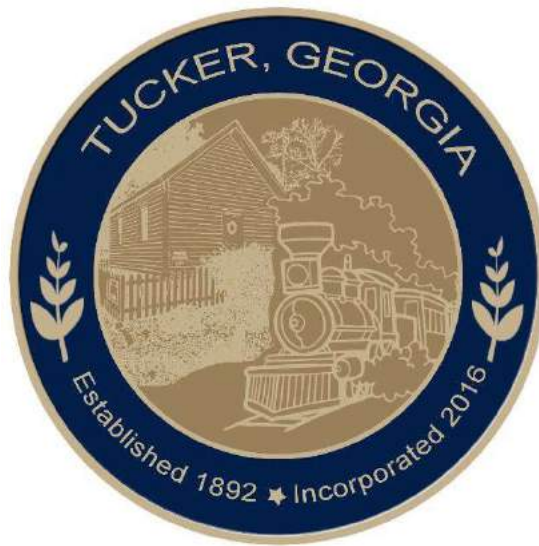


City of Tucker

Request for
Qualifications
RFQ #2018-003

Strategic Transportation Master Plan



Request for Qualifications

City of Tucker, Georgia

Qualifications Due: Thursday, February 15, 2018 @ 2:00PM EST

Invitation

The City of Tucker is now accepting proposals for qualified professional service providers to develop a Strategic Transportation Master Plan for the City of Tucker. Qualifications will be received until 2:00PM (EST) on Thursday, February 15, 2018 at the Tucker City Hall located on 4119 Adrian Street, Tucker, Georgia 30084. Qualifications will be considered from any professional firm with experience and success in developing and preparing a Strategic Transportation Master Plan for local government.

SCOPE OF CONSULTANT SERVICES

STRATEGIC TRANSPORTATION MASTER PLAN SCOPE OF WORK

The following Supplemental Scope shall be developed in conjunction with the City of Tucker's Comprehensive Plan process and shall enhance the Comprehensive Plan's Transportation Element scope of work by providing greater in-depth research, reviews, and analysis, and provide transportation improvement recommendations. The Strategic Transportation Master Plan (STMP) shall be a full complement to the Comprehensive Plan in terms of breath of review, involvement of the public, data collection and detailed analyzes, coordinated recommendations, and prioritized implementation strategies.

Overview

Addressing the transportation issues facing the City of Tucker will require a multifaceted approach including a proactive community involvement from a wide range of public interest groups along with a proper mix of technical analysis and policy discussion. The City's overall transportation issues are a product of its location within the region with significant east-west and north-south through transportation movement on regional arterial facilities such as Stone Mountain Freeway (US 78), Hugh Howell and Lavista Roads (SR 236), Lawrenceville Highway (US 29), Mountain Industrial Boulevard, and Chamblee Tucker Road. In addition to serving regional travel, these same facilities serve as the major travel routes for trips traveling within the City. There is a lack of significant network and connectivity thus causing local and regional trips to travel on the same roadways. Other facets of the transportation system including transit, pedestrian and bicycles are also key elements on the overall transportation system that must be examined and evaluated at a community level scale. Other features of the transportation system must be examined on a more detailed basis. Major transportation corridors, individual intersections, school zones, pedestrian and access management issues require a more detailed level of analysis and evaluation. It is important that this more detailed analysis be fully integrated with the overall community level of analysis to provide a

comprehensive assessment of the City's transportation system.

Task 1 –Transportation Needs Assessment

Data Compilation

This task will encompass the compilation of data necessary to perform the analysis and evaluation of the current and future transportation system and identify the current and future needs. This process will include the preparation of a transportation system database to support the development of the technical analysis tool, including:

- ARC travel demand model (base year of 2018 and future year 2040).
- City of Tucker Top Ten Intersection Safety Improvements (On system and off system) - 2017
- Traffic Count data (24 hour counts and turning movement counts at major intersections).
- Waze Information
- Accident Data from the past 5 years utilizing GDOT's GEARS (Georgia Electronic Accident Reporting System)
- Transit Routes within the City of Tucker and neighboring areas
- Roadway functionality: traffic flow, access points, safety, capacity, congestion, trip loads, traffic demand management and signal synchronization;
- Pedestrian and bicycle facilities
- School zones
- Socioeconomic data
- Current transportation funding sources and levels. This review should include a summary of previous reimbursement funding that DeKalb County has received over the last 10 years for projects within the City as well as the recently approved SPLOT funding.

