



Request for Proposals

Connecticut Avenue & Stratford Avenue (Bridgeport, Connecticut) Transportation, Development and Safety Corridor Study

Connecticut Metropolitan Council of Governments

ISSUE DATE:

September 23, 2019

PROPOSAL DEADLINE:

October 23, 2019

Submit Proposals To:

Mr. Patrick Carleton, Deputy Director
Connecticut Metropolitan Council of Governments
1000 Lafayette Boulevard, Suite 925, Bridgeport, CT 06604

- 1. INTRODUCTION**
- 2. BACKGROUND**
- 3. INQUIRIES**
- 4. SUBMISSION REQUIREMENTS**
- 5. SELECTION PROCESS**
- 6. OTHER REQUIREMENTS**
- 7. TERMS AND CONDITIONS**

1. Introduction

On behalf of the City of Bridgeport’s Office of Planning & Economic Development (“OPED”) and the East End Neighborhood Revitalization Zone (“EENRZ”) the Connecticut Metropolitan Council of Governments (MetroCOG) is seeking the services of a professional engineering firm to identify feasible improvements for the Connecticut Avenue and Stratford Avenue Corridor that will increase safety for all modes, reduce traffic congestion, accommodate bicyclists, pedestrians and transit users and establish the transportation network as an integral part of the East End. *The Connecticut Avenue and Stratford Avenue Transportation, Development and Safety Corridor Study* will concentrate on the Connecticut Avenue and Stratford Avenue Corridor as it extends from the paired origin of these two roadways at Seaview Avenue to their terminating confluence at the Bridgeport/Stratford city line. Based on the East End Neighborhood Revitalization Zone Strategic Plan, “presently, Stratford Avenue provides the major West to East axis across the East End, while Connecticut Avenue operates in tandem, providing the route from East to West. Both avenues are one-way, which facilitates the smooth flow of traffic *through* the neighborhood but may not be ideal with regards to transportation within the East End itself...”. The study focus should be on the nature and quality of the existing infrastructure, including the one-way couplets, as well as the condition, function, design and connection to neighborhood fabric of the Stratford Avenue and Connecticut Avenue corridor with consideration of the major north-south routes -- Seaview, Central and Bishop Avenues -- as well as of the lesser north-south routes - Newfield, Bunnell, Union, and Hollister – along with the important east-west routes of Beardsley and Orange. The Transportation, Development and Safety Corridor Study will provide the City of Bridgeport, the East End Neighborhood Revitalization Zone, 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 solve traffic safety issues along the corridor.

2. Background

The East End neighborhood is home to superior assets – waterfront, recreation, employment centers, high character housing and new development projects. The recently adopted *Plan Bridgeport* and *Bridgeport Waterfront Plan*, along with the *East End Neighborhood Revitalization Zone Strategic Plan* (See Schedule B - Past Plans & Studies) have provided the East End with plans to build on those assets. Key to the East End’s success is the reinvention of the neighborhood’s transportation infrastructure, which has long been dangerous, disconnected and disinvested. The purpose of the *Connecticut Avenue and Stratford Avenue Transportation, Development and Safety Corridor Study* is to identify a safe, integrated and efficient multi-modal transportation system that will serve the needs of the entire community, including those of residents, neighborhood businesses, educational institutions, emergency services, recreation centers, places of worship and community gatherings, among others. We envision an integral part of the Connecticut Avenue and Stratford Avenue Transportation, Development and Safety Corridor Study being the interaction with community partners, including neighborhood stakeholders, businesspeople, developers, elected representatives, municipal staff, regulatory agencies, institutional partners, advocacy organizations, many of whom will be assembled as part of a Technical Advisory Committee and/or Community Advisory Committee.

Upon understanding our objectives, engaging the community and receiving stakeholder input and having assessed the current transportation system, the selected firm shall develop a detailed and comprehensive transportation plan as detailed in the attached Scope of Services (Schedule A) and that will:

- Identify needed roadway and intersection improvements;
- address traffic safety issues and mitigate deficiencies;
- recommend specific bicycle, scooter, pedestrian and transit routes and amenities;
- recommend best access approaches to serve residents and businesses;
- plan for and accommodate future development;
- develop traffic calming measures, including bump-outs, speed tables, lane diets;

- develop lighting plans and resilient streetscapes;
- recommend new crosswalks and signalization;
- specify improvements at entryway approaches to main roads;
- develop traffic flow management plans;
- develop road closure plans or traffic restrictions plan, as needed;
- develop new routes for roads, bike paths, sidewalks, as needed;
- develop on-street parking restrictions as needed.

