



## RESPONSE TO VILLAGE OF KEY BISCAYNE RFP 2015-01

FOR A VILLAGE WIDE MOBILITY PLAN

Submitted to:  
Village of Key Biscayne  
January 26, 2015

**STREETPLANS**  
MIAMI NEW YORK



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January 26, 2015

Attn: Villagewide Mobility Plan, RFP #15-01  
Conchita H. Alvarez, MMC, Village Clerk  
88 West McIntyre Street, Suite 220  
Key Biscayne, FL 33149

Re: Village of Key Biscayne RFP 2015-01 for a Villagewide Mobility Plan

Dear Village Council:

We are delighted to submit this response to the RFP for a Villagewide Mobility Plan for the Village of Key Biscayne.

The Street Plans Collaborative (Street Plans) is an internationally recognized transportation planning and design practice with offices in Miami, New York City, and San Francisco. Founded in 2009, our company has demonstrated expertise in transportation planning, with a focus on bicycle/pedestrian planning, urban design, and public process.

Our multidisciplinary capabilities have been solicited for projects in urban, suburban, and rural environments across the United States. John Mark Palacios, P.E. will be our civil engineer, with over 6 years of progressive pedestrian and bicycle engineering experience with the Florida Department of Transportation. He is an expert in Level of Service analysis, and helped beta test the LOS analysis computer programs used by the FDOT. Our team also includes local planner and economic development strategist Ralph Rosado. For this project, we are proud to partner with frequent collaborator Rick Chellman, Principal of Nelson\Nygaard Consulting Associates, a full-service, internationally recognized transportation engineering firm committed to developing transportation systems that promote vibrant, sustainable, and accessible communities. Finally, the Florida-based staff at Sprinkle Consulting will provide traffic engineering expertise and traffic count services.

Our firm has completed many transportation and urban planning projects in the region, including the 2030 Bicycle Master Plan for the City of Miami. We are currently working on a multi-modal mobility plan for the U.S. 1 corridor in the Village of Pinecrest as well as a Street Atlas and Active Transportation Master Plan for the City of Miami Beach. This proposal will discuss our experience with these projects as well as others, and will outline our approach to creating a responsive and useful mobility plan that will serve the needs of everyone who lives, works, and travels in the Village of Key Biscayne.

We recognize that the Village of Key Biscayne is facing a number of challenges that make movement through and around the village challenging, including increases in population, higher usage of private vehicles by residents and visitors, as well as a high level of construction activity. As you will see in the pages ahead, our team is proposing a holistic approach to the villagewide mobility planning process, with consideration for all road users - vehicles, yes, but also pedestrians, cyclists, and golf cart users. In light of ongoing discussions about bicycle and pedestrian safety going on around the village, it is clear that creating a mobility plan that accounts for safety of *all* uses should be a high priority. The Street Plans team is excited about taking on the challenge of helping to make the village a safe place to move around for everyone.

Sincerely,



Anthony Garcia  
Principal, The Street Plans Collaborative

## D. FIRM EXPERIENCE

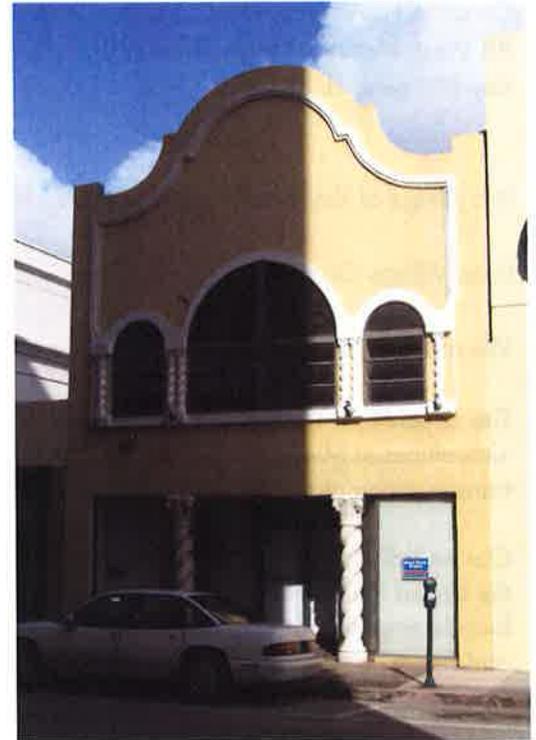
### ABOUT STREET PLANS

Founded in Miami Beach in 2009, Street Plans is an internationally recognized planning, design, and research practice with offices in Miami, New York City, and San Francisco. The firm has a strong track record with working collaboratively with clients to integrate active transportation with land use, urban design, and comprehensive planning projects. Our capabilities have been solicited for small and large-scale projects across the country, including New York City Bike Share, the City of Miami 2030 Bicycle Plan, the US1 Mobility Plan, the Miami Beach Active Transportation Plan, and Plan El Paso, the winner of the Environmental Protection Agency's 2011 National Award for Smart Growth.

Street Plans is currently working on multimodal transportation projects in New York City, Pinecrest, Miami Beach, Lewiston Maine, Boston, and San Marcos Texas. While the work has varied in scale and scope, our company has consistently applied our knowledge of smart growth principles to coordinate transportation design with existing and desired built context.

Our company places a high value on research and best practice dissemination. Publications authored by Principals Tony Garcia and Mike Lydon include *The Smart Growth Manual*, *The Open Streets Project Guide*, and *Tactical Urbanism Vol. 1 + 2*. Tony and Mike recently finished writing a full-length book about *Tactical Urbanism*, to be published by Island Press in the spring of 2015.

Our firm has operated in good standing under the same name since our founding in 2009. We have no record of complaints or disciplinary action.



*Coral Gables Office  
221 Aragon Avenue, Suite 204  
Coral Gables, FL 33134*

### NELSON\NYGAARD

Nelson\Nygaard Consulting Associates, Inc. is an internationally recognized firm committed to developing transportation systems that promote vibrant, sustainable, and accessible communities. Founded by two women in 1987, Nelson\Nygaard has grown from its roots in transit planning to a 115-person, full-service transportation firm with offices across the United States. Recognized for projects around the world, Nelson\Nygaard has received awards and honors from professional organizations and government agencies including the American Planning Association, the Federal Transit Administration, the Association of Environmental Professionals, the American Society of Landscape Architects, the Congress for the New Urbanism, and the Canadian Institute of Planners. Nelson\Nygaard specializes in:

- TRANSIT systems – Feasibility and fare studies, corridor studies, new services and facilities, redesign services for bus rapid transit, streetcar, rail, bus, and ferry.
- MULTIMODAL networks – Complete streets, downtown and regional mobility, transit-oriented development, transportation demand management, healthy communities.
- PARATRANSIT and mobility management – Human services coordination, paratransit and rural transportation plans, mobility manager training, accessibility evaluations.
- WALKING and BICYCLING – Facilities and network design, bike sharing, safe routes to school and transit, calmed streets, walk audits.
- PARKING Management – Regulations, pricing strategies, shared parking, governance, technology selection, travel demand management.
- TRAFFIC analysis – Road diets and traffic calming, traffic impact simulation, trip reduction, greenhouse gas analysis, climate action plans.

# E. QUALIFICATIONS OF PROJECT TEAM

## F. PRINCIPAL IN CHARGE EXPERIENCE

## G. PROJECT MANAGER EXPERIENCE

The list below presents a number of projects to further illustrate our project team's qualifications, as well as our Principal-in-Charge and Project Manager's experience. The following pages present a small selection of detailed project descriptions.

In the role of leading firm or as sub-consultant, Street Plans has completed nearly 50 urban planning and transportation projects in the past five years. A majority of this work has included a focus on multi-modal bicycle and pedestrian planning that required design, planning, policy development, web design, education and encouragement, evaluation, cost estimate, and public involvement expertise. We are a boutique firm with four employees, and numerous on-going subconsultant collaborators. We are very selective about the projects we pursue.

Our partners bring important experience and skills to our team. In the pages that follow, you will see that our team includes nationally-recognized transportation engineers with decades of experience in mobility planning, transportation data collection and analysis, roadway design, and best practices for collection and interpretation of multi-modal level-of-service data. All members of our team are committed to designing safe streets that address the needs of all users.

### PRINCIPAL-IN-CHARGE AND PROJECT MANAGER'S EXPERIENCE

Tony Garcia will serve as the Principal-in-Charge and Project Manager for the project. Tony has 10 years experience managing local city-wide transportation planning projects, including the US1 Mobility Plan, the Coral Gables Mobility Plan and the Miami Beach Active Transportation Plan. Tony's work with the local community and knowledge of best practices make him a natural fit to lead this project. Tony will coordinate and manage the Street Plans team and operates the Miami office.

Tony will work closely with local partner and planner Ralph Rosado. Ralph specializes in planning and economic development strategy and has a deep familiarity with mobility issues in the region and in Key Biscayne. Ralph recently led several award-winning local planning efforts, including the Pinecrest Parkway Vision Plan, and the Golf Cart/Pedestrian/Bicycle Fernwood Road and Commercial Property Safety and Access Plan for the Village of Key Biscayne.

### Selection of Relevant Street Plans Projects

- Village of Pinecrest U.S. 1 Mobility Plan
- Coral Gables Bicycle and Pedestrian Master Plan
- Miami Beach Active Transportation Master Plan
- Miami, FL 2030 Bicycle Master Plan
- University of Miami Pedestrian Safety Study
- San Marcos Transportation Plan, San Marcos, Texas
- Village of Carlsbad Plan, Carlsbad, California
- Northwest Master Plan, El Paso, TX, SmartCode Application
- Miami, FL Bicycle-Friendly Community Designation Application
- Bayfront Parkway, Miami, FL, Tactical Urbanism Pop-up Park
- City of Miami, FL Health District Pedestrian - Bicycle Study
- Miami, FL MiMo - Biscayne Boulevard Streetscape Analysis
- El Paso, TX Plan El Paso Citywide Bicycle Atlas, Handlebar Survey
- Mission Valley Infill Master Plan, El Paso, TX, SmartCode Application
- Westminster, CO 2030 Bicycle Master Plan Project website
- El Paso, TX Plan El Paso - Comprehensive Plan
- El Paso, TX Connect El Paso: BRT/TOD Master Plan
- El Paso, TX Connect El Paso: Website, Public Outreach Tool
- Greenville, SC Stone Avenue Corridor Project Website
- Miami, FL Urban Environment League Website
- Trailnet Bicycle Commuting Awareness Campaign, St. Louis, MO
- Albemarle Regional Bicycle Plan, Albemarle 10-County Region, NC
- Rio Grande Boulevard Corridor Plan, Albuquerque, NM



Rendering

*Street Plans was retained by CPRT Realty Trust to design the streets of the 400-acre 5401 North neighborhood, which aims to be the most bike-friendly place in North Carolina.*

## Village of Pinecrest U.S. 1 Mobility Plan

**Type:** Multi-modal mobility plan

**Size:** Villagewide (19,000 population, 7.6 sq. miles)

**Status:** In Progress

Street Plans is working with the Village of Pinecrest to develop a multi-modal mobility plan for the U.S. 1 Corridor. This project will take into account the needs of drivers, but will specifically focus on increasing safety and mobility for cyclists and pedestrians in the study area.

Street Plans has conducted a thorough existing conditions analysis, documenting transit networks and crash-data, as well as user-level information collected through our Handlebar Survey and Walkability Audits.

The final U.S. 1 Corridor Mobility Plan will provide Pinecrest leaders, decision-makers, transportation officials, and community members with a clear, concise, and attractive master plan report summarizing all recommendations and analysis. The Plan will include:

Short- and long-term, site specific pedestrian safety improvements

Project recommendations to improve connections in support of the existing Village Bicycling Plan and area bicycle trails

Design standards for new bicycle and pedestrian facilities

A detailed Implementation Plan

This planning effort requires an excellent understanding of design and engineering practices in the latest multimodal transportation practices, in addition to understanding the circumstances unique to Pinecrest. For example, our team is exploring small improvements to sidewalks and commercial alleyways, in order to increase connectivity between the U.S. 1 commercially corridor and adjacent residential neighborhoods.

Street Plans' approach to this project has been informed by our analysis of Pinecrest's land use and transportation context, to ensure appropriate calibration of low-stress bicycle and pedestrian connections within the village.

Street Plans Principal Tony Garcia has led this project as both Principal-in-Charge and Project Manager. Street Plans staff member Julie Flynn has provided research, writing, and graphic design support.



## Coral Gables Bicycle and Pedestrian Master Plan

**Type:** Bicycle and Pedestrian Master Plan

**Size:** Citywide (49,000 population, 37 sq. miles)

**Status:** Complete

Though it is not known for its bicycle or pedestrian infrastructure, in 2010 the Coral Gables City Commission took the historic decision to invest \$400,000 in the expansion of bicycle facilities around the city. At that time, the city also embarked on an ambitious public works campaign to repave city streets and implement traffic calming projects around the city. Regionally, the city is a linchpin between the City of Miami to the north and east and the rest of the county to the west.

As the number of residents in the city increases it is natural that the city seek to improve transportation choices in line with national best practices. Almost 20% of the residents and visitors to the city on a daily basis are on foot or bike. As such the primary purpose of this study is to identify the projects that can be implemented with the initial \$400,000 investment in the short term, while also identifying bicycle and pedestrian investments that can be made in the years ahead. For this initial investment, this study recommended the implementation of a bike lane along the most heavily used route in the city, from Salzedo in the downtown core, to University Drive, straight to the University of Miami Campus.

Another main recommendation of the report are safe and convenient connections to the M-Path. The 9 Mile M-Path runs through the heart of Coral Gables and is a major regional bicycle and pedestrian facility. The City is currently implementing the bicycle pedestrian plan, and has started to build out segments of new sidewalks and bike lanes according to the plan.



*Creating a shared path around the university was a main recommendation of the report and is being implemented.*



*Another recommendation was the creation of a Greenway around the Coral Gables golf course.*



*Shared-use paths, like the one shown above on Miracle Mile, could form the backbone of the City's Greenway network.*

## Miami Beach Active Transportation Master Plan

**Type:** Multi-modal mobility plan

**Size:** Citywide (91,000 population, 18 sq. miles)

**Status:** Phase 1 Complete, Phase 2 nearly complete

Street Plans was hired by the City of Miami Beach to re-imagine its transportation network. Street Plans launched Bike-Walk Miami Beach, a multi-phase project that envisions a holistic and comprehensive redesign of the Miami Beach street network to re-balance transportation priorities and take into account the concerns of pedestrians, cyclists, tree canopy advocates, and neighborhood associations alike. The project builds on previous mobility, bicycle, pedestrian, and traffic safety studies to inform the best methods for integrating active transportation modes into the network.

The project started in June 2012 with two kickoff summits, where community residents were introduced to the planning team, and heard a lecture on the latest best practices in transportation planning from Street Plans. In addition to the Summits, Street Plans designed and built a project website that further augmented the public participation process.

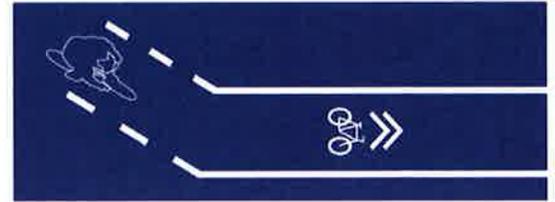
Following the initial meetings, the project team documented existing conditions, leveraging Street Plans' innovative handlebar survey process, and meeting with community residents.

The project website served an important role in the public involvement program for this project. Rather than a static website with basic project information, Street Plans included interactive web-based map applications to get real time data from residents, as well as a full best practice guide to bicycle/pedestrian planning. This interactive website supported in-person public involvement efforts, including numerous community workshops.

Street Plans is now in the process of developing the final plan for this project. The plan includes a robust existing conditions analysis, and detailed section and plan-view drawings to illustrate project recommendations. The plan makes recommendations for policies and programs, and provides detailed guidance on implementation. A Street Design Guideline insert will support the implementation section of the final plan.

