



RFQ 20-1

Written Proposal

Alachua Countywide

# Bicycle Pedestrian **Master Plan**



**VOLKERT**



# TRANSMITTAL LETTER

November 30, 2020

Mr. Scott R. Koons, AICP  
Executive Director

Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 326531603

**RE: Proposal for the Alachua Countywide Bicycle-Pedestrian Master Plan RFQ 20-1**

**Volkert, Inc. (Volkert)** is pleased to be considered for the Alachua Countywide Bicycle-Pedestrian Master Plan project. We understand the Gainesville Urbanized Area MTPO's ultimate goal for this project is for the Master Plan to be adopted by the MTPO Governing Board and the projects implemented by Alachua County, City of Gainesville, University of Florida (UF) and the Florida Department of Transportation (FDOT). The Master Plan will identify bicycle and pedestrian facility projects in the Gainesville Metropolitan Area and rural unincorporated Alachua County. The core members of the **Volkert** Team are actively involved in identifying solutions for pedestrian safety and accessibility throughout Florida. Project Manager (PM) **Ned Baier, AICP**, has led the successful development of eight bicycle-pedestrian master plans including feasibility studies. The Team has worked together on a recent walkability plan for the City of Naples and on the Forward Pinellas GPC contract. Additionally, **Volkert's Brian Kanely, PE**, worked for the City of Gainesville for 34 years prior to joining our firm and is intimately familiar with this area's bicycle and pedestrian needs.

Our Team has extensive experience and knowledge of the bicycle and pedestrian issues in Gainesville and Alachua County and understand the plan, when implemented, will greatly improve the quality of life for all in Alachua County. **Volkert's** strong and established presence in the Gainesville area includes successfully completing the UF Greenway Shared-use Path Design for FDOT District 2 and Gainesville to Hawthorne Rail/Trail Downtown Connector for the City of Gainesville.

The **Volkert** Team will employ highly qualified personnel and meet the scope and budget provided by utilizing appropriate staff for services. We will serve as an extension of the MTPO's staff and bring best practices and special skill sets to your work. Our Team is flexible and our approach ensures we can advance the project objectives, despite these uncertain times as our world and community deal with the COVID-19 public health crisis and an uncertain economy. Based on the pandemic and need for sustainability, we understand the importance of providing a much greater active transportation mode, which provides a link to land use and with university/college students, helping build not just healthy lifestyles, but car-lite or car-free lives. Our teaming partner, Blue Zones, with work in America's most accomplished active transportation communities, will support the development of the final report, ensuring that health and equity are integrated and that the document is a reflection of community engagement and stated values.

Thank you for your time and consideration for this exciting project!

Sincerely,

**Volkert, INC.**

*Bo Sanchez*  
Bo Sanchez, PE  
Principal-in-Charge

*Ned Baier*  
Ned Baier, AICP  
Project Manager



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## AWARENESS OF PROJECT ISSUES

### PROJECT UNDERSTANDING

As part of our project understanding, our Team has identified local agency and key stakeholder needs for a successful plan. The Alachua Countywide Bicycle-Pedestrian Master Plan will serve as the source for identifying bicycle and pedestrian facility projects in the Gainesville Metropolitan Area and rural unincorporated Alachua County. Aligned with the Vision and Principles of the 2045 Long Range Transportation Plan (LRTP) Update, this project aims to advance a transportation system that is safe and efficient for all modes. A desired outcome from this project is a coordinated approach for implementing bicycle and pedestrian projects by the MTPO, City of Gainesville, Alachua County and UF, thereby leveraging investments and scheduling interventions in the right place and at the right time.

We understand as an update to the current Alachua Countywide Bicycle Master Plan planning document and the initial Alachua Countywide pedestrian facility planning document, this multi-modal Master Plan will provide the County and MTPO a great opportunity to develop a project priority list allowing the region to leverage investments for continued plan implementation. We understand the economic impact bicycle and pedestrian facilities and improved interconnectivity can have on local communities. Multi-modal facilities that accommodate bicycle, pedestrian, and vehicular traffic in a safe and efficient manner is highly desired when one is choosing where to work, live and play. The plan must also provide infrastructure to all communities in Alachua County which will make the plan equitable and inclusive. Our Team will ensure an equitable distribution of projects and ensure inclusiveness in our public participation process.



To accomplish this, the project requires strong facilitation for both public involvement and agency coordination to develop a prioritized list of actionable projects. This will ensure ongoing investments are leveraged to improve system-wide connectivity both within and beyond municipalities, extending the bicycle and pedestrian network in a strategic manner. Unique to this region are opportunities to advance the existing trail network through crossings and linkages. Identifying clear and direct routes between key activity areas, such as the East Side and Jobs Center, for example, not only advances mobility but addresses social equity and offers access to opportunities. Our Team has the local knowledge and technical experience to advance best practices, utilizing an evidence-informed approach that integrates data and community feedback so that the regional transportation system benefits from coordinated activities. The depth of Jonathan Paul's experience developing the initial bicycle and pedestrian plan coupled with Dan Burden's unique relationship with key stakeholders strengthens our Team's ability to provide insightful and innovative planning services to Alachua County.

### UNDERSTANDING OF PROJECT ISSUES

To address mobility equity and improve and enhance mobility, accessibility and connectivity for people walking, bicycling, scooting and accessing transit, the needs assessment and prioritization of multi-modal projects will focus on the following three factors:



**Mobility/Continuity:** Mobility can be defined as the ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely and efficient manner. The lack of sidewalks, paths, trails and bike lanes are often impediments to people choosing to walk or bike. The uninterrupted consistency of multi-modal facilities in width and condition with logical beginning and endpoints that are without gaps or sudden and abrupt termination is paramount. "Gaps" are not just linear, they include getting across roadways as a result of wide and fast roads and overly wide

intersections. Roads do not suddenly terminate without warning or change number of lanes or width without proper transitions, neither should sidewalks, paths, trails or bike lanes.

Although Alachua County has a comprehensive bicycle and pedestrian network, there is room for improvement. When walking or biking and approaching an intersection or crossing the street, it's reassuring to know there's a safe place to ride or walk. Unfortunately, Alachua County has many examples of disappearing bike lanes, no paved shoulders and sidewalks to nowhere. Careful attention is focused at the micro network level to provide continuous and visible facilities through and on both sides of intersections.





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**Safety:** The combination of behavioral and physical design elements of the built environment make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, and physical separation and/or designation for different mobility modes that also encourage behavioral change that makes safety everyone’s responsibility. Beyond gaps in the multi-modal network, there are multiple facility gaps, a dangerous by-product of vehicular based cycling, crossing intersections and having facilities terminate at approaching intersections. The lack of an interconnected multi-modal system, with macro and micro facility gaps, is a huge impediment bridging the divide between East Gainesville, the education, employment, and entertainment opportunities in Downtown, UF and along I-75.

Increasing the visibility of people walking, bicycling and scooting is an opportunity for Gainesville, Alachua County and UF to be a trend setter and living laboratory to move beyond check box complete street design. To enhance the opportunity for somebody to walk, bike or scoot is going to require enhanced visibility in the following locations:

- ◆ Mid-block crosswalks
- ◆ Driveways
- ◆ Intersections
- ◆ Curbside vehicle travel lanes

This will require a shift toward a recognition that most people feel safest walking, biking and scooting separated from traffic. Where that is not possible for bike or multi-modal lanes, there will be a need for protected barriers, buffers or slowing down cars in curbside lanes. Testing different materials, colors, pavement markings, drainage systems, raised crossing and use of on-street advance warnings are all part of the solution to increasing visibility. The City has experimented with several of these treatments in limited areas. There needs to be a much greater application along the entirety of a facility or a route to have a visible impact. The City, County and University have a robust multi-modal network in place which needs attention and enhancement. The real opportunity for innovation is the use of on-street advance warnings and pavement markings to increase visibility and awareness as well as changing drivers’ expectations of speed along the curbside lane of multilane arterials. The volumes of truck traffic on Williston and Waldo Roads in east Gainesville and the FDOT Strategic Intermodal System (SIS) designations on Hawthorne and portions of Newberry Road, NE and NW 39th Avenue, Williston and Waldo Roads will potentially make it difficult to obtain FDOT support for repurposing travel lanes or reducing travel lane widths. Hawthorne Road in East Gainesville does have underutilized on-street parking that FDOT may consider repurposing, even with a SIS designation. The graphic to the right is an example of how the existing on-street parking on Hawthorne Road could be repurposed to provide a two-way protected bike lane (left) on one side of Hawthorne Road.



**Equity:** Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities, but also for vulnerable users such as children, the elderly and the disabled. The Master Plan must provide infrastructure to all communities in Alachua County, which will make the plan equitable and inclusive for all ages and abilities. Currently, there are very few improvements identified in the MTPO Transportation Improvement Program in neighborhoods within the City of Gainesville. People driving a car for the most part are aware of other people walking and bicycling in Downtown or to and from UF. Outside of those areas, as the frequency of people walking and bicycling becomes less, those driving cars tend to speed up and become less aware of other users of the transportation system. The design of roadways is focused on people driving, especially along Archer, Newberry, 39th and Waldo, and pedestrians and bicyclists are accommodated with basic sidewalks, a bike lane or an intermittent wider path. To increase awareness on the part of car drivers and the safety of pedestrians, bicyclists and scooters, there is a need to enhance visibility and make drivers more aware of sharing the road.

The **Volkert** Team will lead this effort, engaging with the MTPO to develop a methodology that is community and data-informed, incorporates equity, safety and connectivity at the core of its network development and project prioritization, and allows for context sensitivity between the urban and non-urban areas of the county.



## TASK 1: PUBLIC INVOLVEMENT

Beginning the public involvement process early is critical to create a vital connection with the affected community and stakeholders to identify their needs, interests and concerns in the planning and development of safe, fundamental multi-modal facilities in their region. Working with the MTPO's members, Technical Advisors, and Committee and Board members we will develop public outreach activities to promote widespread community involvement. The MTPO Public Involvement Plan (PIP) will serve as the Team's guiding principles to schedule, plan and implement public outreach efforts that effectively reach impacted citizens, public agencies including those representing natural and cultural issues, users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled. Most importantly, we will strive to achieve greater diversity and inclusion with our PIP for those too often under represented: people of color, essential workers, and transit riders. Our approach will emphasize informed consent and active engagement for all users.

Our public involvement program will adhere to recent guidance issued by FDOT concerning the effects of COVID-19 on public engagement. Virtual and hybrid public meetings are being utilized across the state successfully and often times resulting in higher attendance. If a hybrid public meeting is desired by the MTPO, we will adhere to a strict set of guiding principles for the in-person portion of the meeting. We will choose a venue large enough to provide adequate space to incorporate safe social distancing practices as defined by the Centers for Disease Control and Prevention (CDC) and to accommodate an unexpected number of attendees. The use of Personal Protective Equipment will be required and we will limit time of exposure indoors, provide hand sanitizing stations and use brightly colored tape to mark viewing stations away from each display to assure a touchless experience. Developing a room layout as a first step helps to ensure each of these safety measures are met.

One community workshop will be held in late 2021 before Master Plan adoption either in person with social distancing measures in place or via a virtual public meeting depending on the preference of the MTPO. A PowerPoint will be presented in a format approved by the MTPO highlighting the project objectives and goals along with topics such as safety, the needs of the community, how to get involved, and next steps. Informational and large-format input maps will be displayed as well as access to smart screens which are large touch screen computers that allow the user to zoom in on maps or displays and mark comments directly on the image. The comments are then saved and emailed to a designated project Team member then cleared for the next participant. The project presentation would be recorded live and posted on the project website for 24-hour viewing by residents at their leisure. Social media posts would continue during a two-week, or longer, comment period to ensure input from workshop attendees and those that were unable to attend.

Briefings to stakeholders including the City of Gainesville, Alachua County, Santa Fe College, UF, MTPO Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Board will also be conducted throughout the life of the project.

In advance of the public meetings, the public involvement Team will conduct a facilities evaluation and prepare a comparison matrix of potential meeting locations for the MTPO to review. Suggested meeting facilities will be Americans with Disabilities Act compliant, Title VI compliant, and located within the project area close to transit facilities if possible. Potential locations may include the Freedom Community Center, the United Church of Gainesville, and the Emerson Alumni Hall. If desired by the MTPO, a virtual component to include a live on-line meeting can be considered provided all stakeholders have access to project materials. Access to project materials will be ensured by providing copies of the materials at public libraries and posting them on the project webpage.

Public engagement for a project of this magnitude will require cost-effective community education and interaction throughout the project. Social media is a successful tool for engaging the public and can include electronic surveys such as the inclusion of interactive maps for comments to gain input from potential users of the multi-modal facilities. The City of Gainesville has a majority of citizens who identify as white (66 percent), with 20 percent of the population as black or African American, and 11 percent as Hispanic or Latino. Approximately five percent of the population speaks English less than very well making it a priority to include a Spanish translation for any documents sent out to the public. Upon request, meeting materials will be provided in Braille or large print for visually impaired persons, and recorded versions provided for the hearing impaired. Sign language interpretation will be arranged as needed.

A Public Involvement Summary and Analysis Report will be developed and included as part of Technical Report 1 of the Final Bicycle-Pedestrian Master Plan. **Volkert** will prepare a stakeholder database and comments log to carefully document all outreach efforts including presentations, meeting summaries, public comments with associated responses,

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and any correspondences such as emails and/or comments received through the project website. Our public involvement Team will thoroughly analyze our collected public comments to accurately document the disposition of the affected public.

Using strategic, engaging, interactive and innovative public involvement techniques, citizens and stakeholders will feel connected to the process, which will undoubtedly result in the production of a detailed and valuable Master Plan to serve the region.

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### **TASK 2: DATA COLLECTION, MAPPING AND DATA DEVELOPMENT**

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Our Team understands most of the data for this project already exists by one of the governmental stakeholders. There may be a need for limited new data collection. This will ensure efficiency in the project's allocated budget.

For the Bicycle-Pedestrian Master Planning process, **Volkert's** experienced Geographic Information System (GIS) technical Team will focus on a comprehensive data collection effort for the entire county study area. We're passionate about data! We will compile a GIS database inventory of existing and planned bicycle, pedestrian, trail facilities, transit stations, and amenity facilities. GIS data will be obtained from several sources including the MTPO, the City of Gainesville, Alachua County, FDOT, and UF to form the foundation of the needs assessment task. By analyzing the existing and planned networks of all relevant modes, gaps in the system will be revealed.

Safety and accommodation are the highest priorities. Making streets safe but not inviting is holding back active transportation. Until many people walk and bike, we cannot have safe walking and bicycling. We are keenly aware of the obstacles involved in analyzing crash data for bicyclists and pedestrians. These types of crashes are not neatly organized in a set of specific locations like motorized vehicle crashes. Our Team will utilize crash data gathered from Alachua County and/or FDOT to the greatest extent possible to identify areas where safety enhancements are vital. The safety analysis will also form the basis for identifying possible locations for future bicycle, pedestrian and trail projects. Data may be obtained from the Florida's Pedestrian and Bicycle Safety Coalition to provide a wide-ranging set of attributes. Digital copies of all datasets collected will be shared with the MTPO in a format requested by the organization.

State and regional plans and studies related to pedestrian and bicycle strategies will be gathered, analyzed and summarized in the Master Plan. Examples include the recently adopted MTPO 2045 LRTP, the FDOT Bike Gaps Study, City and County Comprehensive Plans, the Florida Pedestrian and Bicycle Strategic Safety Plan, and the City of Gainesville Transportation Improvement Plan. Local plans such as the MTPO 2014 Mobility Plan created by jurisdictions or organizations in Alachua County and plans that impact the county will also be carefully considered during the Master Planning process. Each plan will also be reviewed to acknowledge and include planned and funded or recently completed efforts.

The existing bicycle, pedestrian and trails systems in the county will be the baseline for our studies. A file containing a photo inventory of the study area and other desktop research activities will be maintained in the project file. Using ArcMap Version 10.7, maps of existing pedestrian, bicycle and transit systems will be produced to provide a visual understanding of our foundation. By understanding the infrastructure that currently exists today, we can better project what is needed in the future to support the safety and connectivity of the community. Using GIS data, maps will be produced to highlight desired areas for improvement and enhanced safety measures, access to transit stations, planned pedestrian and bicycle facilities, and highway and transit networks, to name a few.

As part of the data development task, we will develop a list that prioritizes bicycle and pedestrian projects within the county. Resources to aid in developing the project priority list include the MTPO Transportation Improvement Plan and Access to Essential Services Report.

Our technical Team will use the above resources to identify gaps in the pedestrian, bicycle and transit network and establish needs in the bicycle and pedestrian system, as well as access to transit. Results will be documented and displayed using text, tables and maps, that are easy to interpret and in essence, tell the story.

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### **TASK 3: DATA ANALYSIS AND NEEDS ASSESSMENT**

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The needs assessment and identification of multi-modal projects is an opportunity to address mobility equity for residents of East Gainesville who have limited mobility options to access education, employment, and entertainment destinations and essential services. Some of these destinations and services are located within Downtown Gainesville and could be made more readily accessible to residents of East Gainesville with enhanced connectivity, safety and visibility improvements. Increasingly however, these destinations and services are located around and within UF and are



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shifting towards the Archer Road (SR 24), Newberry Road (SR 26), NW 39th Avenue (SR 222) and Williston Road (SR 331) interchanges with Interstate 75. Frequent transit service is largely reserved for areas around UF and Santa Fe College and is geared towards primarily serving students. Most major destinations and essential services are well beyond a 1/4 mile or 1/2 mile walk for most East Gainesville residents. Ride hail services, such as Uber and Lyft, require access to smart phones and are more expensive mobility options over riding transit. The availability of safe, convenient and interconnected bicycle facilities is largely limited to, or requires crossing of, high-speed, multi-lane roads that serve as primary truck routes for moving goods and freight. The graphic to the right is an example of providing a protected bike lane along E. University Avenue along the existing back of curb. This protected lane could be provided without the need to reduce lanes or lane width along E. University Avenue and without the need to relocate utilities or stormwater systems.

**Example of Protected Bike Lane on E. University Ave**



The purpose of this task is to review, analyze, and map the collected data. The analysis will review the existing bicycle and pedestrian networks, bicycle and pedestrian crash data, and access to transit stops. The system analysis will identify gaps in the biking and walking network in the urbanized and non-urbanized areas of Alachua County. Our analysis will help determine if the biking and walking network is equitably distributed, safe and provides connectivity.

### GAP ANALYSIS

Gap analysis involves multiple parts: analysis of the existing active transportation network, identifying connections to major activity centers (i.e. employment centers, schools, UF, housing communities, parks, transit routes, etc.) and identifying locations or “gaps” where bicycle and pedestrian facilities are lacking. Gaps may include:

- ◆ Spot gaps – lack of sidewalks or bicycle facilities at intersections, railroad crossings needs, transit stops that lack sidewalks connections and crossing needs
- ◆ Connection and Continuity gaps- segment gaps in active transportation network
- ◆ Area gaps – walk and bike zones around critical facilities (\*e.g. Schools, activity centers, hospitals, etc.)

Our Team will analyze the bicycle, pedestrian and shared-use facilities network for crashes, gaps, and facility extension for bicycle and facility categories as described in 3.2.1, 3.2.2 and 3.2.3 in the Scope of Work. For bicycle facilities this will include bicycle lanes, paved shoulders, low traffic volume streets, and cycle tracks. The pedestrian network facility categories include sidewalk width, access to transit stops, slow and green streets and American with Disabilities Act (ADA) for noncompliance facilities. For shared-use facility types, trail width, grade separated crossings, and access to transit bus stops will be analyzed.

### LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS

Our Team will conduct a Level of Traffic Stress (LTS) analysis for Alachua County’s urbanized area. The LTS analysis is intended to be a high level screen that can be performed over a large network in GIS using readily available data. Our approach includes a LTS analysis for the full network of facilities. This comprehensive assessment will allow our Team to identify barriers and gaps to low-stress connections and identify key routes in the network. This approach will be especially important to identify hot spots for intersections and mid-block crossings, and especially centered on transit and pedestrian rich zones.

### SYSTEM ASSESSMENT

Our Team will assess the adequacy and connectivity of the system as a whole, including identifying locations where new connections or facilities may be needed to increase route directness between key origins and destinations. The system assessment will aid in answering the following questions:

- ◆ Do the low stress bicycle routes (existing and future) provide connections to key destinations?
- ◆ Are bicycle routes appropriately spaced, such that bicyclists can utilize them without excessive out-of-direction travel?
- ◆ Are there opportunities to increase connectivity to convert latent demand to realized demand?

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The graphic to the right is an example of some of the gaps in continuity in the current multi-modal system connecting East and West Gainesville along University Ave/Newberry Road (SR 26), NE/NW 16th Ave, NW 23rd Ave, and interconnecting streets. The existing bicycle facilities (green) are a combination of on-street bike lanes, a bicycle boulevard (NW 12th Street) and trails along NW 6th Street and Waldo Road. There are sidewalks along the majority of streets shown in red.



However, those sidewalks do not feature any design elements or enhanced features at crossings or pavement markings that would make them safe and visible facilities for people biking and scooting in a manner that does not impede people walking.

The existing sidewalk network in the urbanized areas in and around the City of Gainesville along collector and arterial roads has relatively few gaps; although there are still a number of roads that only have a sidewalk or path on one side of the street. The approaches to the 23rd Avenue bridge over Interstate 75, the bridges on 20th Avenue across the Hogtown Creek and Interstate 75, the west sides of SW 43rd Street (between 20th Avenue and 24th Avenue) and 62nd Blvd (between SW 20th Avenue and the Savannah Apartments south of the Oaks Mall), significant portions on the north side of SW 20th Avenue (between NW 34th Street and Tower Road) and NW 23rd Avenue (between MW 58th Blvd and Ft. Clarke Blvd) have gaps in the sidewalk network. There are a far greater number of local streets in the City and County without sidewalks. Identifying sidewalk gaps will be a focal point in the needs assessment and providing logical termini for closing those gaps will factor into the prioritization of sidewalk projects.

The other significant gaps that occur for on-street bike lanes, and to a lesser extent off-street paths, is the disappearance of bike lanes and the narrowing of off-street paths at the approaches to signalized intersections with turn lanes. For on-street bicycle lanes, this is largely due to the concept of vehicular cycling where people on bikes are to essentially act like vehicles and navigate turn lanes and change lanes like a vehicle while approaching an intersection. For off-street paths, it is largely a function of less right-of-way (R/W) available due to multiple turn lanes and the presence of utility poles and boxes at intersections.