The CONSULTANT will make recommendations on supplemental data that is needed to ensure the team's understanding of the physical conditions, traffic volumes and traffic flow patterns versus roadway capacity to present in the City facilitate analyses of potential Hot Spot locations.

Review of Existing Plans

This task will include the review and evaluate DeKalb County's existing Transportation Master Plan's goals, objectives, policies and Short Term Work Program (STWP), as well as any other related regional and state-wide transportation plans with regards to future economic development and land use. Identify areas of conflict and concurrence, positive and negative impacts on the City's transportation goals, economic growth, and future mobility. Analyze the City's existing land use patterns and recommend improvements that will enhance inter-city mobility.

- Current plans:
 - City of Tucker Comprehensive Plan -2018 (draft)
 - DeKalb County Recreation and Parks Strategic Plan
 - Stone Mountain Industrial Overlay Ordinance (Stone Mountain CID)

- Tucker LCI Study (Northlake CID)
- Tucker-Northlake Community Improvement District Master Plan Study
- City of Tucker Development Ordinance
- DeKalb County 2035 Comprehensive Plan
- DeKalb County Transportation Master Plan
- ARC Transportation Improvement Program (TIP)
- ARC Regional Transportation Plan (RTP)
- Main Street Tucker Parking Study
- Gwinnett County Comprehensive Transportation Plan
- MARTA CONNECT GA400
- GDOT 2040 Statewide Transportation Plan / 2015 Statewide Strategic Transportation Plan
- City of Stone Mountain Comprehensive Plan
- Bridge Replacement Program including GDOT Bridge Inspection Report and Loading Rating Analysis
- Roadway Inventory
- Capital Improvement Projects currently underway
- City of Tucker and DeKalb County Functional Classification Map
- Lawrenceville Highway Corridor Study

Modeling of existing system

The consultant will assess the following existing transportation system: roadways, bridges, transit, pedestrian, bicycle. The CONSULTANT will also review the existing transportation/land use regulations and assessment management. The CONSULTANT should make recommendations on evaluation criteria that will be used in the assessment of the existing and future transportation system and the identification of the deficiencies. Examples of these evaluation criteria may include:

- Vehicle miles of travel at Level of Service E or worse
- Vehicle hours of delay
- Travel time to major activity centers within the City
- Percent of transit usage
- Percent of non-motorized trips
- Percent of system mileage operating over capacity
- Vehicle hours of delay per vehicle mile of travel.

Once the criteria have been established with the City, the existing transportation system will be evaluated and deficiencies highlighted. This evaluation will serve as a benchmark for the evaluation of future transportation system improvements.

An operational model for the City will be developed using the microsimulation modeling software VISSIM and Synchro. The purpose of this model will be to examine the detailed operational aspects of the transportation system that cannot be addressed with the travel demand model. This model will facilitate the examination of the impacts of the operational

improvements such as intersection improvements (turn lanes, traffic signalization, signal timing coordination, and ITS strategies). This model will be used for any necessary corridor or subarea studies and evaluations.

Perform an origin and destination study to establish the number of trips originating in and outside of Tucker. Waze Data should be used as a calibration check of the travel demand model. The consultant should recommend a number of zones to allow for understanding of trips that use major corridors to access each of the other zones. The deliverable will be a trip matrix by major corridor showing these travel behaviors.

