

REQUEST FOR PROPOSALS

Augustine Cut Off Multimodal Improvements Study, Phase 2

INTRODUCTION AND STUDY AREA

The Delaware Department of Transportation (DelDOT), the Wilmington Area Planning Council (WILMAPCO) and the New Castle County (Delaware) Department of Land Use, are seeking proposals to create a program of improvements for Augustine Cut Off.

This study follows the Phase 1 study conducted by DelDOT in 2022 which led to a pathway/sidewalk improvement concept for Augustine Cut Off from Lovering Ave. to Cantera Ave. There is a need to develop a concept for the entire corridor to function more safely for all modes. The study will continue to develop a program of traffic safety recommendations, strategies to affirm the changing land use context along the roadway, low-stress pedestrian and bicycle facilities and context sensitive aesthetic improvements from Lovering Avenue to W Park Drive. This study will continue the public engagement effort that was begun with DelDOT's Phase 1 Study. The goal is to develop concepts for the road from a more holistic perspective (bike/ped facilities, intersection improvements, traffic calming, typical sections, aesthetics) and develop a concept for a capital project.

Augustine Cut Off (ACO) is an arterial roadway that connects the Concord Pike corridor to Lovering Avenue in the City of Wilmington. There is a signal-controlled, limited access intersection with Concord Pike, and stop sign-controlled access to W. Park Drive at the northern terminus. The roadway is generally comprised of one lane of vehicular travel in each direction with wide shoulders that can be used by pedestrians and cyclists in the northern segment down to Cantera Road. From Cantera Road south to Wawaset Street there is a shared-use pathway along the southbound lane. Augustine Cut Off is fronted mainly by residences in the northern section and becomes more commercial approaching the southern terminus at Lovering Avenue. The study area encompasses the entire corridor from Concord Pike/W. Park Drive to Lovering Avenue.

DelDOT's previous study was initiated because this corridor is an important connection for non-motorized travel between the state's two largest population centers, the City of Wilmington and Brandywine Hundred, with the need for a safer and more accessible link between the Blue Ball/US 202 Pathway system and the Brandywine Park trail network and Trolley Square. Improved bike facilities were identified as a priority in both the City of Wilmington Bike Plan and the New Castle County Bike Plan.

The southern segment has been retrofitted for safer multi-modal access as a result of the Phase 1 Study, but the roadway is largely suited best for vehicular travel and there are safety concerns for pedestrians and bike riders along the majority of the corridor. The average daily traffic volume is between 7,500 and 9,500 along the corridor, and vehicle speeds are often above the posted speed of 35 MPH. This causes cyclists and pedestrians using unprotected shoulders to feel uncomfortable and unsafe. The ACO intersections at W. Park Drive/Concord Pike, Alapocas Drive, and W. 18th Street show crash clusters, while the intersection of ACO and Lovering Avenue has a major crash cluster. This corridor also carries DART bus route 28, on the southern portion of the corridor between 18th Street and Lovering Avenue. Transit users are also pedestrians, and often bicycle riders, and safe roadway crossings at bus stops

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

David L. Edgell
Delaware Office of State Planning
Coordination, Director

Danielle Hornberger
Cecil County Executive

Nicole Majeski
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Matthew Meyer
New Castle County Executive

Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

Vacant
Cecil County Municipalities
Representative

WILMAPCO Executive Director
Tigist Zegeye



are needed in addition to safe sidewalks and pathways to access the bus stops.

The bicycle and pedestrian improvements proposed in the DeIDOT Phase 1 Study are currently in engineering and design, are scheduled for construction in 2026.

The Augustine Cut Off corridor has the potential to become a safe, accessible multi-modal spine that connects the established trails and pathways of Northern New Castle County with the neighborhoods, retail, restaurants and commercial areas in Wilmington with a safe, comfortable environment for all users and all modes of travel. Intersections can be upgraded to permit safe bike and pedestrian crossings, which would also improve transit access. With a traffic calming plan, the entire corridor can become a much safer environment for all modes of travel.

GOALS AND OBJECTIVES

The purpose of this study is to create an attractive and cohesive transportation plan for the corridor that will create a safer environment for residents and commuters. The study will address near-term and long-term solutions with an emphasis on strengthening alternative travel modes while maintaining and enhancing existing neighborhood access to the ACO corridor. This study will be conducted in partnership with New Castle County Land Use, DeIDOT, DTC and key stakeholders.

The Augustine Cut Off Multimodal Improvements Study, Phase 2 will build on the recently completed DeIDOT Augustine Cut Off Bicycle Network Improvements Study, Phase 1. The goal of the study is to provide a program of improvements for the corridor from a more holistic perspective (bike/ped facilities, intersection improvements, traffic calming, typical sections, aesthetics) and develop a concept for a capital project. Consensus building and establishment of stakeholder support for the plan is a key element in this process. This will be accomplished through a facilitated stakeholder outreach process that will include meetings and interactive workshops.