## TASK 4: FACILITIES NEEDS ASSESSMENT

The comprehensive list of recommended bicycle and pedestrian facilities needed to meet the existing and future demand (as a result of Task 3) will be thoroughly vetted with the Stakeholders, and the public. The purpose of this task is to identify needed bicycle and pedestrian projects. The projects will focus on the key focus issues using the prioritization evaluation criteria described in Task 5. The key issues being addressed in the Master Plan area are: Equity, Mobility, Accessibility, Connectivity, Visibility, Safety, and Social Values. The list of projects will not include bicycle and pedestrian projects identified in the Fiscal year 2020-21 to 2024-25 Capital Improvement Programs for Alachua County, UF, City of Gainesville, Florida Department of Transportation, or the MPTO. Additional factors that may be included that effect identification and prioritization include potential opportunities and conflicts, such as drainage, utility, or R/W. The MPTO wants to identify projects that:

- ◆ Expand the existing bicycle and pedestrian network
- ◆ Reduce bicycle and pedestrian crash frequency and severity
- ◆ Close facility gaps and enhance connectivity
- ◆ Enhance access to transit bus stops

The approach for this task will utilize the MPTO 2045 Long-range Transportation Plan for identifying the Highway Network and Transit Network. Project identification will address safety using the most available bicycle facility and pedestrian facility crash data provided by FDOT as well as the crash reports from the City of Gainesville, UF, and Alachua County. Our Team will also provide planning level cost estimates for projects.



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Based on our work in similar-size communities throughout Florida, we anticipate that the following are likely strategies that will also be incorporated into the Master Plan:

- ◆ Level of LTS Analysis: Our Team will conduct a LTS analysis for Alachua County’s urbanized area. Emerging guidance considers LTS criteria ideal for considering the pedestrian and bicycle experience levels rather just the preference of confident bicycle users walkers.
- ◆ Complete Streets: Implementing complete streets is integral to the City’s bicycle and pedestrian efforts, and our Team will work to ensure that there is synergy between these initiatives.
- ◆ Intersection Control Evaluation (ICE): FDOT is implementing Federal Highway Administration’s ICE process to evaluate alternative intersection improvement options. Some of the alternatives are potential opportunities to enhance safety for non-motorized users by reducing signal cycle lengths, providing multi-state crossings, and increasing signal density.
- ◆ Our Team will also review previously proposed SUN Trail alignments currently identified as part of the Florida Greenways and Trails system map that pass in or nearby Alachua County. Projects that connect the system will be explored.
- ◆ The roadway resurfacing program will be reviewed for the County, City, and FDOT for opportunities for bicycle lanes and intersection improvements such as pavement markings.
- ◆ Emerging technologies and the rise in popularity of micro-mobility options such as electric scooters and electric bicycles have the potential for success in Alachua County particularly in the City of Gainesville and near on the campus of UF. Our Team has been monitoring the success of the program in the City of Tampa electric scooter pilot program and sees the potential for the program to be a part of the Master Plan.

This task will include separate technical memorandum describing the recommended Bicycle and Pedestrian projects with location and cost information. Technical Report 4 will describe recommended projects as well as the evaluation and selection process.

As we identify projects, one of the biggest opportunities to address connectivity is the provision of curb separated, protected bike lanes adjacent to existing sidewalks. This has been done to some extent on University Avenue between NW 23rd Street and NW 36th Drive and on portions of NW 16th/23rd Ave between 13th Street and NW 58th Blvd. The graphic to the right illustrates an example of how a protected bike lane adjacent to existing sidewalks could look.



## TASK 5: PRIORITIZED PROJECT LISTS, IMPLEMENTATION PLAN, AND FINAL REPORT

The bicycle-pedestrian plan approach incorporates a community supported selection of projects. The Master Plan will be adopted by the MTPG Governing Board and the projects implemented by Alachua County, City of Gainesville, UF and FDOT. The Master Plan will include two separate prioritized lists. One list will identify projects for the urban area and the second list will identify projects for rural unincorporated Alachua County. The process recognizes the times we are in, and will be coordinated through a well-developed series of webinars, virtual meetings and other interactive consent-building methods highlighted in Task 1. It is essential that projects be achievable, yet visionary enough to create the magic to bring lasting change, and to be models for the next round of projects. This plan and prioritization approach is well linked and honors the vision and principles of the 2045 LRTP Update, Alachua County Comprehensive Plan, City of Gainesville Comprehensive Plan, the UF Campus Master Plan and other area plans. It supports greater, inclusive community development, connectivity and land use growth that reduces dependency on single occupant vehicles while protecting and preserving precious eco systems. This approach recognizes land use and transit planning as partners in creating a full system network. The urban, university and semi-rural areas have unique demographics and needs, requiring their own tools and approach. For example, the multi-modal needs and opportunities in the town of Alachua are different than those in the areas around the UF campus. Thus, the **Volkert** Team’s approach will provide a method for evaluating the outlying municipalities, settlements and regional connections within Alachua County; and another for the Gainesville Urban area. All areas shall address the following criteria:

- ◆ Positive community impacts to health, equity, and safety, as well as boosting multi-modal community development, by adding priority bicycle and/or pedestrian facilities

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- ◆ Geographic projects will not be selected if too difficult, impractical or expensive. The criteria in state legislation is a good starting point, but local conditions call for further analyses and sensitivity.
- ◆ The process will honor and respect historic, retail, cultural and equity needs; be responsive to environmentally sensitive lands.
- ◆ Provide flexibility in project locations and designs that are context sensitive solutions.

## COST ESTIMATION

Cost estimating is developed using multiple resources, including information obtained from FDOT Long Range Estimates (LRE) System, FDOT Cost per Mile Models, FDOT Statewide Average Unit Cost, and the Alachua County Database Unit Cost, using the most readily available dollars and then using the inflation index calculator, updated to unit cost to average 2020 dollars.

Cost estimates are developed using two basic approaches: “bottom up” and “top down”. The bottom up approach is best applied to developing unit costs where quantities are defined based on engineering data. Unit costs are developed and work item components are combined using typical sections to estimate costs for each category of work. This approach results in more accurate estimates due to the use of quantifiable data but relies on specific engineering information that is not available in its entirety during the feasibility study and may not be available until later phases of the project. The top down approach derives unit costs from historic cost data. Accuracy is less achievable with this method and is applied only when necessary. Through a combination of these two estimating approaches, reasonably accurate cost estimates are developed during the planning stages and revised during final design.

For example, using FDOT’s LRE System composite report for Two Directional 12 ft Shared Use Path Cost Per-Mile Model, costs are developed for improvements based on percentage length of one mile, i.e. if the project is 2,640 feet in length, quantities are calculated at 50% of the cost-per-mile quantities. However, if the project is 1.3 miles in length, quantities are calculated at 130% of the cost-per-mile quantities. The cost-Per-Mile model uses 12-foot width for the shared use path as a basis for calculating quantities.

Cost estimates require the use of typical sections, preliminary concept plans, existing as-built plans, if available, and the use of aerial photography to identify the infrastructure elements needed to prepare the preliminary and final cost estimates. Quantitative data to calculate unit costs is derived from typical sections and plan sheets. Cost estimates will be computed using a Microsoft Excel spreadsheet to describe the pay item, unit cost, quantity and final cost.

The following assumptions are used to develop cost estimates:

- ◆ 2020 dollars for costs
- ◆ Existing construction technology

The construction schedule will proceed under normal State of Florida laws, conditions, and rules.

The reality of funding and implementation of these projects warrant narrowing and prioritizing the number of projects that will be put forth in the final report for the Master Plan. As a result, the goal of the project prioritization is to identify projects that:

- ◆ Provide the greatest safety improvements
- ◆ Provide the most connectivity
- ◆ Are easy to implement
- ◆ Provide the greatest return on investment
- ◆ Geographically equitable

An important element within the implementation plan is developing the prioritized bicycle and pedestrian projects list for projects within the Gainesville Metropolitan Area and for projects outside the Gainesville Metropolitan Area. The prioritized list will include project rank, as well as ranking factors. Section 5.1.2 in the scope describes the project prioritization methodology including a list of 13 evaluation criteria. Based upon our Team’s experience developing bicycle and pedestrian project lists we will recommend scoring the projects without weighting the criteria. Our Team will work with the MTPO staff and committees and Project Management Team to develop the weighting measurements. Specifically, each project’s ability to meet criteria will be scored based on a point system. The lists of projects will also include geographic system shape files. Planning level cost estimates will be provided for each project.



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Our Team shall ensure that the prioritized lists of appropriate references to the 2045 LRTP performance measures and targets and the ten planning factors required by Fixing America’s Surface Transportation Act.

## DELIVERABLES

As identified in the scope of services, our Team will provide the following:

- ◆ Technical reports for each task
- ◆ Final report: an electronic copy, one original copy and 15 printed color copies
- ◆ Summary poster: full color, 11x17

In support of the **Volkert** Team, Blue Zones will act as an advisor to the development of the Master Plan Prioritized Project List, Implementation Plan, and Final Report, which will include comprehensive description of projects, programming, community values, national best practices and next steps for various policy efforts. The Blue Zones Team will support the development of the final report, ensuring that health and equity are integrated and that the document is a reflection of community engagement and stated values.

## PROPOSED PROJECT STAFFING

**Volkert** is a full-service engineering and planning firm that provides innovative planning, design and environmental solutions to the challenges of everyday life. Since 1925, we have focused first and foremost on people - our clients, Team members and stakeholders in the communities we serve. Our valued clients say our big-picture thinking leads to innovative and practical solutions that deliver long-term savings and lasting value.

**Volkert** has an expanded and growing planning presence in Florida led by **Ned Baier, AICP** and **Ralph Bove, Jr.** Mr. Baier’s work experience includes more than 15 years working for Hillsborough County as Transportation Planning Manager. **Volkert’s** Planning and PD&E Teams have worked for two dozen clients, including eight MPOs. The Team has successfully completed a broad diversity of planning projects in bicycle-pedestrian and trail master plans and feasibility studies; capital improvement planning, cost estimating and feasibility; conceptual design plans for complete streets, roundabouts and trails; traffic safety studies and corridor analysis; successful grant writing and developing transportation funding plans; NEPA; and environmental planning. Our **Volkert** PM, Ned Baier, AICP has led six MPO/TPO GPC contracts and has successfully completed more than two dozen projects as the PM. Currently, **Volkert** is finalizing environmental support documents for the Nature Coast Trail PD&E Study for FDOT District 2 as well as completing the Lee County MPO 2045 LRTP.

**Volkert** has 14 offices located in Florida, including offices in Tampa, Gainesville and Maitland, with more than 20 Planning and PD&E staff and more than 35 registered PEs and Surveyors. **Volkert** has a diverse set of public agency clients including MPOs/TPOs, municipal governments and FDOT. Our Team will coordinate with the MTPO and Alachua County throughout each task assigned and will be available as needed for meetings with staff.

## SUBCONSULTANTS

**Volkert** has assembled a team of professionals who have successfully worked together as a team on multiple contracts with services similar to those proposed for this bicycle-pedestrian Master Plan. Their expertise fulfills the requirements and depth of experience needed to successfully complete all tasks assigned under this contract. **Volkert** has selected these teaming partners based on our long history of working together on MPO/TPO, municipality and FDOT projects.

**Volkert** subconsultants include the following experienced firms to ensure full-service delivery:



**Jonathan Paul, AICP**, will serve as Deputy PM and **NUC** will provide existing plans and studies review, design criteria development, mapping/GIS support, network analysis and needs assessment. NUC assists local governments with developing innovative land use concepts, mobility plans and parking strategies, re-imagining existing transportation networks to support all modes of travel through developing Complete

Active Transportation and Living Streets, and establishing creative techniques, like mobility fees, to fund mobility and accessibility improvements. Jonathan has over 17 years of experience either working for or serving on the MPO/MTPO Technical Advisory Committee for Alachua, Hillsborough and Sarasota Counties.

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Founded in 2011, NUC works with local governments throughout Florida offering a broad range of land use and transportation planning services, including Bicycle-Pedestrian/Trail and Development Master Plans, Visioning, Mobility Plans and Mobility Fees and Traffic Impact Analysis. NUC believes in transparency and helping community stakeholders, development interests, and elected officials understand how plans, regulations and fees are developed and why they are necessary to maintain and enhance the quality of life in the community.



**BLUE ZONES®**

Led by Dan Burden and enhanced by a sharp focus on health and equity by Danielle Schaeffner, Blue Zones will be providing Quality Assurance and Quality Control (QA/QC) for final reports, public and stakeholder

involvement, design criteria development and documentation/reports support. Blue Zones employs evidence-based ways to help people live longer, better and healthier active lives. Blue Zones works within the existing framework and culture of the communities it serves, with an end goal of having produced a significant and lasting change to the health, well being, vitality and economics of a city.

Blue Zones helps communities create active and healthy living environments by implementing plans for safe travel routes, improved street connectivity, designing pedestrian and bicycle-friendly roads and decreasing isolation and inactivity within communities. They work with a community to reinvent neighborhoods, streets, towns and cities by engaging a diverse group of professionals, elected leaders, advocates and other community leaders to develop a game plan for first fixing the roads, then cultivating a more communal atmosphere surrounding each travel route, and ultimately adding to adjacent property values.

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## KEY PERSONNEL QUALIFICATIONS



**BO SANCHEZ, PE**  
**PRINCIPAL-IN-CHARGE**

Mr. Sanchez has 35 years of experience serving as Principal-in-Charge for planning and PD&E projects. Having managed numerous projects with multi-modal implementation, he understands the importance of maintaining effective communication with the County and MTPO and their appropriate staff and the need to be ultra responsive and flexible in matching the scope of work to the budget available for the project. He will ensure the PM and staff have the resources they need to meet production and schedule requirements as well as ensure client satisfaction.

**VOLKERT**



**RALPH BOVE, JR.**  
**QUALITY ASSURANCE/QUALITY CONTROL (QA/QC)**

Mr. Bove has more than 36 years of experience in providing professional transportation planning and engineering consulting services in Florida. Mr. Bove specializes in Transportation Planning, Project Development & Environment (PD&E) studies and related Corridor Planning studies involving a broad range of transportation and land-use planning, preliminary engineering, environmental impact assessment and community involvement programs. He has served as QA/QC Manager and technical advisor on several planning and PD&E projects throughout Florida and will provide QA/QC oversight on all tasks assigned for this project.

**VOLKERT**



**NED BAIER, AICP**  
**PROJECT MANAGER**

Mr. Baier will serve as PM and is responsible for client communication, scope management clarification and adjustment of staff sourcing and coordination, progress reporting, overall production and project delivery. With over 33 years of experience in all facets of transportation planning, Ned has had the privilege to lead six MPO/TPO GPC contracts and has successfully completed more than eight bicycle-pedestrian Master Plans and feasibility studies as PM. Mr. Baier is currently completing the Lee County MPO 2045 LRTP and recently completed the Village of Estero Bicycle-Pedestrian Master Plan and Charlotte County-Punta Gorda MPO Bicycle-Pedestrian Master Plan.

**VOLKERT**





# WRITTEN PROPOSAL

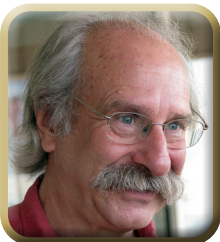


NUC URBAN CONCEPTS

**JONATHAN B. PAUL, AICP**

**DEPUTY PM, EXISTING PLANS AND STUDY REVIEW, DESIGN CRITERIA DEVELOPMENT, NETWORK ANALYSIS, NEEDS ASSESSMENT**

Jonathan B. Paul, AICP, founder of NUC, brings extensive experience creating innovative land use, multi-modal transportation and parking designs, plans, and policies. Jonathan has an extensive knowledge of the multi-modal transportation system in Alachua County and worked on the current Alachua Countywide Bicycle Master Plan as a consultant. He also served as the Transportation Planning Manager for Alachua County, coordinating transportation planning with the City, UF and MTPO. He is currently working with local governments throughout Florida on the development of multi-modal mobility plans to enhance walking, bicycling, scooting and the use of new and shared mobility technology. To be effective and all-inclusive, these plans also include parking, curbside management strategies, micromobility and microtransit.



BLUE ZONES

**DAN BURDEN**

**PROJECT ADVISOR, QA/QC FOR FINAL REPORTS, IMPLEMENTATION AND FINAL REPORT, PUBLIC INVOLVEMENT SUPPORT**

Mr. Burden is a nationally recognized authority on active transportation, livable and sustainable communities, complete streets, safe routes to school and bicycle and pedestrian facilities and programs. Mr. Burden has more than 40 years of experience in the built environment and has helped more than 3,500 communities throughout the world become more livable and walkable. He oversees many community built environment transitions, making communities healthier more active places to live.



BLUE ZONES

**DANIELLE SCHAEFFNER, MPH**

**PUBLIC INVOLVEMENT SUPPORT, QA/QC FOR FINAL REPORTS, IMPLEMENTATION AND FINAL REPORT**

Danielle Schaeffner, MPH, is Director of Planning and Projects for Blue Zones. Danielle has been working in the built environment field since 2014. Danielle has represented health at the local, regional, and state level, participating in a range of active transportation activities, including comprehensive planning, Health Impact Assessment (HIA), and Complete Streets efforts. Danielle is passionate about working with partners across sectors to promote policy, systems and environmental changes that increase access to multi-modal options for all ages, incomes and abilities.



VOLKERT

**BRIAN KANEY, PE**

**SAFETY AND CRASH ANALYSIS**

Mr. Kanely has over 46 years of experience including bicycle and pedestrian facilities, traffic calming, roundabouts, traffic and transportation engineering designs, studies, reports, traffic operations, transportation planning, parking and development review. Prior to joining **Volkert**, he worked for the City of Gainesville for over 34 years as Traffic Engineering Director and Transportation Services Manager. During his career at the City, Mr. Kanely participated in numerous activities to improve and promote bicycle and pedestrian travel including rail trail activities, sidewalk projects, paved shoulders for bike lanes and bike parking facilities. Mr. Kanely strongly supported the City's four E approach to bicycle transportation (education-engineering-encouragement-enforcement). Mr. Kanely participated in the development of an active Bicycle and Pedestrian Program staffed by a full time Bicycle and Pedestrian Coordinator. He also served as Engineer-of-Record (EOR) and Project Engineer for the City of Gainesville's West 6th Street Rail Trail – Section 3 and served as Project Engineer for the City of Gainesville's Transportation Study for the Legacy Project.



VOLKERT

**MANUEL RICHARDSON, PE, PTOE, RSP**

**SAFETY AND CRASH ANALYSIS**

Mr. Richardson has more than 12 years of traffic engineering experience. His expertise includes safety studies, traffic operations, traffic engineering and transportation planning, specializing in signal timing optimization. He is also experienced in design, report writing and technical presentations. Mr. Richardson recently designed street name sign panels utilizing GuidSign software for the Pinellas County Intersection and Safety Improvements Preliminary Engineering Study. This project provided safety features for the four schools within the project boundaries. Additionally, Mr. Richardson performed QA/QC review of the 2016 Highway Safety Program for Sumter County.

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**VOLKERT**

**DYAN DAMRON, PE, PTP**  
**SAFETY AND CRASH ANALYSIS SUPPORT, PERFORMANCE MEASURES SUPPORT AND PROJECT PRIORITIZATION SUPPORT, PUBLIC INVOLVEMENT SUPPORT**

Ms. Damron has extensive knowledge in transportation planning, including comprehensive transportation planning, corridor analysis, public involvement, community and campus planning, safety analysis and access, pedestrian and bicycle planning, multi-modal planning and traffic operations and R/W acquisitions. Projects include the preparation and management of traffic impact studies, traffic signal warrant studies, bikeway planning and design, Master Plan studies, land use planning, and coordination involving client and reviewing agency.



**VOLKERT**

**KELLI MUDDLE**  
**PUBLIC INVOLVEMENT, EXISTING PLANS AND STUDIES REVIEW, MAPPING/GIS, IMPLEMENTATION AND FINAL REPORT**

Ms. Muddle is a Senior Planner with a background in environmental technology and public outreach. She is responsible for assisting senior level engineers develop premium transit and transportation planning projects. Her responsibilities include GIS mapping and analysis, field work data collection, creating, formatting and editing technical documents, coordinating public workshops, meetings, events and creating presentations. Ms. Muddle is currently serving as Deputy PM for the Nature Coast Trail PD&E Study for FDOT District 2. The study is being conducted to consider any potential social, natural, cultural, physical and economic impacts of extending the existing Nature Coast Trail eastward from the Trenton Depot to the Alachua County line in Gilchrist County.



**VOLKERT**

**TYLER WALLUM, PE**  
**COST ESTIMATING**

Mr. Wallum has more than 12 years of experience on a wide variety of trail, safety, intersection improvement and PD&E project experience. He recently completed the Recker Highway CSX railroad overpass PD&E study and has designed seven miles of trail along SR 15 in Volusia County and two miles of shared-use path along SR 50 in Lake County. His areas of expertise include cost estimating, Design-Build, Project Management, Highway Design, Traffic Control Plans Design and Pavement Design. He has a thorough knowledge of FDOT Design Manual, Florida Green Book, Florida Intersection Design Guide, AASHTO, Central Florida Expressway (CFX) Design Practices, TDH and FDOT Design Standards. Mr. Wallum has expert proficiency of MicroStation Corridor Modeling, GEOPAK and AutoCAD Civil 3D to perform all detailed design phases.



