

SUMMIT NEIGHBORHOOD TRAFFIC PLAN

Providence, Rhode Island

Request for Proposals

A. Introduction

The Summit Neighborhood Association (SNA) is seeking qualified traffic and/or transportation consultants to prepare a study and traffic and land use plan for an area known as the “Summit Neighborhood,” which is situated in the Hope neighborhood on the East Side of Providence.

B. Scope of Work

Project Area

The area to be studied under this scope of work is the Summit area within the Hope neighborhood of Providence. The project area itself is bounded by North Main Street to the west, Hillside Avenue to the North, Lorimer Avenue to the east and Rochambeau Avenue to the south. The study will focus on three general areas: the major east-west thru streets, the Miriam Hospital area and the Hope Street commercial district.

East-West Thru Streets

Fourth and Fifth Streets, Seventh Street / Overhill Road, Tenth Street, Chace Avenue and Hillside Avenue are among the favorite routes of motorists travelling between North Main and Hope Streets. Although these cross streets are narrow and residential in nature they have seen an increase in traffic volume and speed. In addition, commercial traffic, including heavy trucks, frequently navigate between I-95 and Miriam Hospital or Hope Street via Third and Fourth Streets.

The study should suggest ways to reduce traffic volume and speed on these residential streets, and to encourage thru traffic to use major east-west thoroughfares, such as Rochambeau Avenue.

Miriam Hospital Area

The Summit neighborhood is unique in Providence in that it has had a hospital burgeoning within its residential midst. Since it moved into the Summit neighborhood 50 years ago, Miriam Hospital has generated increased traffic and parking congestion in the surrounding area. These effects sharply increased following the construction of the outpatient facility on the corner of Summit

Avenue and Fifth Street a decade ago, and with an increase in both inpatient and outpatient programs at the hospital.

The study should suggest strategies for reducing the impact of hospital traffic and parking congestion on the neighborhood. It must also model the effect of converting some hospital parking to other uses, as described in Task 2, below.

Hope Street Commercial District

The Hope Street commercial district lends Summit its mixed-use character and is considered an important asset by residents. Yet the volume and high speed of the traffic that travels along Hope Street makes it dangerous for pedestrians, including patrons of the local businesses, to navigate the commercial district safely.

The study should present a plan to beautify the Hope Street commercial district, improve pedestrian and bicycle safety and slow traffic, recognizing that Hope Street will remain the major north-south thoroughfare on the East Side. The plan should be perceived to benefit both residents and businesses. Possible elements of a plan envisioned by residents include landscaping, raised crosswalks, a tree-lined median, period street lamps and benches.

Vision for Summit Neighborhood

The goal of this project is to enhance and safeguard the historic residential and mixed-use character of Summit Neighborhood. The Providence Preservation Society (PPS) has identified Summit as a likely candidate for nomination to the National Register of Historic Places (an ongoing project of the SNA and PPS is preparing that nomination).

Since it was first developed early in the Twentieth Century, the Summit area has remained a family-oriented neighborhood of tree-lined streets, predominantly owner-occupied one- and two-family houses, and local mom and pop retail shopping. By today's zoning standards, the house lots are undersized and green space is at a minimum, yet the quiet residential character, relatively affordable housing and stable yet diverse population lend Summit much of its appeal.

The Summit Neighborhood this project envisions will remain a residential enclave, insulated from the urban growth around it and institutional growth within it. It will be safer and more pedestrian- and bicycle-friendly than today, with more or better access to green space. Local businesses are integral to the neighborhood, and commercial needs will be carefully balanced with the needs of residents.

Traffic Calming and Land Use

Traffic calming is seen as a promising technique to relieve some of the stresses felt throughout the neighborhood and to improve the quality of life. Traffic safety problems stem from commercial and private through-traffic, access to institutions located on residential streets and traffic on main thoroughfares.

Modeling land-use alternatives that increase green space and reduce traffic and parking congestion may support and encourage more ambitious changes and more dramatic improvements than can be achieved with traffic engineering alone.

Task 1 Analysis of Existing Conditions

The first task is to provide an analysis of existing conditions in the Summit Neighborhood. The consultant will conduct a survey of traffic patterns along the major thru-streets, the Miriam Hospital area and the Hope Street business district. Traffic counts shall be taken on certain streets, including turning movement counts at key intersections. The consultant shall advise the SNA on which streets and intersections to observe. Parking counts should be made of Miriam Hospital parking lots at various times of the day. The areas surveyed should reflect problem areas identified by neighbors.

