Request for Proposals (RFP):

Fairfield Avenue (Route 130) / Brewster Street Transportation Safety Corridor Study (Black Rock Neighborhood, Bridgeport, CT)

Connecticut Metropolitan Council of Governments

ISSUE DATE:

August 30, 2022

PROPOSAL DEADLINE:

September 29, 2022

Submit Proposals to:

Ms. Hannah Reichle, Regional Planner
Connecticut Metropolitan Council of Governments
1000 Lafayette Boulevard, Suite 925, Bridgeport, CT 06604

Table of Contents:

1. Introduction

On behalf of the City of Bridgeport, the Connecticut Metropolitan Council of Governments (MetroCOG) is seeking the services of a professional engineering firm(s) to identify feasible improvements to Fairfield Avenue (Route 130) in the Black Rock Neighborhood that will increase safety for all modes, reduce traffic congestion, and accommodate bicyclists, pedestrians, and other transit users throughout the corridor. The Fairfield Avenue/ Brewster Street study area begins at the intersection of Fairfield Avenue and Railroad Avenue, and it extends along Fairfield Avenue to the Ash Creek Bridge in Fairfield, terminating at the Bridgeport/Fairfield city line (refer to schedule A for location details and map). The Fairfield Avenue Transportation Safety Corridor Study will provide the City of Bridgeport, the Connecticut Metropolitan Council of Governments (MetroCOG), and the Connecticut Department of Transportation (CTDOT) with a comprehensive planning document to guide future development, identify needed roadway and intersection improvements, address capacity and solves traffic safety issues along the corridor. The study includes the following tasks:

- Identification of transportation improvements that will address safety issues and mitigate deficiencies.
- Identification and development of appropriate accommodations for vehicular traffic, bicyclists, pedestrians, and other transit users
- Recommendations of bicycle, pedestrian, and transit amenity improvements throughout the study area utilizing complete streets principles.
- Determination on how to provide optimal access for residents, businesses, and services.
- Anticipation of future development along the corridor.
- Evaluation of the need for bumpouts and roadway modifications to provide for safe pedestrian access.
- Development of strategies that improve mobility and accessibility for all users, to increase public safety and support community development.
- Development of Transportation Improvement Alternatives Plan and Transportation Management Plan.

2. Background

MetroCOG is the federally designated transportation planning agency for the Greater Bridgeport Planning Region and is the Regional Council of Governments that includes the City of Bridgeport and the Towns of Easton, Fairfield, Monroe, Stratford, and Trumbull. MetroCOG is also the host agency for the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO).

This Request for Proposals (RFP) is being issued as a multi-task planning project, as detailed in the attached work program (Schedule A). MetroCOG will work cooperatively with the selected consultant, the City of Bridgeport, and the Connecticut Department of Transportation throughout the planning study on all tasks and may, at its discretion, perform certain tasks.

3. Inquiries

General questions regarding this RFP should be directed to Ms. Hannah Reichle in writing at the address noted on the cover page, or via e-mail at hreichle@ctmetro.org no later than 4:00pm on Friday, September 16, 2022. Inquires and responses will be posted at www.ctmetro.org by Wednesday, September 21, 2022.

Please note that it is MetroCOG's policy to respond only to technical questions. Under no circumstances will MetroCOG provide interpretive guidance. No oral interpretations shall be made to any respondent as to the meaning of any of the documents, and phone calls will not be accepted. Written approval of MetroCOG is required prior to any public disclosure of the cost proposal submitted in response to this RFP or any other subsequent awards. It is the responsibility of interested consultants to periodically check the MetroCOG website for amendments to this RFP and responses to inquiries.

4. Submission Requirements

Prospective consultant(s) are asked to submit responses in two parts: (1) Letter of Interest and (2) Technical Response.

The Letter of Interest must specify the following:

- The name and address of the consultant(s).
- General information on the firm and any proposed sub-consultants.
- Name, title, e-mail and telephone number of the individuals authorized to commit the

consultant to this contract.

- The name, title, e-mail, and telephone number of the individual MetroCOG should contact regarding questions and clarifications.
- A statement that the consultant's proposal will remain in effect for ninety (90) days after acceptance of the consultant's proposal by MetroCOG.

The Technical Response must contain a description of the consultant's proposed approach with specific reference to:

- Project understanding and approach to scope of services (Schedule A)
- Any recommendations to improve/support the project.
- Description of any special services or accommodations required.
- Name and required services of any subcontractors with a description of the level of previous working relationship.
- Name and role of intended SBE/MBE/WBE sub-consultants.
- Project schedule.
- Resumes of key personnel proposed to work on the assignment with emphasis on relevant experience.
- A detailed organization chart.
- A description and status of comparable project experience.
- Three references from comparable types of work from the last five years. Include project names and locations, name of primary client contacts and their contact information including e-mail addresses and telephone numbers. Indicate the role of your firm in each project and each project's cost and date of completion.
- Pertinent examples of related work prepared and designed by the consultant.
- Estimated Cost: Provide a detailed cost breakdown of all personnel and sub-consultants to be utilized for this project. (Including 4% SBE)

Each consultant must submit three (3) paper copies and one (1) digital copy (USB Flash Drive) of their proposal in a sealed envelope bearing on the outside the name of each firm, full address, name of the project for which the proposal is submitted, and the date and time the proposal is due. If forwarded by mail, the sealed envelope containing the proposal must be enclosed in another envelope addressed to:

Ms. Hannah Reichle, Regional Planner
Connecticut Metropolitan Council of Governments
1000 Lafayette Boulevard, Suite 925
Bridgeport, Connecticut 06604

MetroCOG must receive the proposal no later than 4:00 pm on Thursday, September 29th, 2022. Proposals received after the date and time prescribed shall not be considered for contract award and shall be returned to the submitter. No partial submittals will be accepted.