**VOLKERT**

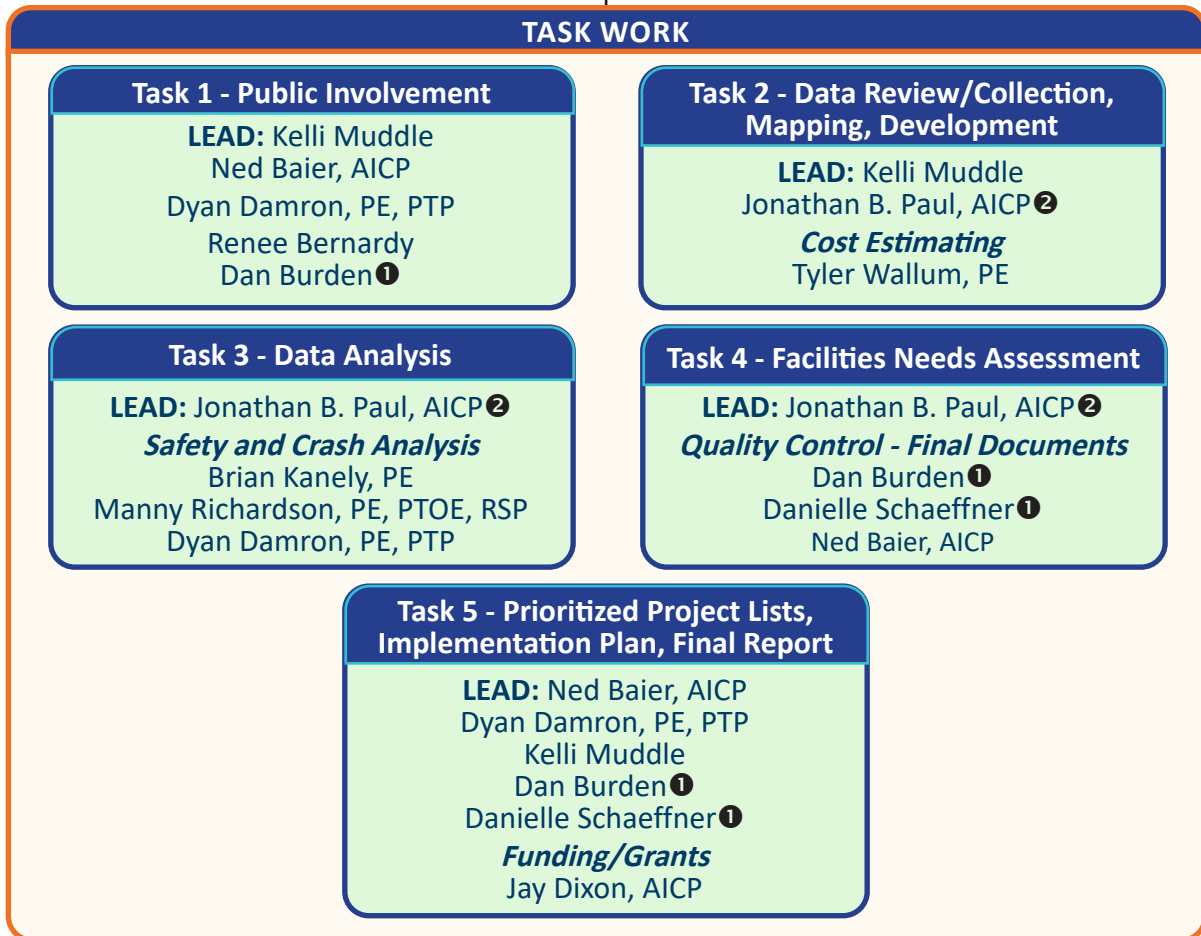
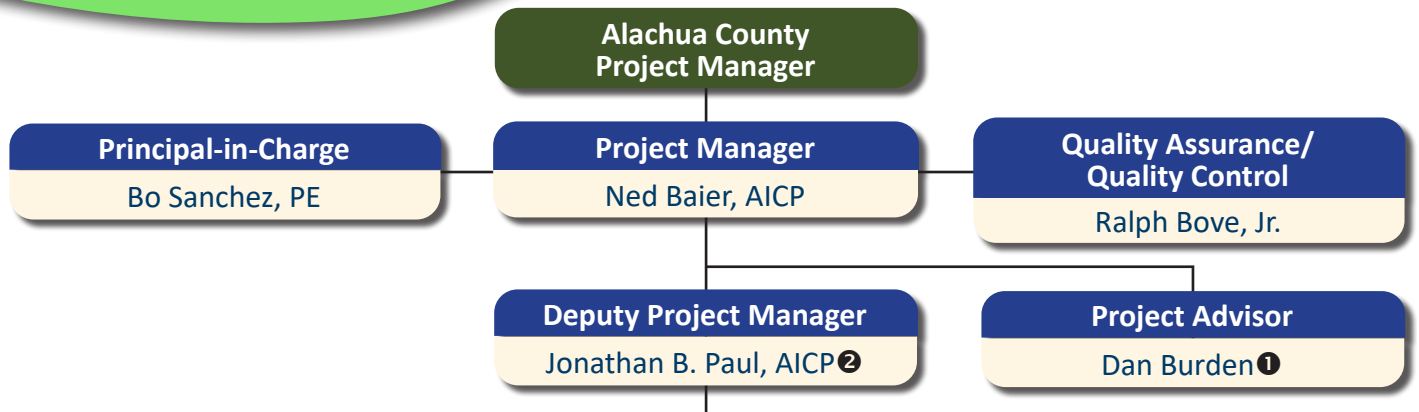
**JAY DICKSON, AICP**  
**FUNDING/GRANTS**

Mr. Dickson has more than 19 years of experience in Land Planning and Project Management, including facilitating funding and grant opportunities and funding implementation. His experience includes urban development and redevelopment planning, park and recreation master planning, master planning for commercial and residential developments, airport land use master plans, and community revitalization plans He will ensure funding is properly allocated and utilized. Additionally, Mr. Dickson will review the alternative funding sources identified in Technical Report 2 and make appropriate recommendations based on the MTPO and County's needs.

Our experienced Team is illustrated on the Organization Chart included on the following page. This Team was carefully chosen and tailor-made for the specific needs of this project in order to give MTPO and Alachua County concise, effective services without straining the allocated budget.



# ORGANIZATION CHART



Key Staff	TASK NUMBER				
	1	2	3	4	5
Ned Baier, AICP	S				L
Jonathan Paul, AICP		S	L	L	
Dan Burden	S			S	S
Danielle Schaeffner	S			S	S
Kelli Muddle	L	L			S
Brian Kanely, PE			L		
Tyler Wallum, PE		L			
Jay Dixon, AICP					L

Volkert TEAM	TASK NUMBER				
	1	2	3	4	5
Volkert, Inc.	✓	✓	✓		✓
1 Blue Zones	✓			✓	✓
2 NUE Urban Concepts, LLC		✓	✓	✓	

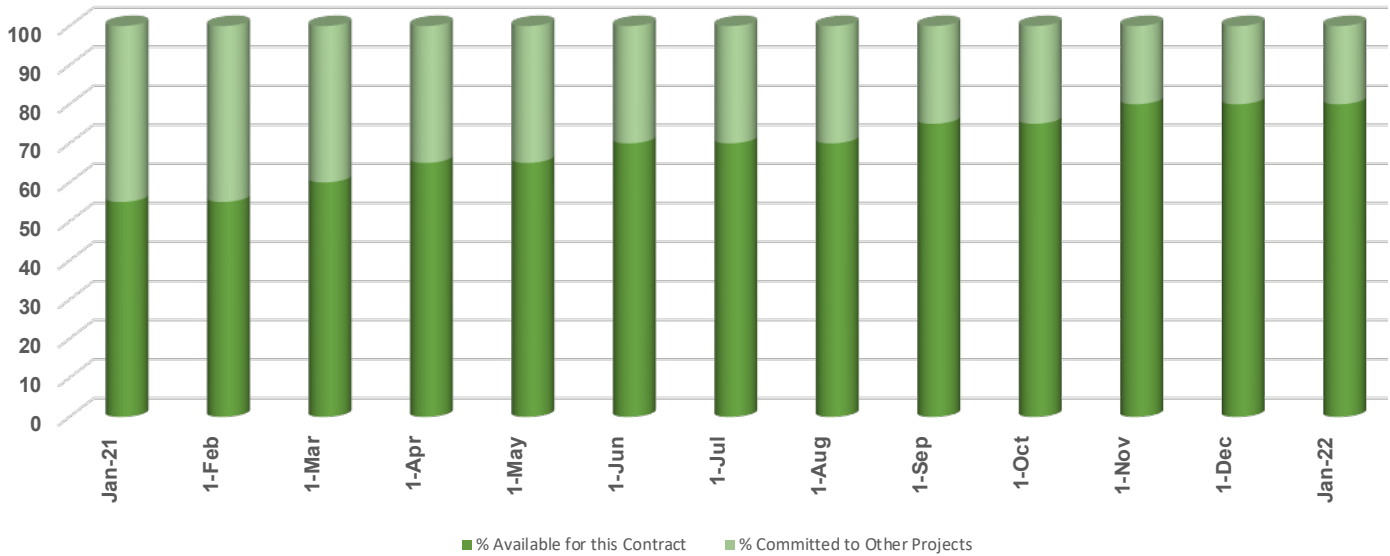
L = Lead  
S = Support



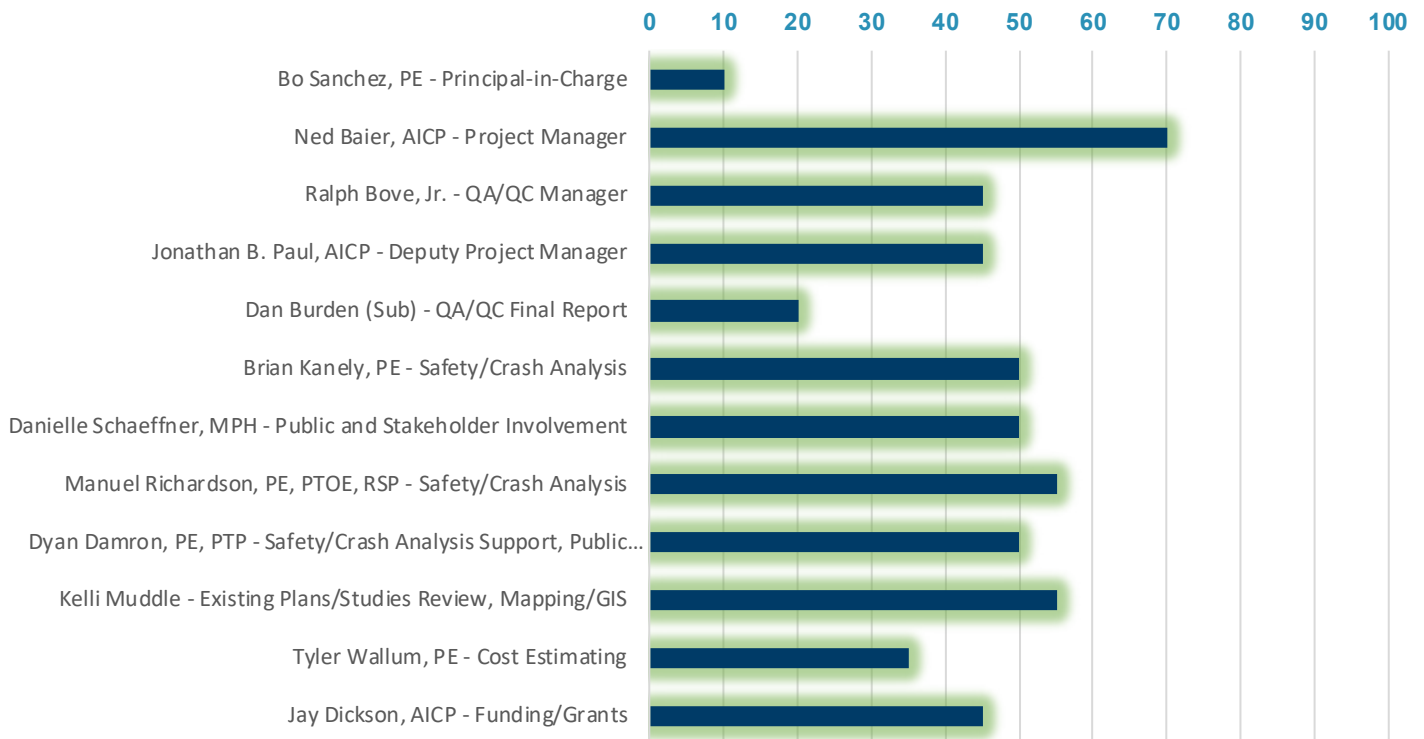
# WRITTEN PROPOSAL

## FIRM AVAILABILITY

The following tables represent our firm's and key Team members' 12 month projected availability for the next year; as a Team we have an average availability of over 55%. Our proposed subconsultant partners also have ample availability to support us on this project. We are confident that our anticipated availability will meet the needs of this scope as we have several planning projects that will be completed in the next six months, including as the Lee County MPO 2045 LRTP and the FDOT District 2 Nature Coast Trail PD&E project. Our Team will fully commit the needed time and resources to this project. We have identified a Team with the range of experience to ensure we can meet the requirements of the scope of services.



## Key Staff % Availability





# WRITTEN PROPOSAL

## EXPERIENCE ON SIMILAR PROJECTS

The following projects demonstrate our breadth of knowledge and expertise needed to provide the MTPO and Alachua County a comprehensive, success-driven Team.

*\* Indicates Ned Baier's Project Experience prior to Volkert*

### **JOHN YARBROUGH LINEAR PARK (JYLP) SHARED-USE PATH FEASIBILITY STUDY\*** **FT. MYERS, FL, CITY OF FT. MYERS**

This project determined the feasibility of a 12-foot wide path extending the JYLP to Hanson Street from its existing terminus at Colonial Boulevard. JYLP is part of the SUN Trail system. The study and documentation describes the development and evaluation of alternatives considered during this feasibility study, which is funded by FDOT. The preferred option advanced to the design and construction phases in 2018.

The City provided contract administration, management services and quality acceptance reviews of all work associated with the completion of the associated Study. The final completion date for all contract documents was June 30, 2018 and the project was delivered on time and on budget.

A feasibility analysis was performed and identified R/W impacts, concept design, safety, security, and maintenance, and environmental issues and permitting requirements and Section 4(f) impacts related to development of a shared-use path. The consultant Team also provided conceptual design and development services that identified bicycle and pedestrian connectivity opportunities in the existing neighborhood and existing bike and pedestrian facilities and develop alternatives and final design concepts for the pathway or alternatives that ensure safety, security, maintenance, and issues addressed in the project. The Study included a public workshop, extensive stakeholder participation, and a City Council Workshop. The Final Report and recommendations were approved by City Council in June, 2018.

**"I am so impressed with the dedicated services Mr. Baier is providing that I felt compelled to go on the record with my praise. His exemplary leadership skills truly deserve recognition. The devoted work effort that Mr. Baier routinely provides should be promoted and serve as an example for others to follow."**

**Carl G. Karakos, City of Ft. Myers  
Transportation Engineer**

### **WINKLER CANAL SHARED-USE PATH FEASIBILITY STUDY\*** **FORT MYERS, FL, CITY OF FORT MYERS**

This project was a study to determine the feasibility of constructing a 10-foot-wide shared use path along the Winkler Canal from west of US 41 to McGregor Boulevard. The consultant Team performed a feasibility analysis and identified R/W impacts; concept design; safety, security and maintenance; and environmental issues, permitting requirements and section 4(f) impacts. The project also involved providing conceptual design and development services to identify bicycle and pedestrian connectivity opportunities in the existing neighborhood, existing bicycle and pedestrian facilities and develop alternatives and final design concepts. Tasks included staff workshops and public workshops, management steering committee and presentations to City Council.

### **BICYCLE-PEDESTRIAN MASTER PLAN AND CAPITAL IMPROVEMENT PROGRAM FACT SHEETS\*** **ESTERO, FL, VILLAGE OF ESTERO**

This project included developing the first ever Bicycle-Pedestrian Master Plan for the Village, guiding the investments that would improve walking and bicycling conditions, improve safety and spur economic development. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the Village.

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## SPRUCE STREET CORRIDOR IMPROVEMENTS TAMPA, FLORIDA, CITY OF TAMPA

**Volkert** is providing a Complete Streets design for multi-modal safety and mobility improvements along Spruce Street from Hesperides Street to Himes Avenue. The design is focused on creating a safe environment for pedestrians and non-motorized users along the corridor. This context sensitive design will benefit the rapidly changing demographics in the area, as the high-end residential population increases and existing industrial land uses are relocated, the needs of the users of this facility are changing. Specifically, we expect to see a reduction in heavy commercial vehicle traffic and a rise in pedestrian and non-motorized users along the corridor. This project is also a part of the Westshore Alliance redevelopment district and will provide connectivity to the Lois Avenue Trail that is under development currently. Coordination with existing businesses, Westshore Alliance and the existing residential community are all key components to the success of this project. The multi-modal improvements will include filling in sidewalk gaps, creating a multi-use trail corridor, enhancing existing crosswalks and ADA features at intersections, adding a mid-block crosswalk, enhanced landscaping and providing milling and resurfacing with updated signing and pavement markings for the entire length of the project. Other project elements include; review lighting at intersections and cross walks, grading modifications to improve drainage and coordination with Home Depot to relocate their Spruce Street driveway further to the west to improve traffic operations and safety.



## UF CAMPUS GREENWAY, SEGMENTS 1&2 GAINESVILLE, FL, FDOT DISTRICT 2

**Volkert** prepared the design for this two mile trail project across the UF campus in Gainesville, Florida. Major considerations in the location of the trail were the horizontal relationships to existing roads, wetlands, slopes, and existing drainage facilities. Tree location and mitigation was also an important consideration in the placement of the trail. The trail's profile met all ADA requirements. Areas with steep slopes were addressed by timber boardwalks, embankments, retaining walls, and pedestrian-bicycle handrails. **Volkert** paid strict attention to lighting and signage on this project since campus safety is a prime concern for bicyclists and pedestrians, especially in some of the more underdeveloped areas of this route.





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The UF Greenway trail project was divided into two project segments. Segment 1 of the trail begins just west of S.W. 34th Street and runs eastward along Hull Road, Mowry Road and along the west side of Pony Field before crossing Gale Lemerand Drive, a major north-south connector road in the heart of the UF campus. Segment 2 of the trail runs eastward from Gale Lemerand Drive and meanders through the campus, crossing streams and wetlands until reaching Newell Drive where the trail becomes a marked bike path prior to intersecting Archer Road (SR 24) adjacent to the Shands Hospital. One of the most striking features of the trail is a new pedestrian bridge constructed over a creek which drains to Lake Alice at a point just east of Gale Lemerand Drive. The project also featured sections of boardwalk to elevate the trail above adjacent wetland areas.

**Volkert** provided complete engineering design for the project which included trail design, drainage design, bridge design, lighting and electrical design. **Volkert** also provided environmental permitting for the project and support for utility coordination and public involvement. In addition, **Volkert** provided all control and design survey for the project which included laser scanning. During construction, **Volkert** provided engineering construction services for the duration of the project. The project involved a high level of coordination between FDOT, UF, and the public. Underground utilities located in the trail path presented a challenge which was successfully resolved through close coordination with Florida Gas Transmission (FGT). Bridge placement located directly under a 69 kv overhead power line was resolved by de-energizing the lines during placement.




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### **CAPE CORAL BICYCLE-PEDESTRIAN MASTER PLAN\*** **LEE COUNTY AND CITY OF CAPE CORAL, LEE MPO AND CITY OF CAPE CORAL**

This was the first-ever Bicycle and Pedestrian Master Plan for Cape Coral. The plan developed jointly by two consultant firms was a guide for investments to improve walking and bicycling conditions, improve safety and spur economic development in the city. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the city. There was an extensive public engagement process for this project including public workshops, social media, and community bicycle rides. This project was selected by the Florida Chapter of the American Planning Association for presentation at the FAPA State Conference in September 2018.

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### **CHARLOTTE COUNTY-PUNTA GORDA MPO BICYCLE AND PEDESTRIAN MASTER PLAN\*** **CHARLOTTE COUNTY, FL, CHARLOTTE COUNTY-PUNTA GORDA MPO**

This project was to develop the first-ever Bicycle and Pedestrian Plan for the MPO guiding the investments that would improve walking and bicycling conditions, improve safety and spur economic development. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the County.

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### **WOODWARD AVENUE COMPLETE STREETS (BLUE ZONES)** **DETROIT TO PONTIAC, MI, WOODWARD AVENUE ACTION ASSOCIATION**

In 2012-13 Dan Burden, working with Parsons Brinckerhoff, engaged a multi-disciplinary Team to assess conditions and provide modern complete streets design principles to 27 miles of Woodward Avenue, one of America's most iconic and historic streets. Woodward Avenue is part of the prestigious National Scenic Byways Collection, a collection of 150 distinct roadways in America with unique intrinsic qualities and stories that cannot be told anywhere else in the world. This project is also the largest and most complex complete streets project in the nation. Woodward Avenue originates in downtown Detroit and ends in Pontiac, Michigan.

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Dan's role was to provide guidance for elements of active transportation, conduct walking and bicycling audits, and to provide support for all public engagement activities. Woodward Avenue traverses a wide variety of communities, from burned out, abandoned neighborhoods to suburban neighborhoods, as well as some of Michigan's most prominent urban business addresses. Urban areas included 11 separate communities, including Royal Oak, Ferndale, Pontiac and Birmingham, Michigan.



Public engagement work included leading both neighborhood and technical walking audits and conducting evening charrette-style public engagement events. All areas of the project took into consideration the needs of walkers, bikers, transit-users, ADA accommodation requirements, as well as automobiles and freight vehicle needs. The 18-month long project was overseen by the Woodward Avenue Action Association (WA3).

## OTHER CONSIDERATIONS

### MANAGEMENT PLAN

The essential elements of a Work Plan answer the following:

- ◆ What needs to be done?
- ◆ Who will do the work?
- ◆ What equipment will be needed?
- ◆ When will the work be done?
- ◆ How much will the work cost?
- ◆ How will the work be done?
- ◆ How will quality be ensured?
- ◆ How will the client be kept satisfied?
- ◆ How will changes be managed?
- ◆ How will the project be closed?

#### WORK PLAN

Upon acceptance of the proposal and Notice to Proceed (NTP), a formal Work Plan will be finalized. The Work Plan is a powerful tool for creating a high-quality project and achieving satisfaction. A quality Work Plan defines all roles and responsibilities and describes how the knowledge and skills of the Team will be used to meet project requirements. Development of the Work Plan is essential because it helps us efficiently work together. Effective instruction in the Work Plan eliminates cost overruns, schedule slippages, and ineffective personnel assignments, while promoting responsibility and quality.

We recommend an initial meeting once the MTPO has authorized work to proceed. At this meeting, we will establish clear lines of communication that will remain in place throughout the project to ensure project success. Regularly scheduled project review meetings will mostly be held virtually for efficiency and health reasons. Prior to starting work, we will perform a detailed analysis and complete a Work Plan and schedule, focusing on:

- |                         |  |
|-------------------------|--|
| ◆ Project facilitation  | ◆ Required expertise and staffing                    |
| ◆ Schedule requirements | ◆ Stakeholder identification and coordination        |
| ◆ Technical approach    | ◆ Public outreach (public involvement and education) |

#### QUALITY CONTROL

Developing a project-specific Quality Control (QC) Plan begins with the assignment of a competent and proactive PM. Our PM, Ned Baier, AICP, will ensure the QC Plan for this project is prepared, implemented and followed. Ralph Bove, Jr. will oversee the QC process and will perform quarterly reviews to document compliance with the QC Plan. The MTPO QC Plan will adhere to **Volkert's** strict internal quality management procedures and will draw upon agency principles and guidelines such as FDOT's guidance on quality for project development studies. There are two elements of the **Volkert** QC process that are unique in the industry: customer satisfaction reviews and constructability reviews. As part of our corporate quality management program, **Volkert** conducts monthly assessments of completed projects and includes input from project Team members and clients. This customer satisfaction review involves an internal lessons-learned review based on feedback from the client regarding **Volkert's** performance on their project. The lessons-learned from these reviews are incorporated into our QC procedures to further minimize and ultimately eliminate errors and avoid issues during future production phases including construction. In addition, **Volkert** provides value-added CEI-led

# WRITTEN PROPOSAL

constructability reviews of preliminary engineering and conceptual design plans, even in planning studies, to ensure proposed study concepts are viable from a constructability standpoint.

