VILLAGE OF PALMETTO BAY

Mayor Karyn Cunningham
Vice Mayor Leanne Tellam
Council Member Patrick Fiore (Seat 1)
Council Member Steve Cody (Seat 2)
Council Member Marsha Matson (Seat 3)

Village Manager Nick Marano
Village Attorney John C. Dellagloria
Village Clerk Missy Arocha

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation, a sign language interpreter, or hearing impaired to participate in this proceeding should contact the Village Clerk at (305) 259-1234 for assistance no later than four days prior to the meeting.

AGENDA
REGULAR COUNCIL MEETING
MONDAY, MAY 6, 2024 – 7:00 PM
(PROCLAMATIONS, AWARDS, & PRESENTATIONS WILL BEGIN AT 6:30 PM)

VILLAGE HALL MUNICIPAL CENTER
9705 EAST HIBISCUS STREET, PALMETTO BAY, FL 33157
(305) 259-1234

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1. **CALL TO ORDER, ROLL CALL, INVOCATION, PLEDGE OF ALLEGIANCE, AND DECORUM STATEMENT, IN THAT ORDER:** Any person making impertinent or slanderous remarks, or who becomes boisterous, while addressing the Council may be barred from further appearance before the Council by the Mayor, unless permission to continue or again address the Council is granted by a majority vote of the Council. Applauding speakers shall be discouraged. Heckling or verbal outbursts in support or opposition to a speaker, or his or her remarks, shall be prohibited. No signs or placards shall be allowed in the Council meeting. Persons exiting the Council meeting shall do so quietly. All cellular telephones and beepers are to be silenced during the meeting.

2. **PROCLAMATIONS, AWARDS, PRESENTATIONS**

   A. Proclamation in honor of National Military Appreciation Month

   B. Proclamation in honor of Mental Health Awareness Month (Tania Paredes on behalf of Nico's Promise at Nicholas Children's Hospital, which deals with the families of children who passed at the hospital)

C. Recognition of JCS Matzah Mitzvah 2024 (Jewish Community Services of South Florida)

D. Recognition of USA Water Polo-National Team Recipients (Connor Phelan and Felipe Lerena)

E. Recognition of graduating high school seniors from the Youth Community Involvement Task Force (Lorenzo Castillo-Rios and Amanda Verdeja)

F. Recognition of 2024 Silver Knight Nominees

G. Recognition of Southwood Middle School Dance Team

H. Recognition of Westminster's All-Girl Robotics Teams for the Excellence Award at the South Florida State Championship (Team 6855B: Dahlia Gonzalez, Adalyn Diaz, Emma Sofia Rivera, Victoria Eguilior, and Emily Money)

3. APPROVAL OF MINUTES

A. Regular Council Meeting (April 1, 2024)

4. REQUESTS, PETITIONS AND PUBLIC COMMENTS SUBMITTED Individuals wishing to speak on matters on the agenda and on items pertinent to the Village may do so by speaking during this section of the agenda. The Mayor will recognize those persons who wish to speak. Each speaker must sign-in prior to speaking on the designated public commentary sign-in sheet. Items for public hearing provided for within the agenda shall not be a topic of discussion during this section of the agenda. Please limit your comments to three (3) minutes or less. Public comments made by members of the public are important to the Village Council. Speakers will address the Village Council with respect.

5. VILLAGE MANAGER'S REPORT

A. Departmental Updates

B. Police Commander Report

6. VILLAGE ATTORNEY'S REPORT

A. Monthly Report

B. Litigation Update

7. VILLAGE CLERK'S REPORT

A. Update: Calendar for the month of May 2024

B. Important 2024 Election Information and Deadline Dates

8. BOARD AND COMMITTEE REPORTS

A. Member Appointment (Resiliency Committee)

B. Education Advisory Committee Meeting (January 23, 2024)

C. Education Advisory Committee Meeting (February 26, 2024)

D. Parks & Recreation Committee Meeting (February 1, 2024)

E. Parks & Recreation Committee Meeting (March 7, 2024)

F. Resiliency Committee Meeting (February 15, 2024)

G. Tree Advisory Board Meeting (January 29, 2024)

H. Youth Community Involvement Task Force (February 23, 2024)

9. EMERGENCY ORDINANCES WITH PUBLIC HEARING

10. ORDINANCES FOR SECOND READING AND PUBLIC HEARING

11. ORDINANCES FOR FIRST READING WITH PUBLIC COMMENTS

A. AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO RECITATION OF THE PLEDGE OF ALLEGIANCE AT VILLAGE ADVISORY COMMITTEES AND BOARDS; AMENDING SECTION 2-65 OF DIVISION 3, STYLED "ADVISORY COMMITTEES OR BOARDS," SEC. 2-65 (a)(1) AND SEC. 2-65 (b)(1); PROVIDING FOR CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

B. AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO MEMBERSHIP INTO THE FLORIDA RETIREMENT SYSTEM (FRS); AUTHORIZING THE VILLAGE OF PALMETTO BAY TO PARTICIPATE IN THE FLORIDA RETIREMENT SYSTEM AS AUTHORIZED BY CHAPTER 121 OF THE FLORIDA STATUTES; APPROVING THE INCLUSION OF ALL ELECTED OFFICIALS IN THE ELECTED OFFICERS' CLASS; PROVIDING FOR CODIFICATION, AND AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Human Resources & Communications Director, Olga Cadaval)*

12. CONSENT AGENDA

A. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO SECTION 30-160 OF THE ART-IN-PUBLIC PLACES (AIPP) PROGRAM; ACCEPTING THE RECOMMENDATION OF THE AIPP ADVISORY BOARD TO ADVERTISE THE CALL TO ARTIST FOR THE FUTURE TRAFFIC CIRCLE LOCATED AT SW 152 STREET AND OLD CULTER ROAD; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody and Prepared by Sustainability & Resiliency Planner, Andrea Candelaria)*

13. RESOLUTIONS REQUIRING PUBLIC HEARING

14. RESOLUTIONS WITH PUBLIC COMMENT

A. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; APPROVING THE SELECTION OF THE STREET PLANS COLLABORATIVE, INC. TO PROVIDE A SAFE STREETS AND ROADS FOR ALL ("SS4A") ACTION PLAN; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT AND ISSUE A PURCHASE ORDER IN THE AMOUNT NOT TO EXCEED FIVE HUNDRED THOUSAND DOLLARS AND ZERO CENTS ($500,000.00), AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Procurement Specialist, Alessia Bencomo)*

B. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, DIRECTING THE VILLAGE MANAGER TO COORDINATE WITH MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) FOR THE INSTALLATION OF TRAFFIC CIRCLES AND ARTWORK AT THREE INTERSECTIONS ON SW 87 AVE AND SW 82 AVE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody)*

C. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER TO REVIEW TRAFFIC STUDIES AND CURRENT CONDITIONS FOR THE AREA BETWEEN SW 136 STREET AND SW 141 STREET, EAST OF SW 77 AVENUE; AND TO PREPARE OPTIONS FOR THE VILLAGE COUNCIL ALONG WITH THE COST OF OPTIONS FOR THE REGULAR COUNCIL MEETING ON JULY 1, 2024; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*

D. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER HOLD A COMMUNITY-WIDE TOWNHALL DURING WHICH RESIDENTS, PALMETTO BAY VILLAGE CENTER (PBVC) REPRESENTATIVES, VILLAGE COUNCILMEMBERS, AND VILLAGE STAFF INFORM RESIDENTS AND EACH OTHER ABOUT PBVC DEVELOPMENT, AND INVITE ALL PARTIES TO CONTRIBUTE THEIR SUGGESTIONS ABOUT PBVC DEVELOPMENT, UNDER SEC. 2-50 OF THE VILLAGE OF PALMETTO BAY CODE, STYLED "COUNCIL MEEETING AGENDA ITEMS – OTHER BUSINESS;" AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

E. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO THE POLICE DEPARTMENT; APPROVING THE PURCHASE OF FOUR (4) VIGILANT MOBILE LPR 2-CAMERA L5M KITS WITH GPS UNIT AND (8) VETTED CUSTOM MAGNET MOUNT FOR MOBILE LPR SYSTEMS; AUTHORIZING THE VILLAGE MANAGER TO APPROVE A PURCHASE ORDER IN THE AMOUNT OF FIFTY-TWO THOUSAND, NINE HUNDRED AND TWENTY-NINE DOLLARS AND EIGHTY CENTS ($52,929.80); AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Major Mari Guerra)*

F. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO SECTION 21-52, NAMING, RENAMING AND CO-DESIGNATING VILLAGE ROADS, STREETS, OR PUBLIC WAYS; CO-DESIGNATING EAST HIBISCUS STREET BETWEEN FRANJO ROAD AND SOUTH DIXIE HIGHWAY AS "BE STRONG WAY"; PROVIDING FOR THE INSTALLATION OF APPROPRIATE SIGNAGE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*

G. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AUTHORIZING THE VILLAGE MANAGER TO EXPEND UP TO TWENTY-FIVE HUNDRED ($2,500.00) DOLLARS TO PURCHASE SMALL, CLOTH AMERICAN FLAGS TO BE DISTRIBUTED AT THE VILLAGE'S ANNUAL JULY 4TH CELEBRATION; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody)*

H. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING PARKS AND RECREATION; AUTHORIZING THE USE OF THALATTA ESTATE AT NO COST TO SOUTH DADE WOMEN VETERANS ALLIANCE, INC., FOR THE PURPOSE OF CONDUCTING A FUNDRAISER- FASHION SHOW EVENT TITLED "LET IT GO - WALKING IN MY FREEDOM"; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Parks & Recreation Director, Fanny Carmona)*

15. OTHER BUSINESS

16. COUNCIL COMMENTS

17. NEXT MEETING AND ADJOURNMENT

WE, THE VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, HEREBY COMMIT OURSELVES TO MAINTAINING CIVILITY IN OUR PUBLIC AND POLITICAL DISCOURSE AND PLEDGE TO THE FOLLOWING PRINCIPLES:

- We will respect the right of all citizens in our community to hold different opinions;
- We will avoid rhetoric intended to humiliate or question the wisdom of those whose opinions are different from ours;
- We will strive to understand differing perspectives;
- We will choose our words carefully;
- We will speak truthfully without accusation and we will avoid distortion;
- We will speak out against violence, prejudice, and incivility in all of their forms, whenever and wherever they occur.

NOTICE OF APPEAL RIGHTS

Pursuant to Florida Statutes 286.0105, the Village hereby advises the public that if a person decides to appeal any decision made by the Council with response to any matter considered at its meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, the affected person may need to ensure that verbatim record of the proceedings is made, which record includes testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed.

AMERICAN DISABBILITIES ACT OF 1990

This meeting is open to the public. In accordance with the American Disabilities Act of 1990, persons needing special accommodation or a sign language interpreter to participate in this proceeding should contact the Village Clerk at (305) 259-1234 no later than four (4) days prior to the meeting. Hearing Assistance Devices are available with the Village Clerk.

AGENDA ITEM NO. 3.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Minutes
AGENDA SECTION:	APPROVAL OF MINUTES
SUBJECT:	Regular Council Meeting (April 1, 2024)
SUGGESTED ACTION:	

ATTACHMENTS:
Minutes-2024-04-01 Regular Council Meeting
Exhibit A-Written Public Comments-April 1, 2024

MINUTES
REGULAR COUNCIL MEETING
MONDAY, APRIL 1, 2024 – 7:00 PM
(PROCLAMATIONS, AWARDS, & PRESENTATIONS BEGAN AT 6:30 PM)

VILLAGE HALL MUNICIPAL CENTER
9705 EAST HIBISCUS STREET, PALMETTO BAY, FL 33157

The Mayor and Village Council led the following recognitions at 6:30 p.m., prior to the Regular Council Meeting.

2. PROCLAMATIONS, AWARDS, AND PRESENTATIONS

A. Recognition of Earth Month Activities

B. Recognition of Samantha Pro, a Palmetto Bay resident and student at St. Brendan's High School, on her appointment to the US Naval Academy (Class of 2028)

C. Proclamation to The Holocaust Impact Theater (Ruth Ellen Gordon, M.Ed.)

D. Proclamation to The Rising Start Foundation in honor of World Autism Awareness

1. CALL TO ORDER, ROLL CALL, INVOCATION, PLEDGE OF ALLEGIANCE, AND DECORUM STATEMENT, IN THAT ORDER.

The Regular Council Meeting was called to order at approximately 7:10 p.m.

The following members of the Village Council were present during the roll call:
Mayor Karyn Cunningham
Vice Mayor Leanne Tellam
Councilmember Patrick Fiore
Councilmember Steve Cody
Councilmember Marsha Matson

The following Charter Officers were present during the roll call:
Village Manager Nick Marano
Village Attorney John Dellagloria
Village Clerk Missy Arocha

The invocation was led by Councilmember Patrick Fiore.

The pledge of allegiance was led by Miami-Dade Fire Rescue Chief Raied “Ray” Jadallah.

3. APPROVAL OF MINUTES

A. Regular Council Meeting (March 4, 2024)

Vice Mayor Leanne Tellam **motioned** to approve the minutes. Councilmember Marsha Matson **seconded** the motion. **All voted in favor (5-0). The motion carried unanimously.**

4. REQUESTS, PETITIONS, AND PUBLIC COMMENTS

The following public comments were made in person during the meeting for a time allotment of three minutes:

(a) Vitality Falcovitch (9280 SW 167th Terrace) – thanked Miami-Dade Fire Rescue Chief Raied “Ray” Jadallah for attending the meeting and commended the Village’s Policing Unit for their public safety to the community.

(b) Vilma Barbola (8241 SW 192nd Street) – spoke in support of the construction of Park Drive.

5. VILLAGE MANAGER’S REPORT

A. Chief Raied “Ray” Jadallah from Miami-Dade Fire Rescue (MDFR) thanked the Council and Manager for his participation in the meeting and demonstrated a PowerPoint presentation on MDFR’s service delivery report. His presentation illustrated the MDFR’s department overview, highlights of 2023, three stations located in the Village that provide protection, geographical area of station #74 regarding the process it may take over the next few years, prevention, community engagements, and customer feedback survey results. Following his presentation, he answered questions raised by the members of the Council.

B. Joseph Salzverg, Esq., from the firm of GrayRobinson provided a post legislative update that concluded at the beginning of March 2024. During his report, he explained the bills that were passed and approved by the Governor. He also provided a budget report and an update on the projects that the firm represented during the legislative session. Following his report, he answered questions raised by the members of the Council.

C. Nicholas Martin from the firm of Marcum, LLP provided an update on the results of the Village’s audit report for the fiscal year ended September 30, 2023. He explained that the Village had a clean audit within all required state laws and answered questions raised by the Council.

D. Departmental Updates: Manager’s detailed report was part of the agenda packet.

6. VILLAGE ATTORNEY'S REPORT

A. Village Attorney John Dellagloria provided a litigation update and reported that a written copy of his monthly report was part of the agenda packet. He answered questions raised by the Council relating to existing Village litigation.

7. VILLAGE CLERK'S REPORT

A. Village Clerk Missy Arocha provided a calendar update for the month of April 2024 and provided example's of how members of the public may attend and participate in public meetings (a) attending meetings in-person; (b) participate virtually using the hybrid function of GoToWebinar; (c) provide public comments using the e-comment feature accessible on the Village website.

8. BOARD AND COMMITTEE REPORTS

A. Education Advisory Committee Meeting (November 7, 2023-amended)

Councilmember Marsha Matson **motioned** to approve. Vice Mayor Leanne Tellam **seconded** the motion. **All voted in favor (5-0). The motion carried unanimously.**

9. EMERGENCY ORDINANCES WITH PUBLIC HEARING: None.

10. ORDINANCES FOR SECOND READING AND PUBLIC HEARING: None.

11. ORDINANCES FOR FIRST READING WITH PUBLIC COMMENTS: None.

12. CONSENT AGENDA: None.

13. RESOLUTIONS REQUIRING PUBLIC HEARING: None.

14. RESOLUTIONS WITH PUBLIC COMMENT

A. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, TO ENCOURAGE PRIDE, PATRIOTISM, AND UNITY BY AUTHORIZING THE VILLAGE MANAGER TO PURCHASE AND MAKE AVAILABLE AMERICAN FLAGS AND OUTDOOR POLES TO DISPLAY "OLD GLORY" ON PALMETTO BAY RESIDENCES AND BUSINESSES BY INDEPENDENCE DAY, JULY 4, 2024; AUTHORIZING UP TO FIVE-THOUSAND DOLLARS ($5,000.00) FOR PURCHASE OF FLAGS AND POLES FOR TWENTY-FIVE DOLLARS ($25.00) EACH; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

Item 14A was **moved** by Councilmember Marsha Matson.

Item 14A **failed for a lack of a second**.

B. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO PALMETTO BAY PARK; COMPLETING THE CONSTRUCTION OF PARK DRIVE; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Village Manager, Nick Marano)*

Item 14B was **moved** by Vice Mayor Leanne Tellam. **Seconded** by Councilmember Patrick Fiore.

There was no public comment for item 14B.

Village Manager Nick Marano explained the purpose and intent of the Resolution and reported that the only vehicular access to Palmetto Bay Park is by US-1 and SW 175th Terrace. He announced that the approval of the Resolution would direct the Administration to complete Park Drive, add a fence on the western edge of the right of way and an entrance gate with a monument sign at SW 178th Street, and that it would be constructed in a manner that will allow only a right turn onto SW 175th Terrace using an appropriate design, materials, and signage.

Councilmember Marsha Matson spoke in opposition to the proposed Resolution and explained that Sean Kramer and Leo Llinas, members of the Parks and Recreation Committee, had a proposal to do a linear park on Park Drive considered an attractive space and that if the Resolution passes, the members would not have an opportunity to present their proposal to the Council. She also explained that the intent was to illustrate the proposal by the Parks & Recreation Committee Members at the Committee of the Whole Workshop scheduled for March 20th, 2024, but the workshop was canceled, and the members did not have an opportunity to present the linear park proposal. Councilmember Marsha Matson urged the Council not to approve the Resolution.

Village Manager Nick Marano responded that the Village currently has other locations where a community garden may be created. He also explained that as the Village is looking to bid on the pickleball center at Palmetto Bay Park, the Village must consider the additional traffic and the intersection of Park Drive.

Councilmember Patrick Fiore reported that the topics of conversation were brought up by the Parks and Recreation Committee and questioned if mitigation was studied for the area to ensure that rush hour does not interfere with the safety of the residents near Park Drive.

Village Manager Nick Marano responded that the gate would align with park hours, including a mechanical engineering measure that would prevent drivers from making a left-hand turn on SW 175th Terrace, enforceable by police measures.

Vice Mayor Leanne Tellam reported that she held detailed conversations with Sean Kramer and that other locations of interest were discussed for a community garden.

The question was called in favor of the Resolution. **The Resolution passed (4-1)**; Councilmember Marsha Matson voted opposed.

C. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING SUSTAINABILITY AND RESILIENCY; AUTHORIZING THE DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT TO PARTNER WITH THE BLUE MISSIONS PROGRAM; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham and Prepared by Sustainability and Resiliency Planner, Andrea Candelaria)*

Item 14C was **moved** by Councilmember Patrick Fiore. **Seconded** by Vice Mayor Leanne Tellam.

Chair Mayor Karyn Cunningham passed the gavel to Vice Mayor Leanne Tellam.

There was no public comment for item 14C.

Andrea Candelaria, Resiliency Planner provided background information on the organization BLUE Missions and provided an explanation on the purpose and intent of the Resolution. She reported that the proposed scholarships will be fully funded through BLUE Missions and the Village of Palmetto Bay wishes to assist the organization with its outreach, solicitation, and selection of scholarship recipients.

Councilmember Marsha Matson questioned if the Village is giving scholarship funds and if the Village is enabling the scholarships.

Andrea Candelaria responded that the organization seeks to award CauseCamps scholarships to students attending public and private middle school that are located within the Village, fully funded through BLUE Missions, and that the Village of Palmetto Bay would assist with the outreach, solicitation, and selection of recipients.

Mayor Karyn Cunningham reported that the process would work in the same way the Village puts out the application process for Environmentalist of the Year (i.e., Village would send out information to the community and applicants would be considered). She explained that there would be no exchange of funds between the Village and the organization. This is the opportunity presented by BLUE Missions for 25-scholarships.

Councilmember Marsha Matson questioned if the Village would put money aside for the scholarships.

Andrea Candelaria responded no.

Mayor Karyn Cunningham responded that the organization has 25 scholarships for Palmetto Bay students for the organization’s upcoming summer camp during the months of June and July.

Councilmember Marsha Matson questioned the cost of the scholarships.

Mayor Karyn Cunningham responded that there would be no cost to the Village.

Representatives from BLUE Missions announced that the cost of each scholarships is $495.00 which would be free to Palmetto Bay middle school students; funded state appropriation fund with the goal to have the youth advocate for a sustainable future.

Vice Mayor Leanne Tellam **motioned** to modify the Resolution with the following amendments:

- Page 1, Lines 26-27: BLUE Missions seeks to award 25 CauseCamps scholarships to students attending public and private middle schools within the Village; and

- Page 1, Lines 33-35: the Village of Palmetto Bay wishes to assist BLUE Missions in the outreach and solicitation., ~~and selection of scholarship recipients.~~

- Page 2, Line 4: Staff to assist in the outreach and solicitation., ~~and selection~~ process of BLUE Missions

Village Clerk Missy Arocha recited the amendments proffered by Vice Mayor Leanne Tellam into the record.

No objections were made by Vice Mayor Leanne Tellam.

Mayor Karyn Cunningham **seconded** the motion. **All voted in favor (5-0). The motion and amendments passed unanimously.**

The question was called in favor of the amended Resolution. **All voted in favor (5-0). The amended Resolution passed unanimously.**

Andrea Candelaria announced that on behalf of Director Heidi Siegel and the entire Department of Community & Economic Development, the Florida Green Building Coalition (FGBC), the state's leading certifier of green residential and commercial construction, land developments and local governments announced their 2023 Green Achievement Award Winners on Tuesday, March 26, 2024, in Delray Beach, Florida. She explained that the Village of Palmetto Bay was awarded the 2023 Green Achievement Award for the highest scoring certified Local Government city by achieving the Silver level certification while being an active member of FGBC since 2018, achieving a Bronze certification. She also explained that in December 2023, the Village achieved a higher certification of silver within the program that scores participants in categories such as energy efficiency, water, and environmental protection.

The Council commended Andrea Candelaria and the entire Department of Community & Economic Development for their sustainable and green efforts in achieving the 2023 Green Achievement Award.

D. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO PARKS AND RECREATION; AUTHORIZING THE VILLAGE MANAGER TO ENTER INTO CONTRACT

WITH WESCOTURF FOR THE PURCHASE OF ONE (1) TORO GROUNDSMASTER 3500-D MOWER, MODEL 30807 PURSUANT TO STATE CONTRACT 101900-21-STC; AND AUTHORIZING THE VILLAGE MANAGER TO APPROVE EXPENDITURE OF FUNDS IN AN AMOUNT NOT TO EXCEED $47,560.19 FROM THE FY2023-2024 PARKS AND RECREATION CAPITAL BUDGET; AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration and Prepared by Parks and Recreation Director, Fanny Carmona)*

Item 14D was **moved** by Councilmember Patrick Fiore. **Seconded** by Vice Mayor Leanne Tellam.

There was no public comment for item 14D.

Fanny Carmona, Parks and Recreation Director provided an explanation on the purpose and intent of the Resolution and reported that funding would be available from the Parks and Recreation FY-2023-2024 Capital Improvement Budget.

There were no Council comments.

There were no Council questions.

All voted in favor (5-0). The Resolution passed unanimously.

E. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA REGARDING PARKS AND RECREATION; AUTHORIZING THE VILLAGE MANAGER TO APPROVE AND EXECUTE A FIRST AMENDMENT TO THE LEASE AGREEMENT WITH MIAMI-DADE COUNTY FORCOUNTY-OWNED PROPERTY KNOWN AS “THE WOODS” AND IDENTIFIED AS FOLIOS NO.:33-5033-000-0040 AND NO.: 33-5033-000-0050, FOR THE PURPOSE OF MODIFYING THE MANDATED TIMEFRAME FOR COMPLETION OF VILLAGE REQUIREMENTS TO AN EXTENDED PERIOD ENDING OCTOBER 31, 2026; AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration and Prepared by Parks and Recreation Director, Fanny Carmona)*

Item 14E was **moved** by Vice Mayor Leanne Tellam. **Seconded** by Councilmember Patrick Fiore.

There was no public comment for item 14E.

Fanny Carmona, Parks and Recreation Director provided an explanation on the purpose and intent of the Resolution and reported that the Village and Miami-Dade County are desirous of amending the lease to extend the mandated dates for the required improvements.

Councilmember Marsha Matson questioned if the original lease was missing and the modification dates in the lease agreement.

Village Attorney John Dellagloria explained that the lease agreement was prepared by Miami-Dade County and that the rest of the original lease is going to take place.

The question was called in favor of the Resolution. **All voted in favor (5-0). The Resolution passed unanimously.**

F. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; APPROVING THE SELECTION OF AQUATIC CONTROL GROUP, INC. TO PROVIDE CANAL MAINTENANCE SERVICES, PURSUANT TO INVITATION TO BID (ITB) NO. 2024-11-007; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT AND ISSUE A PURCHASE ORDER IN THE AMOUNT OF TWENTY-SIX THOUSAND EIGHT HUNDRED FIFTY DOLLARS AND ZERO CENTS ($26,850.00); AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration and Prepared by Procurement Specialist, Alessia Bencomo)*

Item 14F was moved by Councilmember Patrick Fiore. Seconded by Vice Mayor Leanne Tellam.

There was no public comment for item 14F.

Alessia Bencomo, Procurement Specialist provided an explanation on the purpose and intent of the Resolution and reported that there are two canals the Village maintains which are the Maral section and the Bel-Aire section canals. These canals need floating debris pick up, herbicides to control the weeds and algae, cleaning culverts above water and several other maintenance requirements by industry standard. She explained that the ITB was published on February 16, 2024, and that the Village received three bids and the lowest most responsive bidder was Aquatic Control and that funding is allocated for $36,000.

Mayor Karyn Cunningham reported that there are several residents concerned about the use of chemicals and herbicides.

Alessia Bencomo responded that no chemicals or herbicides would be used in the banks.

Councilmember Marsha Matson questioned if glyphosate is included.

Alessia Bencomo responded all mechanical, no chemicals would be used.

The question was called in favor of the Resolution. **All voted in favor (5-0). The Resolution passed unanimously.**

G. A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; REGARDING PARKS AND RECREATION; AUTHORIZING THE VILLAGE MANAGER TO ENTER INTO A CONTRACT WITH STANTEC CONSULTING SERVIES, INC., FOR DESIGN AND PROFESSIONAL SERVICES FOR BOAT RAMP IMPROVEMENTS

AT CORAL REEF PARK AT A COST NOT TO EXCEED FORTY THOUSAND NINE HUNDRED TEN DOLLARS AND ZERO CENTS ($40,910); AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration and Prepared by Public Services Director, Dionisio Torres)*

Item 14G was moved by Vice Mayor Leanne Tellam. Seconded by Councilmember Patrick Fiore.

There was no public comment for item 14G.

Dionisio Torres, Public Services Director provided an explanation on the purpose and intent of the Resolution and reported that the Village's policing unit requested to have the boat ramp improved to have their vessel patrolled more efficiently.

Councilmember Marsha Matson **motioned** to include dock improvements in the improvements (i.e., services for boat ramp and dock improvements). The motion was **seconded** by Councilmember Patrick Fiore. The **motioned failed** by a (2-3) vote; Councilmember Steve Cody, Mayor Karyn Cunningham, and Vice Mayor Leanne Tellam voted opposed.

The question was called in favor of the Resolution. **All voted in favor (5-0). The Resolution passed unanimously.**

15. OTHER BUSINESS: None.

16. COUNCIL COMMENTS

Councilmember Marsha Matson announced that the ethics complaint filed against her by Councilmember Steve Cody had been resolved. The Ethics Commission ruled no probable cause, resulting in a cost of $27,000 regarding the efforts of the ownership of Palmetto Bay Park.

Vice Mayor Leanne Tellam commended the Village Manager and park staff for their efforts regarding the tree canopy and the natural resources and native plants surrounding Village parks, particularly the Pine Rockland at Coral Reef Park.

17. NEXT MEETING AND ADJOURNMENT

Vice Mayor Leanne Tellam **motioned** to adjourn the meeting. Councilmember Patrick Fiore **seconded** the motion. **All voted in favor (5-0). The motion passed unanimously.** The meeting adjourned at 9:13 p.m.

The meeting minutes were approved this 6th day of May, 2024.

Attest: _____ _____

Mayor Karyn Cunningham Village Clerk Missy Arocha

Missy Arocha

From: noreply@granicusideas.com
Sent: Monday, April 1, 2024 11:06 AM
To: Village Council; Missy Arocha; Nick Marano
Subject: [EXT] New eComment for Regular Council

CAUTION: EXTERNAL SENDER -- Please avoid opening any unexpected attachments or clicking any strange links.

The Village of Palmetto Bay, FL

New eComment for Regular Council

Chuck Latshaw submitted a new eComment.

Meeting: Regular Council

Item: 14.B) A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO PALMETTO BAY PARK; COMPLETING THE CONSTRUCTION OF PARK DRIVE; AND PROVIDING AN EFFECTIVE DATE. (Sponsored by Administration and Prepared by Village Manager, Nick Marano)

eComment: Our family use the park to attend high school softball games. Completing the internal drive will facilitate access and make access more convenient. I support completing the drive.

View and Analyze eComments

This email was sent from https://palmettobay.granicusideas.com

Unsubscribe from future mailings

Missy Arocha

From: noreply@granicusideas.com
Sent: Monday, April 1, 2024 8:56 PM
To: Village Council; Missy Arocha; Nick Marano
Subject: [EXT] New eComment for Regular Council

Some people who received this message don't often get email from noreply@granicusideas.com. Learn why this is important

CAUTION: EXTERNAL SENDER -- Please avoid opening any unexpected attachments or clicking any strange links.

The Village of Palmetto Bay, FL

New eComment for Regular Council

Guillermo Urbina submitted a new eComment.

Meeting: Regular Council

Item: 14.B) A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO PALMETTO BAY PARK; COMPLETING THE CONSTRUCTION OF PARK DRIVE; AND PROVIDING AN EFFECTIVE DATE. (Sponsored by Administration and Prepared by Village Manager, Nick Marano)

eComment: An additional entrance to the park will make so much easier to access the "back fields" and the south section of the park.

View and Analyze eComments

Missy Arocha

From: noreply@granicusideas.com
Sent: Monday, April 1, 2024 9:00 PM
To: Village Council; Missy Arocha; Nick Marano
Subject: [EXT] New eComment for Regular Council

CAUTION: EXTERNAL SENDER -- Please avoid opening any unexpected attachments or clicking any strange links.

The Village of Palmetto Bay, FL

New eComment for Regular Council

Guillermo Urbina submitted a new eComment.

Meeting: Regular Council

Item: 14.G) A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING PARKS AND RECREATION; AUTHORIZING THE VILLAGE MANAGER TO ENTER INTO A CONTRACT WITH STANTEC CONSULTING SERVIES, INC., FOR DESIGN AND PROFESSIONAL SERVICES FOR BOAT RAMP IMPROVEMENTS AT CORAL REEF PARK AT A COST NOT TO EXCEED FORTY THOUSAND NINE HUNDRED TEN DOLLARS AND ZERO CENTS ($40,910); AND PROVIDING AN EFFECTIVE DATE. (Sponsored Administration and Prepared by Public Services Director, Dionisio Torres)

eComment: Were there other companies given the opportunity to compete for this contract?