5. Selection Process

Consultants or teams of consultants will be asked to demonstrate expertise and experience in all skill areas appropriate for the work anticipated for the planning project. All RFPs received by MetroCOG will be reviewed and evaluated by a selection committee comprised of representatives of MetroCOG and municipal staff. Up to five (5) prospective consultants will be selected for a short list and each will be requested to participate in an interview and presentation to the selection committee. A recommendation of the preferred consultant will be made by the selection committee and MetroCOG will be authorized to notify the selected consultant of their selection and begin contract negotiations.

The proposals and Consultants will be evaluated based on the following criteria:

- Experience and capacity.
- Understanding of work to be performed.
- Project organization and staff commitment.
- Professional expertise of team.
- Prior experience relative to project.
- Completeness, feasibility and quality of scope work and project schedule.
- Clarity and conciseness of presentation.
- Cost Proposal

The selected consultant will be notified within 14 days of the decision by the selection committee

and contract negotiations will commence immediately upon notification via e-mail. A 60-day fee negotiation period will be provided for the selected consultant and MetroCOG to finalize the contract fees, scope of services, and legal agreement. At the end of the 60-day negotiation period, the contract shall be awarded. If a negotiated fee cannot be mutually agreed to by both parties, MetroCOG will terminate negotiation and begin negotiation with the second rated firm.

The firm awarded the contract as a result of being pre-qualified under this RFP, must meet all Municipal, State and Federal affirmative action and equal employment opportunity practices. This will include compliance with E.O. 11246, "Equal Employment Opportunity," as amended by E.O. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and as supplemented by regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

The selected consultant will be required to prepare project documents in a timely manner and submit monthly status reports indicating work completed to date and any problems that have affected the project schedule. To this end, the consultant will be expected to assign sufficient administrative, planning, design, and support staff to complete the scope of work within the established and agreed upon schedule. It is expected that this planning project will require two months to be initiated and approximately twelve (12) to eighteen (18) months from start-up to completion.

6. Other Requirements

Small Contractor and Small Contractor Minority Business Enterprises (Set Aside) / SBE

The Small Contractor and Small Contractor Minority Business Enterprise (Set-Aside)/sub-consultant goal will be no less than 4% of the total contract value. Sub-consultants proposed for use in fulfilling the assigned contract goal must be certified as a Small Contractor (SC) or Small Contractor Minority Business Enterprise (SCMBE) by the Department of Administrative Services and Certification must be presented to the Connecticut Department of Transportation. While there is no requirement to meet a SC/SCMBE goal for this project, MetroCOG encourages proposals to utilize SC/SCMBE firms for services in which they have expertise.

Additional Services

If you believe that additional services to those requested in the scope of services are necessary, please identify those services and your reasons for recommending such services.

Insurance

MetroCOG requires consultants provide and maintain adequate professional liability for errors and omissions in the minimum amount of Two Million Dollars ($2,000,000) and automobile liability insurance in the minimum amount of One Million Dollars ($1,000,000). The consultant(s) and subcontractors shall carry Workman's Compensation Insurance. Proof of adequate insurance must be included in the bid application.

Personnel

The Consultant shall provide the professional services identified in the scope of services (Schedule A) and requested by MetroCOG. The proposal must identify the person or persons who will be responsible for conducting the work as listed in the scope of services, and include a copy of each person's resume, experiences with municipal/government clients and listing of references, including persons of the sub-contractor, if any.

MetroCOG is requesting that a senior experienced person be the primary representative of the consultant in performing the services.

Length of Service

It is expected and required that the work covered by this scope of services shall be completed in an expeditious manner. The proposal should include a detailed project timeline that indicates an approximate date for completion of the project.

Contract/Agreement

The successful bidder shall enter into a contract with MetroCOG and agree to abide by all state and federal contractual requirements. By signing the agreement with MetroCOG, the Consultant agrees to perform work as specified in the scope of services and accepts the terms and conditions set forth in the contract.

7. Terms & Conditions

LOTCIP Funding

The LOTCIP Program is dependent on annual funding by the State of Connecticut through CTDOT. All work referenced in this RFP is contingent on adequate funding of the program.

Freedom of Information Act

Respondents are advised that any and all materials submitted in response to this RFP shall become the sole property of MetroCOG and City of Bridgeport and shall be subject to the provisions of Section 1-210 of the Connecticut General Statutes (re: Freedom of Information).

Incurred Costs

This Request for Proposal does not commit MetroCOG to award a contract or to pay any costs incurred in the preparation of a response to this request. MetroCOG will not be liable in any way for any costs incurred by respondents in replying to this RFP.

Severability

If any terms or provisions of this Request for Proposals shall be found to be illegal or unenforceable, then such term or provision shall be deemed stricken and the remaining portions of this document shall remain in full force and effect.

Acceptance or Rejection by the Connecticut Metropolitan Council of Governments

MetroCOG reserves the right to accept and or reject any or all responses submitted for consideration or to negotiate separately in any manner necessary to serve the best interests of MetroCOG. Respondents whose responses are not accepted shall be notified in writing.

