

Villages of Dobbs Ferry, Hastings-on-Hudson, Irvington, Sleepy Hollow, and Tarrytown
Request for Proposals
Route 9 Active Transportation Conceptual Design Plan
December 8, 2016

PROJECT OVERVIEW

The Villages of Dobbs Ferry, Hastings-on-Hudson, Irvington, Sleepy Hollow, and Tarrytown (collectively, the “Village Consortium”) are proposing to study Route 9 from the southern border of Hastings-on-Hudson, NY to the northern border of Sleepy Hollow, NY (the “Study Area”). The Village of Irvington is acting as the lead Village to coordinate the RFP submission process, award a contract, and administer all contract terms on behalf of the Village Consortium.

The study is being funded by a reimbursement grant awarded to the Village Consortium by the New NY Bridge Community Benefits Program.

Objective: The project will produce an actionable conceptual design for making Route 9 a complete street in the entire Study Area that can readily form the basis for a subsequent design-build RFP or public construction bid. The plan, when implemented in later projects, would provide safe, inviting facilities for people of all ages, abilities and modes to travel along and across Route 9.

Budget: Fixed at \$150,000, inclusive of all fees and reimbursable expenses.

Project Deadline: Work must be completed by December 31, 2017. No exceptions.

Project Governance: A 15 person Steering Committee has been established, comprised of three people from each of the five villages in the Village Consortium. The consultant will report to the Steering Committee throughout the project.

SCOPE OF SERVICES OUTLINE

Task Examples

- Public meetings to learn about problems and garner public support
- Incorporate, and possibly improve, existing studies and plans
- Demonstration projects
- Traffic counts and capacity analysis
- Parking utilization and capacity analysis
- Store patron mode split

Note: The tasks listed above are examples put forth by the Village Consortium. The prospective consultant is encouraged to expand upon these with bidder-initiated concepts and creativity to advance project goals listed below. Because the dollar value of the award is fixed, a high emphasis will be placed on presentation of a compelling and credible concept, scope of work, work plan to produce all project deliverables within the fixed budget and schedule, which should be assumed to be non-negotiable (See Evaluation Criteria below).

Project Goals

The goal of the project is to produce preliminary plans, drawings and cost estimates of a practical plan that can be submitted for final engineering. The complete streets plan should include the following throughout the entire Study Area:

- An integrated network of sidewalks and crosswalks
- Safer crosswalk and intersection configurations
- A continuous bicycle-pedestrian lane, with consideration of protection from moving and parked vehicles, and removal of snow and debris
- Place making
- Strategies to deal with parking that may need adjusting to make space for bicycle lanes
- Strategies for public engagement and marketing to advance future construction to completion
- Increased bicycle and pedestrian usage should be anticipated from the New NY Bridge Shared Use Path. The plan should consider this and provide for an interconnection with the Shared Use Path
- Consideration of and facilitated access to mass transit along the corridor and the New NY bridge
- Consideration of and integration with the Old Croton Aqueduct and River Walk and other “feeder” routes within the Route 9 Corridor.
- Emphasis on "quick build" techniques to minimize construction time and cost

ADDITIONAL RESOURCES (attached)

- Letter of Intent to request funding – New NY Bridge Community Benefits Grant Program
- New NY Bridge Community Benefits Grant Program Application

SUBMITTAL GUIDELINES

All RFP submittals shall provide the following information at a minimum in order to be considered (electronic submission preferred. If hardcopy, please provide 3 copies):

- Cover letter: An introductory letter indicating name of firm, team composition, contact person, address, phone, email and a short statement summarizing the strengths of the firm/team as it relates to this project.
- Relevant Experience: A description of the firm’s relevant experience and capability, with description of comparable projects.
- Scope of Services: A clear description of the services the consultant will provide for the fixed fee.
- Personnel Qualifications: Project team organization chart, names and resumes of team members. Please identify individual roles on the team.
- Status as a NYS certified Minority / Woman-owned Enterprise (MWBE) business
- References: please provide names and contact information for three individuals who can speak to the firm’s past performance on similar projects.