Task 2 – Public Involvement

Develop a Public Participation Plan (PPP). Consultant to create and manage an interactive and continuous public participation process that includes establishing a Stakeholder Group, holding multiple meetings and interviews with multiple interest groups, using multiple communication methods and ways to ensure the greatest public outreach and participation possible including the use of social media venues, coordinating meetings with neighboring municipalities, counties and ARC transportation staffs, as well as City elected officials and City staff. CONSULTANT will participate in all Comprehensive Plan public participation efforts.

Task 3 –Transportation Recommendation

Modeling of future system

The CONSULTANT will assess the future transportation system: roadways, bridges, transit, pedestrian, bicycle. The CONSULTANT will also review the proposed changes to transportation/land use regulations and assessment management from the Comprehensive Plan. The CONSULTANT will provide assessment of the future system based on previously established criteria to help with the identification of the deficiencies and improvements.

Examples of these evaluation criteria may include:

- Vehicle miles of travel at Level of Service E or worse
- Vehicle hours of delay
- Travel time to major activity centers within the City
- Percent of transit usage
- Percent of non-motorized trips
- Percent of system mileage operating over capacity
- Vehicle hours of delay per vehicle mile of travel.

Examine travel demand forecasts and prepare performance based standards and recommendations. Performance measures to include but not be limited to: system-wide vehicle miles of travel, transportation mode split, average travel time between selected origins and destinations, and completeness and continuity of the pedestrian and multi-trail network.

The modeled results will be used to prepare a phased improvement program in five-year increments. The model network will be adjusted to reflect any planned improvements and test potential additional projects. Use of the ARC model and its associated socioeconomic data is

important to maintain linkage to the Atlanta Region's Air Quality Conformity Determination. The City's parallel Comprehensive Land Use plan update process will provide modifications to this data that will ultimately feed into the future transportation network.

Recommend a STWP future infrastructure improvements plan and impacts on travel times;

Recommend criteria to prioritize all transportation improvements such as impact to reductions in travel time, relief from traffic congestion, and inter-city mobility.

Recommendation for Transportation Program

This task will focus on the main development of the Strategic Transportation Master Plan which will identify policies, programs, strategies, projects, schedules, responsibilities, cost and funding sources needed to assure that the transportation system adequately serves the travel needs in the short (5 years), intermediate (10 years) and long-range timeframes. Programs to include:

- Bridge Replacement Program
- Storm Drain Maintenance Program
- Resurfacing Program
- Sidewalk/Trail Program- The existing pedestrian and bicycle facilities should also be evaluated based on criteria recommended from the CONSULTANT such as overall connectivity and service to activity areas such as parks, schools, libraries, religious facilities and other public service areas. Review the City's pedestrian and bicycle safety, including but not limited to street and sidewalk lighting, traffic crossings, inter-parcel mobility.
- Neighborhood Traffic Management Program
- ADA strategies
- School related transportation issues
- Freight movement
- Transportation Demand Management Strategies
- Traffic Operations solutions for congested corridors
- Design strategies for two-lane arterials and collectors
- Capacity improvement strategies
- Major thoroughfare plans
- ITS Program / Master Plan
- Incident Response Plan
- Access management strategies
- Walkable communities
- Functional Classification
- City of Tucker Development Standards
- Recommend a funding strategy based on Federal, State and local funding sources.

Traffic congestion at key intersections is a critical issue for overall operation of the roadway

network. The intersection of two major roads can form the constriction point, limiting the overall capacity of the entire road. In order to address these key areas, additional focused traffic analyses will be performed on these Hot Spots.

Create a guide to multi-modal transportation decision-making.

Based on the City's Draft Comprehensive Plan and the City's transportation goals, develop a comprehensive list of STMP multi-modal transportation implementation recommendations.

Examine the movement of freight through the City of Tucker. Truck traffic concentration or circulation of trucks in congested areas can increase overall delays, as trucks have slower acceleration capabilities and require more room to maneuver and stop.

Examine current and proposed public transit systems and plans and develop multi-modal transportation options that will enhance mobility, both within the City and through the City, that could be implemented within 5-, 10- and 20- year timeframes. The CONSULTANT should recommend a financial constraint for each list based on available funding from all sources.