View and Analyze eComments

Missy Arocha

From: noreply@civicplus.com
Sent: Friday, March 29, 2024 7:31 PM
To: Melissa Dodge; Missy Arocha
Subject: [EXT] Online Form Submittal: Public Comments Form

CAUTION: EXTERNAL SENDER -- Please avoid opening any unexpected attachments or clicking any strange links.

Public Comments Form

Online Public Comments Form	Meeting Agenda
Meeting Date	04/01/2024
Meeting Type	Regular Council Meeting
The box below must be checked for Zoning Hearings ONLY	Check here if you affirm that the information provided herein is true and accurate
Name	Tomas Gonzalez
Email Address	tg9254@gmail.com
Address	9254 SW 180th St
City	Palmetto Bay
State	FL
Zip Code	33157

Meeting Agenda Link	Agenda Center
	(Section Break)
General Public Comments -"Requests, Petitions & Public Comments Submitted"	*Field not completed.*
	(Section Break)
Agenda Item No.	14B
Comments (type your comments in the box below)	With the objective of obtaining better access to Palmetto Bay Park, please consider adding access points for golf carts when designing the new Park Drive.
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*

Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*

Email not displaying correctly? View it in your browser.

Missy Arocha

From: noreply@civicplus.com
Sent: Monday, April 1, 2024 7:30 PM
To: Melissa Dodge; Missy Arocha
Subject: [EXT] Online Form Submittal: Public Comments Form

CAUTION: EXTERNAL SENDER -- Please avoid opening any unexpected attachments or clicking any strange links.

Public Comments Form

Online Public Comments Form	Meeting Agenda
Meeting Date	4-1-24
Meeting Type	Regular Council Meeting
The box below must be checked for Zoning Hearings ONLY	*Field not completed.*
Name	Jason
Email Address	Soccerj002@aol.com
Address	9353 sw 182 street
City	Palmetto bay
State	Fl
Zip Code	33157

Meeting Agenda Link	Agenda Center
	(Section Break)
General Public Comments -"Requests, Petitions & Public Comments Submitted"	As a mom of four that has lived in the village for 16 years, I enjoy the peacefulness of the streets adjacent to the east side of the park. Opening the entrance at 176 street would cause much more traffic and make the streets unsafe for pedestrians, bicyclists, strollers, and portable mobility scooters. We use the park on a daily basis and never feel the need to drive through 176 to access it. For the safety and tranquility of the residents of palmetto bay, the entrance needs to remain closed. If the residents' safety and accessibility is truly the reason for opening the entrance, then the best option is for it to remain closed.
	(Section Break)
Agenda Item No.	Resolution B
Comments (type your comments in the box below)	RESIDENTS THAT NOT SUPPORT RESOLUTION B
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	If the residents' safety and accessibility is truly the reason for opening the entrance, then the best option is for it to remain closed.
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*

Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*
Agenda Item No.	*Field not completed.*
Comments (type your comments in the box below)	*Field not completed.*

Email not displaying correctly? View it in your browser.

AGENDA ITEM NO. 5.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE: May 6, 2024

SUBMITTED BY: Missy Arocha, Village Manager's Office

ITEM TYPE: Report

AGENDA SECTION: VILLAGE MANAGER'S REPORT

SUBJECT: Departmental Updates

SUGGESTED ACTION:

ATTACHMENTS:
Manager's Report-Departmental Updates

Manager's Report

FINANCE

March

- The expenditures in March 2024 were $ 1,216,028, 5.58% of the total budget, compared to budgeted expenditures of $1,816,316, a surplus of 2.75% for the month. Please note that this analysis is based on a straight-line allocation of the budget for the year, which is $1,816,316 or 8.33% per month. This does not consider the timing of expenditures such as Police, which is billed quarterly, annual bond payment or seasonal events such as Summer Camp or Village events.

- YTD the Village has spent $ 8,305,385 or 38.05% compared to budgeted expenditures of $ 10,894.896 or 50.00%.

Manager's Reportable Checks:

Check Transfer Date	Check Transfer #	Vendor Name	Description	Total Amount
3/1/2024	43954	Applied Concepts, Inc.	STALKER LIDAR RLR - W/BT, DL, & FTC & BATTERIES	$14,474.00
3/1/2024	43983	WAYPOINT CONTRACTING, INC.	DESIGN-BUILD-MULITPURPOSE RECREATIONAL FACILITY-CORAL REEF PARK	$117,420.00
3/8/2024	43994	FLORIDA MUNICIPAL INSURANCE	FMIT 1028 3RD INSTALLMENT FY 23/24	$223,030.00
3/8/2024	43997	MARCUM LLP	PROFESSIONAL SERVICES RENDERED - AUDIT SERVICES	$24,250.00
3/8/2024	44000	THE BANK OF NEW YORK MELLON	SERIES 2021A VILLAGE OF PALMETTO BAY - DEBT SERVICE INTEREST	$155,122.08
3/15/2024	44076	THWEATT'S COMPLETE LAWN & LAND	TREE REDUCTION PROJECT (EASTSIDE BASEBALL FIELDS AT CRP)	$13,450.00
3/22/2024	44083	BEEFREE, LLC.	FEBRUARY FREEBEE RIDERSHIP	$19,882.50
3/22/2024	44106	Marlin Engineering, Inc.	TRAFFIC STUDY FOR TRAFFIC CALMING	$12,512.84

3/22/2024	44109	Miami-Dade County Solid Waste	AGREEMENT WITH DSWM TO INSTALL HEDGES AROUND EUREKA TRC.	$15,956.00
3/29/2024	44151	JORMAK EUIPMENT AND CONSULTING	SW 143RD STREET WATER MAIN - OFFSITE IMPROVEMENTS	$152,100.00
3/29/2024	44174	RAPID CONSTRUCTION, LLC	REPAVING SW 82ND COURT FROM 156 STREET SOUTH TO CUL-DE-SAC	$25,000.00

IT DEPARTMENT

March

- Help desk statistics: 84 tickets created, 63 completed, 109 still pending as of 4/29/2024. April was a record-breaking month re: work order closures!
- Assisted our communications Division in providing audio-visual system support for our Visioning Session and Special Council meeting at the American Legion.
- Participated as a Director in our 2024 Visioning Session.
- Interviewed IT Technician job candidates.

Upcoming Events

- Continue on-boarding departments into SharePoint.
- Assist ComDev in their implementation of the CivicGov permitting system.
- Assist ComDev in coordinating EOC Crisis Track training with Miami-Dade County for Village staff and other regional agencies including Cutler Bay, Pinecrest, etc.

HUMAN RESOURCES

March

- 3 Recruitment Ads
  - 1 – Code Compliance Officer (3/29/2024 – 4/12/2024)
  - 1 – Tree Trimmer (3/29/2024 – 4/26/2024)
  - 1 – Park Service Aide (2/27/2024 – 3/27/2024)

- Summer Camp (not included in overall recruitment ads – 6 positions posted)
  - Site Supervisor (3/13/2024 – 4/12/2024)
  - Program Coordinator (3/13 /2024 – 4/12/2024)
  - Sr. Tennis Camp Counselor (3/13/2024 – 4/12/2024)
  - Jr. Tennis Camp Counselor (3/13/2024 – 4/12/2024)
  - Camp Counselor (3/13/2024 – 4/26/2024)
  - Jr. Camp Counselor (3/13/2024 – 4/26/2024)

- 26 Applications Reviewed
- 12 Interview scheduled.
  - Tree Trimmer
  - Maintenance Worker I – Facilities
  - IT Technician
- 2 Pre-Employment Meetings
- 0 New Hire
- 9 Job vacancies
  - 1 – Administrative Assistant (Village Clerk): Currently on hold
  - 1 – Code Compliance Officer (Comm. & Economic Development): Interview candidates selected; pending scheduling for 4/25/2024
  - 1 – Parks & Recreation Supervisor (Parks & Recreation): Currently on hold
  - 4 - Park Service Aides (Parks & Recreation); Advertised through 3/27/2024; pending scheduling interviews
  - 1 – Tree Trimmer (Public Services); Job advertised through 4/26/2024
  - 1 – Maintenance Worker I (Public Services); Candidate selected; pending acceptance of offer.
- 4 Vacant Part-time Positions
  - Park Service Aide (Park & Recreations 4 positions); 3 candidates in the pre-employment process

- Summer Camp (not included in overall vacancies – 23 positions available)
  - 1 – Site Supervisor
  - 1 – Program Coordinator
  - 8 – Camp Counselor
  - 9 – Jr. Camp Counselor
  - 2 – Sr. Tennis Camp Counselor
  - 2 – Jr. Tennis Camp Counselor

- 0 Training Session
- 1 Separations of Employment
- 0 Transfers/Updates/Evaluations

COMMUNICATIONS

March

- 52 FB/Twitter Postings (including event and meeting postings)
- 8,871 FB Followers
- 71 New FB followers
- 5,236 Instagram Followers
- 69 New IG Followers
- 2,574 Email Subscribers
- 6 Videos Produced
- 3 Village Vibes Bi-Weekly E-Newsletter
  - 3/2 Village Vibes
  - 3/16 Village Vibes
  - 3/30 Village Vibes

- 5 Promotional/Informational Campaigns:
  - Women's History Month
  - Tanglewood Linear Park
  - Safer Together Palmetto Bay
  - Mayor's Environmentalist of the Year
  - Pine Rockland Restoration
- Meetings Broadcast:
  - 3/4 Regular Council Meeting
  - 3/9 Visioning Session Workshop
  - 3/11 Special Council Meeting
  - 3/13 Farmer Road Community Meeting
  - 3/20 Emergency Special Council Meeting
  - 3/20 Committee of the Whole Workshop
- Events Attended/Promoted:
  - 3/2 Annual Village Picnic
  - 3/8 Mayor's Coalition Meeting
  - 3/8 USTA Recognitions
  - 3/14 Mobile Food Mart Ribbon Cutting
  - 3/14 Miami Youth Fair Opening Day

GRANTS

March

- Highlights:
  - Submitted the Commencement Documentation to FDEP for the Coral Reef Park Trails grant; waiting for Notice to Proceed
  - Closed remaining Safe Routes to School grants.

- 0 New grant application(s) Prepared.

- 0 Grants Approved.

- 3 Grant Closed – Safe Routes to School (SRTS) –
  - Perrine Elementary School
  - Coral Reef Elementary School
  - Park and Ride Services (Transportation Planning Organization)

- 12 Active grants list with updates:
  - Sub-Basin 61(Hazard Mitigation Grant Program) – Agreement #4337-370
  - Sub-Basin 61 (State Appropriation) – Agreement # LPA0202
  - Palmetto Bay Park Improvements, Phase 1-Florida Recreation Development Assistance Program (FRDAP)
  - Sub-Basin 43 (State Appropriation)

- Sub-Basin 43 (Hazard Mitigation Grant Program)
- Sub-basin 44 (State Appropriation)
- Tree Inventory, Phase 1 (Urban & Community Forestry Program)
- Coral Reef Park Trail Renovations-Recreational Trails Program (RTP)
- JAG (Justice Assistance Grant)-Community – Project # 8C088 – D.A.R.E. Program Workbook Purchase
- Safe Street 4 All (SS4A) – VOPB Street Safety Action Plan Development
- Assessment and Planning for a Resilient Palmetto Bay (comprehensive vulnerability assessment)
- Sub-Basin 57/96 (State Appropriation) – Agreement #LPA0359

April Goals

- Submit FEMA Hazard Mitigation Pre-application for Sub basin 11 & 41.
- Submit a grant application to the Florida Div. of Historical Resources
- Apply to the Forestry Grant 2024-2025 program.
- Closeout the Sub-basin 61 grant & Sub-basin 61 state appropriation
- Attend FDOT grant program for potential transit grants.
- Prepare and submit quarterly reports & reimbursements due.

PARKS & RECREATION

March

Palmetto Bay Park

- Ballet At the Park: Mondays -Thursdays 3:30pm-8pm
- I9 Sports: on Saturdays and Sundays 8am-2pm
- MJ Hoops: Tuesdays, Wednesdays, and Thursdays 5:45pm & 8:30pm
- Juventus Soccer Club: Mondays & Wednesdays 4pm-6pm
- Bay Lions Soccer Club: Tuesday & Thursdays 4pm-6pm
- Weekend PE: Pickleball Lessons: Tuesday/Thursday and Saturdays 4:30pm - 5:30pm,8am, 9am.
- High School Softball Practices: Westminster, Lourdes, Mater Bay Academy, Gulliver, LaSalle, Palmetto High School.
- Travel Softball: Stingrays. Rock Gold, Contenders, Lady Canes, Miami Waves: Monday/Friday 6pm & 8pm
- Pickleball Reservations: 2
- Cystic Fibrosis Kickball Tournament: March 9, 9am
- Senior Pickleball & Picnic: March 14, 10-1pm

Coral Reef Park

- Palmetto Bay Soccer games on Fridays and Saturdays
- Bay Lions Soccer Club games on Saturdays and Sundays
- Farmers Market on Saturdays 9:00am – 3:00pm
- Junior Team Tennis – Saturdays 8am – 1pm
- Phoenix Volleyball: –Tuesdays and Thursdays 4:30pm – 6pm
- Howard Palmetto Baseball (T-Ball)- Saturdays 8am to 2pm- 154

- Total Rentals for Pickleball – 350
- Tennis Orange Ball and Green Ball 4pm - 6:30pm: Participants 38
- Miami Palmetto Baseball – 68
- Pickleball Reservations – 350
- Orange Ball and Green Ball Tennis: 37
- Annual Village Picnic: March 2, 11am-2pm

Perrine Community

- 9 Programs
- 1 Event

Ludovici Park

- 5 Programs

Thalatta Estate

- 6 – Rentals
- 1 – Rehearsals
- 3 – Photoshoot
- 4 – Programs

Fee Waivers- Requested and Granted in March 2023

Group Name	Date	Time	Park/ Request	Description/ Purpose	Total Value	Date of Memo
Chabad of Palmetto Bay	Wednesday, April 3, 2024	7pm-9pm	EAF Community Room	Holocaust Lecture	$ 251.00	3/1/2024
Rising Star Foundation	Thursday, March 21, 2024	9:30am-1:30pm	Gazebo at Coral Reef Park	Easter Celebration Picnic	$ 185.00	3/21/2024
Jack & Jill of America	Saturday, April 27, 2024	2pm-8pm	EAF Community Room	End of Year Meeting	$ 636.00	3/26/2024
Palmetto Bay Branch Library	Every Wednesday starting April 3rd, 2024	4pm-5:30pm	EAF Community Room	Teen Library Advisory Committee Meeting	$176 per meeting	3/27/2024
Palmetto Bay Branch Library	Third Thursday of the month staring April 25, 2024	6pm-7pm	EAF Community Room	Adult Book Club	$151 per meeting	3/27/2024

May 2024 Upcoming Events/Programs/Projects

Palmetto Bay Park

- Ballet At the Park Mondays-Fridays Mondays -Thursdays 3:30pm-8pm
- I9 Sports: Saturdays & Sundays 8am-2pm
- MJ Hoops: Tuesdays, Wednesdays, Thursdays 5:45pm-8:30pm
- Juventus Soccer Club: Mondays & Wednesdays 4pm-6pm
- Bay Lions Soccer Club: Tuesday & Thursdays 4pm-6pm
- Weekend PE: Pickle Classes: Tuesdays, Wednesdays, Saturdays 4:30-5:30pm, 8am & 9am
- Travel Softball: Stingrays, Rock Gold, Contenders Lady Canes, Miami Waves: Monday-Friday 6pm & 8pm
- High School Softball Practices: Westminster, Lourdes, Mater Bay Academy, Gulliver, LaSalle, Palmetto High School.
- Baptist Health Senior Stretch Exercise Class: Mondays 10:30am & 11:30am

Coral Reef Park

- Farmers Market on Saturdays 9:00am – 3:00pm
- Orange Ball and Green Ball Tennis –Tuesday and Thursday - 4pm - 6:30pm
- Palmetto Bay Soccer - Games on Fridays and Saturdays
- Bay Lions Soccer Club – Games on Saturdays and Sundays
- Phoenix Volleyball: Tuesday and Thursday - 4pm - 5:30pm
- Junior Team Tennis – Saturdays 8am – 1pm
- Howard Palmetto T-Ball – Saturdays 8am – 1pm
- Miami Palmetto Baseball – Monday - Saturday
- Dig Like Kim Volleyball Tournament – May 5

Perrine Community House

- Ballet at the Park – Mondays, May 6, 13, 20 and 27 at 3:30pm
- Ballet at the Park – Wednesdays, May 1,8, 15, 22 and 29 at 2:30pm
- Art Exhibit – Saturday, May 11 at 6:30pm
- Senior Fun day – Tuesday, May 14 at 11am
- MDCPS Arts – Friday, May 17 7-11pm

Thalatta Estate

- 0 – Rental
- 0 – Rehearsals
- 2 – Photoshoot
- 4 – Programs

Ludovici Park

- Rotary Club - Tuesdays, May 7, 14 and 21 at 11:30am
- Core and stretch Class – Wednesdays, May 1, 8, 15, 22 and 29 at 10am
- PBBA _ Luncheon Meeting – Thursday, May 2 at 11am
- Cutler Bay Community Theater – Monday, May 6 and 20 at 7pm
- Fontaine Retirement Group – Tuesday, May 21 at 5pm
- Garden Club – Tuesday, April 23 at 6pm.
- Senior Technology Class – Thursday, May 23 at 10:30am

Park Projects

- **Repair/Replacement of Rubberized Trail at Coral Reef Park**
- **Repair Asphalt Trails at Coral Reef Park**
  - SFWMD- ERP (Environmental Resource Permit) Exemption – Approved
  - Submitted our documentation to the department of environmental protection. They have sent it to Florida highway administration.
  - NEPA review has been completed and approved.
  - Working on execution of contract with Beato
  - Once executed the commencement packages will be submitted to the agency, which is the final prerequisite for the agency to issue the Notice to Proceed.
  - Project tentatively scheduled to start late May.
- **Palmetto Bay Park Irrigation Redesign** – Calvin Giordano
  - 5/24 submittal package for building department review
  - 6/24 Release RFP
  - 7/24 Bid evaluation and recommendation
  - 8/24 Village Council for approval
  - 9/24 Installation
- **Palmetto Bay Park Playground Refurbishing**
  - All identified refurbishing project items have with exception of playground perimeter fencing for the west side. Currently working with Kimley-Horn regarding design and specifications. Awaiting revision to Palmetto Bay Park survey to include topography.

- Subsequent disrepair of play step and playhouse ridge caps prompted the ordering of replacement parts, Received March 7, 2024, installation completed March 21, 2024

- **Coral Reef Park – Design-Build Multi-Purpose Facility**
  - Execution of Design-Build Contract with WayPoint Construction January 2024. Company to initial plans, permits, etc.
  - Field work for survey via drone, utility locating, and geotechnical boring in progress.
  - Anticipated to begin construction by summer/fall of this year.

- **Coral Reef Park Pineland and The Woods**
  - **Institute for Regional Conservation - Completed Scope of Work for Restoration and Management Plan- RFP**
    - Approved by Village Council September 11, 2023
    - Execution and Notice to Proceed December 2023
    - Task 1: Oak Hammock removal – IRC began January 8, 2024: completed March 29, 2024
    - Task 2: Invasives/Quarterly return intervals February (5 days). April-May 2024 (3 days); August 2024 (2 days) June-July (3 days); August-September (2 days)
    - Task 3: Year One- Bi-annual treatment (January-April-reduce palm cover by 30%; May-September another 30%.
    - Task 4: Continue management of rock pineland.
    - Prescribed burn: earliest anticipated timeframe is after task 3.

- **The Woods**

  IRC – Working on plan as approved.
    - IRC presented a plan to Tree Board; approved Phase/Year 1 for issuance of ITB.
    - Working on possible grant opportunity.

2023-2024 Capital Projects:

Veteran's Park
- Veteran's Park Phase 1 Plan approved and funded.
- Kimley Horn on 50% construction drawings received 12/21.
- Plans are in the Building Dept. for a progress set (50%) dry run.
- Final Plat Approval – March 11, 2024.

Thalatta Estate Parking Lot (resealing/restriping)
- Scope of work developed for bidding process February 2024
- Solicitation of Bids March 19, 2024
- Pre-Bid Meeting – April 3, 2024
- Bid Due April 22, 2024
- Bid Evaluation /Recommendation to Village Council June 2024
- Commencement of work July 2024 (following end of wedding season/pavers and after completion of paver replacement)

Thalatta Estate Paver Replacements
- Scope of work developed for bidding process February 2024
- Solicitation of bids March 19, 2024
- Pre-Bid Meeting April 3, 2024
- Bids Due April 22, 2024

- Bid evaluation / Recommendation to Village Council June 2024
- Commencement of work – June 2024 (following end of wedding season)

Palmetto Bay Park Scoreboards

- Meetings with Scoreboards Company reps to develop specifications / selection November 2023
- Investigate any changes in code that would require modifications to existing structures December 2023 / January 2024. Under review of Village Building Official
- Development of RFP April-May 2024 (Cooperative Purchasing a possibility)
- Release RFP May 2024
- Bid Review and Evaluations June 2024
- Recommendation to Village Council July 2024
- Issuance of PO July 2024
- 8-9 weeks window for delivery/installation August-September 2024

Palmetto Bay Park – New Mower

- Solicitation of quotes from Toro, John Deere, and Jacobsen mowers (in process)
- Possible 18-month timeframe for manufacturing/delivery
- Evaluation / Recommendation to Village Council April 2024
- Purchase Order issued April 2024 anticipated manufacturing-delivery: approximately 18 months.

Palmetto Bay Park Golf Cart Access

- Obtaining quotes for re-routed path, golf carts access, and bollard install – April – May 2024
- Recommendations to village Manager for Approval May 2024
- Project to start May 2024

Coral Reef Park Dumpster Enclosure

- Site selection (accessibility, code, etc.) February 2024
- Investigate possible piggy-back work April-May 2024
- Design / specifications / bid process if needed May-June 2024
- RFP if needed June-July 2024
- Recommendation to Village Council August 2024
- Issuance of Purchase Order / Notice to Proceed September 2024
- Commencement/completion October 2024

Pickleball Center

- Scope of work developed for bidding process for design Build April-May 2024
- Solicitation of Bids May-June 2024
- Bid review and evaluations June-July 2024
- Presentation if needed July-August 2024
- Recommendation to Village Council September 2024.

PUBLIC SERVICES

February

- **Freebee Ridership:**
  1251 Completed Rides (C.R.)
  1421 Total Passengers

Ridership has increased by 8 C.R since January and increased by 25 C.R. since February

- **IBus Ridership:**
  747 A.M. Route
  727 P.M. Route **Total: 1474 Riders**

Ridership has increased by 240 since January and decreased by -66 since February.

- **Facilities Maintenance Division**
  143 Open Work Orders – *-7 less than January* *0 same as February*
  138 Closed Work Orders – *-9 less than January* *3 more than February*

- **Public Works**

10 - Signs Repaired/Installed	*0 same as January*	*6 more than February*
2 - Graffiti Removal	*2 more than January*	*0 same as February*
5 - Pothole/Shoulder Repairs	*0 same as January*	*5 more than February*
17.79 - Tons of Debris/Trash Removal	*-8.62 less than January*	*-2.93 less than February*
119 - Drain Cleaning/Repairs (inlet tops)	*29 more than January*	*28 more than February*
685 - Linear feet of sidewalks installed	*-700 less than January*	*-525 less than February*
1,710 - Paving Linear ft	*1,710.54 more than January*	*1,710.54 more than February*
7- Sidewalks inspected	*-6 less than January*	*4 more than February*
0 - Drainage Inspection	*0 same as January*	*0 Same as February*
78 - Catch Basin	*49 more than January*	*38 more than February*
1 - Outfalls	*0 same as January*	*-7 less than February*
2,511 - Linear Feet Pipe	*569 more than January*	*-1,164 less than February*
0 - Canal Cleaning/ Clearing	*0 same as January*	*0 same as February*
0 - Flooding Investigations & Resolutions	*0 same as January*	*0 same as February*
2 - Complaints Reported to MDC	*1 same as January*	*-2 less than February*
66 - Trees/Shrub Trimming/Removal	*-10 less than January*	*-64 less than February*
204 - Tree & Landscaping Inspections	*48 more than January*	*-52 less than February*

2023-2024 Capital Projects

N. Cartee Road Water Main Project
- 100% Plans expected April 2024 to submit to MDWASD.

SW 92 Avenue Complete Streets (Design)
- Design & permitting Complete.

SW 148th Street Complete Street Project (CONSTRUCTION)
- Held Pre-Construction Meeting scheduled for Thursday 03/21/2024 at 9:30 am. Permit has been issued. Construction is scheduled to start April 2024.

Sub-Basin 57/96 (CONSTRUCTION)
- Pre- Construction Meeting Scheduled for Thursday April 5, 2024. Notice to Proceed scheduled for April 15, 2024. Working on permits, MOT review, and shop Drawing review.

Annual Village Wide Sidewalk Replacement Project (CONSTRUCTION)
- Completed 685 lf of sidewalk replacement for the month of March.

SW 143 Street Water Main Project (CONSTRUCTION)

- Construction started week of 02-12. Water Main & Services have been installed. Pressure test for tapping sleeve scheduled for 03/19/2024 at 9am. Next steps are as built, bacteriological testing, and HRS clearance.

Canal Maintenance Services (CONSTRUCTION)

- Council approved the recommendation of Award to Aquatic Control Group during April Regular Council Meeting.

Drainage Sub Basin 44 (CONSTRUCTION)

- Due to Sub-Basin 57/96 not starting in April, will advertise Sub-Basin 44 in May 2024.Status unchanged.

Public Services Lot Improvements (DESIGN)

- 60% plans submittal schedule for 06/19/2024.

HVAC Replacement Village Hall

- Started receiving Equipment delivery March 29th, balance of equipment delivery scheduled for mid-April. Construction to start late April/early May.

Drainage Sub Basin 12 (DESIGN) Kimley Horn

- 60% of the plans were received ahead of schedule on 04/04/2024, instead of 04/30/2024. Permit Applications/Submittal expected 5/28/24.

Drainage Sub Basin 39 (DESING) Civil Works

- Project is delayed. Anticipate 30% Plans in mid to late April 2024.

Drainage Sub Basin 42 (DESING) Calvin Giordano

- Project Started, Survey started (expected in March). Geotech released, working on existing utility data collection. Conceptual design expected 05/09/2024.2024.

Drainage Sub Basin 11 (DESIGN)

- Working on permitting with USACE and SFWMD. An additional survey is being requested for the proposed outfall.

Drainage Sub Basin 43 (CONSTRUCTION)

- Expect to Advertise ITB September/October 2024.

Drainage Sub Basin 11& 41 (CONSTRUCTION)

- Pursuing State Appropriation and Possible Grant Funding for Future Construction.

POLICE

March

- Citizens Crime Watch monthly meeting.
- Officer Friendly presentation at Howard Drive, Coral Reef, and Henry E. Perrine Elementary Schools
- Village Picnic at Coral Reef Park

- DARE class at Christ Fellowship Academy
- Crimes/Calls for Service:
  - 0 Auto Thefts
  - 0 Commercial Burglaries
  - 1 Residential Burglaries
  - 2 Vehicle Burglaries
  - 2 Robbery
  - 15 Domestic Dispute/Disturbance
  - 8 Baker Acts
  - 29 Crashes

Upcoming Events

- Officer Friendly classes at Coral Reef, Howard Drive and Perrine Elementary Schools
- Teacher Appreciation breakfast at Howard Drive Elementary School
- radKIDS classes at Howard Drive Elementary School
- 5th Grade Field trip with Howard Drive Elementary School
- DARE Graduation at Christ Fellowship Academy
- Citizen's Crime Watch Community Meeting
- Howard Drive Elementary School Career Day
- Howard Drive Elementary School fieldtrip to Part Miami for Fleet Week

PLANNING & ZONING

March

- Met with various property owners and applicants.
- Director Siegel attended the Palmetto Bay Business Association monthly luncheon and shared updates regarding the Village.
- Sustainability & Resiliency Planner, Andrea Candelaria, attended the Coastal Mayor's Summit in the Village of Key Biscayne on Thursday, March 21st, 2024.
- Sustainability & Resiliency Planner, Andrea Candelaria, attended the FGBC Green Achievement Awards Ceremony in Delray Beach on Tuesday, March 26th, 2024.

FY2024 Budgeted Projects

- Coral Reef Park Multipurpose Building
  - The design of the building is underway. 35% of plans received and reviewed by staff.
  - Public Art component discussed. Artist identified by architect.
  - LEED building requirements review underway.

- Village Branding

- Brand Poets engaged.
- Kickoff meeting held to scope.
- Individual Councilmember meetings scheduled for April.
- Staff focus group scheduled for April.
- Exploring effective community outreach.

- Business Improvement Grants
  - Staff continue to promote this program through social media posts and Code Compliance information flyers.

- Historic Markers
  - No updates for March.

- Geographic Information Systems (GIS) Mapping Support
  - Scope finalized; InterDev engaged.
  - Correction of Zoning maps is a priority.

- CRS
  - Finalizing documents to submit to ISO for double modification ranking.
  - Preliminary review looks in great shape. Awaiting timelines details to submit.
  - Awaiting steps to submit for double modification (ISO stop work order still in place)

- Resiliency Plan
  - Finalizing Asset inventory needed for Vulnerability Assessment.
  - Public survey closes Friday, April 26, 2024. 36 surveys submitted online, and 26 surveys submitted by paper.
  - Public Meeting #1 scheduled for Tuesday, April 30, 2024, at 5pm in Village Chambers

- Recycling Drive
  - Spring Recycling Drive is April 27, 2024. Planning and coordination underway.

- Legislative Consultant
  - Director Siegel coordinated legislative requests with the Village's lobbyist and to monitor new legislation's impacts to local government and zoning.

- Impact Fee Study
  - Director Siegel is reviewing contracts that may be suitable for piggybacking.

- Building Division Software
  - Business Tax Receipt software was launched October 30.
  - Building Permit and Inspection software building is underway.

Reviews, Applications, and Public Meetings

- Administrative Review Applications received:
  - None

- Zoning Hearing Applications Received:
  - PL-24-003 / SW 152 ST LLC / SW 152 Street & 71 Avenue / Approval of Tentative Plat
  - SU-24-001 / Liliam Norda-Gomez / 17917 SW 97 Avenue / Daycare Expansion

- March 4, 2024 - Regular Council Meeting Items
  - CAP Services for Plan Review for CRP Building – Passed 5-0

- March 18, 2024, Zoning Hearing
  - Cancelled

- January Committee of the Whole Meeting
  - Signage Discussion and Presentation

- Business Tax:
  - Renewal: 56
  - New: 4

- Building Division
  - Received 249 permits applications.
  - 419 residents and contractors visited the Division.
  - Inspections completed:
    - Building: 565
    - Mechanical: 26
    - Electrical: 175
    - Plumbing: 85
    - Zoning: 92

Total: 943

- Code Compliance Division
  - Common violations: property maintenance residential and commercial signage
  - New cases: 57
  - Special Master cases: 16

Upcoming Events

- April 11, 2024, 6PM AIPP Meeting
- April 18, 2024, 6PM Resilience Committee Meeting
- April 15, 2024, 7PM Zoning Hearing
- April 27, 2024, 10am-1pm Spring Recycling Drive-Thru
- April 30, 2024, 5PM Resilience Action Plan Public Meeting #1.