The Connecticut Avenue and Stratford Avenue Transportation, Development and Safety Corridor Study will be administered by MetroCOG, the host agency for the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO), which is the federally designated transportation planning agency for the Greater Bridgeport Planning Region. MetroCOG is also the Regional Council of Governments that includes the City of Bridgeport and the Towns of Easton, Fairfield, Monroe, Stratford and Trumbull.

This Request for Proposals (RFP) is being issued as a multi-task planning project, as detailed in the attached Scope of Services (Schedule A). MetroCOG will work cooperatively with the selected firm, the City of Bridgeport, the East End Neighborhood Revitalization Zone and the Connecticut Department of Transportation throughout the planning project on all tasks and may, at its discretion, perform some of the work assignments.

3. Inquiries

General questions regarding this RFP should be directed to Mr. Patrick Carleton in writing at the address noted below, or via e-mail at pcarleton@ctmetro.org no later than 4:00pm on Thursday, October 7th, 2019. Inquires and responses will be posted at www.ctmetro.org no later than Monday, October 14th, 2019.

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 firms to periodically check the MetroCOG website for amendments to this RFP and responses to inquiries.

4. Submission Requirements

Prospective consultants are asked to submit responses in two parts: Letter of Interest and 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 within the firm authorized to commit the company 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 offer 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 required.
- Name and required services of any subcontractors with a description of the level of previous working relationship.
- Name and purpose of intended SBE/MBE/WBE.
- 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 projects completed over 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.
- Cost: Provide a detailed cost breakdown of all personnel and sub-consultants to be utilized for this project.

Each consultant must submit five (5) 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 the following:

Mr. Patrick Carleton, Deputy Director
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 Wednesday, October 23rd, 2019. 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 consortia of consultants will be asked to demonstrate expertise and experience in all skill areas that may be appropriate to the work anticipated by the planning project. All RFPs received by MetroCOG will be reviewed and evaluated by a selection committee comprised of representatives of MetroCOG, the East End Neighborhood Revitalization Zone and the City of Bridgeport's Office of Planning & Economic Development. Up to five prospective consultants will

Request for Proposals – Connecticut Avenue & Stratford Avenue Transportation, Development & Safety Corridor Study

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 communicate to the selected consultant and begin contract negotiations.

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

- Corporate 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 of services 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 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."

6. Other Requirements

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

This project engages the City's Minority Business Enterprises (MBE) Ordinance (See Ch. 3.12.130). The utilization requirement for certified African American Owned Business Enterprises is 6% of the total contact sum. The overall utilization goal for MBEs is 9% and Women Owned Businesses is 15%. To satisfy this requirement the W/MBE must submit a true copy of their current (no older than 2 years) State of Connecticut certification, other government certification or certification from a recognized independent organization. The City reserves the right to authenticate such certification.

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.

Additional Services

If you believe that additional services to those requested in the specifications 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 Contractor shall provide the professional services identified in this scope of services and requested by MetroCOG. The proposal must identify the person or persons who will be responsible for conducting the work as listed in this 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 for your firm 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 selected consultant will be required to prepare a detail project timeline, produce 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 to schedule. It is expected that this planning project will require two months to be initiated and approximately twelve to eighteen months from start-up to completion.

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

LOTICIP Funding

The LOTICIP Program is dependent on annual funding by the State 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 shall be subject to the provisions of Section 1-210 of the Connecticut General Statutes (re: Freedom of Information).

Incurred Costs

This request for qualifications 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 Qualifications 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 to 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.

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.

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.

