



Kootenai Metropolitan Planning Organization

Request for Proposal for Transportation Planning and Traffic Analysis Services

Coeur d' Alene Health Corridor District

3/9/2020

INTRODUCTION

Kootenai Metropolitan Planning Organization (KMPO) in association with ignite cda, Kootenai Health, City of Coeur d' Alene, and the Idaho Transportation Department are requesting proposals for Transportation Planning and Traffic Analysis Services from qualified firms and or individuals. It is KMPO's intent to award a single lump sum fixed fee contract to conduct transportation planning and traffic flow analysis, resulting in specific recommendations on ways to optimize mobility while balancing access into, through and around the recently approved Health Corridor urban renewal district located in Coeur d' Alene, ID. KMPO reserves the right to terminate this selection process at any time.

BACKGROUND AND PROJECT DESCRIPTION

Health Corridor District Objectives Summary

The recently completed Master Plan for the Health Corridor by ignite cda (the urban renewal agency for the City of Coeur d' Alene) provides a long-range vision for development of the Health Corridor Urban Renewal District (URD). The Master Plan focuses on establishing a strong urban framework of publicly beneficial projects that are expected to be funded in part through Tax Increment Financing (TIF) produced by the URD.

The Master Plan identifies the creation of long-term public benefit in four key areas:

1. Mobility Improvements
2. Redevelopment / Development Nodes
3. Neighborhood Stabilization
4. Park and Open Space Amenity Nodes

Following are key thematic objectives of the District:

Vision – create a health-oriented district that contributes to the overall health, vitality and viability of the surrounding community.

Create a Comprehensive Transportation Strategy which includes the following goals: increase connectivity, reduce congestion, create a friendly and efficient pedestrian/bicycle framework, improve wayfinding, address and improve transportation issues associated with the Kootenai Health campus and surrounding area.

Real Estate Opportunities and Strategies – look for redevelopment and land assemblage opportunities and create development opportunities within the URD.

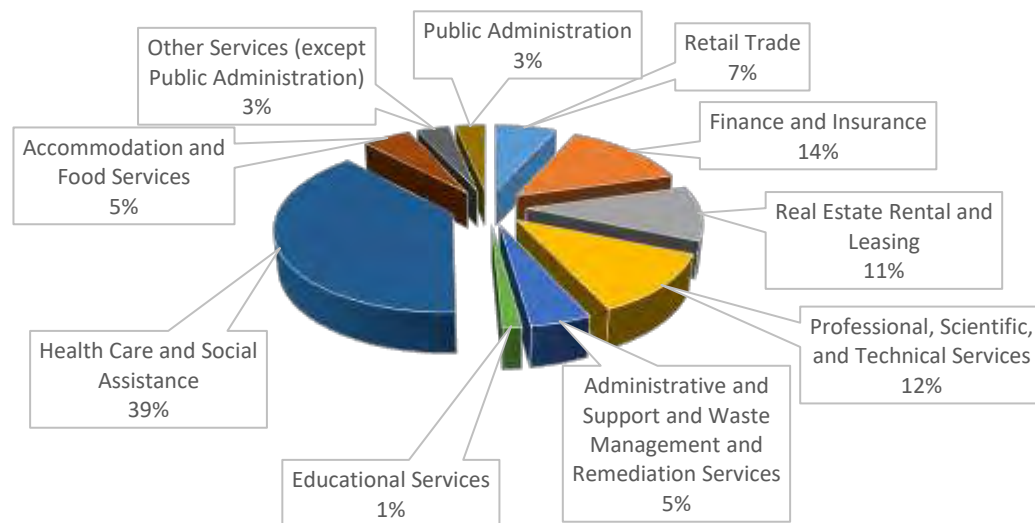
Explore Supportive Land Uses – explore opportunities for medical retail, align with institutions that complement health-oriented services, provide a diversity of housing choices, pursue opportunities for hospitality development, encourage research and development initiatives, and provide opportunities for place making.

Neighborhood Stabilization – preserve existing neighborhoods and enhance connectivity from the neighborhoods to other areas of the district and beyond.