AGENDA ITEM NO. 6.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Attorney's Office
ITEM TYPE:	Report
AGENDA SECTION:	VILLAGE ATTORNEY'S REPORT
SUBJECT:	Monthly Report
SUGGESTED ACTION:	

ATTACHMENTS:
Monthly Attorney Report-APR 2024

VILLAGE ATTORNEY REPORT
APRIL 1-24, 2024

1. Review Ordinance and Resolution re: use of Village Seal for Branding VPB
2. Letter to IG regarding Pocket Park
3. File Proof of Claim in Bankruptcy Filing
4. Review and Amend Unity of Title for Lamborghini Dealership
5. Approve and Amend Contracts for Trails at Coral Reef Park
6. Review Agreement for the Florida Retirement System from OSAIC
7. Review Florida Retirement System Statute
8. Review and Amend Florida Retirement System Ordinance
9. Review Naming of Streets Ordinance
10. Review all Public Record Requests
11. Draft Baptist Covenant
12. Email Procurement Memo re: Task Force Public Meetings
13. Amend Resolutions for May Agenda
14. Review and Amend Contractor Release Template
15. Review Osaic Indemnification
16. Review Bashin Unity of Title



AGENDA ITEM NO. 8.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Report
AGENDA SECTION:	BOARD AND COMMITTEE REPORTS
SUBJECT:	Member Appointment (Resiliency Committee)
SUGGESTED ACTION:	
ATTACHMENTS:	

AGENDA ITEM NO. 8.B

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Minutes
AGENDA SECTION:	BOARD AND COMMITTEE REPORTS
SUBJECT:	Education Advisory Committee Meeting (January 23, 2024)
SUGGESTED ACTION:	

ATTACHMENTS:
Minutes-EAC-2024-01-23

MINUTES

Educational Advisory Committee Meeting

Tuesday, January 23, 2024

In attendance were the members of the committee, Chair Quick, Harry Nerenberg, Pam Schlactman and Jorge Pulido. Ana Othon attended from the South Region and Selin Pichs attended from School Board Member Luisa Santos. No official from the School District attended on account of the Teacher of the Year event taking place at the same time. From the Village, Vice Mayor Leanne Tellam and Committee Liaison, Director Olga Cadaval were also in attendance.

The meeting was called to Order by Chair Quick at 6:31 p.m. The chair asked for comments from the public, of which there were none.

Minutes: Chair Quick asked the Vice Mayor to update the committee as to the potential for adopting the recordings of past minutes as official minutes. Vice Mayor Tellam advised that the senior staff for the County Ethics Commission was asked for an opinion at the last training, and she was told that recordings cannot be substituted as official minutes. In response, the Committee acknowledged that there would not be official minutes for the period of time from October 13, 2022, through September 26, 2023. These minutes were the responsibility of past volunteers and have not been submitted since their resignations.

Under Old Business, Chair Quick asked for election nominations for a new chair for the committee. Both remaining members nominated Jorge Pulido, who accepted the nomination. After a unanimous vote, Chair Pulido commenced with the remaining elections, requesting nominations as to the secretary position. Diane Quick self-nominated, and she was elected by the committee unanimously.

Chair Pulido asked for comments from representatives attending virtually. South Region's Ana Othon provided updates on testing. Chair Pulido asked for an update for the Region's approval turn around time, to which she responded that she could set a date for response that was satisfactory to the Committee. Representative Selin Pichs from School Board Member Luisa Santos's office provided a brief update, including the need for substitute teachers as well as the two openings in the Board Member's office as well.

Diane Quick provided an update from local PTA/PTSA presidents as to our local schools and their activities. A discussion was held as to the levels of student population, and the concern that Howard Drive Elementary is experiencing record low population (291/772). Ms. Othon provided additional data for our neighborhood schools, including Coral Reef Elementary (655/932 or 70%), Perrine 578/840 (68%) and that Palmetto High School is currently at 99.369% population. Ms. Othon was asked to provide certain data, and she advised that she would request these further data points from her colleagues. A general discussion ensued as to the

causes for decrease in our local public schools, including the primary cause of charter school enrollment increases.

Ms. Othon recommended that the committee invite Dr. Tracy Crews to attend the next meeting to discuss district wide enrollment efforts.

Committee agrees to focus on efforts to assist in promoting local schools, including a realtors' fair and marketing promotions (from schools and PTAs) such as online content and tours for brokers.

The next discussion was the recognition of student services at compact schools. The committee agreed to request that the Village prepare recognitions for these individuals to be presented at the schools by members of the committee.

The committee discussed and confirmed that regular meetings will take place the last Tuesday of each month. Calendar invitations will be sent to committee members. Chair Pulido confirmed the next meeting will take place on Tuesday, February 27th at 6:30 p.m. at Village Hall.

The committee concluded the meeting with a tribute to Harry Nerenberg for his longstanding service to the community and public education as well as his contributions as a member of this committee. A discussion ensued about the protocol for appointing new committee members, as the committee will now have two openings once Harry Nerenberg resigns.

Agenda items for next meeting: continuing discussion of enrollment issues and potential guest Dr. Crews from the district.

The meeting adjourned at 7:55 p.m.

Respectfully submitted, by Vice Mayor Leanne Tellam / Diane Quick

AGENDA ITEM NO. 8.C

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Minutes
AGENDA SECTION:	BOARD AND COMMITTEE REPORTS
SUBJECT:	Education Advisory Committee Meeting (February 26, 2024)
SUGGESTED ACTION:	

ATTACHMENTS:
Minutes-EAC-2024-02-26

MINUTES
VILLAGE OF PALMETTO BAY
EDUCATION ADVISORY COMMITTEE MEETING
Tuesday, February 26, 2023
Village Hall Municipal Center, 9705 E. Hibiscus Street, Palmetto Bay, FL 33157

Meeting was called to order at 6:35 p.m.

In attendance:

- Education Advisory Committee members: Jorge Pulido (Chair), Diane Quick (Secretary), Pam Shlachtman, and Natalie Granda
- Village of Palmetto Bay: Leanne Tellam, Vice-Mayor and Council Liaison, Robert Treadwell, Public Information Officer, John Dellagloria, Village Attorney, Council Member Marsha Matson
- External Stakeholders: School Board Member Luisa Santos, Ailette Diaz, Miami-Dade County Public Schools, and Tracey Crews, Miami-Dade County Public Schools

Approval of Minutes:

- Committee Member Pam Shlachtman requested that the January 23, 2024 minutes be amended to correct the spelling of her last name. Motion passed to amend and approve these minutes.
- Council Member Matson requested that the minutes from the Tuesday, November 7, 2023 minutes be amended to reflect her attendance at the meeting. Motion passed to amend the minutes to reflect Council Member Matson's attendance.

Public Comments:

- Village Attorney John Dellagloria was in attendance to address the Sunshine Law, Public Records Act, Rules of Debate, and Conflict of Interest and Code of Ethics. Hard copies of the latter two were provided to committee members.

Stakeholder Updates

- District Update
    - Ailette Diaz provided a legislative update on bills relevant to public education. Budget conferences are beginning this week. District is closely monitoring the following bills:
        - Learn Local Initiative (SB 7000, SB 7002 and SB 7004) has House companions – school deregulation bill – has passed committee.
        - HB1 Social Media bill restricting accounts of children under 16. Bill is on governor's desk.
        - Conversion of Charter Schools (SB 246) – dead in this session.
        - School Chaplains (HB 109) – volunteer chaplain program requiring written permission from parents and level 2 background for volunteers.
        - MDCPS intergovaffairs.dadeschools.net website provides regular legislative updates.

- School Board Update
    - A Night at D9 on April 27, 2024 at Homestead Senior High School. Event will celebrate Teachers of the Year, Rookie Teachers of the Year, and two students from each D9 school. Free food and a resource fair will be provided.
    - CAP program now publishes a scholarship bulletin online: at https://studentservices.dadeschools.net

- D9 is hiring for a constituent services coordinator (entry-level). $50,000 salary. Addresses and closes constituent services requests.
- Miami-Dade had the 3rd highest FAFSA completion rate by county in the state. D9 introduced an item with a goal of 50% completion and 60% completed.
- Visit https://Luisasantos.com/localheronomination to nominate a local hero for recognition.

- School Updates
  - Palmetto Senior High: many accolades in sciences/STEAM. Committee Member Shlachtman noted that previously, there were opportunities for students to work in FIU labs. Discussion ensued about the need to restart this program. PTSA requested that folks follow them on social media. Two plays will be performed in the coming months.
  - Coral Reef Elementary: Book Fair takes place the week of March 4th; there will only be one book fair per year moving forward. Reading Around the Reef and Eat Lunch with your Child takes place that week as well. It is also Read Across America week and CRE will have events for it. A book club was established by parents with local authors taking part. Talent show tryouts begin in March.
  - Southwood Middle School: auditorium is slated to be finished by early August 2024. Dance team and drama troupe won many awards at state/national competitions. 8th grade events are being planned as year winds down.

Discussion

- Dr. Tracey Crews, Enrollment Officer, Office of Strategic Planning & Initiatives for Miami-Dade Public Schools, attended to give a presentation on the status of school enrollment in Miami-Dade County.
  - She provided a PowerPoint presentation that included data on the change in enrollment in compact schools between 2019 and 2024 as well as change in enrollment over the last 20 years throughout the county.
  - Discussion followed regarding reasons for declining enrollment, efforts being made at the District level and ways that the committee can collaborate on these efforts.
  - Further discussion addressed ways to assist Howard Drive Elementary given their sharp decline in enrollment. Dr. Crews recommended working closely with the Region personnel involved with the Palmetto feeder pattern.
  - Committee requested “scatter maps” reflecting where Village children are attending schools as well as where students reside who attend Village schools.
  - Board Member Santos asked whether there are any efforts being made to do targeted advertising on behalf of district schools.

- Village Liaisons Update:
  - Village Picnic takes place this weekend and local schools are being invited. Students from compact schools will be performing.
  - PIO Treadwell wants to promote schools more and information can be sent directly to him via email

- Committee discussed this month's recognition of school counselors; promotion will go out soon by Village
- Committee identified several other recognition days. Committee discussed and reached a consensus to recognize paraprofessionals in April. Chair Pulido will contact the Region to request information on paraprofessionals in our compact schools.

New Business

- School Brochure
  - Chair Pulido showed a mockup of the updated brochure, which is designed to keep the information evergreen.

Next Meeting:

- Next scheduled meeting occurs during spring break. Committee discussed changing date to ensure quorum.
- Proposed next meeting date: Tuesday, April 2nd at 6:30 p.m. at Village Hall (March meeting) and Tuesday, April 30th at 6:30 p.m. at Village Hall (April meeting). Meeting date change pending confirmation by Village Clerk of no conflicting Village meetings and availability of conference room.

Meeting adjourned at 8:44 p.m.

The minutes were written and prepared by: Secretary Diane Quick

AGENDA ITEM NO. 8.D

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE: May 6, 2024

SUBMITTED BY: Missy Arocha, Village Clerk's Office

ITEM TYPE: Minutes

AGENDA SECTION: BOARD AND COMMITTEE REPORTS

SUBJECT: Parks & Recreation Committee Meeting (February 1, 2024)

SUGGESTED ACTION:

ATTACHMENTS:
Minutes-PRCO-2024-02-01

MINUTES
VILLAGE OF PALMETTO BAY
PARKS & RECREATION COMMITTEE MEETING
Thursday, February 1, 2024
Village Hall Municipal Center, 9705 E. Hibiscus Street, Palmetto Bay, FL

1. CALL TO ORDER AND ROLL CALL: The meeting was called to order 7:00 p.m.

Committee Members in Attendance:
Leo Llinas - Chair
Sheila Frazier – Secretary
David Greenwell
Fanny Carmona, Director of Parks & Rec. Dept.
Patrick Fiori, Council Liaison, via telephone
Marsha Matson, Councilmember

2. PUBLIC COMMENTS, INCLUDING COMMENTS FROM VILLAGE COUNCIL, VILLAGE MANAGER OR STAFF

Marsha Matson reported that the Village Council had approved the Tree of the Year and making the Atala butterfly the official Village butterfly. She was also going to bring before the Council a proposal to establish a special event of 'Dog Games at the Dog Park' to be held one day in the spring of 2024. She was hoping for support from this committee. She also reported based on the council's visit to our state representatives that funds requested for Veterans Park have moved to committee level.

Fanny Carmona reminded the committee of the Village Picnic which will be held on March 3, 2024, at Coral Reef Park.

3. APPROVAL OF MINUTES

A. Thursday, December 7, 2023

All approved and seconded.

4. OLD BUSINESS

David Greenwell brought forth one candidate for the Softball Hall of Fame and the committee signed the necessary forms.

5. DISCUSSION OF AGENDA ITEMS

Since Fanny was not present at the last committee meeting, she wanted clarification on what the committee wanted regarding lighting in Palmetto Bay Park. Directional lighting

on the path paths is priority and safety nets between the softball fields and the playground were mentioned in the past. She will now follow up with the Village Manager.

Fanny stated that the clean-up of Coral Reef Park's Pine Rockland by IRC is on schedule. It began January 8th and should take 25 days. However, the walking paths involving the rubberized material are still delayed.

Sheila asked the committee to consider the creation of a plaque honoring the men and women who worked to create the Village of Palmetto Bay which could be placed at the Village Hall. All seemed interested; however, felt it was not appropriate for the parks committee as no park is involved.

6. NEW BUSINESS

Council member Marsha Matson went into detail about her proposal to the Council about the Dog Games on Dog Park Day. She stated that our dog park is highly rated in the county and by Yelp. This committee unanimously voted to support her proposal.

7. REQUESTS FOR ASSISTANCE TO VILLAGE COUNCIL AND VILLAGE MANAGER

Fanny will take to the Village Manager concerns about directional lighting and safety nets for Palmetto Bay Park.

8. SELECTION AND LIST OF DISCUSSION ITEMS FOR THE NEXT MEETING

- Thursday, March 7, 2024, at 7 p.m. at Village Hall

9. ADJOURNMENT

The meeting was adjourned at 7:33 p.m.

Written by Secretary: Sheila Frazier

AGENDA ITEM NO. 8.E

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Minutes
AGENDA SECTION:	BOARD AND COMMITTEE REPORTS
SUBJECT:	Parks & Recreation Committee Meeting (March 7, 2024)
SUGGESTED ACTION:	

ATTACHMENTS:
Minutes-PRCO-2024-03-07

MINUTES
VILLAGE OF PALMETTO BAY
PARKS & RECREATION COMMITTEE MEETING
Thursday, March 7, 2024 – 7:00 PM

Village Hall Municipal Center, 9705 E. Hibiscus Street, Palmetto Bay, FL 33157

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1. CALL TO ORDER AND ROLL CALL – 7:02 P.M.

Committee Members in Attendance:
Leo Llinas - Chair
Sheila Frazier – Secretary
Mike Lesman
Fanny Carmona, Director of Parks & Rec. Dept.
Patrick Fiori, Council Liaison
Marsha Matson, Councilmember

2. PUBLIC COMMENTS, INCLUDING COMMENTS FROM VILLAGE COUNCIL, VILLAGE MANAGER OR STAFF

Marsha Matson announced the garden club was having a plant sale at Ludovici Park on Sunday, March 10th and coontie, the host plant for the Atala butterfly, will be available. Her proposal for a Dog Games at the dog park did not receive a second from the village council. She also reminded our committee of the availability of free bedrails for seniors of Palmetto Bay with ID proof.

3. APPROVAL OF MINUTES

Thursday, February 1, 2024 - Approved unanimously

4. OLD BUSINESS

Fanny stated that the light globes had been cleaned and new lights used to improve lighting at Palmetto Bay Park. She will add netting around the fields to provide protection.

5. DISCUSSION OF AGENDA ITEMS

Fanny provided an update on status of the clean-up of Coral Reef Park's pine rockland by IRC which is being done in phases. The current phase will end in June/July. IRC will provide regular maintenance.

Sheila reminded Fanny that if additional attention is needed for Palmetto Bay Park's pine rockland we can reach out to a team at Fairchild Garden. Fanny also shared a video on the village website regarding the pine rockland clean-up.

6. NEW BUSINESS

On Saturday, March 9, 2024 village council will be having a visioning session. Considerations by this committee more lighting at Palmetto Bay Park, an understanding of what the village's liability is if dogs bite a person in the parks.

7. REQUESTS FOR ASSISTANCE TO VILLAGE COUNCIL AND VILLAGE MANAGER

Fanny will take to the Village Manager concerns about the unfinished rubberized trail in Coral Reef Park.

Review with the manager if there is a covenant between the village and the residents on the east side of Palmetto Bay Park regarding lighting.

8. Selection and list of discussion items for the next meeting

Thursday, April 4, 2024, at 7 p.m. at Village Hall

9. Adjournment at 7:43 p.m.

Written and prepared by: Secretary S. Frazier

AGENDA ITEM NO. 8.F

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE: May 6, 2024

SUBMITTED BY: Missy Arocha, Village Clerk's Office

ITEM TYPE: Minutes

AGENDA SECTION: BOARD AND COMMITTEE REPORTS

SUBJECT: Resiliency Committee Meeting (February 15, 2024)

SUGGESTED ACTION:

ATTACHMENTS:
Minutes-Resiliency Committee Meeting-2024-02-15

MINUTES
RESILIENCY COMMITTEE MEETING
THURSDAY, FEBRUARY 15, 2024 – 6:00 PM
Village of Palmetto Bay, Municipal Center, First Floor Conference Room
9705 E. Hibiscus Street, Palmetto Bay, Florida 33157

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1. **Roll call and acknowledgement of visitors**
   A. **Call to order @ 6:04 PM**.
   B. **Committee:**
      i. **The following members were in attendance:** Andrea Candelaria (Resiliency Liaison), Sussette Irizarry (Resiliency Committee Chairperson), Lasaly Changkachith (Secretary of Resiliency Committee), Committee member Heidi Faller, Committee member Heidi Faller
      ii. **The following members were absent**: Leann Tellam (Vice Mayor), Committee member Claudia Uribe and Mohammed Taha
      iii. **Non-Committee:** Alexander Adams (Planning Division Manager Department of Economic Development), Heidi Siegel (Community & Economic Development Director), Village Councilwoman Marsha Matsen, Julio Tejeda (Miami-Dade County Water Department), Mayor Karyn Cunningham

2. **Public Comments, including comments from Village Council, Village Manager, or staff**.
   A. Date for the upcoming recycling event. Working on Resiliency Action Plan. A project grant to RFP for Safe Streets (Re: Bicycles, roundabouts, trees, etc).
   B. Marsha Matsen provided support for Resiliency Committee.
      i. Encouraging committee to submit a tree of the year. The tree board will pick the top 3.
      ii. Atala butterfly program and council agrees that it will be the official village butterfly, which includes the planting coontie which is what they only plant eggs on. (https://entnemdept.ufl.edu/creatures/BFLY/Eumaeus_atala.htm)
      iii. Bed rail program qualifies through village program. Bed rails program.

3. **Approval of Meeting Minutes:**
   A. November 9, 2023
   B. Consensus on approval of meeting minutes.

4. **Old Business:**

A. No old business was discussed.

5. Discussion of Agenda Items:

A. Update on responsibility matrix

i. CC Irizarry mentioned that a portable container for an event. It is free and grant funds are available to use the information container. CC Irizarry has a point of contact to access and request this container. At the recent Sustainability Conference, a sample information container was available. Possibly consider making it as a future permanent structure.

ii. An excited discussion ensued over the use of this information container/walk-in pod.

1. How long can it be requested?
2. How long and it stay with the Village?
3. Is the information high-level for adults?
4. Is there information at a student/kid level?

iii. Reminder that responsibility matrix is available to all in the drive.

iv. A query was made for statistics on population types - low income, etc.- for the village is available.

B. Discuss committee calendar of events for 2024

i. CC Irizarry mentioned establishing a calendar for the Resiliency Committee calendar.

ii. **Saturday, March 2nd Village Picnic at Coral Reef Park from 11AM - 2PM.** A request for volunteers to assist with tabling the event. Committee Secretary Lasaly Changkachith will be volunteer and table the Village Picnic event.

iii. **Saturday, April 27th, Spring Recycling Drive** needs volunteers to help.

iv. CC Irizarry will look at Sea Level Solutions Day.

v. Liaison Candelaria will email the Parks Committee calendar for meeting dates.

C. Advisory role of resiliency committee with development of pocket parks

i. Consider participating in a joint committee meeting with Parks for "pocket parks". Currently, the village is working on trying to acquire the land first. Looking at passive parks for village. Greener space and less pavements.

6. New Business:

A. Revisiting Responsibility Matrix and next member to present

i. Committee Secretary Lasaly will present at next meeting Coastal Ecology and Natural Habitats.

ii. Committee Member Heidi Faller will present at the following meeting on Septic. A query on census data of residents who may qualify for grants to assist with changing from septic-to-sewer.

iii. Mr Adams mentioned that VPB will most likely be focusing on higher density locations for conversion, s.a. US1 where future density growth projects are expected.

1. Biscayne Bay Septic Tank Task Force report has been established at the county level. https://environment.fiu.edu/where-we-work/biscayne-bay/_assets/bague-et-al.---biscayne-bay-task-force-report-and-recommendations.pdf

B. Topics for Public Awareness to promote Resiliency and determine which member will work with PIO Robert on creating it.
   i. Committee members will work Liaison Candelaria to work on social topics as she will be the point of contact to PIO.
   ii. Brainstorming Earth Day coming up in April 22nd.
   iii. Send ideas to Liaison Andrea to create a list of Social Media Action Plans.
   iv. Recommendations include creating a flyer to be distributed as informative.
   v. Each committee is tasked to look at their strengths to for social-media topics. Maybe introduce us to the community and our role on the resiliency committee.
   vi. A reminder of Sunshine Laws and collaboration can only be done at established Resiliency meetings between members, but members cannot collaborate outside of the meeting.
   vii. Director Siegel recommends brainstorming and continue planning to create a more structured timeline for social media.
   viii. A discussion ensued on committee member attendances, particularly Committee Member Claudia Uribe has missed a significant number of meetings. A request is made for Village Clerk to review Committee Member Uribe's attendance history and committee by-laws with regards to attendance and position on Resiliency Committee.
      1. Committee Chair Irizarry recommends reaching out to Committee Member Uribe to see what her personal situation may be that could be affecting her attendance.
      2. Village Councilwoman clarified that there is a process to replace a committee member who has not been in attendance.
      3. A question arose asking if the committee can be expanded as the responsibilities are growing. There is a consensus to explore expanding the committee.
      4. Towards end of meeting Mayor Cunningham provided insight that Committee member Uribe submitted her resignation from committee due to family obligations.
   ix. A recommendation was made for community members to complete the public survey at the Village Picnic. Once survey is completed then they can receive the bag.
   x. A brainstorming session on what is resiliency. Committee Secretary Changkachith typed down questions. The questions can be used to open dialogue with community. A recommendation was made for community to pull a question out of a fish bowl?

C. Advisory role of resiliency committee with development of pocket parks.

i. Refer to Section 5 Part C.
ii. **Special Council Meeting March 11th Veterans Park Event at the American Legion @ 6:30 PM.** An invitation from Mayor Cunningham to attend. Council just approved first Pocket Park in Palmetto Bay (77th AVE & 141st ST area).

D. Request update from Vice Mayor Leanne Tellam on Seafood Festival Booth for Resiliency Committee.
   i. Tabled as Vice-Mayor Tellam is not present.
   ii. A suggestion for involving scouts -- both boys and girls -- in picking up trash from the water ways.
   iii. Committee member Faller requested for water event calendar be printed out for the next meeting to help with planning.

E. Spring Recycling Drive
   i. Saturday, April 27th from 10AM - 1PM
   ii. Requesting volunteers from committee member. Spread the word.
   iii. There is a need for sponsorship for the Recycling Drive. Committee members can provide flyer to businesses and requests business owners to contact Liaison Candelaria.
   iv. Business sponsors do not need to be Village specific. Any organization can participate. No minimum amount. Logo will be added to the flyer or added to the banner. Publicity/booth/handouts.

F. November Sustainability Conference Update.
   i. Members who attended provide summaries of their experience which included a panel on public-private partnerships and the success of such a relationship such as grant funding cooperation's with small cities and communities. Information pod was mentioned earlier in the meeting.

G. Voting on piloting Cool Pavement for VPB's parking situation (tabled on 06-14-2023 meeting)
   i. Update from Mr Adams that new projects need to have a % of permeable pavements. More sloping of pavements to redirect water to bioswales. Language included having less reflective pavements.
   ii. Within the Village building itself, there is an area is collecting water that is killing the plants and affecting the landscape negatively.
   iii. Committee members definitely support future considerations can research pilot projects and research grant opportunities for pavement technologies that can be encouraged and recommended by committee.

H. Adding to the Resiliency Plan % of Canopy Growth and tracking street trees (tabled 06-14-2023 meeting)
   i. Cannot add % Canopy Growth and tracking street trees to Resilience Action Plan as it would change the scope of RAP.
   ii. The Safe Street RFP is reviewing missing sidewalks, trees within bio-swales, and canopy.
   iii. Resiliency discusses heat vulnerability and 5-year capitol improvements which does include street trees.
   iv. Future relationship with tree committee.

v. Director Heidi Seigel provided update of NOAA Challenge grant to replace trees under FPL. VPB voted to lend its support for FPL grant and storm readiness.

7. **Request for assistance to Village Council and Village Manager**
   A. A request for census data of the village residents.
   B. A request for the Village Clerk to review Committee Member Claudia Uribe's attendance and see if attendance by-laws for committee have been exceeded.
   C. A request for the water event calendar to be printed from Liaison Candelaria.

8. **Selection and list of discussion items for the next meeting scheduled for Thursday, April 18, 2024, at 6:00 PM.**

9. **Adjournment @ 7:51 PM.**

Written & Prepared by Resiliency Committee Secretary L. Changkachith

AGENDA ITEM NO. 8.G

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE: May 6, 2024

SUBMITTED BY: Missy Arocha, Village Clerk's Office

ITEM TYPE: Minutes

AGENDA SECTION: BOARD AND COMMITTEE REPORTS

SUBJECT: Tree Advisory Board Meeting (January 29, 2024)

SUGGESTED ACTION:

ATTACHMENTS:
Minutes-Tree Board-2024-01-29

MINUTES
TREE ADVISORY BOARD MEETING
MONDAY, JANUARY 29, 2024 – 5:00 PM
Village of Palmetto Bay Municipal Center
9705 E. Hibiscus Street, Palmetto Bay, FL 33157

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1. **Roll call and acknowledgement of visitors**

2. **Public Comments, including comments from Village Council, Village Manager, or staff**

3. **Approval of Meeting Minutes**
   a. Minutes (November 27, 2023) Approved with a few revisions. A revised copy is sent along with these minutes.

4. **Old Business**

5. **Discussion of Agenda Items:**
   a. Update on IRC report on plan for "The Woods" The TAB made a motion to recommend to send out a notice to residents within a designated area of the Woods to advise them of proposed upcoming 'workshop' to get residents input before moving forward with RFP for Phase I.
   b. Atala Butterfly Project *(Member Don Pybas)* Don discussed that Dennis Oile, representing the North America Butterfly Association, Blue Chapter has offered his support and resources.

6. **New Business**
We made a motion to support the NOA coastal resilience Grant that has been provided to the Village Manager.
The TAB would like to inquire about the Million Orchid Project thru Fairchild Tropical Garden

7. **Requests for assistance to Village Council and Village Manager**

8. **List of discussion items for the next meeting scheduled for March 25, 2024, at 5:00 PM**

9. **Adjournment – 5pm**

Written and prepared by Secretary: J. Knackstedt

AGENDA ITEM NO. 8.H

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Clerk's Office
ITEM TYPE:	Minutes
AGENDA SECTION:	BOARD AND COMMITTEE REPORTS
SUBJECT:	Youth Community Involvement Task Force (February 23, 2024)
SUGGESTED ACTION:	

ATTACHMENTS:
Minutes-YCITF-2024-02-23

MINUTES
Youth Community Involvement Task Force Meeting
Friday, February 23, 2024

- Roll Call & Acknowledgement of Visitors- Taken
- Acknowledgement of visitors- mayor Cunningham, Councilmember Marsha Matson, My Buddy Bench Project, Buddy the Dog, EKUSO
- Approval of Minutes- approved
- Public Comments-
    - Marsha Matson- Tree of the Year event
        - Recognizes trees in the community
        - Winner gets a plaque and gets a discount to Fairchild/Thalatta Estate
        - Free bed rails to residents above 65 years old
- Discussion Items:
    - My Buddy Bench Project Presentation
        - Aims to bring happiness to kids, prevents bullying
        - Will place in a Palmetto Bay park
        - We will come up with a design/decorate the bench as a board
        - Volunteering opportunitiyies available
        - Buddy the therapy dog- helps bring hapiness to the kids
        - Need to raise $1500 as a group
        - Zaynah & Alexandra will lead this project
    - Pickleball Tournament Recap
        - Very fun
        - Wish to do it again sometime in May
        - We can fix groups and accommodate anyone else who wishes to contribute
    - Atala Butterfly Project Update
        - Need to pick a date to film the first video
        - Lorenzo will help edit the videos
        - Met with Dr. Hood on February 11, 2024 to film and learn how to care for the Coontie Plant
        - Butterfly group will garden at Ludovici Park that we can go and particiapte on April 5
    - Mangrove Cleanup Project Update
    - Blue Mission Scholarships
        - Advocate for water accessibility for everyone, forever
        - 25 available scholarships for Palmetto Bay middle schoolers to attend Cause Camps
        - Will cover the full cost of the camp

        - Can reach out to schools to promote flyers
        - Can post the flyers on social media to attract parents
        - Can reach out to guidance counselors in schools to list lower income middle schoolers
- Old Business
- New Business
    - ROK- hosted an E-Sports event
        - Very crowded
        - Connected online and as a community in public
        - Helps develop critical thinking skills
        - Wish to incorporate into this years Teen Town Hall
    - EKUSO
        - Work with schools to give sports opportunities to video gamers
        - E-sports is recognized as an official sport and has lots of scholarship opportunities
        - Helps with social & emotional learning
        - Helps students feel like they belong and have things in common with others
    - Teen Town Hall:
        - Include a presentation and some time to game together
        - Plan to have the presentation and follow with another, out-of-school event for teens to further pursue
        - Can invite clubs to a field trip to a school to get a large, targeted demographic
        - Can form a sub-committee to meet and plan
    - Kickball Tournament:
        - We can volunteer for free
        - March 9 at Palmetto Bay Park
- Requests & recommendations to the Village Manager
- Data and selection of next meeting date
    - April 26th at 4:00 PM
- List of discussion items for next meeting
    - Parlimentary Procedure
- Adjournment- 5:17 PM

AGENDA ITEM NO. 11.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Council
ITEM TYPE:	Ordinance
AGENDA SECTION:	ORDINANCES FOR FIRST READING WITH PUBLIC COMMENTS
SUBJECT:	AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO RECITATION OF THE PLEDGE OF ALLEGIANCE AT VILLAGE ADVISORY COMMITTEES AND BOARDS; AMENDING SECTION 2-65 OF DIVISION 3, STYLED "ADVISORY COMMITTEES OR BOARDS," SEC. 2-65 (a)(1) AND SEC. 2-65 (b)(1); PROVIDING FOR CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*
SUGGESTED ACTION:	

ATTACHMENTS:
Ord-Pledge of Allegiance-1st Reading

ORDINANCE 2024-___

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO RECITATION OF THE PLEDGE OF ALLEGIANCE AT VILLAGE ADVISORY COMMITTEES AND BOARDS; AMENDING SECTION 2-65 OF DIVISION 3, STYLED "ADVISORY COMMITTEES OR BOARDS," SEC. 2-65 (a)(1) AND SEC. 2-65 (b)(1); PROVIDING FOR CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

WHEREAS, The Pledge of Allegiance is a solemn oath of loyalty and devotion to the United States of America and its flag, which inspires a spirit of unity and love of county; and,

WHEREAS, citizens reciting the Pledge of Allegiance state: "I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all;" and,

WHEREAS, Section 2-50 (1)(b) of the Code of the Village of Palmetto Bay requires all Council members, staff and persons present during a Council meeting to stand, salute the flag, and recite the Pledge of Allegiance; and

WHEREAS, Section 2-47 of the Code of the Village of Palmetto Bay requires that the Council agenda procedure commences with the recitation of the Pledge of Allegiance; and,

WHEREAS, Section 2-60 of the Village Code requires all board and committee members upon the member's taking office to swear an oath to support, protect, and defend the Constitution and laws of the United States; and,

WHEREAS, the Village Council desires to affirm the importance of patriotism and loyalty to the United States of America by requiring members, staff, and persons present at the meetings of advisory committees and boards to stand, salute the flag, and recite the Pledge of Allegiance.