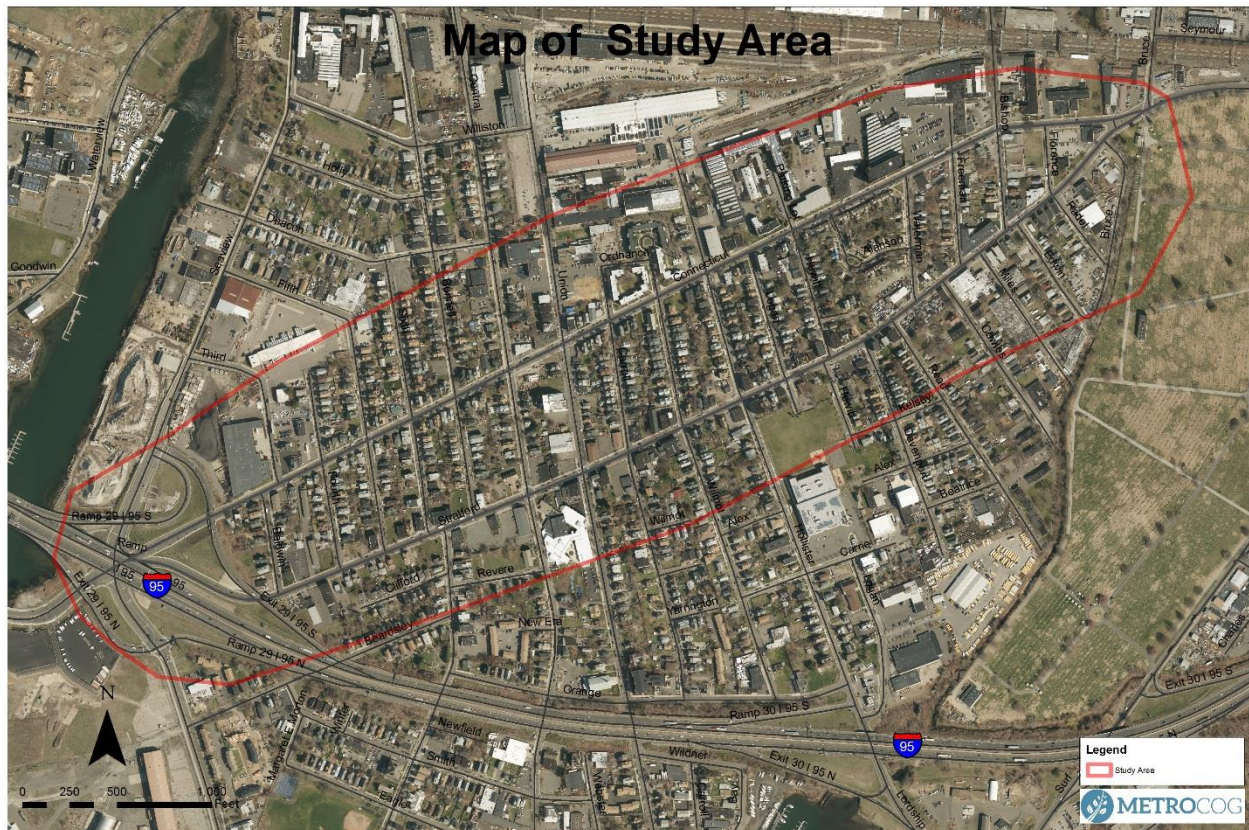
SCHEDULE A:

Scope of Services

Connecticut Avenue & Stratford Avenue Transportation, Development and Safety Corridor Study Bridgeport, Connecticut

Overview

The purpose of this Study is to identify feasible improvements for the Connecticut Avenue and Stratford Avenue Corridor that will increase safety for all modes, reduce traffic congestion and accommodate bicyclists, pedestrians and transit users. Viewed from west to east, the study area will concentrate on the Connecticut Avenue and Stratford Avenue Corridor as it extends from the paired origin of these two roadways at Seaview Avenue to their terminating confluence at the Bridgeport/Stratford border. The study's core focus is on the Stratford Avenue/Connecticut Avenue corridor with consideration of the major north-south routes -- Seaview, Central and Bishop Avenues -- as well as of the lesser north-south routes - Newfield, Bunnell, Union, and Hollister -- along with the important east-west routes of Beardsley and Orange. Please see Location Map below showing the Study Area.



The corridor couplet, made up of the two one-way streets, is part of the state highway system, CT Route 130. Over 14,000 vehicles are estimated to use the corridor daily, split relatively evenly between Stratford and Connecticut Avenues. The Connecticut Avenue segment is approximately 5300 ft. and facilitates westbound travel. The Stratford Avenue segment is about 5200 ft. and facilitates eastbound travel. There are approximately 16 cross streets that connect Connecticut Avenue and Stratford Avenue. Posted speed limits of 25 and 35 mph vary along both corridors with motorists regularly exceeding the posted limits.

The Regional Transportation and Development Safety and Flow Study of the Connecticut Avenue and Stratford Avenue Corridor 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 solve traffic safety issues along the corridor.

The Study will analyze data such as vehicle speed, traffic volumes, queue length/timing gaps, lane usage, sight distance, ROW utilization, access driveways, transit stops, pedestrian crossing times, and accident rates. The current and future operations of the one-way couplet will also be analyzed. To address future development and traffic congestion in both corridors, a detailed traffic signal, capacity and traffic safety analysis of Connecticut Avenue and Stratford Avenue is necessary. Signalized intersections in the study area need to be analyzed to understand how their interconnectedness 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 and public meetings.