Documents can be found at: <http://www.ignitecda.org/districts/health-corridor/>

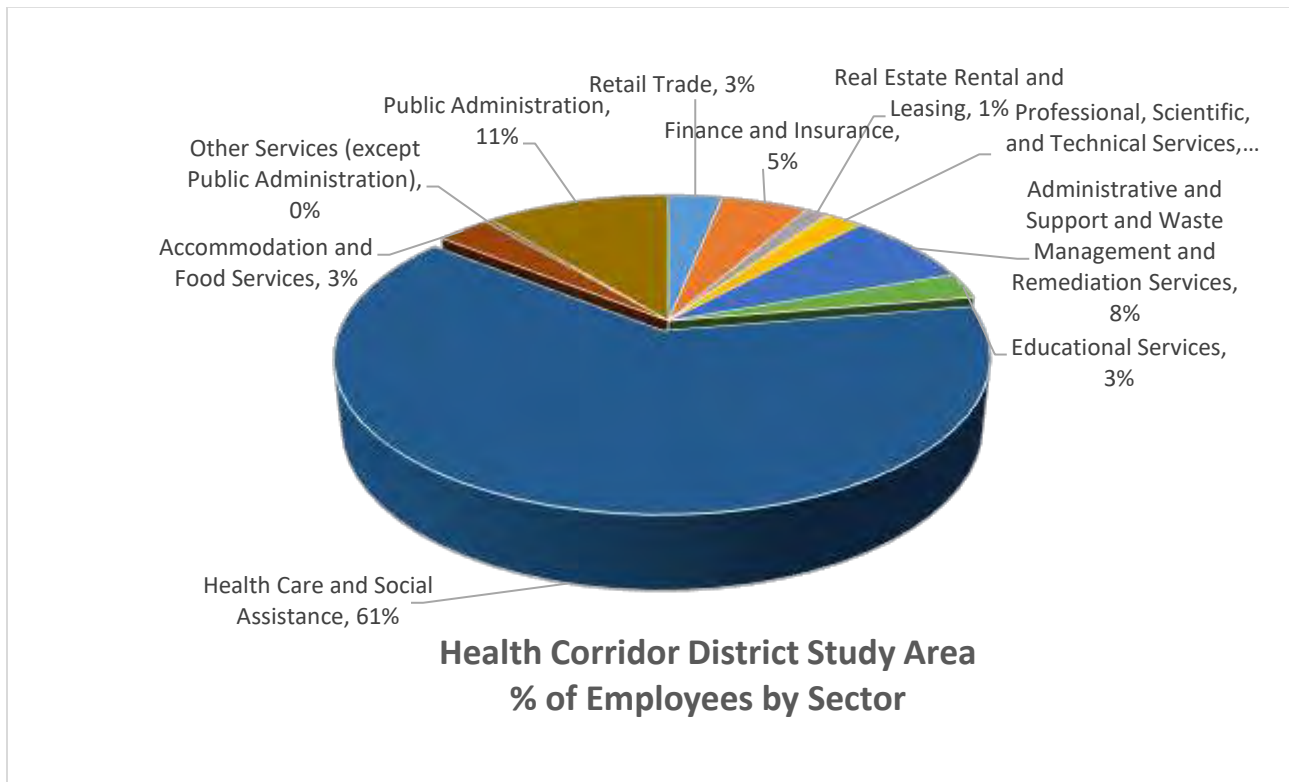
Within the Health Corridor District, Kootenai Health is a 330 bed, regional medical center serving North Idaho and surrounding region. Specialized medical services offered at Kootenai Health include general medical/surgical, intensive care, oncology, orthopedic, family birthing services, neonatal intensive care, behavioral health, 24-hour emergency services, cardiovascular services (open heart), full diagnostic imaging services, and numerous other inpatient and outpatient health services. Kootenai Clinic, with over 220 providers, is the physician office division and is primarily housed in the Interlake Medical Office Building (700 Ironwood Drive) and the adjacent 1919 Lincoln Way building.

Kootenai Health has experienced significant growth over the past 10 years and has nearly doubled in size. A recently completed master facility plan added over 200,000 square feet of patient tower, surgical, emergency and medical office space to the campus. Additional growth of 3-5% annually for the next 8 years is projected. Currently, the Kootenai Health campus experiences over 1 million site visits per year. This growth has presented traffic and congestion challenges and future strategies within the health corridor are needed to enable further development of the health campus.



