



OFFICE OF THE PURCHASING AGENT

TOWN OF ARLINGTON
730 Massachusetts Avenue
Arlington, MA 02476

Telephone (781) 316-3003
Fax (781) 316-3019

DATE: October 30, 2019

TO ALL BIDDERS

BID NO. 19-50

SUBJECT: Consultant Service/Sustainable Transportation Plan

ADDENDUM NO. 1

TO WHOM IT MAY CONCERN:

With reference to the bid request relative to the above subject, please note the following:

SEE ATTACHED QUESTIONS & RESPONSES

ADDENDUM MUST BE ACKNOWLEDGED WITH BID SUBMISSION.

All other terms, conditions and specifications remain unchanged.

Very truly yours,

Town of Arlington

Domenic R. Lanzillotti
Purchasing Officer



RFP 19-50, Sustainable Transportation Plan
Briefing Session, Town Hall Annex First Floor Conference Room
October 23, 2019; 1:30 PM

Responses to questions about the RFP:

1. Because the Sustainable Transportation Plan is partly funded by Community Development Block Grant Funds (CDBG), would CDBG obligations such as Davis-Bacon apply?

Davis-Bacon requirements would not apply for this project. As a planning study, it is exempt.

2. Would the consultant need to interface with the Transportation Advisory Committee and/or Parking Advisory Committee?

Representatives from these committees are included as members on the Sustainable Transportation Plan Advisory Committee.

3. The RFP notes that the consultant should expect to participate in two pre-scheduled events for public outreach. Would these be existing events or events planned during the plan development process?

The events could be either. This will be determined once the process is underway.

4. Regarding the Town Capital Plan, is there a current or previous one that could be reviewed?

The FY20 Financial Plan includes the five year Capital Plan ([see the financial report on the Town's website](#)).

5. How much focus of the plan will be on the electrification of the transportation system?

The goal of the plan is to look holistically at the existing transportation system and transportation planning processes, and create a vision for how the system and process should look like in the future. This includes understanding how electrification will affect the transportation system and how some of this is driven by climate change. A critical aspect of future transportation is minimizing its environmental and climate change impacts. However, the plan should also address how transportation affects quality of life for residents, and how some transportation improves both environmental quality and quality of life. These issues are intertwined. Overall, the plan seeks to make it easier to walk, bike, take public transit, and otherwise reduce carbon emissions from the transportation system while improving public space. An inspiration for the framework of the plan is from the City of Newton Transportation Strategy.

6. How much of the plan should focus on the short term versus the long term?

Both aspects should be incorporated into the plan. The short-term aspects may include implementation via tactical urbanism and public space utilization. Short-term projects can be used to pilot some ideas on

the ground before making larger, long-term investment. The Town is interested in short-term opportunities as well as longer-term stretch goals.

7. Will the plan require acceptance at the 2021 Town Meeting?

The Select Board and Town Meeting will be asked to endorse the plan. The Redevelopment Board may be asked to adopt the plan as an amendment to the Master Plan transportation goals, strategies, and actions. .

8. Can you explain more about the Transportation Advisory Committee (TAC) and what they do?

TAC is an advisory committee to the Select Board on transportation issues. The Select Board is the traffic authority for the Town per Town Bylaw. Transportation questions or requests are often delegated to TAC. TAC then deliberates on the issue, collects data, speaks to local residents, and reports out to the Select Board with a recommendation. TAC also sometimes completes their own projects based on topical issues. TAC works on both large and small transportation projects, from small intersection alignments, stop signs, crosswalks, and parking restrictions, to larger multi-year projects such as their study of the intersection of Lake Street and the Minuteman Bikeway.

9. Is parking management an important component of the plan?

Parking should be addressed as part of the curb side management element of the scope, but should not be central to the plan.

10. Does the Town have a DBE/WBE requirement or preference?

No.

11. Are more bus lanes planned as a follow up to the BRT pilot?

The Town does not currently have additional bus lanes planned as a follow-up to the BRT pilot. The Town has expressed interest in exploring other locations for incorporating future BRT elements and priority lanes, including along other sections of Mass Ave and Broadway.

12. For possible early action projects, should the plan include recommendations, full designs, or a little of both?

We need more information to know where we would benefit from early action projects. These projects would likely be based on recommendations, not full designs, from the consultant. For example, the Town would benefit from recommendations on how to make strategic interventions to lower high crash incidents in key locations.

13. Does Arlington have any projects in the TIP?

The Town received funding through the Safe Routes to School Infrastructure Grant this year for a project near Stratton Elementary on Hemlock Street and Dickson Avenue. It is a fairly traditional sidewalk project that will be included in the TIP since it is federally funded. The project hasn't been assigned a designer by MassDOT yet but it has been approved by the Project Review Committee. Funding for this

project will be available in 2022. There is also a project to dredge silt from Route 2 out of Spy Pond, but otherwise there are no other projects in the TIP for Arlington that are being actively managed or monitored by the Town. In the MPO's Needs Assessment for the LRTP, Mass Ave and Route 16 is identified as a bottleneck location. There have been preliminary discussions about this between Arlington and Cambridge. No preliminary designs or plan has been produced for this as of yet.

14. Has Arlington contacted any TNCs about creating pick up/drop off zones?

The Town has not contacted any TNCs regarding pick up / drop off zones. There are a few taxi stands in town: on-street at Broadway Plaza, and at the Arlington Heights bus depot. There is a town bylaw that states that taxis have to be at the taxi stands when waiting for fares. This bylaw could be amended to include special zones for TNCs.

15. Should the plan look at MBTA schedules and improvements, such as new or improved bus routes and stops?

Twenty percent of Arlington residents commute by public transportation. It is important for the plan to speak to MBTA scheduling and other improvements along bus routes. The Town recently provided the MBTA with feedback on bus routes and ways to improve bus routes in Arlington. The Town has also contacted the MBTA regarding bus the shelters and amenities.

16. Are taxis licensed by Select Board?

Yes. The Select Board licenses taxis under the Hackney Carriage license.