The project will recommend improvements to address road safety issues and recurring congestion by:

- Identify 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 to provide the best access to residents, businesses and services.
- Anticipating future development in the corridor including the Civic Block Retail Plaza, Newfield Library Expansion, Steelpointe Harbor, the Bridgeport & Port Jefferson Ferry Terminal Relocation project, the Seaview Avenue Corridor Project, and the Seaview Plaza Development.
- Accommodating proposed changes in bus routes along the corridor so as to recommend transit-related infrastructure improvements.
- Evaluating the need for bumpouts and roadway modifications to provide for safe pedestrian access.
- Determining the necessity and location of additional crosswalks in the study area, including mid-block crossings.
- 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 both Connecticut Avenue and Stratford Avenue.

- Facilitating the development of transportation improvement alternatives and management plan.

The planning study will define the scope and extent of the proposed project improvements.

Description of Study Area

According to 2010 census data, the East End Neighborhood, which consists of two census tracts, is home to some 8400 people. There are 2900 households, approximately 32% of which are owner occupied. Projected median household income for 2019 is approximately \$36,000. Projected per capita income for 2019 is \$17,317. It is home to a number of employment centers. Yale- Bridgeport Hospital on the northern edge of the neighborhood employs approximately 1,000 people, approximately 400 from Bridgeport. Small manufacturers provide local jobs: LeCoq Cuisine on Union Ave employs close to 200; Lacey Manufacturing employs over 300 on Barnum Avenue. Near, or on, the main avenues (Stratford, Connecticut, Seaview, Central, Union), other mainstay companies like Valley Container, Arcade Metal Stamping, Alloy Engineering, and Edco Molding, employ between 30-100 each in manufacturing work. Business incubator facilities, like the Bridgeport Innovation Center and the Bridgeport Enterprise Park and American Fabrics Arts Building (The "AmFab") on Connecticut Avenue, and "The Hub" on Union Avenue, all offer campus style, multi-tenant facilities in former manufacturing buildings. Emerging small niche businesses include BlackHorse Garage, which restores high-end classic cars, the Ramos Athletic Conditioning Center (aka "The RACC") which attracts serious weight lifters, and Denyse Schmidt Quilts, which sells hand-made quilts world-wide. The neighborhood has waterfront assets. Along Johnson's Creek, the Miamogue Yacht Club and the East End Yacht Club attract boaters from the region. The summer water-taxi to Pleasure Beach brings residents out to a barrier beach and nature preserve on Long Island Sound. Planned development along the Seaview Avenue waterfront promises Long Island-Port Jefferson ferry service and shipyard activity.

The neighborhood contains many community assets. However, they are as of yet not sufficiently woven together or sufficiently realized. Though there is waterfront, much of it is contaminated or devoted to lesser uses such as scrapyards or soils processing, which impede public waterfront access and higher-level development. Though there are jobs, local employment lags. Though there is significant homeownership, much of the housing stock is old, and blighted residences are not uncommon. Though major development is happening at the periphery of the neighborhood, the core of the East End remains bereft of new investment, and people yearn for renewal.

Within this context, the transportation network is perceived by locals to be substandard in service and detrimental to the neighborhood's healthy growth. Stratford Avenue and Connecticut Avenue, which were part of the original U.S. Route 1, and were formerly two-way streets, were converted to one-way couplets in part to serve as escape valves to address traffic jams along I-95. The wider lanes resulting from the conversion have encouraged excessive speeding and contributed to poor site lines and dangerous intersection crossings for the approximately 14,000 vehicles that use the avenues daily. Over the past two years, there have been 413 traffic accidents in the project area, most of which were caused by speeding, failure to stop at red lights, and other dangerous driving behaviors. These couplets may serve those going *through*, but they do not serve those going *to* and *about*, the East End. Nor do these roads offer anything in the way of needed retail and services. Poorly lit, with unadorned streetscapes and shuttered storefronts and vacant lots, they feature no pharmacy, no grocery, no gas station, no bank, no chain retailers, no laundromat, no bike-lanes, no bump-outs, no complete street features. Their layout – as one-way couplet thoroughfares with numerous offset and acutely angled intersections

– disintegrate and discourage internal neighborhood circulation. Looking outward, the connections to the broader transportation network are substandard as well. To the north along Seaview Avenue, a constricting railroad bridge impedes access to the current Route 1. Consequently, trucks travel Central Avenue, passing too closely, and too loudly by a senior center, various churches the YMCA, the Newfield Library and the Dunbar School. To the west, a massive six-way intersection -- with 21 lanes facing off against each other and a highway deck above -- presents a formidable threshold to cross (on foot or even by car) into Steelepointe and Downtown. To the south, in part hovering over this same intersection, the heavy weight and width of I-95 isolates the neighborhood visually from its surroundings.