Amending or Canceling Request

MetroCOG reserves the right to amend or cancel this RFP, prior to the due date and time, if it is deemed to be in its best interest to do so.

Waiver of Informalities

MetroCOG reserves the right to accept or reject any and all responses to this RFP, or any part thereof, and waive any informalities and/or technicalities that are deemed to be in its best interest.

Work Products

All drawings, reports, data, and other documents prepared by the consultant shall be submitted to MetroCOG and the City of Bridgeport for review and approval. Resulting work products of the Consultant pursuant to this solicitation shall be provided in both print and digital format and shall become the property of MetroCOG and the City of Bridgeport in which the consultant is contracted with.

No such approval shall in any way be construed to relieve the consultant of responsibility for technical adequacy or operate as a waiver of any of Municipality or MetroCOG's rights. The consultant shall remain liable according to applicable laws and practices for all damages to the

Municipality or MetroCOG caused by the consultants negligent performance of any of services furnished relative to any agreements resulting from this solicitation.

Subcontracting

Consultants may team as they deem necessary to respond to this RFP. In their response, the prime consultant and all subconsultants should be clearly identified along with the responsibilities of each. The successful respondents may utilize the services of specialty, currently unidentified subconsultants on those unforeseen portions of the work that under normal practices are performed by specialty firms. In this event, the consultant shall obtain and make available fee proposals from qualified sub-consultants for those services. For services eligible for LOTCIP funding, additional state procurement requirements may apply.

The successful respondent shall not award any portion of the work to a firm that is not on the selected project team without prior written approval of MetroCOG. The acceptance of any and all subconsultants shall reside with MetroCOG and their decision shall be final. The successful respondent shall be fully responsible for the performance, finished products, acts, and omissions of his subcontractors and persons directly or indirectly employed thereby.

Assigning/Transferring of Agreement

Any successful firm is prohibited from assigning, transferring, conveying, subletting or otherwise disposing of the resulting agreement or its rights, title, or interest therein or its power to execute such an agreement to any other person, company or corporation without prior consent and approval in writing from MetroCOG.

Termination

MetroCOG may terminate a consultant's status on the on-call list due to cause, default or negligence on the part of the consultant; or if the consultant fails, in the opinion of MetroCOG or its member municipalities, to meet the general terms and conditions of any resulting contract or to provide a level of service that is deemed to be in the best interest of the MetroCOG or its member municipalities.

SCHEDULE A

Scope of Services

Fairfield Avenue (Route 130)/Brewster Street Transportation Safety Corridor Study
Black Rock Neighborhood, Bridgeport, Connecticut

Overview

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study will assist the City of Bridgeport, MetroCOG, and the Connecticut Department of Transportation with identifying transportation improvements that will address safety issues and mitigate deficiencies; find appropriate accommodations for vehicular traffic, bicyclists, pedestrians, and transit users; consider the impacts of future economic development within the study area; and provide optimal access for residents, businesses and services. A lack of pedestrian/bicycle infrastructure along the corridor combined with high speeds and peak hour congestion reduces the safety and comfort of all travelers in what could be a walkable, pedestrian-oriented neighborhood. Safety improvements are imperative to ensuring the safe transit of all transportation modes throughout the study area.

Study Area

The focus of the Fairfield Avenue (Route 130) Transportation Safety Corridor Study is a minor arterial—Connecticut State Route 130, Fairfield Avenue from the intersection of Railroad Avenue to the Town of Fairfield border at Ash Creek. The 1.5-mile route has approximately 30 intersections, nine of which are signalized. Along Route 130 is an exit ramp from I-95 South; a northbound entrance ramp is located on Pine Street, which intersects with Route 130. The study will also include Brewster Street. The northern portion of Brewster Street is a minor arterial that provides access to the Fairfield Metro train station). The southern half of Brewster Street is a major collector.