NOW, THEREFORE, BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. Section 2-65 of Division 3, styled "Advisory Committees or Boards" of the Code of Ordinances of the Village of Palmetto Bay is hereby amended by the insertion of Pledge of Allegiance as follows:

Sec. 2-65 (a)(1) "Agenda." Roll call, Pledge of Allegiance, and acknowledgment of visitors.

Sec. 2-65 (b)(1) "Agenda." Roll call, Pledge of Allegiance, and acknowledgment of visitors.

Section 2. Severability. The provisions of this Ordinance are declared to be severable, and if any sentence, section, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences, sections, clauses, or phrases of the Ordinance, but they shall remain in effect it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 3. Codification. It is the intention of the Village Council, and it is hereby ordained the provisions of this Ordinance shall become and be made part of the Code of Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be changed to "Section" or other appropriate word.

Section 4. Effective Date. This Ordinance shall take effect immediately upon enactment at Second Reading.

PASSED ON FIRST READING this 6th day of May, 2024.

PASSED AND ADOPTED ON SECOND READING this 3rd day of June, 2024.

Attest: _____ _____

Missy Arocha **Karyn Cunningham**
Village Clerk **Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

John C. Dellagloria
Village Attorney

VOTE ON FIRST READING:

Mayor Karyn Cunningham ___

Council Member Steven Cody ___

Council Member Marsha Matson ___

Vice-Mayor Leanne Tellam ___

Council Member Patrick Fiore ___

FINAL VOTE AT ADOPTION ON SECOND READING:

Mayor Karyn Cunningham ___

Council Member Steven Cody ___

Council Member Marsha Matson ___

Vice-Mayor Leanne Tellam ___

Council Member Patrick Fiore ___

Additions shown by underlining and deletions shown by ~~overstriking~~.

AGENDA ITEM NO. 11.B

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Olga Cadaval, Human Resources
ITEM TYPE:	Ordinance
AGENDA SECTION:	ORDINANCES FOR FIRST READING WITH PUBLIC COMMENTS
SUBJECT:	AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO MEMBERSHIP INTO THE FLORIDA RETIREMENT SYSTEM (FRS); AUTHORIZING THE VILLAGE OF PALMETTO BAY TO PARTICIPATE IN THE FLORIDA RETIREMENT SYSTEM AS AUTHORIZED BY CHAPTER 121 OF THE FLORIDA STATUTES; APPROVING THE INCLUSION OF ALL ELECTED OFFICIALS IN THE ELECTED OFFICERS' CLASS; PROVIDING FOR CODIFICATION, AND AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Human Resources & Communications Director, Olga Cadaval)*
SUGGESTED ACTION:	

ATTACHMENTS:

Ordinance-Auth To Join FRS-1st Reading

ORDINANCE 2024-___

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO MEMBERSHIP INTO THE FLORIDA RETIREMENT SYSTEM (FRS); AUTHORIZING THE VILLAGE OF PALMETTO BAY TO PARTICIPATE IN THE FLORIDA RETIREMENT SYSTEM AS AUTHORIZED BY CHAPTER 121 OF THE FLORIDA STATUTES; APPROVING THE INCLUSION OF ALL ELECTED OFFICIALS IN THE ELECTED OFFICERS' CLASS; PROVIDING FOR CODIFICATION, AND AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Human Resources & Communications Director, Olga Cadaval)*

The Village Council by majority vote approves all elected official positions for inclusion in the Elected Officers' Class of the Florida Retirement System, effective on the date of joining the Florida Retirement System.

WHEREAS, it is the wish of the Council of the Village of Palmetto Bay, Florida ("Village"), to extend to its General Employees, the benefits of the Florida Retirement System (FRS), on the basis of applicable State laws and amendments thereto, and applicable rules and regulations; and,

WHEREAS, it is the intent of the Village to authorize and direct the Village Manager to execute agreements with the Department of Management Services, for the coverage of the General Employees; and,

WHEREAS, the Village shall withhold from the salaries and wages of covered General Employees the required contributions to be made and paid over as provided by applicable State laws and regulations; and,

WHEREAS, the Village agrees to appropriate and remit all due employer's contributions and assessments as provided by applicable State laws and regulations; and,

WHEREAS, and that the Village further agrees to keep records and make reports as required by applicable State laws and regulations.

NOW, THEREFORE, BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. It is hereby declared to be the policy and purpose of the Village of Palmetto Bay Florida that all its General Employees except those excluded by law, shall participate in the Florida Retirement System as authorized by Chapter 121, Florida Statutes. All eligible General Employees shall be compulsory members of the Florida Retirement System as of the effective date of the Village's participation in the Florida Retirement System so stated herein.

Section 2. The Village Manager is hereby authorized and directed to execute all necessary agreements and amendments with the Administrator of the Florida Retirement System for the purpose of extending the benefits provided by the Florida Retirement System to the General Employees of the Village as provided by Section 1 & 2 hereof, which agreements shall provide for such methods of administration of the plan by the Village as are found by the Administrator of the Florida Retirement System to be necessary and proper, and shall be effective with respect to any employment covered by such agreement for serviced performed on and after the 1st day of July, 2024.

Section 3. The withholding from salaries, wages, or other compensation of the General Employees for the purposes provided in Section 1 hereof are hereby authorized to be made, and shall be made, in the amounts and at such times as may be required by applicable State laws and regulations and shall be paid over to the Administrator designated by laws and regulations to receive such amounts.

Section 4. There shall be appropriated from available funds, derived from the General Fund, such amounts and at such times as may be required to pay promptly the contributions and assessments required of the Village, as employer pursuant to applicable State laws and regulations, which shall be paid over to the lawfully designated Administrator of the Florida Retirement System at the times and in the manner provided by law and regulation.

Section 5. The Village shall keep such records and make such reports as may be required by applicable State laws or regulations, and shall adhere to all laws and regulations relating to the Florida Retirement System.

Section 6. The Village does hereby adopt the terms, conditions, requirements, reservations, benefits, privileges, and other conditions thereunto appertaining, of the Florida Retirement System, for and on behalf of all General Employees of its departments and agencies to be covered under the agreement.

Section 7. The Finance Director of the Village is hereby designated the custodian of all sums withheld from the compensation of General Employees authorized herein and of the appropriated funds for the employer's contributions as provided in Section 5 above. The Finance Director is hereby designated the withholding and reporting agent and charged with the duty of maintaining records for the purpose of this Ordinance.

Section 8. The Village Council by majority vote approves all elected official positions for inclusion in the Elected Officers' Class of the Florida Retirement System, effective on the date of joining the Florida Retirement System.

Section 9. A copy of this Ordinance fully executed as an original, duly attested by the Village Clerk shall be furnished to the Administrator of the Florida Retirement System upon enactment.

Section 10. It is the intention of the Village Council, and it is hereby ordained that the provisions of this Ordinance shall become and be made part of the Code of Ordinances of the Village of Palmetto Bay, Florida, and that sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be changed to "Section" or other appropriate word.

Section 11. This Ordinance shall take effect immediately upon enactment at Second Reading.

PASSED ON FIRST READING this ____ day of _____, 2024.

PASSED AND ADOPTED ON SECOND READING this ____ day of _____, 2024.

Attest: _____ _____

Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
John C. Dellagloria
Village Attorney

VOTE ON FIRST READING:

Mayor Karyn Cunningham ___

Council Member Steven Cody ___

Council Member Marsha Matson ___

Vice-Mayor Leanne Tellam ___

Council Member Patrick Fiore ___

FINAL VOTE AT ADOPTION ON SECOND READING:

Mayor Karyn Cunningham ___

Council Member Steven Cody ___

Council Member Marsha Matson ___

Vice-Mayor Leanne Tellam ___

Council Member Patrick Fiore ___

Additions shown by underlining and deletions shown by ~~overstriking~~.

AGENDA ITEM NO. 12.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Andrea Candelaria, Community and Economic Development
ITEM TYPE:	Resolution
AGENDA SECTION:	CONSENT AGENDA
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO SECTION 30-160 OF THE ART-IN-PUBLIC PLACES (AIPP) PROGRAM; ACCEPTING THE RECOMMENDATION OF THE AIPP ADVISORY BOARD TO ADVERTISE THE CALL TO ARTIST FOR THE FUTURE TRAFFIC CIRCLE LOCATED AT SW 152 STREET AND OLD CULTER ROAD; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody and Prepared by Sustainability & Resiliency Planner, Andrea Candelaria)*
SUGGESTED ACTION:	

ATTACHMENTS:

Memo-AIPP SW 152 OCR
Reso-AIPP SW 152 OCR
Attachment A-SW 152 OC Traffic Circle Call

To: Honorable Mayor and Village Council

Date: May 6th, 2024

From: Andrea Candelaria, M.P.A., Sustainability & Resiliency Planner

Re: Call to Artist Approval: SW 152 Street & Old Cutler Road Traffic Circle

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO SECTION 30-160 OF THE ART-IN-PUBLIC PLACES (AIPP) PROGRAM; ACCEPTING THE RECOMMENDATION OF THE AIPP ADVISORY BOARD TO ADVERTISE THE CALL TO ARTIST FOR THE FUTURE TRAFFIC CIRCLE LOCATED AT SW 152 STREET AND OLD CULTER ROAD; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody and Prepared by Sustainability & Resiliency Planner Andrea Candelaria)*

BACKGROUND AND ANALYSIS:

Miami-Dade County (MDC) is installing a traffic circle at the intersection of SW 152 Street and Old Cutler Road and is a very popular main road within the Village of Palmetto Bay. Surrounded by stable residential areas, this intersection is used by residents and visitors alike to access local schools, natural and historic sites, and daily destinations. Additionally, these two roads provide connectivity from northern and eastern Miami-Dade County to south Miami-Dade.

The Village of Palmetto Bay values Art-in-Public Places (AIPP) and continuously seeks opportunities for public art. Through this, it is the desire of the Art-in-Public Places Advisory Board to select an artist, or team of artists, which will create an art piece that signifies the Village's commitment to the environment, predominantly because of the future traffic circle's proximity to Biscayne Bay. The Art-in-Public Places Advisory Board emphasized that the art piece should not only reflect the theme of environmental stewardship, but also utilize sustainable materials whenever practical and that the artwork should be appropriate for a public space, resemble the beauty of Palmetto Bay and provide a focal point for this significant intersection.

Additionally, the Board desires to attract qualified artists and in doing so determined that the Call to Artist shall be nationwide inclusive of Florida artists.

For clarity, the public art fund is fully funded through contributions required from private sector development projects and does not receive funding from the Village's general fund or other fund balances; the Board has the intention to use these funds to pay for the artist or artists' work.

As of April 1st, 2024, there is $526,947.58 in the public art fund for use of public art projects. At the April 11th, 2024, Art-in-Public Places Advisory Board meeting, the Board recommended the Village Council authorized Village Staff to release the Call to Artist for consideration by the Art-in-Public Places Advisory Board and upon Council approval, Village Staff will advertise the Call To Artist on

https://www.callforentry.org/ (Café) for three (3) months and contain a budget amount of $100,000-$135,000 through the public art fund.

RECOMMENDATION:
The Administration recommends that the Mayor and Village Council approve the Resolution.

FISCAL IMPACT:
None.

Attachments:

A. AIPP SW 152 Street & Old Cutler Road Traffic Circle Call to Artist

RESOLUTION NO. 2024-____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF VILLAGE OF PALMETTO BAY, FLORIDA, PURSUANT TO SECTION 30-160 OF THE ART-IN-PUBLIC PLACES (AIPP) PROGRAM; ACCEPTING THE RECOMMENDATION OF THE AIPP ADVISORY BOARD TO ADVERTISE "THE CALL TO ARTIST" FOR THE FUTURE TRAFFIC CIRCLE LOCATED AT SW 152 STREET AND OLD CULTER ROAD; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody and Prepared by Sustainability & Resiliency Planner Andrea Candelaria)*

WHEREAS, the Village of Palmetto Bay values Art-in-Public Places (AIPP) and continuously seeks opportunities for public art; and

WHEREAS, the Village's Art-in-Public Places Advisory Board responsibilities include the approval and placement of public art within the community; and

WHEREAS, Miami-Dade County (MDC) is installing a traffic circle at the intersection of SW 152 Street and Old Cutler Road and is a very popular main road within the Village of Palmetto Bay; and

WHEREAS, it is the desire of the Art-in-Public Places Advisory Board to select an artist, or team of artists, that will create an art piece that signifies the Village's commitment to the environment, predominantly because of the future traffic circle's proximity to Biscayne Bay; and

WHEREAS the Art-in-Public Places Advisory Board emphasized that the art piece should not only reflect the theme of environmental stewardship, but also utilize sustainable materials whenever practical and that the artwork should be appropriate for a public space, resemble the beauty of Palmetto Bay and provide a focal point for this significant intersection; and

WHEREAS, the Art-in-Public Places Advisory Board desires to attract qualified artists, it has been determined that the "Call" to Artist shall be nationwide inclusive of Florida artists; and

WHEREAS, the public art fund is fully funded through contributions required from private sector development projects and does not receive funding from the Village's general fund or other fund balances; and

WHEREAS, as of April 1st, 2024, there is Five Hundred Twenty-Six Thousand Nine Hundred-Forty-Seven Dollars and Fifty-Eight Cents ($526,947.58) in the public art fund for use of public art projects; and

WHEREAS, Village Staff will advertise the Call To Artist on https://www.callforentry.org/ (Café) for three (3) months and contain a budget amount of One Hundred Thousand up to One Hundred Thirty Thousand Dollars ($100,000-$135,000) through the public art fund; and

WHEREAS, the Art-in-Public Places Advisory Board recommends the Village Council authorizes Village Staff to release the Call to Artist for consideration by the Art-in-Public Places Advisory Board.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The above recitals are incorporated as if set forth in full.

Section 2. The Village Council hereby authorizes the Village of Palmetto Bay's Department of Community & Economic Development Staff to proceed with the Call to Artist, utilizing the funds above-mentioned.

Section 3. Effective Date. This Resolution shall take effect immediately upon approval.

PASSED and ADOPTED this 6th day of May 2024.

Attest:

_____	_____
Missy Arocha	Karyn Cunningham
Village Clerk	Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

Village of Palmetto Bay

Open Call to Artist:

SW 152 Street and Old Cutler Road Traffic Circle



Photo credit: Claudia Dominguez

Community & Economic Development Department
9705 East Hibiscus Street
Palmetto Bay, FL 33157
Telephone: 305-259-1234

I. Overview

The Village of Palmetto Bay has a robust Art in Public Places program. In addition to requiring public art or a contribution to the Public Art Fund for all commercial construction projects exceeding $250,000, the Village continuously identifies opportunities for Village initiated public art. The Village, known as the "Village of Parks", is home to some of south Miami-Dade County's most picturesque assets including the historic Charles Deering Estate, Biscayne Bay, and the scenic Old Cutler Road and Trail for bicyclists. Although the proposed traffic circle at SW 152 Street and Old Cutler Road is created to address traffic, the Village's Art-in-Public Places (AIPP) Advisory Board believes this circle is another opportunity to showcase public art.

The location of SW 152 Street and Old Cutler Traffic Circle is situated at the intersection of SW 152 Street and Old Cutler Road and is a very popular main road within the Village of Palmetto Bay. Surrounded by stable residential areas, residents and visitors use this intersection alike to access local schools, natural and historic sites, and daily destinations. Additionally, these two roads provide connectivity from northern and eastern Miami-Dade County to south Miami-Dade.

The Village of Palmetto Bay desires to select an artist, or team of artists, who will create an art piece that signifies the Village's commitment to the environment, predominantly because of its proximity to Biscayne Bay. The Village is seeking art that fosters a sense of place within the community and enhances the aesthetics of the traffic circle. Through the lens of becoming a more sustainable Village, the art piece should not only reflect the theme of ***environmental stewardship***, but also utilize sustainable materials whenever practical. The artwork should be appropriate for a public space, resemble the beauty of Palmetto Bay and provide a focal point for this significant intersection.

- ✓ The Village of Palmetto Bay seeks to identify an artist or artist team who: Has a unique vision for the theme of ***environmental stewardship***;
- ✓ Have the qualification and talent to create artwork that complements the future traffic circle and has a demonstrated track record of working "on-time and in budget".

Proposed Timeline: Contract approval is expected in Fall 2024 with installation in Spring/Summer 2025. This timeline is preliminary and contingent on the selection process, proposed art creation and traffic circle construction.

Deadline Date: August 16th, 2024

Project Budget: Budget ranges from $100,000- $135,000.

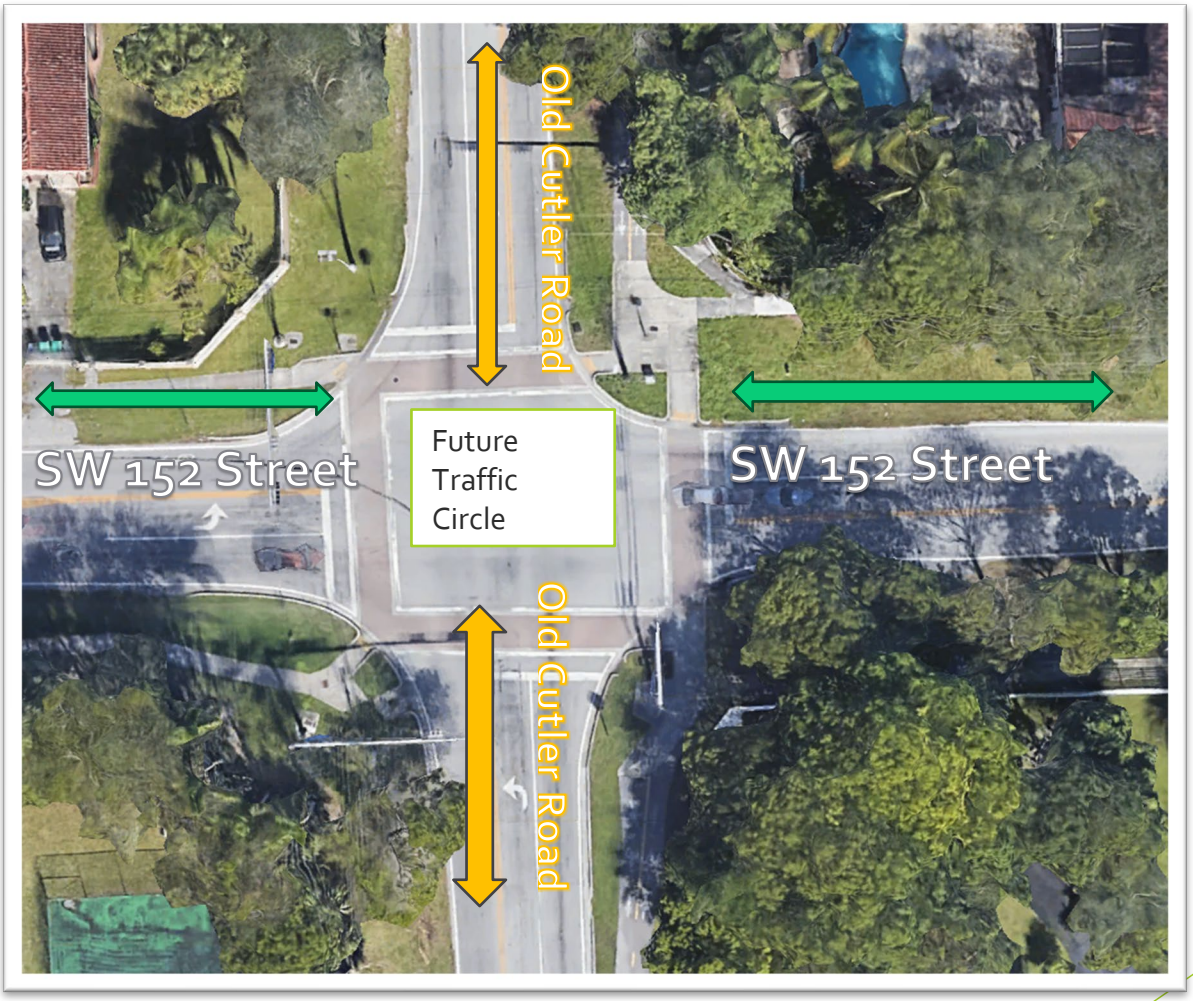
II. Traffic Circle Scope

The project is location is at the intersection of Old Cutler Road and SW 152 Street and Old Cutler Road. This intersection is part of a larger Miami-Dade County initiative to create roundabouts with sidewalks, curbs and gutters, storm drainage systems, irrigation, pavement markings, signage, and roadway lighting.

This project, through infrastructure investments, will improve mobility, ensure public health and safety, while protecting and enhancing the environment. The project was designed by Miami-Dade County, and it is responsible for the construction implementation and timeline.

III. Location Plan

SW 152 Street and Old Cutler Traffic Circle



IV. Eligibility:

This opportunity is open to all artists, both emerging and established artists, individuals and artist-led teams, and artists working with a wide variety of mediums, who have completed projects for private clients, public agencies or for grassroots/community projects. Artist teams of any size may apply. While this Call is a national search, we highly encourage local artists to also apply. Women, minorities, and veterans are encouraged to apply. Prior Public Art experience is not a requirement. The Village reserves the right to reject all submittals.

V. Selection Process:

The selection process will include a preliminary review by the Community and Economic Development Department, a review and recommendation to the Village Council by the AIPP Advisory Board, and a final selection by the Village Council. Based on the quantity and caliber of submissions, the selection process will be further refined.

VI. Application Process

A complete application consists of the following four items. Please be sure to clearly state name, address, email, phone, and website on all documents. All documents must be submitted electronically as PDFs.

- **Brief Artist Statement**
  - Maximum length one (1) page describe your medium, approach to your work and highlight any specific experience or collaborations that you feel may align with the proposed scope of work.
  - If you are applying as a team, include a one (1) page Artist Statement for all team members.

- **Professional CV/Resume**
  - Maximum length two (2) pages
  - If you are applying as a team, include resumés for all team members (Maximum length of each resume is two (2) pages.

- **Digital Images**
  - Include up to ten (10) images (no fewer than 6) of completed art works or projects.
  - If you are applying as a team, include images of projects that your team has previously collaborated on. If you have not collaborated, include images of projects from each team member that best illustrates the type of project or approach for this project. This submission is limited to ten (10) images total for a team.
  - Each image should include the following information:

- Budget
- Title of Work
- Medium
- Dimensions
- Date of Work
- Current location
- 1-2 sentences of explanatory text

- **Preliminary Sketch (JPG)**
  - Provide a preliminary sketch of the artist or team's vision for the proposed project. This is limited to one page. You may include one-two sentences to describe the vision.

HOW TO SUBMIT:
Submit the above materials by Friday, August 16th, 2024, 5:00 PM (EST) to acandelaria@palmettobay-fl.gov .

PLEASE NOTE: that mailed submissions will not be accepted. Materials must be submitted electronically by Friday, August 16th, 2024, 5:00pm (EST).

For additional information contact:
Andrea Candelaria
Sustainability & Resiliency Planner
305-259-1250 (when prompted please dial #2)

Attachments:
(A) Typical Section Plan
(B) Roadway Plan
(C) Signage and Pavement Marking Plan
(D) Lighting Plan

AGENDA ITEM NO. 14.A

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE: May 6, 2024

SUBMITTED BY: Alessia Bencomo, Procurement

ITEM TYPE: Resolution

AGENDA SECTION: RESOLUTIONS WITH PUBLIC COMMENT

SUBJECT: A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; APPROVING THE SELECTION OF THE STREET PLANS COLLABORATIVE, INC. TO PROVIDE A SAFE STREETS AND ROADS FOR ALL ("SS4A") ACTION PLAN; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT AND ISSUE A PURCHASE ORDER IN THE AMOUNT NOT TO EXCEED FIVE HUNDRED THOUSAND DOLLARS AND ZERO CENTS ($500,000.00), AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Procurement Specialist, Alessia Bencomo)*

SUGGESTED ACTION:

ATTACHMENTS:

Memo-SS4A
Reso-SS4A
Exhibit A-Recommendation
Exhibit B-Bid Tabulation Sheets
Exhibit C-RFQ#2024-00-005-Safe Streets and Roads for All (SS4A)
Exhibit D-Proposal-BCC Engineering, LLC
Exhibit E-Proposal-DDEC, LLC

Exhibit F-Proposal-Marlin Engineering, Inc.
Exhibit G-Proposal-The Street Plans Collaborative, Inc.
Exhibit H-Proposal-TJKM, Inc.

To: Honorable Mayor and Village Council

Date: April 15, 2024

From: Nick Marano, Village Manager

Re: Safe Streets and Roads for All (SS4A)

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; APPROVING THE SELECTION OF THE STREET PLANS COLLABORATIVE, INC. TO PROVIDE A SAFE STREETS AND ROADS FOR ALL ("SS4A") ACTION PLAN; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT AND ISSUE A PURCHASE ORDER IN THE AMOUNT NOT TO EXCEED FIVE HUNDRED THOUSAND DOLLARS AND ZERO CENTS ($500,000.00), AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Alessia Bencomo, Procurement Specialist)*

BACKGROUND AND ANALYSIS:

The Village received a SS4A Federal Grant for a "Street Safety Action Plan". The funding from the United States Department of Transportation Federal Highway Administration (FHWA) equals three hundred seventy-five thousand dollars and zero cents ($375,000.00) with an additional one hundred twenty-five dollars and zero cents ($125,000.00) match from the Village. The Street Safety Action Plan shall be completed, including acceptance at a public hearing by the Village Council, no later than September 30th, 2026 (although we expect this project to be completed in twelve to eighteen (12-18) months).

The Village is committed to supporting Complete Streets for All and a Vision Zero goal. This action plan will review, update where needed and integrate all our current transportation master plans (all modes), existing traffic data, industry best practices, and the Florida Department of Transportation (FDOT) Context Sensitive Classification System (except US-1), bike-ped master plan, sidewalk master plan into one (1) comprehensive document. This project will allow the Village to prioritize actions that can be integrated with land use policies in the Comprehensive Plan and the five (5) year Capital Improvements Plan. Implementation will be funded with local and regional funds, as well as future construction grants. We will work with Miami-Dade County, the Transportation Planning Organization (TPO) and FDOT to implement the actions identified in this plan.

FISCAL IMPACT:
Federal Grant Street Safety Action Plan $375,000.00
Special Revenue - CITT $125,000.00

Attachments:

A. Recommendation
B. Bid Tabulation Sheets
C. RFQ# 2024-00-005
D. Proposal – BCC Engineering, LLC
E. Proposal – DDEC, LLC
F. Proposal – Marlin Engineering, Inc.
G. Proposal – The Street Plans Collaborative, Inc.
H. Proposal – TJKM, Inc.

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO PROCUREMENT; APPROVING THE SELECTION OF THE STREET PLANS COLLABORATIVE, INC. TO PROVIDE A SAFE STREETS AND ROADS FOR ALL ("SS4A") ACTION PLAN; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT AND ISSUE A PURCHASE ORDER IN THE AMOUNT NOT TO EXCEED FIVE HUNDRED THOUSAND DOLLARS AND ZERO CENTS ($500,000.00), AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Alessia Bencomo, Procurement Specialist)*

WHEREAS, the Village is committed to supporting Complete Streets for All and a Vision Zero goal; and

WHEREAS, the Village received funding from the United States Department of Transportation Federal Highway Administration (FHWA) to create a "Street Safety Action Plan"; and

WHEREAS, the Village issued a Request for Qualifications (RFQ) as RFQ# 2024-00-005 that was issued on January 16th, 2024; and

WHEREAS, the Village received a total of five (5) proposals on February 16th, 2024; and

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. The selection of The Street Plans Collaborative, Inc. pursuant to RFQ# 2024-00-005, entitled "Safe Streets and Roads for All (SS4A)" is hereby approved.

Section 2. The Village Manager is authorized to negotiate and enter into a contract with The Street Plans Collaborative, Inc. and issue a purchase order in the amount not to exceed Five Hundred Thousand Dollars and Zero Cents ($500,000.00).

Section 3. This Resolution shall take effect immediately upon its adoption.

PASSED and **ADOPTED** this ____ day of _____ 2024.

Attest:

_____ _____

Missy Arocha **Karyn Cunningham**
Village Clerk **Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

Village of Palmetto Bay
Procurement Division - Procurement Action
AWARD RECOMMENDATION

To: Nick Marano, Village Manager

From: Alessia Bencomo, Procurement Specialist

Date: 4/4/2024

ITB#: 2024-00-005 **Item/Service:** Safe Streets and Roads for All (SS4A)

Attach please find the tabulation and bid proposals

I. Procurement Comments:

There was a total of five (5) proposals received; BCC Engineering, LLC, DDEC, LLC, Marlin Engineering, Inc., The Street Plans Collaborative, Inc., and TJKM, Inc.

II. Recommendation:

a. Which proposal is being recommended? The Street Plans Collaborative, Inc.

b. Does the response being recommended for award meet the specifications as per the request and as advertised? Yes __X__ No ____

If No, is the variance considered: Minor ____ Major ____

c. Is the recommendation the lowest bid received? Yes ____ No _____ (Not Applicable)

(attach an additional sheet if further comment or explanation is required)

III. Procurement Action/Recommendation(s):

The Procurement Specialist would like to move forward on the recommendation and be able to include as an agenda item for selection and award on the next Regular Council meeting held May 6, 2024.

IV. Recommendation Approval:

Acceptance to Move Forward with Intent to Award

Signature/Date 4/4/24

Nick Marano, Village Manager

THIS FORM MUST BE COMPLETED AND RETURNED TO THE PROCUREMENT SPECIALIST FOR ALL AWARD RECOMMENDATIONS OF $25,000 AND ABOVE. THIS FORM MUST BE FULLY EXECUTED PRIOR TO AWARD RECOMMENDATION FOR COUNCIL APPROVAL.