**Health Corridor District Study Area
% of Employers by Sector**

Source: KMPO – DOL 2018 2nd Quarter Breakdown per North American Industry Classification System (NAICS), www.naics.com.
Percentages do not equal 100% due to rounding and suppression of data as required by law.
Employers: N= 186 Employees: N=6,384

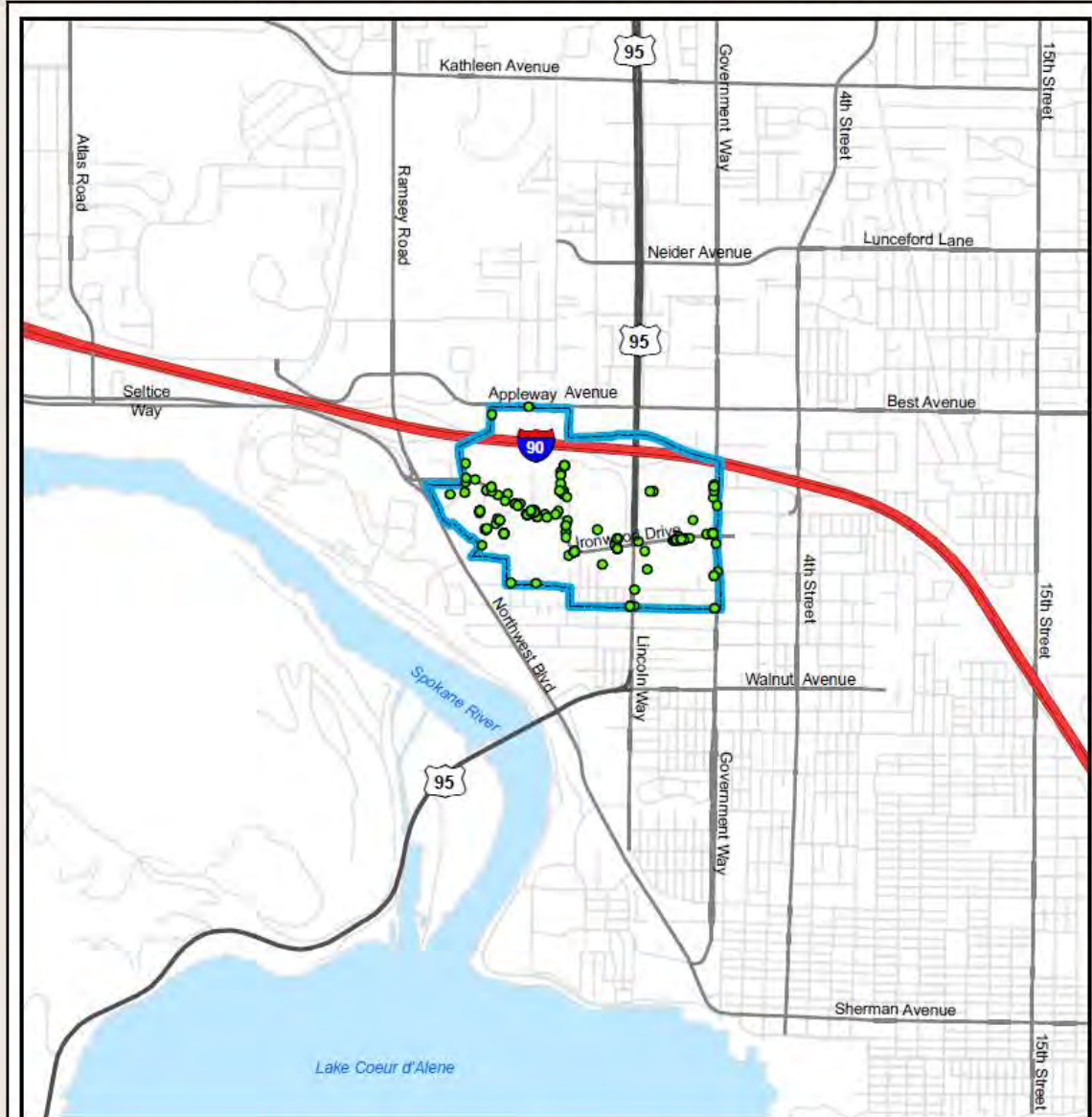


In addition to the Hospital, the corridor houses a variety of other businesses and sectors. The east end of the corridor houses significant retail (Former Shopko, Staples, Albertsons, Hallmark, etc.) hotels and restaurants. Along Ironwood Drive there are numerous other health related businesses such as Ivy Court Skilled Nursing, Heritage Health Clinic, independent pharmacies, dentists, chiropractors and other clinicians. There are senior centers, fitness facilities, and a variety of insurance, call centers and other businesses. Finally, the area is bordered to the south with residential neighborhoods. Together these entities are vital to the future success of the Health Corridor and all have challenges with infrastructure, growth, congestion and development.