## The Handlebar Survey - Miami Beach -

An Assessment of Bicycling Conditions for:  
The Atlantic Greenway Network Plan Update  
Miami Beach, Florida  
6/5/12 - 6/9/12

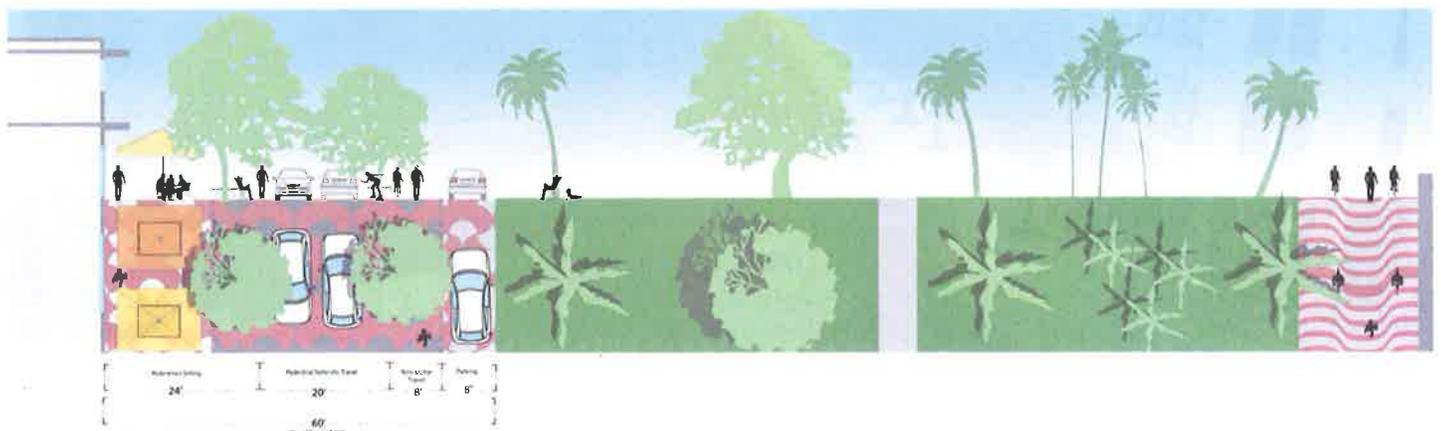


*Street Plans biked around each street in the city to understand the existing conditions.*

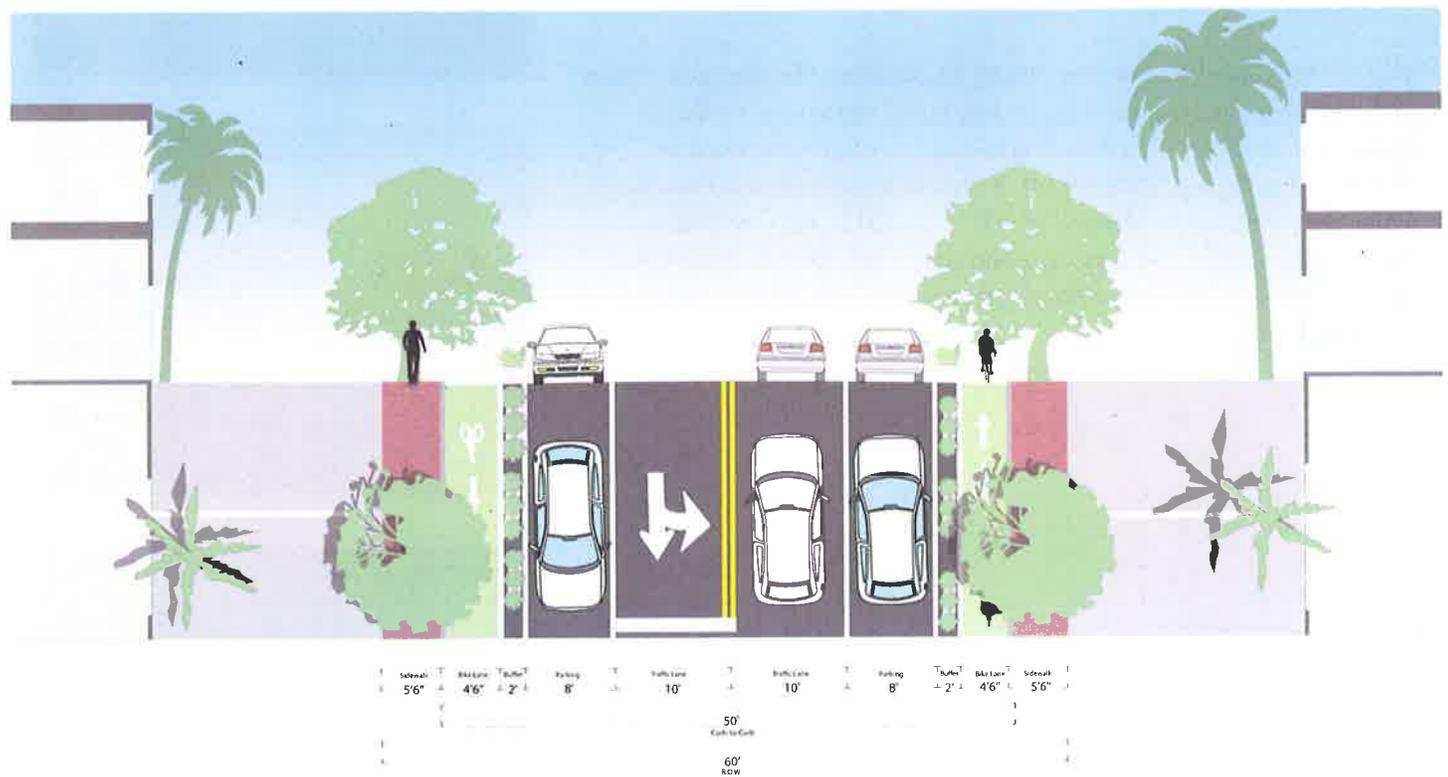
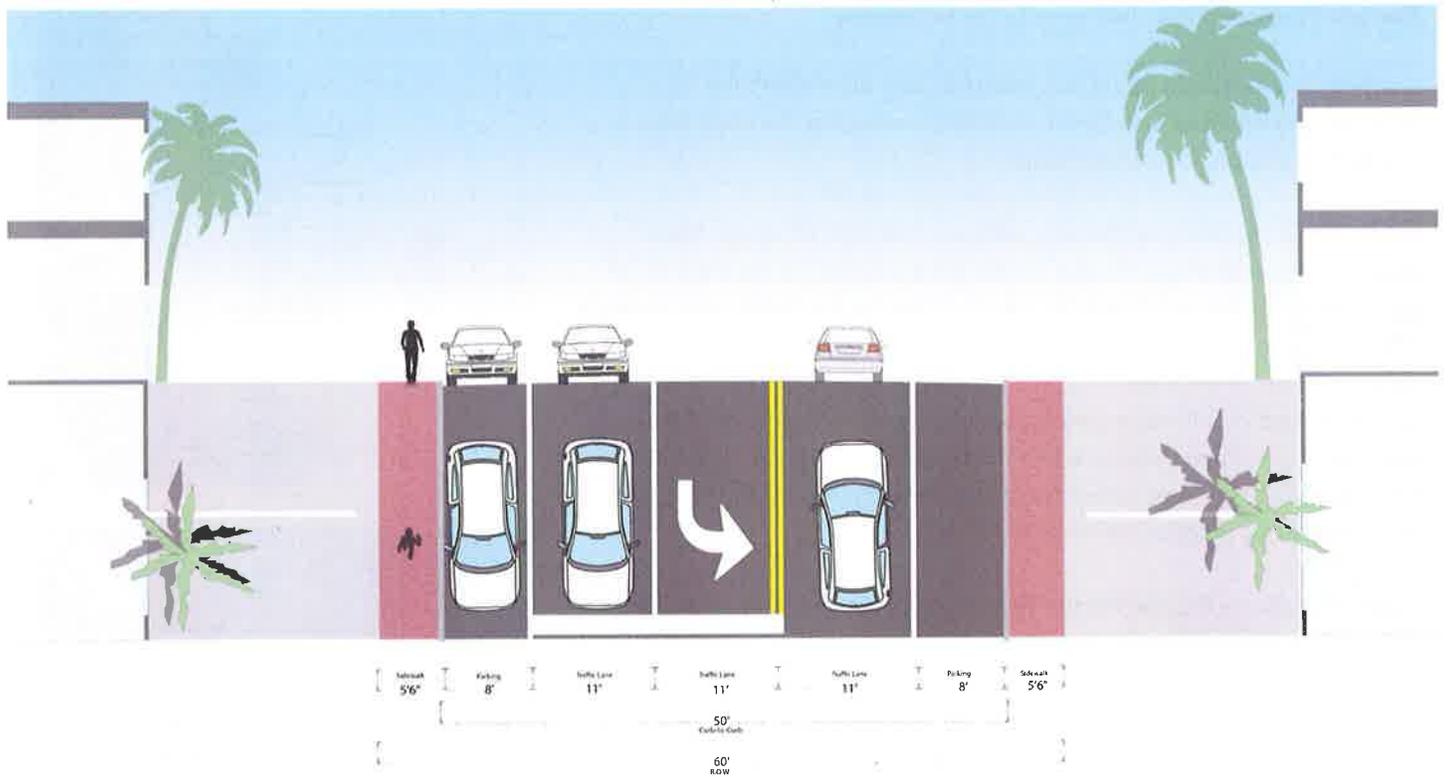


*The Street Plans handlebar survey involves going out with community groups and experiencing the streets firsthand.*

*The section drawing below illustrates one innovative recommendation for a shared use roadway space on Ocean Drive in Miami Beach.*



Street Plans produced dozens of section and plan view drawings to represent project recommendations in the Master Plan. Sections illustrated existing conditions, as well as numerous possibilities for a given location. The drawings below illustrate existing conditions for West Avenue in Miami Beach, followed by a protected bicycle lane option.





Implementation: Our focus on practical implementation of innovative transportation solutions has had a visible impact in the City of Miami.



Street Plans spearhead the introduction of 'sharrows' to the bicycle lexicon in Miami-Dade County. They have become the fastest growing segment of the plan's implementation since they are a low-cost, quickly implemented facility.



To raise the profile of the City's burgeoning network, Street Plans encouraged the City to utilize a wider range of innovative bikeway types and markings.



The addition of attractive short and long-term bicycle parking is an essential component of the 2030 Bicycle Master Plan.



Mountain biking trails, a unique bikeway type for south Florida, were included in the master plan and built entirely by volunteers.



Street Plans recommended a number of 'road diets' to more efficiently utilize Miami's available, but limited street space.

## Trailnet - St. Louis Region Streets For Everyone Design Guide

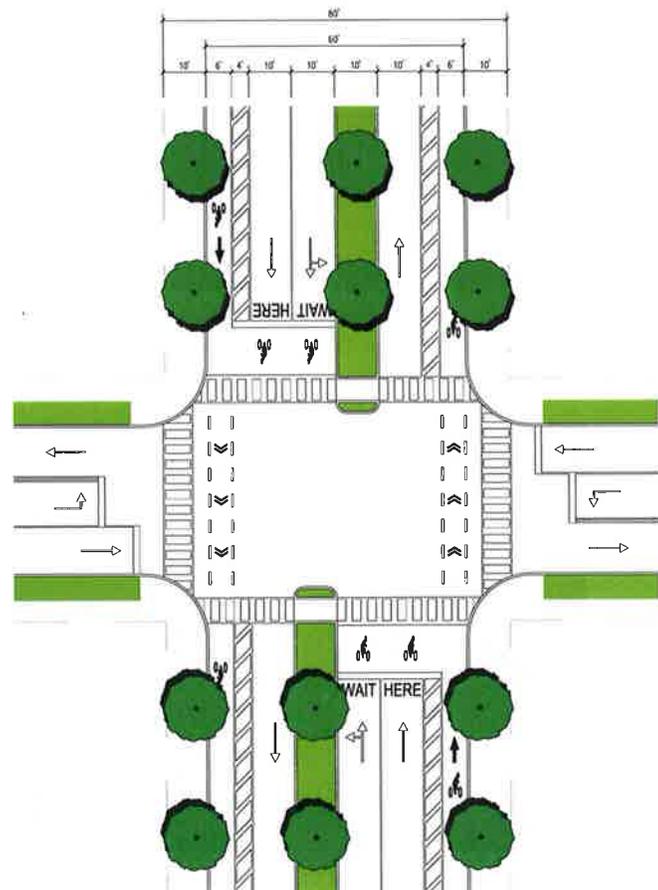
**Type:** Design Guide  
**Size:** 8 County Region  
**Status:** Complete

Trailnet, the St. Louis region's leading bicycle and pedestrian advocacy organization, retained Street Plans to develop a regional bicycle and pedestrian design guide entitled Streets for Everyone.

The multi-modal guide includes a variety of best practice policy and design responses calibrated to typical urban, suburban, and rural land use/transportation conditions found in the St. Louis region.

To best illustrate possible and desired physical transformations, Street Plans developed before and after plans, sections, and photosimulation renderings to communicate desired outcomes. Complimenting the physical design solutions are a variety of infographics, case studies, and best practice descriptions that substantiate a more balanced approach to the region's pressing active transportation challenges.

The guide will be used to educate the St. Louis region's citizens, planning professionals, and political leaders. It will also be used to advocate for a more economically prosperous and equitable region, one that focuses on the creation of streets designed for everyone.



## Westminster, CO Bicycle Master Plan

**TYPE:** Bicycle Master Plan

**SIZE:** 34 square miles

**STATUS:** Approved, Implementation underway

With The City of Westminster and its citizens, The Street Plans Collaborative is completing the City's first bicycle master planning effort.

With over 100,000 residents, Westminster plays a key role in advancing sustainable transportation for the entire Denver metro region. The City presently maintains an extensive 74-mile shared use path network, but has not yet implemented a viable network of on-street bikeways. Moreover, wayfinding remains difficult and the city's principal network of arterial streets makes bicycling very uncomfortable for all but the most experienced bicyclists.

The Westminster 2030 Bicycle Master Plan introduces five new contextually appropriate bikeway types to make the city friendlier for all bicyclists. The proposed network is designed to connect all major commercial centers, residential neighborhoods, recreation amenities, and the city's transit hubs, which will feature commuter rail in the near future. The network is also designed to connect to all planned and existing bikeways in neighboring municipalities, thereby contributing to a robust regional bikeway system.

Street Plans employed an innovative public outreach effort that included a dynamic website integrated with a strong social media interface. The project website, [bikewestminster.org](http://bikewestminster.org), included a news blog, public input mapping tool, a twitter feed, and links to the project Facebook page and all relevant local and regional planning documents. This strategy helped the planning team garner input from those unable to attend the two bicycle summits, thereby enabling the planning team to recommend a bikeway network sensitive to a diverse community of Westminster bicyclists.

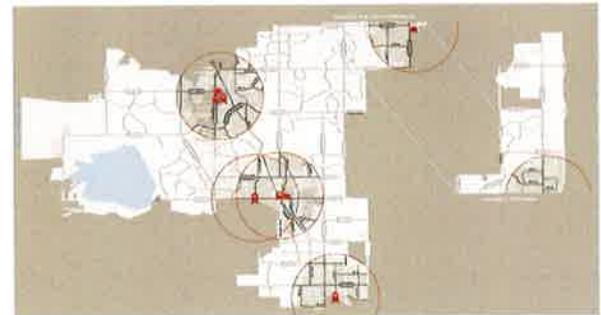
It has been a pleasure to work with you and your team. I want you to know that I have received several compliments and positive comments from various City Staff members and all of the City Council members about the Bike Plan and the process that was used to develop it.

