



DRAFT

Scope of Services

For the development of

Comprehensive Multimodal Transportation Plan

City of Coral Gable Public Works Department
Comprehensive Multimodal Transportation Plan

The City of Coral Gables (hereafter referred to as “City”) is seeking statements of qualifications from experienced firms interested in providing professional services to conduct a ten year comprehensive multi-modal transportation plan. The scope requires teams comprised of multi-modal specialists skilled in the development of multi-modal infrastructure for motor vehicles, pedestrians of all ages and abilities, non-motorized, transit and traffic calming. The plan will analyze and ultimately integrate the existing City comprehensive plan with various City transportation plans and coordinate with adjacent jurisdictions as well as regional and State transportation plans. The core objective of the plan is to provide a safe and effective multimodal transportation network that provides job accessibility without jeopardizing the high quality of life that exists in surrounding neighborhoods.

BACKGROUND

The City of Coral Gables is unique among the communities of Miami-Dade County in that it can trace its beginning to the early 20th century City Beautiful movement. The spirit of the City Beautiful movement was rooted in the notion that if cities were to be the centers of American progress then the infrastructure of those cities should be something that was celebrated. From tree plantings, to a robust street construction program, to key infill investments in the downtown core, the City of Coral Gables carries on that legacy today in its approach to public works and planning.

Regionally, the city is a transportation linchpin between the City of Miami to the north and east and the rest of the county to the west. There is limited control over the regional network or growth in surrounding communities. The City of Coral Gables, itself, supports a robust downtown and doubles its population during the day. Most of the arterial roadways in the City are at or beyond capacity during the peak hours and intersections in the downtown are failing or will fail in the near future. The geographic location and capacity issues on the network create a significant amount of cut-through traffic which permeates through residential neighborhoods. It is important that we maintain a well-integrated urban street grid providing access to existing job centers without sacrificing the high quality of life that exists within city neighborhoods.

PURPOSE AND NEED

The plan will identify and recommend improvements to develop transportation connectivity of all modes to provide a variety of transportation alternatives. It will identify traffic calming opportunities and policies to apply in City neighborhoods.

The plan shall articulate the City’s transportation strategy and project prioritization method. The Plan shall serve as a tool that may be utilized in subsequent years by City departments and policy makers in analyzing annual transportation priorities to best meet overall community short-term and long-term goals. The Plan shall serve to:

- Update the transportation component of the Coral Gables Comprehensive Plan to address evolving transportation and land use needs

- Coordinate with the MPO Long Range Regional Transportation Plan
- Connect land use, development, redevelopment and transportation
- Accommodate projected growth for the next 10 years
- Maximize infrastructure investments from local, state and federal sources
- Assess and incorporate, as appropriate, existing plans, policies and assumptions

SCOPE

This project consists of developing a ten year comprehensive multi-modal transportation plan for the City that improves accessibility for all modes of transportation, with an emphasis on sustainability, and provides recommended improvements based on current and projected future conditions. The plan should provide for convenient and efficient use of motorized and non-motorized transportation and address such issues as vehicular circulation and parking, pedestrian/bicyclist movements, and public and locally operated transportation. The selected consultant team will work closely with all stakeholders and professional staff to craft workable strategies for implementation of the resultant plan.

One of the primary objectives of such a plan, once implemented, is to provide people with safe, sustainable, viable and effective alternatives to personalized motorized vehicles, to reduce vehicle trips, and to manage vehicular congestion. The plan should provide a blueprint for developing a citywide system that serves all modal user groups, including commuting, recreational and utilization trips.

The plan will consider Transportation Demand Management principals as a means to balance the multi-modal system, creating efficiencies by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. There will be a focus on assuring that our multi-modal transportation system integrates effectively and appropriately with the surrounding land uses and contributes to the existing high quality of life that the City is known for.

The plan will also incorporate a Transportation Concurrency Management System to evaluate redevelopment impact to the transportation network. Florida Department of Transportation's "Site Impact Handbook", "Quality Level of Service Handbook" and the "Transportation Concurrency Best Practices Guide" will be used as main references on this matter.

As part of the analysis and the development of the plan, the following minimum tasks have been identified:

- Review background information and previous studies
- Data collection and analysis
- Robust and Inclusive Public involvement
- Recommendations and project development
- Implementation strategy
- Development of policy guidance to support recommendations and final report including but not limited to:
 - Complete Streets
 - Traffic Calming Implementation

A public outreach component shall be required to communicate with the public about the future of transportation relative to land use and other factors in the community. The respondent will be able to effectively illustrate transportation concepts to the public using visualization tools.

EVALUATION CRITERIA

Respondent's qualifications, including, but not limited to: the number of years in business, credentials, licenses, capabilities (20)

Respondent's proposed project approach (30)

Respondent's demonstrated experience and references with regard to recent and relevant projects to those described in the Scope of Work (40)

Respondent's approach, ability, and experience in developing a robust and inclusive public outreach plan which incorporates stakeholder feedback into final plan (10)