Responses will be accepted by the Village of Irvington, 85 Main St., Irvington, NY 10533 until January 6, 2017 at 3 p.m. Proposals should be clearly labeled and directed to Karen Buccheri. Electronic submissions can be made to kbuccheri@irvingtonny.gov (utilize a large file transfer service such as dropbox or wetransfer.com, if necessary).

EVALUATION CRITERIA

The Village Consortium will evaluate the proposals based on the following criteria:

- The breadth and depth of the scope of services to be provided (see Scope of Services Outline)
- Past experience with similar projects
- Past experience with NYSDOT

The Village Consortium may reject or accept any and all proposals in whole or in part or waive any informality if it is in the best interest of the Village Consortium to do so, for whatever reason.

PROJECT TIMELINE

Release RFP	December 8, 2016
RFP Due Date	January 6, 2017
Staff Review of Proposals	through January 27, 2017
Firm selection	February 5, 2017

INQUIRIES

Inquiries regarding the RFP should be directed to Karen Buccheri, Assistant to the Irvington Village Administrator at kbuccheri@irvingtonny.gov or 914-591-4356.



c/o Village of Ossining
16 Croton Avenue
Ossining, NY 10562
Sustainablewestchester.org

30 November 2015

New NY Bridge Outreach Team

303 S. Broadway, Suite 413

Tarrytown, New York 10591

CommunityBenefits@NewNYBridge.com

FAX: (914) 524-5455

RE: New NY Bridge Community Benefits Program

Dear Community Benefits Program Grant Review Committee,

Sustainable Westchester Inc, a non-profit consortium of Westchester County local governments, and the Villages of Hastings-on-Hudson, Dobbs Ferry, Irvington, Tarrytown and Sleepy Hollow, submit this letter of interest for a proposed Active Transportation Corridor Study and Plan along US Route 9, and adjacent streets and trails.

As a thoroughfare connecting these communities, Route 9, already a NYSDOT State Bicycle Route,¹ deserves special consideration for multi-use analysis. Too often, the corridor acts as a barrier between the villages' historic, river-adjacent "main street" districts and their upland residential neighborhoods.

The goal is to expand pedestrian, bicyclist and transit user access to the New NY Bridge; improve road safety features for all users accessing the bridge; and ensure positive quality-of-life impacts for Westchester residents and communities..

We seek **\$150,000** to implement this program. We believe it presents a valuable opportunity for intermunicipal cooperation by creating integrated connections and economic opportunities for connecting communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Leo Wiegman". The signature is fluid and cursive, with a large loop at the end.

Leo Wiegman, Executive Director

Leowiegman@sustainablewestchester.org

¹https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_BIKE_TRAIL_DETAIL_MAIN.show?p_arg_names=p_trail_id&p_arg_values=145



The New NY Bridge

Community Benefits Program Application

Instructions:

1. All highlighted fields must be filled in.
2. Save completed application to your computer.
3. If you need additional space for any field and/or want to provide supplementary material, you should attach this material to your e-mail when you send in this application.
4. Additional Instructions on how to submit this form can be found at the bottom of this form.

Note: Mac users, use Adobe Reader instead of Preview for best results.

Legal Name of Applicant or DBA	Village of Irvington
Street Address	85 Main Street
City	Irvington
State	NY
Zip Code	10533

Contact Last Name	Schopfer
Contact First Name	Lawrence
Contact Title	Village Administrator
Telephone Number	(914) 591-4358
E-mail Address	lschopfer@irvingtonny.gov

Alternate Contact Last Name	Matthew
Alternate Contact First Name	Fiona
Alternate Contact Title	Grant Writer
Alternate Telephone Number	(914) 417-7873
Alternate E-mail Address	fiona@fionacompany.com

Type of Applicant ☒ Governmental Entity ☐ Private Entity **501(c)(3):** ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge	Project plans for integration of the New NY Bridge's shared-use path
Project Location	Route 9 from the northern boundary of Sleepy Hollow to the southern border of Hastings-on-Hudson

Project Description Attached.