- Mike Normandin,  
City of Westminster Transportation Engineer

FIGURE 10: FINAL BIKEWAY NETWORK



FIGURE 11: BICYCLE/TRANSIT SHED (1 MILE)



Standard collector-arterial intersections may be retrofitted with Bicycle Lanes and Bicycle Boxes. Bicycle Boxes may also be equipped with Signal Detection equipment and other countermeasures, such as peg-a-tracking. Cities like Portland have discovered that Bicycle Boxes can be enhanced by the use of colored pavement.

## H. FEE PROPOSAL

	Street Plans	Nelson Nygaard	Sprinkle	Hours for Task
<b>Project Tasks</b>				
Task 1: Project Management	\$5,000	-	-	\$5,000
Task 2: Data Collection	-	-	-	
Task 2a: Existing Plan Review	\$5,000	-	-	\$5,000
Task 2b: Handlebar / Walkabout Survey	\$8,000	-	-	\$8,000
Task 2c: Traffic Counts	\$8,000	-	\$3,000	\$11,000
Task 2d: Civic Center Parking Analysis	\$5,000	-	-	\$5,000
Task 2e: Roadway LOS Analysis	\$6,000	\$6,000	\$4,000	\$16,000
Task 3: Public Process	\$15,000	\$1,500	-	\$16,500
Task 4: Multimodal Mobility Plan	\$30,000	\$10,000	\$4,000	\$44,000
Expenses (printing, travel, food)	\$5,000	\$2,000	-	\$7,000
<b>Total Fee for Project</b>	<b>\$87,000</b>	<b>\$19,500</b>	<b>\$11,000</b>	<b>\$117,500</b>

# I. INSURANCE

Client#: 1055228

STREEPLA

ACORD™

## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

04/16/2014

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USI Insurance Services, LLC, 1715 N. Westshore Blvd. Suite 700 Tampa, FL 33607	CONTACT NAME: PHONE (A/C, No, Ext): <b>813 321-7500</b>	FAX (A/C, No): <b>813 321-7525</b>	
	E-MAIL ADDRESS:		
INSURED The Street Plans Collaborative, Inc. 221 Aragon Ave., Suite 204 Coral Gables, FL 33134	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : <b>Phoenix Insurance Company</b>		<b>25623</b>
	INSURER B : <b>Travelers Indemnity Company</b>		<b>25658</b>
	INSURER C : <b>Travelers Casualty and Surety C</b>		<b>31194</b>
	INSURER D :		
	INSURER E :		

**COVERAGES**

**CERTIFICATE NUMBER:**

**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY	X	X	6609376P982	04/19/2014	04/19/2015	EACH OCCURRENCE	\$1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC							
A	AUTOMOBILE LIABILITY	X	X	6609376P982	04/19/2014	04/19/2015	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	\$1,000,000 \$ \$ \$
B	UMBRELLA LIAB			CUP4077T425	04/19/2014	04/19/2015	EACH OCCURRENCE	\$1,000,000
	<input checked="" type="checkbox"/> EXCESS LIAB DED <input checked="" type="checkbox"/> RETENTION \$10000	<input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE						
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			UB3464T138	04/19/2014	04/19/2015	WC STATU-TORY LIMITS E L EACH ACCIDENT E L DISEASE - EA EMPLOYEE E L DISEASE - POLICY LIMIT	\$500,000 \$500,000 \$500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Professional Liability coverage is written on a claims-made basis.

**CERTIFICATE HOLDER**

**CANCELLATION**

For Proposal Purposes

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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ACORD 25 (2010/05) 1 of 1  
 #S12330502/M12330494

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GITEW

# J. PROJECT TEAM

## PROJECT TEAM OVERVIEW

As noted on page 2, Tony Garcia will serve as the Principal-in-Charge and Project Manager for the project. Tony has over 10 years experience managing planning projects across the United States, including acting as the Principal in Charge for both the US1 Corridor Mobility Plan and the Miami Beach Active Transportation Plan. Tony will coordinate and manage the Street Plans team and operates the Miami office.

Ralph Rosado will provide planning and project management support for the project. Ralph is President of Rosado and Associates, an urban planning and economic development strategy firm based in Miami, serving local municipalities, non-profits, and foundations. He is also an instructor in graduate and professional programs at the University of Miami and Florida International University. Ralph has been the project lead on a number of award-winning planning efforts, including the Key Biscayne Golf Cart Master Plan, which won the Miami-Dade/Monroe Chapter of the American Planning Association Best Plan Award in 2011, and the multi-modal Pinecrest Parkway Vision Plan, which won the 2012 Henry Flagler Award for Visionary Planning.

Mike Lydon will primarily provide planning and design support for the project. Mike operates Street Plans' New York office and is currently managing projects nationwide.

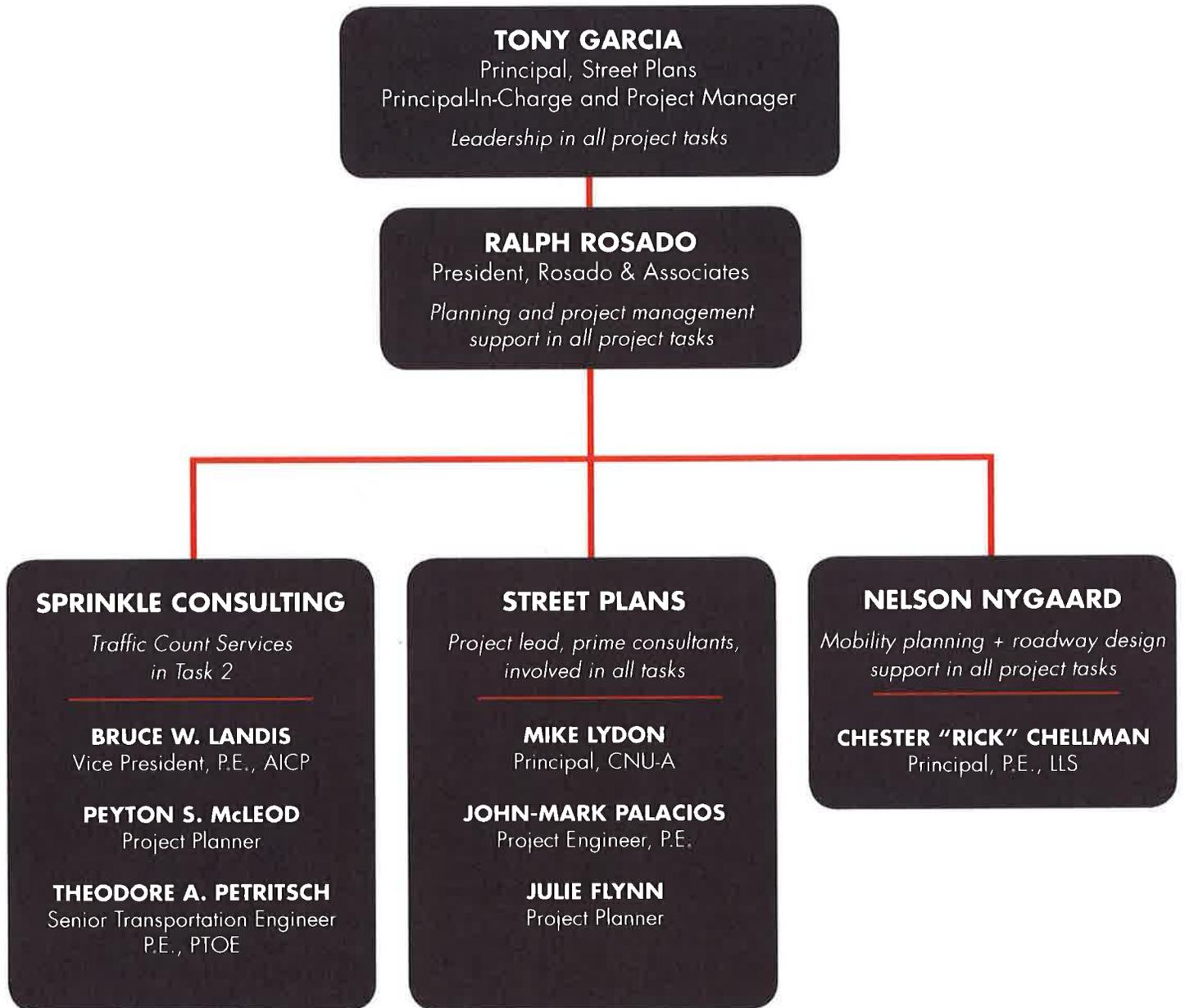
John-Mark Palacios , P.E., will provide in-house civil engineering, Level of Service analysis, and cost analysis/comparison support. As the former bicycle and pedestrian coordinator for FDOT in Broward County, Florida, John-Mark's technical skills will be of high value in determining the economic and design feasibility associated with the proposed improvements in the mobility plan. John-Mark is based out of the Street Plans Miami office. He is currently developing an IPAD application calculate Level of Service for Complete Streets using the criteria developed in the 2010 Highway Capacity Manual.

Julie Flynn will assist the project team with writing, research, graphic design and public involvement. Julie has a strong background in community outreach, as well as extensive experience with research and graphics production for urban planning projects. She is fluent in Spanish and can lead bilingual public involvement efforts.

We have teamed up with two world-class engineering firms to assist with multiple aspects of this project. The Florida-based Sprinkle Consulting team will lead traffic counts. Rick Chellman of Nelson Nygaard will provide mobility planning and roadway design expertise that will support our teams efforts in all aspects of the project.

The following pages present more detailed biographies and resumes for each of the key project team member mentioned here and represented in the Organizational Chart on the following page.

## ORGANIZATIONAL CHART





**ANTHONY TEPEDINO GARCIA || STREET PLANS PRINCIPAL**

PROJECT ROLE: PRINCIPAL-IN-CHARGE AND PROJECTS MANAGER

Anthony Garcia is a Principal of The Street Plans Collaborative, and he will serve as both Principal-in-Charge and Project Manager for the project. Anthony leads many of Street Plan's projects in Florida and throughout the South East Region. He is a leader in the field of transit, pedestrian and bicycle infrastructure. Prior to launching the firm's Miami office, Anthony was Project Director for six years at the Dover Kohl & Partners affiliated architecture firm Chael Cooper & Associates. His work there gave him a strong background of urban planning that includes urban design, policy writing and code analysis. He has experience in hosting public meetings, and has completed a number of bicycle and pedestrian plans at the scale of city, neighborhood, and campus and contributed to the codes and policies that help shape the resulting spaces.

As a writer, and advocate, Tony's work has appeared in or been featured by The Daily Business Review, Atlantic Cities, Next American City Magazine, New Urban News, The Real Deal, Momentum Magazine, Streetsblog, the Miami Herald, the El Paso Times, and The Miami New Times, among other publications.

Most recently he was invited to be part-time adjunct faculty at the University of Miami School of Architecture, teaching an online New Urbanism class, and an architecture studio. From 2008 to 2012 he was the Publisher and Managing editor of the transportation blog TransitMiami.com, a web journal dedicated to public participation and discourse in South Florida. He is also Chairman of the Green Mobility Network, a Miami-based organization that advocates for greater use of active transportation throughout the region. Among the many professional organizations he is active with are the Association of Bicycle and Pedestrian Professionals, the Congress for the New Urbanism, the Dade Heritage Trust, the Urban Environment League, and the Miami Chapter of the Congress of the New Urbanism.

Anthony holds a Bachelor of Arts in Architecture and Urban Design from New York University. His focus of study at NYU was community development and participation in the planning process, with a concentration on the use of technology in garnering public support. He went on to receive his Masters in Architecture from the University of Miami, where he worked as a research assistant on a number of urban policy papers related to code writing and urban development. His work as a researcher at UM brought him in contact with internationally renowned architects and urban planners and helped him develop a keen understanding of the connection between urban form and the policies that shape it. He is currently pursuing his architectural license, and plans to add this skill to the company suite of services.

Anthony was consistently on the prestigious Deans List at New York University prior to graduating with Honors for his research into the development of Modern Cuban Architecture. This led to an invitation to participate in a summer design studio at the Harvard Graduate School of Design. While at the University of Miami he was one of a handful of students invited to the Rome Program, an intensive six month program of study into the history of traditional urbanism and architecture. Most recently he was one of a select few regional participants in the LEED-Homes pilot program, where his work on a historic South Miami cottage led to a Gold rating and a Dade Heritage Trust Award for excellence in preservation.

ANTHONY TEPEDINO GARCIA

6815 SW 57 Terrace || Miami, FL || tony@streetplans.org || 305.978.6426

**THE STREET PLANS COLLABORATIVE, PRINCIPAL || MIAMI, FL || APRIL 2009 – PRESENT**

*Tony served as Principal-in-Charge and Project Manager on the following recent projects:*

- Village of Pinecrest U.S. 1 Mobility Plan, Pinecrest, FL
- Miami Beach Bicycle Master Plan, Miami Beach, FL
- University of Miami Pedestrian Safety Study
- Northwest Community Master Plan, El Paso, TX, SmartCode Application
- Bayfront Parkway, Miami, FL, Tactical Urbanism Pop-up Park
- El Paso, TX Plan El Paso TX Citywide Bicycle Atlas, Handlebar Survey
- Brighton Boulevard, Denver, CO, Context-Sensitive Street Design Plan and Technical Assistance
- Mission Valley Infill Master Plan, El Paso, TX, SmartCode Application
- Westminster, CO 2030 Bicycle Master Plan Project website
- El Paso, TX Plan El Paso Comprehensive Plan, Charrette, and Website
- City of Miami, FL Health District Pedestrian and Bicycle Study, Handlebar Survey
- SmartCode Bicycle Module Calibration and Handlebar Survey, Fitchburg, WI
- El Paso, TX Connect El Paso: BRT/Transit Oriented Development Master Plan
- El Paso, TX Connect El Paso: Website, Public Outreach Tool
- Miami, FL MiMo - Biscayne Boulevard Streetscape Analysis
- Cambridge, MA Somerville Transportation Management Association Study
- Greenville, SC Stone Avenue Corridor Project Website
- Miami, FL Urban Environment League Website
- South Miami, FL LEED GOLD Chael-Dover Cottage
- Miami, FL Calle Ocho Mixed-Use Development
- Miami, FL Biscayne Shores Mixed-Use Development
- Hali'i'imaile, HI Hali'i'imaile Architectural Standards

**UNIVERSITY OF MIAMI SCHOOL OF ARCHITECTURE, ADJUNCT FACULTY || MIAMI, FL || AUG 2012 – PRESENT**

**EDUCATION + HONORS**

- Urban Environment League Orchid Award for Transit Commentary, 2011
- University of Miami School of Architecture, Masters of Architecture, 2005
- University of Miami School of Architecture, Rome Program for City Planning, 2003
- Harvard University, Graduate School of Design Summer Architecture Program, 2002
- New York University, B.A. Urban Planning & Architecture, 2002.

**RECENT LECTURES, WRITING + AWARDS**

- "Regional Transportation in Miami-Dade," CNU-Florida Statewide Meeting, 21 Feb, 2013
- "Tactical Transit," Purple Line, 3 March, 2013
- "Connecting South Dade," City of Pinecrest Transit Meeting, 10 Nov, 2012
- "Tactical Urbanism Panel," Florida APA Conference, 12 Sep, 2012
- "Tactical Urbanism Panel," Congress for the New Urbanism 20, May 12, 2012
- "Urban Freeways: Devastation & Opportunity," Congress for the New Urbanism, May 11, 2012
- "The Greening of Biscayne Boulevard," Op-Ed, Miami Herald, March 2, 2012
- "Miami's Urban Renaissance," Social Media Week Panel, February 2012
- Tactical Urbanism Volume 2, Street Plans Press, February 2012
- "Sustainability in Miami," 2012 Leadership Miami Conference, February 2012
- "Make Streets Safer for All," Op-Ed Section, Miami Herald, February 27, 2012
- "A New Vision of Open Space," Urban Environment League Open Space Forum, January 2012



**RALPH ROSADO, AICP, CNU-A || ROSADO AND ASSOCIATES PRESIDENT**

PROJECT ROLE: PLANNING AND DESIGN SUPPORT

Ralph Rosado will work closely with Project Manager Tony Garcia to provide planning and design support as it relates to the mobility plan. Ralph is the President of Rosado and Associates, an urban planning and economic development strategy firm based in Miami, serving local municipalities, non-profits, and foundations, as well as an instructor in graduate and professional programs at the University of Miami and Florida International University. Ralph holds a joint Master's degree in public policy and urban planning from Princeton University and is a Doctoral Candidate in City Planning at the University of Pennsylvania, with a focus on Neighborhood Revitalization and Economic Development, with an expected graduation date of May 2015.