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee					
		BCC Engineering, LLC			
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	H. Siegel 30	A. Adams 31	D. Torres 34	
Evaluation Criteria No. 2: Project Approach/Schedule	35	H. Siegel 20	A. Adams 27	D. Torres 34	
Evaluation Criteria No. 3: Similar Work	20	H. Siegel 15	A. Adams 16	D. Torres 18	
Evaluation Criteria No. 4: References	10	H. Siegel 7	A. Adams 7	D. Torres 9	
TOTAL	**100**	**72**	**81**	**95**	**82.66666667**

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee					
		DDEC, LLC			
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	H. Siegel 20	A. Adams 25	D. Torres 24	
Evaluation Criteria No. 2: Project Approach/Schedule	35	H. Siegel 20	A. Adams 27	D. Torres 25	
Evaluation Criteria No. 3: Similar Work	20	H. Siegel 13	A. Adams 13	D. Torres 13	
Evaluation Criteria No. 4: References	10	H. Siegel 7	A. Adams 6	D. Torres 7	
TOTAL	**100**	**60**	**71**	**69**	**66.66666667**

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee					
		Marlin Engineering, Inc.			
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	H. Siegel	A. Adams	D. Torres	
		30	34	34	
Evaluation Criteria No. 2: Project Approach/Schedule	35	H. Siegel	A. Adams	D. Torres	
		23	31	33	
Evaluation Criteria No. 3: Similar Work	20	H. Siegel	A. Adams	D. Torres	
		20	17	18	
Evaluation Criteria No. 4: References	10	H. Siegel	A. Adams	D. Torres	
		8	9	9	
TOTAL	**100**	**81**	**91**	**94**	**88.66666667**

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee					
		The Street Plans Collaborative, Inc.			
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	H. Siegel	A. Adams	D. Torres	
		30	33	34	
Evaluation Criteria No. 2: Project Approach/Schedule	35	H. Siegel	A. Adams	D. Torres	
		30	35	34	
Evaluation Criteria No. 3: Similar Work	20	H. Siegel	A. Adams	D. Torres	
		20	19	19	
Evaluation Criteria No. 4: References	10	H. Siegel	A. Adams	D. Torres	
		10	9	9	
TOTAL	**100**	**90**	**96**	**96**	**94**

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee					
		TJKM, Inc.			
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	H. Siegel	A. Adams	D. Torres	
		25	27	23	
Evaluation Criteria No. 2: Project Approach/Schedule	35	H. Siegel	A. Adams	D. Torres	
		20	27	24	
Evaluation Criteria No. 3: Similar Work	20	H. Siegel	A. Adams	D. Torres	
		13	15	14	
Evaluation Criteria No. 4: References	10	H. Siegel	A. Adams	D. Torres	
		7	6	6	
TOTAL	**100**	**65**	**75**	**67**	**69**

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee							
		BCC Engineering, LLC	DDEC, LLC	Marlin Engineering, Inc.	The Street Plans Collaborative, Inc.	TJKM, Inc.	
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	30	20	30	30	25	
Evaluation Criteria No. 2: Project Approach/Schedule	35	20	20	23	30	20	
Evaluation Criteria No. 3: Similar Work	20	15	13	20	20	13	
Evaluation Criteria No. 4: References	10	7	7	8	10	7	
	100	**72**	**60**	**81**	**90**	**65**	
Reviewer Signature:							
Date: 4/1/2024							

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee							
		BCC Engineering, LLC	DDEC, LLC	Marlin Engineering, Inc.	The Street Plans Collaborative, Inc.	TJKM, Inc.	
Criteria	**Points Allowed**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Points Allotted**	**Notes**
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	31	25	34	33	27	
Evaluation Criteria No. 2: Project Approach/Schedule	35	27	27	31	35	27	
Evaluation Criteria No. 3: Similar Work	20	16	13	17	19	15	
Evaluation Criteria No. 4: References	10	7	6	9	9	6	
	100	**81**	**71**	**91**	**96**	**75**	
Reviewer Signature: 							
Date: 4/1/2023							

RFQ# 2024-00-005 - Safe Streets and Roads for All (SS4A) - Evaluation Committee							
		BCC Engineering, LLC	DDEC, LLC	Marlin Engineering, Inc.	The Street Plans Collaborative, Inc.	TJKM, Inc.	
Criteria	Points Allowed	Points Allotted	Points Allotted	Points Allotted	Points Allotted	Points Allotted	Notes
Evaluation Criteria No. 1: Background, Qualifications, and Experience	35	34	24	34	34	23	
Evaluation Criteria No. 2: Project Approach/Schedule	35	34	25	33	34	24	
Evaluation Criteria No. 3: Similar Work	20	18	13	18	19	14	
Evaluation Criteria No. 4: References	10	9	7	9	9	6	
	100	95	69	94	96	67	
Reviewer Signature:							
Date: 04/01/2024							

REQUEST FOR QUALIFICATIONS

Village of Palmetto Bay
9705 East Hibiscus Street
Palmetto Bay, Florida 33157

TITLE:

Safe Streets and Roads for All ("SS4A")

RFQ NO.:

2024-00-005

DUE DATE:

Friday, February 16th, 2024 on or before 3:00 p.m. EST
(Municipal Building)

ISSUED:

Tuesday, January 16th, 2024

CONTACT PERSON:

Alessia Bencomo
Procurement Specialist
Finance Department – Procurement Division
abencomo@palmettobay-fl.gov

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SECTION 1.0: Advertisement

REQUEST FOR QUALIFICATIONS (RFQ)

Safe Streets and Roads for All ("SS4A")

No. 2024-00-005

The Village of Palmetto Bay is currently soliciting proposals from qualified companies to provide a Safe Streets and Roads for All ("SS4A") Action Plan for Palmetto Bay, to include but not limited to: review, update where needed and integrate all current transportation master plans (all modes); the existing traffic data, and the Florida Department of Transportation (FDOT) Context Sensitive Classification System, (with the exception of US-1), into one comprehensive document. These services are to be provided with certain performance measures defined by this RFQ.

Sealed proposals will be received by the Village Clerk Village Hall Municipal Center located at 9705 East Hibiscus Street, Palmetto Bay, Florida 33157. The proposals shall be submitted **no later than 3:00 p.m. on or before Friday, February 16th, 2024,** at which they will be publicly opened and announced.

A pre-submission meeting is scheduled on **Wednesday, February 7th, 2024, at 10:00 a.m.** at Village of Palmetto Bay Municipal Center at 9705 E. Hibiscus Street, Palmetto Bay, FL 33157.

To be considered, all interested Parties must request a copy of the proposal documents which can be downloaded at the Village website http://www.palmettobay-fl.gov under Bids and RFQs on **Tuesday, January 16th, 2024.** Please submit one (1) USB containing the entire submission in one (1) sealed package titled **"Safe Streets and Roads for All ("SS4A") RFQ# 2024-00-005"**. **THE PACKAGE MUST BE CLEARLY LABELED TO THE ATTENTION OF THE VILLAGE CLERK, INCLUDING THE PACKAGE TITLE.** The respondent shall bear all costs associated with the preparation and submission of the response to the solicitation. If you have any questions, please contact the Procurement Specialist, Alessia Bencomo at abencomo@palmettobay-fl.gov or 305-259-1234.

The Village reserves the right to reject any and all proposals, to terminate the process at any time, to issue addendum, to waive any informalities or irregularities in any submittal, to award in whole or in part to one or more respondents or take any other such actions that may be deemed in the best interest of the Village.

SECTION 2.0: Introduction

About the Village of Palmetto Bay ("Village")

The Village is a vibrant community of more than twenty-four thousand (24,000) residents who enjoy beautiful surroundings and a family-oriented atmosphere. Situated on the shores of Biscayne Bay, Palmetto Bay offers quick access to unique recreational opportunities and amazing bay vistas. Additionally, the Village is home to excellent public schools, and it is also home to a wide range of exceptional private primary and secondary educational institutions.

The Village was incorporated on September 10th, 2002. The Village is confident in its growing role as a first-choice community for raising families and building businesses. With its unique blend of rural, old Florida charm, and an urban sophistication, this Village has established an enviable balance between quality of life, sustainability, and preservation of single-family neighborhoods. That balance is carefully maintained through long-term planning and fiscal responsibility, community involvement, responsible leadership, respect for the environment and strong public and private support for business development. The Village reflects the best of South Florida's past, present and future!

The Village residents enjoy the benefits of an extensive park system composed of five (5) Village parks and two county facilities. Our parks offer recreational opportunities ranging from active to passive activities with an array of programs and even a neighborhood library. The commercial corridor along South Dixie Highway is easily and quickly accessible from any location within Village limits. Restaurants, retail services, and shopping venues, from major chains to family-owned enterprises, are among the Village's commercial base.

The Village has rightfully become a leader in many facets of community building. The Village has a unique family oriented community character enhanced by specialty street signs, traffic calming and beautification projects, improving customer service, building a local policing unit, expanding the channels of communications with our residents through social media, a comprehensive website, livestreaming, and improving our Village park facilities and recreational events and programs to the extent that the Village is now known as "Village of Parks." The Village has also led the way in green initiatives, building the first county-wide LEED-certified park building at Coral Reef Park, followed by the very first Platinum LEED-certified Village Hall in Florida!

Village Boundaries

The Village boundaries extend from the centerline of SW 136th Street, South to the centerline of SW 184th Street: expanding West to the centerline of South Dixie Highway, including the center "commercial island," and East to Biscayne Bay.

2.01

Estimated Schedule

Proposal Phase	Date	Location	Time (If Applicable)
RFQ is advertised and issued by Village	Tuesday, January 16th, 2024	Posted on the Miami Herald and Villages' Website	
Pre-Submission Meeting	Wednesday, February 7th, 2024	Village of Palmetto Bay Municipal Center 9705 E. Hibiscus Street Palmetto Bay, Florida 33157	10:00 a.m. EST
Last day to Submit Questions	Monday, February 12th, 2024	Via Email to abencomo@palmettobay-fl.gov	3:00 p.m. EST
Proposal Submission Date	Friday, February 16th, 2024	Village of Palmetto Bay Municipal Center **ATTENTION TO THE VILLAGE CLERK** 9705 E. Hibiscus Street Palmetto Bay, Florida 33157	3:00 p.m. EST

2.02

Contract Award

A. Proposal Retention and Award

The Village reserves the right to waive non-substantial irregularities in any proposal, to reject any or all proposals, to reject or delete one part of the proposal and accept the other, except to the extent that proposals are qualified by specific limitations. The Village reserves the right to retain all proposals for a period of ninety (90) days for examination.

B. Competency and Responsibility of Company
The Village reserves full discretion to determine the competence and responsibility, firmly and/or financially, of the Proposer. The Proposer will provide, in a timely manner, all information that the Village deems necessary to make such decision.

C. Contract Requirement
The Proposer to which award is made shall execute a written Contract with the Village after notice of award. The contract shall be made in the form prepared by the Village Attorney and a draft is included in this Request.

D. Insurance Requirements
The Proposer shall provide proof of insurance in the form, coverages and amounts specified in 3.14 of these specifications within ten (10) calendar days after notice of contract award as a precondition to contract execution. All policies shall list the Village as an additional insured.

E. Business License & Tax
The Proposer must have a valid business license and tax certificate before execution of the Contract.

F. Failure to Accept Contract
The following will occur if the Proposer to whom the award is made (Company) fails to enter into the Contract: the award will be annulled; any bid security will be forfeited in accordance with the special terms and conditions if a Proposer's bond or security is required; and an award may be made to the next highest ranked Proposer with a responsible compensation is negotiated, who shall fulfill every stipulation as if it were the party to whom the first award was made.

G. Commencement
The Contract term commences once the Contract has been fully executed by all Parties and Notice is given to commence.

SECTION 3.0: Terms and Conditions for Receipt of Proposals

3.01 Requirement to Meet All Provisions

Each Proposer shall meet the terms and conditions of the RFQ specifications package to the satisfaction of the Village. By virtue of its proposal submittal, the Proposer acknowledges and agrees with and accepts all provisions of the RFQ specifications.

3.02 Errors and Omissions in RFQ

Proposer is responsible for reviewing all portions of this RFQ, including all terms of the RFQ and requirements of the Village's Procurement Code. Proposer is to promptly notify the Village's Procurement Specialist, in writing, if the Proposer discovers any ambiguity, discrepancy, omission, or error in the RFQ or forms. Any such notification should be directed in writing promptly after discovery, but in no event later than six (6) calendar days prior to the date for receipt of proposals. Modifications and clarifications will be made by addenda as provided below.

3.03 Inquiries Regarding RFQ

Inquiries regarding the RFQ, including requests for clarification of the RFQ, must be in writing and shall only be directed to:

Alessia Bencomo
Procurement Specialist
Procurement Division
9705 E Hibiscus Street
Palmetto Bay, FL 33157
Email: abencomo@palmettobay-fl.gov

Oral information is not binding on the Village and will be without legal effect. Only questions answered by written addenda will be binding, as set forth in 3.04 below, and may supersede terms noted in this solicitation.

Last date for question submittal is Monday, February 12th, 2024, at 3:00 p.m.

3.04 Addenda to RFQ

The Village may modify or clarify the RFQ, prior to the submittal due date, by issuing written addenda. Addenda will be sent via email to the last known address of each person as having received a copy of the RFQ for proposal purposes. The Village will make reasonable efforts to notify Proposers in a timely manner of modifications to the RFQ. Notwithstanding this provision, the Proposer shall be responsible for ensuring that its submittal reflects any and all addenda issued by the Village prior to the submittal due date regardless of when the submittal is submitted. The Proposer *shall acknowledge receipt of any addenda by indicating the same in their proposal*

submission. Failure to acknowledge any addenda may cause the proposal to be rejected.

3.05 Proposal Withdrawal and Opening

A Proposer may withdraw its proposal without prejudice prior to the time specified for the proposal opening, by submitting a written request to the Village Clerk for its withdrawal, in which event the proposal will be returned unopened. No proposal can be withdrawn within the ninety (90) day period which occurs after the time is set for the proposal closing. Proposers who withdraw their proposals prior to the designated date and time may still submit another proposal if done in accordance with the proper time frame. If the Proposer chooses to withdraw their proposal after the Proposer has been granted the award, there will be fees that will be incurred as a violation of late withdrawal. Fees will include out of pocket costs that the Village incurred through the process of approval. All proposals will be opened and declared publicly. Proposers or their representatives are invited to be present at the opening of the proposals.

3.06 Revision of Proposal

At any time during the submittal evaluation process, the Department may require a written clarification of its submittal.

3.07 Reservations of Rights by the Village

The issuance of this RFQ does not constitute an agreement by the Village that any award will be issued by the Village. The Village expressly reserves the right at any time to:

- Waive or correct any defect or informality in any response, proposal, or proposal procedure;
- Reject any or all proposals;
- Reissue an RFQ; and
- Prior to submission deadline to modify all or any portion of the selection procedures to include examiners, committees, including deadlines for accepting responses, or services to be provided;
- Proposals received after the deadline will not be considered.
- Any late withdrawal from a Proposer that was granted award but declined, the Village has the right to enter negotiations with the second highest scored Proposer.

3.08 No Waiver

No waiver by the Village of any provision of this RFQ shall be implied from any future waiver by the Village to recognize or act on account of any failure to observe any provision of this RFQ.

3.09 Cone of Silence

Pursuant to Section 2-138 of the Village Code, all procurement solicitations once advertised and until written award recommendation has been forwarded by the Village Manager to the Village Council, are under the "Cone of Silence."

The Cone of Silence ordinance is available at:
https://www.municode.com/library/#!/fl/palmetto_bay/codes/code_of_ordinances?nodeId=COOR_CH2AD_ARTVOFEM_DIV2COINCOET_S2-138COSI.

Any communication regarding this solicitation shall be made in accordance with the Cone of Silence, the entirety of which is incorporated as if fully set forth. Communication between a potential Proposer and the Procurement Specialist named above is exempt from the Cone of Silence, provided that the communication is limited strictly to matters of process or procedure already contained in the solicitation document.

3.10 Submittal and/or Presentation Costs

The Village assumes no responsibility or liability for costs incurred by the Proposer prior to the execution of a Contract, including but not limited to costs incurred as a result of preparing a response to this RFQ.

Proposers are expected to examine the specifications, delivery schedules, proposal prices and extensions and all instructions pertaining to supplies and services.

3.11 Certification

A Proposer must declare by signing all the required forms included under Section 6.0:

1. Drug-Free Workplace Certification
2. Acknowledgment, Warranty, Certification and Acceptance
3. Non-Collusive Affidavit
4. Sworn Statement on Public Entity Crimes
5. Disability Nondiscrimination Statement
6. Business Entity Affidavit
7. Conformance with OSHA Standards
8. Anti-Kickback Affidavit
9. Statement of Consultant Past Contract Disqualifications
10. E-Verify Affidavit
11. Foreign Country of Concern Attestation

3.12 Public Records

Florida law provides that municipal records should be open for inspection by any person under Chapter 119, Florida Statutes, the Public Records law. All information

and materials received by the Village in connection with responses shall become property of the Village.

3.13 Retention of Responses

The Village reserves the right to retain all Responses submitted and to use any information contained in any Response, regardless of whether that proposal is awarded.

3.14 Insurance

Upon Village's notification of award, the Proposer shall furnish to the Procurement Division, Certificates of Insurance that meets the requirements as outlined below:

- Comprehensive General Liability - $1,000,000 combined single limit for each occurrence for bodily injury and property damage – designating the Village as Additional Insured
- Workers Compensation - Statutory Limits
- Automobile Liability - $1,000,000 per occurrence for all claims arising out of bodily injuries or death and property damages.

All insurance policies must be issued by companies authorized to do business under the laws of the State of Florida. The companies must be rated no less than "B+" as to management and no less than "Class V" as to strength by the latest edition of Best's Insurance guide, published by A.M. Best Company, Olwick, New Jersey, or its equivalent, or the companies must hold a valid Florida Certificate of Authority as shown in the latest "List of All Insurance Companies Authorized or Approved to do Business in Florida," issued by the State of Florida Department of Insurance and are members of the Florida Guaranty Fund. Notwithstanding any insurance coverage, nothing herein shall effect the Village's rights under Section 768.28, Florida statutes.

Certificates of Insurance must indicate that for any cancellation of coverage before the expiration date, the issuing insurance carrier will endeavor to mail thirty (30) day written advance notice to the certificate holder. In addition, the Company hereby agrees not to modify the insurance coverage without thirty (30) days written advance notice to the Village.

Compliance with the foregoing requirements shall not relieve the Proposer of this liability and obligation under this section or under any other section in the Contract.

If the insurance certificate is received within the specified time frame but not in the manner prescribed in the Contract, the Proposer shall be notified in writing of such deficiency and shall have an additional five (5) calendar days to submit a corrected certificate to the Village. If the Proposer fails to submit the required insurance documents, the Proposer shall be in default of the contractual terms and conditions

and award of the Contract will be rescinded, unless such time frame for submission has been extended by the Village.

The Proposer shall be responsible for assuring that the insurance certificates required in conjunction with this Section remain in force for the duration of the contractual period of the Contract, including any and all option years or extension periods that may be granted by the Village. If insurance certificates are scheduled to expire during the contractual period, the Proposer shall be responsible for submitting new or renewed insurance certificates to the Village at a minimum of thirty (30) calendar days in advance of such expiration. In the event that expired certificates are not replaced with new or renewed certificates which cover the contractual period, the Village shall suspend the Contract until such time as the new or renewed certificates are received by the Village in the manner prescribed herein; provided, however, that this suspended period does not exceed thirty (30) calendar days. Thereafter, the Village may, at its sole discretion, terminate this Contract. ALL INSURANCE POLICIES SHALL NAME THE VILLAGE AS AN ADDITIONAL INSURED.

3.15 Accounting

Please note that failure to provide a detailed invoice could result in delay of payment and include termination of any Contract.

Invoices, unless otherwise indicated, must show purchase order number, and shall be submitted to the Village of Palmetto Bay, Community and Economic Development Department, 9705 E. Hibiscus Street, Palmetto Bay, FL 33157.

3.16 Statement of Contract Disqualifications

Each Proposer shall submit a statement regarding any past government disqualifications on the form provided in the RFQ package.

3.17 Submittal of One Proposal Only

No individual or business entity of any kind shall be allowed to make or file, or to be interested in more than one proposal, except an alternative proposal when specifically requested; however, an individual or business entity that has submitted a sub-proposal to a Company submitting a proposal, or who has quoted prices on materials to such Company, is not thereby disqualified from submitting a sub-proposal or from quoting prices to other Companies submitting proposals.

3.18 Proposer Responsibilities

The Proposer shall not look at the Village or any Village owned properties to pay for damages to the Proposers personal property.

3.19 Non-Appropriation of Funds

The Village reserves the right to terminate in whole or in part of the Contract in the event that sufficient funds to complete the Contract are not appropriated by the Village of Palmetto Bay's Village Council.

3.20 Property of the Village

All documents produced as a result of any service or project undertaken on behalf of the Village shall become the property of the Village.

3.21 Litigation

All Proposers shall describe any prior or pending litigation or investigation, either civil or criminal, involving a governmental agency or which may affect the performance of the services to be rendered herein, in which the Proposer has been involved in within the last three (3) years.

3.22 Subcontractors

If the Proposer intends on Subcontracting out all or any portion of the of the Project, the name of the proposed Subcontracting companies must be clearly disclosed in the proposal and approved by the Village. Following the award of the Contract, no additional Subcontracting will be allowed without the prior written consent of the Village.

In order that the Village may be assured that only qualified and competent Subcontractors will be employed on the Project, each Proposer shall submit with the proposal a list of the Subcontractors who will perform the Work for each division of the Project Specifications. The Proposer shall have determined to its own complete satisfaction that a listed Subcontractor has been successfully engaged in its particular type of business for a reasonable length of time, has successfully completed installations comparable to that which is required by the Contract Documents and is qualified both technically and financially to perform that pertinent phase of the Work for which it is listed. Only one Subcontractor shall be listed for each division of the Work. The Proposer shall provide an experience statement with pertinent information as to similar projects and other evidence of qualification, with all applicable licenses, registration or certification numbers, and its name for each such Subcontractor, person, and organization. No change shall be made after submission of the proposal, unless agreed to in writing by the Village. The Village may make a determination regarding the responsibility and qualifications of each Subcontractor. To demonstrate qualifications to perform the Work, each Subcontractor must be prepared to submit, within five (5) days of the Village's request, written evidence of the types set forth in the Request for Letter of Interest, such as financial data, previous experience, licensing, certification, and evidence of authority to conduct business in the Village. If the Village after due investigation has reasonable objection to any proposed Subcontractor the Village before giving the Notice of Intent to Award, shall request the apparent successful proposer to

submit an acceptable substitute without an increase in the proposal price. If the apparent successful proposer declines to make any such substitution, the Contract shall not be awarded to such Proposer. Any Subcontractor so listed and to whom the Village does not make written objection prior to the giving of the Notice of Intent to Award will be deemed acceptable.

If the Contract Price is on the basis of Cost-of-the-Work Plus a Fee or GMP, the eventual successful proposer, prior to the Notice of Intent to Award, shall identify in writing those portions of the Work that such Proposer proposes to Subcontract and after the Notice of Intent to Award may only Subcontract other portions of the Work with the Villages written consent.

3.23 Indemnification

The Proposer shall indemnify and hold harmless the Village and its officers, employees, agents and instrumentalities from any and all liability, losses or damages, including attorney's fees and costs of defense at both trial and appellate levels in which the Village or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, relating to or resulting from the performance of the Contract to the extent caused by negligence, reckless or wrongful conduct in the performance of the Contract by the Proposer or its employees, agents, servants, partners, principals or Subcontractors. The Proposer shall pay all claims and losses in connection therewith, and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the Village, against the Village, and shall pay all costs, judgments and attorney's fees at trial and appellate levels which may issue as a result of the Proposer's negligence. The Proposer expressly understands and agrees that any insurance protection required by this Contract or otherwise provided by the Proposer shall in no way limit the responsibility to indemnify, hold harmless and defend the Village or its officers, employees, agents, and instrumentalities. One Percent (1%) of the Contract amount shall represent the consideration to be provided for this Indemnification. Nothing contained herein shall be deemed a waiver of Sovereign Immunity provided to the Village by Section 768.28, Florida Statutes. The Village shall not be liable for any damages or claims of any type including but not limited to lost profits, special damages, consequential damages, punitive damages or business interruption on account of the Village's decision to terminate this Contract. Additionally, the Proposer agrees that in the event the Contract is terminated for the Village's breach, the damages that the Proposer may have against the Village shall be limited to actual compensatory damages. The Parties knowingly, irrevocably, voluntarily, and intentionally waive all rights to trial by jury.

3.24 Quality

The SS4A must comply with the requirements of the Community Planning Act contained in Chapter 163 of Florida Statutes. The Village completed the evaluation

and appraisal review of the plan (F.S. 163.3191) in July 2022. The results of this project must meet all requirements of the Federal grant process, product, and responsibilities to receive grant reimbursements.

3.25 Protests, Appeals and Disputes

The procedures and requirements for proposal protests, appeals and disputes are set forth in the Village Code, Sec. 2-175 (o) – (p), the provisions of which are hereby incorporated as if fully set forth herein, which may be found on

www.municode.com:
https://www.municode.com/library/#!/fl/palmetto_bay/codes/code_of_ordinances?nodeId=COOR_CH2AD_ARTVIFI_DIV2PRCO_S2-175PRPR

3.26 Force Majeure

The performance of any act by the Village or Proposer may be delayed or suspended at any time while, but only so long as, either party is hindered in or prevented from performance by acts of God, the elements, war, rebellion, strikes, lockouts or any cause beyond the reasonable control of such party, provided however, the Village shall have the right to provide substitute service from third Parties or Village personnel and in such event the Village shall withhold payment due to Proposer for such period of time. If the condition of force majeure exceeds a period of fourteen (14) days the Village may, at its option and discretion, cancel or renegotiate this Contract.

3.27 E-Verify System

In accordance with Florida Statute Chapter 448.095, a public employer, Contractor, or sub-Contractor may not enter into a Contract unless the Proposer registers and uses the Federal E-Verify System. Thus, the Village may not enter into or renew any Contract with a Proposer that is not enrolled and uses the E-Verify system, and such Proposer is obligated to do so. The Village may ask for verification that the Proposer has registered and is using the E-Verify system. The Proposer may not be barred or penalized because they receive inaccurate information from the E-Verify program and hires or employs an ineligible person. Nothing in this section may be construed to allow intentional discrimination of any class protected by law.

3.28 Consultants' Competitive Negotiations Act

The Village's selection process for Consultants' services is in accordance with Section 287.055, Florida Statutes, the Consultants' Competitive Negotiations Act ("CCNA"). The professional services selection Committee will review the qualifications of all proposals. Services under this Contract will comply with Section 287.055 of the Florida Statutes referred to as the CCNA. The Village's Procurement Code acknowledges compliance with CCNA. It is the intent of the Village to select and negotiate a Contract with one (1) Proposer. The Village will negotiate a fee schedule and not to exceed amount or guaranteed maximum price as part of Contract.

SECTION 4.0: Scope of Services

Street Safety Action Plan Objectives and Focus Areas

The Village received a SS4A Federal Grant for a "Street Safety Action Plan". The funding from the United States Department of Transportation Federal Highway Administration equals three hundred seventy-five thousand dollars and zero cents ($375,000.00) with an additional one hundred twenty-five dollars and zero cents ($125,000.00) match from the Village. The Street Safety Action Plan shall be completed, including acceptance at a public hearing by the Village Council, no later than September 30th, 2026 (although we expect this project to be completed in twelve to eighteen (12-18) months).

The Village is committed to supporting Complete Streets for All and a Vision Zero goal. This action plan will review, update where needed and integrate all our current transportation master plans (all modes), existing traffic data, industry best practices, and FDOT Context Sensitive Classification System (except US-1), bike-ped master plan, sidewalk master plan into one (1) comprehensive document. This project will allow the Village to prioritize actions that can be integrated with land use policies in the Comprehensive Plan and the five (5) year Capital Improvements Plan. Implementation will be funded with local and regional funds, as well as, future construction grants. We will work with Miami-Dade County, the Transportation Planning Organization and FDOT to implement the actions identified in this plan.

The Village is also actively updating its State Comprehensive Plan where strategies, goals, objectives and policies will be added. With this grant, the Village intends to create one unified complete transportation guidebook that will incorporate all planning studies, special area plans, designs, and street classifications to encourage and implement complete streets towards our goal of Vison Zero.

Public Input- The Village will strive to include public input from all stakeholders and will specifically target those areas within the Village defined by U.S. Department of Transportation (USDOT) as "underserved communities". The Village also looks to hire a diverse team of professionals that can engage disadvantaged communities and look at ways to bridge the gaps that previous transportation projects divided communities. A portion of this grant will look to study areas of past redlining and roadway improvement projects to see how existing barriers can be renovated, reconstructed, or mitigated to allow for greater access to transit, medical care, food and pharmacies for individuals daily needs. The Village has within our boundaries a five point seven percent (5.7%) poverty rate (https://www.census.gov/quickfacts/fact/table/palmettobayVillageflorida/IPE120221#IPE120221) and has members in our neighboring communities that are of lower socioeconomic status who visit our businesses, attend our schools and will all benefit from the guided implementation of a Comprehensive Roadway Safety Plan. The Village has always welcomed all people regardless of race, color, sex, religion, or socioeconomic status by not specifically creating projects for those groups, but by

ensuring all projects, events and community involvement opportunities are accessible and can help as many as possible.

Safe Routes- The Village prides itself on being known as the "Village of Parks" and we have recently completed a Parks Master Plan. We will be using this grant to build on that vision and provide Safe Routes to Parks by prioritizing alternative transportation methods to access our parks from surrounding neighborhoods. Opportunities will be explored for multi-use trails along South Florida Water Management District canal right of ways that can support exclusive off-street improvements across the Village. Our existing off street multi-use pathways (parks) will be analyzed to implement the most current best management practices for safety, lighting, and especially crossing locations including specific high visibility pavement markings and signage.

The Village has many top-rated schools within its boundaries and this grant will be used to facilitate a Safe Routes to Schools study of all public K-12 schools. Recommendations will help guide our design standards, roadway classifications and specific improvements can be funded through future implementation grants and other FDOT/TPO program funding. Beyond our schools and parks, bicycle and pedestrian mobility is a high quality of life factor connecting neighborhoods.

We look to improve walking, biking, and access to individuals with disabilities as a total percentage of our overall transportation system. The Village is committed to reducing roadway fatalities and environmental sustainability within our boundaries with the continued implementation of traffic circles at all two (2) lane centerline and half centerline road intersections. The replacement of traffic signals, except along US-1, will reduce greenhouse gas emissions, provide sustainable solutions and continued service during power outages, reduce speeding, provide safe ADA friendly crossings and avoid running of stop signs at our busy intersections around the Village. With this plan the Village hopes to improve rolling access through improved intersection ideas, walking signals and crosswalks leading to bus stops to better assist rolling users in accessing public transportation. Additionally reviewing context sensitive sidewalk widths in commercial areas and specifically a broad US-1 corridor policy plan will improve pedestrian access where we expect the greatest number of users. This grant will assess all existing street conditions ensuring broken and uneven sidewalks for users are identified, any missing or non-compliant ADA access ramps and street trees for shading pedestrians will be documented.

Finally, the Village will be looking at ways to coordinate with Miami-Dade County on improved access to the South Dade Busway and analyzing the location of existing and proposed bus stops to facilitate efficient connected bus routes with local transit circulator and surrounding land uses. The Village will be looking at how our circulator will need to be modified as a result of the County Bus Rapid Transit (BRT) project and exploring design ideas or inspirations that could bridge US-1 and directly connect

into major BRT stations under construction adjacent to the Village. US-1 is the greatest barrier between the Village and the South Dade Busway BRT line located adjacent to the Village municipal boundary immediately west of the US-1 right of way.

The objective of the Comprehensive Safety Action Plan is to provide the Village with a roadmap for future investments, repairs and renovations to achieve Complete Streets for All and Vision Zero. The Village looks forward to having one unified transportation planning and implementation action document that the Village will utilize for the five (5) year Capital Improvement Plan and all future private development projects. This document will be developed together with the public and the plan's policies will be set into the Village's Comprehensive Plan, zoning standards and Public Services' projects.