Project Benefits Attached.

Statement of Need Attached.

Project Budget \$150,000

Granted Funding
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source N/A

Other Funding Amount N/A

Grant Request \$150,000

Maximum characters allowed is 2,000.

Current State of Project
Development

Attached.

Estimate Project Time line The project will take 12 months from the date of grant contract execution

Signature Name Lawrence S. Schopfer

Date 09/27/2016

☒ I Agree

By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

Form Submission Instructions:

1. If you use a desktop e-mail client, such as Microsoft Outlook, Mail or Thunderbird, press the "Submit by E-mail" button and select "Desktop E-mail Application" then click OK. This should open your e-mail client with the e-mail address, subject line and this form automatically attached to a new e-mail message. Attach any other supplementary material.
2. If you use a web-based e-mail client, such as Yahoo!, Gmail, AOL or Hotmail, please save the form to your computer and compose an e-mail to: CommunityBenefits@newnybridge.com. Attach the saved form and any other supplementary material.
3. To send the form via U.S. Mail, save and print the form then mail it along with any other supplementary material to the address below:
George Paschalis
Outreach Deputy Director
303 South Broadway, Suite 413
Tarrytown, New York 10591

Village of Irvington
New NY Bridge Community Benefits Program application
September 27, 2016

Project Description

The Villages of Hastings, Dobbs Ferry, Irvington, Tarrytown and Sleepy Hollow propose to undertake the Route 9 Corridor Active Transportation Feasibility Study and Conceptual Design Plan, seeking to promote safe, efficient and comfortable travel along Rte 9 for all modes of transportation, including bicycle, pedestrian, transit users and vehicles. The Project will study ways to reduce the presently divisive nature of Rte 9 and will seek the most effective, seamless connection between the New NY Bridge and surrounding communities, integrating the Bridge's Shared-Use path with local roads and trails.

The selected consultant will work closely with Steering Committee to complete the project by December 2017. A broad range of relevant data will be collected and synthesized into an existing conditions plan, including traffic volumes, lane widths, commercial activity, vehicular travel speeds and delays, adjacent streets and trails, important intersections, heavily-trafficked areas, important east-west connections, barriers and obstacles to retrofiting. The existing conditions will be analyzed, public input sought and relevant findings from past planning efforts incorporated in order to arrive at a feasible option for Complete Street retrofitting. The recommended scenario for bicycle and pedestrian accommodations along the corridor will be presented in written and graphic format, with photo simulations.

The project includes demonstration events of temporary complete street treatments to allow for observation, public response, analysis and test use. Such temporary treatments may include bike lanes, enhanced crosswalks, curb bump outs and refuge islands.

The design will be based on suitability and projected efficacy. The Study will include preliminary cost estimates for recommended improvements.

Study area: Rte 9 corridor from Hastings-Yonkers border to Sleepy Hollow's northern boundary, including proper connection to the New NY Bridge Shared Use Path terminus.

Project Benefits

Advancing alternative transportation along and across Rte 9, the Project will seamlessly integrate the New NY Bridge's Shared-Use Path with the surrounding communities. These connectivity enhancements will improve the economy, safety and quality of life in the River Towns.

These changes will introduce a broad array of benefits, including:

Cycling and walking on Rte 9 between neighborhoods and between municipalities will be encouraged when the road's dangerous configuration is corrected.

Walking across Rte 9 will be a safe and pleasant experience, breaking down the barrier the highway forms between each Village's residential and transit rich commercial area.

Thousands of recreational cyclists flock up Rte 9W from NYC to Nyack and Piermont each weekend. The bridge will entice them across the river and the proper connection will draw them safely into our Villages' restaurants, bars and shops.