Past professional experience includes serving as Assistant City Manager of the City of North Miami Beach, Executive Director of the South Florida Community Development Coalition, and, previous to that, serving as an Urban Design and Neighborhood Revitalization consultant to a number of municipalities in Miami-Dade.

While in graduate school, at the invitation of President Bush, Ralph served as a White House Graduate Intern with the United States Department of Housing and Urban Development (HUD) in Washington D.C.

Ralph has published articles in a number of Miami Publications. Highlights include: "Miami Must Lead Our Region to Sustainable Economic Development", published in *Diario las Americas* and *Miami Herald* on August 6, 2013, as well as "A More Accessible, Affordable Miami", published in the *Miami Herald* on December 26, 2012.

Ralph has been the project lead on a number of award-winning planning efforts, including the Key Biscayne Golf Cart Master Plan, which won the Miami-Dade/Monroe Chapter of the American Planning Association Best Plan Award in 2011. Other honors include being named Miami Leader, one of Miami's Top Non-profit Executives, by the Miami Foundation, 2012, and a Top Latino Leader of Miami, by Latino Leaders Magazine, 2013.

RALPH ROSADO, AICP, CNU-A

3472 SW 22 Terrace || Miami, FL 33145 || 305.588.4364 || ralph@ralphrosado.com

*Ralph served as project lead on the following projects, which have won numerous accolades from the Miami-Dade/Monroe Chapter of the American Planning Association:*

- Sweetwater Town Center Master Plan (2014 Best Plan Award)
- Neighbors Unite to Create Coral Villas Park (2014 Best Grassroots Initiative Award),
- The Pinecrest Parkway Vision Plan (2012 Henry Flagler Award for Visionary Planning)
- Bayfront Parkway (2012 Grassroots Initiative of the Year Award)
- The Key Biscayne Golf Cart Master Plan (2011 Best Plan Award)
- Revitalization of Downtown South Miami (2010 Best Implementation of a Plan Award)

**ROSADO & ASSOCIATES, PRESIDENT || MIAMI, FL || 2014-PRESENT**

- Providing municipal governments, non-profits, and foundations with urban planning, grant writing, and strategic economic development consulting services

**FLORIDA INTERNATIONAL UNIVERSITY, SCHOOL OF INTERNATIONAL AND PUBLIC AFFAIRS, METROPOLITAN CENTER FELLOW AND ADJUNCT PROFESSOR || MIAMI, FL || 2014-PRESENT**

- Teach graduate-level courses in policy-making and urban revitalization for the Executive Master's in Public Administration program

**UNIVERSITY OF MIAMI, ADJUNCT PROFESSOR || MIAMI, FL || 2014**

- Assisted in designing a 20-week, 10-session program for the Community Scholars in Affordable Housing program
- Taught sessions on urban revitalization, affordable housing, and other important issues affecting our community

**CITY OF NORTH MIAMI BEACH, ASSISTANT CITY MANAGER || NORTH MIAMI BEACH || 2014**

- Served as second-highest-ranked administrator of a city with over 42,000 residents and a budget in excess of \$110 million
- Oversaw the city's Planning and Zoning, Building, Code Enforcement, Capital Improvements, Business Tax Receipts, Governmental Affairs, and Grants Departments, and its Community Redevelopment Agency

**SOUTH FLORIDA COMMUNITY DEVELOPMENT COALITION, EXECUTIVE DIRECTOR || MIAMI, FL || 2012-2014**

- Oversaw the daily operations and strategic direction of a non-profit membership organization whose members – non-profit developers, lenders, businesses, and individuals – work to ensure that Miami-Dade neighborhoods are livable, safe, and economically vibrant
- Increased membership from 59 to almost 100 institutions and helped secure the only Citi Bank "Partners in Progress" Grant awarded in the southern United States, for crafting a Revitalization Strategy for the Liberty City Neighborhood
- Launched the Economic Community Partnership, a consortium of agencies dedicated to the facilitating the funding and creation of small businesses in South Florida

**CORZO, CASTELLA, CARBALLOW, THOMPSON, SALMAN, P.A., DIRECTOR OF URBAN DESIGN & NEIGHBORHOOD REVITALIZATION || CORAL GABLES, FL || 1998-2000, 2009-2012**

- Directed the firm's city planning and grant writing services, and co-directed the firm's architecture department, including supervision of over twenty employees
- Oversaw the design of major capital projects, prominent main streets, and downtowns, including the redesign of North Bay Village's Kennedy Causeway and Riviera Beach's 28-acre Marina Place
- Secured over \$7 million in federal, state, and county grants for the firm's clients, for capital improvement projects

**EDUCATION + HONORS**

- University of Pennsylvania, Doctor of Philosophy Candidate in City Planning (Specializations: Housing Policy and Neighborhood Revitalization), Full tuition scholarship, Expected Graduation: Spring 2015
- Princeton University, Woodrow Wilson School of Public and International Affairs, Master in Public Affairs (Field: Domestic Policy) & Urban and Regional Planning, Concentration in Economics, Full tuition scholarship, 2004



**MIKE LYDON, CNU-A || STREET PLANS PRINCIPAL**

PROJECT ROLE: PLANNING AND DESIGN SUPPORT

Mike Lydon is a Principal of The Street Plans Collaborative, and he will primarily provide planning and design support for the project. Before launching the firm in 2009, Mike worked for Smart Growth Vermont, the Massachusetts Bicycle Coalition, and Ann Arbor's GetDowntown Program. From 2006 - 2009 Mike worked for Duany Plater-Zyberk and Company (DPZ), an international leader in the practice of smart growth planning, design, and research techniques. At DPZ Mike worked extensively on Miami 21, the recipient of the American Planning Association's 2011 National Planning Excellence Award, and contributed to several other research initiatives and smart growth projects.

As a planner, writer, and advocate, Mike's work has appeared in or been featured by CNN Headline News, Planetizen, Grist, Utne Reader, Next American City Magazine, New Urban News, Planning Magazine, Streetsblog, the Miami Herald, the El Paso Times, and The Village Voice, among other publications.

Mike collaborated with Andres Duany and Jeff Speck in writing *The Smart Growth Manual*, published by McGraw-Hill in 2009, and honored by Planetizen as one of the top ten planning books of 2010.

A founding member of the New England Chapter of the Congress for the New Urbanism (CNU), a Board Member for CNU New York, and a steering committee member of the Next Generation of New Urbanists, Lydon remains active in both local and national planning, design, and smart growth advocacy issues. He also speaks regularly at trainings and conferences on the topics of smart growth, planning and social media, complete streets, tactical urbanism, and active transportation.

Mike remains a regular contributor to Planetizen and is a founding co-editor of *A Living Urbanism*, a journal chronicling the ever-changing built environment. He was also selected in 2009 as one of 34 Urban Vanguard by Next American City magazine. Mike is the primary author of *The Open Streets Project* and *Tactical Urbanism: Short-Term Action, Long-Term Change*, two research efforts contributing to *Pattern Cities*, a project about cities and the ideas they incubate.

While living in Miami, Mike served as a member of the City's Bicycle Action Committee, where he helped spearhead the creation of the city's first Bicycle Action Plan, and the formulation of a monthly open streets initiative, entitled Bike Miami Days. He currently serves on an Executive Committee for Transportation Alternatives—one of the country's leading active transportation advocacy organizations (based in New York City) and is an advisor to the Bicycle Coalition of Maine.

Mike received a B.A. in American Cultural Studies from Bates College and a Masters in Urban Planning from the University of Michigan. Mike is a CNU-Accredited Professional.

He encourages you to trade four wheels for two.

MIKE LYDON, CNU-A

155 Water Street, Floor 2 || Brooklyn, NY 11201 || mike@streetplans.org || 917.767.9850

**THE STREET PLANS COLLABORATIVE, PRINCIPAL || BROOKLYN, NY || APRIL 2009 - PRESENT**

*Mike served as Principal-in-Charge and Project Manager on the following recent projects:*

- Trailnet Bicycle Commuting Awareness and Encouragement Media Campaign, St. Louis, MO
- Streets for Everyone Guide, Trailnet, St. Louis, MO
- Bicycle City Master Plan, Gaston, SC
- Miami, FL 2030 Bicycle Master Plan
- Miami, FL Bicycle Action Plan
- Brighton Boulevard Context-Sensitive Plan and Technical Assistance, Denver, CO
- The Open Streets Project, North America
- Westminster, CO 2030 Bicycle Master Plan
- Active Living Plan, Freeport, ME
- PACTs - North of Portland, ME Bicycle and Pedestrian Implementation Plan
- Tech Town Master Plan, Detroit, MI
- Albemarle Regional Bicycle Master Plan, Albemarle 10-County Region, NC
- Rio Grande Boulevard Corridor Plan, Albuquerque, NM
- 5401 North Bikeway Plan, Raleigh, NC
- Jean Lafitte, LA Town Resiliency Master Plan
- Allentown, PA Bicycle and Pedestrian Improvement Plan
- GrowSmart Rhode Island Bicycle and Pedestrian Circulation Trainings
- SmartCode Bicycle Module Calibration and Handlebar Survey, Fitchburg, WI
- Miami, FL Bicycle-Friendly Community Designation Application

*Mike served provided planning and design support on the following recent projects:*

- Village of Pinecrest U.S. 1 Mobility Plan, Pinecrest, FL
- City of Miami, FL Health District Pedestrian and Bicycle Study
- City of Coral Gables Bicycle Pedestrian Master Plan
- Miami Beach, FL Active Transportation Master Plan
- El Paso, TX Plan El Paso Comprehensive Plan

**DUANY PLATER-ZYBERK AND COMPANY, URBAN PLANNER || MIAMI, FL || MAY 2006 – APRIL 2009**

- Miami 21 Form-Based Code, Miami, FL
- Cottonwood Mall Suburban Retrofit Master Plan, Holladay, UT
- Federal City Base Redevelopment Plan, New Orleans, LA
- Gulfport, MS Master Plan
- Lifelong Communities Plan, Atlanta, GA

**GET DOWNTOWN PROGRAM, PROGRAM ASSISTANT || ANN ARBOR, MI || SEPT 2005 – APRIL 2006**

- Assisted the Program Director with developing, coordinating and maintaining a bicycle, walking, and bus transportation program for the City of Ann Arbor.

**MASSACHUSETTS BICYCLE COALITION, DIRECTOR OF FUNDRAISING || BOSTON, MA || AUG 2004 – AUG 2005**

- Oversaw all fundraising efforts for the only statewide non-profit bicycle education and advocacy organization in Massachusetts.

**EDUCATION + HONORS**

- Selected as one of thirty-four Next American City Urban Vanguard, 2009
- University of Michigan, Masters in Urban Planning, Physical Planning / Urban Design Concentration, 2007.
  - Co-President of the Urban Planning Student Association (UPSA) 2006-2007.
- EDAW Inc., Transit-Oriented Development Research Fellow, November 2006 – August 2007
- CNU New England Volunteer of the Year Award, 2005
- Bates College, B.A. American Cultural Studies, 2004



**JOHN-MARK PALACIOS, P.E. || PROJECT ENGINEER**

PROJECT ROLE: PROJECT ENGINEER

John-Mark “JM” Palacios is a professional engineer with a passion for roadway design—not simply design that meets the standards, but design that meets human needs. He will provide in-house civil engineering, Level of Service analysis, and cost analysis/comparison support for this project.

John-Mark is an expert in “Complete Streets” engineering and design, with over seven years of experience in this field. For three years he was the Pedestrian/Bicycle Coordinator for the Florida Department of Transportation District 4, which covers most of the “Florida Atlantic” megapolitan area, the five counties from Broward to Indian River. Much of his time was spent reviewing plans or dealing with issues in the field, collaborating with designers and pushing for quality walking, bicycling, and transit facilities. At FDOT, John-Mark managed the grant to create the nation’s first countywide bicycle sharing program, Broward B-Cycle. He also managed a project performing bicycle and pedestrian counts within the district in order to lay the groundwork for a more permanent count program. JM was central in evaluating ideas and opportunities for implementing an A1A Greenway in one of the most challenging sections around Port Everglades and the Fort Lauderdale/Hollywood International Airport. At FDOT he also worked three years as a roadway designer, working on reconstruction and resurfacing projects.

As a research assistant while earning his Civil Engineering degree at the University of Florida, he beta tested FDOT’s LOSPLAN software designed to evaluate roadway Level of Service. As a research assistant while studying for his Master’s of Urban and Regional Planning at Florida Atlantic University, he developed a spreadsheet to calculate pedestrian LOS as part of the City Life project. John-Mark is skilled at performing pedestrian and bicycle LOS analysis, and at balancing the needs of pedestrians and cyclists with motorists. He is currently developing a software tool to calculate Level of Service for all modes using the criteria developed in the 2010 Highway Capacity Manual. John-Mark recently completed his Master’s thesis at Florida Atlantic University, compiling transportation planning projects in Broward County into a map-based website designed to encourage public participation using Geographic Information Systems (GIS). The site is at <http://clickmapplan.caminopalacios.com>.

JM wrote for TransitMiami.com, advocating for more livable streets in the Miami area. He was involved with New River Wesleyan Church for seven years, as youth director, board trustee, and technical director. He enjoys bicycling, and generally cycles or rides transit everywhere, constantly learning from existing multimodal facilities and finding new opportunities for improvement from a user’s perspective.

*John-Mark served as project lead on the following recent projects:*

- Fort Lauderdale NE/NW 4th St. Road Diet Design Project
- Fort Lauderdale E Las Olas and SE 3rd Ave. Painted Intersection Design Project
- Fort Lauderdale NE 1st St. Pedestrian Crossings Design Project
- Fort Lauderdale Broward Blvd. Parking Design Project
- Florida Atlantic University City Life Project - developed a tool to calculate Pedestrian LOS for segments and intersections according to the 2010 Highway Capacity Manual

*John-Mark served as project engineer on the following recent projects at Street Plans:*

- Streets for Everyone Guide, Trailnet, St. Louis, MO
- Active Living Plan, Freeport, ME

### **STREET PLANS, COMPLETE STREETS ENGINEER AND PROGRAMMER || CORAL GABLES, FLORIDA || SEPT. 2012-PRESENT**

#### **FLORIDA DEPARTMENT OF TRANSPORTATION, BICYCLE/PEDESTRIAN COORDINATOR || FT. LAUDERDALE, FL || SEPT 2009 - 2012**

- Coordinated to ensure designers included safe and accessible bicycle, pedestrian, and transit facilities through plans review and field visits, from the scoping process through the design phases.
- Represented FDOT at meetings of Bike/Ped Advisory Committees in five different counties.
- Served as Scenic Highway Coordinator, with three Scenic Highways in the district.
- Hosted a regional bicycle/pedestrian workshop to foster collaboration between six MPOs.
- Created an advertising campaign to improve bicycle safety by educating motorists.
- Compiled federal, state, and private bicycle and pedestrian funding sources into a reference document.
- Managed work orders assigned to consultants to carry out projects and reviews.