The final document should:

- Review all current Transportation Master Plans and existing Public Services documents. The design team will create examples for FDOT Context Based Solutions, Complete Streets and Vision Zero policies and design examples. The Village will address capacity through existing right-of-way designed for all users and prioritize building out alternative transportation infrastructure consistent with future Safe Routes funding, SS4A goals and actions towards a Vision Zero future within the Village on all non-state highways.

- Incorporate and update the Village's Sidewalk Master Plan with Public Services Department and conduct a sidewalk facility gap analysis. Specifically show best practices examples for sidewalk-roadway intersections meeting ADA compliance, reduced crossing distances and mid-block facilities, round-a-bout, signalized and non-signalized intersection crossings through a Vision Zero lens.

- Incorporate and update the Village's Bicycle Master Plan with the Public Services Department and conduct a bicycle facility gap analysis. Specifically show best practices examples for roadway types as associated with Context Based Solutions, Complete Streets and Vision Zero policies and design examples.

- Incorporate and update Miami-Dade County designated or proposed multi-use paths within the Village including all designs for county path signage and striping. Specifically, additional analysis and best practices will be requested along Old Cutler path for specific onsite considerations to improve path widths, location, driveway/street crossings, striping, signage, buffers/protection barriers from vehicles, lighting, and landscape bioswale considerations. Identify any roadway segments that could be easily altered to allow greater separation and/or stormwater infiltration. Identify locations where additional physical barriers are necessary to promote the route's public

safety. Identify any pinch points due to right of way, roadway location, landscape, or other barriers to the typical best practices design.

- Review each Miami-Dade County public school site within the Village for conceptual analysis and design ideas applicable to Safe Routes to Schools criteria as applied to immediately adjacent streets, public right of ways, and access from the public right of ways to the school entrances/exits. Suggest short term solutions, tactical urbanism solutions, pilot projects or quickly implementable alternatives through a Vision Zero lens.

- Review each State, County and Village park site within the Village for conceptual analysis and design ideas applicable to Safe Routes to Parks criteria as applied to immediately adjacent streets, public right of ways, and access from the public right of ways to the park entrances/exits. Suggest short term solutions, tactical urbanism solutions, pilot projects or quickly implementable alternatives through a Vision Zero lens.

- Create best practices and examples section for modern round-about installations at four (4) way intersections vs four (4) way stop or signalized intersections on center line and half center line roadways within neighborhoods. An example location rendering would be required, best practices criteria and enacted examples.

- Show best practices and examples section for connecting communities across large six (6) lane arterial roadways at intersections and non-signalized locations through overpass/underpass walkways, mid-block crossings (one (1) way sections downtown) and creating direct connections to public transitway stations. An example location rendering, best practices criteria and enacted examples for relative signalized and non-signalized locations.

- The final document will be an action plan that is very graphic in nature and shows examples and design precedents for best practices of specific types of bike, pedestrian, multi-use routes, ADA, round-a-bouts, intersection crossings, and types of traffic calming devices that can be implemented though the Village's Capital Improvements Program (CIP) over time and adjacent to individual site redevelopments.

- The action plan shall serve as the basis and backup for creating a five (5) year CIP Element of the Comprehensive Plan as required by Chapter 163, Florida Statues. This will include a prioritized listing of infrastructure improvements and goals. The action plan shall also incorporate all possibilities consistent with the Villages conservation, sustainability, stormwater management, low impact development, and alternative transportation solutions described throughout our Comprehensive Plan.

- An analysis of historical maps, FDOT designs & policies, redlining, locating government facilities or other practices that previously disenfranchised federally designated underserved neighborhoods, segregated neighborhoods or effectively divided communities through transportation decisions, designs, locations, or actions. This plan will suggest specific transportation interventions that can be implemented to reconnect communities across geographic or municipal boundaries.

- The action plan shall address physical-barrier-mitigation measures that could include land bridges, pedestrian bridges, bike lanes, linear parks, intersection improvements, signalization improvements, lighting, landscaping, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for neighborhoods especially, designated underserved communities that are also underserved by transportation choices.

- The action plan shall include new or improved walking, biking, and access to individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation.

- The action plan shall demonstrate how the final document improves racial equity and reduce barriers to opportunity.

- The action plan shall include a description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.

- Robust public engagement process, which will include a dedicated website/QR code link, stakeholder's meetings, workshops and presentations to the Village Council. Develop an online web map application with a survey using Geographic Information System (GIS) based software to allow public interaction throughout the process.

Integration of existing transportation master plans will be provided by the Village. This project will use all available existing traffic and crash data from multiple sources. This project does not include any new transportation data. This project is an action plan of best practices, examples and specific actionable project focus to achieve our Comprehensive Plan goals, implement our master plans, and achieve Vision Zero.

SECTION 5.0: Evaluation and Content of Proposals

Required RFQ Submittal Format

Title Page: Title page shall show the RFQ subject, title, and proposal number; the Proposers name; address and telephone number of the primary contact person; and the date of the proposal.

Tab 1 - Transmittal Letter: Responses limited to two (2) pages. The cover letter must include the full legal name of the Proposer; a brief summary of the proposing Proposer; a statement of the Proposers understanding of the scope of services to be provided; the address of the office conducting the service and of the office administering the proposal, the names of the person(s) who will be authorized to make representations for the Proposer, their titles, addresses, telephone numbers, and e-mail addresses. The cover letter must be signed by an authorized official of the Proposer, preferably the President. Proposer shall provide proof with its offer of signing authority for any official who signs the cover letter other than the President.

Tab 2 - Table of Contents: The table of contents must include a clear identification of the material, by section and by page number.

Tab 3 - Summary of Background, Qualifications: Thirty-five (35) points Page Limit - Forty (40) pages total

Criteria: Demonstrate that the Proposer has put together a complete team to take the project from concept to completion and has clear delineation of roles. The identified individuals who will be working on this project have worked on similar projects and have the capacity to fulfill their responsibilities.

This criterion measures the Project Team's organization, and the level of experience of the Proposer and subconsultant/subcontractor Personnel in relation to content and criteria described in this RFQ. Measurement of this criteria indicates the Village's confidence in the Proposer's ability to deliver the project in conformance to requirements associated with the project disciplines. This section shows how well the team collaborates, communicates, is organized and is resourced to meet all of the professional and specialty requirements to properly provide necessary services. It shows the overall level of the team's technical qualifications and understanding of topics to successfully complete the project based on the goals established by the Village.

Demonstrate an understanding of the RFQ criteria, technical principles necessary to complete the job, and ability to perform the work needed on the following areas:

- Vision Zero, Complete Streets, Context-Sensitive Designs, Safe Routes to Schools/Parks.
- Actionable results of Complete Streets, Vision Zero, Bike-Ped Master Plans, and Tactical Urbanism.
- Experience analyzing, documenting, and proposing neighborhood/city wide existing conditions and proposed best practices report/examples.
- Experience and knowledge of resiliency efforts (green infrastructure) in transportation projects.

This is supported and funded in part by a Federal grant and requires that project partners have adopted an equity and inclusion program/plan/statement or has otherwise instituted equity-focused policies related to projects procurement, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. *Identify the relevant programs, plans, policies or team members that address racial diversity, equity, minority-led, small business or other defined classes in the supporting narrative.*

Tab 4 - Project Approach/Timeline: Thirty-five (35) points Page Limit – Page Limit - Ten (10) pages total

Criteria: Proposed Approach to project execution including how it can be integrated with the Village's current GIS platform.

This criterion measures the Project Team Approach, vision, evaluation, and scheduling various elements and identify any constraints of the project as described in this RFQ. Measurement of this criteria reflects the Village's confidence that the team can deliver the vision, with proposed actions to meet the project goals and resolving any critical issues. It shows how well the team considers and presents innovative approaches to project implementation.

- Explain the scope of services to be provided as understood by the Proposer. Detail the services that your team will offer/provide.
- Describe the approach to achieving Vision Zero including any successful implementations.
- Describe the approach to public outreach and the expectation of a successful outreach program. Demonstrate examples of public outreach and specific techniques and technologies that could be utilized. Specifically, how to reach out to Federally recognized "underserved communities".
- Describe and analyze underserved communities that could have been impacted by prior transportation decisions, redlining and similar prior non-equitable treatment.

- Describe examples and techniques to graphically present an action plan for evaluating and presenting the data, reports, and deliverables identified into a singular document as described in your Scope of Work.
- Ability to have monthly follow-ups, provide PowerPoint presentations to council/residents.

Tab 5 - Similar Work: Twenty (20) points Page Limit - Page Limit - Ten (10) pages total

This criterion measures the relevant experience of the Proposer working on grants and specific topics in the RFQ.

- Demonstrate experience with transportation grants, deliverables, coordination, assistance with quarterly reports.
- Demonstration of completion of projects on budget and on-time.
- Describe the approach to analyzing existing documents and plans, synthesizing this information into one guiding document, and prioritizing topics, goals, examples by implementation complexity, time, cost, and external factors for implementation.
- Proposal shall indicate overall timeline, inclusive of project milestones and include information communicating the firm's ability to meet schedule and budget.

Tab 6 - References: Ten (10) points - Three (3) references

This criterion measures the relevant experience and customer experience through references of work relevant to this RPQ.

- Three (3) references shall be documented with supporting project facts, implementation, contacts, and budget.
- At least two (2) references must be municipal references with access to final product online, pdf for review.
- References will be contacted and deliverable reviewed for relevance.

5.1 Preparation of Proposals:

PROPOSAL SUBMITTAL CHECKLIST

To be responsive, the Proposer must submit the following items:

One (1) sealed envelope which includes: One (1) USB drive of your submittal no later than 3:00 p.m. EST February 16th, 2024.

This electronic version submitted on a USB drive of the proposal shall be in pdf form and shall include all the information and documentation requested. The electronic version of the proposal submission should be a continuous document in one (1) file and shall clearly identify the Proposer and labeled as "Safe Streets and Roads for All ("SS4A")" RFQ 2024-00-005 to include the name of the Proposer, address, contact person and phone number.

Please be sure that if the USB Drive is mailed through FedEx, UPS, USPS, etc., that the package is addressed/labeled to the below department and address. The proposal inside the package should also be addressed/labeled to the below department and address.

Village of Palmetto Bay
Village Clerk's Office
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Proposers are required to acknowledge receipt of any formal Addendum by signing the Addendum and including it with the Proposal submission. A Proposer's failure to include a signed formal Addendum in its Proposal submission may deem its Proposal non-responsive.

Proposal Evaluations and Ranking

The Evaluation Committee will evaluate and rank the proposals based on the following criteria. Proposers are encouraged to identify and include critical proposal elements and keep their proposals concise:

Criteria Points

Background, Qualifications and Experience	35
Project Approach/Schedule	35
Similar Work	20
References	10
Total Points	**100**

SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: _____

Name (typed): _____

Title: _____

Company: _____

Date:_____

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): _____

Title: _____

Company: _____

Date:_____

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA }
}
COUNTY OF MIAMI-DADE }

SS:

_____being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of: _____the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: _____

Name (typed): _____

Title: _____

Company: _____

Date:_____

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

SWORN STATEMENT PURSUANT TO
SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By _____

For _____

Whose business address is: _____

And (if applicable) its Federal Employer Identification Number (FEIN) is: _____

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: _____

Name (typed): _____

Title: _____

Company Name: _____

Date:_____

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared _____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by:

_____

(print individual's name and title)

for:

_____

(print name of entity submitting sworn statement)

whose business address is:

_____

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

_____

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 1210112213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: _____

Name (typed): _____

Title: _____

Company: _____

Date:_____

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, _____being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

_____

Federal Employer Identification Number (If none, Social Security Number)

_____

Name of *Entity, Individual, Partners or Corporation*

_____

Doing Business As (If same as above, leave blank)

_____

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

   Full Legal Name _____ Address _____ Ownership

   _____%

   _____%

   _____%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

   _____

   _____

   _____

   _____

   _____

   _____

   _____

Signature of Official: _____

Name (typed): _____

Title: _____

Company: _____

Date:_____

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

ACKNOWLEDGMENT OF CONFORMANCE WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We _____, Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay_____, RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of :

_____

(Sub-contractor's Names) to comply with such act or regulation.

Signature of Official: _____

Name (typed): _____

Title: _____

Company Name: _____

Date:_____

Attest: _____

Print Name: _____

Attest: _____

Print Name: _____

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
} SS:
COUNTY OF MIAMI-DADE }

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and _____ or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: _____

Name (typed): _____

Title: _____

Company Name: _____

Date:_____

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

_____

_____

_____

_____

_____

_____

Executed on _____ at _____ under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: _____

Name (typed): _____

Title: _____

Company Name: _____

Date:_____

E-VERIFY AFFIDAVIT

STATE OF _____

COUNTY OF _____

I,_____(the individual attesting below), being duly

authorized byand on behalf of_____(hereinafter

"Employer") after firstbeing duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent programused to verify the work authorization of newly hired employees pursuant to federal law in accordancewith NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee towork in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and thatemploys 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES _____
   b. NO _____
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verifyby any and all sub-contractors subsequently hired by Employer.

This_____day of_____, 20___.

_____

Signature of Affiant

Print or Type Name: _____

State of _____

County of _____

Signed and sworn to (or affirmed) before me, this the _____day of_____, 20____.My Commission Expires: _____

_____

Notary Public

NHCS – E-Verify 081815

Foreign Country of Concern Attestation

Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: _____

Title: _____

Signature: _____ Date: _____

Form **W-9**
(Rev. August 2013)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)

Business name/disregarded entity name, if different from above

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____

☐ Other (see instructions) ▶

Exemptions (see instructions):
Exempt payee code (if any) _____
Exemption from FATCA reporting code (if any) _____

Address (number, street, and apt. or suite no.)

Requester's name and address (optional)

City, state, and ZIP code

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number
☐☐☐ – ☐☐ – ☐☐☐☐

Employer identification number
☐☐ – ☐☐☐☐☐☐☐

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below), and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here | **Signature of U.S. person** ▶ | **Date** ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at *www.irs.gov/w9*. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

SECTION 7.0: Other Forms

VILLAGE OF PALMETTO BAY
NOTICE OF INTENT TO AWARD

TO: _____
Proposer

_____
Address

ATT: _____
Name and Title

PROJECT DESCRIPTION: Safe Streets and Roads for All ("SS4A")
RFQ No. 2024-00-005 in accordance with Contract Documents as prepared by the Village

This is to advise that the Village of Palmetto Bay intends to award the Contract for the above referenced Project as a result of your Proposal of: _____ Dollars ($_____) submitted to the Village of Palmetto Bay (Owner) on _____ (Date).

The Village Manager shall be receiving a recommendation and in turn will be bringing this project to the Village Council for approval. The awarded Proposer will be notified of the date to award.

Sincerely yours,

Alessia Bencomo, Procurement Specialist

Cc:
Attachment(s)

SECTION 8.0: Exhibits

Draft Contract for: Safe Streets and Roads for All ("SS4A")

Between the Village of Palmetto Bay, Florida and _____

THIS Contract is made and entered into as of the_____day of _____, 20_____, by and between the Village of Palmetto Bay, a Florida Municipal Corporation (the "Village"), and____(the "Company") and jointly referred to as the "Parties".

WHEREAS, the Village advertised a Request for Qualifications ("RFQ") on **January 16th, 2024** for a **Safe Streets and Roads for All ("SS4A")** (the Project"); and

WHEREAS, the Company submitted a Proposal date on **February 16th, 2024**, in response **RFQ# 2024-00-005**; and

WHEREAS, the Village Council, at a meeting held on _____, awarded the RFQ to the Company and agreed to enter into a Contract with the Company to perform the work described in the RFQ and Company's Proposal submitted in response to the RFQ (the "Work").

NOW THEREFORE, in consideration of the promises and the mutual covenants below, the Parties agree as follows:

TABLE OF CONTENTS

1. Exhibits
2. Scope of Work
3. Qualifications
4. Term
5. Contract Price
6. Notices
7. Termination
8. Indemnification
9. Insurance
10. Modifications/Amendments

DRAFT

11. Governing Law
12. Waiver
13. Assignment
14. Prohibition Against Contingency Fees
15. Conflict of Interest
16. Entire Agreement
17. Captions and Paragraph Headings
18. Joint Participation
19. Counterparts
20. Preservation of Village Property
21. Immigration Act of 1986
22. Company Non-Discrimination
23. Federal and State Tax
24. Public Records
25. Severability
26. E-Verify

Article I. Exhibits

The following Exhibits are incorporated by reference and made part of this Contract:

(i) Specifications and RFQ Documents prepared by the Village for the development of Safe Streets and Roads for All ("SS4A") RFQ# 2024-00-005.

(ii) Proposal for the Village prepared by the Company dated _____.

The above Exhibits are also collectively referred to as the "Documents". In the event of any conflict between the Documents or any ambiguity or missing specification or instruction, the following priority is established:

A. This Contract

DRAFT

B. Exhibit (i)

C. Exhibit (ii)

Article 2. Scope of Work

1. The Work is generally described as follows:

   The Village is committed to supporting Complete Streets for All and a Vision Zero goal. This action plan will review, update where needed and integrate all our current transportation master plans (all modes), existing traffic data, industry best practices, and Florida Department of Transportation (FDOT) Context Sensitive Classification System (except US-1) into one comprehensive document. These services are to be provided with certain performance measures defined by this RFQ.

2. The finished document shall include but not limited to: The Company's proposal for RFQ# 2024-00-005 "Safe Streets and Roads for All ("SS4A")"

3. Preparation errors resulting from any misstatements or omissions in the specifications that could easily have been ascertained by examining the concession stand. In the event that, after awarding the Contract, any dispute arises as a result of any actual or alleged ambiguity or defect in the specifications, or any other matter whatsoever, the Company shall immediately notify the Village in writing, and the Company shall continue to perform, irrespective of whether or not the ambiguity or defect is major, material, minor or trivial.

Article 3. Qualifications

The individual executing the Contract on behalf of the Company warrants to the Village that the Company is a corporation duly constituted and authorized to do business in the State of Florida, is in good standing and that Company possesses all required licenses and certificates of competency required by the State of Florida, Miami -Dade County, and the Village to perform the Work. The Company acknowledges that due to the nature of this Contract that the Company must take all necessary precautions to avoid accidents and shall comply with all local, state, and federal regulations that apply. The Company shall be solely responsible for the payment of any fines or penalties incurred as a result of its actions.

Lead Consultant for this Project is_____.

DRAFT

Article 4. Term

The term of this Contract shall commence upon the issuance of a purchase order and shall remain in effect until all the deliverables have been received and accepted by the Village.

Article 5. Contract Price

The guaranteed maximum price (GMP) shall include all Work necessary for the proper execution and completion of the Project. Based on the Company's proposal the total amount is _____ ($_____). The Company shall give prior notice to the Village if the Project exceeds the total price. The Company shall fund any additional costs that exceed the total price if the Company failed to provide prior notice to the Village.

The payment shall be as follows: Company shall submit invoices to: Village of Palmetto Bay, Community and Economic Development Department, 9705 E. Hibiscus Street, Palmetto Bay, Florida 33157. Only work that has been signed off as satisfactorily completed can be subject to payment.

Article 6. Notices

Any notices required or permitted by this Contract shall be in writing and shall be deemed to have been properly given if transmitted by hand-delivery or by Federal Express addressed to the Parties at the following address:

Village:	Company:
Nick Marano	Owner/Principal
Village Manager	Title
Village of Palmetto Bay	Company Name
9705 E. Hibiscus Street	Address1
Palmetto Bay, FL 33157	Address2

Article 7. Termination

A. Termination Without Cause

Either Party may terminate this Contract without cause upon thirty (30) days prior written notice to the other Party. Termination or cancellation of the Contract will not relieve the Company of any deliverables and Work product due prior to the termination of the Contract, including but not limited to reports, statements of accounts, payments due the Village and any other records requested by the Village prior to the termination of the Contract, or after termination in the Village's discretion if needed

DRAFT

for a post Contract audit. Termination of the Contract will not relieve the Company of any obligations or liabilities resulting from any acts committed by the Company prior to the termination of the Contract.

B. Termination with Cause

Without waiving the right to terminate without cause, a Party may issue a written notice to the other claiming that the other Party is in breach of Contract and giving the other Party ten (10) calendar days to cure the default. If the alleged breach of Contract is not cured, then the Party serving the notice may terminate the Contract and be excused from further performance following termination. However, termination of the Contract will not relieve the Company of any deliverables and Work product due prior to the termination of the Contract, including but not be limited to reports, statements of accounts, payments due the Village and any other records requested by the Village prior to the termination of the Contract.

Article 8. Indemnification

The Company shall indemnify, defend and hold harmless the Village and its officers, employees, agents and instrumentalities from any and all liability, losses or damages, including attorneys' fees and costs of defense at both trial and appellate levels, in which the Village or its officers, employees, agents or instrumentalities may incur as a result of claims, demands, suits, causes of actions or proceedings of any kind or nature arising out of, relating to or resulting from the performance of this Contract by the Company or its employees, agents, servants, partners, principals or sub-contractors. The Company shall pay all claims and losses in connection therewith and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the Village, against the Village in all, and shall pay all costs, judgments, and attorney's fees at trial and appellate levels which may issue as a result of the Company's negligence. The Company expressly understands and agrees that any insurance protection required by this Contract or otherwise provided by the Company shall in no way limit the responsibility to indemnify, hold harmless and defend the Village or its officers, employees, agents, and instrumentalities. One Percent (1%) of the Contract amount shall represent the consideration to be provided for this Indemnification. Nothing contained herein shall be deemed a waiver of Sovereign Immunity provided to the Village by Section 768.28, Florida Statutes. The Village shall not be liable for any damages or claims of any type including but not limited to lost profits, special damages, consequential damages, punitive damages or business interruption on account of the Village's decision to terminate this Contract. Additionally,

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the Company agrees that in the event this Contract is terminated for the Village's breach, the damages that the Company may have against the Village shall be limited to actual compensatory damages. The Parties knowingly, irrevocably, voluntarily, and intentionally waive all rights to trial by jury.

Article 9. Insurance

(A) The Award of this Contract is contingent upon the receipt of the insurance documents, as required, within ten (10) calendar days after Village Notice to Proceed issued to Company. Certificates of Insurance must be submitted to the Procurement Division. Certificates of Insurance that provide insurance coverage must meet the requirements outlined below; and name the Village as an additional insured.

- Comprehensive General Liability - $1,000,000 combined single limit for each occurrence for bodily injury and property damage and designating the Village as Additional Insured.
- Workers Compensation - Statutory Limits
- Automobile Liability - $1,000,000 per occurrence for all claims arising out of bodily injuries or death and property damages.

All insurance policies must be issued by companies authorized to do business under the laws of the State of Florida. The companies must be rated no less than "B+" as to management and no less than "Class V" as to strength by the latest edition of Best's Insurance guide, published by A.M. Best Company, Olwick, New Jersey, or its equivalent, or the Company must hold a valid Florida Certificate of Authority as shown in the latest "List of All Insurance Companies Authorized or Approved to do Business in Florida," issued by the State of Florida Department of Insurance and are members of the Florida Guaranty Fund.

Certificates of Insurance must indicate that for any cancellation of coverage before the expiration date, the issuing insurance carrier will to mail thirty (30) day written advance notice to the Village.

In addition, the Company agrees not to modify the insurance coverage without thirty (30) days written advance notice to the Village.

Compliance with the foregoing requirements shall not relieve the Company of its liability and obligations under this section or under any other section in the Contract.

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If the insurance certificate is received within the specified time frame but not in the manner prescribed, the Company shall be verbally notified of such deficiency and shall have an additional five (5) calendar days to submit a corrected certificate to the Village. If the Company fails to submit the required insurance documents in the manner prescribed within five (5) calendar days after Village notification to comply, the Company shall be in default of the contractual terms and conditions and award of the Contract will be rescinded, unless such time frame for submission has been extended by the Village.

Article 10. Modification-Amendment

This writing and exhibits contain the entire Contract of the Parties. No representations were made or relied upon by either Party, other than those that are expressly set forth. No agent, employee, or other representative of either Party is empowered to modify and amend the terms of this Contract, unless executed in writing with the same formality as the execution of this Contract. No waiver of any provision of this Contract shall be valid or enforceable unless such waiver is in writing and signed by the Party granting such waiver.

Article 11. Governing Law

This Contract shall be construed in accordance with and governing by the laws of the State of Florida. Exclusive venue for any litigation shall be in the state courts of Miami-Dade County, Florida.

Article 12. Waiver

The failure of either Party to object to or to take affirmative action with respect to any conduct of the other which is in violation of the terms of this Contract shall not constitute a waiver of the violation or breach, or of any future violation, breach, or wrongful conduct. No waiver by the Village of any provision of this Contract shall be deemed to be a waiver of any other provision of any subsequent breach by the Company of the same, or any other provision of the Contract. The Village's consent to or approval of any act by the Company requiring the Village's consent or approval shall not be deemed to render unnecessary the obtaining of the Village's consent to or approval of any subsequent consent or approval of Company, whether or not similar to the act so consented to or approved.

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Article 13. Assignment

The Company shall not assign, transfer, convey, sublet, or otherwise dispose of this Contract.

Article 14. Prohibition Against Contingent Fees

The Company warrants that, other than a bona fide employee working solely for the Company, no person has been retained to solicit or secure this Contract, and that it has not paid or agreed to pay any person, corporation, individual or entity any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Contract.

Article 15. Conflict of Interest

The Company agrees to adhere to and be governed by the Village's Conflict of Interest Ordinance 2-121, et seq, which is incorporated by reference as if fully set forth.

Article 16. Entire Agreement

No statements, representations, or warranty, either written or oral, from whatever source arising, except as expressly stated in this Contract, shall have any legal validity between the Parties or be binding upon either. The Parties acknowledge that this Contract contains the entire understanding and agreement of the Parties.

Article 17. Captions and Paragraph Headings

Captions and paragraph headings contained in this Contract are for convenience and reference only and in no way define, describe, extend, or limit the scope and intent of this Contract, nor the intent of any of its provisions.

Article 18. Joint Preparation

The preparation of this Contract has been a joint effort of the Parties and shall not be construed more severely against either Party. It is the Parties further intention that this Contract shall be construed liberally to achieve its intent.

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Article 19. Counterparts

This Contract may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Contract.

Article 20. Preservation of Village Property – Not Applicable

~~The Company shall provide and install suitable safeguards, approved by the Village, to protect Village property from injury or damage. If Village property is injured or damaged resulting from the Company's operations, it shall be replaced or restored at the Company's expense. The property shall be replaced or restored to a condition as good as when the Company began work. The Company shall keep the premises and surrounding area free from accumulation of debris and trash related to the Work.~~

Article 21. Immigration Act of 1986

The Company warrants on behalf of itself, and all sub-contractors engaged in the performance of this Work that only persons authorized to work in the United States pursuant to the Immigration Reform and Control Act of 1986 and other applicable laws shall be employed in the performance of the Work. The Company must comply with Sec. 274A(e) of the Immigration and Nationality Act.

Article 22. Company Non-Discrimination

In the award of sub-contracts or in performance of this Work, the Company agrees that it will not engage in, nor permit such sub-contractors as it may employ, to engage in discrimination in employment of persons on any basis prohibited by State or Federal law in accordance with FHWA requirements (CFR § 26.13).

Article 23. Federal and State Tax

The Village is exempt from payment of Florida State Sales and Use Taxes. The Company shall not be exempted from paying sales tax to its suppliers for materials used to fulfill contractual obligations with the Village, nor is the Company authorized to use the Village's Tax Exemption Number in securing such materials The Company shall be responsible for payment of its own and its share of its employee taxes and Social Security benefits.

Article 24. Public Records

Florida law provides that municipal records should be open for inspection and copying under Section 119, Florida Statutes, the Public Records law. All information and materials received by the Village in connection with this Contract shall become the property of the Village and shall be deemed

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to be public records subject to public inspection. The same responsibility lies on the Company, as it shall keep records and if asked to retrieve them by the Village, they must do so to abide by the Public Records law. IF THE COMPANY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE COMPANY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS: Missy Arocha, marocha@palmettobay-fl.gov or call 305-259-1234. Further information on Section 119, F.S. can be found https://www.flsenate.gov/Laws/Statutes/2020/0119.0701.

Article 25. Severability

If any term or provision of this Contract shall to any extent be held invalid or illegal by a court of competent jurisdiction, the remainder of this Contract shall not be affected thereby, and each term and provision of this Contract shall be valid and be enforced to the fullest extent permitted by law.

Article 26. E-Verify

In accordance with Florida Statute Chapter 448.095, a public employer, Contractor, or sub-contractor may not enter into a Contract unless the Consultant/Contractor/Company registers and uses the Federal E-Verify System. Thus, the Authority may not enter into or renew any Contract with a Consultant/Contractor/Company that is not enrolled and uses the E-Verify system, and such Company is obligated to do so. The Authority may ask for verification that the Consultant/Contractor/Company has registered and is using the E-Verify system. The Consultant/Contractor/Company may not be barred or penalized because they receive inaccurate information form the E-Verify program and hires or employs an ineligible person. Nothing in this section may be construed to allow intentional discrimination of any class protected by law.

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IN WITNESS WHEREOF the undersigned Parties have executed this Contract on the date indicated above.

(Company Name)

_____	_____
Nick Marano, Village Manager	Owner/Principal, Title

Attest:

_____

Village Clerk

Missy Arocha

APPROVED AS TO FORM

_____

Village Attorney

John C. Dellagloria

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SAFE STREETS AND ROADS FOR ALL ("SS4A") RFQ NO.: 2024-00-005

BCC Engineering, LLC
Victor H. Herrera, PE
6401 SW 87th Avenue, Suite 200
Miami, FL 33173
305.670.2350
Feburary 16, 2024

bcc engineering

GETTING THERE JUST GOT EASIER™

1

TRANSMITTAL LETTER



1. TRANSMITTAL LETTER

February 16, 2024

Village of Palmetto Bay, Municipal Center
9705 E. Hibiscus Street, Palmetto Bay, Florida 33157

RE: SAFE STREETS AND ROADS FOR ALL ("SS4A") 2024-00-005

Dear Members of the Selection Committee,

In Miami-Dade County, the safety and efficiency of the streets are fundamental to the overall well-being and connectivity of the community. Understanding this, the Village of Palmetto Bay is taking proactive steps by implementing a comprehensive Street Safety Action Plan, integrating transportation plans, community input, and traffic data. BCC Engineering, LLC (BCC) is firmly committed to both the development and execution of this crucial Street Safety Action Plan.

Legal Name	BCC Engineering, LLC
Offices	*Conducting services & administering the proposal:* 6401 SW 87th Avenue, Suite 200, Miami, FL 33173 *Conducting services:* 4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309
Authorized Representative	Victor H. Herrera, PE, Senior Vice President 6401 SW 87th Avenue, Suite 200, Miami, FL 33173 305-670-2350 | VHerrera@bcceng.com

FIRM INTRODUCTION

BCC, with one of the largest locally headquartered professional workforces in South Florida, is proud to lead this highly skilled and experienced group to accomplish the Village's objectives. BCC, has dedicated itself to fulfilling the demands of both our private and public sector clientele. ***We explore every possible scenario, brainstorm every concept, and leave no idea unconsidered.***

Our expertise lies in the realm of planning, design, and construction management, encompassing a wide spectrum of services including civil, environmental, structural, site development, traffic engineering, multi-modal transit, complete streets, and highway engineering projects.

WHAT SETS BCC APART

We have created a National Practice specifically to complete Vision Zero and SS4A Action Plans and the subsequent associated Implementation plans. The lead staff proposed for this project have significant experience in planning, operations, and design. BCC will leverage the tenets of the USDOT Safe System Approach. **At the forefront of SS4A initiatives, BCC boasts a proven track record, exemplified by our successful orchestration of the Miami-Dade County Vision Zero Action plan.** With a comprehensive team adept at navigating projects from conception to completion, BCC secured an impressive $16.2M earmarked for implementation at 24 crucial locations within the County's high-injury network along high-speed arterial and collector roads.

