

ANTIGONISH BIKEWAY CORRIDOR FEASIBILITY STUDY

Bicycle Nova Scotia is seeking the services of a planning and engineering consultant or consultancy to complete a feasibility study for the development of two intersecting bikeway corridors within the Town and County of Antigonish.

The budget for this project is \$63,750.00 including HST.

THE NEED

Bicycle Nova Scotia (BNS) is a not-for-profit organization with a mandate to improve conditions for cycling in Nova Scotia so that people of all ages and abilities can enjoy the freedom and practicalities of riding a bicycle. BNS is the lead community partner involved in the implementation of the Blue Route Provincial Cycling Network. BNS is working in partnership with the Municipality of the County of Antigonish, the Town of Antigonish, Responsible Energy Action and Antigonish Community Energy (the project partners) to implement this study. BNS has received funding, in collaboration with other partners, from the Department of Energy and Mines Low Carbon Communities Fund for this project.

The feasibility study objective is to prepare recommendations for developing two intersecting bikeway corridors within the Town and County of Antigonish: an East/West bikeway along Trunk 4, as part of a complete streets conversion of the highway, and a North/South corridor connecting Trunk 4 to the Antigonish Landing along a yet to be determined route through the Town. The routes are part of the Antigonish Town and County Active Transportation Plan as well as the Blue Route Provincial Cycling Network plan.

The study recommendations will inform key stakeholders, including the community groups, Municipalities, and Provincial government, about where and how to best develop high quality bicycle and walking facilities along these corridors. The successful proponent will possess the skills and experience required to consult with stakeholders and community members, and prepare design concepts and recommendations that respond to the opportunities and constraints of the study area and that reflect best practices in bikeway infrastructure design.

BACKGROUND

The Town and County of Antigonish contracted MMM Group to complete an active transportation plan in 2014. The plan includes a high-level, comprehensive bicycle network plan. The stakeholders to this proposal have reviewed this plan and sought input from their associates/communities. To help move the plan toward implementation, the Project Team has selected two routes for further study, routes which we believe have the potential to significantly improve the experience of cycling in the area, and thereby increase the number of active commuters and reduce the numbers of cars and trucks. Since the active transportation plan was written, there has been significant changes in national bicycle facility design guidance, including around facility selection. As a result, recommendations on bicycle facility type in the 2014 Active Transportation Plan generally do not comply with contemporary guidance, and bicycle facility selection on the study corridors is included in the scope of this project. The two routes for study in this project are as follows:

1. Redevelopment of Trunk 4 to include cycling and walking facilities. The scope of the Trunk 4 project covers Trunk 4 from Somers Road to Highway 316 in Lower South River, as shown in Figure 1 below.

Following the diversion of Highway 104, traffic on Trunk 4 (the former Highway 104) was significantly reduced. In the 2014 AT Plan, MMM Group noted that Trunk 4 now has excess capacity for existing traffic demand and that there is an opportunity to convert one or more lanes from the four-lane road to accommodate cycling and walking. This is a rare opportunity for Nova Scotia, one that holds great potential to make cycling and walking along this corridor attractive for people of all ages and abilities. As shown, the scope of the Trunk 4 project will extend beyond the four-lane section, with the intention of improving active transportation access to destinations like the Walmart and Superstore on the west and all the way to Lower South River to the east. The route was identified as a priority in the January 2018 Municipality of the County of Antigonish Active Transportation Proposed Action Plan; and it is also identified as a Blue Route corridor for the region.