## OVERALL SCHEDULE AND BUDGET REQUIREMENTS

Developing schedule and budget requirements is an essential part of every project and starts with the management skills of the PM. Effective project management requires communication skills to facilitate a common expectation of project delivery and successful outcome. **Volkert** provides a strong, experienced project management and leadership Team and maintains open lines of communication to provide quality, cost and schedule control. Our senior management staff in the Tampa office will ensure we keep a constant vigil on the over-arching desires of the community.

After final selection, **Volkert** will initiate a meeting with the MTPO staff to actively listen to the MTPO's project goals and objectives, review **Volkert's** project approach, clarify scope items and finalize the direction of the study. All **Volkert** Team Leads will participate to ensure we have a clear understanding of the MTPO's project priorities and reach consensus on the project approach. Once the final scope of services is agreed upon, the preparation of estimated work effort (staff hours) will begin. Having an agreed upon scope of services will facilitate an efficient and successful staff hour negotiation. In addition, **Volkert** will prepare a detailed project schedule and provide the MTPO with a specific list of project deliverables. The schedule will include key milestone dates used to gauge the project progress. The goal is to complete the project within 15 months.

Following the approval of the scope, staff hours and project schedule, Mr. Baier will prepare a Work Plan and distribute it to MTPO staff and the **Volkert** Team. This plan will include the scope of services, work effort (staff hours), approved fees, schedule, milestone dates and contact information for all **Volkert** Team Leads. The Work Plan will be updated continually and revised as the project progresses.

The project schedule will be updated on a monthly basis, or as needed, and will be included with the monthly progress report to be submitted each month to MTPO staff. Following the project kick-off meeting, monthly progress meetings will be held with the appropriate project discipline leaders to discuss project progress, issues, resolve concerns and other key project matters. Progress meetings may be held virtually through platforms such as Microsoft Teams or may be in-person as public health and safety protocols allow. Progress reports will track on-going and future tasks, milestones and consultant invoicing fees. To facilitate communications, Mr. Baier will be available, via phone, email or text. If necessary, additional project meetings will be set. Through a continuous open line of communication with Mr. Baier, MTPO staff will be kept abreast of the project status, key challenges, significant issues and resolutions.

## CONTROLS TO BE UTILIZED TO MAINTAIN SCHEDULE & BUDGET

Regular tracking of work efforts completed and time expended provide our PM with the best insight on a project's progress. Mr. Baier will be involved in every aspect of the project to ensure the project Work Plan is effectively executed and the feasibility study process is followed. His emphasis will be on communication and keeping the MTPO staff informed at all times through timely meeting minutes, progress reports and project review updates ensuring all anticipated results are achieved. **Volkert** utilizes Vision as our accounting project management database to monitor the work efforts and associated fees expended on each project. All staff hours negotiated for the project will be used to develop the appropriate tasks and subtasks within our project management database and enable a constant comparison between project completion and project payout.

**Volkert's** tracking system can produce reports such as:

- ◆ Total time spent on a project by employee or employee classification
- ◆ Time spent on a specific task within budget by employee or employee classification
- ◆ Project budgetary data

If necessary, these reports can be provided monthly to the MTPO's PM for review and analysis in time to provide up-to-date schedule information for presentation at internal production coordination meetings. In addition to **Volkert's** accounting procedures, all of our electronic project files are backed-up and secure. Software support is available for all projects, providing additional reassurance to the MTPO that schedules will never be impacted by lost project data.

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## COMMITMENT TO SATISFY MTPO'S NEEDS

Our PM, Ned Baier, AICP has completed all of his past bicycle-pedestrian Master Plans and feasibility studies on time and within budget. Additionally, Mr. Baier has 70% availability for this project and commits to providing unparalleled services to each task assigned under this contract. Our Team is cognizant of the budget constraints associated with this project



# WRITTEN PROPOSAL

and will work with the MTPO and Alachua County to ensure existing data and resources are utilized whenever possible to create a feasible Master Plan. We share the same vision as MTPO for this project and will research and develop innovative methods to provide urban and rural communities alike safe, accessible bicycle and pedestrian facilities.

## PAST PERFORMANCE ON SIMILAR PROJECTS

The **Volkert** Team’s projects demonstrate our breadth of knowledge, experience and expertise needed to provide the MTPO and the projects stakeholders a comprehensive, problem solution Team.

Ned Baier, AICP has successfully completed a large number of master planning projects, including the Lee County MPO TIGER Grant, Estero Bicycle-Pedestrian Master Plan, Town of Fort Myers Beach Bicycle and Pedestrian Master Plan, City of Cape Coral Bicycle and Pedestrian Master Plan, Lee County MPO Prioritization and Bicycle-Pedestrian Master Plan Update, Charlotte County-Punta Gorda MPO and the Bicycle and Pedestrian Master Plan. Its noteworthy that all of the municipal and Charlotte County Bicycle-Pedestrian Master Plans were first-ever plans and all were adopted by local governing boards after extensive stakeholder and public involvement. Our team is excited that the master plans are utilized to identify local funds for Capital Improvement Plans and implementing walking and biking projects. The **Volkert** Team strives to meet and exceed client expectations on every project we undertake. We provide the highest quality services for an end result that is efficient, concise, and within budget.

**“I am so impressed with the dedicated services Mr. Baier is providing that I felt compelled to go on the record with my praise. His exemplary leadership skills truly deserve recognition. The devoted work effort that Mr. Baier routinely provides should be promoted and serve as an example for others to follow.”**

**Carl G. Karakos, City of Ft. Myers Transportation Engineer**

On the **John Yarbrough Linear Park (JYLP) Shared-Use Path Feasibility Study for the City of Ft. Myers**, Ned Baier, AICP provided a feasibility study that identified R/W impacts, concept design, safety, security, and maintenance, and environmental issues and permitting requirements and Section 4(f) impacts related to development of a shared-use path. The Final Report and recommendations were approved by City Council in June, 2018. Mr. Baier’s performance on this project garnered impressive accolades from the City of Ft. Myers Transportation Engineer, Carl Karakos.

The **Cape Coral Bicycle-Pedestrian Master Plan for Lee MPO and City of Cape Coral** was *the first-ever Bicycle and Pedestrian Master Plan for Cape Coral*. There was an extensive public engagement process for this project including public workshops, social media, and community bicycle rides.

**This project was selected by the Florida Chapter of the American Planning Association for presentation at the FAPA State Conference in September 2018.**

## SUMMARY STAFF HOUR ESTIMATE

Our **Volkert** Team will provide an estimated 1,000 staff hours and are committed to meeting the allocated budget for this project.

# James “Bo” Sanchez, PE

Principal-In-Charge

# VOLKERT

## INTRODUCTION

Mr. Sanchez is responsible for the overall management of the firm’s transportation practice in Florida. He has served as Project Manager, Project Director, and/or Principal-In-Charge for numerous transportation projects throughout Florida. Mr. Sanchez has more than 35 years of engineering and management experience in various senior management roles. Technical experience includes managing the procurement and installation of a toll collection system, supervising concept studies, project development and environment (PD&E) studies, and design projects including major expansion projects and public-private partnerships and strategic studies including the implementation of the system wide All Electronic Tolling Program.

Management experience includes budget forecasting and profit goals, actively participating in major pursuits including prepositioning, the preparation of technical proposals and oral presentations, staff management and staff professional development, process analysis and implementation of new processes, client management and building alliance’s in the industry.

## PROJECT EXPERIENCE

**Nature Coast Trail PD&E Study, Gilchrist County, FL, FDOT District 2.** Mr. Sanchez serves as Principal-In-Charge. The Nature Coast Trail PD&E Study is being conducted to establish the construction alternatives and alignments to be analyzed and document the social, natural, cultural, physical and economic impacts of extending the existing Nature Coast Trail eastward from the Trenton Depot to the Alachua County line. This segment of the Nature Coast Trail represents the Gilchrist County portion of the overall Trenton-to-Newberry Rail Trail which is part of the overall Nature Coast Trail system designated as part of the National Recreational Trail, East Coast Greenway system in 2010.

**University of Florida Greenway Shared-use Path Design, Alachua County, FL, FDOT District 2.** Mr. Sanchez served as Principal-In-Charge for the design for this two-mile shared-use path project across the University of Florida campus in Gainesville, Florida. The shared-use path begins just west of SE 34th Street and runs eastward through the campus before terminating at SW Archer Road near Shands Hospital. Segment 1 of the shared-use path is 12 feet in width and runs along Hull Road, Mowry Road and along the west side of Pony Field before crossing Gale Lemerand Drive. Segment 2 of the shared-use path meanders through campus crossing streams and wetlands until south of Newell Drive where the shared-use path becomes a marked bike path, prior to intersecting SW Archer Road. Improvements include shared-use path, intersection, boardwalk and bridge design. Volkert provided all survey design, construction plan preparation and public involvement support for the project.

**Bayshore Boulevard Redevelopment, Phase III, Tampa, FL, City of Tampa.** As Principal-In-Charge, Mr. Sanchez is responsible for overall project quality. Bayshore Boulevard is a multi-use urban corridor and an unrestricted transportation route to downtown Tampa. It has been experiencing increased vehicular/pedestrian conflicts which has heightened concerns for the continued safety of recreational users. The project consisted of redeveloping over four miles of Bayshore Boulevard as a safe, accessible, and mobile corridor for all users. Services included developing a master concept for the portion of Bayshore Boulevard between Platt Street and Gandy Boulevard and providing detailed engineering design and landscape design services for the concrete portion between West Bay Street and South DeSoto Avenue (one and half miles). The design for streetscaping, road dieting and pedestrian/bicycle enhancements followed the guidelines and recommendations of the Bayshore Boulevard Task Force. The concrete rehabilitation portion of the project consisted of a four lane urban roadway both divided and undivided. Approximately 2,200 LF of concrete pavement slabs were evaluated for rehabilitation.

**I-75 (SR 93) Widening PD&E Study from Florida’s Turnpike (SR 91) to SR 200, FDOT District 5.** Mr. Sanchez serves as Principal-In-Charge. The purpose of the project is to develop and evaluate mainline widening and interchange alternatives that satisfy future year (2050) travel demand and improve safety along this section of I-75. The need for the project is based on transportation demand, capacity and safety. This project involves the widening of I-75/SR 93 from Florida’s Turnpike (SR 91) to SR 200 for approximately 22 miles within Sumter and



## YEARS OF EXPERIENCE

- 35 years total
- 5 years with Volkert

## PROFESSIONAL LICENSE

- Professional Engineer, Florida  
No. 45370, 1992

## EDUCATION

- MBA, Business Administration,  
Orlando College, 1991
- BSCE, Florida State University,  
1986

Marion counties. The project includes the reconstruction of four interchanges within the project limits at Florida’s Turnpike, SR 44, CR 484 and SR 200. The scope of work for this study includes the traffic analysis for I-75 from Florida’s Turnpike to CR 234, a distance of approximately 45 miles. Potential improvement alternatives may involve the evaluation of managed lanes including truck only lanes and a variety of finance options.

**NASA Causeway Bridge Replacement PD&E Study Brevard County, FL, FDOT District 5.** Mr. Sanchez served as Principal-in-Charge. The NASA Causeway Bridge PD&E Study was conducted to identify and evaluate alternatives for replacing the existing low-level bascule bridge. NASA Causeway provides direct access to Kennedy Space Center and Cape Canaveral Air Force Station in Brevard County, Florida. The project includes the PD&E study, preliminary and final design and permitting. The Class of Action for the PD&E Study is a Type 2 Categorical Exclusion. The existing bridge is eligible for listing on the National Register of Historic Places; therefore, the PD&E Study included Section 106 Consultation, Memorandum of Agreement, and Programmatic Section 4(f) Evaluation. LDCA was obtained in April 2020.

**Recker Hwy Grade Separation over CSX, Polk County, FL, FDOT District 1.** Mr. Sanchez served as Principal-In-Charge for the development, production, and sufficiency review of the State Environmental Impact Report (SEIR) related to the capacity and safety improvements to the corridor for this PD&E Study. The proposed improvements included a bridge overpass along Recker Highway at the CSX railroad crossing in Auburndale, FL. An Alternatives Public Meeting and Public Hearing was held.

**Intersection and Safety Improvements Preliminary Engineering Study for 131st Street N at 82nd Avenue N, 131st Street N at 86th Avenue N & 125th Street N at 86th Avenue N, Pinellas County, FL.** As Principal-In-Charge, Mr. Sanchez is responsible for overall project quality. Safety features that this project provides include dedicated turn lanes for Seminole High School, Seminole Middle School, and Bauder Elementary School; dedicated left turn lanes at the 131st St N/86th Ave N intersection; and enclosing the ditch on the right (east) side of 131st St N. New traffic and pedestrian features that this project provides include a new mast-arm traffic signal at the intersection of 131st St N/86th Ave N, two (2) mid-block cross walks on 131st St N for access to Seminole High School, and a 10 foot wide pedestrian path along the east side of 131st St N from 82nd Ave N to 128th St N and along the north side of 86th Ave N from 131st St N to 125th St N.

**SR 50 from CR 565 (Villa City Road) to Brown Street, Lake County, FL, FDOT District 5.** Mr. Sanchez is serving as Principal-In-Charge and responsible for overall project quality, contract administration and management, and customer satisfaction for this project that is an important piece of the Florida coast to coast connector and includes the design of a 14-foot shared-use path. This one and half mile shared-use path system generally follows the alignment of the roadway utilizing both road and railroad R/W. It connects to a proposed park and ride lot that will double as a trailhead. The park and ride lot is being designed for future bike corrals and has direct access to the shared-use path system. A portion of the shared-use path will meander near downtown

Groveland, Florida and helps support the City’s vision for a livable and walkable community. The shared-use path will pass through three signalized intersections and crosses many side streets.

**SR 590 (NE Coachman Road) from West of Marilyn Street to East of Audrey Drive, Pinellas County, FL, FDOT District 7.** As Principal-In-Charge, Mr. Sanchez was responsible for overall project quality, contract administration and management, and customer satisfaction for this project which includes the milling and resurfacing of a two-lane roadway for over one mile. There were three typical sections along the corridor, one of which required minor inside widening and access management changes to add bike lanes and correct a substandard turn lane. Roadway design included six pavement designs, eliminating encroachments within the FDOT R/W, evaluating/modifying driveway connections, and upgrading safety elements for pedestrians, bicyclists and motorists. Project elements included survey, mapping, roadway and drainage design, improvements to three intersections, bike lane and sidewalk improvements, signing and pavement markings, signalization upgrades at US 19, new mast arms at Belcher Road, a new pedestrian bridge, lighting, coordination with PSTA, utility coordination (FGT coordination), R/W reclamation/acquisition, traffic control plans, structural design, UWHC, license agreements, access management changes, public involvement, public meeting and a VPH and cultural resources.

**NE 36th Avenue from SR 492 (14th Street) to NE 35th Street within the City of Ocala, Marion County, FL, FDOT District 5.** Mr. Sanchez is serving as Principal-In-Charge for this project that consists of three sections of widening of 36th Avenue between SR 492 and NE 35th Street, approximately two miles. Section 1 (431798-2) widens between SR 492 and NE 20th Place, Section 2 (431798-3) widens between NE 20th Place and NE 25th Street, and Section 3 (431798-4) widens between NE 25th Street and NE 35th Street. The project reconstructs the existing two-lane undivided rural section to a four-lane divided urban section with a 20-foot median and seven foot buffered bike lanes. The section includes three at-grade signalized intersections and an elevated bridge crossing over the CSX Railroad. The project design includes roadway and drainage design, structures, traffic and signal design, utility coordination, environmental permitting, geotechnical investigation, surveying, right of way mapping and public involvement.

**US 301 (SR 39), South of CR 54 (Eiland Boulevard) to North of Kossik Road, Zephyrhills, FL, FDOT District 7.** As Principal-In-Charge, Mr. Sanchez is responsible for overall project quality for improvements to US 301 (SR 39). The improvements include the widening of a four-lane rural facility to a six-lane low speed urban roadway with sidewalk, multi-use trail, and bike lanes for this two-mile roadway segment. Roadway design includes four pavement designs, eliminating encroachments within the FDOT R/W, evaluating/modifying driveway connections, transit coordination, access management modifications, and improvements to six major intersections. Additional project elements include: survey, R/W mapping, off-site pond design, signing and pavement markings, signalization and interconnect upgrades, lighting, transit upgrades, utility coordination, SUE, traffic control plans, box culvert extensions, license agreements, and a public meeting.



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## INTRODUCTION

Mr. Bove has more than 36 years of experience in providing professional transportation planning and engineering consulting services in Florida. Mr. Bove specializes in Transportation Planning, Project Development & Environment (PD&E) studies and related Corridor Planning studies involving a broad range of transportation and land-use planning, preliminary engineering, environmental impact assessment and community involvement programs.

Mr. Bove is an exceptional communicator and has routinely represented clients including the Florida Department of Transportation (FDOT) and local government jurisdictions in formal public meetings, public hearings and public presentations to elected officials, technical staff, non-governmental organizations and the general public.

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## PROJECT EXPERIENCE

**\*Lee-Collier Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP), Year 2035 Plan Update, Lee and Collier Counties:** Mr. Bove participated in the development of the Year 2035 Plan Update for Lee and Collier MPO LRTPs. The project involved a joint effort between Lee and Collier MPOs using a bi-county regional transportation model to identify multi-modal transportation needs over a 20-year planning horizon. Project needs and cost feasible plans were developed to address roadway, transit, congestion management, freight and bicycle and pedestrian facilities. The project also developed planning-level cost estimates and preliminary environmental screening to identify potential environmental fatal flaws.

**\*Nature Coast Trail PD&E Study, Gilchrist County, FL, FDOT District 2.** Mr. Bove serves as the Project Manager. The Nature Coast Trail PD&E Study is being conducted to establish the construction alternatives and alignments to be analyzed and document the social, natural, cultural, physical and economic impacts of extending the existing Nature Coast Trail eastward from the Trenton Depot to the Alachua County line. This segment of the Nature Coast Trail represents the Gilchrist County portion of the overall Trenton-to-Newberry Rail Trail which is part of the overall Nature Coast Trail system designated as part of the National Recreational Trail, East Coast Greenway system in 2010.

**\*Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP), Year 2035 Plan Update, Bay County:** Participated in the development of the Year 2035 Plan Update for the Bay County TPO LRTP. This project involved identifying multi-modal transportation needs and costs including roadway, transit, congestion management, freight mobility, and bicycle and pedestrian facilities. The project also involved developing planning-level cost estimates and preliminary environmental screening to identify potential environmental fatal flaws.

**\*Coast to Coast Trail, Orange County Gap, Orange County, FL, FDOT District 5.** Mr. Bove served as Project Manager for this Corridor Planning and Concept Development Study for the Orange County Gap of the Coast to Coast Trail, a 3.9 mile "gap" in the overall 250-mile Florida Coast to Coast Trail. Also known as the Clarcona-Ocoee Trail Gap, this project serves as a connector trail between the West Orange Trail and the Pine Hills Trail (to the Seminole-Wekiva Trail).

**\*Continuing Services Contract, Community Planning and Corridor Studies, FDOT District 5.** Mr. Bove served as a key project team member for several tasks associated with this contract. Project roles included: Environmental Lead for Preliminary Environmental Evaluation of the Coast to Coast Trail – Orange County Gap; Project Manager for evaluation of Enhanced Transit Services, City of DeLand; and Project Manager for the SR 524 Corridor Study, Brevard County.

**\*City of Lakeland, Continuing Municipal Engineering Contract, Lakeland, FL.** Mr. Bove served as Client Manager, Project Manager and Task Manager for City of Lakeland Public Works and Community Development Departments under a task work order Continuing Municipal Engineering Services Contract. Project types included Corridor and Alignment Studies, Project Development and Environment (PD&E) studies, Preliminary Engineering studies and a Bicycle and Pedestrian Trail Study.

**\*Lake Hollingsworth Bicycle and Pedestrian Trail, Polk County, City of Lakeland, FL.** Mr. Bove served as Project Manager for the Preliminary Engineering Study to evaluate and document alternatives for enhanced bicycle and pedestrian features around Lake Hollingsworth in the City of Lakeland, FL. This project is part of the City's Lake to Lake Bicycle trail, a 26-mile



## YEARS OF EXPERIENCE

- 36 years total
- 3 years with Volkert

## EDUCATION

- BS Natural Resources Management, Colorado State University, 1981

## AFFILIATIONS

- National Association of Environmental Professionals

\*Previous Experience

network of paved multi-use paths running between numerous lakes in Lakeland include Lake Hollingsworth. The Trail connects several historic districts and landmarks within Lakeland including Florida Southern College, home of the world's largest single-site collection of Frank Lloyd Wright architecture located on the north shore of Lake Hollingsworth.

**Concept, Feasibility & Mobility Studies of the Northeast Connector Expressway Extension, Orange and Osceola Counties, FL, Central Florida Expressway Authority (CFX).** Mr. Bove served as Project Manager. This project is being advanced by CFX to identify and evaluate the need for and location of a new limited access corridor in East Central Florida. The study area is located in Orange and Osceola Counties and is bound by US 192 to the south, SR 50/SR 520 to the north, the Econlockhatchee River to the west and the St. Johns River to the east. This project is part of the Future Corridors Initiative in Florida. The purpose of this study is to address future land-use development, transportation and utility infrastructure and environmental conservation on approximately 115,000 acres of land known as Deseret Ranch. This Study was completed in the Summer of 2019 and will form the foundation for subsequent project development phases.

**Recker Hwy Grade Separation over CSX, Polk County, FL, FDOT District 1.** Mr. Bove served as Senior Technical Advisor for this PD&E Study. Mr. Bove assisted with the Public Involvement Program and preparation of the State Environmental Impact Report (SEIR). The proposed improvements included a bridge overpass along Recker Highway at the CSX railroad crossing in Auburndale, FL. An Alternatives Public Meeting and Public Hearing were held.