Impacted Streets and Roads:

Kootenai Health completed (2014) a patient origin study and has identified that almost 50% of patients and visitors travel from zip codes north of I-90. Twenty percent (20%) travel from the Post Falls zip codes, west of Coeur d’Alene. **Five percent (5%) travel from Saint Maries, Plummer, Worley and other points south of town.** Five percent (5%) travel from communities **to the east (Kellogg, Wallace, etc.). The remaining 20% are from the City of Coeur d’Alene.** This distribution places heavy emphasis on Southbound U.S. 95 and Eastbound I-90 as the primary travel routes for patients to the Kootenai Health campus and District, while many local arterials, such as Seltice Way, Northwest Blvd, Ironwood Dr, and Government Way provide additional access for employees and businesses providing support services to the District.

COEUR D'ALENE HEALTH CORRIDOR PROJECT



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KMPO 2018 HEALTH CORRIDOR EMPLOYMENT

● 2018 Employers

□ Impact Area

Based on 2018 Q2 employment data, there are 186 Employers and 6,384 Employees estimated to be within the Impact Area boundary.

— Interstate 90

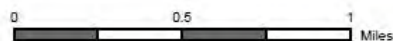
Resource: Idaho Department of Labor (IDOL); 2018 Q2 employment data analyzed by KMPO.

— US Highway 95

— Major Roadways

— Minor Roadways

*Data for illustrative purposes only.



The Health Corridor District is generally bounded by Appleway Avenue to the north, Government Way to the east, Davidson Avenue to the south and Northwest Blvd to the west. Ironwood Drive, Lakewood Drive, Emma Ave, and Davidson Ave provide the primary east-west access within the District. The Northwest Blvd. and U.S. 95 Interchanges on I-90, as well as their associated intersections with Ironwood Drive, are among the busiest intersections in North Idaho.

These roadways fall under the jurisdiction of two agencies. I-90 and the two interchanges, as well as U.S. 95, are under the operational management and control of the Idaho Transportation Department (ITD). Federal Highway Administration (FHWA), however, retains access control authority over the I-90 mainline and its interchanges. U.S. 95, outside of the I-90 interchange limits, is under the authority of ITD. Most other streets, such as Ironwood Drive, Northwest Blvd, Emma Avenue and other local side streets are under the jurisdiction of **the City of Coeur d'Alene. Ironwood Parkway, Park Place, Scoop Street, and Kootenai Health Way** are private streets.