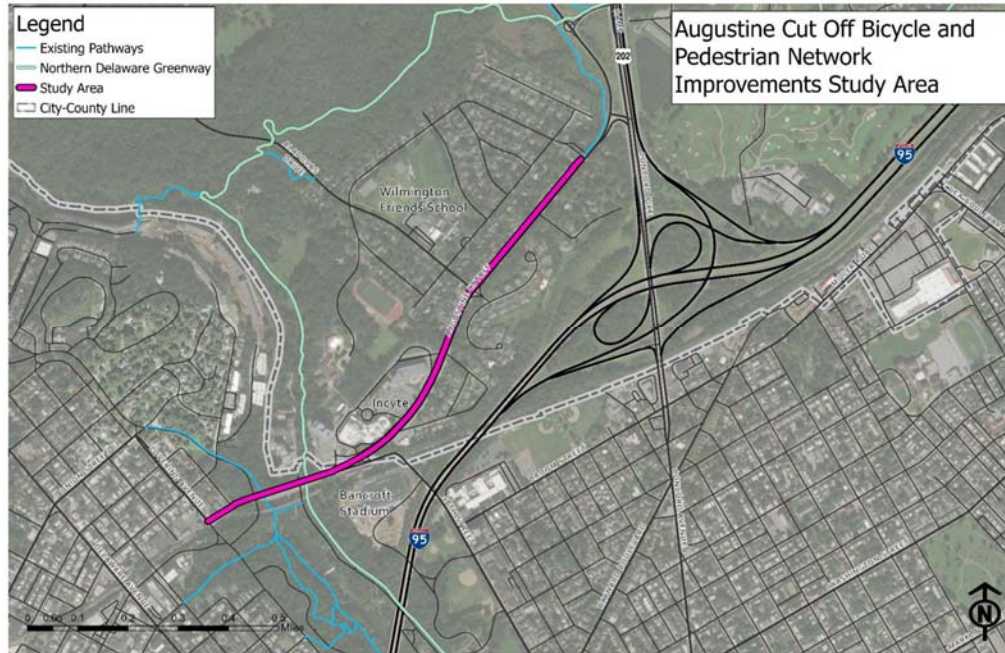
The study will develop a program of improvements to the pedestrian and bike network to create a safe and accessible connection between the Blue Ball pathway network and the Brandywine Park trail network and establish connections to the neighborhoods along the Augustine Cut Off.

The study will examine traffic speeds on the ACO corridor and determine the most effective calming methods to reduce travel speeds and improve safety for all travel modes. DeIDOT's commitment to reducing crashes and eliminating traffic fatalities (Vision Zero) includes the consideration of geometric changes to roadways to protect all users. Traffic calming can also include streetscape improvements and gateway treatments to maximize driver awareness of the residential areas along the ACO corridor.

The study will examine intersections crash statistics and traffic flow to determine where changes are warranted to improve safety, including turning movements and pedestrian crossings. Improvements should include geometry, signal changes and striping, and attention must be paid to bus stop locations to facilitate safe access for transit users.

This project will include a Planning and Environmental Linkages (PEL) Study. PEL Studies are a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic issues early in the planning process. This information and analyses can then be utilized to inform the National Environmental Policy Act (NEPA) review process. PEL Studies are an FHWA initiative used to help make better-informed project-level decisions and to shorten project delivery time, and they follow provisions set forth in 23 U.S.C. 168(b)(1)(A) and associated regulations under 23 CFR 450.212(d) and 450.313(e).





PLANNING PARTNERS

WILMAPCO will be responsible for administering the Master Plan development project. The Project Management Committee (PMC) will collaborate on developing the Augustine Cut Off Improvement study, and will include:

- Wilmington Area Planning Council (WILMAPCO)
- Delaware Department of Transportation (DelDOT)
- DTC
- New Castle County Department of Land Use

An Advisory Committee (AC) of civic and business stakeholders will provide input on issues, opportunities and constraints, and draft scenarios. Membership on the Advisory Committee will include:

- Concord Pike Monitoring Committee members
- The Nemours Foundation
- Delaware HEAL and Delaware Greenways
- Delaware Office of State Planning Coordination
- City of Wilmington
- Land owners, businesses, civic entities, and elected officials

TASKS

Task 1: Identify Issues, Opportunities and Constraints

This task will be completed in-house by WILMAPCO with additional support from the consultant team prior to the first public meeting. WILMAPCO anticipates the use of transportation analytics software to serve as one of the main sources of transportation data collection for this study. Consultants would be provided with access to the software for the duration of the study. The planning partners will review



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existing and planned land use, transportation, and demographics for the corridor. This review will include analysis and illustrations of existing conditions data including:

- Zoning
- Existing and planned land use
- Demographics
- Transportation facilities (including pedestrian pathways)
- Traffic and transit conditions (i.e. congestion, travel speeds, intersection functionality, origin and destination patterns)
- Environmental features including: parks, wetlands, brownfields, floodplain, sea-level rise.
- Community, cultural and social features (Assets, National Parks, etc.)