**\*SR 563 (North-South Route) PD&E Study, Polk County, FL, FDOT District 1.** Mr. Bove served as Project Manager for this PD&E study re-evaluation involving the extension of the existing SR 563 roadway on a new alignment location between South Florida Avenue (SR 37) and SR 542 (Drane Field Road) in southwest Lakeland; a distance of approximately four miles. Following the Study, Mr. Bove served as Expert Witness on behalf of FDOT during the right-of-way acquisition and Order of Taking phase.

**\*Districtwide Environmental Management Office (EMO) Consultant Services, FDOT District 1.** 1994-1998 and 2003-2011: Mr. Bove served as Project Manager for this Districtwide effort administered on a task work order authorization basis involving a variety of EMO tasks and assignments.

**NASA Causeway Bridge Replacement PD&E Study Brevard County, FL, FDOT District 5.** Mr. Bove served as Project Manager. The NASA Causeway Bridge PD&E Study was conducted to identify and evaluate alternatives for replacing the existing low-level bascule bridge. NASA Causeway provides direct access to Kennedy Space Center and Cape Canaveral Air Force Station in Brevard County, Florida. The project includes the PD&E study, preliminary and final design and permitting. The Class of Action for the PD&E Study is a Type 2 Categorical Exclusion. The existing bridge is eligible for listing on the National Register of Historic Places; therefore, the PD&E Study included Section 106 Consultation, Memorandum of Agreement, and Programmatic Section 4(f) Evaluation. LDCA was obtained in April 2020.

**I-75 (SR 93) Widening PD&E Study from Florida's Turnpike (SR 91) to SR 200, FDOT District 5.** Ralph Bove is serving as Project Manager to develop and evaluate mainline widening and

interchange alternatives that satisfy future year (2050) travel demand and improve safety along this section of I-75. The need for the project is based on transportation demand, capacity and safety. This project involves the widening of I-75/SR 93 from Florida's Turnpike (SR 91) to SR 200 for approximately 22 miles within Sumter and Marion counties. The project includes the reconstruction of four interchanges within the project limits at Florida's Turnpike, SR 44, CR 484 and SR 200. The scope of work for this study includes the traffic analysis for I-75 from Florida's Turnpike to CR 234, a distance of approximately 45 miles. Potential improvement alternatives may involve the evaluation of managed lanes including truck only lanes and a variety of finance options.

**\*SR A1A from CR 207 to SR 312, PD&E Study, St. Johns County, FL, FDOT District 2.** Mr. Bove served as Project Planner for this PD&E Study to evaluate the need for improvements to approximately six miles of SR A1A in St. Augustine Beach, FL. Mr. Bove evaluated and documented potential impacts for capacity improvements including widening and one-way pair alternatives. The proposed improvements included enhanced bicycle and pedestrian features to accommodate non-motorized traffic in this popular beach community. The project included preliminary engineering, environmental assessments and documentation, public involvement and agency coordination.

**\*CR 210/US 1 Intersection Improvement PD&E Study, St. Johns County, FL, FDOT District 2.** Mr. Bove served as Project Director for this PD&E Study focusing on proposed improvements to alleviate congestion at the offset at-grade intersection of CR 210 and US 1. The project was funded by St. Johns County and was advanced by FDOT to evaluate the social, economic and environmental effects of providing a grade-separated interchange at this location. Alternatives were developed to improve safety and traffic operational conditions and considered potential bicycle and pedestrian features. The project included preliminary engineering, environmental assessments and documentation and a public involvement program including agency coordination.

**\*Volusia Transit Connector Study, Seminole and Volusia County, FL, FDOT District 5.** Mr. Bove served as Deputy Project Manager and Environmental Lead for this Corridor Planning Study involving the development and evaluation of enhanced transit and multi-modal alternatives within a study area extending from SR 46 in Sanford to US 1 in Daytona Beach. Transit alternatives included increased bus service, Bus Rapid Transit and/or potential Commuter Rail alternatives utilizing existing corridors such as I-4 and US 92 as well as new alignment. Mr. Bove also assisted with the public and agency coordination efforts including coordination with the Project Advisory Group and Citizen Liaison Group.

**\*US 441 Corridor Study, Orange and Lake County, FL, FDOT District 5.** Mr. Bove served as Environmental Task Manager for this Corridor Planning Study to develop and evaluate transit and multi-modal alternatives within the study area focused along a 31 mile section of US 441 between Orlando and Tavares. Alternatives included increased bus service, Bus Rapid Transit and/or potential Commuter Rail alternatives utilizing the existing Florida Central rail corridor. Mr. Bove led the environmental planning efforts and assisted in the preliminary engineering, financial analysis and public involvement efforts. The US 441 Corridor Study was conducted in accordance with current procedures defined in Moving Ahead for Progress in the 21st Century (MAP-21).

## Ned Baier, AICP

Project Manager

# VOLKERT

### INTRODUCTION

Mr. Baier brings more than 33 years of experience in local government and Metropolitan Planning Organization (MPO) transportation planning. He is proficient in cross-functional management, facilitation and policy analysis. Mr. Baier also has extensive experience in technical analysis, agency and policy board support and public engagement, MPO policy planning, funding, regional coordination and LRTP development, capital improvement planning and prioritization, transit, corridor preservation planning, bicycle/pedestrian/trail feasibility planning, waterborne transportation plans, commuter assistance programs and climate change action plans. He has managed the transportation planning and development review processes and resources for MPOs and local governments and provided project management.

### PROJECT EXPERIENCE

**\*Town of Fort Myers Beach Bicycle and Pedestrian Master Plan, Lee County, FL, Lee MPO and Town of Fort Myers Beach.** Mr. Baier served as Senior Project Manager. This project was completed and adopted by City Council in late 2017. This was the first-ever Bicycle and Pedestrian Master Plan for the town. The plan was a guide for investments to improve walking and biking conditions, improve safety and spur economic development in the city. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the town.

**\*Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Master Plan, Charlotte County, FL, Charlotte County-Punta Gorda Metropolitan Planning Organization.** Mr. Baier served as Project Manager. This project was to develop the first-ever Bicycle and Pedestrian Plan for the MPO guiding the investments that would improve walking and bicycling conditions, improve safety and spur economic development. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the County.

**\*Cape Coral Bicycle Pedestrian Master Plan, Lee County, FL, Lee MPO and City of Cape Coral.** Mr. Baier served as Senior Project Manager on this project. This was the first-ever Bicycle and Pedestrian Master Plan for Cape Coral. The plan was a guide for investments to improve walking and bicycling conditions, improve safety and spur economic development in the city. This project refined the goals, objectives, policies and performance measures; documented existing conditions and performed a needs assessment; included public outreach and stakeholder coordination; design criteria development to guide the design and engineering of facilities; funding analysis to identify how to implement the plan; project prioritization; and recommendations to guide policies, programs and projects to improve bicycling and walking in the city.

**\*Winkler Canal Shared-Use Path Feasibility Study, Fort Myers, FL, City of Fort Myers.** Mr. Baier served as Project Manager. This project was a study to determine the feasibility of constructing a 10 foot wide shared use path along the Winkler Canal from west of US 41 to McGregor Boulevard. The consultant team performed a feasibility analysis and identified right-of-way (R/W) impacts; concept design; safety, security and maintenance; and environmental issues, permitting requirements and section 4(f) impacts. The project also involved providing conceptual design and development services to identify bicycle and pedestrian connectivity opportunities in the existing neighborhood, existing bicycle and pedestrian facilities and develop alternatives and final design concepts. Task included staff workshops and public workshops, management steering committee and presentations to City Council.

**\*Village of Estero Bicycle/Pedestrian Master Plan and Capital Improvement Program Fact Sheets, Village of Estero, FL.** Mr. Baier served as Project Manager and developed the first ever Bicycle/Pedestrian Master Plan for the Village.



### YEARS OF EXPERIENCE

- 33 years total
- 1 year with Volkert

### EDUCATION

- BS Community and Regional Planning, Minor Political Science, Iowa State University, 1984
- Continuing Education: Masters courses Transportation, University of South Florida, Center for Urban Transportation Research (CUTR)

### PROFESSIONAL CERTIFICATION

- American Institute of Certified Planners (AICP) 1998

### RECENT PRESENTATIONS AND PAPERS

- State APA 2019
- State APA 2017
- State APA 2015
- AMPO National Conference 2017
- ITE 2013 paper

### PROFESSIONAL AFFILIATIONS

- American Planning Association

\*Previous Experience



**\*John Yarbrough Linear Park (JYLP) Feasibility Study, Fort Myers, FL, City of Fort Myers.** Mr. Baier served as Project Manager. This project was a Trail Feasibility Study for the John Yarbrough Linear Park (JYLP) Phase IV to determine the viability of extending the John Yarbrough Linear Park Trail approximately 1.8 miles north, from Colonial Boulevard to Hanson Street in downtown Fort Myers. Project tasks included identification of R/W impacts; concept design; safety, security and maintenance; environmental issues, permitting requirements and section 4(f) impacts. This included conceptual design and development services to identify bicycle and pedestrian connectivity opportunities in the neighborhood and between existing bicycle and pedestrian facilities. Alternatives and final design concepts for the JYLP Trail extension were developed to ensure safety, security and maintenance issues were addressed.

**\*Golden Gate Walkability Community Plan, Naples, FL, Collier County MPO.** Mr. Baier served as Project Manager. This study assessed and prioritized pedestrian facility needs for the Golden Gate City area based on quantitative and qualitative factors. Tasks included a walking and bicycling audit, community workshops, MPO committee and Board presentations, facility and LOS review and analysis, needs assessment and identification of pedestrian and safety improvements.

**\*Sarasota-Manatee Metropolitan Planning Organization General Planning Consultant, Sarasota and Manatee Counties, FL, Sarasota-Manatee MPO.** Mr. Baier served as Project Manager and worked on a variety of transportation related projects using a task driven contract including:

- Assisted the MPO and its Bicycle Pedestrian Trail Advisory Committee in developing the Bicycle, Pedestrian and Trails Master Plan to identify recommended bicycle, pedestrian and trails improvements to increase safety and connectivity in Manatee and Sarasota Counties. The two-phased study included data collection, identification of gaps in the networks and development of project recommendations to fill the gaps.
- The 2010 FSUTMS Travel Demand Model Validation Data Collection task included data collection and verification of 2010 socioeconomic data for the Sarasota-Manatee MPO Travel Demand Model Validation. Major efforts included data collection, creation and/or modification in a GIS database format. Data for this update included traffic counts, highway network geometries, hotel/motel inventory, school enrollment data, ridership data for local transit providers, traffic signal locations, transit routes, stops and transfer stations, peak season employment, Developments of Regional Impact and truck/freight facility trip flow data.
- Worked with Sarasota County Area Transit (SCAT) and the Sarasota/Manatee MPO to perform the SCAT Transit Stop Inventory in the SCAT service area. The effort included extensive data collection and field visits to identify all amenities present at each transit stop location for the purposes of updating the SCAT transit stop database. The inventory was used to prioritize transit stop improvements and maintenance efforts, and enhanced the agency's asset management program as a whole.

**\*Lee County Metropolitan Planning Organization General Planning Consultant, Lee County, FL, Lee County Metropolitan Planning Organization.** Mr. Baier served as Project Manager for this task driven contract including the following in 2012 and 2016:

- 2040 Long Range Transportation Plan (LRTP) update identifying

implementable projects through the year 2040. The update included developing a land-use alternative and socio-economic data for 2040, analyzing modeling results and recommending alternative projects, developing costs of the new projects, refinement of the goals, objectives, policies and performance measures and evaluating potential projects; development of a Needs Plan and Cost Feasible Plan and LRTP documentation. The team initiated a public engagement programs to reach out the stakeholders, agency representatives, elected officials and the community during the update. Public Engagement efforts included creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings and other strategies as needed.

- A successful TIGER IV Grant Application was completed for the Lee County MPO for a \$12 million complete streets project. The application linked together three demonstration projects identified in the MPO's adopted Bicycle Pedestrian Master Plan. The improvements submitted for TIGER funding included new sidewalks, paved shoulders, pathways, bus shelters and amenities, signing, striping, way-finding signage and bicycle parking, racks and lockers. The application was approved during the TIGER IV grant application process.
- The MAP-21 Bicycle and Pedestrian Project Funding and Prioritization task goal was to align local needs with federal funding requirements and procedures, making Lee County MPO projects more competitive given the changes with MAP-21. The task included review of existing funding priorities and process, review of federal funding changes as they related to Lee County, aligning local needs with changing federal funding requirements, development of new performance measures and prioritization and funding process and development of an implementation guide for stakeholders.
- Land Use Scenario Study to develop alternative land use scenarios for the purpose of selecting a preferred scenario to use for the Lee County's 2040 LRTP update. The project was an intensive effort to explore alternative ways the county could grow to reduce or shorten vehicle trips and increase other travel options. Identifying future land use patterns as alternative scenarios allowed the MPO and citizens of Lee County to evaluate the costs and benefits of different patterns. At the end of this process, the MPO Board unanimously selected the preferred land use scenario, became the basis of the future transportation vision in the MPO's forthcoming 2040 LRTP. This was accomplished through the process of creating a MetroQuest survey tool, running several different land use alternatives and then selecting a preferred alternative.
- The San Carlos Boulevard Planning and Facilitation effort was a short but intense effort to assist FDOT in aligning needed actions for the upcoming PD&E Study for the San Carlos Boulevard corridor. The purpose of this effort was to coordinate with key local and county stakeholders to create a list of priorities and major projects to be considered for implementation along San Carlos Boulevard during the PD&E Study. The team worked with the MPO to conduct one-on-one sessions with stakeholders to create a long list of recommendations and held a workshop to help narrow the list to eight projects to be considered during the PD&E Study.

# Jonathan B. Paul, AICP

## Principal



### **Total Years of Experience:**

**Local Government, University, Private Sector: 20 Years**  
**NUE Urban Concepts, LLC: 9 Years**  
**Impact / Mobility Fee Manager: 10 Years**  
**Concurrency / Transportation Planning Manager: 10 Years**  
**Local Government Rep. FDOT Statewide LOS Taskforce: 10 Years**  
**Interim Transportation Planning Director: 3 Years**  
**MPO Experience as Staff & Technical Advisory Committee: 15 Years**

### **Introduction**

Jonathan has over 20 years of experience in land use and multimodal transportation planning, parking management, traffic impact analysis, and impact/mobility fees. Mr. Paul founded NUE Urban Concepts to work with local governments to develop innovative land use concepts, mobility plans and parking management strategies, reimagine existing transportation networks and repurpose right-of-way to support all modes of travel through complete and shared street design, and establish creative techniques, like mobility fees, to fund mobility and accessibility improvements. Jonathan worked as a Principal Planner with Hillsborough County and the Hillsborough County MPO focusing on transportation, concurrency and impact fees. He worked for several years as the Transportation Planning Manager for Alachua County, where he was a principal author of Alachua County's Mobility Plan, the 1<sup>st</sup> Mobility Plan and Mobility Fee adopted in Florida. Mr. Paul was the Interim Transportation Planning Director for Sarasota County leading concurrency, transportation planning and impact fee administration. He has served as an adjunct professor at the University of Florida and has served on numerous land use and transportation technical review committees and is a frequent speaker at state and national conferences.

### **Knowledge, Skills & Abilities**

- Land Use, Transportation (Mobility) & Capital Improvements Planning, Site and Development Plan Review
- Complete Streets, Shared Streets, Dedicated Transit Lanes, Micromobility Lanes, Protected Bike Lanes Design
- Shared Mobility, Micromobility, Microtransit, Mobility Hub, TOD and TrOD Planning and Implementation
- Parking Studies, Parking & Curbside Management, Innovative Parking Strategies, Park Once Environments
- Long Range Transportation Plans, Transit Development Plans, Bicycle & Pedestrian Master Plans, Vision Zero
- Visioning, Placemaking, Comprehensive Plan Amendments, Rezoning, Land Development Code Updates
- Impact Fee & Mobility Fee Development, Update, Implementation & Administration
- Detailed Traffic Impact, DRI, Road and Multimodal Level & Quality of Service Analysis & Review
- Development Review, Developer Agreements, Community Development Districts, Tax Increment Finance Districts

### **Relevant Projects**

#### **Gainesville, FL: Celebration Pointe Transit Oriented Development (TOD): 2020 (Prime)**

NUE Urban Concepts has served as the lead land use, transportation, and parking planner over the past 8 years, securing approvals for a mixture of 2,000 dwellings and 1.5 million sq. ft. of non-residential uses. NUE Urban designed the site and buildings to be pedestrian oriented, with parking to the rear, and interconnected by bicycle and pedestrian friendly Complete Streets; including a new bridge over I-75 with a dedicated lane for transit. NUE Urban has helped secure CDD bonds totaling \$75 million and Florida Infrastructure Bank Loans totaling \$30 million to build multimodal infrastructure.

#### **City of Bradenton, FL: Land Development Update, Mobility Plan & Fee & Micromobility Program: 2020 (Prime)**

NUE Urban Concepts is updating Land Development Regulations to allow missing middle housing options and workforce housing. The update also includes eliminating minimum parking requirements, developing innovative parking strategies, mobility hub and curbside management standards, streamlining development review, and developing Complete Street design standards that implement Vision Zero policies and speed limits. NUE Urban is also developing a mobility plan and fee, along with a micromobility program.



### **Education**

**University of South Florida, MA Public Administration (2002)**  
**University of Florida, MA Urban & Regional Planning (2000)**  
**University of South Florida, BA History (1997)**  
**Florida State University, BS Social Science (1995)**

### **Certification / Prequalification**

**American Institute of Certified Planners No. 017909**

**FDOT Planning Group 13**

**13.4 Systems Planning**

**13.5 Subarea / Corridor Planning**

**13.6 Land Planning/Engineering**

### **Affiliations**

**American Planning Association**

**Congress for New Urbanism**

### **Contact**

**2579 SW 87<sup>th</sup> Drive, Suite 101**

**Gainesville, FL 32608**

**833-NUC-8484**

**[jbpaul@nueurbanconcepts.com](mailto:jbpaul@nueurbanconcepts.com)**

**[www.nueurbanconcepts.com](http://www.nueurbanconcepts.com)**

***Walton County, FL: Mobility Plan, Mobility Fee, Parking Management & Micromobility Program: 2020 (Prime)***

NUE Urban Concepts is developing a mobility plan and fee to replace proportionate share. The mobility plan includes implementing Vision Zero and incorporating dedicated lanes and ways for micromobility devices and autonomous transit shuttles. NUE Urban is also developing park once mobility hubs and parking garages to enhance access to beaches on Scenic 98 and 30A and mixed-use developments such as Seaside, Alys Beach and Rosemary Beach. A micromobility program is also being developed that will allow for both national providers and local companies to provide micromobility devices, golf carts and neighborhood electric vehicles.

***Sarasota County, FL: Transportation Planning, Mobility Plan & Fee, Impact Fee Administration: 2020 (Prime)***

NUE Urban Concepts served three years as Interim Transportation Planning Director and the last five years as a general planning consultant assisting with transportation and transit planning, comprehensive plan amendments, development review, special projects, along with updates and administration of impact and mobility fees. NUE Urban Concepts developed a mobility plan and fee five years ago that replaced transportation concurrency and road impact fees and is in the process now of updating the 2020 Plan and Fee. Site access assessment criteria were developed to replace traffic impact analysis to make a clear break from transportation concurrency.

***City of St. Augustine, FL: Transportation Mobility Element, Mobility Plan & Fee, Parking Management: 2020 (Prime)***

NUE Urban Concepts updated the Transportation Mobility Element (TME) as part of the EAR process and developed a Mobility Plan focused on creating a park once environment, providing facilities for micromobility and microtransit, and expanding shared and complete streets designed for sea level rise. *The transportation element replaced road LOS standards with street QOS standards based on posted speed limits that emphasize people walking and bicycling over the movement of motor vehicles*, the 1<sup>st</sup> known complete replacement of road LOS in Florida (emphasis added). NUE Urban is currently developing a mobility fee based and updating land development regulations to implement the parking and curbside management strategies included in the TME update.

***City of Altamonte Springs, FL: Mobility Plan & Fee: 2020 (Prime)***

NUE Urban Concepts has recently updated the mobility plan and fee that it first developed in 2015 to replace transportation concurrency exception area policies and road impact fees. This update includes coordination with Seminole County and the incorporation of County projects in the City's Plan and Fee in exchange for the County no longer assessing a County road impact fee in the City. The mobility plan features two multimodal flex lanes that will accommodate micromobility devices, autonomous transit shuttles, golf carts and neighborhood electric vehicles with enhanced connectivity between SunRail and major destinations. Mobility solutions report criteria were developed in 2015 to replace traffic impact analysis and transportation concurrency.

***City of DeBary, FL: Southwest Sector Mobility Plan & Fee: 2020 (Prime)***

NUE Urban Concepts has recently developed a mobility plan and fee for the Southwest Sector of the City around the only SunRail Station in Volusia County. The mobility plan includes an expanded interconnected street network and trail network that connects future development and proposed SUN Trails with SunRail. The mobility fee replaces transportation concurrency and potentially a portion of Volusia County's road impact fee. The Transportation and Capital Improvement Elements were also updated.

***Alternative Mobility Funding System Study (AMFSS), Mobility Plan & Tiered Mobility Fee***

***City of Tallahassee & Leon County, FL – Phase 1: 2019 Complete – Phase 2: 2020 Underway***

NUE Urban Concepts served as the Project Manager working with the City and County for development of the AMFSS. The AMFSS was undertaken to evaluate replacements for the existing transportation concurrency system. The Study evaluated existing plans, projected future growth and recommended developing a tiered mobility fee based upon area specific mobility plans. NUE Urban Concepts has started phase 2, along with identifying mobility hubs, dedicated lanes for new mobility technology, Trail Orientated Developments (TrOD) and creating park once environments.

***Mobility Plan, Mobility Fee, Parking Management Strategies & Micromobility Program***

***City of West Palm Beach, FL – 2019 (Mobility Plan – Sub) (Mobility Fee, Parking, Micromobility - Prime)***

NUE Urban Concepts worked with City Staff to develop a mobility plan and mobility fee for the City's Downtown. The mobility plan and fee will replace the transportation concurrency exception area policies and Palm Beach County's roadway impact fee. Required parking minimums were eliminated, tired parking maximums were established and a parking offset fee was developed to fund trolley transit service. Comprehensive Plan Amendments for the Land Use, Transportation and Capital Improvements Elements were prepared. A unique micromobility program and RFQ was developed that allowed just one provider: Bird was subsequently selected.