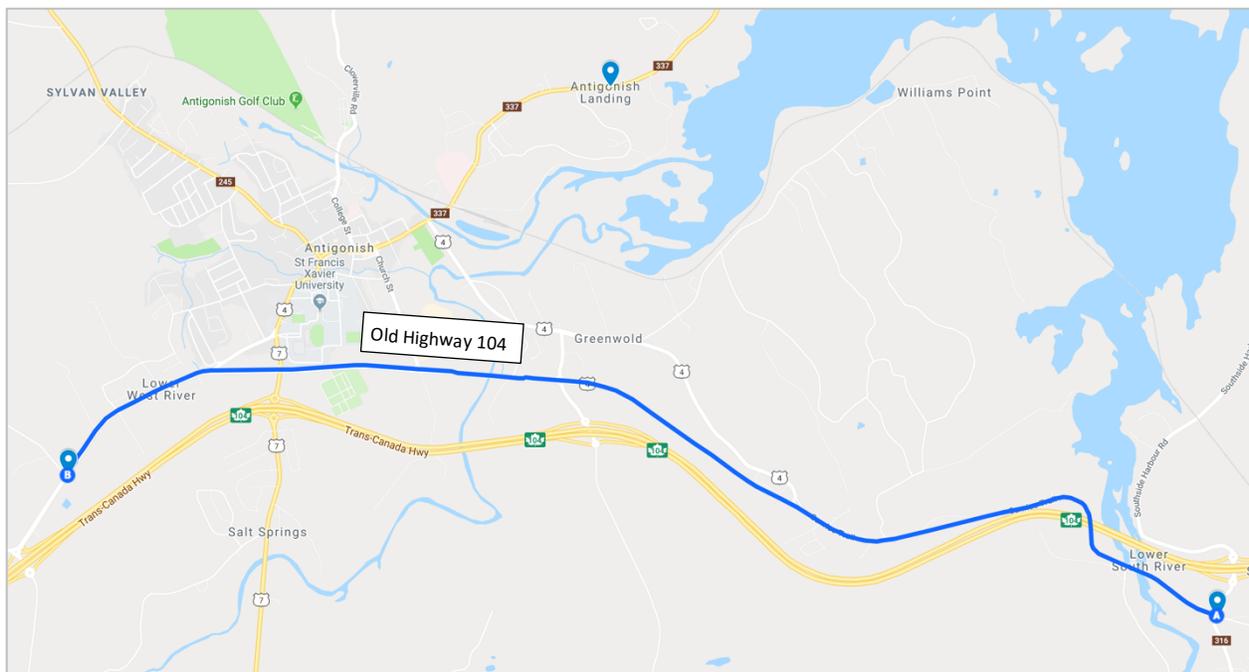


Figure 1-Project Scope Along Trunk 4 (Old Highway 104)

2. Developing a North/South Bikeway corridor running from Trunk 4 to the Antigonish Landing.

Access to the Antigonish Landing, a riverfront walking and biking path near a new residential area and a hospital north of town, was identified through a survey as the top priority in the 2014 AT plan. This study will consider alternatives for establishing a primary bikeway through the Antigonish town, beginning at Trunk 4 and terminating at the Antigonish Landing. Several alternatives are available to consider from the 2014 AT plan though the consultant is not limited to only the routes outlined in the plan. This corridor would also likely serve as the Blue Route connection to Highway 337, which is planned for development around Cape George as illustrated in the 2014 AT plan. The potential to induce mode shift and make cycling an attractive and accessible choice for residents in the Town and County of Antigonish is a key consideration in route selection.

In combination, these two routes are excellent candidates for forming the foundation of a strong cycling network that serves the Antigonish Area. The corridors are critical transportation routes that in their current condition are significant barriers to promoting cycling within the region. Studying the conversion of these routes to well-designed bikeways will allow Antigonish decision makers to consider investing in projects that could have an immediate and significant impact on transportation and recreation culture, and tourism.

Considerations:

- Lands within the study area are under the jurisdictions of the County of Antigonish, the Town of Antigonish and the Nova Scotia Department of Transportation and Infrastructure Renewal. There are also community organizations and institutions within the study area, including REA, ACE and St. Francis Xavier University, that have a strong interest in active transportation and bicycle infrastructure improvements. Stakeholder engagement is key to the success of this project.
- A Steering Committee has been formed for this project. The Consultant is expected to correspond and engage with the Steering Committee at regular intervals. The Steering Committee is comprised of representatives from:
 - The Municipality of the County of Antigonish
 - Town of Antigonish
 - Responsible Energy Action
 - Antigonish Community Energy
 - St. Francis Xavier University
 - Nova Scotia Transportation and Infrastructure Renewal
 - Bicycle Nova Scotia
- The consultants hired for this work must consider guidance from the Transportation Association of Canada's (TAC) 2017 Geometric Design Guide for Canadian Roads, particularly *Chapter 5 Bicycle Integrated Design* and *Chapter 6 Pedestrian Integrated Design*.
- All project meetings are to be held in-person in Antigonish County.
- The consultant should provide a review period of two weeks for each deliverable, to allow the steering committee to review and provide comment.
- The project partners will provide available data free of charge and will supply locations for project meetings.

DELIVERABLES

Network Plan

The consultant's first deliverable is a network plan, defining the benefits of both routes (Trunk 4 and the connection to the Antigonish Landing) in the context of overall local and regional connectivity, transportation potential, destination access and other relevant factors. As part of the network plan, the consultant should propose and select the route to connect Trunk 4 to the Antigonish Landing, including but not limited to the following scope:

- The consultant should consider input from the Project Steering Committee, recommendations of the Antigonish Active Transportation Plan, public engagement, existing opportunities and constraints affecting the feasibility of project implementation and potential to increase utilitarian trips.
 - The consultant is to propose no less than two routings for the review and consideration of the project steering committee.
 - An opportunities and constraints style evaluation is to be conducted and presented to the steering committee for all proposed bikeway corridor options. The evaluation should include existing traffic conditions (including traffic volumes and speeds), existing right of way use and space, topography, destination connectivity, desire lines for cycling, current bicycle use patterns identified by stakeholders and community and chokepoints.
 - The consultant is responsible for organizing at least one public engagement session for the network plan.

The network plan must be submitted to the project steering committee for review and approval. Feedback must be incorporated from the project steering committee prior to finalizing the document. This deliverable will determine the routes to advance to functional planning.