#### **FLORIDA DEPARTMENT OF TRANSPORTATION, ROADWAY DESIGNER || FT. LAUDERDALE, FL || FEBRUARY 2006 - SEPTEMBER 2009**

- Supported my team members with my expertise in Microstation/Geopak and other software tools.
- Value Engineering Team of the Year Award and Davis Productivity Award for Broward Sunport People Mover V.E. Study.
- Context Sensitive Solutions team member, working to ensure the department considered the surrounding environment, the desires of the local community, and human transportation.

#### **SOUTH CAROLINA DOT , ENGINEERING INTERN || SOUTH CAROLINA || MAY 2006 - JULY 2006**

- Summer Internship assisting in inspection duties on an interchange replacement project.
- Rod man in surveying completed elements of the construction project.
- Observed concrete pours, checking that fresh concrete met specifications and that construction workers followed correct procedures.

#### **EDUCATION + HONORS**

- Master of Urban and Regional Planning, Florida Atlantic University, December 2014
- University of Florida, Bachelor of Science, Civil Engineering, 2003 - 2006
  - American Society of Civil Engineers, Institute of Transportation Engineers
- Prudential-Davis Productivity Award, Broward County Sunport Value Engineering Team
- Value Engineering Team of the Year FDOT 2008 Awarded to the Broward Sunport People Mover
- Florida Department of Transportation Certified Public Manager 1 & 2

#### **CERTIFICATIONS + SKILLS**

- Florida Board of Professional Engineers License 73981
- Maintenance of Traffic - Advanced
- American Traffic Safety Services Association (ATSSA) License 37 2007 to 2016
- Computer Programs: Microstation/Geopak, Office, AutoCAD Civil 3D, ArcGIS, CORSIM, Primavera, LOSPLAN, HCS+, Adobe Creative Suite, iMovie
- Computer Programming: C++, Visual Basic, Mathcad, Objective-C, HTML, Javascript



**JULIE FLYNN || STREET PLANS PROJECT SUPPORT**

PROJECT ROLE: PLANNING AND DESIGN SUPPORT

Julie Flynn will assist The Street Plans Collaborative team in research, public outreach, design and project management. Julie has a strong background in community outreach, as well as extensive experience with research and graphics production for urban planning projects. She is fluent in Spanish and can lead bilingual public involvement efforts.

Julie worked with Street Plans Principal Mike Lydon to write and design Street Plans' newest research project, Mercado: Lessons from 20 Markets Across South America.

Prior to joining Street Plans, Julie worked as a Transportation Planner and Public Involvement Specialist at Howard/Stein-Hudson Associates (HSH) in New York, NY. At HSH, Julie worked on an array of projects at the federal, state, and neighborhood level. She also coordinated the city-wide permit process for New York City's PARK(jing) Day event. Before joining HSH, Julie worked as the Communications and Program Associate at La Cocina, a non-profit organization in San Francisco, CA. While at La Cocina, Julie helped coordinate the 2nd Annual San Francisco Street Food Festival, and assisted in publicizing and planning the 1st National Street Food Conference, engaging food vendors and city planners alike in a dynamic two-day discussion on the impact of mobile food vending in urban settings across the country.

Julie received a B.A. in Urban Studies from Brown University.

JULIE FLYNN

4611 18TH ST., UNIT 3 || SAN FRANCISCO, CA 94114 || JULIE@STREETPLANS.ORG || 860.539.8061

**THE STREET PLANS COLLABORATIVE, PROJECT MANAGER || 2013 - PRESENT**

*Julie served as Project Manager on the following recent projects:*

- Berkeley Undergraduate Initiative Public Involvement Program, University of California, Berkeley, CA
- Guide to Public Space Management and Stewardship, San Francisco, CA
- West Haven Station TOD Plan Public Involvement, West Haven, CT
- Market Street Prototyping Festival Public Involvement, San Francisco, CA

*Julie provided planning and design support on the following recent projects:*

- Village of Pinecrest U.S. 1 Mobility Plan, Pinecrest, FL
- Miami Beach Atlantic Greenways Network Master Plan Update, Miami Beach, FL
- Fairmount Station Placemaking Plan, Hyde Park, MA
- Atlanta Regional Commission "Living Beyond Expectations" Demonstration Project, Atlanta, GA
- Trailnet Streets For Everyone Guide, St. Louis, MO
- Washington Gateway Main Street I-93 "Tactical Urbanism" Underpass Placemaking Project, Boston, MA
- North of Portland, ME Area Bicycle and Pedestrian Plan
- Active Living Master Plan, Freeport, ME
- Re-imagine Jay Street Community Safety Planning Workshop, Brooklyn, NY

**HOWARD/STEIN-HUDSON ASSOCIATES, TRANSPORTATION PLANNER, PUBLIC INVOLVEMENT SPECIALIST || NEW YORK, NY || 2010 - 2012**

- Syracuse Metropolitan Transportation Council I-81 Challenge Public Participation Program
- Greenpoint Manufacturing and Design Center Newtown Creek Brownfield Opportunity Area Nomination Study
- New Jersey Institute of Technology Community Planning and Outreach: Mill Redevelopment Conferences
- New York City Department of Transportation Sheridan Expressway Planning Study
- National Cooperative Highway Research Program (NCHRP) Local Policies and Practices that Support Safe Pedestrian Environments Research Study
- Metropolitan Transportation Authority Bus Rapid Transit Study- Hylan Boulevard Corridor Transportation Needs Assessment
- U.S. Maritime Administration Panama Canal Expansion Study Listening Sessions

**PARK(ING) DAY 2012, CITY-WIDE PERMIT COORDINATOR || NEW YORK, NY || 2012**

- Organized the city-wide permit process for PARK(ing) Day, an annual international event in which groups of citizens, artists, and planners temporarily transform metered parking spaces into mini public places.

**LA COCINA, COMMUNICATIONS AND PROGRAM ASSOCIATE || SAN FRANCISCO, CA || 2010**

- Established organizational infrastructure and project management systems for a start-up non-profit running a food business incubator program.
- Assisted in planning and coordinating the 2nd Annual San Francisco Street Food Festival and the 1st National Street Food Conference.

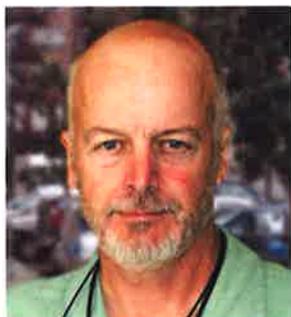
**EDUCATION + HONORS**

- Brown University, Bachelor of Arts, Urban Studies, 2008.
- Pratt Institute, Brownfield Remediation Course, Fall 2011.
- New Leaders Council Fellowship for Political Entrepreneurship, 2010.



# Chester E. Chellman, P.E., L.L.S.

Principal



Chester "Rick" Chellman has more than 30 years experience in civil engineering, traffic engineering, complete street design, and street design history research. Rick has site planning, civil and forensic engineering, zoning, expert testimony, and land use experience throughout the United States. In recent years, he has worked extensively on the engineering and traffic engineering aspects of Traditional Neighborhood Development and New Urbanism, particularly in connection with the matters of street design, vehicular and human-powered traffic control, and external transportation connections worldwide.

## EDUCATION

B.S., University of New Hampshire

## EXPERIENCE

**Nelson\Nygaard Consulting Associates, Inc.**

Principal, 2010–Present

- **Centre City Redevelopment, Edmonton Alberta.** Technical analysis of the transportation planning and design for a new 30,000 person infill “city within a city” upon former airport lands. The carbon-neutral plan of new LRT, tram, bus, bikeways, and parking management systems fits within a complete streets “family” oriented around new open space and water features that meet at a dense mixed-use town center.
- **Bridge Street Corridor, Dublin, OH.** Led a team of planners and designers to develop an infill strategy plan and street network of varying cross-section “families”; detailed profiles; parking, transit, and biking strategies and networks; and progressive models to support the plan.
- **Chicago, Complete Streets Guide, Chicago, IL.** Assisted the parking, transportation demand management, and transit strategies for South Chicago’s LEED-ND initiative, and then modeled the trip generation to more accurately evaluate a new streetcar system, transit extensions, and the design features of the new urbanist neighborhood design. The reduced trip-making estimate now sustains a greater level of density.
- **Northampton Main Street Intersection Design, Northampton, MA.** Through a charrette process, helped to design a comprehensive street, parking, and streetscape improvements along two downtown corridors to improve pedestrian and bicycle safety, improve transit speed and amenities, and better connect downtown with future TOD and abutting neighborhoods. Included major road and intersection diets, intersection re-timing, and reverse angle parking.
- **South Grand Boulevard Road Diet, St. Louis, MO.** Provided design work for four demonstration projects associated with the Council’s Great Streets Initiative. Scope includes additional planning, engineering, and design work necessary to prepare these demonstration projects for implementation.
- **Master Plan, Santa Isabel, Guatemala.** Led a charrette design team for the creation of a new town in Guatemala that will allow walking and biking in both urban and rural settings, as well as creating mixed-use neighborhoods throughout.
- **New Town Design, Muxbal, Guatemala.** Technical transportation assistance for a new town in Guatemala.
- **New Town Design, Monterrey, Mexico.** Technical assistance and leadership visions for growth of center city and region.
- **Woodmont Commons, TND Engineering, Londonderry, NH.** Assistance with Woodmont Commons Master Plan.
- **Temple University Master Plan Traffic Study, Philadelphia, PA.** Scope includes all transportation aspects, including campus shuttles, bike/pedestrian, parking and loading, circulation, access and connectivity.

Chester E. Chellman, P.E., L.L.S.  
Principal

- **Master Plan, Santa Isabel, Puerto Rico.** Providing traffic and transportation for the master plan for a new town adjacent to a campus.
- **Cleveland Public Square Transportation Study, Cleveland, OH.** Assisting ParkWorks with the traffic and transit study for redevelopment of a public square.
- **Santa Catarina Corridor, Monterrey, Mexico.** After being struck with a tropical storm, the area was declared a disaster zone and the government is supervising the reconstruction effort in order to restore the region. The Santa Catarina Corridor project focuses on revising the conceptual design and evaluation economic impact.
- **Downtown PDP and MODP/ Specific Plan, Westminster, CO.** Providing traffic and transportation advice.
- **Masshtab Lands Development Plan, Moscow, Russia.** As a follow-on to our City of Moscow capital competition, the primary landowner in the capital district selected us to develop a plan for their land.
- **Seattle Center City Surface Transportation Plan, Seattle, WA.** Developed traffic mitigation plan for the historic pioneer square area, as well as tolling alternatives.
- **Greenville Cycle Track Traffic Analysis, Orlando, FL.** Designing a road-diet/cycle-track/streetscape.
- **Carter Country Club Redevelopment TND, Lebanon, NH.** Traditional neighborhood development for the Carter Country Club Redevelopment.
- **NACTO Urban Street Design Manual, US.** Design guide for cities seeking to improve street design by featuring more inclusive, multimodal urban environments.
- **Downtown Lowell Transportation Evolution Program, Lowell, MA.** Providing design services for a 2-way street system in Lowell.
- **Complete Streets and Downtown Livability Plan, Deerfield, MA.** Created a complete streets and downtown livability plan which included a complete streets conceptual plan and guidelines.
- **Design of an Urban Extension to Crewkerne, Somerset, UK.** Collaboration between the Prince's Foundation and George Wimpey Homes. Winner of 2006 CNU Charter Award.
- **Maxwell's Green Traffic Mitigation, Somerville, MA.** Providing traffic mitigation services and conceptual design for traffic calming on Lowell Street and Cedar Street in Somerville.
- **New Town Design, El Salvador.** Technical assistance and leadership visions for growth of center city and region.
- **New Town Design, Costa Rica.** Technical assistance and leadership visions for growth of center city and region.
- **River North Plan, San Antonio, TX.** Advised on traffic and transportation issues for San Antonio, TX.
- **Downtown Plans, New Braunfels, TX.** Advised on traffic and transportation issues for New Braunfels, TX.
- **Downtown Plans, Alamo Heights, TX.** Advised on traffic and transportation issues for Alamo Heights.
- **Downtown Plans, Olmos Park, TX.** Advised on traffic and transportation issues for Olmos Park.
- **Street Design and Plans, Santa Ana, CA.** Providing street design for a more multimodal urban environment.
- **Street Design and Plans, Placentia, CA.** Providing street design for a more multimodal urban environment.
- **Street Design and Plans, Whittier, CA.** Providing street design for a more multimodal urban environment.



Chester E. Chellman, P.E., L.L.S.  
Principal

- **Corridor and Design for Salaam Street, Abu Dahbi, UAE.** Tasked with creating a world-class street design Dhabi, with the goal of retrofitting current highway-like arterials as pedestrian-oriented streets.
- **Seattle Urban Mobility, Seattle, WA.** Co-wrote Urban Street Design Manual.
- **Design of a New City, Tongzhou, China.** Created a circulation system with additional neighborhood access points that still maintained privacy and a series of street sections to allocate space in the proposed right-of-way.

## REGISTRATIONS AND CERTIFICATIONS

- Professional Engineer: Licensed in all of the lower 48 States, and the District of Columbia
- Licensed Land Surveyor: Licensed in New Hampshire and Maine

## PROFESSIONAL MEMBERSHIPS

- American Society of Civil Engineers, member Urban Transportation Division Planning Committee
- Charter member, Congress for the New Urbanism
- Institute of Transportation Engineers (Fellow); member of ITE Transportation
- Expert Witness, Traffic Engineering, Transit, Transportation Planning, Parking and Pedestrian and bicycle Councils
- National Society of Professional Engineers

## PREVIOUS EXPERIENCE

### TND Engineering

Owner and Principal, 1985–2010

#### Charette Experience

- Participant in more than 150 multi-disciplinary design charrettes in the U.S., Canada, China, Europe, the Middle East and London, U.K., since approximately 1988, focusing on New Urbanism and Traditional Neighborhood Design. Team participant with Duany Plater-Zyberk, Moule & Polyzoides, Calthorpe & Assoc. and others for new communities, the enhancement/redevelopment of existing communities, land use regulation drafting and modifications, and street and transportation design.

#### Municipal Experience

- Chairman of the elected Board of Selectmen for the Town of Tuftonboro, New Hampshire; nine year member of the Tuftonboro Planning Board, including professional assistance in the completion of the Town's Master Plan; and two years service on the Tuftonboro Zoning Board of Adjustment.

#### Board Member

- Congress for the New Urbanism (CNU), retired 1998; current member CNU New England Chapter

## SELECTED LECTURES, PUBLICATIONS, AND EXPERIENCE

#### Expert Witness:

- Expert qualification and testimony as an Engineer and Land Surveyor in District, Superior and Federal District Courts. Specialties: Street design, transportation, motor vehicle accident reconstruction, traffic, land use regulation and design, civil engineering, cadastral surveys

#### Author/ Principal Author:

- The Traditional Neighborhood Development (TND) Zoning Ordinance (text form)
- "Design Speed and Related Matters for Neotraditional Neighborhoods" Submitted to 1994 Transportation Research Board

**Chester E. Chellman, P.E., L.L.S.**  
Principal

- "Street Design: Design Intent, History, and Emerging Concepts", Land Development, Spring-Summer 1995, National Association of Home Builders
- "Traditional Neighborhood Development Street Design Guidelines", A Recommended Practice of the Institute of Transportation Engineers (ITE), October 1999. *This publication received the ITE's 1998 Transportation Planning Council Technical Committee Award when it was a proposed recommended practice*
- "CNU Transportation Design Guidelines", Congress for New Urbanism, draft

**Co-Author of:**

- "Real Urban Intersection Design" *ITE Journal Institute of Transportation Engineers*, May 2014, p.23-29. Print
- "Neo-Traditional Neighborhood Design and Its Implications for Traffic Engineering" Institute of Transportation Engineers Annual Meeting Best Paper; also published in ITE Journal.
- "New Town Ordinances and Codes" New Classicism Omnibus, Volume, Rizzoli International Publications, Inc., New York, NY 1990
- "Traffic Engineering for Neo-Traditional Neighborhood Design" February, 1994 Institute of Transportation Engineers, Washington, D.C.
- "Architectural Graphic Standards", section on Traditional Neighborhood Development street design
- "In Support of Networks" a policy document for the CNU to use in promoting street networks as an additional "functional classification" at the Federal level.
- "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities" 2010 Institute of Transportation Engineers, Washington, D.C. Technical Advisor.
- "Neighborhood Street Design Guidelines" Institute of Transportation Engineers, Washington, D.C. Recommended Practice 2010. Neighborhood Street Design Committee.
- "Urban Street Design Manual" a design and policy manual for the construction, design and layout of urban streets in the Emirate of Abu Dhabi, United Arab Republic, 2009
- "Chicago Complete Streets Design Manual" a new policy and design manual for the city of Chicago that, among many other things, places pedestrians as first priority in the urban core.
- "NACTO Urban Street Design Manual" a graphically-rich urban street design manual for the National Association of City Transportation Officials (NACTO, 2013).