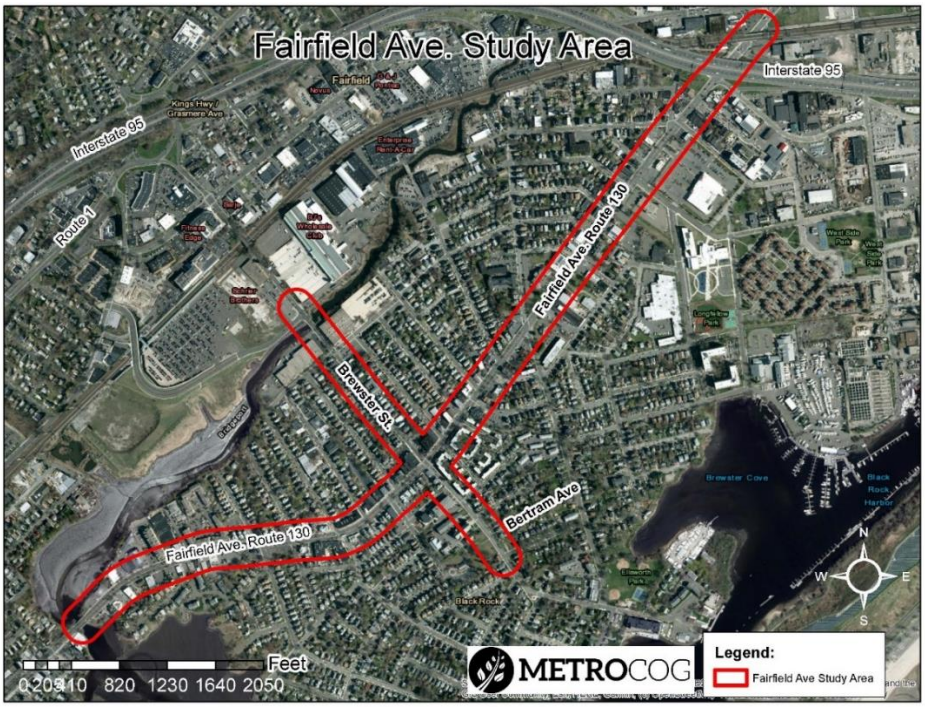
Bridgeport, Connecticut's Black Rock neighborhood is home to a vibrant mix of small businesses and community attractions. The area's mix of residential development provides a range of housing options–from multi-unit apartments to single-family detached houses. The study area for the Fairfield Avenue (Route 130) Transportation Safety Corridor Study is focused on Fairfield Avenue in Black Rock from Railroad Avenue (to the East) to the Ash Creek Bridge (to the West). This portion of Fairfield Avenue is Black Rock's main commercial corridor and is filled with retail, services, restaurants, a library, several churches, a senior center, a community center, and a Boys & Girls Club. Between 10,900 and 13,200 vehicles utilize this section of

Fairfield Avenue each day (Connecticut Department of Transportation).

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study will also include Brewster Street from the Ash Creek Bridge (to the North) to Woodland Avenue (to the South). Brewster Street is included in the study area due to its role as a regional facility, its high traffic volumes, and the number of vulnerable users that utilize the route to get to school as two primary schools are located on Brewster Avenue (one block south of Route 130): Black Rock School and St. Ann's. Between 2,900 and 5,200 vehicles utilize Brewster Street each day (Connecticut Department of Transportation).

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study complements ongoing projects and studies along and impacting Route 130 in both the City of Bridgeport and the Town of Fairfield. The western end of the corridor extends over Ash Creek into Fairfield. Brewster Street intersects Fairfield Avenue and provides a direct route to the Fairfield Metro train station, located 0.3 miles from Fairfield Avenue. Farther north (in Fairfield), I-95's exit 24 is located 0.7 miles from Fairfield Avenue. Existing studies, current projects, and approved developments are further detailed in the Scope of Work.

By developing a comprehensive approach for improving an important local corridor, the Fairfield Avenue (Route 130) Transportation Safety Corridor Study will strengthen regional safety by identifying improvements to provide safe transportation for all users throughout the study area.



Fairfield Avenue Study Area – Map of Study Area

Existing Conditions

The roadway infrastructure along the corridor is quickly becoming inadequate to support current and projected future usage after soon to be completed development in the area. Because Fairfield Avenue (Route 130) runs parallel to I-95, the route is frequently used as a cut-through to divert congestion on I-95. Fairfield County is not only Connecticut's most populous and fastest-growing county, but it is also the most highly dependent county on I-95 in the state. In Fairfield County, nearly 80% of residents travel by car to work and nearly half of commuters travel to workplaces along the I-95 Corridor. The highest mainline volume of vehicles (171,000) between New York and New Haven occurs just south of the Route 25/Route 8 interchange in Bridgeport, making the average trip delay between Bridgeport and Stamford during rush hour approximately 20 minutes (Strategic Implementation Plan I-95 West Corridor, CTDOT, April 2019). As a result, there is a substantial increase in traffic on Route 130 during the morning and evening commutes as vehicles exit I-95 onto local streets to bypass slow or stopped traffic on the highway. The entire corridor is heavily traversed by pedestrians and motor vehicles and has no bicycle infrastructure. Greater Bridgeport Transit's Route 5 runs on both Fairfield Avenue and Brewster Street with ½ hour frequencies during peak periods.

A total of 1,068 crashes occurred in the study area over the course of 77 months from January 2015 through May 2021. These crashes included one (1) fatality, twenty (20) pedestrian accidents, and four (4) accidents involving bicycles. Crash data indicates injuries may have occurred in 24% of these crashes. The manner of the crashes shows 35% (370) front-to-rear crashes and 24% (258) sideswipes in the same direction, both types of crashes that indicate excessive speed.

Fairfield Avenue has center medians the entire length of the study area, but there are no pedestrian refuge islands. Existing crosswalks are present at some targeted intersections, but often have been constructed for only two of the four crossing options. Pedestrian crossing signals and RRFBs were installed during the third quarter of 2016 on Fairfield Avenue at Jetland Street and Melrose Avenue. They are operational but in need of repair; CTDOT will be upgrading the RRFBs this year. In the two years prior to RRFB installations, 11 crashes occurred proximal to the RRFBs with no injuries sustained and no pedestrians were involved. In the four years since RRFB installations, a total of 32 reported crashes occurred proximal to the RRFBs with seven crashes resulting in injuries. There have been three accidents near RRFBs in the past four years involving pedestrians, which the RRFBs were intended to prevent.

Supplemental information on the study area is included on Page 14.

Scope of Work

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study will analyze data such as vehicle speed, traffic volumes, queue length/timing gaps, lane usage, traffic control signals, sight distance, ROW utilization, access driveways, transit stops, pedestrian facilities and crossing times, crash rates, and major traffic generators.