As far back as 2005, The East End Neighborhood Revitalization Zone (NRZ) 2005 Strategic Plan of Action (http://www.bridgeportct.gov/filestorage/341650/341652/346105/342427/342494/East_End_NRZ_Plan.pdf) identified the Stratford Avenue/Connecticut Avenue corridor's current condition as a setback, stating that while both avenues are one-way and facilitate the flow of traffic through the neighborhood, this may not be ideal for transportation within the East End itself. The NRZ Plan continues that the Stratford and Connecticut Avenue corridor had high numbers of accident reports at several intersections. Although there are posted 25 and 35 mph speed limits, motorists regularly exceed those limits. A common theme throughout the East End NRZ Plan is the utilization of traffic calming strategies, the addition of pedestrian and bicycle amenities and the modification of roadways to promote safer traffic circulation that is more conducive to the residential and retail activity present throughout both corridors.

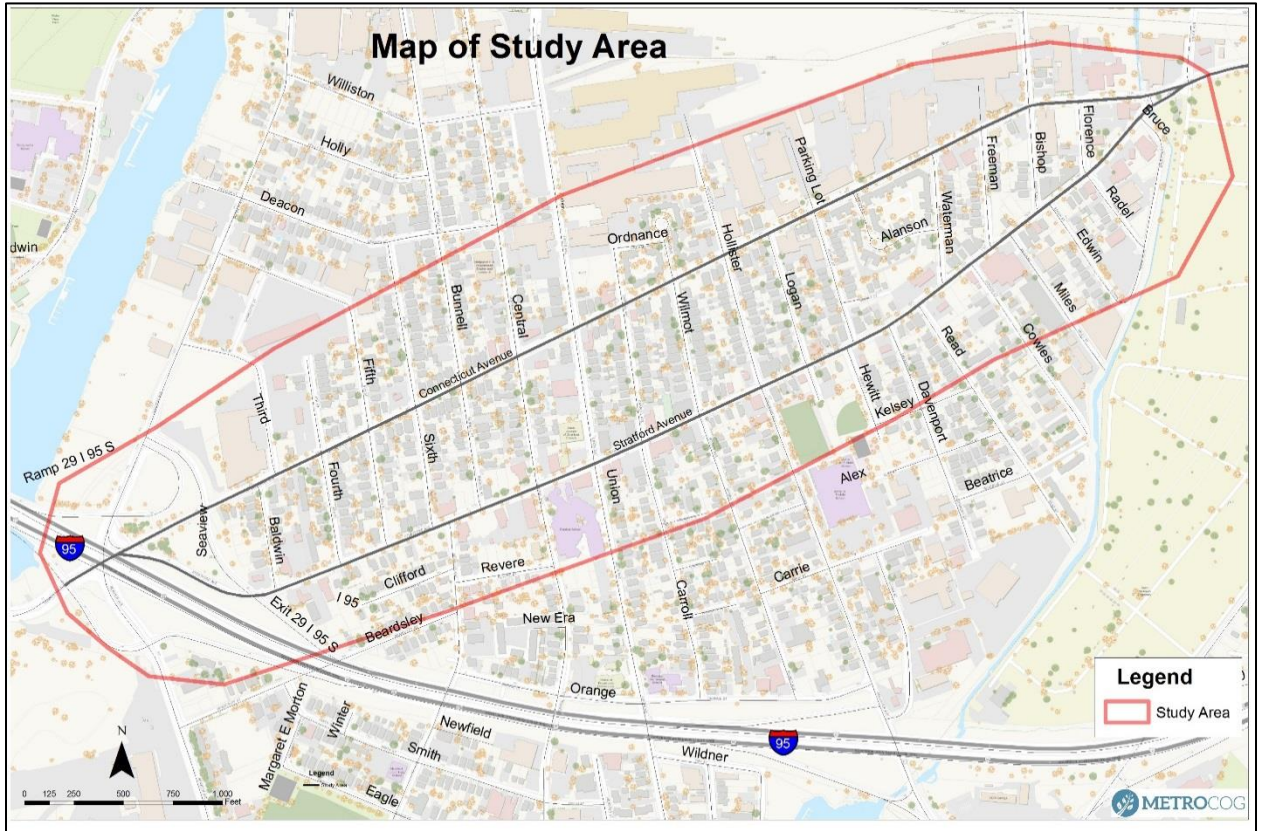
There are many planned infrastructure and development projects in and around the project area that have the potential to increase vehicular, pedestrian and bicycle traffic on both Connecticut and Stratford Avenues. The increased use of these major corridors will likely lead to higher incidents of speeding and accidents if the appropriate transportation improvements are not identified and implemented. These projects include:

