TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER DEPARTMENT: PLANNING AND COMMUNITY ENVIRONMENT

DATE: JULY 22, 2002 CMR:347:02

SUBJECT: APPROVAL OF A CONTRACT WITH W. BRADLEY ELECTRIC IN THE AMOUNT OF $157,000 FOR MODIFYING THE TRAFFIC SIGNAL AT MIDDLEFIELD ROAD AND MEADOW DRIVE, AND APPROVAL OF A RESOLUTION PROHIBITING PARKING ON MEADOW DRIVE

RECOMMENDATION
Staff recommends that Council:

1. Approve and authorize the Mayor to execute the attached contract (Attachment A) with W. Bradley Electric in the amount of $157,000 for modifying the traffic signal and conducting related striping, signing and roadway work at the intersection of Middlefield Road and Meadow Drive.
2. Authorize the City Traffic Engineer to negotiate and execute one or more change orders to the contract with W. Bradley Electric for related, additional but unforeseen work, which may develop during the project, the total value of which shall not exceed $15,700.
3. Adopt the attached resolution approving new “No Parking 7 a.m. to 7 p.m.” zones on the south sides of East Meadow Drive beginning at a distance of 85 feet east of Middlefield Road and 75 feet west of Middlefield and ending 140 feet east of Middlefield and 225 feet west of Middlefield (Attachment B).

BACKGROUND
The project is located at the intersection of Middlefield Road and Meadow Drive. The intersection is controlled with a two-phase traffic signal. In the vicinity of the project, Middlefield Road is striped with four through traffic lanes (10 feet wide except the curb side lane on the east side is 13 feet wide), one left-turn lane (10 foot wide) and a bike lane on the west side (7 foot wide). Parking on Middlefield in this area is not allowed. East of Middlefield, Meadow is striped with two 11 foot travel lanes and a 14 foot wide parking and bike lane, and parking is not allowed any time on the south side for a distance of 85 feet from Middlefield. West of Middlefield, Meadow is striped with two
11 foot wide travel lanes, a 7 foot wide parking lane and 7 foot wide bike lanes on both sides of the street and parking is not allowed any time on the south side for a distance of 75 feet. No left-turn lanes exist on Meadow and there are no wheelchair ramps at the intersection.

A substantial number of students use this intersection traveling to and from Jane Lathrop Stanford Middle School and Fairmeadow School. However, this intersection is not pedestrian-friendly because there are no wheelchair ramps and there are conflicts between heavy left-turning traffic and pedestrians crossing the street. Additionally, a review of traffic volumes and accidents supports the need for left-turn arrows.

DISCUSSION

The work to be performed under the contract consists of modifying the existing two phase fully actuated traffic signal to an eight phase signal to provide left-turn arrows in all directions (thus avoiding the traffic conflicts), constructing wheelchair ramps at all four corners, and related striping and signing.

In order to provide left-turn arrows at this intersection, it is essential to provide left turn pockets on Meadow. Therefore, Meadow will be restriped for a distance of 140 feet east of and 225 feet west of Middlefield, to include a 12 foot wide bike/parking lane on the north side, two 10 foot wide travel lanes, one 10 foot wide left-turn lane and an 8 foot bike lane on the south side. Due to the constrained width of the street, parking will need to be prohibited in the 8 foot wide bike lane on the south side of Meadow for an additional distance of 150 feet west of and 55 feet east of Middlefield. This will result in a loss of five to six parking spaces west of and two parking spaces east of Middlefield.

Approval of the attached resolution will allow parking to be prohibited on the south side of Meadow for a total distance of 140 feet east of Middlefield and 225 feet west of Middlefield. East of Middlefield, parking will continue to be prohibited any time within the first 85 feet, but prohibited from 7 a.m. to 7 p.m. for the remaining 55 feet. Similarly, west of Middlefield parking will continue to be prohibited any time within the first 75 feet, but prohibited from 7 a.m. to 7 p.m. for the remaining 150 feet. East of Middlefield Road, this new parking restriction will affect two residents and west of Middlefield it will affect Fire Station 4 and Covenant Presbyterian Church. The affected parties were mailed a notice on February 13, 2002 about the proposed work and the parking restrictions (Attachment D). To date, staff has not received any phone calls or letters in opposition to the proposed parking restriction.

Left-turn lanes already exist on Middlefield, but the left-turning volume on Middlefield warrants lengthening the left-turn lanes. The Palo Alto Bicycle Advisory Committee (PABAC) reviewed the project plans and recommends widening the curb side lane to 14 feet on the east side (northbound) to provide more room for bicyclists to share the northbound
curb lane with vehicular traffic. In order to accommodate a wider curb side lane on the east side, the bike lane on the west side will be narrowed to six feet, which is acceptable.

Bid Process
A notice inviting formal bids for this project was first issued on May 2, 2002 to builders’ exchanges and five electrical contractors. Two additional contractors requested and were given the bid documents. The bidding period was 27 days. At the close of the bid period no bids were received. Calls to three contractors indicated that they were too busy bidding other jobs to bid on this project. Accordingly, the project was bid again on June 5, 2002 for another 27-day bid period. This time the bid packet was sent to the local builders exchanges, six contractors, and was advertised in two issues of both the San Jose Mercury and San Francisco Chronicle. Three additional contractors requested and were given the bid documents. As shown in the attached bid summary sheet (Attachment C), four bids were received from qualified contractors. The bids ranged from a high of $235,000 to a low bid of $157,000. The bid of $157,000 submitted by W. Bradley Electric is 16 percent above the engineer’s estimate of $135,000. Given that the project was bid twice and the bids ranged up to $235,000, staff believes the engineer’s estimate was on the conservative side, and recommends that the bid of $157,000 be accepted and W. Bradley Electric be declared the lowest responsible bidder. The change order amount of $16,000, which is approximately 10 percent of the total contract, is requested for related, but unforeseen work.

Staff also checked with the Contractor's State License Board and found that the contractor has an active license on file.

RESOURCE IMPACT
The total cost of the project, including contingencies, is $173,100. Sufficient funds for this project were included, and are currently available, in the Electric Utility portion of the 2001-2002 Capital Improvement Program.

POLICY IMPLICATIONS
This project is consistent with the Council-approved Utilities Strategic Plan to implement programs that improve the quality of the environment.

ENVIRONMENTAL REVIEW
Modification of traffic signals and related striping and signing is considered a minor operational improvement, and is categorically exempt under the California Environmental Quality Act. No further environmental assessment is necessary.
ATTACHMENTS
A. Contract
B. No Parking Resolution
C. Bid Summary Sheet
D. Notice to adjacent properties regarding proposed parking restrictions

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