**Technical Advisor:**

- "Cities in the Balance: Creating the Transit-Friendly Environment", a 23 minute videotape produced by the San Diego Metropolitan Transit Development Board in cooperation with the ITE and ASCE.

**Lectures:**

- "Planning 2020," Kane County Planning Department, Kane County, IL
- "Design of New Urbanist Streets"—Urban Land Institute, Orlando, FL
- "Neo-Traditional Neighborhood Design"—Maine-New Hampshire, Seacoast Growth Mgt Conference, Portsmouth, NH
- "Context Directed Street Design"—Congress for the New Urbanism, Council # 3, Charleston, SC, April 2002
- "Designing Safer Streets for Pedestrians"—NH DOT, Annual Bike & Pedestrian Conference, Durham, NH
- Congress for the New Urbanism #12—Committee Chair, program moderator and participant, Chicago, IL
- Civitas (Urban Design Master Class)—The Prince's Foundation for the Built Environment, Woking, UK
- University of Pennsylvania, School of Design, "South Village and US Street Design History," Philadelphia, PA, January, 2005



# Bruce W. Landis, P.E., AICP

## Vice-President



### EDUCATION

Bachelor of Civil Engineering, Georgia Institute of Technology - 1984, graduated w/ Highest Honors

Master of Science of Civil Engineering, University of South Florida - 1992

### SYNOPSIS OF EXPERIENCE

Mr. Landis is a nationally known veteran transportation engineer and planner with extensive experience throughout North America. His analysis, planning, engineering design and construction project experience with streets, roadways, intersections, bicycle & pedestrian and transit facilities, and land development sites totals in the hundreds. His projects range across North America from Florida, to New York, to Alaska, and many areas in between. This experience, coupled with his nationwide transportation safety, operational studies and site civil, intersection and urban streetscape designs, roadway designs and traffic operational studies encompassing approximately 300,000 miles of roadways & streets and site developments, qualifies him as among the most widely experienced transportation and land planning, design and engineering professionals in the United States.

Mr. Landis leads many major U.S. metropolitan areawide studies and master plans while performing numerous specific street designs to effectively accommodate and integrate pedestrians, bicyclists, transit users and motor vehicle traffic. His work spans the United States and internationally.

Mr. Landis is the principal investigator on a number of federal and state research studies regarding multi-modal transportation facility safety and operations, pedestrian crossing and motorist yielding enhancements, behavioral studies and pedestrian, bicycle and multi-use pathway facilities design guidelines. He and his staff develop numerous planning, analysis and design methodologies and software programs being used throughout North America by state DOTs, regional transportation agencies and numerous local governments. He serves federal, state, regional, metropolitan, and local agencies as well as private sector clients.

**CERTIFICATION**  
**Professional Engineer**  
 State of Missouri No. 2012011337  
 State of Kansas, No. 19056  
 State of Delaware, No. 10952  
 State of Maryland, No. 24562  
 State of Virginia, No. 0402036061  
 State of Florida, No. 41968  
 State of Georgia, No. 027540  
 State of Louisiana, No. 30634  
 State of Colorado, No. 41980  
 State of Alabama, No. 31019  
 State of Arizona, No. 46079  
 State of Nebraska, No. E14311  
 State of New Mexico No. 21919  
 State of W. Virginia, No. 20478

**American Institute of Certified Planners**  
 Certificate No. 8934

**EDUCATION**  
 Master of Science of Civil Engineering, University of South Florida  
 Bachelor of Civil Engineering, Georgia Institute of Technology, graduated w/ Highest Honors

**APPOINTMENTS / AFFILIATIONS**  
 TRB Committees  
 A3B07 – Bicycle Transportation, Friend of the Committee  
 Committee AHB40 – Highway Capacity and Quality of Service Committee, Friend of the Committee  
 A3B04 – Pedestrian, Friend of the Committee  
 National Traffic Engineering Certification Committee, advisory member

Mr. Landis's complete resumé is available at [www.sprinkleconsulting.com](http://www.sprinkleconsulting.com)



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Active Transportation  
Planners+Engineers

### ***SELECTED TRANSPORTATION & SAFETY PROJECTS***

**Scottsdale, AZ Master Transportation Plan** – national expert Bruce Landis lead one of the Nation’s leading communities with integrating numerous pedestrian-oriented districts with transit options such as BRT and LRT alternatives being considered in this city-wide master plan. Significant features of Mr. Landis’ work include creation of sidewalk standards for the downtown area that promote an interface between effective pedestrian accommodation and outdoor retail activities, such as sidewalk cafes. Mr. Landis also developed the Pedestrian Element’s pedestrian facility and amenity standards matrix, which recommends appropriate amenity types and spacing based on the City’s land use/character areas. Also included are decision matrices to guide municipal engineers through implementation.

**Atlanta Regional Pedestrian and Bicycle Master Plan** – Bruce Landis led this sweeping 18 county, 220 municipality regional plan addressing bicycle and pedestrian transportation and safety issues in concert with the award winning and progressive *Livable Centers Initiative* by client agency Atlanta Regional Council. Prominent in the plan developed by Mr. Landis and his staff is its groundbreaking components such as the *Mid-block Pedestrian Crossings Treatments Protocol* and its *Neighborhoods Bicycle and Pedestrian (land development) Connectivity Design Guidelines*.

**Pedestrian Midblock Crossing Difficulty Report** – This Study for FDOT developed a methodology for assessing pedestrians’ crossing roadway at midblock locations. The study determined what variables are correlated with pedestrians perceived level of service at midblock locations.

**Statewide Livable Streets Design Training** - The 2011 *Missouri Livable Streets* Statewide Design training was an innovative, yet pragmatic design workshop led by nationally known expert Bruce Landis televised across the state DOT’s districts. Mr. Landis led the fact-based hands-on approach to designing streets and roadways to accommodate all four primary transportation modes. Beginning with integration of the methodologies in the new *Highway Capacity Manual* update, this course enabled the attendees to accommodate bicyclists, incorporate transit, and provide for pedestrians’ safety and comfort while preserving the capacity for motor vehicles and complying with the design guidance from AASHTO. The training culminated in field design team charrettes and lively group presentations to reinforce learning objectives for this statewide design workshop.

**Predicting Non-motorized Trips Demand at the Corridor Level: The Bicycle & Pedestrian Mode Shift and Induced Travel Models** - District 7 of the Florida Department of Transportation (FDOT) is directing a program on “Non-motorized Travel Demand Modeling & Facility Selection.” Bruce Landis and his staff are the consultants doing this work for the Department. Nearing completion, the methodology and tools developed enable planners and engineers to estimate travel demand of planned bicycle and pedestrian facilities within travel corridors, select the best facility type for a given environmental setting, determine the resulting improvement in bicycling and/or walking conditions, and finally, assess the benefits relative to the investment costs. The methods utilize the Level of Service models developed by Mr. Landis and his staff for the FDOT. The most recently-completed phase of the project, “Predicting Non-motorized Demand at the Corridor Level,” established the corridor-level mode-shift model that will predict the degree to which the construction of a non-motorized facility will induce a shift from the motor vehicle mode to the bicycle and/or pedestrian modes and/or will induce recreational trip activity.



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**3-70 Multi-modal Level of Service for Urban Roadways** – on-going. This national project is “to provide tools to better integrate the consideration of auto, transit, bike, and pedestrian level of service in urban street design and analysis.”

Mr. Landis was central in the development and execution of the research to develop the pedestrian and bicycle elements of this multi-modal methodology to measure level of service for urban roadways. Through real-time, in the field with volunteer data collection events; and video simulation labs; probit and regression modeling of pedestrian and bike arterial levels of service; and the theoretical construction of the midblock crossing term for pedestrians, and sensitivity analysis, Bruce Landis co-led the creation of the non-motorized components of this effort. As a result of this research, a new draft Chapter 15, Multi-modal Level of Service for Urban Roadways, has been prepared for the *Highway Capacity Manual*. It is scheduled for presentation the TRB Highway Capacity Committee at their summer 2007 meeting in August.

**US 441 Paynes Prairie Corridor Study** – this corridor study led by Bruce Landis included the development of a number of facility alternatives to meet the needs of the myriad of users of this prominent section of scenic highway in Florida. A unique mix of human uses and animal habitats within this corridor (transportation, recreation – in the forms of bird watching and alligator habitat observational demand, and exercise – training runs of bicycle race club pelotons) created safety problems. Project includes incremental benefit-cost analysis for mutually-exclusive bicycle facility and multi-use trail alternatives for facility type recommendations. The resulting feasibility analysis portrayed the various balancing options among the alternatives within the corridor allowing the Department and affected communities to select the optimal solution.

**Intersection Level of Service: the Bicycle Through Movement** – Principal investigator in the development of FDOT’s statistically-reliable model of intersection conditions reflecting bicyclists’ behavioral response – 2002.

**Bicycle Facility Selection and Multi-Use Sidepath & Intersection Design Guidelines** – This Florida-wide study and resulting guidelines address the design and safety of shared use paths within roadway corridors adjacent to the roadway and how that operational safety is influenced by geometric and operational design characteristics. Additionally, a methodology was established for determining when a sidepath is an appropriate facility to accommodate the population of anticipated users.

#### **RESEARCH PUBLICATIONS**

“Modeling the Roadside Walking Environment: A Pedestrian Level of Service” in Transportation Research Record 1773, TRB, National Research Council, Washington, DC, 2001 – Awarded 2001 Outstanding Paper Award by TRB Committee A3B04

“Multi-modal Level of Service (LOS) Analysis at a Planning Level” in Transportation Research Record 1776, TRB, National Research Council, Washington, DC, 2001 – Awarded with co-author Martin Guttenplan the Best Paper Award 2001 by TRB Committee A3A10

Petritsch, **Landis**, Huang. “Midblock Pedestrian and Pathway Crossings of Roadways: A Protocol for Traffic Control Devices”, 86<sup>th</sup> Annual Meeting Compendium of Papers, Transportation Research Board, Washington, DC 2007.

## Theodore A. Petritsch, P.E. , PTOE

Senior Transportation Engineer

Phone: 888-462-3514

tap@sprinkleconsulting.com



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### **CERTIFICATION**

Professional Engineer

State of Florida, Registration No. 48857

State of Kansas, Registration No. 18987

State of Georgia, Registration No. 032984

State of Colorado, Registration No. 0046943

Professional Traffic Operations Engineer, Registration No. 1766

National Highway Institute Instructor Certification June 2006

League of American Bicyclists, League Certified Instructor No. 859

### **EDUCATION**

Bachelor of Civil Engineering, University of Florida, 1990

Travel Demands Analysis Methods (TTE 6507 (USF))

Pedestrian and Bicyclists Safety and Accommodation (National Highway Institute)

### **EXPERIENCE**

Mr. Petritsch is a Senior Transportation Engineer for *Sprinkle Consulting, Inc.* He is a registered Professional Engineer, a Professional Traffic Operations Engineer, and a nationally recognized expert multimodal transportation planning, modeling, design, operations and safety. His experience includes interstate traffic safety studies, fatal crash analyses, roadway corridor crash reviews, signal analysis, intersection analysis, and general traffic operations studies. He served on Florida's Safety Management Steering Committee, The *Florida GreenBook* Committee and FDOT's Intersection Design Guide Advisory Committee.

Mr. Petritsch also develops plans for multimodal downtowns, corridor traffic calming, intersection designs, and roundabouts. He regularly makes presentations on livable communities and is a frequent presenter at conferences throughout the North America. He works on the local, state and national levels developing guidelines for the design and operation of neighborhood streets, traffic calming features, intersection design, and pedestrian and bicycle facilities. He is a member of the National Committee of Uniform Traffic Control Devices Bicycle Technical Committee and has been a contributing author for the *Manual of Uniform Traffic Control Devices*.

Mr. Petritsch leads groundbreaking transportation demand modeling efforts such as creating the induced recreational travel model for nonmotorized transportation. He and his staff also have developed the first field calibrated mode shift model to estimate the utilitarian use of nonmotorized transportation facilities and the energy conservation and health benefits resulting from this usage. In addition to research evaluating the travel demand management benefits of infrastructure improvements, he has also documented the benefits of employer incentives for nonmotorized transportation, Safe Routes to School programs, land use patterns, transit linkages, and educational/promotional activities.

Mr. Petritsch served for six years as Florida's Pedestrian and Bicycle Coordinator in the Florida Department of Transportation Safety Office and five years as a Traffic Operations Engineer in the FDOT's Jacksonville Urban Office. During his tenure with the FDOT, he developed and evaluated numerous roadway corridors and provided recommendations on how to improve them for all users – motorized and non-motorized alike.

### **SELECTED PROJECTS**

**Metropolitan Orlando Bicycle and Pedestrian Wayfinding Plan** - This project involved the identification of a network of bicycling and walking routes for a broad variety of users, between and around the three municipalities of Eatonville, Maitland, and Winter Park, just northeast of Orlando, Florida. Theo and his staff identified a preliminary network of interconnecting routes that serve important community destinations such as parks, recreation areas, commercial activity centers, libraries, cultural centers and education institutions. Routes were selected to provide direct connections possible while following secondary and local streets as well as shared use paths as much as possible. Theo and Chris Fellerhoff then conducted on-the-ground audits of biking and walking conditions along these routes and developed an assessment report of the challenges and opportunities found along each of them. This involved a two-day field session during which they staff biked or walked all of the recommended routes and took detailed notes of conditions and observations encountered along the way.



**Cobb County Bicycle and Pedestrian Master Plan** - This plan includes an assessment of current conditions for bicycling and walking in Cobb County, and determination of appropriate improvements for those roadways on the collector and arterial network, and a prioritization methodology for funding the identified improvements. Additionally, this project includes the identification of and recommended specific improvements for “family friendly routes” in Cobb County. A wayfinding signage protocol was also created as part of this project; as is a Safe Routes to School Plan. Finally, a feasibility analysis and conceptual design of an extension to the Silver Comet Trail is being developed. Mr. Petritsch is central in all tasks of this project.

**FDOT 2012 Recommended Changes to the Highway Capacity Manual Bicycle Level of Service Model for Arterial Roadways** – Theo was the lead investigator on this project to recommend improvements to the HCM bicycle LOS model for arterial roadways. The HCM models were seen as being no responsive to improvements in the roadway environment and providing non-intuitive scores for many roadways. Theo developed a revised model form, sensitivity tested the new model form, and submitted his findings and recommendations to the TRB Highway Capacity and Quality of Service Urban Streets Sub-committee. His recommendations are being incorporated into the next update of the *HCM*.

**Pinellas County Bicycle and Pedestrian Safety Action Plan** – This plan consisted of two levels of analysis. First a system wide analysis of crash data obtained in a database format was evaluated to identify basic crash trends and high crash corridors. The second level included a review of individual crash reports, identification of site specific crash types and contributing causes, and recommendation for countermeasures. Each of the high crash corridors was evaluated under daylight and nighttime conditions. Countermeasures included potential enforcement, education, and engineering efforts.