The study will include:

- Potential mitigation or improvements for all modes of transportation;
- intersection and roadway re-alignment and layout;
- pedestrian crossings/ramps/sidewalks;
- mid-block crossings;
- road diet;
- accident reduction using FHWA crash reduction factors/mitigation;
- transit stops;
- driveway access; median or islands; and bike lane possibilities; and
- analysis of signalized intersections to understand how their phasing affects the flow of traffic through the study area.

The study will also analyze and select preferred alternatives with input from local, municipal, and state stakeholders. Input will be collected through study advisory committee meetings, public meetings, virtual methods, and innovative solutions. The preferred concepts will result in detailed concepts and design plans that are acceptable to CTDOT, the City of Bridgeport, local businesses, and neighborhood residents. To accomplish this, the study will engage with project partners to reach consensus among a diverse group of stakeholders. These project partners include: CTDOT (responsible for CT 130), the City of Bridgeport, the Black Rock Neighborhood Revitalization Zone, local businesses/Chamber of Commerce and Greater Bridgeport Transit.

The Council of Governments for the Greater Bridgeport Region (MetroCOG) will act as project manager and assist the City of Bridgeport through all phases of the study. It is anticipated that the study will identify low-cost improvements that may mitigate safety issues over the short-term, while a longer term, comprehensive design is being developed.

Ultimately, the Fairfield Avenue (Route 130) Transportation Safety Corridor Study will provide the City of Bridgeport and MetroCOG with a comprehensive planning document which includes a range of improvements that will address vehicular safety, bicycle/pedestrian safety, congestion and ongoing development. The selected consultant for the planning study project will assist the City of Bridgeport, MetroCOG, and the Connecticut Department of Transportation with:

- Identifying transportation improvements that will address safety issues and mitigate deficiencies.
- Developing appropriate accommodations for vehicular traffic, bicyclists, pedestrians and transit users.
- Recommending bicycle, pedestrian and transit amenity improvements throughout the study area.
- Determining how best to provide residents access to businesses, schools, religious institutions and other essential services.
- Anticipating future development and transportation improvements in the corridor *(see 'work program task outline')*.
- Accommodating potential changes in bus routes along the corridor to recommend transit-related infrastructure improvements.
- Evaluate the demand for implementing traffic calming methods and modifications to provide for safe pedestrian access.
- Determining the necessity and location of additional crosswalks, relocating and enhancing the safety of existing crossing locations.
- Developing strategies to improve mobility and accessibility for all users, to increase public safety and support community development.
- Specifying improvements at the approaches of local roads to Fairfield Avenue.
- Facilitating the development of transportation improvement alternatives and management plan.

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study will define the scope and extent of the proposed project improvements. Projects currently planned or underway that will contribute to added pedestrian, bicycle and vehicular use of Brewster Street and Fairfield Avenues include:

Bridgeport:

- A 300-unit residential TOD development is in construction on Brewster Street and Canfield Avenue (OSTA approved).
- A mixed-use development including 54 residential units at 3115 Fairfield Avenue.

- 123 residential units at 543 Ellsworth Street.
- A car wash at 146 Andover Street.
- The DECD-funded Black Rock Streetscape project has been bid out and is in design. The project will create bumpouts on Fairfield Avenue at Brewster Street and repave the intersection. The median at Ash Creek will be visually extended and landscape will be added
- A pedestrian bridge over Ash Creek which will connect the Fairfield Metro train station to Fox Street in Bridgeport is in final design and nearly ready for permitting. This project will also make improvements to Fox Street that will calm traffic and provide a safer environment for pedestrians and bicyclists to access the bridge. The project is being funded through LOTCIP and was developed through a 2014 planning study.

Fairfield

- Route 130/Post Road & Grasmere Boulevard: Pedestrian improvements along Route 130 from the Bridgeport line to Shoreham Village Drive, as well as along Grasmere Avenue. Improvements are based on a 2016 Road Safety Audit that highlighted dated, car-oriented infrastructure, pedestrian difficulty due to poor facilities, a lack of bicycle facilities and limited ADA accommodations. The project is currently in design.
- Post Road Circle Study: Includes Route 130, from the Route 1/Route 130 circle to Shoreham Terrace. This study found that a significant number of drivers exit I-95 southbound at exit 25 in Bridgeport and travels along Route 130 southbound through the Black Rock neighborhood and into Fairfield to avoid highway congestion. Drivers then connect back to I-95 at exits 24 and 23 in Fairfield. The study can be found at http://bit.ly/post-road-circle. *Note, if implemented, certain improvements may reduce peak-hour I-95 bypass traffic.*

Study Deliverables/Work Products

The consultant shall ensure that technical memorandums are produced at the completion of tasks (below). Consultant will identify recommended transportation improvements (i.e., access management, safety, operations, bike and pedestrian accommodations and amenities). The implementation plan shall also include a prioritized list of short, medium and long-term improvements, identify benefits and impacts, and identify costs and potential funding sources. The Final report and Public Presentation will be the final study deliverables.

Work Program Task Outline

The study will follow a multi-task planning work program. The study will be directed by a core group and guided by two advisory committees. Once the planning study is complete, the City of Bridgeport will work with MetroCOG to determine funding options for further phases of the project. Potential funding sources may include the Local Transportation Capital Improvement

Program (LOTCIP), the federal Surface Transportation Program (STP)-Urban, new federal funding sources, or local capital funding.