***City of Palm Beach Gardens, FL - Evaluation and Appraisal Report, Mobility Plan & Mobility Fee: 2019***

NUE Urban Concepts was the project manager for development of a mobility plan and worked with the City during the Evaluation and Appraisal Report (EAR) to establish legislative intent in the Comprehensive Plan to develop a mobility plan and a mobility fee. The mobility fee has replaced transportation concurrency, along with Palm Beach County's and the City's. The Plan is based around multimodal improvements that connect the future Virgin / Brightline Rail Station with the rest of the City and plan for future mobility technology and implementation of Vision Zero. NUE Urban is currently updating the Comprehensive Plan and Land Development Regulations to implement the Mobility Plan and Fee and develop site access assessment criteria to replace traffic impact analysis.

***City of Miami Beach, FL - Mobility Fee: 2019***

NUE Urban Concepts served as the project manager for development of a mobility fee for the City of Miami Beach that replaced transportation concurrency and the City's mitigation fee. *The mobility fee is the 1st in the U.S. to be based on the 2035 mode share goals of the City's Transportation Master Plan (emphasis added)*. The Fee used detailed Household Travel Survey data to develop a mobility fee based on Miami Beach specific travel by trip purpose and by mode of travel, another 1<sup>st</sup> in the U.S.

***NUE Urban Concepts*** has also developed or is developing mobility plans, mobility fee and innovative street designs for Alachua, Miami-Dade, Okaloosa and Osceola Counties, along with the cities of Dade City, Maitland, North Port, St. Cloud, Venice and Wellington.





BLUE ZONES™

# DAN BURDEN

DIRECTOR OF  
INNOVATION AND  
INSPIRATION

## EXPERTISE

Mr. Burden has more than 40 years of experience in community and transportation planning and urban design, and specializes in active transportation studies, trails design, safe routes to school, traffic calming, traffic management, and as a trainer for national, regional, state and local courses in Complete Streets, bicycling, walkability, land use development and street connectivity. He is noted for his abilities to plan, design and facilitate workshops, walking audits and charrettes. As a Senior Planner, Senior Urban Designer and a nationally recognized authority on bicycle and pedestrian facilities and programs, he focuses on the built environment, livable communities, healthy streets, traffic calming, and other design and planning elements that affect roadway environments. His goal is to bring many professions closer together to retool and rebuild communities by focusing on engineering, planning, health, development, placemaking, architecture, advocacy, historic preservation, and landscape architecture. This focus creates engaging activity centers, prosperous business districts, quiet, pleasant, well-connected neighborhoods, and great waterfronts, parks, trails and open spaces with an emphasis on people and active living. Dan is especially known for his ability to draw people with different issues and points of view together around common values and with a common desire to build more complete holistic, healthy and prosperous communities.

## CONTACT

323 Washington Ave N., 2nd Floor,  
Minneapolis, MN 55401  
614.595.0976  
dan.burden@bluezones.com

## EXPERIENCE

**Dir. of Innovation  
and Inspiration**  
1996-Present

**Senior Urban  
Designer**  
2005-2009

**State Bicycle  
and Pedestrian  
Coordinator**  
1980-1996

**Co-Founder and  
Executive Director**  
1977-1979

**Founder and  
Executive Director**  
1973-1977

**Expedition Leader**  
1972-1973

**Freelance  
Photographer**

### BLUE ZONES, LLC

Walkable and Livable Communities Institute, Inc., Exec.  
Dir. Walkable Communities, Inc., Exec Dr.

### GLATTING JACKSON KERCHER ANGLIN, INC.

### FLORIDA DEPARTMENT OF TRANSPORTATION

### BICYCLE FEDERATION OF AMERICA

(Now National Center for Walking and Bicycling)

### BIKECENTENNIAL

(Now Adventure Cycling)

### HEMISTOUR BICYCLE EXPEDITION

Alaska to Argentina

### NATIONAL GEOGRAPHIC

## SIGNIFICANT PROJECTS

### La Jolla Boulevard Bird Rock, San Diego

### TRAFFIC MANAGEMENT AND CORRIDOR PLAN

Facilitated an extensive civic engagement process to address ways to calm and move traffic, create an attractive streetscape and increase retail success, while also making sure that the surrounding community was not negatively impacted by excess traffic. This involved the design of a roadway that removed four signals and one four-way stop, replacing these elements with five roundabouts. The project received the following awards: the American Public Works Association 2008 Transportation Project of the Year, Urban Land Institute's Smart Growth Award for Catalyst Project of the Year, and American Planning Association's Award of Merit for Planning Excellence for a Grassroots Initiative.

### Town of Hamburg, New York

### MAIN STREET CONVERSION

Assisted the Town of Hamburg, New York, and the New York Department of Transportation with visioning, concept development, pedestrian analysis, and charrette-style public process for the reconstruction of all three of the downtown's commercial streets, in addition to seven re-engineered intersections. Provided a series of interactive workshops to bring residents, city and state officials together to form a common vision. The resulting design included a main street plan, on and off street parking details, streetscaping, a detailed concept plan, pre-construction engineering services, a walkability/bikeability assessment, traffic calming, and placemaking. NYDOT won the Innovative Management Award (by AASHTO, AAA, and the U.S. Chamber of Commerce) for their work on this project (U.S. Route 62 Hamburg Project).



BLUE ZONES™

DAN  
BURDEN

DIRECTOR OF  
INNOVATION AND  
INSPIRATION

### PUBLICATIONS

- ITE's Traffic Safety Toolbox (bicycling section)
- Street Design Guidelines for Healthy Streets
- Citizens Guide to Traffic Calming
- Guide to Traffic Calming and Emergency Response
- How Can I Find and Help Build a Walkable Community?
- 22 Benefits of Urban Street Trees
- 12 Steps Toward Walkable Communities
- Crimes of the Heart, NEWSWEEK Magazine, 2010
- Walk This Way, Men's Health/Best Life Magazine, 2009
- He Takes Back the Streets for Walking, TIME Magazine, 2001

### COMMUNITY SERVICE

American Youth Hostels, Inc.  
President and Active Board Member  
(1980-1992)

## SIGNIFICANT PROJECTS

### Raleigh, NORTH CAROLINA HILLSBOROUGH STREET

Hillsborough Street is an important state trunk line, connecting the Capitol Building in downtown Raleigh to the state fair grounds, and distant neighborhoods. The street bisects some of the city's oldest and greenest neighborhoods. Hillsborough Street is listed as the most dangerous state roadway for pedestrians. The five-day charrette helped more than 500 people reach consensus on a significant roadway alteration, dropping five lanes to two in some sections and three lanes in others, plus dedicated turn lanes. A dozen roundabouts and many pedestrian, bicycle and transit amenities were proposed, and many were built. Our team worked on many issues and tasks including an overall village plan, a traffic management plan, place making and streetscaping, rebuild of key intersections, traffic calming, walkability, open space, transit operations, main street design and bicycling elements.

## REPRESENTATIVE PROJECTS

### Traffic Calming Master Plans

- Waikiki Livability & Traffic Management Study (all surface streets, integrate BRT)
- Honolulu Traffic Calming Master Plan (43 Neighborhoods)
- Savannah, Georgia, Traffic Calming Master Plan for various neighborhoods, and the foundation for a city-wide traffic calming master plan
- City-wide traffic calming master plan for Hartford, Connecticut
- City-wide traffic calming master plan for Stamford, Connecticut
- Mt. Pleasant, Michigan, Campus Master Plan and Neighborhood Traffic Calming

### Transportation Studies, Improving Connectivity & Mobility Plans

- Waikiki Livability & Traffic Management Study (all surface streets, integrate BRT)
- Honolulu Traffic Calming Master Plan (43 Neighborhoods)
- Savannah, Georgia, Traffic Calming Master Plan for various neighborhoods, and the foundation for a city-wide traffic calming master plan
- City-wide traffic calming master plan for Hartford, Connecticut
- City-wide traffic calming master plan for Stamford, Connecticut
- Mt. Pleasant, Michigan, Campus Master Plan and Neighborhood Traffic Calming

### Main Street Programs, Corridor Plans & Economic Development

- Roosevelt, L.I, NY, charrette on main street design, walkability, livability
- Balboa Avenue, San Diego, CA, corridor and village development
- University Place, WA, Bridgeport Way corridor and downtown reinvestment plans
- Sammamish, WA corridor plan
- West Ossipee, NH rural village development
- Cutler-Orosi, California corridor investment and redevelopment
- Division Avenue, Grand Rapids, Michigan, corridor redevelopment
- Coram, Middle Island, Long Island, NY, village redevelopment
- Gerard Street, Huntington, Long Island, NY, street and plaza development
- Oregon Main Street Guide, Oregon Dept of Transportation

### Trails Open Space & Active Community Environment (ACE) Plans

- Grand Canyon North and South Rim Trails Plans
- Ludlum Trails – Trails Best Practices, Miami, FL
- Built Environment & Trails Summit, Kansas Department of Health & Environment
- 2010 State Trails Conference, West Virginia
- East Coast Greenway Master Plan (Connecticut)

### Safe Routes to School Programs, Projects & Master Plans

- Cities of Missoula & Bozeman, Montana
- Summit County, Colorado (3 separate school sites)
- City and County of Honolulu, Hawaii (22 separate school studies)
- City of Detroit, Michigan (6 separate schools)
- City of East Lansing, Michigan
- City of Hartford, Connecticut (All elementary, middle and high schools in city)
- City of Stamford, Connecticut (All elementary, middle and high schools in city)
- City of San Francisco, California (2 school sites)
- City of Lindsey, California (with LGC)
- City of Los Angeles, California (Los Angeles School District, with LGC)
- City of Casper, Wyoming (9 school sites, design guide and school siting study)
- City of Sacramento, California (Natomas School District, with LGC)
- City of La Mesa, California (with LGC, 4 school sites)
- Savannah, Georgia (2 school sites)
- Florida School Crossing Guard Program (initiated program (circa 1990), ongoing project)
- Florida Traffic Safety Education Program (initiated program (circa 1990), ongoing project)

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## INTRODUCTION

Mr. Kanely has over 46 years of experience including traffic calming/roundabouts, traffic/transportation engineering designs/studies/reports, traffic operations, transportation planning, parking, development review and bicycle/pedestrian facilities. Prior to joining Volkert, he worked for the City of Gainesville for over 34 years as Traffic Engineering Director and Transportation Services Manager.

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## PROJECT EXPERIENCE

**SR 329 (N Main Street) from N 8th Avenue to N 23rd Avenue, Gainesville, FL, Alachua County.** As Traffic Engineer, Mr. Kanely was responsible for the final preparation of the traffic signal and pavement marking plans for this project. The Main Street project included milling and resurfacing and converting a four lane roadway into a three lane roadway. Volkert provided construction cost estimation, access management, roadway design, specifications, public involvement, signalization design, signing and marking design, and control and topographic survey.

**Traffic Signal Design, NW 143rd Street & 32nd Avenue, Gainesville, Alachua County, FL.** Mr. Kanely was the Engineer of Record and Project Engineer for this traffic signal design project. His responsibilities included all the basic components associated with the traffic signal design, coordination of traffic signal pole designs with the Volkert Structural Section, assisting with utility relocation activities, design of traffic signs and pavement markings for the project and computation of project quantities.

**SR 329/Main Street from N 8th Avenue to N 23rd Avenue, Gainesville, FL, Alachua County.** As Traffic Engineer, Mr. Kanely was responsible for preparation of the traffic signal and pavement marking plans. The Main Street project included the milling and resurfacing of Main Street from N 8th Avenue to N 23rd Avenue in Gainesville Florida. The project's design converted a four lane roadway into a three lane roadway. Volkert provided construction cost estimation, access management, roadway design, specifications, public involvement, signalization design, signing and pavement marking design, and control and topographic survey.

**West 6th Street Rail Trail – Section 3, Gainesville, FL, City of Gainesville.** As Engineer of Record and Project Engineer, Mr. Kanely was responsible for the preparation of the trail/roadway plans and coordination of design activities with the City and FDOT. The project consisted of three sections. The final section (Section 3) passes through the center of Gainesville and is an important transportation/recreation facility. The rail trail links with other pedestrian/bicycle facilities near the University of Florida and is used daily by hundreds of pedestrians/bicyclists to commute to UF and work.

**Transportation Study for the Legacy Project, Gainesville, FL, City of Gainesville.** As Project Engineer, Mr. Kanely was responsible for all aspects of the transportation study including field work, report writing and coordination of activities with local government agencies. Volkert performed a transportation study for a mixed use development in the southwestern portion of Gainesville. The study examined the anticipated transportation impacts on the adjacent roadway network. A key component of the study was to develop the estimated multi-modal (non-auto) trips for this project due to its location in an area heavily populated with students.

**Cellon Creek Preserve Traffic Impact Analysis Independent Review, Alachua, FL, City of Alachua.** As Project Engineer, Mr. Kanely was responsible for all aspects of the preparation of the independent review. Volkert was retained to conduct an independent review of a traffic impact analysis performed by the transportation consultant for the Cellon Creek Preserve Project, a large mixed use project fronting US 441. Areas reviewed were the project impact and study area, existing conditions analysis, project trip generation, project trip distribution, background traffic growth, roadway link/intersection analysis and site access analysis. A



### YEARS OF EXPERIENCE

- 46 years total
- 12 years with Volkert

### PROFESSIONAL LICENSE

- Professional Engineer, Florida No. 22592, 1977

### EDUCATION

- MCE, North Carolina State University, 1972
- BSCE, North Carolina State University, 1969

### CERTIFICATIONS

- City of Gainesville Emergency Management Training
- FDOT Advanced MOT

### AFFILIATIONS

- Institute of Transportation Engineers
- American Society of Civil Engineers



section highlighting additional recommendations/observations was prepared. The independent review discovered numerous inconsistencies and areas of concern with the traffic impact analysis. The final recommendation was that all affected parties involved with the traffic impact analysis need to meet to resolve the technical discrepancies in the report and reach a concurrence on traffic study methodology issues.

**Independent Reviews of Traffic Studies for the City of Alachua, FL** The City of Alachua, FL (north of Gainesville) utilizes Mr. Kanely's expertise for conducting independent reviews of traffic studies prepared for development projects. The reviews typically include an examination of existing and future traffic counts, trip generation and distribution, intersection capacity analysis, access management and roadway improvements. Projects recently reviewed included traffic studies for a new Walmart, rezoning for the Cellon Project (a large mixed use project) and the US 441 Traditional Neighborhood project (a large mixed use project).

**SR 50 from CR 565 (Villa City Road) to Brown Street, Lake County, FL, FDOT District 5.** Mr. Kanely served as Traffic Engineer for this project that is an important piece of the Florida coast to coast connector and includes the design of a 14-foot shared-use path. This one and half mile shared-use path system generally follows the alignment of the roadway utilizing both road and railroad R/W. It connects to a proposed park and ride lot that will double as a trailhead. The park and ride lot is being designed for future bike corrals and has direct access to the shared-use path system. A portion of the shared-use path will meander near downtown Groveland, Florida and helps support the City's vision for a livable and walkable community. The shared-use path will also pass through three signalized intersections and crosses many side streets.

**Bayshore Boulevard Redevelopment, Phase III, Tampa, FL, City of Tampa.** Mr. Kanely served as Traffic Engineer for this project. Bayshore Boulevard is a multi-use urban corridor and an unrestricted transportation route to downtown Tampa. It has been experiencing increased vehicular/pedestrian conflicts which has heightened concerns for the continued safety of recreational users. The project consisted of redeveloping over four miles of Bayshore Boulevard as a safe, accessible, and mobile corridor for all users. Services included developing a master concept for the portion of Bayshore Boulevard between Platt Street and Gandy Boulevard and providing detailed engineering design and landscape design services for the concrete portion between West Bay Street and South DeSoto Avenue (one and half miles). The design for streetscaping, road dieting and pedestrian/bicycle enhancements followed the guidelines and recommendations of the Bayshore Boulevard Task Force.

**Hillsborough County Traffic Division Preventable Pedestrian Crash Definition, Hillsborough County, FL, Hillsborough County Department of Public Works.** As Traffic Engineer, Mr. Kanely assisted with writing and reviewing the final report. Volkert conducted a comprehensive study utilizing Pedsafe FHWA

methodologies to identify the types pedestrian related crashes and match the types to countermeasures. The objective was to provide crash typing that is most likely correctable utilizing the available resources in the Public Works Department. This typing provided the basis for defining preventable pedestrian crashes. An educational and enforcement strategy followed the technical study report.

**SR 16 at Wards Creek Culvert Replacement Detour Analysis, St. Johns County, FL, FDOT District 2.** As Traffic Engineer, Mr. Kanely was responsible for preparing the detour analysis report. Volkert prepared roadway plans for a culvert replacement project on SR 16 at Wards Creek in western St. Johns County. A significant aspect of this project was to perform a detour analysis report to determine whether SR 16 could be closed to all traffic for a six month period with traffic rerouted via a detour on rural county roads or whether a detour was not feasible and a temporary culvert/roadway would need to be built adjacent to the project site during the construction process. The report concluded that a detour was not feasible due to issues of substandard roadway conditions and excessive delay to the traveling public. The preparation of the detour analysis report required on site investigation of the roadway and traffic operations components of the proposed detour route, preparation of road user costs for the detour route, interviews with the St. Johns County Sheriff's Office, school board and Emergency Management Department, and coordination with the St. Johns County Public Works Department and FDOT.

**Traffic Safety Feasibility Study for Intersections Improvements at 131st Street at 82nd Avenue N, 131st Street at 86th Avenue N & 125th Street at 86th Avenue N, Pinellas County, FL, Pinellas County.** As Senior Project Engineer, Mr. Kanely conducted a preliminary assessment of the three intersections for engineering analysis alternative designs and the development of the preliminary plans of conceptual design. A Design Traffic Report is being prepared for the study that will develop traffic forecasts utilizing recent traffic counts and traffic forecasts as obtained from the local LRTP model. The report will also provide supporting documentation for recommended queue lengths at existing intersections, pedestrian safety, and circulation improvements within the corridor. As safety is of utmost importance, we will review and analyze the County's RSA, crash data, and will address the schools' and parents'/publics' concerns. The project also involves design analysis necessary to complete the preliminary engineering process, including queue length analysis; signalization; multi-modal accommodation; bicycle lane, paved shoulders, wide outside lanes; safety; and ADA features. Volkert is managing communication to and from all interested persons, groups, and organizations regarding the project, including elected officials kick-off letter, public kick-off meeting, school board hearings, MPO meetings, design alternatives public notification letter, and design alternatives public meeting. The final deliverable will be a Traffic Safety Feasibility Study (TSFS) which will include a traffic analysis summary; list of recommended design alternatives; design criteria, comparative analysis, and evaluation matrix. Mr. Kanely is the Engineer of Record (EOR) for the traffic signal Design at 131<sup>st</sup> Street and 86<sup>th</sup> Avenue.

## Kelli Muddle

*Public Involvement/Mapping/GIS/Plans and Studies Review/Documentation*

# VOLKERT

### INTRODUCTION

Kelli Muddle is a Senior Planner with a background in environmental technology and public outreach. She is responsible for assisting senior level engineers develop premium transit and transportation planning projects. Her responsibilities include GIS mapping and analysis, field work data collection, creating, formatting and editing technical documents, coordinating public workshops, meetings and events and creating presentations.

### PROJECT EXPERIENCE

**Lee County Metropolitan Planning Organization (MPO) General Planning Consultant, Lee County, FL, Lee County MPO.** Ms. Muddle is serving as Senior Planner assisting in the development of the Lee County 2045 Long Range Transportation Plan (LRTP). Her responsibilities include public involvement logistics, the creation of public meeting materials, GIS mapping and data collection and analyses.

**Nature Coast Trail PD&E Study, Gilchrist County, FL, FDOT District 2.** Ms. Muddle is serving as Senior Planner assisting with public involvement, GIS mapping and technical documents. The Nature Coast Trail PD&E Study is being conducted to establish the construction alternatives and alignments to be analyzed and document the social, natural, cultural, physical and economic impacts of extending the existing Nature Coast Trail eastward from the Trenton Depot to the Alachua County line. This segment of the Nature Coast Trail represents the Gilchrist County portion of the overall Trenton-to-Newberry Rail Trail which is part of the overall Nature Coast Trail system designated as part of the National Recreational Trail, East Coast Greenway system in 2010.

**I-75 (SR 93) Widening PD&E Study from Florida's Turnpike (SR 91) to SR 200, FDOT District 5.** Ms. Muddle is serving as Senior Planner/Environmental Documents. The purpose of the project is to develop and evaluate mainline widening and interchange alternatives that satisfy future year (2050) travel demand and improve safety along this section of I-75. The need for the project is based on transportation demand, capacity and safety. This project involves the widening of I-75/SR 93 from Florida's Turnpike (SR 91) to SR 200 for approximately 22 miles within Sumter and Marion counties. The project includes the reconstruction of four interchanges within the project limits at Florida's Turnpike, SR 44, CR 484 and SR 200. The scope of work for this study includes the traffic analysis for I-75 from Florida's Turnpike to CR 234, a distance of approximately 45 miles. Potential improvement alternatives may involve the evaluation of managed lanes including truck only lanes and a variety of finance options.

**NASA Causeway Bridge Replacement PD&E Study Brevard County, FL, FDOT District 5.** Ms. Muddle assisted with public involvement, GIS mapping and technical documents. The NASA Causeway Bridge PD&E Study was conducted to identify and evaluate alternatives for replacing the existing low-level bascule bridge. NASA Causeway provides direct access to Kennedy Space Center and Cape Canaveral Air Force Station in Brevard County, Florida. The project includes the PD&E study, preliminary and final design and permitting. The Class of Action for the PD&E Study is a Type 2 Categorical Exclusion. The existing bridge is eligible for listing on the National Register of Historic Places; therefore, the PD&E Study included Section 106 Consultation, Memorandum of Agreement, and Programmatic Section 4(f) Evaluation. LDCA was obtained in April 2020.

**US 41 (SR 45) from Hillsborough/Manatee County Line to 12th Street NE, Hillsborough County, FL, FDOT District 7.** Ms. Muddle is serving as Senior Planner for this Project Development and Environment Study. Improvements include widening from a four-lane rural arterial to a six-lane urban arterial and consideration of a one-way pair system for a portion of the study limits. The study length is approximately 10 miles. The potential expansion of this US 41/SR 45 segment is part of a greater effort to expand US 41 in Hillsborough County to provide



### YEARS OF EXPERIENCE

- 16 years total
- 2 years with Volkert

### EDUCATION

- AS, Zoology  
Santa Fe College, 2001
- AAS, Horticulture,  
Alfred State College, 1989

### AFFILIATIONS

- American Planning Association
- National Association of  
Environmental Professionals  
(CFAEP)
- WTS International

### COMPUTER SKILLS

- Microsoft Office
- ArcGIS
- Adobe Acrobat Professional
- Onvia PBIS
- GPS
- Autodesk InfraWorks

### ACCOMPLISHMENTS

- Leader on research Ecotours  
to Tortuguero, Costa Rica,  
May 2002 and August 2003
- Certified in Wetland  
Delineation
- PADI SCUBA Certification
- Active Volunteer:
  - It's All About the Cats
  - Enzian Theatre

\*Previous Experience

additional north-south capacity alternatives to Interstate I-75. U.S. Coast Guard (USCG) National Environmental Policy Act (NEPA) approval may be required for any proposed replacement of the Little Manatee River Bridge.