**FHWA Pedestrian and Bicycle Data Collection** – Part of an effort to recommend updates to the *Traffic Monitoring Guide*, this research includes an in-depth, international review of the state of practice for counting pedestrians and bicyclists. In addition to a literature review, four interactive webinars were conducted to get input on best or recommended bicycle and pedestrian counting practices. Based upon the information gathered during the webinars, individuals were selected for phone interviews and subsequent discussions for a more detailed review of their practices. Theo, a senior researcher on this project, led the international literature search, webinars, and phone interviews.

**Louisville Bicycle and Pedestrian Master Plan** – This master plan project includes the development of a system wide user volume predictive methodology for bicycle and pedestrian facilities. This methodology predicted both the number of recreational users (bicyclists and pedestrians) and utilitarian users. The results were used to develop emissions reduction estimates resulting from the provision of specific facility types. These were in turn used to identify potential CMAQ projects. Additionally, crash data were analyzed to identify enforcement and engineering countermeasures for identified crash trends.

**Miami-Dade Bicycle Safety Plan** – Miami-Dade County had address located all of their bicycle crashes for several years. In this ongoing project, all of the crash data has been typed using NHTSA's PBCAT software and linked to the information in coded in the police crash reports. The actual reports are being reviewed and site inspections performed to develop site specific crash countermeasures. Educational, engineering, and enforcement countermeasures are being considered and evaluated.

**Operational Characteristics of In-line Skaters** – With the growing popularity of in-line skating, engineers and planners are being called upon to design facilities appropriate for skaters. Additionally, questions have been raised as to whether or not skaters should be allowed on roadways. This research used observational studies to evaluate the operating requirements of in-line skaters, such as foot and hand sweep widths, speeds, stopping techniques and required stopping distances. (Project Manager and Technical Advisor)

**Roadway Facility Level of Service Model for Pedestrians** – This research developed a level of service methodology to determine how well roadway facilities meet needs of pedestrians. The research effort included an innovative Walk for Science event at which pedestrians walked a course through an urbanized area and graded how well they felt the roadway facilities met their needs. The grades were then analyzed to determine what operational and geometric features of the roadway influenced the participants' scores. The result of this research is an accurate, field calibrated, user-based level of service model for the pedestrian movements along roadway facilities.

# K. PROJECT IMPLEMENTATION STRATEGY

## IMPROVING MOBILITY FOR ALL USERS

Planning a transportation network that can be implemented today and in the years to come will require a balanced approach to mobility. Street Plans believes that the key to providing more mobility options for citizens is to make it easier to walk, bike and ride transit, while also understanding the needs of motorists.

Our approach to transportation planning is simple: design the facilities that the most people will use, understanding that most people do not use only one mode of transportation. Our contemporary mobility patterns involve many forms of transportation, yet the predominant paradigm of our age is to design for motorists alone. In addition to addressing vehicular mobility, we aim to foster a low-stress, safe bicycle and pedestrian network. This will require more than the planning and construction of individual facilities; greenways, bikeways, sidewalks, roadway improvements, safe crossings must feature truly context-sensitive design and be in step with fiscal constraints if they are to be successful.

The Street Plans team is very excited about working with the Village of Key Biscayne to address these challenges. We believe that our team's expertise and willingness to go beyond project expectations will help educate and encourage Village stakeholders in the pursuit of a more sustainable city.

The tasks below illustrate our proposed approach to this project. The end word product will be a cohesive mobility plan, with recommendations for maximizing public safety and mobility of vehicles, golf carts, bicycles, and pedestrians. The plan will address mobility issues villagewide, from the Calusa Park/Causeway/Crandon Park Traffic Circle to the popular Bill Baggs Cape Florida Recreation area.

### TASK 1: PROJECT MANAGEMENT

Street Plans is a boutique firm that prides itself on being able to pay close attention to the details of project management and quality assurance/quality control. To kick off the project, Street Plans will meet with Village staff to relay our understanding of the project's goals, discuss the task-by-task methodology, and finalize the timeline for completion with a schedule of bimonthly project invoice and progress reports.

Throughout the project, Street Plans will maintain close contact with the Village, stakeholders, and regional partners to ensure interagency coordination.

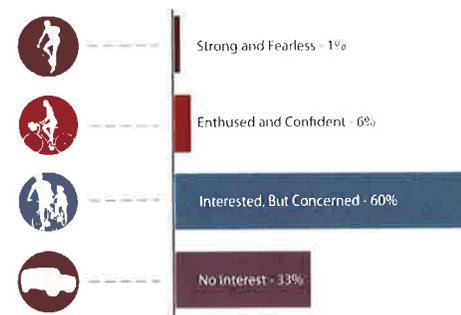
### TASK 2: DATA COLLECTION AND ANALYSIS

Key to producing the best plan for the Village of Key Biscayne will be a thorough data collection effort. This will involve analysis of previous

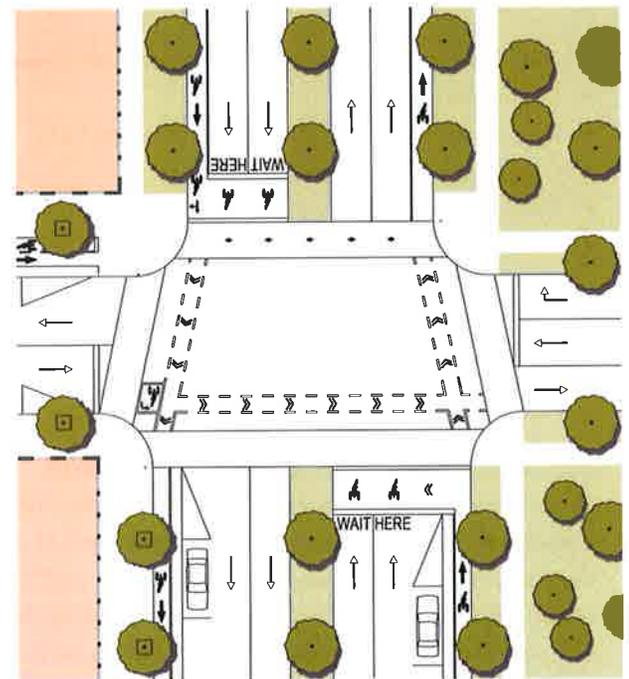


Our core ethos seeks to rebalance transportation priorities. This billboard was part of a volunteer effort we designed in collaboration with the City of Miami.

## The Four Types of Bicyclists



To help communicate the need to accommodate the most vulnerable users, Street Plans helps stakeholders visualize Roger Geller's oft-cited framework for bicycle planning and design.



For the 5401 North project, Street Plans redesigned an existing auto-oriented arterial with a variety of low-stress protected bikeway treatments to facilitate movement along and across the corridor.

projects, studies, and plans, as well as a review of existing or proposed capital improvement projects. We will also review existing right-of-way data, parking inventories, as well as demographic and traffic projections. We will incorporate existing assets, such as the public transportation system and sidewalk infrastructure, into our review. We will also apply Street Plans' innovative Handlebar and Walkabout Survey methods to identify short term improvements to the transportation network through a first-hand user level experience.

## 2.A: EXISTING PLAN REVIEW AND DATA COLLECTION

While Street Plans is familiar with several past and recent transportation planning initiatives in the region, we'll kick off the study by reviewing relevant local, regional, and state policies, studies, plans, and completed projects. This information will be used to reinforce our knowledge and capability in conducting the analysis and recommendations. We will review existing capital improvement projects to ensure that the needs of all users are considered, and will prevent redundancy, reduce chance of error, and identify those places where improvements for one mode can dovetail with other planning processes. In particular, Street Plans' involvement with other adjacent and regional planning efforts in areas such as Pinecrest, Coral Gables, Miami Beach, and the City of Miami, will help ensure important regional connections. Plans to be reviewed include, but are not limited to:

- Transit plans by all levels of governments
- Capital Improvement Plans
- Village Master Plan
- Crandon Boulevard Master Plan
- Sidewalk Master Plan
- Golf Cart/Pedestrian/Bicycle Fernwood Road and Commercial Property Safety and Access Plan

We will also incorporate data collection and review of:

- Right-of-way data
- Demographic and traffic statistical projections
- Crash data (all modes)
- Public transit routes and ridership information
- Parking resources, including an inventory of public and private parking available around each transit facility.

If this data is not readily available, we may explore collecting it on foot during the Walkability Audit and Handlebar Survey described further in Task 2, section 2.B.

## 2.B: WALKABILITY AUDIT & HANDLEBAR SURVEY

Street Plans will deploy a Field Survey in the form of a Walkability Audit and Handlebar Survey to catalogue the experience of walking and bicycling in the study area. The surveys involve walking and bicycling the entire study area to document existing conditions, take bicycle and pedestrian counts at key locations, and conduct impromptu interviews with citizens about their travel experience as pedestrians or cyclists. This process will include photo & written documentation of street conditions, travel behavior, safe routes/dangerous routes, and interactions with pedestrians and bicyclists regarding issues of safety, desire for facilities, and needs of the community.



*The Walkability Audit provides opportunities to collect additional data, as well as to survey the quality of the pedestrian environment.*

This user-level approach is fundamental to Street Plans' work, and it will allow us to identify solutions to existing opportunities and challenges, such as possible barriers to connectivity. It will also provide the team with first hand experience and an understanding of less measurable characteristics, such as the "feeling" of safety when walking & biking. Elements to be surveyed may include:

- Sidewalk quality inventories, including pavement conditions
- Location and conditions of existing bike routes, paths, lanes, and park areas as well as an analysis of pedestrian bicycle infrastructure and conditions, and other bicycle amenities (bicycle parking location/quality, changing facilities, etc.)
- Golf cart accessibility
- Land use and development patterns around transit
- Posted Speed limits vs. Actual Speed
- Crosswalk and Intersection amenities
- Areas of high pedestrian activity
- Safe routes/dangerous routes
- Lighting (scale, location, needed maintenance)
- Signage amenities (wayfinding/caution)
- Quality/Safety of interactions between people walking, biking and driving.
- Level of Service data for bicycles, pedestrians, and golf carts

### TASK 2.C: VEHICULAR TRAFFIC COUNTS

In addition to our careful consideration of the user experience for pedestrians, cyclists, and golf cart users, we recognize that understanding vehicular traffic conditions is an essential part of the villagewide mobility planning effort. We have partnered with Sprinkle Consulting to conduct vehicular traffic counts (ADT) at key locations in the village. Our areas of focus will include:

- Rickenbacker Causeway
- Crandon Boulevard
- Harbor Drive
- Woodcrest Road
- Fernwood Road
- Any others identified by the project team

### TASK 2.D: CIVIC CENTER PARKING STUDY

We will conduct a targeted parking study to determine the number of parking spaces that are needed to meet the needs of existing buildings and the proposed park at 530 Crandon Boulevard. As part of this study, we will identify locations and strategies to provide additional parking facilities. These recommendations will be reflected in the final mobility plan document.

### TASK 2.E: ROADWAY DATA AND ANALYSIS

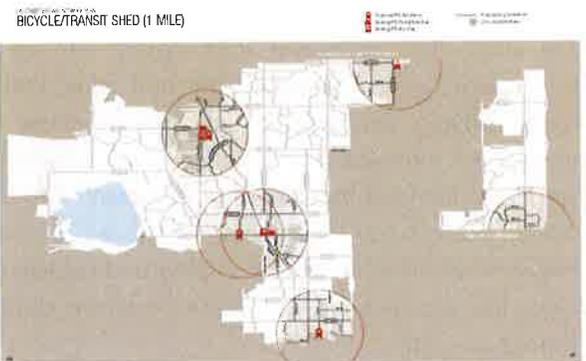
Our team will devote focused effort to detailed roadway data collection for a number of key corridors, including Crandon Boulevard, Harbor Drive, W. Masta Drive, and Ocean Lane Drive. The data collection



The "handlebar perspective" is fundamentally different from the windshield perspective and instrumental in assessing a community's existing bicycling conditions.

Existing Conditions	Yes	No	N/A	Notes
<b>LAND USE</b>				
Commercial (retail, offices, etc.) Uses?				
Residential Uses?				
<b>INDUSTRIAL USES?</b>				
Vertical Mixed Use?				
Horizontal Mixed Use?				
Bicycle Trip Generator (Parks, Paths, Bike Shop, etc.)?				
<b>PUBLIC REALM</b>				
Are There Sidewalks?				
If Yes, On Both Sides Of Brighton Boulevard?				
Are There Street Trees or Plantings?				
Are The Sidewalks An Adequate Width and Condition?				
Do Adjacent Buildings Form A Consistent Street Wall?				
Are There Exposed Parking Lots And/Or Curb Cuts?				
Are There Quality Street Furnishings And Amenities?				
Is There Direct Access To Regional Open Space?				
Are There Plazas, Pocket Parks, Playgrounds, etc.?				
<b>THE STREET</b>				
Is On Street Parking Available?				
Are There More Than Two Lanes For Through Traffic?				
If Yes, Are The Rightmost Travel Lanes Wide?				
Are There Signalized Intersections?				
Are There Turn Lanes?				
Is The Speed Limit Posted Consistently?				
Is There Vehicular Congestion?				
Are there Curb and Gutter?				
Are there Well-Marked, Visible Crosswalks?				
Is The Pavement In A Good State of Repair?				
Are There Well-Known/Consistent Conflict Points?				
Is Transit Available?				
If Yes, Does The Service Accommodate Bicyclists?				
<b>BICYCLE INFRASTRUCTURE</b>				
Bike Lanes (conventional, buffered contra flow, etc.)?				
Shared Use Lane Marking (Sharrows)?				
Bicycle Boulevard?				
Cycle Track/Physically-Separated Lanes?				
Shared Use Paths?				
Are There Any B Cycle Stations?				
Quality Bicycle Racks (U-locks, Covered Lockers, etc.)				
Are There Bicycle Route/Wayfinding Signs?				
Is Access To The Platte River Trail Signed and Inviting?				

Street Plans has uses its Handlebar Survey process to collect quantitative and qualitative data.



Street Plans mapped 1- and 3-mile "bicycle sheds" around the City of Westminster's existing & proposed regional bus rail, facilities & suggested improvements.

will include:

- Road width
- Right-of-way
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals
- Segment Length
- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at Adopted Standard
- Average Annual Daily Traffic
- Peak Hour Volume
- Existing Level of Service
- Remaining Capacity
- Projected MPO Growth Rate (from latest MPO LRTP Mode)
- Analysis of traffic signals along Crandon Boulevard

Street Plans will calculate Level of Service for segments and intersections along Rickenbacker Causeway/Crandon Blvd., Harbor Dr./Ocean Lane Dr., Woodcrest Rd., and Fernwood Rd. This LOS will be performed for all modes defined in the 2010 Highway Capacity Manual: pedestrian, bicycle, transit, and auto. As part of the level of service analysis, we will perform automobile and pedestrian traffic counts at each intersection noted in the RFP, for a total of 27 different intersections. We will also be collecting various roadway geometric data that the Highway Capacity Manual requires in order to calculate Level of Service for each mode.

We will research any existing LOS standards set for each mode of transportation and determine whether the level of service meets these standards. Since improving level of service for the auto mode might decrease Level of Service for bicycle and pedestrian modes, we will make recommendations on what changes could be made to improve the overall level of service, with some sample calculations to determine how the LOS might change with given roadway improvements.