- **Stratford Avenue Civic Block Retail Plaza:** The City of Bridgeport has announced the development of a new 35,000 square foot retail plaza for this 2.6-acre site in the heart of the neighborhood. Slated to begin construction in 2019, and estimated at a cost of \$7MM, it shall include a much-needed grocery store, a community health facility, and will include a high level of public plaza space designed to complement the historic Newfield Library.
- **Newfield Library Restoration:** Slated for completion in 2019, this \$6MM historic restoration will create a state-of-the art 9,000 sf library within the Civic Block.
- **Steelpointe Harbor:** Located on Stratford Avenue at the southwestern corner of the East End neighborhood, this 2.8 million square foot mixed-use development is being designed to embody the most desirable characteristics of a harbor-side neighborhood. A new public realm will consist of a network of streets, open spaces, water views and harbor side strolling. Entertainment venues such as hotels, Bass Pro Shops, and a movie theater combined with a mix of residential, restaurant, retail and commercial uses will create a diverse, livable, pedestrian-friendly environment. This development is located adjacent to the study area and encompasses the only portion of Stratford Avenue in Bridgeport which is bi-directional.
- **Bridgeport & Port Jefferson Ferry Terminal Relocation:** This project will relocate the Bridgeport Port-Jefferson Ferry terminal to 567 Seaview Avenue. which is just south of the street study area's western terminus. With up to 30 landings and departures daily, the ferry service carries 800,000 passengers and 300,000 cars annually.
- The **Seaview Avenue Corridor Project** is a \$14 million infrastructure project for a major north-south corridor in the East End and Mill Hill neighborhoods. The project scope encompasses two

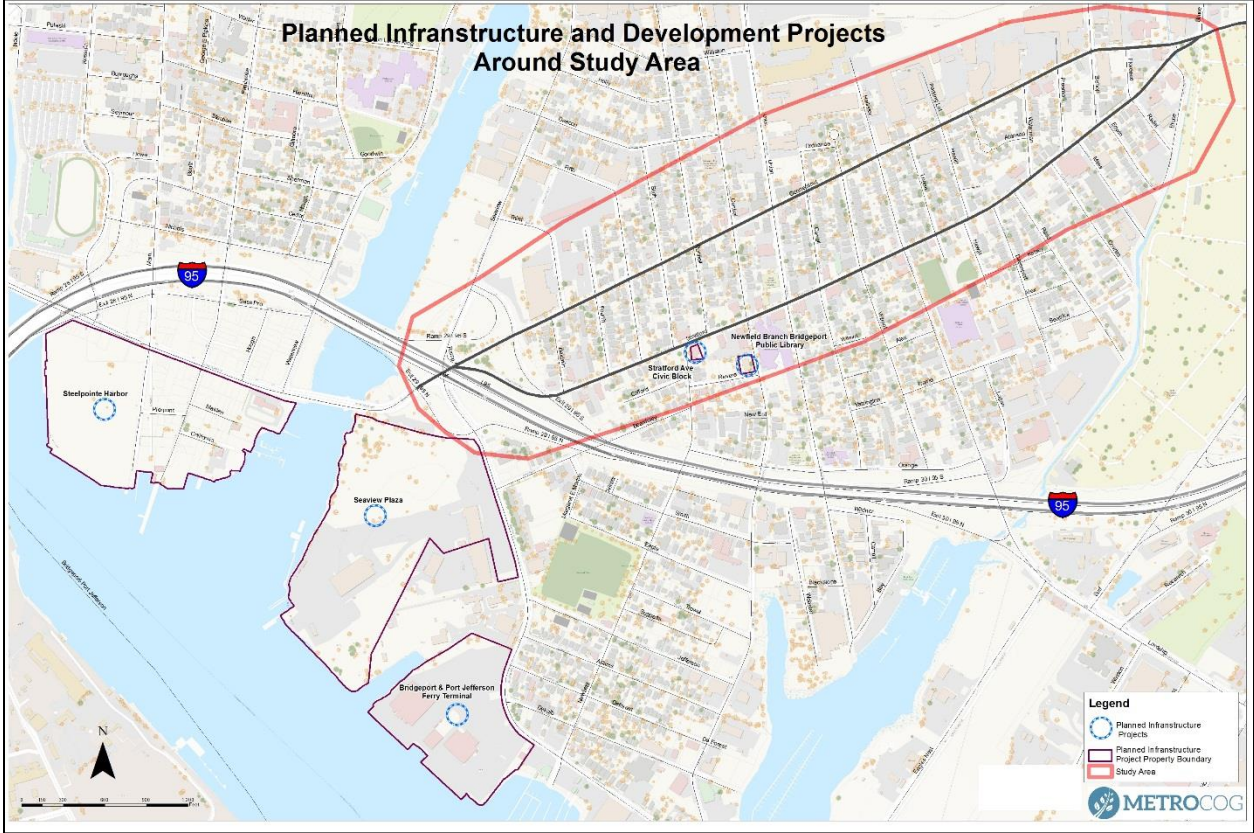
segments: Barnum Avenue to Boston Avenue, and Boston Avenue to Stewart Street. This development is located just north of the study area and will improve traffic flow and pedestrian/auto interaction.