Our mastery of Vision Zero and SS4A is a testament to BCC's focused initiative, demonstrated since the inception of SS4A funding. We have proactively educated our staff on this pivotal opportunity to enhance safety in our communities. These endeavors have not only positioned BCC as the preferred SS4A consultant in various opportunities across the state, but have also recently solidified our role as the SS4A consultant for Chatham County, Georgia. The continued success of our initiatives underscores BCC's commitment to excellence in the realm of transportation safety and improvement.



PROJECT MANAGER

Stephanie Romero, PE, is our proposed Project Manager for this project. She has over 18 years of experience that uniquely positions her to comprehend the diverse needs of pedestrians, cyclists, commuters, and the broader community. Stephanie stands out as the ideal candidate for the role of project manager for this assignment, having recently accomplished a stellar Safe Routes to School (SRTS) study for the Miami-

1. TRANSMITTAL LETTER (CONT.)

Dade County Transportation Planning Organization (TPO). Her exemplary work in the SRTS program, dedicated to ensuring safe walking and biking routes to and from schools, showcases her exceptional skills. Stephanie not only spearheaded the development of grant funding applications but also crafted comprehensive reports crucial for integration into the FDOT's Grant Application Program (GAP). Her deep understanding of regional planning intricacies and adherence to federal grant guidelines positions Stephanie as an invaluable asset. Given her track record of successfully navigating grant applications and managing projects with precision, Stephanie is poised to play a pivotal role in the seamless and successful delivery of the Village's SS4A initiative. **Stephanie has gained in-depth knowledge of the intricacies associated with developing a safe environment, including aspects such as hurricane evacuation routes, one-way access for residents and businesses, provisions for pedestrians and cyclists, public involvement initiatives, considerations for sea level rise, and strategies for enhancing resiliency.** Her expertise extends to encompass the entire planning process, adeptly managing public involvement efforts, and ensuring seamless agency coordination.

UNDERSTANDING OF THE SCOPE OF WORK

BCC understands the Village aims to achieve several key objectives through its SS4A initiative. Our focus will be to assist the Village in achieving these goals:

- ***Focus on enhancing access to public transportation*** - optimizing bus stop locations (such as the South Dade Busway) to improve connectivity with local transit and surrounding areas.
- ***Prioritize safety around schools*** - by conducting Safe Routes to Schools studies and implementing recommendations to enhance pedestrian and bicycle infrastructure; an exercise BCC is actively performing currently for Miami-Dade County.
- ***Commitment to reducing roadway fatalities*** - and improving environmental sustainability through measures such as implementing traffic circles, replacing traffic signals, and improving ADA accessibility.
- ***Create a Comprehensive Safety Action Plan*** - which will aim to provide a road map for future investments and renovations to achieve Complete Streets for All and Vision Zero goals, with a unified transportation planning document guiding future projects and integration with existing master plans.

BCC is ready to partner with the Village of Palmetto Bay to help their community enhance mobility, safety, and sustainability within its boundaries through a comprehensive approach to transportation planning and implementation. We take great pride in our work, and we will work with the Village to make this initiative a complete success. We look forward to working with you.

Victor H. Herrera, PE, Principal-in-Charge
BCC Engineering, LLC

See BCC's Signing Authority Certificate in the "Required Proposal Submittal Forms" section.

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SUMMARY OF BACKGROUND, QUALIFICATIONS



3. SUMMARY OF BACKGROUND, QUALIFICATIONS

BCC ENGINEERING

BCC Engineering began in 1994 and is a Miami-Dade County firm specializing in planning, design, and construction management for various civil engineering projects such as environmental, structural, site development, traffic engineering, multi-modal transit, complete streets, and transportation. Our team of principals and senior engineers holds extensive experience in major building, infrastructure, and transportation projects. As a Miami-Dade County-based company involved in over $4 Billion worth of transportation projects, we're thrilled at the chance to apply our know-how. Our experience, coupled with collaborations with local and national firms, further bolsters our ability to successfully deliver this project for the Village of Palmetto Bay.

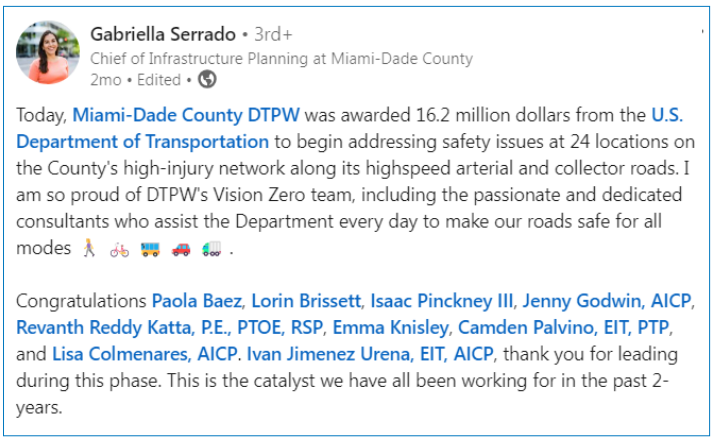
In response to the federal initiative to promote safer streets in our communities, Safe Streets for All (SS4A), BCC Engineering, has created a National Practice Team to focus on the delivery of expertly prepared Action Plans and subsequently, through subsequent grant awards, the delivery of thoughtful and cost-effective Implementation Plans. The key elements of the practice and its application to each community are:

- ***Locally led*** – Stephanie Romero, our Project Manager has local ties to the community.
- ***An expert traffic planning and analysis team*** - drawn from our top traffic and transportation professionals company-wide with understanding of all transportation modes and inclusive of a grant writer to assure applicability of the work effort.
- ***Support from local sub-consultants*** with expertise in Public/Stakeholder involvement.
- ***Oversight from an internal Planning Study Management Team*** to ensure consistency of work product.

While SS4A is a relatively new program, many communities like Miami-Dade County have undertaken similar programs to make the streets safer. Our unique experience on the Miami-Dade Vision Zero project has helped us gain insights on how to prepare Action Plans and prepare Implementation Plans suitable for applying for project funding.

Our National Practice Team has already been awarded two of the first SS4A projects in the state of Georgia and continues to work with Miami Dade County in the implementation of their Vision Zero SS4A Program. We hope that we can bring this unique experience to serve your community.

We are excited to have assembled a team of national and local professionals, that will bring a wealth of experience to this initiative guaranteeing its success! **This is a proven team**, Consor has been working hand-in hand with BCC in the implementation of the Vision Zero Project for Miami-Dade County. ***We learned recently that the implementation grant submitted on behalf of the County was awarded for the full amount requested: $16.2 M! *See Below:***



Gabriella Serrado • 3rd+
Chief of Infrastructure Planning at Miami-Dade County
2mo • Edited •

Today, Miami-Dade County DTPW was awarded 16.2 million dollars from the U.S. Department of Transportation to begin addressing safety issues at 24 locations on the County's high-injury network along its highspeed arterial and collector roads. I am so proud of DTPW's Vision Zero team, including the passionate and dedicated consultants who assist the Department every day to make our roads safe for all modes 🚶 🚲 🚌 🚗 🚚 .

Congratulations Paola Baez, Lorin Brissett, Isaac Pinckney III, Jenny Godwin, AICP, Revanth Reddy Katta, P.E., PTOE, RSP, Emma Knisley, Camden Palvino, EIT, PTP, and Lisa Colmenares, AICP. Ivan Jimenez Urena, EIT, AICP, thank you for leading during this phase. This is the catalyst we have all been working for in the past 2-years.

Our team includes Lorin Brissett and Revanth Katta from BCC, along with Jenny Godwin, and Isaac Pinckney from Consor. They played integral roles in working on the County grant and will continue to work with us on this SS4A for the Village of Palmetto!

CONSOR

Consor is a North American transportation and water infrastructure consulting firm offering planning, engineering design, structural assessment, program management, and construction services. Their diverse team of experts live and work alongside clients, providing thoughtful solutions to create inspiring communities together. People choose Consor because they know they will get a better experience and be better for the experience—whether they're a client, a teammate, or a partner. Consor has successfully delivered solutions for hundreds of projects in Florida to help improve transportation safety and

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

operations, as well as addressing connectivity, placemaking, and building communities. Companywide, Consor has completed more than 30 Vision Zero plans, local road safety plans, and safety studies. As a result, their team brings Palmetto Bay a strong blend of expert planners and engineers to deliver a high-quality, data-driven, and community-informed action plan.

KIMLEY-HORN

Kimley-Horn is a full-service planning and engineering firm that specializes in multimodal planning and transportation safety in Florida and across the country. Our permanent staff is comprised of more than 7,400 professional, technical, and support staff nationwide, including 1,385 employees in 20 offices throughout Florida. Kimley-Horn employees 38 of the nation's Road Safety Professionals (RSP) and 103 Professional Traffic Operations Engineers (PTOE). We have been serving the communities in Miami-Dade County for over 40 years and have served the Village of Palmetto Bay since its incorporation.

Kimley-Horn developed one of the first Safety Action Plans in Florida explicitly outlined to adhere to the SS4A program for the Capital Region Transportation Planning Agency (CRTPA) and is currently working on several similar plans nationally. We have a thorough knowledge of the process and resources required to develop a comprehensive SS4A Action Plan and are thrilled at the opportunity these federal dollars bring to our local communities. Kimley-Horn has also supported a wide spectrum of clients with grant applications for SS4A Planning and Demonstration Grants and Implementation Grants in both FY 2022 and 2023. These efforts resulted in our clients securing more than $58 million in SS4A funding for their jurisdictions from coast to coast—a 75% success rate with SS4A Planning and Implementation grants for our clients.

CALTRAN

CALTRAN offers direct support and actively participates in the management of numerous traffic projects for the Florida Department of Transportation. The company has successfully undertaken preliminary engineering and design responsibilities, encompassing tasks such as report preparation, the development of alternative solutions, conceptual design, corridor studies, simulations, and GIS data analysis. In tandem with their traffic and planning expertise, CALTRAN oversees projects related to traffic impact studies, traffic circulation analysis, PD&E (Project Development and Environment) studies, modeling, traffic forecasting, signalization, scoping reports, and the implementation of safety countermeasures.

QUEST

Founded in 1995, Quest is a DBE/WBE certified firm with a respected reputation for serving hundreds of public-sector clients throughout Florida and nationally. Our full-service strategic communications and marketing firm provides public involvement, strategic communications, in-house multimedia, technology, and creative services.

We are very deliberate and intentional about public involvement, ensuring as many stakeholders as possible are engaged. Our public involvement team's dedication to gaining local perspective enables us to create detailed and accurate public engagement plans, compile robust stakeholder lists, coordinate required public meetings and/or hearings, and provide timely documentation of all public involvement activities.

We have led communication outreach for numerous safety campaigns and have helped clients shape short-term and long-term master plans. This includes the Indian River County Bicycle & Pedestrian Master Plan Update, for which we organized four community workshops spread throughout the county and used mapping visualizations, among other tools, to get input regarding road safety and favored routes for pedestrians and cyclists. We are currently coordinating a series of pop-up events for Broward County Transit's Comprehensive Operational Analysis project to obtain feedback from bus passengers and other stakeholder groups. These pop-up events specifically target under served communities. We recently completed Martin County Transit's MARTY system bus route map and schedule flyer, which folds to pocket size. Re-branded MARTY materials feature QR codes linking to bus arrival updates and other route content.

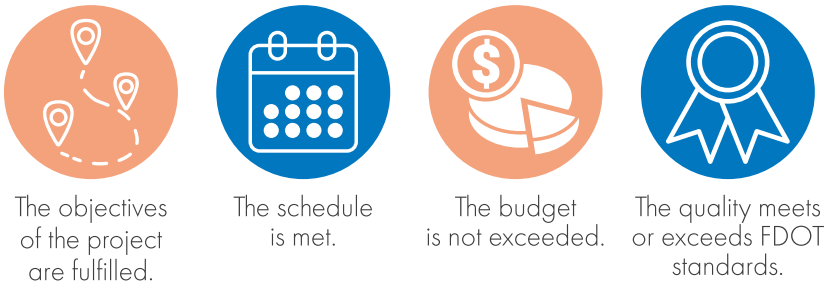
Quest has mastered direct mailer campaigns using our award-winning full-service creative design team and using our in-house GIS services to ensure comprehensive coverage in distribution. All of Quests' content and media coordination with new and existing publications meet ADA compliance standards.

PROJECT MANAGEMENT APPROACH

The main ingredients to deliver this project successfully must include highly qualified Team members, a detailed Project Management Plan, an organized Communication Plan, and

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

FOCUS ON THE SUCCESS OF THE PROJECT



The objectives of the project are fulfilled.

The schedule is met.

The budget is not exceeded.

The quality meets or exceeds FDOT standards.

a thorough QA/QC Plan. The following summarizes our management approach.

Team - For the success of this project, it is imperative that the right personnel be assigned to the project, and a level of redundancy be provided to meet your schedule. With that in mind, our Team members were selected based on our understanding of the project scope, SS4A Implementation experience, availability, and experience working on similar projects. Furthermore, our team was meticulously curated, with a deliberate emphasis on individuals who not only possess a wealth of experience working together but also bring a collective history of collaboration with the Village and proficiency in handling comparable projects. The selection of our subconsultants was guided by factors such as their office proximity to the project site, shared teamwork history on projects, and a demonstrated track record of successful collaboration with the Village. A noteworthy example of our longstanding partnership is Kimley-Horn, serving as the Village's trusted stormwater consultant since 2004. Their continuous involvement has provided invaluable insights into the Village's evolving infrastructure needs, making them an integral part of our cohesive and experienced project team.



Project Management Plan (PMP): Our Management Team follows our in-house Project Management Plan (PMP) which promotes uniformity across all disciplines and subconsultants. The PMP addresses internal management, coordination with the the Village of Palmetto Bay and other external stakeholders, and management of risk items. This document will be tailored specifically for the project based on scope, budget, and schedule, and will include the Quality Management Plan (QMP), list of anticipated deliverables, organizational chart, team contact list, lines of communications, escalation matrix, and risk analysis.

Internal Communication Plan: As the Project Manager, Stephanie Romero, PE will maintain a project file and prepare invoices on a monthly basis with progress report and payout curves attached. Any supplementals and/or optional services will also be monitored on a monthly basis.

Kick-off Meeting: Within a week of Notice to Proceed (NTP), the Team will hold a kick-off meeting to discuss the schedule and review the list of anticipated deliverables. We will review the organization chart, distribute a team contact list with all roles identified, and establish the lines of communication. We will also distribute the BCC Quality Management Plan (QMP) and review the QA/QC process with the team. This meeting will serve as the first of the bi-weekly meetings to be held through the duration of the project.

Bi-Weekly Meetings: Bi-weekly meetings will be held to discuss submittal dates including full schedule updates, milestone schedule updates, and 30/90/180-day look-ahead dates. All project issues will be discussed, and an action items list created. Meeting minutes will be prepared and distributed to all parties.

Continuous Communication: The project's schedule demands that clear lines of communication between Team members are established early, confirmed often, and frequently utilized. Interaction through applications such as Zoom, Outlook, and Microsoft Teams will be constant and documented. File sharing of project design files, report templates, work-in-progress drafts of reports, meeting agendas, meeting minutes, and other project documents will be achieved with enhanced FTP sites that provide team members real time access to all files on BCC's server as well as the use of live documents on OneDrive. We will also utilize a project specific SharePoint site to track issues and documents.

Communication Plan - External

- **Village of Palmetto Bay:** It is our understanding Dionisio Torres and Alexander Adams will be leading the project on behalf of the Village. They will be the point of contact for the Village and will always be kept in the loop of all project issues and schedule updates. In addition to the technological

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

resources (Teams, Zooms, Email, FTP, One Drive, etc.), they will have direct access to Victor Herrera (Principal-in-Charge) and Stephanie Romero (Project Manager) through cell phone for immediate assistance. We find that technology such as emails, while effective and appropriate for documentation and issue tracking, have shortcoming compared to direct conversation and impromptu meetings. In short, we know and exercise effective communication and partnering.

▶ Stakeholders: Our Team is prepared to hold public meetings with stakeholders and will support the City with any flyers, presentations, graphics/boards, attendance, and meeting minutes as required. The meeting minutes will be completed in a timely manner and include action items and follow up meetings. Stakeholder requests that influence project scope or expectations will be immediately communicated to the Village PMs along with options and potential impact.



▶ Regulatory Agencies: Inter-agency Meetings shall all be coordinated through the Village. Meetings will be held early on in the project to establish criteria, and continue on an as-needed basis to follow up on items such as permit review status, and re-confirm awareness of the project schedule.

▶ External Utility Companies (UAOs): Our Senior Utility Coordinator, Rick Duran (BCC) will take a proactive approach in assisting the design effort by contacting utility owners early on to acquire records, plans, and as-builts to help identify potential conflicts and create the opportunity for the Engineering Team to design for avoidance.

Decision Making and Documentation: This project will greatly benefit by taking a pro-active approach to solving project issues. This starts by providing solutions to challenges that includes all relevant information. All decisions with back up information will be documented in a "Project Decision Book" which will be a living document throughout the life of the project. An Action Item List will also be created and reviewed at every internal bi-weekly meeting.

Quality Assurance/Quality Control Plan (QA/QC): Our Team will prepare a project-specific Quality Management Plan (QMP) within a week of NTP to be shared with the entire Team. This QMP will ensure all project elements conform to Miami-Dade County and other applicable criteria as well as industry best practices and include proper documentation providing evidence that the project was developed, designed, and constructed in compliance with all applicable criteria and guidelines. The QMP will be followed by all subconsultants. The QMP addresses all project documents, not just the plans, and will include QC checklists, independent reviews by senior professionals, constructability reviews by experienced design-build and CEI staff, review of ERC comments, incorporation of lessons learned, and review tools (i.e. checklist, knowledge base docs, etc.). Ariel Millan, PE will serve as the QA officer and will be responsible to ensure that all documents strictly follow the QC process as outlined in the QMP.

UNDERSTANDING OF THE RFQ CRITERIA

The BCC Team understands the criteria and technical principles necessary to successfully deliver the Street Safety Action Plan (SSAP) for the Village of Palmetto Bay.

Vision Zero, Complete Streets, Context-Sensitive Designs, Safe Routes to Schools/Parks: Our Team has extensive experience working with key references that will inform the development of strategies and solutions that are context sensitive, address the goal of Vision Zero, and account for a complete streets approach. We will give special attention to ensure safe accommodations for vulnerable road users walking or biking on their way to school or to parks via of a Safe Routes to Schools and Parks focus.

Our proposed Project Manager, Stephanie Romero, recently accomplished a stellar Safe Routes to School (SRTS) study for the Miami-Dade County Transportation Planning Organization (TPO). Stephanie not only spearheaded the development of grant funding applications but also crafted comprehensive reports crucial for integration into the FDOT's Grant Application Program (GAP).



3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

Team member Kimley-Horn developed the ***Miami-Dade County Complete Streets Design Guidelines***, a primary reference that will be used for the strategies developed for the Village Street Safety Action Plan. Working with the Village, these Guidelines will assist the team in providing policy and a design guidance framework for the SSAP. The framework will be geared towards the development of streets that are safe for all users, with consistency in policy and design across all street projects within the Village. Our team will identify context-sensitive street elements and design features consistent with federal and state best practices to be incorporated into the framework. Our team will include guidance and criteria in the framework that will facilitate the preparation of design plans as part of a subsequent implementation phase based on principles of safer, more comfortable, and accessible streets so that walking and bicycling are viable transportation choices.

Our Team will follow the ***Florida Safe Routes to School Toolkit*** to develop criteria for the Safe Routes to School Framework to be established as part of this SSAP. As part of the general outreach efforts on this project, we will include questions in the surveys to help determine why families use their chosen transportation means, why students do or do not walk or ride a bicycle to school, and what can be done to change attitudes. The survey audience will involve a wide cross section of prospective respondents including adults, neighbors, and students given their local knowledge is invaluable, and they can help in conducting these localized assessments. Following the survey assessments, our Team will conduct site assessments to identify hazardous walking conditions within 2 miles of the school identified. We will create maps to visualize the findings from these site assessments documenting traffic patterns, highlighting sidewalks and crosswalks, and identifying any issues such as gaps or poor visibility found during site visits. The intent of this effort will be to rank and identify potential future projects from the SSAP that can be submitted for Safe Routes to School Grant Funding. We have already developed numerous Safe Routes to School Plans as part of the ***Miami-Dade TPO GPC VII #22 Safe Routes to School Infrastructure Plans***, Miami, FL where Safe Routes to School plans were developed for six schools. The plans include safe route determinations, infrastructure improvements, cost estimates, and a walking map.

Our Team will follow the Florida Safe Routes to Parks Action Framework (National Recreation and Parks Association) to develop criteria for the Safe Routes to Parks Framework to be established as part of this SSAP. The general framework will include:

- A delineation of the community associations/members and stakeholders who need to be coordinated with during all stages of the process.
- An assessment of community priorities based on data and community input. This will be an especially important step to aid in the ranking and prioritization of safe routes to parks that will emerge from the SSAP efforts.
- Development of priority areas, setting of goals and specific actions, identification of policy improvements, and the integration into Village of Palmetto Bay's plans and policies.
- Development of implementation framework that incorporates best practices in engineering, design and programming with a strong focus on ensuring personal safety.
- A recommended framework to ensure that efforts are continued, integrated into Village functions and are positively affecting neighborhoods within the Village.

Actionable results of Complete Streets, Vision Zero, Bike-Ped Master Plans, and Tactical Urbanism: Our Team understands that achieving actionable results is where the proverbial "rubber meets the road," marking the ultimate manifestation of a successful Safety Action Plan. Members of our Team worked closely with the City and County of Denver, embarking on a collaborative effort to implement a tactical urbanism project along Santa Fe Drive in Denver, Colorado. The project aimed to re-purpose a vehicle travel lane, transforming it into an expanded pedestrian walkway zone.

Utilizing a range of materials including rubberized curbs, flexible delineators, AstroTurf, temporary planters, white duct tape, and sidewalk chalk, our team creatively crafted the pedestrian zone. The enhancements were strategically designed to provide additional sidewalk space for comfortable circulation, introducing parklets with a variety of seating options. Safety measures such as curb extensions were integrated to ensure the well-being of pedestrians.

This project demonstrated a commitment to proactive urban planning and community engagement. By transforming a conventional street space into a vibrant pedestrian-friendly environment, it not only showcased the potential for tactical urbanism, but also contributed to creating safer and more inviting public spaces in the City of Denver. This initiative exemplifies a dedication to tangible outcomes and underscores the importance of collaboration in achieving lasting positive change.

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)



Santa Fe Drive project.

The realization of these results starts with a commitment to certain actions/milestones followed by the establishment of Key Performance Indicators that become the measurements of incremental success for each area of concern. Like our Team has done on our work with the Miami-Dade Vision Zero Action Plan Update, the following are examples of Key Action Commitments (KACs) and Key Performance Indicators (KPIs) that can provide a framework for achieving Actionable Results from the Village's SSAP:

▶ Complete Streets

- **KAC**: Emphasize Vulnerable Users
- **Responsible party**: Village of Palmetto Bay Staff/Council
- **Strategy**: Adopt a Village resolution prioritizing the most vulnerable users in the following order: people walking/accessing transit, people biking and using micro-mobility modes, transit vehicles, and freight and personal vehicles.
- **KPI**: Adopt resolution within a year of completion of the Village SSAP.

▶ Vision Zero

- **KAC** : Ensure Policies and Programs Support Vision Zero
- **Responsible party**: Village of Palmetto Bay Staff/Council
- **Strategy**: Enact policy, legislative, and programmatic changes to improve traffic safety.
- **KPI**: Number of policy updates instituted annually that support Vision Zero.

▶ Bike-Ped Master Plans

- **KAC**: Improve the safety and accessibility for all bicyclists and pedestrians within the Village of Palmetto Bay
- **Responsible party**: Village of Palmetto Bay
- **Strategy**: Plan and develop more bikeways, multiuse paths, improving sidewalks and closing gaps in network.
- **KPI**: Number of new bikeways, paths that are programmed annually for implementation.

▶ Tactical Urbanism/ Quick-Builds

- **KAC**: Maximize opportunities to deploy quick-build, short-term, low-cost projects to target safety concerns Village Wide
- **Responsible party**: Village of Palmetto Bay
- **Strategy**: Establish Tactical Urbanism deployment team within the Village to fast track the review and approval of Quick Build projects
- **KPI**: Number Quick Build Projects deployed annually within the Village

Experience analyzing, documenting, and proposing neighborhood/city wide existing conditions and proposed best practices report/examples: Our Team has a wealth of experience with Neighborhood/Citywide Existing Conditions working with best practices that will be directly relevant to this project. Team member Consor, has developed a Sidewalk Quality Index Tool that they used in the Existing Sidewalk Assessment study they performed for the Town of Lyon Colorado. The Tool uses condition, type, width, and material as input parameters and produces a quality rating based on these criteria. The project team also conducted a mapping survey with the public and met with the Town Board and Planning commission to identify areas of need. Using this information, the team developed a phased list of prioritized projects, associated cost estimates, funding strategies, and an implementation plan for the Town to guide future sidewalk improvements. As the Town builds these projects, Lyons will be a more comfortable place to walk, with connections to shops and restaurants downtown, school, work, and around the neighborhood. Our Team will deploy a similar approach in developing a framework for the Village of Palmetto Bay SSAP.

Experience and knowledge of resiliency efforts (green infrastructure) in transportation projects

▶ Sea Level Rise And Resiliency

SOUTHEAST FLORIDA REGIONAL CLIMATE CHANGE COMPACT

In 2010, the Southeast Florida Regional Climate Change Compact was established by Broward, Palm Beach, Miami-Dade, and Monroe County, recognizing the profound impact of weather-related events in a region where 5.8 million residents reside within 20 miles of the ocean. Highlighting this significance, in 2012, the effects of Superstorm Sandy,

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

coinciding with seasonal high tides, inflicted substantial damage on coastal areas within Miami-Dade and adjacent counties. Responding to this imperative, a 2013 infrastructure resilience study in the four-county region, funded by an FHWA climate resilience pilot study program, focused on road and rail components identified by the Southeast Florida Transportation Council (SEFTC). Our firm, BCC Engineering, headquartered locally in Miami-Dade County, brings extensive expertise in resiliency efforts, particularly in green infrastructure for transportation projects. The vulnerability score developed in the FHWA study, considered exposure, sensitivity, and adaptive capacity, emphasized the impact of permanent sea level rise, storm surges, and heavy precipitation events. Beyond road infrastructure, our experience acknowledges the broader consequences of inundation on seawalls, buildings, drainage swales, canals, retention ponds, and water/wastewater facilities.

Recognizing that resilience to climate change is crucial, especially for the Village of Palmetto Bay, our firm stands as an expert partner. The community, thriving and dynamic, faces the intricate challenge of harmonizing the enjoyment and conservation of its water environment while addressing water resources-related issues. Our local presence is a strategic advantage, enabling us to provide critical guidance tailored to the specific challenges faced by the Village while working in parallel on your Safe Streets for All initiative.

The Village's stormwater management challenges are compounded by low-lying topography, further exacerbated by tidal waters impacting critical infrastructure. BCC Engineering is uniquely positioned to offer comprehensive solutions, drawing on our wealth of experience in green infrastructure to ensure the resilience of transportation projects through Safe Streets for All. Considering our understanding of the financial and social implications of climate change, as highlighted in the report "Stormy Future for U.S. Property/Casualty Insurers," we bring not only technical expertise but also a commitment to addressing the growing risks posed by extreme weather events. Our firm is eager to contribute to the Safe Streets for All contract, providing innovative strategies that align with Palmetto Bay's vision for sustainable and resilient development. Without a strategic plan for the future, the Village will become more susceptible to the ever-increasing impacts of:

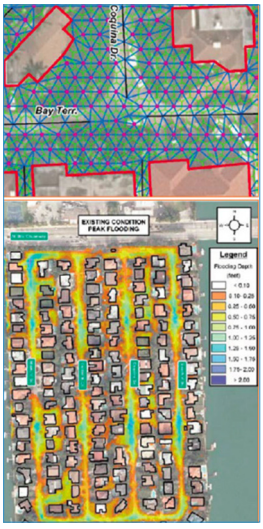
THE BCC TEAM INCLUDES THE VILLAGE'S CONSULTANT THAT AUTHORED THE ORIGINAL 2004 STORMWATER MASTER PLAN AS WELL AS THE 2014 AND 2020 STORMWATER MASTER PLAN UPDATE!

Project	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Drainage Sub-Basin #61	$772,905										$772,905
Drainage Sub-basin #11					$1,015,000	$435,000					$1,450,000
Drainage Sub-basin #12							$372,000	$558,000			$930,000
Drainage Sub-basin #39								$612,000	$408,000		$1,020,000
Drainage Sub-basin #41						$508,000	$762,000				$1,270,000
Drainage Sub-basin #42									$558,000	$372,000	$930,000
Drainage Sub-basin #43		$1,099,000	$471,000								$1,570,000
Drainage Sub-basin #57/96			$864,000	$1,296,000							$2,160,000
Localized Drainage Improvement Projects	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,000,000
Annual O&M	$704,000	$704,000	$704,000	$704,000	$704,000	$704,000	$704,000	$704,000	$704,000	$704,000	$7,040,000
Total	**$1,576,905**	**$1,903,000**	**$2,139,000**	**$2,100,000**	**$1,819,000**	**$1,747,000**	**$1,938,000**	**$1,974,000**	**$1,770,000**	**$1,176,000**	**$18,142,905**

Excerpt from 2020 Stormwater Capital Improvement Program Budget Summary.

- Rising sea-level and groundwater table;
- Increasing intensity, frequency, and duration of rainfall events and storm surges;
- Increasing magnitude of king tide events, storm surge;
- Deteriorating coastal infrastructure, and receding seagrass habitat

▶ Stormwater Planning and Design for Resiliency



The BCC Team understands that water is the critical element that defines the Village's quality of life. Located at low elevations, with limited space and climate uncertainty, the BCC Team will implement creative and innovative solutions in its planning design strategies to effectively allocate Village resources and maximize the benefits to the community.

Stormwater infrastructure planning and development can be a catalyst for creating resilient communities. The BCC Team will align our SS4A efforts to help the Village meet its goals by:

- **Aligning with the City's 2020 Stormwater Master Plan** – Effective capital improvement plan (CIP) spending to align proposed improvements with anticipated CIP expenditures.
- **Increasing Resilience** – Addressing specific local issues (i.e., one size does not fit all) and incorporating opportunities for collaboration to "multiply" the value of the community's investment when looking at SS4A opportunities.

3. SUMMARY OF BACKGROUND, QUALIFICATIONS (CONT.)

- **Betterment of Community** – Improving the quality of life.

The Village has been engaging in discussions on issues that will shape the Village's next 25 years. Our Team recognizes the valuable work that the community has done so far and will utilize it as SS4A projects are identified through this exercise.

Our Team recognizes that sea-level rise, groundwater rise, and climate change create continually evolving conditions, which include a new reality to which we must adapt. Our extensive experience with the effects of sea-level and groundwater rise within coastal communities of Miami-Dade and Broward County facilitates our understanding and coincides with the issues faced by the Village.

▶ Green Infrastructure

Our Team's planning and design choices will be influenced by solutions incorporating key resiliency elements and Blue-Green Infrastructure Best Management Practices (BMPs). Our approach focuses on providing solutions that will address the current infrastructure deficiencies, while implementing strategic planning and design decisions that address the adverse impacts of climate change.