**Concept, Feasibility & Mobility Studies of the Northeast Connector Expressway Extension, Orange and Osceola Counties, FL, Central Florida Expressway Authority (CFX).** Ms. Muddle served as Senior Planner. This project was advanced by CFX to identify and evaluate the need for and location of a new limited access corridor in East Central Florida. The study area is located in Orange and Osceola Counties and is bound by US 192 to the south, SR 50/SR 520 to the north, the Econlockhatchee River to the west and the St. Johns River to the east. This project is part of the Future Corridors Initiative in Florida. The purpose of this study was to address future land-use development, transportation and utility infrastructure and environmental conservation on approximately 115,000 acres of land known as Deseret Ranch. The Concept, Feasibility and Mobility Study was completed in Summer of 2019 and will form the foundation for subsequent project development phases.

**\*SR 524 Corridor Planning Study, Brevard County, FL, FDOT District 5.** Ms. Muddle assisted the senior level engineer with the Public Involvement Plan development and evaluating existing and future environmental condition by performing GIS mapping and analysis and field reviews. Other responsibilities included public involvement activities and coordination meetings.

**\*Pine Hills Road Pedestrian/Bicycle Safety Study, Orange County, FL.** Ms. Muddle assisted project manager for a comprehensive 3.6-mile pedestrian and bicycle safety study in Orange County. Responsibilities included GIS mapping and analysis, public involvement activities and coordination meetings.

**\*Coast to Coast Trail Gap, Orange County, FL, FDOT District 5.** Ms. Muddle assisted the senior level engineer in evaluating existing environmental conditions along trail alternatives within the study area. Other responsibilities included GIS mapping and analysis, field reviews, public involvement activities and coordination meetings.

**\*Volusia Transit Connector Study, Seminole and Volusia Counties, FL, FDOT District 5.** Ms. Muddle assisted the lead planner in evaluating alternatives to identify the need for premium transit service and a locally preferred alternative between SR 26 in Sanford to US 1 in Daytona Beach. Responsibilities included GIS mapping and analysis, field reviews, public involvement activities and coordination meetings.

**\*International Drive (I-Drive) Walkability Analysis and Parking Study, Orange County, FL.** Ms. Muddle assisted in the assessment of parking and walkability in the I-Drive District in Orlando. Responsibilities included data collection, mapping and GIS analysis to evaluate opportunities and constraints of optimizing

the fiscal and functionality performance of existing parking and promoting the “park once” philosophy of being able to park one time and have convenient access to multiple venues along the I-Drive entertainment district.

**\*US 441 Corridor Alternative Analysis, Orange and Lake Counties, FL, FDOT District 5.** Ms. Muddle assisted with the evaluation of existing and future environmental and socio-economic conditions. She performed GIS mapping and analysis for the Environmental Studies to comply with Federal Transit Administration (FTA) requirements leading to the identification of a locally preferred alternative in the US 441 corridor from the cities of Eustis and Tavares through northwest Orange County and the City of Apopka and terminating at LYNX central station in downtown Orlando.

**\*I-4 Poinciana Parkway Connector PD&E Study, Osceola and Polk Counties, FL, FDOT District 5.** Ms. Muddle coordinated project newsletters, kick-off meeting ads, public kick-off meeting letters to elected officials and kick-off meeting press releases.

**\*Project Planner, Senior Administrative Assistant and Local Office Quality Coordinator.** Ms. Muddle provided technical and administrative assistance to various discipline project managers and engineers.

- Project Planner in Environmental and Transportation disciplines including analysis, reporting and public involvement
- Field Technician collecting data in the field and performing data analysis
- Meeting, Event and Community Coordinator including site selection, venue contract negotiations, volunteer recruitment, on-site logistics and aiding meeting attendees at event
- GIS Technician
- Senior Administrative Assistant performing all aspects of administrative work for office staff
- Local Office Quality Coordinator and Former Local Projects Operations Manager
- Green Team Lead

**\*Environmental Technician**

- Conducted biological field studies such as wildlife behavior, qualitative monitoring of conservation tracts, listed species surveys and relocations
- Managed gopher tortoise (*Gopherus polyphemus*) surveys, excavations and relocations
- Delineated wetlands
- Collected data using GPS and performed data analysis
- Performed FDOT Air Quality Modeling
- Wrote Army Corps of Engineers, Water Management District and Florida Fish and Wildlife Conservation Commission permit applications and annual reports
- Created time-sensitive proposals, contracts and budgets
- Coordinated meetings, events and field projects
- Performed office managerial and administrative duties





BLUE ZONES™

DANIELLE  
SCHAEFFNER

DIRECTOR OF  
PLANNING &  
PROJECTS

## EDUCATION

### BACHELOR OF ARTS

Psychology  
Lewis and Clark College, 2005

### MASTER OF PUBLIC HEALTH

Epidemiology  
Rollins School of Public Health,  
Emory University, 2012

## HIGHLIGHTED PROJECTS & PUBLICATIONS

### BANNER ROAD SHOULDERS

A Kitsap County  
Health Impact Assessment  
Team Lead, 2016

### KITSAP COUNTY COMPREHENSIVE PLAN 2016-2036

Internal Review Team,  
Community Partner, 2016

### STATE OF HAWAII: STRATEGIC PLAN FOR TRANSIT-ORIENTED DEVELOPMENT

Contributor, 2017

### THE STATE OF TRANSPORTATION AND HEALTH EQUITY REPORT

Contributor, 2019

### MADE TO MOVE

Program Manager, 2019-present

## EXPERIENCE

### Director of Planning and Projects, 2020 Blue Zones, LLC

- Lead active transportation planning efforts; Blue Zones Project reporting and implementation guidance; the Made to Move program; and product and process improvement.
- Direct built environment-focused evaluation, sustainability and equity efforts.
- Manage a variety of projects, oversee cross-functional teams and partners to deliver outcomes on time and on budget.
- Facilitate workshops, focus groups, charettes, and walk audits.
- Design trainings and workshop materials.

### Built Environment Specialist, 2019 Blue Zones, LLC

- Support and lead focus groups, walking audits, training sessions, and workshops to create alignment in communities around built environment best practices.
- Work with a wide variety of key stakeholders to pass and implement active transportation policies.
- Generate reports from research findings and qualitative field analysis.
- Photograph environments for use in presentations and reports that illustrate the opportunity for change in the built environment.
- Continued product and process improvement in collaboration with Blue Zones policy expert team.
- Effectively work with and manage cross-functional teams and partners to bring projects to fruition on time and on budget.
- Project manage small to large projects that span multiple years.

### Physical Activity Coordinator 2018

### Community Environmental Change Specialist, 2016-2018 Hawaii State Department of Health

- Coordinated and supported implementation of statewide active transportation efforts.
- Collaborated with partners to: assess need for and provide trainings supporting the promotion of active transportation and provide technical support to public, private, and community partners.
- Worked with partners to integrate health and equity into plans, project selection, and programs.
- Served as liaison to the Hawaii Public Health Institute, Healthy Eating, Active Living (HEAL) Coalitions, and other neighbor island groups to facilitate the promotion of active transportation.
- Conducted procurement necessary to meet objectives of statewide and community based initiatives; managed contracts.
- Served as health representative on active transportation workgroups and committees, including:
  - Mayor's Advisory Committee on Bicycling, Age-Friendly Honolulu's Transportation Workgroup, Oahu Bike Plan Update Technical Advisory Committee, Hawaii Interagency Council for Transit-Oriented Development (designee) and Bikeshare Working Group.
- Led Planners4Health grant as part of task force, February – September 2017, and as acting Project Manager May - September 2017.
- Team Lead for Walkability Action Institute technical assistance opportunity.
- Developed and updated annual work plans, budgets, and reports.

### Environmental Health Specialist for Healthy Communities

### Chronic Disease Prevention Team, Kitsap Public Health District, 2014-2016

- Built Environment lead for Kitsap Public Health District.
- Conducted Health in all Policies work, including health and equity integration into regional, county and city planning documents to promote healthy eating and active living.
- Led Health Impact Assessment made possible through a competitive funding opportunity from National Association of County and City Health Officials.
- Health representative on Kitsap Food Policy Council.
- Vice-Chair of Puget Sound Regional Council's Bike and Pedestrian Advisory Committee from January 2016 through August 2016 (member from March 2014 through August 2016).
- Worked on Community Transformation Grant through September 2014 when initiative ended.
- Acted as healthy eating, active living content expert for county Comprehensive Plan update process.
- Assisted with epidemiological reporting.

### Medical Care and Treatment Case Manager 2008-2010 Prevention Health Educator 2007-2008 South Jersey AIDS Alliance

- Provided support services to clients including housing assistance, transportation, food, medical referrals, health insurance needs and public benefits assistance.
- Conducted multi-session health education program for clients and facilitated outreach activities.
- Reviewed and documented client progress and generated monthly reports.

# Manuel Richardson, PE, PTOE, RSP

*Safety and Crash Analysis*

# VOLKERT

## INTRODUCTION

Mr. Richardson has more than 12 years of traffic engineering experience. His expertise includes traffic operations, traffic engineering and transportation planning, specializing in signal timing optimization. Having worked directly for VDOT as a Traffic Signal Systems Supervisor in the Fredericksburg District, he provided oversight of a signal system that included more than 200 traffic signals. He is also experienced in design, report writing and technical presentations.

## PROJECT EXPERIENCE

### **US 98 at Stahlman Avenue Intersection Traffic Assessment, Destin, FL, City of Destin.**

Mr. Richardson is serving as Lead Traffic Engineer. Volkert has been contracted with the City of Destin to conduct an intersection evaluation of US 98 at Stahlman Avenue. US 98 serves as the primary east-west corridor through the City of Destin from the Marler Bridge on its west end to the Okaloosa-Walton County line on its east. Traffic congestion and tourist popularity have resulted in several vehicular accidents each year including vehicular accidents with pedestrians. This project will be an assessment and evaluation of the intersection to improve traffic flow and promote pedestrian safety within this portion of Destin's Harbor District. Key elements to be conducted include: Signal timing assessment to confirm that current timings represent the most efficient available; if not, suggest re-timing programs to better move traffic through the intersection; Review documented trip generation compared to experienced changes in traffic, based on previous counts and any new counts proposed; Identify short- and medium-term improvements based on existing needs/deficiencies; Develop long-term improvements based on a projected build-out of the FDOT's 3R project; Evaluate the need for Zerbe Avenue to connect to Stahlman Avenue on its east end, suggesting alternatives; Evaluate current utility locations/conflicts and potential ROW acquisitions options as appropriate for each improvement alternative. The primary geographic scope of the study area is limited to the US 98-Stahlman Avenue and Stahlman Avenue-Zerbe Street intersections. The traffic analyses shall include current year (2019) and possible future year (TBD) in both AM and PM peak hours.

**2016 Highway Safety Program, Sumter County, FL, Sumter County.** As Project Engineer, Mr. Richardson performed QA/QC review of safety study. Volkert serves as the safety engineer for the development of a county wide safety improvement program. The intent of the program is to identify locations that are candidates for safety improvements using Federal Safety funds, FDOT funds, or County funds, with the emphasis being on acquiring as much outside funding as possible. The project includes a county wide screening of accident data, development of candidate projects, establishment of a Traffic Safety Working Group, coordination with FDOT and application for grants and safety funding.

**Engineering Design and Construction Management Services for Route 9 Pedestrian Safety and Traffic Calming, Hillsboro, VA, Town of Hillsboro.** Mr. Richardson served as Traffic Engineer and provided MOT analysis as part of the traffic calming measures, pedestrian safety and access improvements to the Town of Hillsboro. The project involved the continuation of a previous design with the development of more detailed design plans and the incorporation of utility improvements, as well as assistance and support for the Town's acquisition of right of way for the project. (746601.60)

**Rehabilitation of C Street, Washington, DC, DDOT.** Mr. Richardson served as Transportation Engineer and provided traffic engineering associated with upgrading bike facilities to protected bike lanes, adding more pedestrian crossings and ensuring compliance with ADA. Analyses of existing and future conditions were performed to observe impacts of the traffic calming planned to improve safety in the area - reducing speed and allowing for wider sidewalks and raised crosswalks. Tasks included signal modifications at seven intersections, signing and pavement marking plans, creating an inventory of all existing signs, developing a proposed signage plan including additional signage for the raised crosswalks and protected cycle track; maintenance of traffic plans and developing construction phasing and work zone limits plans.

**Cleveland Park Streetscape & Drainage Improvement Project, Washington, DC, DDOT.** Mr. Richardson served as Senior Traffic Engineer and provided traffic engineering in support of a project along Connecticut Avenue that involved improvements to traffic and pedestrian



## YEARS OF EXPERIENCE

- 12 years total
- 6 years with Volkert

## PROFESSIONAL LICENSE

- Professional Engineer, Florida No. 85563, 2018
- Professional Engineer, Virginia No. 0402050116, 2012
- Professional Traffic Operations Engineer No. 3775, 2014

## EDUCATION

- BSCE University of Central Florida, 2008

## TRAINING/CERTIFICATIONS

- Road Safety Professional certification

safety, meeting the goals of the Vision Zero Initiative, and creating an urban streetscape compatible with the Cleveland Park area along Connecticut Avenue. Traffic services included the evaluation of existing traffic operations including a LOS analysis using Synchro, traffic forecasting, assessment of the signal system and operations, development of traffic signal modification plans for the four signalized project intersections, signing and pavement marking plans and maintenance of traffic plans. The team worked collaboratively to evaluate options that improved traffic and pedestrian safety, access, and visibility at all intersections.

**Route 123 and Capital One Drive/Old Meadow Road Intersection Safety Study, Fairfax County, MWAA.** Mr. Richardson served as Transportation Engineer where he conducted a safety study to determine the feasibility of realigning the southbound Capital One Drive through movement with the southbound Old Meadow Road receiving lane to eliminate a 35-foot offset based on plans developed by the Dulles Transit Partners. The study involved an evaluation of safety and intersection geometry with respect to AASHTO and other design guidelines and criteria, 48-hour weekday video monitoring to observe how traffic maneuvers across the intersection, research of pipeline projects located in the area to determine the future traffic impacts to the southbound through movement based on design year 2028, crash analysis based on data from the past three years, development of a cost estimate and a benefit-cost analysis using FHWA/VDOT's Highway Safety Improvement Program methodology. Determined that it was not necessary to realign the southbound through movement and recommended other cost-effective measures that could be implemented to mitigate potential safety concerns due to this offset.

**Route 711 (Southpoint Parkway) Corridor HSIP Safety Study, Spotsylvania County, VDOT.** Mr. Richardson served as Task Manager and conducted traffic analysis and modeling for a safety study (with HSIP funding) to determine mitigation measures that will improve traffic control and reduce the crashes for vehicles crossing Route 711 to enter/exit two shopping centers. Mr. Richardson conducted a field investigation, a crash analysis, signal warrant analyses of two locations and analysis of three alternatives including a cost-benefit analysis based on HSIP guidelines and prepared the recommendations report and HSIP application. Mr. Richardson also evaluated existing conditions and future traffic operations for three alternatives including various mitigation measures with closing crossovers, directional left-turns, signalization and the use of U-turns. Concept plans and cost estimates were also developed.

**Highway Safety Improvement Program Studies and Design, Washington, DC, DDOT.** Mr. Richardson served as Traffic Engineer where he conducted a field investigation including data collection and field observations, evaluated crash data, developed collision diagrams, identified contributing factors to crashes and recommended improvements to support the safety studies of five high-accident locations: 13th Street/U Street, NW; 14th Street/Columbia Road, NW; 14th Street/Irving Street, NW; 18 Street/Adams Mill Road, NW; and Georgia Avenue/Park Road, NW. The studies involved data analyses, evaluations of existing conditions and alternatives for improvements, cost-benefit analyses and development of recommendations and preliminary cost estimates.

Synchro, HCS+, Vissim and Sidra and methodology outlined under FHWA's Highway Safety Improvement Program were used to evaluate operational and safety benefits of each countermeasure. FHWA's nine "Proven Safety Countermeasures" were assessed to determine applicability to offset safety issues at each location.

**Traffic Engineering Services for Central Region Operations, VDOT.** Mr. Richardson served as Task Manager/Senior Transportation Engineer conducting traffic analyses for feasibility and safety studies, calculating clearance intervals, conducting sign studies and guardrail assessments and developing no-plan packages for sign and guardrail upgrades and replacements. Mr. Richardson determined cost-effective mitigation strategies to improve operational efficiency and safety at high accident corridors and intersections (including the evaluation of unconventional intersection treatments) and developed plans for upgrading and replacing substandard signals, signs, and guardrails. Tasks were assigned through two consecutive task order contracts to supplement VDOT's internal resources in the Richmond and Fredericksburg districts.

**Reconstruction of Oregon Avenue N.W., Washington, DC, DDOT.** Mr. Richardson served as Transportation Engineer and conducted traffic analysis and modeling to support the development of a MOT plan for the reconstruction of a 1.7 mile segment of Oregon Avenue. Mr. Richardson calibrated a Synchro model using DDOT signal timing data and conducted Synchro analyses to determine the impact of detours on the surrounding roadway network during three phases of construction. The analyses focused on AM and PM peak-conditions at 25 intersections to maintain traffic for 7,100 motorists per day. The design plans included roadway improvements, sidewalks, undergrounding of Pepco power lines, a new bridge over Pinehurts Run, innovative bioretention cells to treat runoff and improve water quality, and permeable pavement to help collect runoff from the roadway. Permeable rubber sidewalks are used near trees to avoid damage to root systems, protecting mature trees. The context-sensitive design solutions blend in with the parkland environment, minimizes impacts to homeowners and minimizes right of way impacts with 95% the project within the current roadway footprint. (344203.60) *May 2014 to May 2015*

**US 15/17/29/29B (Warrenton Bypass) Interchange Study, Fauquier County, VDOT.** Mr. Richardson served as Traffic Engineer and evaluated no-build conditions for opening year 2025 and design year 2045, identified low-cost, at-grade solutions to extend the life of the intersection and prepared a technical memo summarizing results to support a study of five conventional and innovative alternatives (including bicycle and pedestrian accommodations) to improve operational efficiency and meet future traffic demands along the US 15/17/29/29B corridor. The study encompassed five intersections and involved data collection and analysis; evaluation of existing conditions; traffic forecasting; analysis of existing and future no-build and build-out conditions, and cost analysis. The study evaluated safety, geometric feasibility, bicycle and pedestrian needs, environmental impacts, land use planning and cost. The selected design will be divided into near-term solutions for construction in the near future and long-term solutions that will be constructed as funding becomes available.



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## INTRODUCTION

Mr. Wallum has more than 12 years of in-depth design experience encompassing nearly all aspects of highway design and project management. His areas of expertise include Design-Build, Project Management, Highway Design, Traffic Control Plans Design and Pavement Design. He has a thorough knowledge of FDOT Design Manual, Florida Green Book, Florida Intersection Design Guide, AASHTO, CFX Design Practices, TDH and FDOT Design Standards. Mr. Wallum has expert proficiency of MicroStation Corridor Modeling, GEOPAK and AutoCAD Civil 3D to perform all detailed design phases.

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## PROJECT EXPERIENCE

**Recker Hwy Grade Separation over CSX, Polk County, FL, FDOT District 1.** Mr. Wallum served as Project Manager for this Project Development and Environmental Study. The proposed improvements included a bridge overpass along Recker Highway at the CSX railroad crossing and a two lane roundabout at Thornhill Road in Auburndale, FL. An Alternatives Public Meeting and Public Hearing have been held for this project.

**NASA Causeway Bridge Replacement PD&E Study Brevard County, FL, FDOT District 5.** Mr. Wallum is serving as Roadway Design Lead. The NASA Causeway Bridge PD&E Study was conducted to identify and evaluate alternatives for replacing the existing low-level bascule bridge. NASA Causeway provides direct access to Kennedy Space Center and Cape Canaveral Air Force Station in Brevard County, Florida. The project includes the PD&E study, preliminary and final design and permitting. The Class of Action for the PD&E Study is a Type 2 Categorical Exclusion. The existing bridge is eligible for listing on the National Register of Historic Places; therefore, the PD&E Study included Section 106 Consultation, Memorandum of Agreement, and Programmatic Section 4(f) Evaluation. LDCA was obtained in April 2020.

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**Concept, Feasibility & Mobility Studies of the Northeast Connector Expressway Extension, Orange and Osceola Counties, FL, Central Florida Expressway Authority (CFX).** As Project Engineer, Mr. Wallum assisted with preliminary engineering and concept development. This project is being advanced by CFX to identify and evaluate the need for and location of a new limited access corridor in East Central Florida. The study area is located in Orange and Osceola Counties and is bound by US 192 to the south, SR 50/SR 520 to the north, the Econlockhatchee River to the west and the St. Johns River to the east. This project is part of the Future Corridors Initiative in Florida. The purpose of this study is to address future land-use development, transportation and utility infrastructure and environmental conservation on approximately 115,000 acres of land known as Deseret Ranch. The Concept, Feasibility and Mobility Study was completed in Summer of 2019 and will form the foundation for subsequent project development phases.

**SR 50 from CR 565 (Villa City Road) to Brown Street in Groveland, Lake County, FL, FDOT District 5.** Mr. Wallum is serving as the Project Manager for this four-lane realignment project which is approximately two miles long, and includes the realigning of SR 50 to a new



### YEARS OF EXPERIENCE

- 12 years total
- 4 years with Volkert

### PROFESSIONAL LICENSE

- Professional Engineer, Florida  
No. 77633, 2014

### EDUCATION

- BSCE, University of South  
Florida, 2008

### CERTIFICATIONS/TRAINING

- Advanced MOT certified
- Geopak for Roadway/Designers
- FDOT Geopak Corridor Modeler
- AutoCAD Civil 3D
- FDOT Flexible Pavement Design
- FDOT Pavement Type Selection
- FDOT Design Variations and  
Exceptions
- FDOT Roundabout Training
- FDOT Specifications

alignment on the north side of Groveland to reduce traffic in the City's downtown area. The project includes three major signalized intersections at Orange/Broad Streets (one way pairs), at SR 19 and SR 33. The project also includes the design of a 14 foot wide shared use path that is a portion of the 250 mile long Coast to Coast connector from St. Petersburg to Titusville. The project design includes roadway and drainage design, traffic and signal design, utility coordination, environmental permitting, geotechnical investigation, surveying, R/W mapping and public involvement.

