

**CITY OF NORTH OLMSTED**  
Mayor Nicole Dailey Jones



**Request for Qualifications**

**Lorain Road Transportation and Land Use Analysis:  
NOACA Transportation for Livable Communities Initiative (TLCI)  
Program**

**Response Due Date: Tuesday, August 5th, 2022 at 4:00 PM EST**

**Purpose**

The purpose of this Request for Qualifications (RFQ) is to obtain competitive proposals from qualified individuals or firms, to facilitate the development of a Transportation for Livable Communities Initiatives (TLCI) Plan for the City of North Olmsted. The TLCI Plan will serve as a blueprint from which transportation and infrastructure policy decisions will be made for the Lorain Road Corridor.

**Background and Purpose**

The purpose of the TLCI Plan is to provide guidance and serve as a framework for developing a complete street and greener corridor, identifying changes to public infrastructure to keep up with modern developments/current trends, and encouraging non-motorized transportation such as walking and bicycling, as well as variants such as small-wheeled transportation (skates, skateboards, push scooters, and hand carts) and wheelchair travel. As having a meaningful harmony along the corridor inspires a sense of safety and comfort to users the Plan should encourage improving the appearance of the corridor.

Along the Lorain Rd corridor, this plan will improve access for all users by building, enhancing, and developing a multi-modal, active transportation network of connected paths, all-purpose trails, streets, driveways, and public access spots.

It will positively impact the lives of residents and create economic development opportunities for all residents by increasing public accessibility and increasing the resiliency of the corridor.

**Scope of Services**

The purpose of this project is to develop a TLCI Plan. The elements of which will guide and act as a blueprint for the City of North Olmsted's future transportation and infrastructure policy decisions. The first part of the plan will look at data collection and existing conditions analysis, with a focus on the Go North Olmsted 2015 Master Plan. Part two will focus on Public Engagement, as public input is a key

element of the TLCI planning studies. Part three should consist of a review of the current situation as well as potential development alternatives. The final portion of the plan should include Implementation Strategy and Documentation to demonstrate prioritization of projects, project feasibility, cost estimates, and alignment with available financial resources and potential funding sources.

The resulting plan should be both a physical and policy based plan, provide strategic objectives, implementation plans or strategies as well as performance metrics.

Elements of the plan should include, but need not be limited to:

### **1. Data Collection and Existing Conditions Analysis**

- a. Socioeconomic data,
- b. Land use types,
- c. Environmental Justice (EJ) neighborhoods,
- d. Major trip generation and attraction locations,
- e. Transit route,
- f. Daily and peak period transit ridership within the project corridor,
- g. Infrastructure inventory for non-motorized modes of travel including sidewalks, crosswalks, bike and scooter lanes and parking, etc.,
- h. Transit stop locations, types and conditions,
- i. Vehicle on-street and off-street parking spaces,
- j. Street pavement condition data (collected from the latest NOACA community pavement reports),
- k. Traffic volumes (extracted from NOACA Travel Forecasting Model and ODOT Transportation Data Management System (MS2)),
- l. Number of bike and pedestrian at mid-block crossing and major intersections,
- m. Inventory of development sites along the corridor,
- n. Description of types and locations of potential and equitable development,
- o. Existing barriers to the use of transit and alternative modes, and
- p. Bike and pedestrian count data at major crossings as available
- q. Crash and safety data for previous 5 years.

### **2. Public Engagement: At Least Three Public Meetings (Or “Rounds” Of Engagement Activity) Where The Sole Focus Is On the Planning Study and Achieves the Following Intent:**

- a. Present and gather feedback on existing conditions, key issues, and background analysis.
- b. Present and gather feedback on developed alternative concepts
  - i. Identify community concerns with the study findings
  - ii. Identify scenario(s) and transportation alternative(s) preferred by community
- c. Recommend transportation infrastructure improvements and implementation plan supported by analysis and community input:
  - i. Adjust recommendations based on community feedback.
  - ii. Present study findings and recommendations to Planning Commission, council, or other appropriate body of elected officials.
- d. Initial Stakeholder/Steering Committee Meeting:
  - i. Develop list of stakeholders’/steering committee members,

- ii. Host meeting to present existing conditions and gather feedback on issues relevant to stakeholders, and to discuss future public and community outreach for the project.
- e. Initial Public Meeting:
  - i. Host a public meeting to present existing conditions to residents, business representatives, and to gather feedback on key issues related to land use, access, mobility, safety, transportation infrastructure, livability, etc.

