Transportation Safety and Improvements Study: Farmington and Hartford

Request for Qualifications
ADDENDUM #2
October 16, 2014

This addendum addresses questions received prior to the October 15, 2014, 11:00 a.m. deadline related to the Request for Qualifications (RFQ) for the Transportation Safety and Improvements Study: Farmington and Hartford. Addendum #1 also appears on the CRCOG website (www.crcog.org), and addresses RFQ questions received prior to October 10, 2014.

Please elaborate on the limits of the study area for the downtown Hartford campus study. On page 2, a ¼ mile radius around the campus is indicated.

The main focus of the Hartford portion of the study will be on pedestrian, cycling, and transit access to and from the new campus location. Therefore the main study focus will be on an area within a walkable radius, or approximately ¼ mile of the proposed campus, although a larger radius will likely be reviewed for bike access. The Adriaen’s Landing EIS, including its general mitigating traffic measures, were determined by OPM to be applicable for the proposed campus. Therefore, it is not anticipated that any large scale Hartford roadway/traffic recommendations will be studied or made, however the consultant should be aware of and review recent area traffic plans and/or analysis. Smaller scale Hartford roadway/traffic issues surrounding the campus resulting from the particulars of the site’s development, recent City plans/studies, and the campus area’s pedestrian and transit needs, are anticipated to be identified with recommendations made if necessary. It should also be noted that transit service route analyses will not be conducted as part of this study. Transit service route analyses, including analysis of transit needs/routes for the Farmington Medical Center area and Hartford Campus, will be conducted as parts of concurrently performed CRCOG Eastern Gateways Study and CRCOG Comprehensive Transit Service Analysis, with findings either referenced or incorporated into the Farmington/Hartford Study documentation.

Please clarify if CRCOG would be responsible for the formation of an Advisory Committee and Focus Groups or is this a consultant role.

CRCOG anticipates forming the Advisory Committees. Focus Groups are anticipated to be formed as needed based on CRCOG, Consultant, and/or Advisory Committee requests for volunteers/suggestions at Advisory Committee meetings.

On Page 4, Task 2.2, please clarify the number of focus group meetings – is it two (2) meetings per study?

CRCOG estimates the need for attendance of the consultant at two focus group meetings for the entire Farmington/Hartford Study.

Would CRCOG be responsible for the development of future traffic forecasts or is this a consultant role?

CRCOG will develop the future traffic forecasts.
Tasks 5.2 and 6.1 imply that CRCOG is seeking to identify the potential travel demand benefits of Smart Growth and Sustainable Transportation (such as transit-oriented development and walkable urbanism) on land that lies beyond the UConn Medical Campus (and for development above the 1.1 MSF identified in the RFQ). Is this the intent? If so: What are the geographic limits of study for these components of work. Will the build-out be based on the municipal Plan of Conservation and Development, market studies conducted by others or other source document or will the selected consultant need to identify potential new land use typology and zoning code changes, quantify the build-out potential, and recommend a potential mix of uses?

Task 5.2 involves a consultant overview of land use codes and current/proposed transportation systems in the study area with recommendation made as necessary to leverage the latest in Smart Growth and Sustainable Transportation knowledge. Ideally the consultant would quantify, in an order-of-magnitude fashion, the potential travel demand benefits accompanying any identified alternate recommendations.

In addition to the development plans outlined in the RFQ, subtask 6.1 aims to identify other significant known proposed and/or approved short-term development near the study area. The aim is not to identify a build out scenario or identify any potential long-range development scenarios. It is anticipated that the identified short-term development (RFQ and consultant) will be used by CRCOG in conjunction with the CRCOG model’s assigned long term land uses to determine the future traffic forecast.