The work program is expected to be broken into twelve (12) tasks. MetroCOG will be responsible for Tasks 1 & 2. The consultant will participate in Tasks 1 & 2 and be responsible for Tasks 3-12. MetroCOG will assist with Task 3 (data collection) by providing existing GIS data and anticipates assisting with other data needs.

TASK OUTLINE:

Task 1: Program Management:

Management and Administrative Control - the study will be organized to give all affected parties the opportunity to provide input into the planning process. MetroCOG shall serve as the lead agency. The City of Bridgeport will act as the lead agency when organizing town meetings such as Planning and Zoning, City Council or NRZ briefings, as well as briefings to other community groups. Coordination and input from all stakeholders such as CTDOT will be ongoing. MetroCOG will, at a minimum, hold coordination conference calls quarterly with any consultants hired for the study. Biweekly calls should be anticipated during critical periods of the project.

As per the requirements for planning studies, there will be a kick-off meeting with CTDOT to introduce the consultant and municipal and MetroCOG staff to the Department's Planning Study Review Team and the CTDOT Technical Advisory Committee members. *Formal project review meetings will be conveyed by CTDOT at critical stages of the planning study.*

Study Progress Narrative:

The consultant will provide monthly study progress narratives to MetroCOG staff. The study progress narrative along with a memo/note documenting progress toward meeting the SBE goal (4%) will be included with all project invoices.

Reporting: Coordination calls will be biweekly to quarterly; monthly progress reports are created to keep the study on schedule.

Meeting(s): Quarterly Coordination Calls

Deliverable(s): Monthly Progress Reports

Task 2: Establish Study Advisory Committees (MetroCOG and City of Bridgeport)

The project will be guided by two advisory committees which will meet regularly

throughout the project. The technical advisory committee (TAC) will be comprised of municipal staff from Bridgeport, Connecticut DOT staff, Greater Bridgeport Transit staff, and MetroCOG staff. The community advisory committee (CAC) will include stakeholders from local businesses, residents, and commissions, including the Black Rock NRZ, the Bridgeport City Council, bicycle and pedestrian advocacy groups and other concerned parties.

Meeting(s): MetroCOG will coordinate a bi-weekly conference call with Bridgeport staff, CTDOT, GBT and the consultant team.

Deliverable(s): Committee Meetings (w/ Agendas, Sign-In Sheets & Minutes)

Task 3: Collect and Acquire Data

Collect and acquire data needed to analyze existing and future conditions and determine general travel characteristics along Fairfield Avenue (Route 130) and Brewster Street. There are numerous intersections included within the study area and we anticipate working with the consultant to determine necessary locations for traffic/pedestrian counts, collected or obtained either through field surveys or from existing data files. Areas of interest include:

- Average Daily Traffic (ADTs) volumes – Although CTDOT has some periodic counts, in the interest of uniformity, all intersection counts should be re-collected to include AM and PM peak hours, Saturday mid-day counts and school peak hour counts (as necessary). Mandatory locations include those listed below. It is encouraged that the consultant identifies other intersections to collect volumes for if necessary:
    - Fairfield Avenue and Exit 25 I-95 SB off-ramp
    - Fairfield Avenue and Pine Street (entrance ramp to I-95 NB)
    - Fairfield Ave and Albion Street/Burr Street/ Orland Street
    - Fairfield Avenue and Wordin Avenue/Whittier Street
    - Fairfield Avenue and Ellsworth Street
    - Fairfield Avenue and Brewster Street
    - Fairfield Avenue and Fox (North)/Gilman (South) Street intersection
    - Fairfield Avenue and Davidson Street/Courtland Street
    - Fairfield Avenue and Bridgeport/Fairfield line
    - Brewster Street and Canfield Avenue
    - Brewster Street and Bartram Avenue
- Turning movement counts–AM and PM peak periods and Saturday Mid-Day (7-9 AM, 4-6 PM, 11-1PM Sat). It is encouraged that the consultant identifies other intersections to collect volumes for if necessary:

    - Fairfield Avenue and Exit 25 I-95 SB off-ramp Fairfield Avenue and Pine Street (entrance ramp to I-95 NB)
    - Fairfield Avenue and Andover Street
    - Fairfield Avenue and Orland Street (West)/Albion Avenue (South)/Burr Road (North)
    - Fairfield Avenue and Wordin Avenue
    - Fairfield Avenue and Whittier Street
    - Fairfield Avenue and Ellsworth Street
    - Fairfield Avenue and Scofield Avenue
    - Fairfield Avenue and Melrose Avenue
    - Fairfield Avenue and Brewster Street
    - Fairfield Avenue and Jetland Street
    - Fairfield Avenue and Fox Street (North)/Gilman Street (South) intersection
    - Fairfield Avenue and Davidson Street (North)/Courtland Avenue (South)
    - Brewster Street and Canfield Avenue
    - Brewster Street and Ash Creek Boulevard (Fairfield)
- Bicycle and Pedestrian Counts in coordination with turning movement counts at all locations and Heavy Vehicle Classification. These counts will be conducted using Miovision or similar technology. CTDOT needs to be informed as to how the consultant/sub-consultant will collect these two counts.
- State of Connecticut seamless mosaic of Right-of-Way maps will be provided by MetroCOG
- Road geometry and widths - lane arrangement.
- Traffic signal permit plans for signalized intersections (from CTDOT).
- A count of on-street parking on both sides of Fairfield Avenue and Brewster Street.
- Crash history (3 years minimum) along Fairfield Avenue and Brewster Street.
- Pedestrian features and facilities (crosswalks, sidewalks, pedestrian actuated signals, sidewalks and ADA compliance). Evaluate the effectiveness of RRFBs.
- Transit:
    - GBT routes and stops.
    - GBT boardings
    - Performance of route along the corridor.
    - Pedestrian network/connections to and from transit stops.
- Environmental data (including areas that commonly flood).
- Utility location - sewers, storm water drainage system, electrical, cable, telephone, gas, water, and fiber optic.