Task 2 Modeling Options

The second task is to model the traffic conditions that would result if the Miriam Hospital (visitor) parking lots located on Summit Avenue between Fifth and Seventh Streets were joined together by abandoning the portion of Sixth Street that separates them, and converting that space to a public park. Hospital parking would shift to other Miriam lots.

Task 3 Transportation and Land Use Plan

The consultant must work with the Summit Neighborhood Association and the Department of Planning and Development (DPD) in developing a plan for the neighborhood. The plan must include, but is not limited to:

1. Recommendations for traffic calming alternatives with their implications (including cost) for the above mentioned project area. All recommendations shall be in compliance with appropriate city and state statutes and regulations.
2. A comparison of existing traffic and parking conditions surrounding Miriam Hospital and conditions modeled in Task 2, above.
3. Recommendations that affect public infrastructure in the neighborhood. These should include traffic calming devices, streetscape improvements, parks and open spaces, as appropriate. These recommendations must be accompanied by graphic illustrations.

Deliverables

The final report should be a concise document with text and graphics which can also be reproduced and provided to the general public. The document should include all of the recommended changes. Ten (10) copies of working drafts shall be periodically submitted. The final version shall be on 8 1/2" x 11" sheets; graphics may use 11" x 17" sheets where necessary. One reproducible (photo ready) copy and 10 additional copies shall be submitted. Consultant must also supply the documents on diskettes in a format compatible with Microsoft Word.

All mappable data collected by the consultant must also be provided to the City in a format that can be utilized by the ArcView Geographic Information System.

Proposal Format and Requirements

The proposal submitted for all work must clearly identify all required work items and person-hours. At a minimum, the proposal shall, in text and graphics:

1. Demonstrate a clear understanding of the scope of the studies, including the transportation and planning issues outlined in this RFP;
2. Set forth a detailed methodology for performing all tasks. This includes, but is not necessarily limited to, data collection, analysis, graphic representations, consultation with the City's agencies, advisory committees and the like;
3. Describe all final products to be submitted;
4. Submit detailed resumes of all project personnel, clearly identifying past projects of a similar nature and at least 3 references;
5. Identify a project manager, who will take responsibility for all work elements;
6. Submit a schedule for completion of all work elements; and
7. Submit a fee proposal, with a break down by task, person hours for each task, labor and project related costs.
8. Whenever possible, the consultant is required to utilize existing data.

Other General Requirements

The firms or individuals submitting proposals must have demonstrated experience in transportation and traffic planning. In accordance with Title 5, Chapter 8 of the Rhode Island General Laws, any person or firm which practices or is offering to practice engineering in the State of Rhode Island must be registered and/or hold certificates of authorization from the State of Rhode Island Board of Registration for Professional Engineers. A copy of said registration/certificate must be submitted with the Proposal.

Progress Review Meetings

Frequent periodic progress meetings are an important part of the process as envisioned in this proposal. These will take the form of monthly meetings which will occur throughout the entire process. These monthly meetings will provide the opportunity for the SNA and DPD staff to review progress on the project, evaluate the products of each of the project tasks, and discuss issues arising during the completion of tasks. It is further anticipated that these meetings may occasionally involve preparation for brief presentations for, or discussions with, local officials, citizens, busi-

nesses, and representatives of state and federal agencies with jurisdiction or interest in the project area.

Public and Other Hearings

This plan will become part of the City's Comprehensive Plan. In accordance with Rhode Island laws, the plan is subject to one public hearing before the City Plan Commission and another public hearing before the City Council for final approval. The consultant will present the plan, along with staff of the City of Providence, to the general public as well as any necessary governmental bodies.

Selection Criteria

The selection of the firm(s) or individuals are based on the following criteria

- Understanding of the Scope of the Work,
- Demonstrated experience in similar types of projects,
- Experience and knowledge of the assigned personnel, particularly the project manager,
- Demonstrated ability to work with professional staff and lay committees,
- Demonstrated ability to complete tasks on time, and
- Overall costs.

This will be a professional services contract awarded by the Summit Neighborhood Association, under contract to the City of Providence. The SNA is not required to award a contract to the lowest bidder. However, the SNA is obligated to select the most qualified firm(s) or individual(s) who provide the most advantageous fee proposal from the SNA's point of view. The SNA reserves the right to award only portions of the project or phases to one or more firms or individuals. The SNA also reserves the right to not award any contract, based on the response.

Submission Requirements

- Ten copies of the proposal must be submitted by Friday, March 16, 2001, no later than 4:00 PM, to:

John Bazik, President
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- The anticipated award date is Monday, May 14, 2001.
- The final plan is due Friday, November 16, 2001