Deliverables – Report that includes summary information, including maps, graphics, etc. detailing existing conditions and constraints will be prepared by WILMAPCO in coordination with the PMC. The report will build from the recent plans: WILMAPCO RTP, NCC 2050 and DART Reimagined

SCOPE OF WORK FOR CONSULTANT SERVICES

The Project Management Committee is seeking consultant support for the project as described below.

Task 2: Community Visioning

- Work with Project Management Committee and Advisory Committee to prepare for and hold Visioning Workshop, determining whether it will be in-person, virtual or a hybrid format.
- Committee will compile contacts for key community stakeholders and assist with outreach including civic associations and community visioning workshop.
- Visioning Workshop will use an interactive approach to assess community preferences.

Deliverables – Meeting notes from Project Management Committee, Advisory Committee and Visioning Workshop. Outreach to area civic associations. Community Visioning Workshop and report detailing workshop and identified issues and priorities.

Task 3: Define Assumptions and Potential Transportation Improvements for Analysis

- Alternative concepts for analysis will be defined based on feedback from the Community Visioning, Project Management Committee, Advisory Committee, and analysis from Task 1. In addition to a base case, potential alternatives will be developed based on public outreach, transportation issues, opportunities and constraints, and existing plans.
- A range of transportation alternatives may be identified. Alternatives will vary by mode type, roadway configuration, and safety considerations.
- A Community workshop presentation will be held with the community to present and discuss recommended alternatives.

Deliverables – Meeting notes from Project Management Committee, Advisory Committee, and public workshop. Identification of a range of alternatives for additional analysis.

Task 4: Model Transportation Improvements and Compare Results of Analysis

- An approach that will include multiple modes of transportation model analysis developed by the consultant with DelDOT. This approach will be used to evaluate the effect of identified improvements on the transportation network. Draft analysis results will be reviewed at the Project Management Committee, Advisory Committee meeting and public workshops.

Deliverables – Meeting notes from Project Management Committee, Advisory Committee, and public workshop. Report detailing analysis of model results and digital version of the model itself (including illustrative depictions of the preferred alternative, including real-world simulations of potential build-out).



Task 5: Select Concept Level Alternatives and Prepare Final Report

- Based on committee feedback, community outreach and technical analysis, a preferred corridor concept alternative that will support enhanced safety for all modes of travel will be selected. The final report will include documentation regarding infrastructure needs, costs, and phasing that include compliance with National Environmental Policy Act (NEPA) standards to enable eligibility for future Federal funding. Draft report will be presented to the Project Management Committee, Advisory Committee and public.

Deliverables – Meeting notes from Project Management Committee, Advisory Committee, and public workshop. Report detailing analysis/model results. Report will contain documentation of PEL Study results.

ANTICIPATED SCHEDULE

TASK	MONTH											
	1	2	3	4	5	6	7	8	9	10	11	12
Identify Issues, Opportunities & Constraints												
Community Visioning		i										
Define Assumptions, and potential Transportation Improvements for Analysis				i								
Model Transportation Improvements and Compare Results of Analysis							i					
Select Concept Level Alternatives and Prepare Final Report										i		
Public Outreach Milestone	i											

FUNDING

This project will initially be funded from WILMAPCO's FY 2025 Unified Planning Work Program (UPWP), available at www.wilmapco.org/upwp and/or agencies on the Project Management Committee. This study is expected to require 12 months to complete. As part of the RFP, we request the inclusion of an estimate of the costs to perform each of the listed tasks over the full 12-month study period.

DELIVERABLES

Items that will be produced by the consultant will consist of, but not be limited to:

- Draft reports as needed – one high-quality PDF and one MS Word version.
- PowerPoint and display boards for presentation at meetings and public workshops. Display will also be made available in PDF.
- Materials for a project website, including illustrative depictions of the preferred alternative, including real-world simulations of potential build-out.
- Attendance at up to 5 public meetings in the study area to discuss project and assist in stakeholder outreach.
- Attendance, in person or teleconference, at about 10 Project Management Committee, Advisory Committee, and/or joint committee meetings.
- Presentations to WILMAPCO, New Castle County Planning Board and New Castle County Council.



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- Meeting summaries for all meetings and workshops, including written records of all public comments.
- Final report – one high-quality PDF, one MS Word version and final publication format (such as Adobe InDesign).
- GIS files of all mapping work.