- Existing and proposed land use along Fairfield Avenue and Brewster Street.
- Road/Sidewalk Conditions
- Number of Curb Cuts
- Illumination along corridor.
- The Regional Long-Range Transit Plan
- The Black Rock Neighborhood Revitalization Zone Plan – 2008 (https://www.bridgeportct.gov/filestorage/341650/341652/346105/342427/342494/BlackRockNRZPlanv81_(1).pdf) and updated Strategic Goals - 2020 (https://blackrocknrzbpt.files.wordpress.com/2021/11/2020-appendix-a-updated-strategic-goals.pdf). See https://blackrocknrz.org/ for more information.

Deliverable(s): Traffic Operations Section of Existing Conditions Report & Future Conditions Memorandum

Task 4: Prepare Base Mapping

Prepare base mapping at a scale of 1" = 40'. The base mapping will depict topography at 2-foot contour intervals and road geometry -travel and turn lanes, traffic control devices, and pedestrian features.

Deliverable(s): Base Map

Task 5: Analyze Traffic Operations

The data collected under Task 3 will be tabulated, summarized, and manipulated to identify base conditions. Existing traffic operations will be analyzed and assessed using a micro-network simulation model, such as Synchro. Analyses will include, but are not limited to, intersection level of service calculations, determination of roadway capacity, traffic signal timing and phasing optimization, vehicular and pedestrian safety problems (including around transit stops), corridor signage placement, curbside parking, transit route performance, and operating speeds and intersection delay. The consultant will provide CTDOT with all ADT and turning movement counts. CTDOT staff will analyze the data to create a balanced existing traffic count diagram and 2040 future year background traffic volume projections which will be provided back to the consultant. Future (build year) traffic volumes, patterns and operating conditions will be calculated and compared with base year metrics.

Deliverable(s): Traffic Operations Section (Existing Conditions Memorandum) and Traffic Operations Section (Future Conditions Memorandum)

Task 6: Conduct Safety Assessment

The crash data collected under Task 3 will be tabulated and summarized. Collision

diagrams will be prepared, and a safety assessment conducted. The safety assessment will look at the number, type and severity of the accidents, as well as the contributing factors. Accident incidence will be compared to accident indexes to determine if the actual accident rates exceed what would be expected given traffic volumes and road classification.

Deliverable(s): Safety Assessment Sections in both Existing Conditions and Future Conditions Memorandum

Task 7: Provide Economic Development Scenarios

MetroCOG, the City of Bridgeport, and the Town of Fairfield will provide site plans and expansion plans for planned and potential developments within the study area, including details of the Brewster Street and Canfield Avenue residential development, improvements associated with the Ash Creek Pedestrian Bridge and the design for the Route 130/Post Road & Grasmere Boulevard improvements projects. These plans will be reviewed and traffic generation from the expansions will be estimated. Consultant will add build traffic volumes to background growth volumes provided by CTDOT to assess future operations within the study area without any roadway improvements. Development build-out analysis should be incorporated into future conditions traffic modeling, as well as incorporated into realignment scenarios.

Deliverable(s): Future Conditions Memorandum

Task 8: Identify Infrastructure Improvements & Realignment Scenarios

Based on the results of the traffic and safety assessments, consultant will develop possible realignment, road diet or roadway reconfiguration and improvement scenarios for the study area. Consultant will develop traffic flows based on the build scenarios and determine intersection levels of service. Concept plans should address possible relocation of utilities and determine the feasibility for the implementation of transit boarding/alighting areas, bicycle, pedestrian and complete street amenities along Fairfield Avenue and Brewster Street. Development of realignment scenarios will be coordinated with the CTDOT project team to ensure each alternative is feasible and acceptable to Department staff. CTDOT will be provided with an opportunity to review and comment on the various scenarios. Any revisions made during this task will be documented.

Deliverable(s): Alternatives Analysis Technical Memorandum. The memo will include an appendix that documents CTDOT's comments and responses to those comments.

Task 9: Identify Permits

Improvements to Fairfield Avenue and Brewster Street will necessitate the issuance of

various permits. This task will research the required state and local permits and summarize the issuing agency, reason for the permit, the permit requirements, scope and extent of work needed to prepare the permit and the estimated timeframe for approval.