Identifying the natural connection points between Rte 9 and the Old Croton Aqueduct Trail and RiverWalk will enhance connectivity.

Complete Streets treatments make Rte 9 more human-scale and attractive, bolstering tourism in the Villages.

Improving non-motorized transportation opens up job opportunities for residents on both sides of the bridge.

Improving walking and cycling to/from mass transit boosts ridership, eases traffic around train stations and broadens access for employment and social purposes.

Increasing alternative transportation promotes activity and social interaction, improving residents' health, while reducing pollution and crash risks.

The Project has additional benefits as a demonstration project, serving as a replicable model for improved connectivity in other regions.

The study is intended to accommodate and facilitate convenient access and mobility of all users of Rte 9 and, in addition to serving non-motorized transport, the Project will address the impact of recommended improvements on vehicular traffic.

Statement of Need

The Project builds on work being done during construction of the New NY Bridge, studying a seamless connection in front of the DoubleTree Hotel in Tarrytown to the Bridge project's planned complete streets improvements, and extending the connection south through Irvington, Dobbs Ferry and Hastings. Going north, the study will focus on connecting to the New NY Bridge's Shared-Use Path at the terminus.

Rte 9's configuration and heavy motor vehicle volumes already inhibit cycling and walking along and across it. The New NY Bridge's increased roadway capacity and new Shared-Use Path will exacerbate these problems by inducing more trips in the River Towns. The Project aims to mitigate current and projected conditions.

Few people are willing to ride bicycles along Rte 9, particularly on the stretches between Villages where lanes are narrow and people drive quite fast.

Walking across the highway is difficult as well, creating a barrier between the neighborhoods and downtowns. This problem stems from a combination of the roadbed's width, parking configurations causing inadequate sight lines at crosswalks, unusual angles of intersections, significant volumes of cars and trucks and poor behavior by motorists. Some segments of Rte 9 lack sidewalks.

These threats particularly inhibit the mobility of our children and elderly. The safety issues also reduce our Villages' attractiveness to aging Baby Boomers and Millennials seeking communities with vibrant street lives where they can walk, ride bicycles and take transit.

Our Villages have been receiving an increasing number of requests from residents seeking environmentally friendly, healthy and cost-effective modes of transport. Fixing Rte 9 will be a big step in that direction.

Current State of Project Development

The Project originated in Fall 2015 during an inter-municipal Complete Streets training workshop when numerous attendees voiced frustration over the divisive effect of Rte 9 on the community.

The Route 9 Corridor Active Transportation Study and Plan is a shared services project, supporting the Governor's agenda for municipalities to work together to address issues and make improvements. The informal consortium has convened regularly to establish goals, develop the Project scope, submit an LOI to the CBP, and obtain input from consultants. A Steering Committee comprised of 3 people appointed by each Village will guide the Project. The Steering Committee will seek a qualified consultant, and report back to the consortium. The Village of Irvington will serve as lead applicant on the Project.

Preliminary assessment of average daily traffic volumes along the corridor indicate compatibility with the addition of bicycle and pedestrian transportation.

The Project dovetails with Slow Down Rivertowns, a coordinated education campaign by 7 Village police departments to promote traffic calming and pedestrian safety. Pamphlets, banners, stickers, lawn signs and public events encourage changes in driving behavior. It will also support local runners groups, such as the Rivertown Runners, who are starting to work with the Villages to build community support for an application to the Road Runners Club of America for runner friendly community designation.

The project aligns with the NYS Department of Transportation's Transportation Alternatives Program announced on August 17. The Project goals are also consistent with NYSDOT's designation of Rte 9 as a State Bicycle Route.

Once the Plan has been completed, the five Villages intend to continue working together on design & engineering, grant-seeking and implementation. This will enhance the efficiencies associated with working on the corridor in its entirety and promote a functional continuity in the design of the improvements.