**SR 5/US 1 from Tennessee Ave. to north of Avenue O RRR, St. Lucie County, FL, FDOT District 4.** Mr. Wallum serves as Project Manager and Roadway EOR for this project that involves 2.7 miles of milling and resurfacing for a four-lane undivided, urban arterial. The project involves field measurements, pavement design, signing and pavement markings, maintenance of traffic, safety improvements, signalization, and lighting. Mr. Wallum also provides Quality Assurance/ Quality Control (QA/QC) of plan set and updated quantities for engineering estimates.

**SR 5/US 1 from Port St. Lucie Blvd to North Rio Mar Drive, RRR, St. Lucie County, FL, FDOT District 4.** Mr. Wallum served as Project Engineer and Roadway EOR for this project that involved five miles of milling and resurfacing for a six-lane, urban arterial. The project involved field measurements, pavement design, signing and pavement markings, maintenance of traffic, safety improvements, signalization, and lighting. Mr. Wallum also provided Quality Assurance/Quality Control (QA/QC) of plan set and updated quantities for engineering estimates.

**NE 36th Avenue from SR 492 (14th Street) to NE 35th Street within the City of Ocala, Marion County, FL, FDOT District 5.** As Project Engineer and MOT Engineer of Record, Mr. Wallum's responsibilities included the development of temporary traffic control plans (TTCP), horizontal and vertical alignments and quantity estimates for this project that consists of three sections of widening of 36th Avenue between SR 492 and NE 35th Street, approximately two miles. Section 1 (431798-2) widens between SR 492 and NE 20th Place, Section 2 (431798-3) widens between NE 20th Place and NE 25th Street, and Section 3 (431798-4) widens between NE 25th Street and NE 35th Street. The project reconstructs the existing two-lane undivided rural section to a four-lane divided urban section with a 20 foot median and seven foot buffered bike lanes. The section includes three at-grade signalized intersections and an elevated bridge crossing over the CSX rail line. The project design includes roadway and drainage design, structures, traffic and signal design, utility coordination, environmental permitting, geotechnical investigation, surveying, right of way (R/W) mapping and public involvement.

**Okeechobee Blvd Right Turn Lane onto Florida's Turnpike (SR 91), Palm Beach County, FL, Florida's Turnpike Enterprise.** Mr. Wallum is serving as the Project Manager overseeing all aspects of project design. This project requires the widening of one to two right turn lanes onto the Turnpike's entrance ramp. Design services include widening, resurfacing, signalization, lighting, utility relocations and significant D4 coordination.

**West Palm Beach Service Plaza and SR 710, West Palm Beach, FL, Florida's Turnpike Enterprise.** As Project Engineer, Mr. Wallum's responsibilities included the development of temporary traffic control plans, horizontal and vertical alignments, interchange design, pavement design and quantity estimates. This 12-mile widening project consists of two phases, Part A and Part B. Part A consists of the analysis and design of SR 91 and associated side streets to determine the impacts of widening the existing SR 91 on an adjacent FGT gas line and Part B will provide final design of future express lanes along the corridor. Along with the roadway improvements and addition of express lanes, this project will require widening of two bridges and replacement of eight bridges.

**West Palm Beach Service Plaza and SR 710, West Palm Beach, FL, Florida's Turnpike Enterprise.** As Project Engineer, Mr. Wallum's responsibilities included analysis and design for milling and resurfacing to improve the deteriorating pavement design, quantity estimates, and development of design variations and exceptions. The project includes analysis and design for milling and resurfacing to improve the deteriorating pavement.

**Florida's Turnpike Enterprises All Electric Tolling (AET) Design Services, Florida's Turnpike.** Mr. Wallum is serving as a Project Engineer. This multi-task engineering and architectural service contract covers multiple counties within Florida's Turnpike toll roads. Anticipated design tasks include; development of studies, concepts and design memorandums. A second phase will include the preparation of construction plans which will include roadway/drainage design, signing and pavement markings, ITS, utilities, operations, structures, architecture, lighting, MOT, tolling infrastructure and operations, cost estimates environmental permits/mitigation plans and all necessary incidental items related to the AET conversion efforts.

**NASA Causeway Bridge Replacement Brevard County, FL, FDOT District 5.** Mr. Wallum is serving as Roadway and Temporary Traffic Control Engineer or Record. The NASA Causeway Bridge Replacement is being conducted to replace the existing 3,000 foot low-level bascule bridge with a high level fixed span bridge on a southern alignment shift. NASA Causeway provides direct access to Kennedy Space Center and Cape Canaveral Air Force Station in Brevard County, Florida. The project includes the PD&E study, preliminary and final design and permitting on an accelerated schedule to complete construction prior to existing bridge derating.

**\*Las Olas Bridge Rehabilitation, Broward County, FL, FDOT District 4.** Mr. Wallum served as the Lead Roadway Designer for this project that involved one quarter mile of bridge rehabilitation for a highly urbanized arterial. The project involved field measurements, safety improvements, detailed maintenance of traffic, detour plans, and cost estimates.

**\*595 Truck Stop, Broward County, FL, FDOT District 4.** Mr. Wallum served as the Lead Roadway Designer for this project that involved the preliminary design of an approximately five and one half acre truck stop parking lot. This project involved providing a Supplemental Grant Application for FHWA approval of federal funds, preliminary plot layout, signing and pavement markings, and cost analysis and estimation.

**BID OPPORTUNITY LIST FOR PROFESSIONAL CONSULTANT SERVICES  
AND CONTRACTUAL SERVICES**

Prime Contractor/Prime Consultant: Volkert, Inc.  
 Address/Phone Number: 1408 N. Westshore Blvd, Suite 600 Tampa, FL 33607  
 Procurement Number/Advertisement Number: 20-1

49 Code of Federal Regulations Part 26.11 The list is intended to be a listing of all firms that are participating, or attempting to participate, on Florida Department of Transportation-assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and supplies materials on Florida Department of Transportation-assisted projects, including both Disadvantaged Business Enterprises (DBE) and non-Disadvantaged Business Enterprises (non-DBE). For consulting companies, this list must include all subconsultants contacting you and expressing an interest in teaming with you on a specific Florida Department of Transportation-assisted project. Prime contractors and consultants must provide information for Numbers 1, 2, 3 and 4, and should provide any information they have available on Numbers 5, 6, 7 and 8 for themselves, and their subcontractors and subconsultants.

1. Federal Tax ID Number: <u>63-0247014</u>	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: <u>Volkert, Inc.</u>	<input checked="" type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: <u>813.875.1365</u>		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: <u>1408 N. Westshore Blvd,</u>	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
<u>Suite 600</u>	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
<u>Tampa, FL 33607</u>		<input checked="" type="checkbox"/> More than \$15 million
5. Year Firm Established: <u>1925</u>		

1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: <u>NUE Urban Concepts, LLC</u>	<input checked="" type="checkbox"/> Non-DBE	<input checked="" type="checkbox"/> Less than \$1 million
3. Phone: <u>833-682-8484</u>		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: <u>2579 SW 87th Drive,</u>	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
<u>Suite 101</u>	<input checked="" type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
<u>Gainesville, FL 32608</u>		<input type="checkbox"/> More than \$15 million
5. Year Firm Established: <u>2011</u>		

1. Federal Tax ID Number: <u>27-1603327</u>	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: <u>Blue Zones, LLC</u>	<input checked="" type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: <u>(612) 596-3600</u>		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: <u>323 Washington Ave</u>	7. <input type="checkbox"/> Subcontractor	<input checked="" type="checkbox"/> Between \$5 - \$10 million
<u>Floor 2</u>	<input checked="" type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
<u>Minneapolis, MN 55401</u>		<input type="checkbox"/> More than \$15 million
5. Year Firm Established: <u>2009</u>		

1. Federal Tax ID Number: _____	6. <input type="checkbox"/> DBE	8. Annual Gross Receipts
2. Firm Name: _____	<input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than \$1 million
3. Phone: _____		<input type="checkbox"/> Between \$1 - \$5 million
4. Address: _____	7. <input type="checkbox"/> Subcontractor	<input type="checkbox"/> Between \$5 - \$10 million
_____	<input type="checkbox"/> Subconsultant	<input type="checkbox"/> Between \$10 - \$15 million
_____		<input type="checkbox"/> More than \$15 million
5. Year Firm Established: _____		

AS APPLICABLE, PLEASE SUBMIT THIS FORM WITH YOUR:

WRITTEN PROPOSAL



**CONFLICT OF INTEREST CERTIFICATION  
FOR CONSULTANT/CONTRACTOR**

I certify that I have no present conflict of interest, that I have no knowledge of any conflict of interest that my firm may have, and that I will recuse myself from any capacity of decision making, approval, disapproval or recommendation on any contract if I have a conflict of interest or a potential of interest.

Consultants/Contractors are expected to safeguard their ability to make objective, fair and impartial decisions when performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and therefore may not accept benefits of any sort under circumstances in which it could be inferred by a reasonable observer that the benefit was intended to influence a pending or future decision of theirs, or to reward a past decision. Consultants performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) should avoid any conduct (whether in the context of business, financial or social relationships) which might undermine the public trust, whether or not that conduct is unethical or lends itself to the appearance of ethical impropriety.

I realize that violation of the above mentioned standards could result in the termination of my work for the Metropolitan Transportation Planning Organization.

Contract No./Project Description(s): RFQ No 20-1/Alachua Countywide Bicycle-Pedestrian Master Plan

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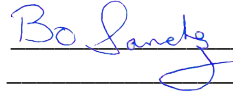
Each undersigned individual hereby attests that he/she has no conflicts of interest related to the contract(s) identified above.

Printed Names

Signatures

Date

Bo Sanchez, PE, Sr. VP/COO



11/13/20

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**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY  
AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS**  
(Compliance with 49CFR, Section 29.510)  
(Appendix B Certification)

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant:

By: Bo Janetzky Date: 11/13/20  
Authorized Signature

Title: Sr. VP/COO

**Instructions for Certification**

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant are not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.

CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES  
ON FEDERAL-AID CONTRACTS  
**(Compliance with 49CFR, Section 20.100 (b))**

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:


(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant:

By: Bo Sanchez, PE Date: 11/13/20 Authorized Signature 

Title: Sr. VP/COO



**TRUTH-IN-NEGOTIATION CERTIFICATION**

For any lump-sum or cost-plus-a fixed-fee professional service contract over \$60,000, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) requires the Consultant to execute this certificate and include it with the submittal of the Written Proposal.

The Consultant hereby certifies that the covenants and warrants, wage rates and other factual unit costs supporting the compensation for this project's contract will be accurate, complete and current at the time of contracting.

The Consultant further agrees that the original contract price, and additions thereto, shall be adjusted to exclude any significant sums by which the Metropolitan Transportation Planning Organization determines the contract price was increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the contract shall be deemed to be the date of final billing or acceptance of the work by the Metropolitan Transportation Planning Organization, whichever is later.

Bo Sanchez, PE, Sr. VP/COO  
\_\_\_\_\_  
Name of Consultant

By: Bo Sanchez  
\_\_\_\_\_  
Authorized Signature

11/13/20  
\_\_\_\_\_  
Date

**DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION STATEMENT**

**Note:** The Consultant is required to complete the following information and submit this form with the written proposal.

Project Description: RFQ No. 20-1 ALACHUA COUNTYWIDE BICYCLE-PEDESTRIAN MASTER PLAN

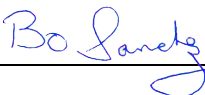
Consultant Name: Volkert, Inc.

This consultant (is ) (is not ) a Florida Department of Transportation certified Disadvantaged Business Enterprise (DBE).

Expected percentage of contract fees to be subcontracted to DBE(s): 0 %

If the intention is to subcontract a portion of the contract fees to DBE(s), the proposed DBE sub-consultants are as follows:

DBE Sub-Consultants	Type of Work
<u>N/A</u>	<u>N/A</u>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

By: Bo Sanchez, PE   
Title: Sr. VP/COO  
Name of Firm: Volkert, Inc.  
Date: 11/13/20

SWORN STATEMENT PURSUANT TO SECTION 287.133c.(A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to  
(Print name of the public entity)

by Bo Sanchez, PE, Sr. VP/COO for Volkert, Inc.  
(Print individual's name and title) (Print name of entity submitting sworn statement)

whose business address is:  
1408 N. Westshore Blvd Suite 600

Tampa, FL 33607

and (if applicable) its Federal Employer Identification Number is:  
63-0247014

(If the entity has no Federal Employer Identification Number, include the Social Security Number of the individual signing this sworn statement:

\_\_\_\_\_.)

2.  I understand that a (public entity crime as defined in Paragraph 287.133a.(g), Florida Statutes, means a violation of any state and federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods and services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy or material misrepresentation.

3.  I understand the convicted or conviction as defined in paragraph 287.133a.(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4.  I understand that an affiliate as defined in paragraph 287.133a.(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity who has been convicted of a public entity crime. The term (affiliate included those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value 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. X I understand that a person as defined in Paragraph 287.133a.(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods and 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 an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. [Indicate which statement applies.]

X Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with an convicted of a public entity crime subsequent to July 1, 1989.

The entity this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

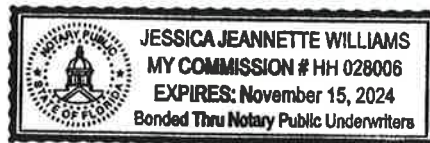
The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division or Administrative Hearing and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. [Attach a copy of the final order.]

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH I (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OR THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Bo Sanchez  
Signature

Sworn to and subscribed before me this day of <sup>11/13</sup>, 2020

Personally known OR Produced Identification



Notary Public - State of Florida  
My commission expires: Nov 15, 2024



**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY  
AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS**  
(Compliance with 49CFR, Section 29.510)  
(Appendix B Certification]

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant: NUE Urban Concepts, LLC

By: Jonathan B. Paul Date: 11/13/2020  
Authorized Signature 

Title: Principal

**Instructions for Certification**

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant are not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.



**CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES  
ON FEDERAL-AID CONTRACTS  
(Compliance with 49CFR, Section 20.100 (b))**

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant: NUE Urban Concepts, LLC

By: Jonathan B. Paul Date: 11/13/2020 Authorized Signature

Title: Principal



**TRUTH-IN-NEGOTIATION CERTIFICATION**

For any lump-sum or cost-plus-a fixed-fee professional service contract over \$60,000, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) requires the Consultant to execute this certificate and include it with the submittal of the Written Proposal.

The Consultant hereby certifies that the covenants and warrants, wage rates and other factual unit costs supporting the compensation for this project’s contract will be accurate, complete and current at the time of contracting.

The Consultant further agrees that the original contract price, and additions thereto, shall be adjusted to exclude any significant sums by which the Metropolitan Transportation Planning Organization determines the contract price was increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the contract shall be deemed to be the date of final billing or acceptance of the work by the Metropolitan Transportation Planning Organization, whichever is later.

NUE Urban Concepts, LLC  
\_\_\_\_\_  
Name of Consultant  
By: Jonathan P. Paul  
Authorized Signature

11/13/2020  
Date

SWORN STATEMENT PURSUANT TO SECTION 287.133c.(A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to  
(Print name of the public entity)

by Jonathan B. Paul, Principal for NUE Urban Concepts, LLC  
(Print individual's name and title) (Print name of entity submitting sworn statement)

whose business address is: 2579 SW 87th Drive, Suite 101

Gainesville, FL 32608

and (if applicable) its Federal Employer Identification Number is: 45-3687255

(If the entity has no Federal Employer Identification Number, include the Social Security Number of the individual signing this sworn statement:

\_\_\_\_\_.)

2. I understand that a (public entity crime as defined in Paragraph 287.133a.(g), Florida Statutes, means a violation of any state and federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods and services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy or material misrepresentation.

3. I understand the convicted or conviction as defined in paragraph 287.133a.(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an affiliate as defined in paragraph 287.133a.(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity who has been convicted of a public entity crime. The term (affiliate included those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value 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 287.133a.(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods and 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 an entity.

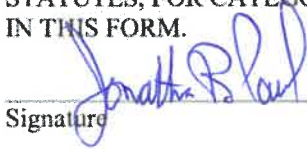
6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. [Indicate which statement applies.]

Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate or the entity has been charged with an convicted of a public entity crime subsequent to July 1, 1989.

The entity this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.


The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division or Administrative Hearing and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. [Attach a copy of the final order.]


I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH I (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OR THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

  
Signature

Sworn to and subscribed before me this day of , 20 . - 13<sup>th</sup> of November, 2020

Personally known OR Produced Identification  


  
Notary Public - State of Florida  
My commission expires: 06/08/2023

 Victoria J. Dunn  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# GG322201  
Expires 6/8/2023

SWORN STATEMENT PURSUANT TO SECTION 287.133c.(A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC  
OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to  
(Print name of the public entity)

by Amelia Clabots, VP FINANCE & OPERATIONS for Blue Zones, LLC  
(Print individual's name and title) (Print name of entity submitting sworn statement)

whose business address is:

323 Washington Ave W. Floor 2  
Minneapolis MN 55401

and (if applicable) its Federal Employer Identification Number is:

27-1603327

(If the entity has no Federal Employer Identification Number, include the Social Security Number of the individual signing this sworn statement:

\_\_\_\_\_.)

2. I understand that a (public entity crime as defined in Paragraph 287.133a.(g), Florida Statutes, means a violation of any state and federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods and services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy or material misrepresentation.

3. I understand the convicted or conviction as defined in paragraph 287.133a.(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an affiliate as defined in paragraph 287.133a.(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime; or

b. An entity under the control of any natural person who is active in the management of the entity who has been convicted of a public entity crime. The term (affiliate included those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value 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 287.133a.(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods and 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 an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. [Indicate which statement applies.]

Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate or the entity has been charged with an convicted of a public entity crime subsequent to July 1, 1989.

The entity this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

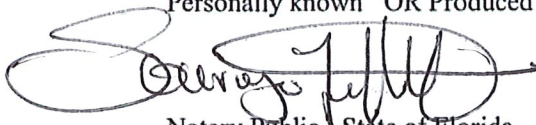
The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division or Administrative Hearing and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. [Attach a copy of the final order.]

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH I (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OR THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

  
Signature

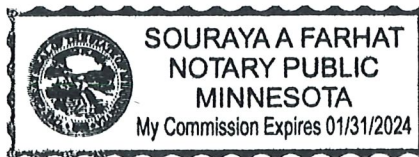
Sworn to and subscribed before me this day of , 20 . *November 18, 2020*

Personally known OR Produced Identification



Notary Public State of Florida  
My commission expires:

*11/31/2024*





**TRUTH-IN-NEGOTIATION CERTIFICATION**

For any lump-sum or cost-plus-a fixed-fee professional service contract over \$60,000, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) requires the Consultant to execute this certificate and include it with the submittal of the Written Proposal.

The Consultant hereby certifies that the covenants and warrants, wage rates and other factual unit costs supporting the compensation for this project's contract will be accurate, complete and current at the time of contracting.

The Consultant further agrees that the original contract price, and additions thereto, shall be adjusted to exclude any significant sums by which the Metropolitan Transportation Planning Organization determines the contract price was increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract. For purposes of this certificate, the end of the contract shall be deemed to be the date of final billing or acceptance of the work by the Metropolitan Transportation Planning Organization, whichever is later.

Blue Zones, LLC  
Name of Consultant

By:   
Authorized Signature

11/18/20  
Date

CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES  
ON FEDERAL-AID CONTRACTS  
(Compliance with 49CFR, Section 20.100 (b))

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant: Blue Zones, LLC

By: Amelia Clabots Date: 11/18/2020 Authorized Signature

Title: VP FINANCE & OPERATIONS

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY  
AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS**  
(Compliance with 49CFR, Section 29.510)  
(Appendix B Certification]

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant: Blue Zones, LLC

By: [Signature] Date: 11/18/2020  
Authorized Signature

Title: VP FINANCE & OPERATIONS

Instructions for Certification

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant are not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.



**CONFLICT OF INTEREST CERTIFICATION  
FOR CONSULTANT/CONTRACTOR**


I certify that I have no present conflict of interest, that I have no knowledge of any conflict of interest that my firm may have, and that I will recuse myself from any capacity of decision making, approval, disapproval or recommendation on any contract if I have a conflict of interest or a potential of interest.

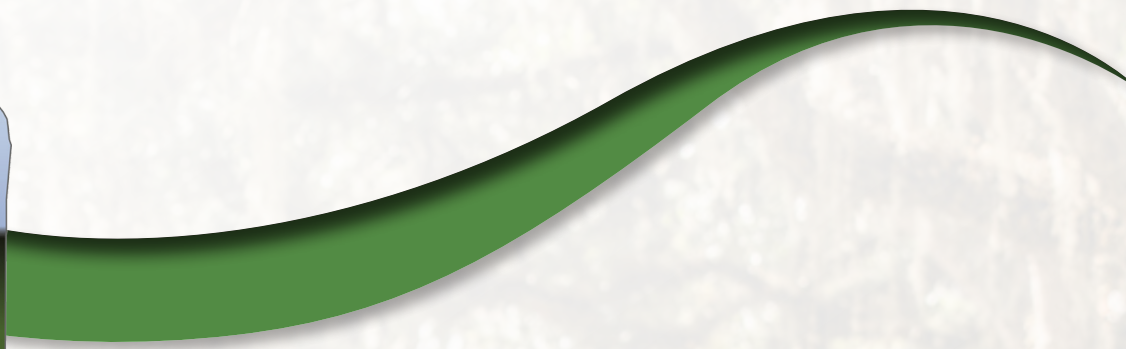
Consultants/Contractors are expected to safeguard their ability to make objective, fair and impartial decisions when performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and therefore may not accept benefits of any sort under circumstances in which it could be inferred by a reasonable observer that the benefit was intended to influence a pending or future decision of theirs, or to reward a past decision. Consultants performing work for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) should avoid any conduct (whether in the context of business, financial or social relationships) which might undermine the public trust, whether or not that conduct is unethical or lends itself to the appearance of ethical impropriety.

I realize that violation of the above mentioned standards could result in the termination of my work for the Metropolitan Transportation Planning Organization.

Contract No./Project Description(s): RFQ No 20-1/Alachua Countywide Bicycle-Pedestrian Master Plan  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Each undersigned individual hereby attests that he/she has no conflicts of interest related to the contract(s) identified above.

Printed Names	Signatures	Date
<u>Amelia Clabots</u>	<u></u>	<u>11/18/20</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____



**VOLKERT**