- The **Seaview Plaza** property at 837 Seaview Avenue will provide destination retail with neighborhood attractions on a parcel across from the western confluence of Connecticut and Stratford Avenues. This is also the site proposed for the MGM Resort/Hotel Casino.

Map of Corridor



Planned Infrastructure and Development Projects Within the Corridor



Study Deliverables/Work Products

The consultant shall ensure that technical memorandums are produced at the completion of tasks (below). Task 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 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 will work with MetroCOG to determine the best funding options for further phases of the project. Potential funding sources may include the Local Transportation Capital Improvement Program (LOTICIP), the federal Surface Transportation Program (STP)-Urban or local capital funding.

The work program is expected to be broken into thirteen (13) tasks, summarized as follows:

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 or City Council briefings. Coordination and input from all stakeholders such as CTDOT shall be ongoing. MetroCOG shall, at a minimum, hold coordination conference calls quarterly between itself and any consultants hired for this project.

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

The consultant will provide monthly narratives of project progress to MetroCOG staff. A narrative of project progress and the progress toward meeting the SBE goal will be included with all project invoices.

Reporting - Coordination calls will be quarterly and monthly progress reports are created to keep the Study on schedule.

Deliverable: Quarterly Coordination Calls; Monthly Progress Reports

Task 2: Establish Study Advisory Committees (METROCOG)

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, the East End NRZ, the Bridgeport City Council, bicycle and pedestrian advocacy groups and other concerned parties.

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

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

Task 3: Collect & Acquire Data

Collect and acquire the base data needed to analyze existing & future conditions and determine general travel characteristics throughout the Connecticut Avenue and Stratford Avenue Corridor. The data will be collected or obtained either through field surveys or from existing data files includes:

- Average Daily Traffic (ADTs) volumes – Although CTDOT has some periodic counts, in the interest of uniformity, all intersection counts should be re-done to include AM and PM peak hours, Saturday mid-day counts and school peak hour counts (as necessary). These locations include:
 - Connecticut Avenue and Bishop Avenue
 - Connecticut Avenue and Hollister Avenue
 - Connecticut Avenue and Central Avenue
 - Connecticut Avenue and Seaview Avenue
 - Stratford Avenue and Bishop Avenue
 - Stratford Avenue and Hollister Avenue
 - Stratford Avenue and Central Avenue
 - Stratford Avenue and Seaview Avenue
- Turning movement counts– AM and PM peak periods and Saturday Mid-Day (7-9 AM, 4-6 PM, 11-1PM Sat)
 - Connecticut Avenue and Bruce Avenue
 - Connecticut Avenue and Bishop Avenue
 - Connecticut Avenue and Hewitt Street
 - Connecticut Avenue and Hollister Avenue
 - Connecticut Avenue and Wilmot Avenue
 - Connecticut Avenue and Carroll Avenue
 - Connecticut Avenue and Union Avenue
 - Connecticut Avenue and Central Avenue
 - Connecticut Avenue and Bunnell Street
 - Connecticut Avenue and Third Street
 - Connecticut Avenue and Fourth Street
 - Connecticut Avenue and Fifth Street
 - Connecticut Avenue and Sixth Street
 - Connecticut Avenue and Baldwin Street
 - Connecticut Avenue and Seaview Avenue
 - Stratford Avenue and Bruce Avenue
 - Stratford Avenue and Edwin Street
 - Stratford Avenue and Miles Street
 - Stratford Avenue and Cowles Street
 - Stratford Avenue and Read Street