**3. Existing Conditions Analysis & Alternative Development: The following analyses should be performed in order to understand the existing conditions of study corridor.**

- a. Review the past studies including previous TLCIs, NOACA's eNEO2050 Plan, and any other relevant plans and studies.
- b. Identify the major entrance and exit points for vehicular traffic within the project corridor and traffic production and attraction volumes,
- c. Extract the current and future AM, PM and daily directional vehicular through traffic volumes from the available sources such as NOACA Travel Forecasting Model or ODOT Transportation Data Management System (MS2),
- d. Identify the current major car parking locations and estimating the current and future parking space demand,
- e. Identify major barriers to walking and biking connectivity, including physical barriers such as highways and active rail lines, as well as infrastructure gaps,
- f. Analyze and inventory current transit facilities and stops, including locations and condition,
- g. Quantify and qualify residential and/or employee access to transit services especially EJ neighborhoods,
- h. Analyzing the current sidewalk and bike/ scooter facilities including condition, land use access and safety,
- i. Analyze non-motorized mode access to major destinations including transit stations within along the project corridor,
- j. Analyze crash data for the past five years along the project corridor,
- k. Identify the pedestrian crosswalk locations along the project corridor and analyze them based on land use access and safety,
- l. Analyze current land use in terms of livability, economic growth opportunities and equity,
- m. Analyze potential Transit Oriented Development sites for appropriate location, type, density.
- n. Trip generation analysis:
  - i. Estimate the number of work and non-work daily trips originating and ending within the project corridor from available sources such as NOACA Travel Forecasting Model.
  - ii. Develop current trip matrices for the identified major trip origins, and trip destinations, along the project corridor during peak periods and over 24 hours,
  - iii. Extract future trip generating growth from available sources such as NOACA Travel Forecasting Model,
  - iv. Develop future trip matrices based on the extracted growth rates.

- o. Traffic Engineering Analysis:
  - i. Analyze the signalized intersections of the project corridor,
  - ii. Conduct traffic safety analyses during the AM and PM peak periods,
  - iii. Determine the percentage of through traffic,
  - iv. Analyze bicycle, scooter and pedestrian major origins/destinations within the project corridor,
  - v. Analyze crashes involving non-motorized modes of travel during the past five years along the project corridor,
  - vi. Analyze crashes involving auto and transit during the past five years along the project corridor,
- p. Accessibility and Mobility Analysis:
  - i. Quantify and qualify access to jobs, health centers, recreational centers, etc. by all modes including driving, transit, and non-motorized modes along the project corridor,
  - ii. Extract the average auto and transit work commute times along the project corridor from available sources,
  - iii. Demand analysis based on the identified major origins and destinations along the project corridor,
  - iv. Identify and Analyze potential improvements to transit access of EJ neighborhoods within a half-mile buffer area,
  - v. Analyze transit network and connectivity, and between different transit providers and routes, and
- q. Alternative Multimodal Transportation Solutions:
  - i. Identify alternative improvements for development of a multimodal transportation system based on the conducted analyses, community, and stakeholder feedback.
  - ii. Identify alternative equitable Transit Oriented Development sites
  - iii. Determine the most likely land use and multimodal transportation alternatives based on the conducted analyses Alters within a half-mile buffer.

