

**Stage 0 Feasibility Study
Scope of Work**

**Land Use and Transportation Plan: Bi-Parish Cooperative Initiative
Bucktown to West End Multi Use Path/ Complete Street Feasibility Study
(Task A-2.19WE; FY-19 UPWP)**

Background:

West End and Bucktown have had a long and storied history as a destination for boating, dining, recreation, and associated activities in the New Orleans region. Over the past decade, RPC has been working with various stakeholders and governmental entities to coordinate land use development/ redevelopment activities in these locations in order to bring about a revitalization of these historic lakefront recreation areas. RPC's latest effort, **Land Use and Transportation Plan Subarea Bi-Parish Cooperative Initiative for the West End Redevelopment Area (Task A-2.17WE)**, was completed in 2017. This report laid out several high level concepts for bicycle and pedestrian access into and within the West End area, and will referred to hereinafter as the "2017 Study."

Project Purpose:

The purpose of this project is to analyze the feasibility of re-establishing a multi-use path between the Jefferson Lakefront Bike path in Bucktown and the West End area over the 17th Street Outfall Canal. Per the 2017 Study, RPC will investigate the feasibility of implementing a multi-use path, bike and pedestrian bridge, and bridge approaches that will reconnect these two areas and provide access thereto from adjacent areas of the region. This project will build on previous work efforts undertaken by RPC, Jefferson Parish, and others, and will also be supplemented by updated data collection efforts.

Study Area:

For the purposes of this evaluation, the Study is defined generally as the area between Chickasaw Avenue to the west, Lake Pontchartrain to the north, Old Hammond Highway/ Robert E. Lee Blvd. to the south, and Lakeshore Drive (to @ 300 feet north of Lake Marina Drive).

Task 1: PROJECT TIMELINE AND KICK-OFF MEETING

The Consultant will prepare a draft project schedule including major milestones (PMC meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the Consultant, all sub-consultants, Jefferson Parish Engineering and City of New Orleans Department of Public Works, the Lakefront Management Authority, and other stakeholders as necessary. The kick-off meeting will take place within two weeks of the Notice to Proceed.

Task 2: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist RPC in establishing and supporting a Project Management Committee to guide the technical work effort and to review the Consultant's work products. The PMC will include the above referenced entities, plus New Orleans City Planning Commission, City's Mayors Office, appropriate Jefferson Parish and New Orleans Council District representatives, and others as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC meetings for RPC review and approval and prepare summary minutes of the meetings.

The PMC will meet approximately three times during the course of the study effort. In addition, the Consultant will, as necessary, conduct meetings with elected officials and other local leaders and organizations in the area to discuss the project's purpose and need and project-related opportunities and concerns. The Consultant will receive prior approval from RPC prior to initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC.

Task 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

The Consultant will work with the Parishes, the Levee District, USACE, RPC, and other entities as necessary, to identify corridors within the study area for evaluation. This evaluation will entail site evaluation of possible bridge locations, bridge approach locations and configurations, and access thereto from other bike and pedestrian assets in the study area. Consultant will work with the US Army Corps of Engineers (USACE) and the Levee District to determine the timelines and sequence for the removal of the temporary pump structures that would influence site locations. Consultant will coordinate siting the bridge location and bridge approaches with the Levee District and USACE, mindful of existing and planned flood control assets in the area.

Task 4: TRAFFIC CIRCULATION ANALYSIS/ PLAN

Given the recreational/ destination nature of this area, the Consultant will collect traffic data on adjacent roadways in the area over a seven day period. Seven day, twenty four hour counts will be undertaken that will include vehicle classifications (including trailered boats) on the following roadways:

- 1) Lakeshore Drive between Robert E. Lee Blvd. and Lake Marina Drive
- 2) Lakeshore Drive immediately north of Lake Marina Drive
- 3) Lake Marina Drive west of Regent Street
- 4) Breakwater Drive north of N. Roadway Dr.
- 5) Regent Street between Old Hammond Highway and W. Robert E. Lee Blvd.