The CONSULTANT is encouraged to consider creative and innovative transportation solutions throughout the process. State of the art concepts such as autonomous vehicles, intersection designs, and traffic/transportation innovations should be considered.

Develop estimated capital, operating, and maintenance costs for all recommended infrastructure and service improvements and recommend potential funding sources.

Development of Transportation Element

The linkage between transportation and land use is key to providing an effective mobility, projected traffic and potential infrastructure modifications. The CONSULTANT will provide a written STMP that addresses and mitigates the City's and the region's future land and economic development impacts for the next 20-year term include transportation analyzes of future activity node redevelopment into villages, the development of a town center with entertainment and meeting facilities, the development of several large-scale activity centers, and active City parks. The STMP will include recommendations to modify, add, or remove City regulations, codes, ordinances, standards, practices and policies that will enable better implementation of city-wide multi-modal mobility.

Provide in the STMP documentation of the planning, public participation and evaluation process. Include all community involvement methods and levels of participation, technical analyses, databases, reference documents and reports

Provide in the STMP graphic material and maps depicting STMP recommendations and desired performance outcomes.

Provide overview of potential changes in the transportation network and vehicles such as changes in technology / autonomous cars.

Coordination

Integrate and coordinate the city’s new Strategic Transportation Master Plan (STMP) with the City’s Draft Comprehensive Plan.

Integrate and coordinate the city’s new STMP with the Metro-Atlanta Regional and DeKalb County transportation plans.

Deliverables

Provide the final STMP document in digital format, including 15 colored, bound and tabbed presentation binders.

Proposed Schedule

Release of RFQ:	Tuesday, January 9 th
Pre-Proposal Conference:	Tuesday, February 6 th at 1:00 pm EST (Conference call is available)
Deadline for Questions:	Monday, February 7 th at 2:00 pm EST
Responses to Questions Posted:	Tuesday, February 9 th
RFQ Deadline:	Thursday, February 15 th at 2:00 pm EST
Interviews (if necessary):	Week of February 26 th
Award at Council Meeting:	March 12 th
Notice to Proceed:	April
Assessment Completed:	May

Evaluation and Selection Criteria

The city will review all qualifications submitted. The city, in its discretion, may award the Contract to the responsible and responsive proposer submitting the proposal which is deemed to be the most advantageous to the city, price and other factors being considered. The following are the evaluation criteria the city will consider in determining which proposal is most advantageous to the city:

1. Project Understanding and Approach – 50 points
Successful proposers will demonstrate an understanding of the magnitude of the task, the constraints, and the desired outcomes for the project.
2. Similar Experience – 20 points
Successful proposers will have experience completing similar projects which should be demonstrated by providing case studies (of no more than two pages a piece) describing three projects that best match the scope and desired outcomes for this project. Each case study should highlight any similarities to the proposed Tucker project. For each case study, a reference and contact information should be provided. The city may request samples of the comparative works during the proposal review process.
3. Project Personnel – 30 points
Successful proposers will provide information on personnel to be assigned to this project. Personnel should have experience from similar projects and/or in fields necessary to complete the proposed scope of work.

After reviewing the qualifications, the city may, at its discretion, invite to interview and demonstrate performance (at proposer's expense at the city's site) one or more of the proposers whose proposal appears to best meet the city's needs. Interview will be conducted the week of February 26th, if needed.

Cost Proposal

Provide a detailed cost proposal in a SEPARATE SEALED ENVELOPE. The cost proposal should be based on the tasks and deliverables described in the above STMP Scope of Work (SoW). Costs associated with this STMP SoW shall not duplicate costs already accounted for within the Comprehensive Plan SoW. Once all proposals are evaluated and a consultant is selected, the City will then open the cost proposal and begin negotiations with said consultant. If the City is unable to successfully negotiate a mutually desirable fee proposal, the City will then negotiate with the second highest rated firm.