#### **4. Implementation Strategy and Documentation**

- a. Prepare a detailed report including but not limited to:
  - i. All the collected data,
  - ii. Stakeholder and Community feedback,
  - iii. Methodology of all the conducted analyses,
  - iv. Multimodal transportation alternative descriptions,
  - v. Safety improvements for non-motorized modes of travel,
  - vi. Study findings,
  - vii. Study Recommendations, and
  - viii. Implementation Strategy
- b. The implementation strategy should include prioritization of projects, project feasibility, cost estimates, and alignment with available financial resources and potential funding sources.

#### **Notes**

**Note 1:** A comprehensive list of stakeholders will be developed in partnership with the City, other partners, and NOACA.

**Note 2:** As mentioned, consultant will be required to conduct a minimum of three community meetings to show progress during and at completion of the project per the Transportation for Livable Communities Initiative (TLCI) guidelines.

**Note 3:** The consultant will be required to make presentations to NOACA Board and Committee meetings as needed until end of contract.

### **Deliverables**

1. A standalone website and social media platforms for the TLCI Planning project where information can be disseminated and the public can engage virtually.
2. Provide a report sharing the collected information and data and summarizing the existing condition analysis.
3. Provide a report of all the conducted analyses and alternative solutions.
4. Provide GIS data and AutoCAD drawings if applicable.
5. Final Power Point or equivalent presentation of the final plan recommendations. Selected firm will also present the findings to the North Olmsted Planning and Design Commission, North Olmsted City Council, NOACA Board of Directors and other boards and commissions as deemed necessary by the City
6. Final TLCI Plan (in print and digital copies)

### **Evaluation Criteria**

1. Firm's experience and past performance on similar projects, specifically, transportation corridors that are anchored by traditional shopping malls (25 Points)
2. Project team background (10 points)
3. Understanding of the project, methodology and timeline of deliverables (15 points)
4. Quality and strength of the responsiveness of the RFP (20 points)
5. Demonstrated performance of past TLCI planning projects that have been awarded implementation funding by NOACA, ODOT or the U.S Department of Transportation (20 points)
6. Budget and cost proposal (10 points)

### **Method of Selection and Award**

Pursuant to the section 112.07 of the Codified Ordinances of the City of North Olmsted the following process will be used to select the most qualified firm.

Following completion of the time period for receipt of RFQ, the selection committee established by the director of Community and Economic Development pursuant to Section 112.04 above will evaluate all SOQs timely received based upon the evaluation criteria specified above. On the basis of these evaluations, the selection committee will select three (3) or more of the highest qualified firms for further consideration.

If the committee has received less than three (3) SOQs for evaluation, or determines that fewer than three (3) firms are qualified to perform the required personal services, then the committee may select less than three (3) firms for further consideration.

The selection committee shall request technical proposals from each of the firms selected for further consideration. The committee may also request that all firms selected for further consideration make a presentation to elaborate upon their technical proposals, statements of qualifications, and/or any other pertinent information.

The selection committee will rank all remaining firms based upon the quality and feasibility of their proposals, including any authorized revisions. The Director of Economic and Community Development, on behalf of the selection committee and the City of North Olmsted, will identify the highest rated and ranked firm and determine the terms and conditions of the proposed personal services contract, including the compensation to be paid by the City to the firm.

### **Selection Procedures, Criteria and Process**

The City will select a consultant based on proposals submitted. Interested individuals or firms should respond by submitting six (6) copies of their proposal to the address below **by 4:00 PM EST on August 5th, 2022**. Responses received after 4:00 PM on the due date will not be considered.

Max Upton, MPA  
Director of Economic and Community Development  
City of North Olmsted, Ohio  
5200 Dover Center Road  
North Olmsted, OH 44070  
[uptonm@north-olmsted.com](mailto:uptonm@north-olmsted.com)

Contact Max Upton at (440) 716-4118 or [uptonm@north-olmsted.com](mailto:uptonm@north-olmsted.com) with any questions regarding this Request for Qualifications.

Reference documents are posted on North-Olmsted.com under the Doing Business Tab. Click on Public Bids & RFQ's.

### **Reference Documents**

- Go North Olmsted North Olmsted 2015 Master Plan
- Great Northern Multimodal Transportation Plan: 2009