Weekday counts will be averaged to a twenty four period. Saturday and Sunday counts will be submitted individually. Consultant will forward count data to RPC with a recommendation for the peak period to be used for turning movement counts, for both weekday and weekend periods. Pending RPC approval, the consultant will undertake peak period weekday and weekend turning movement counts.

Consultant shall document vehicle, truck, bicyclist, and pedestrian usage at each intersection for each for a three hour time period adjacent to the discerned peak hour (1 hour before, 1 hour after) at the following locations:

- 1) Lakeshore Drive and Lake Marina Drive
- 2) Lake Marina Avenue at Lake Marina Drive
- 3) Lake Marina Drive at Regent Street
- 4) Lake Marina Drive at Pontchartrain Drive

As part of the RFQ, the Consultant will describe the proposed data collection methodology to be employed to ensure accuracy of data acquisition activities.

Task 5: CONCEPTUAL DEVELOPMENT AND EVALUATION

Using information gathered from the previous tasks, the Consultant will develop, evaluate, and compare various conceptual alternatives for improving traffic circulation/calming, bike/ped connectivity, and shared use safety within the study area. The evaluation will consider the use of possible road “diets” and other traffic calming measures to enhance pedestrian and bicycle safety and access to nearby land uses, including improved signage, sidewalks, and parking options. The alternative scenarios will be developed in consultation with the PMC and presented to the PMC in draft form for review and comment prior to development of the detailed conceptual plan.

The Consultant will prepare a conceptual plan for the preferred alternative including typical sections, identifying measures to enhance traffic and bicycle and pedestrian safety and operations, including but not limited to roadway and geometric improvements, parking modifications, crosswalks, pedestrian signals, signage, lighting and other potential complete streets measures to reduce traffic conflicts and enhance modal safety. The report will identify potential utilities, environmental constraints, or other issues that could influence the concept’s feasibility, timing, and impact on the physical, natural and human environment.

The Consultant will develop quantities and unit cost estimates for each element of the conceptual design plan of the preferred alternative as well as future project design costs, recommended project phasing, and potential funding sources for project advancement.

Task 6: DRAFT REVIEW

A draft of the report with all documentation described above will be submitted to the RPC for review by, at the latest, 80% of project completion. The report will include the conceptual layout of the preferred alternative and descriptions of the proposed improvements. The report will be in a format suitable for transmittal by RPC to LADOTD. DOTD Stage 0 and Environmental checklists will be included in the draft report.

Task 7 – SUBMIT STAGE 0 FEASIBILITY STUDY

1. Consultant shall finalize recommendations and prepare the Stage 0 Feasibility Study, documenting the information and analysis described above. All studied alternative(s) will be described in the Stage 0 Report, including the preferred Pedestrian and Bicycle Master Plan as selected by the Project Management Committee.
2. Following review and approval by the PMC of the draft submission, the Consultant will provide RPC with ten (10) bound copies of the Final Stage 0 Feasibility Study Report signed and sealed by a licensed professional engineer. A .pdf and editable text version (i.e MSWord) of the final report and supporting documents will also be provided to RPC on compact disc or other appropriate electronic storage media, with each bound copy. The CD/ electronic storage media will also include any GIS shapefiles, CAD files, or other accessory files and documentation created during the course of the study.
3. The Stage 0 Report will include completed Stage 0 checklists (ref. LA DOTD Program Development and Project Delivery System Manual, Chapter 4: Stage 0 Standard Operating Procedure, Checklist for Stage 0-Preliminary Scope and Budget Worksheet, and Stage 0 Environmental Checklist). Ten printed copies of the report and five disks in electronic format (pdf including all maps and visualizations) will be submitted by the Consultant to the RPC for distribution. All survey and engineering work will be submitted to the RPC in CAD and/or GIS format, consistent with industry best practices.

TIMELINE: 9 Months

BUDGET: \$40,000