- Stratford Avenue and Davenport Street
 - Stratford Avenue and Hewitt Street
 - Stratford Avenue and Hollister Avenue
 - Stratford Avenue and Wilmot Avenue
 - Stratford Avenue and Carroll Avenue
 - Stratford Avenue and Union Avenue
 - Stratford Avenue and Central Avenue
 - Stratford Avenue and Newfield Avenue
 - Stratford Avenue and Sixth Street
 - Stratford Avenue and Fifth Street
 - Stratford Avenue and Fourth Street
 - Stratford Avenue and Baldwin Street
 - Stratford Avenue and Seaview Avenue
 - Stratford Avenue and Central Avenue
 - Stratford Avenue and Union Avenue
 - Stratford Avenue and Carroll Avenue
 - Stratford Avenue and Wilmot Avenue
 - Stratford Avenue and Hollister Avenue
 - Stratford Avenue and Read Street
 - Stratford Avenue and Miles Street
 - Stratford Avenue and Edwin Street
 - Stratford Avenue and Radel Street
 - Stratford Avenue and Bruce Blvd
 - Stratford Avenue and Davenport Street
- 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 Connecticut Avenue and Stratford Avenue.
 - Accident experience along Stratford Avenue and Connecticut Avenue and along the cross streets.
 - Pedestrian features and facilities (crosswalks, sidewalks, pedestrian actuated signals and sidewalks).
 - Transit routes and 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 Connecticut Avenue and Stratford Avenue.

- Road/Sidewalk Conditions
- Number of Curb Cuts
- The Regional Long-Range Transit Plan
- The East End Neighborhood Revitalization Zone (NRZ) 2005 Strategic Plan of Action

Deliverable: 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: Base Map

Task 5: Analyze Traffic Operations

The data collected under Task 2 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, and operating speeds and 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: Traffic Operations Section (Existing Conditions Memorandum) and Traffic Operations Section (Future Conditions Memorandum)

Task 6: Conduct Safety Assessment

The accident data collected under Task 2 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: Safety Assessment Sections in both Existing Conditions and Future Conditions Memorandum

Task 7: Provide Economic Development Scenarios

MetroCOG and the City of Bridgeport will provide site plans and expansion plans for planned and potential developments within the study area, including the confluence on Connecticut and Stratford Avenues with Seaview Avenue and interchange 29 on Interstate 95. These plans will be reviewed and traffic generation from the expansions will be estimated. Build traffic volumes will be added to background growth volumes provided by CTDOT to assess future operations within the study area without any roadway improvements. Development build out analysis will be incorporated into future conditions traffic modeling, as well as incorporated into realignment scenarios.

Deliverable: Future Conditions Memorandum

Task 8: Develop Realignment Scenarios

Based on the results of the traffic and safety assessments, possible realignment and improvement scenarios for the study area will be developed. Traffic flows will be developed based on the build scenarios and intersection levels of service will be determined. The concept plans need to address possible relocation of utilities and determine the feasibility for the implementation of bicycle, pedestrian and complete street amenities along Connecticut Avenue and Stratford Avenue. The development of realignment scenarios will be coordinated with the CTDOT project team to ensure each alternative is feasible and acceptable to Department staff.

Deliverable: Alternatives Analysis Technical Memorandum

Task 9: Identify Permits

Realignment and reconstruction of Connecticut Avenue and Stratford Avenue 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: Permit Identification (included in Final Report)

Task 10: Prepare Preliminary Concept Plan and Study Report

Prepare a schematic plan and visualization for the proposed safety and flow improvements of Connecticut Avenue and Stratford Avenue, including all applicable intersections within the study area that meet the project design objectives. The design of the new roadways will include “complete streets” elements that consider green infrastructure, bicycle accommodation and 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.
- Documentation of the public outreach process.

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

Deliverable: Draft Study Report with Conceptual Plans

Task 11: Coordinate Public Outreach

The project study will include a public outreach effort that will adhere 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 following outreach efforts will be conducted:

- Public information meetings – at least three public meetings to be held in Bridgeport: 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 bi-monthly East End NRZ meetings.
- Website to provide updates and information regarding the study. This should include clear links to any reports and documents prepared during the study as well as a way to comment on the study. on the town's websites as well as MetroCOG and Greater Bridgeport Transit websites
- Innovative methods of public involvement will be explored.

Deliverable: 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. 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: Final Report & Public Presentation

SCHEDULE B:

Past Plans & Studies

[Plan Bridgeport](#)

[East End Neighborhood Revitalization Zone Strategic Plan](#)

[Bridgeport Waterfront Plan](#)