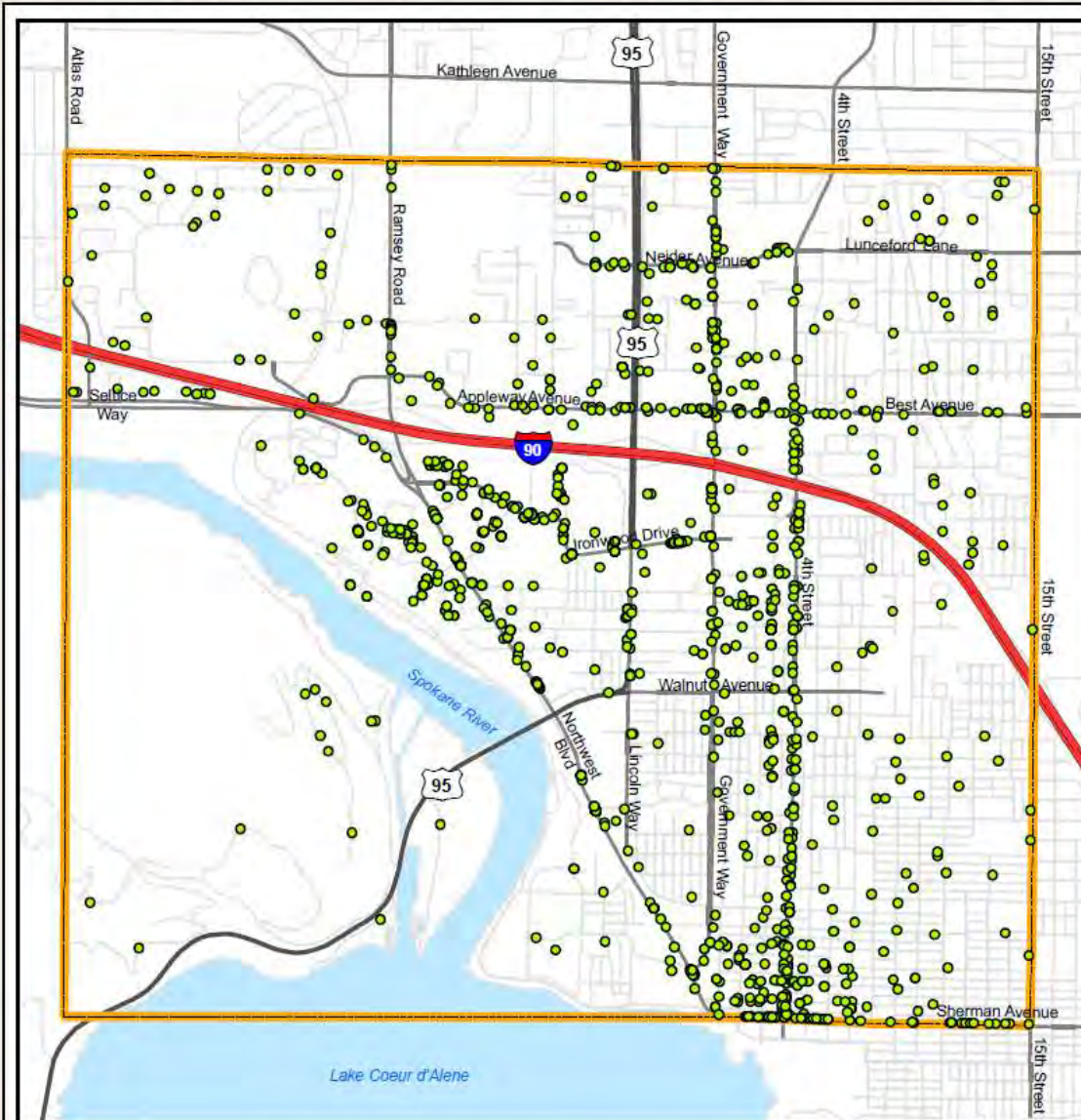
Public Transportation Services:



Kootenai County currently provides Citylink transit service in the Health Corridor District, Citylink has 11 fixed route stops within the District as well as providing complimentary paratransit services, serving a wide variety of medical and support appointments. Additional demand response services are provided in the District by private transportation providers for medical appointments, shopping, and incidental trips. In addition, Kootenai Health provides patient transportation services to medical office visits, many of which are also located within the District

Influence Area:

While the study area is closely associated with the Health Corridor District, the study will also identify, consider and evaluate potential secondary or unintended transportation impacts that may be within the influence area, which takes into account a broader area around the district. The influence area is generally west to Atlas Road; North to Neider Avenue; east to 15th Street; and south to approximately Sherman Avenue, as shown on the map on the next page.

COEUR D'ALENE HEALTH CORRIDOR INFLUENCE AREA



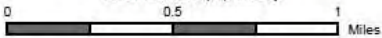
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COEUR D'ALENE HEALTH CORRIDOR 2018 EMPLOYMENT

● 2018 Employers

Based on 2018 Q2 employment data, there are 1,278 Employers and 19,656 Employees estimated to be within the defined boundary.

Resource: Idaho Department of Labor (IDOL); 2018 Q2 employment data analyzed by KMPO.
*Data for illustrative purposes only.



-  Influence Area
-  Interstate 90
-  US Highway 95
-  Major Roadways
-  Minor Roadways

Focus of this Request for Proposal:

From the Health Corridor Master Plan:

“Create a Comprehensive Transportation Strategy which includes the following goals: increase mobility, connectivity, reduce congestion, create a friendly and efficient pedestrian/cyclist framework, improve wayfinding, address and improve transportation issues associated with the Kootenai Health campus **and surrounding area.”**

Building upon the Health Corridor Masterplan approved in December 2019, the purpose of this Request for Proposal is to provide interested firms and/or individuals with a unique opportunity to take an in depth look at the operational aspects of the current and possible future transportation networks that are anticipated to be funded and constructed in part, through the use of urban renewal district funding.

Short Term Analysis of the District:

1. Quantify current utilization by the traveling public (origin-destination, pass-by, or pass-through trips)
2. Identify current site-specific physical and/or operational challenges impeding access and mobility in the District
3. Identify short term improvements to address identified existing challenges and their impact on system performance
4. Estimate planning level costs associated with identified improvements
5. Identify the benefit/cost associated with improvements and their impact on access and mobility.