Functional Plan

The Functional Plan will determine bicycle facility type and prepare functional design concepts for the two corridors. This deliverable is expected to be the main focus of the project work plan. Concept design should use a complete streets lens making considerations for all modes of transportation in the corridor. The functional plan is to include:

- Base drawing preparation for the study area. The consultant must identify in the proposal whether or not a topographic survey is necessary.
- Bicycle facility selection is to be appropriate for users of all ages and abilities and must include comment on compatibility with TAC guidelines for bicycle and pedestrian facilities (i.e. Chapter 5 and 6 of the 2017 *Geometric Design Guide for Canadian Roads*).
- Concept designs will cover the entire corridor and bicycle infrastructure treatments at intersections must be included. Trunk 4's intersections with Trunk 7, Beech Hill and Church Street are all envisioned to be roundabouts in the future, which should be factored into the functional plan.
- Concept designs must describe facility type and treatment application including general space requirements for elements.
- Traffic controls for vehicles, bicycles and pedestrians must be considered.
- Where concepts impact other transportation modes in the right of way, these impacts should be studied. For example, effects to parking capacity, intersection turning movements and traffic delay should be quantified if they are expected.
- Concepts representations are to include plan drawings and adequate cross section representations to illustrate the proposal.
- The consultant must propose for steering committee review:
 - Initial draft concepts
 - Secondary draft concepts
 - And final concept designs
- Cost estimates must be prepared for secondary draft and final concept designs.
- A public engagement process must be completed during functional plan development.

QUALIFICATIONS

The successful consultant will be an engineering, planning or landscape architecture consultancy with experience in transportation planning and design. The following skills, experience and qualifications are sought:

- Civil engineering with transportation experience
- Experience with bicycle and pedestrian planning and facility design, including intersection design and considerations
- Familiarity with all ages and abilities design principles and complete streets principles
- Familiarity with the 2017 TAC geometric design guide. Knowledge of the CROW (Netherlands) *Design Manual for Bicycle Traffic* is an asset.
- Public and stakeholder engagement
- Cost estimation

PROJECT BUDGET

The fixed budget for the completion of all project deliverables is \$63,750.00 including HST. This budget is non-negotiable and no additional costs will be paid out by Bicycle Nova Scotia.

EVALUATION CRITERIA

The criteria for evaluating proposals, based on technical and managerial merit will be the following;

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| 1 | Qualification and experience of team members on similar projects. | 40 points |
| 2 | Understanding of project and proposed methodology | 40 points |
| 3 | Quality of the proposal and project management | 20 points |

No points will be awarded for bid price. BNS reserves the right to reject any proposal that exceeds the published project budget of \$63,750.00 including HST.

BNS reserves the right to negotiate any or all conditions of the Consultant's proposed work plan and reject all submitted proposals. Unsuccessful proponents may request a debriefing meeting following execution of a contract with the successful proponent.

PROPOSAL REQUIREMENTS

The consultant's proposal shall have a clear understanding of all of the work to be undertaken as described in the RFP, and shall demonstrate a commitment to carry out all of the work outlined in the RFP within the prescribed budget.

- Company Identification – The proposal must provide the following information:
 - Company Contact Information – state the legal name, full street address, telephone number, email address of your company;
 - Description of Business – generally describe the type of services provided as well as the total number of employees, head office location and any branch offices within your company; and

- Other Information – specify any other conditions of information, of which BNS should be aware, that may affect the successful completion of this project.
- Project Manager – Identification of the project manager and, if applicable, all personnel involved in this project along with a description of their respective roles, skills, and qualifications.
- Corporate Experience – The proposal must include at least two previous works performed by the consultant with at least one of those works that are directly related to active transportation. Contact information for references regarding these previous works must also be provided.
- An electronic copy of the proposal in PDF format is to be submitted to bbuckwold@bicycle.ns.ca. A minimum of five (5) hardcopies of the proposal are to be submitted as well, and addressed and delivered as follows:
 - Two hardcopies (2) of the proposal are to be addressed to:
Bicycle Nova Scotia
5516 Spring Garden Road, 4th Floor
Halifax, Nova Scotia
B3J 1G6
 - Three hardcopies (3) of the proposal are to be addressed to:
Antigonish Municipal Office
285 Beech Hill Road
Beech Hill, Nova Scotia
B2G 084
Attention: Marlene Melanson

Attention:

- Proposals are to be submitted by **4:00PM Atlantic Standard Time on May 3rd 2019**. Any proposals received after the deadline will be disqualified and will not be reviewed.
- No changes may be made to proposals after they have been received.
- If more than one proposal from a consultant is submitted, only the proposal with the latest time/date stamp will be opened and considered.
- BNS will evaluate all submittals to determine which Consultants have the experience and qualification that are most suited for this project. BNS may request personal interviews with Consultants.
- All questions may be addressed to:
Ben Buckwold, Bicycle Nova Scotia
bbuckwold@bicycle.ns.ca
902-880-7154