9-1: The staff report states "Staff will complete Phase 2B design and will pursue proposals for construction of Phase 2B in 2026. Staff will return to City Council for necessary budget requests for Phase 2B after construction bids are received for that phase." I thought the design for both 2A and 2B are complete, according to the staff report? (**Chao**)

Staff response: The design for Phase 2B is 95% complete. Some additional underground investigatory work is needed to verify that there are no conflicts with underground utilities. This upfront investigative work will minimize the potential for costly change orders during construction.

Q9-2: The process for Phase 2A was that the budget of \$2M was approved for the construction of 2A BEFORE it went out for bid. I am just curious why the budget requests for 2B would be made AFTER construction bids are received? (**Chao**)

Staff response: Staff currently has funds to finalize the design of Phase 2B, which will allow for the project to be bid. Current construction estimates for Phase 2B are \$1.6M, but staff believes it is practical to ascertain actual costs prior to requesting funds for construction. This will help to reduce the potential for multiple requests for funding for this phase.

Q10: When the contract for amend the design for the Stevens Creek Bike Lane project is awarded, is there an opportunity for your staff to review the actual design of the barriers re: protected bike lanes? The staff report says there will be no change in auto lanes or even existing bike lanes which currently are unprotected. My concern is twofold: One, having wide concrete barriers, similar to McClellan, creates a visual and apparent restriction to auto drivers, and two, it does not promote the aesthetic look of the entire street. Is there a way to have more narrow concrete barriers - which will provide protection to cyclists and at the same time maintain the 'look' of the street?

(**Mohan**)

Staff response: Yes, staff reviewed the design of the barriers and verified that the design matched the existing barriers located on Stevens Creek Blvd, between Wolfe Road and Tantau Ave.

There will be no narrowing of any vehicle lanes. However, there will be some modifications at intersections to enhance the safety of bicyclists and pedestrians (similar to the intersection at Wolfe and Stevens Creek).

This project consists mainly of placing concrete barriers within the area that is currently buffered. The barriers are 18" wide, and the area between the existing solid lines of the buffers is generally 18" wide. The concrete barriers are identical to the existing barriers on Stevens Creek Boulevard, between Tantau Ave. and Wolfe Rd. The width of the concrete barriers is determined by the need to ensure the barriers remain intact after impacts from vehicles, as well as provide sufficient physical protection for bicyclists.

Attachments Provided with Original Staff Report:

- A. *Draft Construction Contract*
- B. *Draft Resolution*