Master Plan Analysis of the District:

1. Evaluate future operating conditions, with proposed short term improvements, using anticipated growth within the District using information that was incorporated into the adopted Master Plan, as well as regional growth projections for the region.
2. Evaluate performance of the revised arterial network as identified in the adopted District Master Plan.
3. Estimate the planning level costs associated with the identified improvements
4. Identify the benefit/cost associated with improvements and their impact on mobility
5. Compare the performance between the existing and proposed transportation network

Development of Potential Alternative Transportation Network Improvements Based on Consultant Analysis:

1. Review findings identified during the consultant analysis that impact mobility and performance
2. Identify potential network improvements not previously considered, if any, and their ability to improve mobility and performance deficiencies
3. Develop alternative transportation network if needed
4. Evaluate performance of alternative transportation network

5. Estimate the planning level costs associated with identified improvements
6. Identify the benefit/cost associated with improvements and their impact on mobility
7. Compare the performance between the three options

Scope of the Proposal

We anticipate the desired scope of services within a proposal would include:

- Traffic demand modeling and analysis of existing and future network conditions using the KMPO adopted regional travel demand model (VISUM)
- Travel Origin-Destination analyses
- Traffic flow simulation and alternatives modeling
- Traffic signal timing and progression analyses
- Development of conceptual recommendations, solutions and improvements
- Transportation improvement cost estimates
- Benefit Cost Analyses
- Performance measure metrics

PROPOSAL, QUALIFICATIONS AND EVALUATION CRITERIA

Please provide a complete response to the questions/requests listed below:

1. Provide a brief history of your firm, including ownership, key personnel, scope of transportation services, and examples of prior projects directly related to this request.
2. Please identify any partners, consultants or sub-contractors if you plan to augment your firm with other specialists.
3. Please list relevant and similar studies you have completed in the past three (3) years. Include the following:
 - a. Study description
 - b. Conclusions and recommendations
 - c. Actual improvements implemented
 - d. Start and completion dates
 - e. Names of study team members (identify any being included in this proposal)
 - f. Owner Contacts – name, title and current phone numbers
4. Provide a detailed resume for all individual professionals you will have available for this project if selected. Please identify their individual education, expertise and experience. (2 pages per resume, max.)
5. **Provide a description and examples of your firm's quality assurance principles.**
6. **Please describe your firm's history working with various local, state and federal agencies on studies of similar character and complexity.**
7. Please provide 3 references from recent transportation network evaluation engagements of similar size and scope, with name, title and current e-mail and phone numbers.

8. Please provide a narrative approach to address the challenges and anticipated work identified in this proposal. (5 pages maximum)
9. Please provide a task and hours breakdown necessary to complete the study.
10. Please provide an anticipated time line for completing the tasks identified for the study.
11. Please provide in a separate sealed envelope a proposed cost by task to complete.
(The sealed cost envelopes will not be used in the primary prioritization of proposals; however, they will be used during the subsequent evaluation of the top 3 proposals, for cost benefit purposes)

Evaluation and Selection:

Submitted proposals should thoroughly address all of the items in the RFP. All proposals will be evaluated and ranked on the basis of quality of the proposals approach, qualification/experience of individuals being proposed to work on the study and their demonstrated competence in similar engagements. Specific evaluation criteria will include, but not limited to:

- Firm and partners background and history
- Project team experience and qualifications
- Relevant experience (especially with hospital campuses involved)
- Relevant experience with local, regional and federal agencies
- Quality assurance principles and practices
- References related to studies relevant to this proposal
- Completeness and quality of the proposal
- Interview with the KMPO Evaluation Committee

Those firms deemed to meet the qualifications will be notified by 04/17/2020. The top 3 evaluated firms will be invited to make presentations to the KMPO evaluation committee for **final selection. Members from KMPO's evaluation committee will negotiate with** the selected firm to contract for agreed to services at the amount determined by KMPO to be fair and reasonable considering the estimated value, and the final scope, complexity and nature of the services. Should KMPO/ignite cda determine that it is unable to negotiate a satisfactory agreement, it will formally terminate negotiations and undertake negotiations with the next highest ranked firm. The scoring matrix for this proposal is provided as an attachment to the RFP.