Deliverable(s): Permit Identification (included in Final Report)

Task 10: Prepare Preliminary Concept Plan and Study Report

Consultant will prepare a schematic plan and visualization for the proposed safety, flow, and multimodal improvements to Fairfield Avenue and Brewster Street, including all applicable intersections within the study area that meet the project design objectives. The design of the new roadways should include "complete streets" elements that consider green infrastructure, bicycle and pedestrian accommodations, and the streetscape environment. The concept plan will include:

- Layout of the preferred improvements at a scale of 1" = 40'.
- Typical cross section, including pedestrian, bicycle and transit stops;
- Illustration of the new intersections;
- Preliminary landscaping plan and layout of green infrastructure elements;
- Estimate of property acquisition;
- Estimate cost to conduct and complete environmental document that may be required for the project, including that which is needed to satisfy NEPA/CEPA requirements;
- Estimate of design and construction costs;
- Traffic impact analysis;
- Implementation plan, including roles and responsibilities
- Documentation of the public outreach process.

Visualization tools and techniques should be used to depict the concept plan as a before and after development.

Meeting(s): Potential meeting with project team and CTDOT to discuss next steps.
Deliverable(s): Draft Study Report with Conceptual Plans; Implementation Plan.

Task 11: Coordinate Public Outreach

The project study will include a public outreach effort that adheres to the principles of a *Context Sensitive Solutions* approach. It will include public information meetings, the posting of project information, documents (in English and Spanish) and plans on the websites of MetroCOG, the City of Bridgeport and Greater Bridgeport Transit. In addition to convening the Study Advisory Committees, the public will be provided on-going opportunities to provide input and comment. During the study, the consultant will conduct the following outreach efforts:

- Public information meetings: at least three public meetings to be held in Bridgeport, virtually, or in a hybrid format: one at the start of the study, a second part-way through the study to provide information to the community regarding the data gathering and what the preliminary recommendations might be, and a third meeting to review the draft final report. The consultant will be required to attend and participate in public information meetings.
- The City of Bridgeport and MetroCOG (if needed) will attend quarterly meetings of the Black Rock NRZ.
- Engagement with a diversity of stakeholders and community organizations throughout the study area.
- Website to provide updates and information regarding the study. This should include clear links to any reports and documents prepared during the study and a mechanism to comment on the study that can be included on the City's website as well as MetroCOG and Greater Bridgeport Transit websites
- Innovative methods of public involvement will be explored.

Deliverable(s): Public Meetings & Project Website; Outreach Summary in Final Report

Task 12: Prepare Final Report and Public Presentation

A final report will be prepared, reviewed, and approved by the City of Bridgeport and MetroCOG. CTDOT's technical team will be provided with an opportunity to review and comment on the final report, with their feedback incorporated. The approval will follow a public presentation of the draft final plan recommendations. The final report will be a synthesis of the data collection, analyses, assessments, public input and recommendations.

Deliverable(s): Final Report and Public Presentation

Supplemental Study Area Information

The Black Rock neighborhood of Bridgeport is a neighborhood which wholeheartedly supports its local establishments such as its many locally owned restaurants, coffee shops, pubs, churches, and mini markets, its live music venue, bakery, florist, community center, Boys & Girls Club,

library, and a senior center. Near I-95 on Fairfield Avenue there are chains such as Wendy's, Dunkin, Popeye's, and Stop & Shop. The neighborhood is well organized, with an active Neighborhood Revitalization Zone (NRZ). The two elementary schools located on Brewster Street generate substantial foot traffic on both Fairfield Avenue and Brewster Street, with many of the school's older children walking by themselves to and from school.

The study area is a destination for residents and visitors of all travel modes: be it walking, cycling, driving, and rolling. However, the current designs of the Fairfield Avenue (Route 130) and Brewster Street does not accommodate all transportation modes adequately. The Black Rock NRZ Plan (2008) outlined numerous mobility issues in the proposed study area, including:

- illegal parking
- traffic congestion
- poor sight lines at intersections
- pedestrian safety
- poor sidewalk conditions
- vehicular accidents
- speeding
- lack of bicycle infrastructure

As new multi-unit housing developments and the Fairfield Metro Train Station (2011) were built over the years since, the mobility issues identified in the NRZ Plan, have only increased in magnitude over the past decade as the volume of local and pass-through vehicles in the area have increased. The Fairfield Avenue (Route 130) Transportation Safety Corridor Study in Black Rock represents a critical next step for improving this highly trafficked regional corridor. The study supports neighborhood and municipal goals for creating a safer and more walkable neighborhood. Recommendations from the study will also help improve the regional performance of the corridor, measured by regional data collected on vehicles, pedestrians, cyclists, and other transit users in Bridgeport and Fairfield.

The Fairfield Avenue (Route 130) Transportation Safety Corridor Study is consistent with and will enhance planning and implementation projects currently underway. Bridgeport's POCD, *Plan Bridgeport*, has multiple goals that support the intent of this study.

In the chapter *Livable City*, goals include:

- Increased usage of transit and alternative modes of transportation.
- Adopt a Complete Streets approach to transportation planning and improvements.
- Proactively manage the city's automobile transportation network.

In the chapter, *Robust Economy and Healthy Community*, goals include:

- Increase the growth of neighborhood commercial centers and corridors.
- Protect and improve air quality.
- Ensure that residents feel safe in the community.

In the chapter *Values Nature*, goals include:

- Continue to reduce carbon and greenhouse gas emissions.
- Continue to shift towards clean and renewable energy sources.

One of the four themes that occur throughout *Plan Bridgeport* is Neighborhoods. The overarching goal for every neighborhood in Bridgeport, including Black Rock, is to strengthen neighborhood centers and corridors by improving quality of life and working to revive local commercial activity. *Plan Bridgeport* can be found at http://planbridgeport.com/intro.