SUBMISSION REQUIREMENTS

The Consultant shall submit four (4) bound copies of a Proposal/Statement of Qualifications and one (1) electronic copy for purposes of sharing with the Project Management Committee. Receipt of insufficient copies of the Proposal or not providing the required information in the desired format may result in elimination from the selection process. The submission shall include the following and provide a table of contents indicating where the required information is located in the submission package:

- Identification of the consultant's project manager and a description of this person's experience with similar projects. The project manager may not change during the project without written permission from WILMAPCO.
- A description of qualifications and experience for each individual and firm participating in the project team, including an organizational chart showing the relationship of each individual to the overall project work plan.
- Three current references (more recent than three years) for each individual and/or firm that will have significant and specific responsibility for this project.
- A Technical Proposal that demonstrates an understanding of the project, describes the proposed approach and lists the proposed reports and products. This is limited to ten (10) pages.
- A proposed level of effort delineating the staff assigned with title, hours, and hourly rate for each task. The full cost of the proposal should also be included.
- A proposed schedule showing the timeline for each task including milestones and significant meetings or reviews.
- This project will include a Planning and Environmental Linkages (PEL) Study, a collaborative and integrated approach to transportation decision-making that: 1) considers environmental, community and economic issues early in the planning process; and 2) uses information, analyses and products developed during planning to inform the National Environmental Policy Act (NEPA) review process. PEL Studies are an FHWA initiative used to help make better-informed project-level decisions and to shorten project delivery time, and they follow provisions set forth in 23 U.S.C. 168(b)(1)(A) and associated regulations under 23 CFR 450.212(d) and 450.313(e).
- A written statement that all terms and conditions contained in this RFP are accepted by the consultant.
- A statement that the consultant will comply with Title VI of the Civil Rights Act of 1964, to the end that no person in the United States shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination.
- A declaration that the consultant is an Equal Opportunity Employer and does not discriminate in employment because of race, age, color, sex, religion, national origin, mental or physical handicap, political affiliation or marital status.
- For contracts over \$25,000, WILMAPCO will complete a search of the excluded parties listing system to ensure that the organization is not debarred or suspended from federally assisted contracts.



- The consultant shall accept all applicable Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requirements surrounding Lower Tier Covered Transactions. These requirements can be found within the WILMAPCO Title VI/Nondiscrimination Assurance Statement, available electronically at: www.wilmapco.org/titlevi.
- Identification of the contact person during the selection phase, including the name, address, telephone numbers and email address. This contact must be available during normal business hours. WILMAPCO will also consider:
- Creativity in identifying planning approaches and solutions to land use and transportation problems and in presenting plans to policy makers and the public.
- The extent to which Disadvantaged Business Enterprises are used (any firm wishing to be recognized as DBE must provide documentation such as official DBE certification.)

EVALUATION AND SELECTION

WILMAPCO may select a short list of at least two firms who may be invited to make a presentation regarding their team and approach. The initial qualifications-based selection will be made by evaluating the proposal using these criteria:

Clarity, readability and presentation of material, including writing style	25%
Project understanding and approach as displayed in the project proposal and the interview	35%
Relevant experience, team leadership and team capabilities	35%
References and supporting information	5%

Only consultants who supply complete information will be considered for evaluation. We will base the final decision on materials submitted, the presentation, and/or contacts with references.

SUBMISSION DATES, ADDRESS AND CONDITIONS

The deadline for proposals is **4:30 p.m., August 5th, 2024** at the WILMAPCO offices. Proposals received after this time and date will not be accepted nor considered. We will not accept faxed applications. Proposals will not be opened and/or reviewed before 8:30 a.m. of the morning following the deadline. Tentatively, we will interview finalists during the week of **August 19th, 2024**.

Four (4) bound copies and one electronic copy must be mailed or hand delivered to:

WILMAPCO
 100 Discovery Blvd, Suite 800
 Newark, DE 19713
 ATTN: Mr. Dave Gula, Principal Planner

The selected firm(s) will assume sole responsibility for completion of the tasks required by this RFP.

All work may be reviewed periodically by an advisory committee and other groups.

All statements become part of the public file on this matter, without obligation to WILMAPCO. However, offerors may identify those portions of their proposals that they deem confidential, proprietary information or trade secrets and provide any justification why such materials, upon request, should not be disclosed.

WILMAPCO reserves the right to reject any or all RFP responses.



WILMAPCO is not liable for any cost incurred by the consultant in preparation or presentation of the proposal.

For additional technical or procedural information:

Contact: Dave Gula
Phone: (302) 737-6205 Ext. 122
Fax: (302) 737-9584
E-mail: dgula@wilmapco.org



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