No Responsibility to Cover Costs Associated with Responses to the RFP:

KMPO/ignite cda is not responsible for costs associated with the development, production, and or participation in the response to this request of proposal. KMPO/ignite cda also reserves the right to reject and cancel the RFP in the event the responses are considered non-responsive to the RFP or, in the opinion of KMPO/ignite cda, the costs will be in excess of funds available to complete the final scope of services being considered.

Information Session:

An optional information session will be held for all interested firms on March 19, 2020 from 10:30 a.m. to 11:30 am in the ITD District 1 Offices located at 600 W Prairie Ave, Coeur d'Alene, ID 83815. Please confirm your plans to attend by sending an e-mail to Ms. Kelly Lund at the address below.

Submission of proposals:

Please deliver 6 bound copies and 1 unbound copy of the RFP response to Ms. Kelly Lund at the address below by 5:00 pm (PDT) on 4/9/2020.

RFP Process and Timeline:

RFP Advertisements 03/09/2020, March 16, 2020, March 23, 2020

On-site information session 10:30 am (optional) March 19, 2020

Responses due by April 9, 2020 5:00 pm (PDT)

RFP evaluation, selected firms/individuals for interviews notified, April 17, 2020

On-site interviews for top three firms or individuals, April 23, 2020

(You may want to hold this date in advance)

Notification to selected firm or individual, contract negotiations, April 28, 2020

Start of engagement – To Be Determined

Questions regarding this request for proposal:

All questions related to the RFP process must be submitted in writing, via e-mail to:

Ms. Kelly Lund
Administrative Secretary
Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83814
klund@kmpo.net

All questions concerning this **Request for Proposal's content**, should be directed in writing, no later than March 31, 2020 to: **Ms. Ali Marienau, KMPO, 250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814**, or email: amarienau@kmpo.net.



Kootenai Metropolitan Planning Organization

Health Corridor Transportation Study Score Sheet

Scorers Name:

Representing:

REQUEST FOR PROPOSAL FORMAT AND CONTENT (25 MAX)		
The Proposal followed the format outlined in the RFP.	5 Points	
The material is well developed and easily understandable.	0-5 Points	
The material was fully responsive to the RFP items 1-10 on page 9.	0-15 Points	
Total:		
UNDERSTANDING OF THE TRANSPORTATION ISSUES (25 POINTS MAX)		
Did the response to the RFP demonstrate an overall understanding of the issues associated with the Health Corridor District?	0-10 Points	
Did the response demonstrate an understanding of today's traffic issues?	0-5 Points	
Did the response demonstrate an understanding of future traffic issues?	0-5 Points	
Does the response provide evidence of how they will develop alternatives that will address today's access, mobility and capacity issues in and around the District?	0-10 Points	
Total:		
Comments:		
ABILITY TO ANALYZE PRESENT AND FUTURE TRAFFIC CONDITIONS (50 POINTS MAX)		
Does the proposal describe an approach on how to analyze the current and future traffic conditions and establish performance measures?	0-10 points	
Does the proposal describe an approach to identify and analyze proposed improvements to address access, mobility and capacity issues that exist today and into the future?	0-15 points	
Does the response describe a team that is capable and qualified to conduct the study?	0-15 points	
Does the proposal describe the approach to compare existing and planned improvements?	5 points	
Does the proposal address the proposing teams history of doing similar studies?	0-10 points	
Does the proposal address previous experience with multi-jurisdictional projects?	5 points	

Does this proposal identify an approach to engaging the public and sponsoring jurisdiction's on the outcome of the analysis?	0-15 points	
Does the proposal provide an approach to estimate costs and developing a benefit/cost analysis by which to compare alternatives concepts and solutions?	10 points	
Total:		
Comments:		
ALTERNATIVE MODES/MOBILITY/ACCESS (10 POINTS MAX)		
Does the proposal address enhanced bike/pedestrian facilities or connections to key destinations?	0-2 Points	
Does the proposal discuss bus coordination with Citylink and Kootenai Health?	0-2 Points	
Does the proposal discuss the importance of access to the Health Corridor?	0-2 Points	
Does the proposal address U.S. 95 and I-90 as highways of regional and national significance?	0-5 Points	
Total:		
SAFETY (5 POINTS MAX.)		
Does the proposal address how they will incorporate safety considerations into the development of alternatives?	0-5 Points	
Total:		
OTHER RELEVANT FACTORS (10 POINTS MAX.)		
Identified other relevant factors that should be considered during study?	0-10 Points	
Total:		
Overall Comments:		
Total for all Sections:		