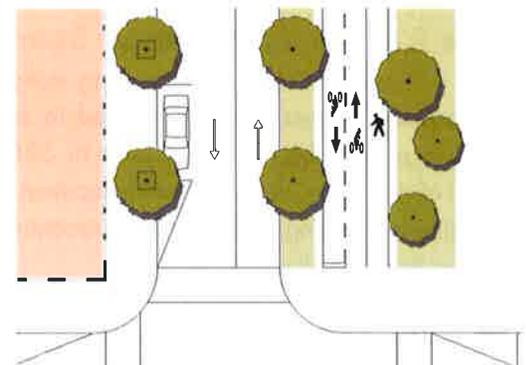
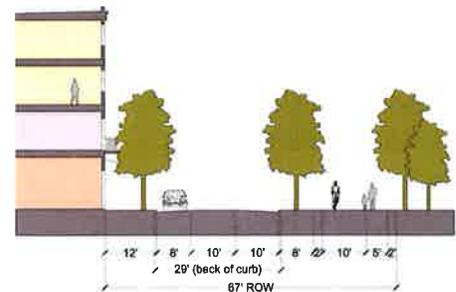
The Street Plans team will work closely with the Village and stakeholders to analyze Level of Service data and other findings and develop criteria for identifying improvement priorities on these key roadways across all modes. All material and research will be used in the Existing Conditions section of the final mobility plan document. The plan, including photos and written documentation, will inform localized recommendations for small scale interventions, like crosswalk striping and bicycle parking facilities, to larger items like roadway improvements, and the designation of on & off-street shared-use paths.



One of three public meetings for the Miami master plan brought out advocates from around the community. Eric Tullberg makes notes on a plan of Miami.



Mike Lydon of The Street Plans Collaborative leads a technical meeting for the Damariscotta, ME Heart and Soul Master Plan.



During the public involvement process, Street Plans will help stakeholders visualize change through the use of compelling plans, clear diagrams, detailed sections, and realistic renderings.

### TASK 3: PUBLIC PARTICIPATION

The Street Plans team will craft a robust Public Involvement Plan that is designed to engage FDOT, Miami-Dade County, and other agency staff members, representatives from local jurisdictions, community organizations, and the general public.

The Street Plans team will initiate contact with all appropriate stakeholders to schedule a series of regular meetings. The agenda for these meetings will evolve alongside the development of the project, but will certainly include material and exercises generated by the team, and include project updates, sharing of resources and best practices, the gathering of technical input, identification of challenges and opportunities, and the discussion of existing and proposed operations/planning policy barriers.

Street Plans will facilitate two public planning workshops during the project, in addition to three presentations to committees or the Village Council. The meetings should follow the multi-day Handlebar Survey (described in Task 2) and will include a project overview, a presentation of the Street Plan's Team best practices assessment and preliminary findings, and a collaborative issue-mapping session.

If desired by the Village, Street Plans will also design and implement a digital outreach program to include a simple website (or page on the Village website), digital surveys, field interviews with stakeholders or other outreach efforts to be discussed at the project kickoff meeting.

### TASK 4: MULTI-MODAL TRANSPORTATION ANALYSIS AND MASTER PLAN

Building from the work produced in the previous tasks, including the existing plan review, Handlebar and Walkabout Surveys, and meetings with staff, citizens, and stakeholders, Street Plans will draft a plan that will reinforce the Village brand, including signage to direct pedestrians and bicyclists, and colored sidewalks. The final plan will place an emphasis on safety for all modes. Recommendations will consider on- and off-street connections, and integrate Pinecrest's existing and planned transportation infrastructure improvements, especially as they related to bicycle, pedestrian, and golf cart mobility.

The Plan will provide for convenient and efficient use of motorized and non-motorized transportation and will address issues including vehicular circulation, parking, pedestrian/bicyclist movements, and public transportation, resulting in short and long term strategies for implementation of the resultant plan. The primary objective of the plan, once implemented, will be to provide people with sustainable, viable, and effective transportation options, including alternatives to personalized motorized vehicles. The Plan will have these four main components:

- Existing Conditions Analysis
- Capital Improvement Plan, with recommendations for short- and long-term, site-specific facility improvements to address the needs of all users. This section will address a variety of topics, including:



*Before/after images, like these showing a proposed a buffered, two-way bicycle facility are key to explaining projects.*



*A cycle track in Missoula built one way (above), and a cycle track built in New York City another way (below), may have different costs. Thus, Street Plans will work with the Client to calibrate the material, labor costs, type, configuration, and location context to the Miami region, especially where local precedents do not currently exist.*

- Vehicle mobility
- Transit access
- Golf-cart mobility
- Bicycle facility upgrades, bicycle trails and lanes
- Sidewalk improvement recommendations, building off of the Sidewalk Master Plan and our data collection efforts
- Design standards for new roadway, bicycle and pedestrian facilities
- Implementation Plan, with Financing Strategies

Below is a summary of our approach for each of the three plan components.

### EXISTING CONDITIONS ANALYSIS

This section of the plan will present the data collected in Task 2 in a usable, understandable format, making use of compelling graphics. The plan will describe existing conditions as they relate to all road users, and will set us up for a discussion of recommendations in the Capital Improvement Plan section.

### CAPITAL IMPROVEMENT PLAN

We understand the need to balance practical, short-term improvements with long-term needs. To this end we have built a practice around the idea of Tactical Urbanism - short term action, for long term change. Improving road safety and mobility does not have to break the bank, and early phase improvements can happen immediately, while long-term infrastructure projects are planned and studied. We know how to plan strategic and tactical interventions that will improve conditions around the village.

Following the data collection and analysis efforts included in Task 2 and public comments from Task 3, the Street Plans team will detail a series of short-term and long-term recommendations to improve the quality of existing transportation infrastructure and potential new improvements. The recommended improvements will include descriptions of estimated capital and operating costs, and specify the necessary coordinating entities that would be affected by the improvements (FDOT, MDT, local municipality etc.).

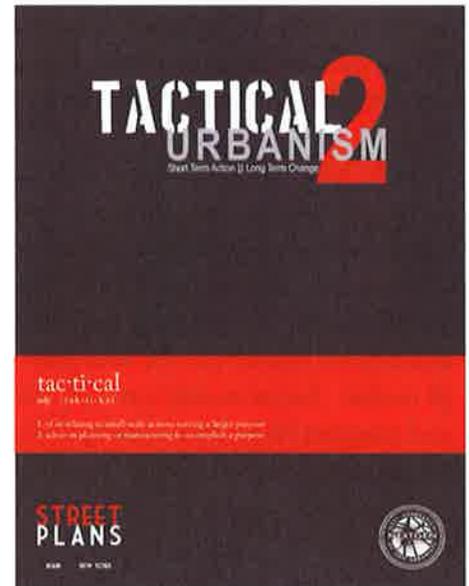
Work for this task will also result in a series of specific recommendations for the Holiday Colony neighborhood, bounded by E. Heather Drive, Sonesta Drive, and Crandon Boulevard.

Our team will identify specific physical barriers that may need to be overcome to make some of the on-street and off-street connections comfortable for users. Projects/recommendations may include:

- Roadway projects to ease congestion
- Projects to close pedestrian and bicycle network gaps
- Improvements/repairs to signalized intersections
- Lowering posted and actual speeds on select roadways
- Sidewalk improvements
- Improved Transit connections /routes /integration
- Improved open space connections
- Adding/improving bicycle routes and parking
- Improved wayfinding amenities
- Enhanced pedestrian crossings

	T1	T2	T3	T4	T5	T6	SD	Standards
Bicycle Rack (shared use, post and ring etc.)		*	*	*	*	*	*	Racks must be capable of securing bicycles with at least two points of contact. Simple, easily accessible forms should be used. Racks may be placed in the Public Footprint, Public Footprint, or within buildings.
Bicycle Rack (exclusive public use)				*	*	*	*	Design/construct to be recognizable as bicycle parking facilities and stand the test for the same performance standards as other bicycle racks. Such racks may be provided for One Buildings, One Spaces, and other locations of historic, social or cultural importance.
Bicycle Locker		*	*	*	*	*	*	Lockers must be highly recognizable and integrated with transit and other related facilities. They should be long term bicycle parking racks. Each locker must include bicycle parking racks capable of securing bicycles with at least two points of contact.
Bicycle Locker		*	*	*	*	*	*	Bicycle Lockers must be placed in highly visible and well lit locations, but not disrupt the function and use of the public realm. They should be monitored and maintained to discourage vandalism.
Bicycle Station				*	*	*	*	Bicycle Stations must be located in highly visible locations, ideally near transit. They must offer a variety of services that may include repair, rental, lock, lockers, showers, and storage facilities.

Street Plans has developed bicycle parking type, location, and site design standards for numerous projects.



We wrote the book on Tactical Urbanism - literally. Change can happen without major investment, and we have been studying how folks around the country are responding to tough economic times. Our 'Tactical Urbanism' publications document innovative planning solutions that don't take years to implement.

As part of this task, Street Plans will develop street sections and intersection designs that will detail specific dimensions and intersection conditions. This task will involve drafting typical street sections that correspond to each of the typical right-of-way conditions found in the Village. The drawings will include a full range of bicycle and pedestrian facilities, traffic calming measures where appropriate, and intersection treatments. The task will entail drafting the existing conditions and calibrating each typical street width and intersection type (50', 100'...etc) for different facilities. These drawings will be central to the plan.

Street Plans will also include before/after renderings with corresponding data that demonstrate how to improve safety and mobility along key corridors in the Village. This material will be integrated into the final plan.

#### DESIGN STANDARDS

Street Plans will present design standards to guide implementation of new roadway, bicycle and pedestrian facilities. The standards will be presented in an illustrated, graphic format for easy understanding and use.

#### IMPLEMENTATION PLAN AND FINANCING STRATEGIES

The Street Plans team understands that implementing the Multi-Modal Mobility Plan will involve a large amount of close coordination between the Village of Key Biscayne, Miami-Dade County, and other local, regional, and state entities. Our experience working with these entities locally will be central to the success of the plan.

Street Plans works closely with its clients to ensure that our plans are not only realistic, but measurable throughout the implementation phases. Our team will craft a concise and highly readable Implementation Plan that focuses on identifying costs, referencing data accessible to the public such as FDOT construction and maintenance average unit prices, information obtained through interviews with coordinating agencies, as well as estimates supplied by local businesses where applicable. As part of this plan, we will provide a menu of financing strategies to assist with implementation of recommended projects.

## **L. COMPUTER AIDED DESIGN (CAD) ACKNOWLEDGEMENT**

Our firm will produce all work product using the latest version of AutoCAD. We understand that any submitted work products will be the property of the Village upon submittal.

## **M. SPECIAL RESOURCES AND CONSIDERATIONS**

As referenced previously, Street Plans is a local and national leader in multimodal transportation and the integration of short-term solutions into the project delivery process. Our work with Tactical Urbanism gives us a deep understanding of how short-term improvements can address long-term needs. In many of our projects, planning work is immediately followed by implementation, to great success as measured by increases in bicycle and pedestrian use, and increased safety. In addition, Principal in Charge Anthony Garcia is deeply involved in transportation issues around Miami-Dade County, and can provide a direct link to the bicycle, pedestrian and transit community in a way that no other firm can.

## **N. FINANCIAL INFORMATION**

Street Plans is organized as an S Corporation in the State of Florida. Street Plans is financially healthy and strong, with a gross income of over \$450,000, and expenses of under \$200,000 for 2014.

## O. PROOF OF AUTHORIZATION

# *State of Florida Department of State*

I certify from the records of this office that THE STREET PLANS COLLABORATIVE, INC. is a corporation organized under the laws of the State of Florida, filed on March 22, 2010, effective March 19, 2010.

The document number of this corporation is P10000025044.

I further certify that said corporation has paid all fees due this office through December 31, 2014, that its most recent annual report/uniform business report was filed on January 10, 2014, and its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

*Given under my hand and the  
Great Seal of the State of Florida  
at Tallahassee, the Capital, this  
the Twenty-seventh day of  
January, 2014*



*Ken Detjmer*  
**Secretary of State**

Authentication ID: CU0869883093

To authenticate this certificate, visit the following site, enter this ID, and then follow the instructions displayed.

<https://efile.sunbiz.org/certauthver.html>

# State of Florida

Board of Professional Engineers

Attests that

**John-Mark Palacios, P.E.**



Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2015

Audit No: 228201510790

P.E. Lic. No:

73981

**ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE**

A. Consultant warrants that it is willing and able to comply with all applicable State of Florida laws, rules and regulations.

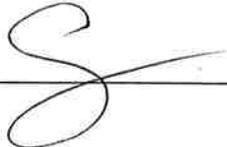
B. Consultant warrants that they have read, understand and are willing to comply with all of the requirements of the RFP and the addendum/ addenda nos.

C. Consultant warrants that it will not delegate or subcontract its responsibilities under an agreement without the prior written permission of the Council.

D. Consultant warrants that all information provided by it in connection with this proposal is true and accurate.

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

Consultant warrants that neither it, nor any principal, employee, agent, representative or family member has promised to pay, and Consultant has not, and will not; pay a fee the amount of which is contingent upon the Village of Key Biscayne awarding this contract. Consultant warrants that neither it, nor any principal, employee, agent, representative has procured, or attempted to procure, this contract in violation of any of the provisions of the Miami-Dade County conflict of interest and code of ethics ordinances. Further, Consultant acknowledges that a violation of this warranty will result in the termination of the contract and forfeiture of funds paid, or to be paid, to the Consultant, if the Consultant is chosen for performance of the contract.

Signature of Official:  \_\_\_\_\_

Name (typed): Anthony Garcia \_\_\_\_\_

Title: President \_\_\_\_\_

Consultant: Street Plans Collaborative \_\_\_\_\_

Date: 1/24/2015 \_\_\_\_\_

**NON-COLLUSIVE AFFIDAVIT**

State of Florida

SS:

County of Miami-Dade

Anthony Garcia being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of:

Street Plans Collaborative the Consultant that has submitted the attached Proposal;

(2) He/she is fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such Proposal;

(3) Such Proposal is genuine and is not a collusive or a sham Proposal;

(4) Neither the said Consultant nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Consultant or person to submit a collusive or sham response in connection with the work for which the attached Proposal has been submitted, or to refrain from responding in connection with such work, or have in any manner, directly or indirectly, sought by agreement or collusion, communication, or conference with any Consultant or person to fix this Proposal or to secure through any collusion, conspiracy, connivance, or unlawful agreement, any advantage against the Village, or any person interested in the proposed Work;

Signed, sealed and delivered  
In the presence of

Jordi Santoro  
\_\_\_\_\_

By: [Signature]  
Anthony Garcia (Printed Name)  
President (Title)

**ACKNOWLEDGMENT**

State of Florida

County of Miami-Dade

On this 14<sup>th</sup> day of January, 2015, before me, the undersigned

Notary Public of the State of Florida personally appeared

Anthony Garcia

and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

J. Santeiro  
NOTARY PUBLIC, STATE OF FLORIDA



JORDI SANTEIRO  
MY COMMISSION # FF 103460  
EXPIRES: March 18, 2018  
Bonded Thru Budget Notary Services

NOTARY PUBLIC  
SEAL OF OFFICE:

Jordi Santeiro

(Name of Notary Public: Print, Stamp or Type as commissioned.)

- Personally known to me, or
- Produced identification:

FL ID  
(Type of Identification Produced)

- Did take an oath. or
- Did not take an oath.

**APPENDIX "C"**

**SWORN STATEMENT PURSUANT TO**



market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws or any state or of the United States with the legal power to enter into a binding contract and which Proposals or applies to Proposal on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of any entity.

Signed, sealed and delivered

In the presence: Jordi Santeiro

By:

Anthony Garcia  
(Printed Name)

President  
(Title)

Appendix-C Page 2 of 3

**ACKNOWLEDGMENT**

State of Florida

County of Miami-Dade

On this 21<sup>st</sup> <sup>January</sup> day of, 20 15, before me, the undersigned Notary Public of the State of Florida personally appeared Anthony Garcia and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

J. Santeiro  
NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC SEAL OF OFFICE:



Jordi Santeiro  
(Name of Notary Public: Print, Stamp or Type as commissioned.)  
 Personally known to me, or  
 Produced identification:

FL ID  
(Type of Identification Produced)  
 Did take an oath. or  
 Did not take an oath.