In doing so, the quality of life for the Village's current residents will be enhanced and maintained for future residents while also accommodating the Village's anticipated infrastructure.

▶ Friendly, Nature-Based Solutions

Water quality is also a priority for the Village and the region. Integrated Blue-Green system planning will pro-vide stormwater control and opportunities for community amenities and recreational features. As a critical strategy, Blue-Green Stormwater Infrastructure can provide multiple community benefits. Green solutions can be implemented to enhance water quality, reduce rainfall runoff volume into Biscayne Bay, provide green spaces that make communities more resilient, reduce impacts of king tides and storm surges while addressing observed flooding problems.

Some of these resilient elements that can be incorporated into an SS4A project includes:

- Bio-Swales
- Buffer Strips
- Tree Filters
- Planter Boxes
- Green Streets
- Rain Gardens
- Living Shorelines
- Permeable Pavement
- Urban Tree Canopy
- Downspout Disconnection

The primary purpose of Blue-Green Infrastructure solutions is to provide source control of stormwater pollution prior to discharging into the tidal water, while concurrently addressing the adverse impacts of climate change.

Our Team's methodology for implementing Green Infrastructure is grounded in our experience of the entire life-cycle. Our interdisciplinary Team has developed successful Blue-Green Infrastructure and sustainable planning projects around the state. We have provided leadership in planning and design, overseen construction, and guided maintenance.

The pages that follow demonstrate our Project Team's Organizational Chart, followed by their resumes.

▶ *Why Choose BCC?*

BCC Engineering prohibits discrimination on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), parental status, national origin, age, disability, genetic information (including family medical history), political affiliation, military service, or other non-merit-based factors. Our commitment to equal opportunity employment applies to all persons involved in our operations and prohibits unlawful discrimination by any employee, including supervisors and coworkers. Our equal opportunity policy is operationalized on project's such as the Palmetto Bay SSAP where we have assigned Stephanie Romero, a strong and capable Latina professional who will lead the BCC Team if we are fortunate to be selected.

- ✓ Ability to take project from concept to completion
- ✓ Similar projects
- ✓ Prior collaboration by proposed team
- ✓ Uniquely qualified Project Manager
- ✓ Successfully provided similar services
- ✓ Ability to meet schedule/milestones
- ✓ Local leadership
- ✓ Prior experience working on Vision Zero, Complete Streets, Context Sensitive Designs, Safe Routes to Schools/Parks
- ✓ Experience and knowledge of resiliency efforts in transportation projects

ORGANIZATIONAL CHART

VILLAGE OF PALMETTO BAY

PROJECT MANAGER
Alexander Adams

PROJECT MANAGER
Dionisio Torres



PRINCIPAL-IN-CHARGE
Victor H. Herrera, PE (BCC)



PROJECT MANAGER
Stephanie Romero, PE (BCC)



QA/QC OFFICER
Ariel Millan, PE (BCC)



DATA REVIEW / MASTER PLANNING
Naveed Jaffar, PE, PTOE (BCC)

TRANSPORTATION MASTER PLAN REVIEWS
Revanth Katta, PE, PTOE, RSP1 (BCC)
Danyu Shi, AICP (BCC)
Jenny Godwin, AICP (CON)
Lindsay Slautterback, AICP (KHA)

BICYCLE / SIDEWALK MASTER PLAN AND GAP ANALYSIS
Patrick Peters, PE (BCC)
Stewart Robertson, PE (KHA)
Rachel Roberts, AICP (CON)

SCHOOL / PARK ACCESS REVIEWS
Ravi Wijesundera, PE (KHA)
Yashwanth Venapally (BCC)
Krystian Boreyko, AICP (CON)

GRANT SUPPORT & PLANNING STUDY
Stephanie Romero, PE (BCC)
Lorin R.C. Brissett, PE (BCC)

COMMUNITY INEQUITIES REVIEW AND INTERVENTIONS
Ian Rairden, PE (KHA)
John McWilliams, PE (KHA)
Josh Mehlem, LEED AP (CON)
Isaac Pinckney, III (CON)

TRAFFIC & DATA COLLECTION
Juan S. Calderon, PE (CAL)
Moe Lavasani, PhD, PE, PTOE (CAL)



DESIGN STRATEGIES / CONCEPT FRAMEWORK
Andrew List, PE (BCC)

MULTI-USE PATHS
Patrick Peters, PE (BCC)
Stewart Robertson, PE (KHA)

ROUNDABOUT DESIGN STRATEGIES
Nils Corrales, PE (BCC)
John McWilliams, PE (KHA)

STREET CROSSING STRATEGIES
Maria Florez, PE (BCC)

PARTNER AGENCY COORDINATION
Stephanie Romero, PE (BCC)
John McWilliams, PE (KHA)

DESIGN SUPPORT & RESILIENCY
Junior Henry, PE (BCC)
Michelle Rossi, PE (BCC)
Lazaro Ferrero, PE (BCC)

GIS ANALYSIS
SungRyong Han (BCC)
Zhenlu Huang (BCC)

VISION ZERO SAFETY STRATEGIES
Lorin R.C. Brissett, PE (BCC)
Revanth Katta, PE, PTOE, RSP1 (BCC)

PUBLIC INVOLVEMENT
Terri Cure (QCA)

THE BCC TEAM

BCC BCC Engineering, LLC
CAL CALTRAN Engineering Group, Inc. (DBE/SBE)
KHA Kimley-Horn & Associates, Inc.
CON Consor Engineers LLC
QCA Quest Corporation of America, Inc. (DBE)

DBE FDOT Disadvantaged Business Enterprise | **SBE** FDOT Small Business Enterprise



VICTOR H. HERRERA, PE

PRINCIPAL-IN-CHARGE

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
21

EDUCATION
BS in Civil Engineering, Florida State University, 2004

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 71164, 2010

Mr. Herrera has 21 years of combined experience in construction management and civil engineering design. He has experience in coastal design, land development, utility design, and program management/owner's representative, for both public and privately held projects. In these roles, Victor has been responsible for contract management, sub-consultant/contractor oversight, project scheduling, regulatory compliance and permitting, and design-build management.

Victor is a Senior Vice President with BCC and serves as the Infrastructure Operations Manager for the firm. He is responsible for management, profitability, and direction of the firm's staff, establishing and monitoring procedures and processes, adherence to corporate and company policies, project contractual terms and quality control procedures. Victor frequently serves as a Project Principal or Project Director for large or significant projects and is responsible for marking sure that BCC is providing the appropriate technical resources to assure delivery of quality service and products to our clients on time and within budget.

RELEVANT EXPERIENCE

FLAGLER STREET DOWNTOWN BEAUTIFICATION – CIVIL ENGINEERING SERVICES FOR ROADWAY, PARKING, AND PEDESTRIAN ACCOMMODATIONS | CITY OF MIAMI | CONTRACT MANAGER/PRINCIPAL | This City of Miami Office of Capital Improvements project involves the beautification of Flagler Street in Downtown Miami and includes roadway, parking, and pedestrian accommodations. The professional civil engineering services include performing full roadway reconstruction utilizing concrete brick pavers, eliminating curbing and replacing with flush valley gutters and continuous trench drains, widening sidewalks, providing a valet parking system, reconfiguring on-street parking, and coordinating with the landscape architect to propose trees in a corridor saturated with underground utilities designed and permitted for relocation. The purpose of this project is to make Flagler Street in Downtown Miami a more pedestrian-friendly roadway, where the street can be closed for special events, creating a street plaza environment. In addition, this project is introducing several traffic calming measures, including narrowing the travel lanes, and implementing decorative high-visibility pedestrian cross walks and decorative street furniture. This project also includes providing new hardscape patterns, designing street lighting, designing a new water distribution line and two sanitary sewer gravity lines, and re-designing the drainage system to provide a 100-year service life operation. Furthermore, this project includes extensive coordination with Miami Downtown Development Agency, Miami Parking Authority, Utility Agency Owners, and permitting authorities.

PARKS BOND PROGRAM MANAGEMENT SERVICES | CITY OF DORAL | PRE-CONSTRUCTION DIRECTOR | BCC is part of the Program Management Team for the City of Doral Parks Bond Program. The City's residents passed the General Obligation Parks Bond for $150 million that would help fund the construction of future Doral park projects. The bond funded projects include Doral Central Park, White Course – Walk to Park, Morgan Levy Park, Doral Meadow Park, Trails & Tails Park, and Cultural Arts Center. Park improvements consist of green spaces, nature areas, sports fields, play areas, infrastructure, an aquatic facility, community center, multi-purpose rooms, cultural amenities, walking/biking trails, specialty recreation areas, and safety features. The program will also fund the addition and renovation of 5-mile multi-purpose trails throughout the City and an elevated pedestrian bridge passing over NW 41st Street along NW 117 Ave. Mr. Herrera oversees the development of all Request for Qualifications, Request for Proposals, and is the lead negotiator with the selected consultants/contractors. Mr. Herrera has successfully finalized negotiations on a $20M CM@Risk GMP for the first phase of the Bond's signature project and is currently managing the solicitation for the $5M Pedestrian Bridge. BCC is currently providing pre-construction services, project management, and project coordination on the 8 projects that will be constructed over the coming years.



ARIEL MILLAN, PE

QA/QC OFFICER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
30

EDUCATION
MS in Civil Engineering, Florida International University, 1999

BS in Civil Engineering, Florida International University, 1995

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 54572, 1999

Texas No. 134292, 2019

Georgia No. 043804, 2018

Puerto Rico No. 28118, 2021

South Carolina No. 36558, 2019

With 30 years of transportation engineering experience, Mr. Millan oversees major projects as differing leadership capacities. His responsibilities include project delivery, coordination with subconsultants, staff management, and mentoring. Actively involved in the firm's alternative delivery task force, he focuses on innovative solutions for transportation challenges. Additionally, Mr. Millan supervises design/production personnel and ensures effective quality control/quality assurance.

RELEVANT EXPERIENCE

GMX WORK PROGRAM 50001.030: DESIGN-BUILD PROJECT FOR THE DOLPHIN STATION PARK-AND-RIDE TRANSIT TERMINAL FACILITY | GREATER MIAMI EXPRESSWAY AGENCY (GMX)/MIAMI-DADE DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS/HALLEY ENGINEERING CONTRACTORS, INC. | PROJECT MANAGER AND ENGINEER-OF-RECORD | BCC Engineering served as the prime designer for a new Park-and-Ride transit terminal west of Dolphin Mall in West Miami-Dade. The project involved planning, designing, permitting, and constructing the facility and its access road (Dolphin Station Road). It included parking for 804 spaces, bus bays, continuous canopy, outdoor seating, bicycle storage, electric vehicle charging stations, Parking Management System, Bus Information System, transit hub building, landscaping, fencing, lighting, "Kiss-and-Ride" drop-off areas, security surveillance, and gateway features. BCC's responsibilities covered site planning, civil/site design, transit, drainage, environmental, architectural support, ITS, structural engineering, water and sewer design, and transportation planning/traffic engineering.

CITY OF FORT LAUDERDALE TRAFFIC AND TRANSPORTATION ENGINEERING CONSULTANT SERVICES CONTINUING CONTRACT | CITY OF FORT LAUDERDALE | PROJECT MANAGER AND ENGINESER-OF-RECORD | BCC Engineering provided professional services related to a continuing contract for traffic and transportation engineering consultant services including, but not limited to: overseeing, planning, directing, coordinating, and implementing the planning, design, development, funding, construction and administration of complex City transportation related programs and projects involving work with City engineers and technical staff; and establishing funding plans for City transportation related projects and programs; including identification of research and completion of the appropriate forms and applications.

FLAGLER STREET DOWNTOWN BEAUTIFICATION – CIVIL ENGINEERING SERVICES FOR ROADWAY, PARKING, AND PEDESTRIAN ACCOMMODATIONS | CITY OF MIAMI DEPARTMENT OF CAPITAL IMPROVEMENTS PROGRAM | PROJECT MANAGER AND ENGINEER-OF-RECORD | This project involved full roadway reconstruction, sidewalk widening, valet parking system provision, on-street parking reconfiguration, and coordination with landscape architects for tree placement in an area with relocated utilities. The goal was to enhance Flagler Street's pedestrian-friendliness, allowing closure for events and creating a street plaza. Traffic calming measures included narrowed lanes, decorative crosswalks, and street furniture. The project featured new hard-scape patterns, street lighting, and drainage system redesign for a 100-year service life. It also included utility coordination, new water distribution line design, and two sanitary sewer gravity lines, with extensive coordination with permitting authorities, Miami Parking Authority, and Miami Downtown Development Agency (DDA).



STEPHANIE ROMERO, PE

PROJECT MANAGER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
18

EDUCATION
BS in Civil Engineering, 2006
New York University Polytechnic School of Engineering

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 77593

Ms. Romero has 18 years of engineering experience where she has served as Engineer of Record and as Deputy Project Manager for planning and design projects. Her expertise includes Transportation Planning for Project Development and Environmental Studies, structures design and analysis for fixed bridges, movable bridges and miscellaneous structures including Intelligent Transportation Systems, bridge load ratings, structural inspections, and Design Criteria development which include plans, specifications, cost estimates and engineering reports. She is knowledgeable with design codes such as American Association of State Highway and Transportation Officials (AASHTO), American Concrete Institute (ACI), American Institute of Steel Construction (AISC), and local and state (FDOT) criteria.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO IMPLEMENTATION PLAN | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: TRANSPORTATION ENGINEER | Miami-Dade DTPW's Vision Zero goal is to eliminate fatal and serious injuries within our transportation network by 2040. BCC Engineering led a highly qualified team to provide technical and professional support to the DTPW in performing activities in the furtherance of this goal. Project activities include the planning and design of range of strategies and countermeasures targeted to reduce fatal and serious injury crashes on the high injury and priority locations identified from the Miami-Dade DTPW 2021 Vision Zero Framework Plan. The development of countermeasures was performed according to the Safe System Approach (sanctioned by the Federal Highway Administration), locations were identified where interim improvements could be installed, conceptual design plans and cost estimates were prepared to facilitate the programming and implementation of safety projects. Planning activities included public and municipality outreach and gathering of data, Design activities include CAD design plans and budget preparation. In addition to providing consulting services to M-D DTPW in all these areas, as the prime consultant on the project, BCC Engineering led the preparation of an application to request federal funds from the Safe Streets and Roads for All (SS4A) Grant Program to fund the implementation of a portion of the Top 100 locations for implementation within Miami-Dade County.

GENERAL PLANNING CONSULTANT SERVICES CONTRACT (GPC), GPC VIII TWO #34 US-1 BICYCLE AND PEDESTRIAN BRIDGE FEASIBILITY STUDY | MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO | ROLE: PROJECT MANAGER | The purpose of this task work order is to conduct a feasibility study for the implementation of pedestrian and bicyclist access across U.S. 1 at the Coconut Grove, Dadeland North and Dadeland South Metrorail Stations to maximize safety, mobility and accessibility for pedestrians and bicyclists crossing U.S. 1.

GENERAL PLANNING CONSULTANT SERVICES CONTRACT (GPC), GPC VIII TWO #48 ENHANCING SAFE ROUTES TO SCHOOL PROGRAM ALONG THE SOUTH DADE TRAIL | MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION (TPO | ROLE: PROJECT MANAGER | The purpose of this Study is to review bicycle and pedestrian access needs from public schools in the South Miami-Dade area to the South Dade Trail from Dadeland to Florida City and assess the current "Safe Routes to School" (SRTS) program's ability to address the identified needs. This Study will involve an analysis of current Miami-Dade County SRTS, bicycle/pedestrian, and Vision Zero efforts for the period of 2017-2022, and will provide recommendations that will enhance and support future programming of connections to the South Dade Trail from neighboring schools, and how to amend the SRTS program to include trail connections as eligible criteria to address system gaps. Connectivity is a key factor to qualify for possible future funding.



LORIN R.C. BRISSETT, PE

GRANT SUPPORT

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
28

EDUCATION
MS in Civil Engineering, 1995, Georgia Institute of Technology

BS in Civil Engineering, 1994, The City College of New York

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 56846

Mr. Brissett has 28 years of Transportation Engineering experience. Mr. Brissett is an experienced project manager with special emphasis in traffic engineering, transportation facilities planning, traffic analyses and studies as well as process mapping and development of transportation engineering/ planning systems. His technical strengths include traffic safety and operations, transportation planning and impact studies and modeling of transportation networks. He has analyzed and managed various projects for public and private sector clients.

Mr. Brissett has experience in making presentations to various stakeholders in matters related to transportation engineering and planning. He has extensive knowledge of and facility with various professional, engineering and planning software including: CORSIM Microsimulation, Synchro, HCS, AutoCAD, and the Florida Standard Urban Transportation Model Structure-FSUTMS Travel Demand Software.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO IMPLEMENTATION PLAN | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: PROJECT MANAGER | Miami-Dade DTPW's Vision Zero goal is to eliminate fatal and serious injuries within our transportation network by 2040. BCC Engineering led a highly qualified team to provide technical and professional support to the DTPW in performing activities in the furtherance of this goal. Project activities include the planning and design of range of strategies and countermeasures targeted to reduce fatal and serious injury crashes on the high injury and priority locations identified from the Miami-Dade DTPW 2021 Vision Zero Framework Plan. The development of countermeasures was performed according to the Safe System Approach (sanctioned by the Federal Highway Administration), locations were identified where interim improvements could be installed, conceptual design plans and cost estimates were prepared to facilitate the programming and implementation of safety projects. Planning activities included public and municipality outreach and gathering of data, Design activities include CAD design plans and budget preparation. In addition to providing consulting services to M-D DTPW in all these areas, as the prime consultant on the project, BCC Engineering led the preparation of an application to request federal funds from the Safe Streets and Roads for All (SS4A) Grant Program to fund the implementation of a portion of the Top 100 locations for implementation within Miami-Dade County.

DISTRICTWIDE TRANSPORTATION PLANNING ORGANIZATION SUPPORT | FDOT DISTRICT 6 | ROLE: CONTRACT MANAGER | Provided engineering support services for the performance of diverse planning and administrative services necessary to administer the TPO Program within the FDOT District 6 geographic boundaries. This was a Task Work Order contract providing services including document reviews, technical reviews, and general in-house support to FDOT. Other could include assisting the Miami-Dade Transportation Planning Organization meet all federal requirements to secure and maintain funding for the implementation of their Unified Planning Work Program (UPWP) as well as the five-year Transportation Improvement Program (TIP) and Long-Range Transportation Program for the metropolitan planning area.

MIAMI-DADE CORAL WAY TRAFFIC STUDY FROM SW 117 AVE TO SW 87 AVE | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: PROJECT MANAGER | This traffic study assessed current and future congestion on SW 24th Street (Coral Way) to identify capacity and multimodal deficiencies. The focus was on evaluating potential intersection changes to enhance safety and operations in the area. The study included an analysis of left turn signal phasing at signalized intersections with "permissive only" phasing, using the Intersection Control Evaluation (ICE) procedures to rank alternative scenarios based on operational and safety performance. A displaced left turn configuration was identified as a viable option for the Coral Way and SW 107th Avenue intersection.



REVANTH KATTA, PE, PTOE, RSP1

TRANSPORTATION ENGINEER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
10

EDUCATION
MS in Civil Engineering, 2015
University of Florida

BS in Civil Engineering, 2013
National Institute of Technology Calicut, India

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 85922

Mr. Katta has hands-on experience in conducting traffic analysis and operations, safety studies, transportation planning and modeling, Advanced Traffic Management System (ATMS) Intelligent Transportation Systems (ITS), and design-build projects. Mr. Katta has experience in transportation planning projects and specializes in using computer software for traffic engineering analysis, with practical work experience conducting the level of service and other capacity analyses. He also had Traffic/ITS internship experience, where he worked closely with Traffic and ITS engineers to ensure reliability, quality and satisfaction for each project. Duties have included analysis of preparing schematics and analyzing engineering data, offering recommendations for traffic and driving policies, designing transit and analyzing the effect of transit areas. His coursework included traffic engineering, transportation systems analysis, traffic flow theory, advanced urban transportation planning and transportation models. Software experience includes Synchro, CORSIM, Highway Capacity Software (HCS), Microsoft Office, AutoCAD (Computer-aided design software), MicroStation, Statistical Package for the Social Sciences (SPSS), and C++ Programming language and had experience using Highway Capacity Manual (HCM), Manual on Uniform Traffic Control Devices (MUTCD) and Institute of Transportation Engineers (ITE) Trip Generation Manuals.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO IMPLEMENTATION PLAN | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: TRAFFIC OPERATIONS AND SAFETY ENGINEER | Miami-Dade DTPW's Vision Zero goal is to eliminate fatal and serious injuries within our transportation network by 2040. BCC Engineering led a highly qualified team to provide technical and professional support to the DTPW in performing activities in the furtherance of this goal. Project activities include the planning and design of range of strategies and countermeasures targeted to reduce fatal and serious injury crashes on the high injury and priority locations identified from the Miami-Dade DTPW 2021 Vision Zero Framework Plan. The development of countermeasures was performed according to the Safe System Approach (sanctioned by the Federal Highway Administration), locations were identified where interim improvements could be installed, conceptual design plans and cost estimates were prepared to facilitate the programming and implementation of safety projects. Planning activities included public and municipality outreach and gathering of data, Design activities include CAD design plans and budget preparation. In addition to providing consulting services to M-D DTPW in all these areas, as the prime consultant on the project, BCC Engineering led the preparation of an application to request federal funds from the Safe Streets and Roads for All (SS4A) Grant Program to fund the implementation of a portion of the Top 100 locations for implementation within Miami-Dade County.

CORAL WAY STUDY SW 117 AVE TO SW 87 AVE | MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS | ROLE : TRANSPORTATION ENGINEER. | Engineering Services for Traffic Analysis. This traffic study evaluated existing and future congestion along SW 24th Street (Coral Way) corridor to quantify capacity and multi-modal deficiencies while evaluating potential changes to intersections that can improve the safety and operations within the study area. As part of this study BCC evaluated the warrants for left turn signal phasing at various signalized intersections along the corridor where the existing phasing is "permissive only" to determine if protected phasing was warranted. BCC used the Intersection Control Evaluation (ICE) procedures to quantitatively evaluate several intersection control scenarios (alternatives) in order to rank the alternatives based on their operational and safety performance. A displaced left turn configuration was identified as a viable alternative for the intersection of Coral Way with SW 107th Avenue. In addition to the analysis and development of intersection improvements, BCC developed conceptual layouts and cost estimates to prepare the project for the final design phase.



YASHWANTH RAO VENAPALLY

SAFETY AND TRAFFIC ANALYSIS ENGINEER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
2

EDUCATION
MS in Transportation Engineering, 2022
University of California

Post Graduate Program in AI and Machine Learning, 2021 Purdue University

BS of Technology in Civil Engineering, 2020
Vellore Institute of Technology

Mr. Venapally has more than 2 years of experience in transportation engineering. As a transportation engineer he has worked on different highway projects. He is well equipped with experience in VISSIM, SYNCHRO, HCS, AIMSUN, ArcGIS, QGIS, SolidWorks, AutoCAD and Photoshop. He is also fluent in various Programming Languages: Python, VBA, R, C, C++, Java, MATLAB, HTML, CSS, JavaScript, and jQuery.

RELEVANT EXPERIENCE

MOBILITY PERFORMANCE REPORT | FLORIDA TURNPIKE ENTERPRISE | ROLE: TRAFFIC ENGINEER | Mr. Venapally worked as the Traffic Engineer for the "Mobility Performance Report", INRIX & HERE data. His duties included Modification & development of R and Python scripts to summarize & illustrate the whole year's travel time and speed data (NPMRDS) for all the turnpike facilities. He computed traffic measures like Planning Time Index (PTI), Speed, Travel Time Reliability, Delay and Congestion percent and Mapped the speed and PTI profiles using ArcMap.

WESTERN BELTWAY (SR 429) WIDENING" TSM&O & PD&E | FLORIDA TURNPIKE ENTERPRISE | ROLE: TRAFFIC ENGINEER | Mr. Venapally analyzed multiple alternatives at US-192 interchange to eliminate the queue spills to the mainline at the Southbound off-ramp; Presented the TSM&O performance results to the clients which persuaded them to add the project to the work-program; Developed the Vissim and Synchro models for the interchange including the routing, inputs, signal timings and result sheets; Performed the field analysis to verify signal timings, queues and to calibrate the Vissim model, automated the extraction and generation of Vissim results by integrating Macros scripts into Python; and Compared & documented the performance of the US-192 arterial with 6 intersections for Build vs No-build for future and existing years.

SUNCOAST PARKWAY (SR 589) 1&2" PD&E | FLORIDA TURNPIKE ENTERPRISE | ROLE: TRAFFIC ENGINEER | Mr. Venapally screened various intersection alternatives like Roundabout, Continuous Green-T, Signalized Intersection among others at Suncoast and W Dunnellon Rd using Cap-X, SPICE & ICE tools, developed Excel templates and Python scripts to automate the raw hose data summarization and traffic profiles that saved more than 1 hour for this project, and it could be easily used for other projects and tasks saving more time; Summarized and established the traffic profile (mainline and intersections) for the project area consisting of 5 interchanges; and Calculated the Cumulative Equivalent Single Axle Loads (ESALs) for resurfacing projects and future design of pavement.

FEASIBILITY STUDY OF EMERGING TRANSPORTATION TECHNOLOGIES FOR TEXAS | TXDOT | ROLE: RESEARCH SCHOLAR | Part of the Texas Department of Transportation (TxDOT) funded 2-year project. Mr. Venapally identified the emerging transportation technologies [ETTs] like Hyperloop, UAVs and 8 others; and Assessed and screened ETTs based on the feasibility aspects like economic, environmental, safety, and efficiency, among others by reviewing 100+ research papers and articles meticulously.



DANYU SHI, AICP

SR. TRANSPORTATION PLANNER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
12

EDUCATION
MS Urban Planning, 2011
Texas A&M University

BS of Construction Management, 2009
Tongii University

REGISTRATIONS/ CERTIFICATIONS
American Institute of Certified Planners, AICP No. 028498, 2015

Ms. Shi is a transportation planner and traffic engineer responsible for transportation planning and modeling. She is experienced with planning and geographic information system software, such as Florida Standard Urban Transportation Model Structure (FSUTMS), Cube, VISSIM, Highway Capacity Software (HCS), Synchro, CORSIM, and ArcView/ArcGIS. Additionally, she is knowledgeable in computer-aided drafting and design (CADD) software AutoCAD and Photoshop, Oracle Database architecture and administration, relational database management with statistical software including SAS and SPSS, NoSQL database management, and scripting and programming languages including SQL, VB, VB.NET.

RELEVANT EXPERIENCE

PD&E I-195/SR 112 FROM NW 12 AVE TO SR-9 | FDOT DISTRICT 6 | ROLE: PROJECT PLANNER/TASK LEADER | This project proposes is traffic operational, capacity and multimodal improvements along the Interstate 195 (I-195)/SR112/Julia Tuttle Causeway corridor from NW 12th Avenue to SR 907/Alton Road and within the surrounding ramp terminal areas. Another project objective is to improve bicycle and pedestrian connectivity through the implementation of a protected and separated shared use path along the Julia Tuttle Causeway between the City of Miami and the City of Miami Beach. Located within the cities of Miami and Miami Beach in Miami-Dade County, the corridor provides interchange access to several neighborhoods recently experiencing significant growth including the Design District, Midtown, and Wynwood in the City of Miami. Additionally, the corridor is vital in providing a direct connection between Miami International Airport (MIA) via SR 112, I-95, and the densely populated areas of Miami Beach.Travel demand in this corridor is expected to increase over the next 30 years due to continued growth that is being planned within the two cities and greater Miami-Dade County. "BCC led the successful completion of the I-195 Corridor Planning Study which established initial purpose & need, project feasibility and potential solutions. BCC is a major partner on the PD&E team focused on refining the project's purpose and need, further developing multimodal solutions to address mobility and safety issues and facilitating extensive stakeholder coordination to ensure equitable participation in the development of those solutions to obtain project Location and Design Concept Acceptance. BCC is providing diverse support to the project team including concept development support (roadway and structures), traffic and safety analysis support and stakeholder coordination as well as serving as technical project advisor.

D4 SR-9/I-95 FROM MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD | FDOT DISTRICT 4 | ROLE: PROJECT PLANNER | BCC will investigate and revise the PD&E concepts and commitments (typical sections, alignments, etc.) and use approved concepts for the design. The limits of this project extends from the Miami-Dade/Broward County Line to N of Hollywood Blvd., in Broward County. Improvements include construction of a NB Collector distributor (CD) road system and construction of a SB CD road system from South of Hallandale Beach Blvd. to North of Hollywood Blvd., Miscellaneous Improvements along SR 858/Hallandale Beach Blvd. from Park Road to NW 10th Ter, miscellaneous Improvements along SR 820/Hollywood Blvd. from Entrada Drive to E of S 28th Ave, miscellaneous Improvements along SR 824/Pembroke Road from Park Road to S 27th Ave. and miscellaneous improvements at the ramp terminals. Project Role: Engineering intern responsible for roadway plans production.



SUNGRYONG HAN

TRAFFIC MODELING

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
30

EDUCATION
MS in Civil Engineering, 1998
University of Florida

MS in Construction Management, 1997, Southern Polytechnic University, Korea

BS in Civil Engineering, 1994, Keimyung University, Korea

Mr. Han is a Senior Planner and Lead Technical professional for Travel Demand Modeling and is responsible for long range transportation planning, subarea/corridor planning, land use planning, project development and environmental (PD&E) studies, geographic information system (GIS) projects, and traffic engineering studies. He has completed work on converting the state's transportation models to Citilabs' Cube Voyager software. In addition to the Cube Voyager software he has experience with various other traffic engineering and GIS software, including Highway Capacity Software (HCS), Synchro, VISSIM, Florida Standard Urban Transportation Model Structure (FSUTMS), ArcGIS, and TransCAD. His work has gained him credibility and an outstanding relationship with the client.

RELEVANT EXPERIENCE

D4 SR-9/I-95 FROM MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD | FDOT DISTRICT 4 | ROLE: TRAFFIC TASK MANAGER | BCC will investigate and revise the PD&E concepts and commitments (typical sections, alignments, etc.) and use approved concepts for the design. The limits of this project extends from the Miami-Dade/ Broward County Line to N of Hollywood Blvd., in Broward County. Improvements include construction of a NB Collector distributor (CD) road system and construction of a SB CD road system from South of Hallandale Beach Blvd. to North of Hollywood Blvd., miscellaneous Improvements along SR 858/ Hallandale Beach Blvd. from Park Road to NW 10th Ter, Improvements along SR 820/Hollywood Blvd. from Entrada Drive to E of S 28th Ave, Improvements along SR 824/Pembroke Road from Park Road to S 27th Ave. and miscellaneous improvements at the ramp terminals.

PS-20-11503-DG POINCIANA BOULEVARD WIDENING PROJECT | OSCEOLA COUNTY | ROLE: TASK MANAGER | BCC provided traffic impact analysis for the widening/reconstruction of the existing two-lane Poinciana Boulevard from Pleasant Hill Road northward to the existing four-lane section at Trafalgar Boulevard. The project included construction of a four-lane divided roadway with multimodal accommodations that included drainage improvements and storm water ponds, modifications to the signalized intersection at Pleasant Hill Road, upgrading the ITS, streetlight improvements, and landscaping redesign.

TAMPA BAY REGIONAL TRANSPORTATION ANALYSIS (RTA) XV | FDOT DISTRICT 7 | ROLE: PROJECT MANAGER | BCC Engineering provided a set of transportation systems planning data, models and tools, and modeling assistance which met both the regional and local level planning needs in the Tampa Bay area. BCC also used the tools and data to conduct studies that identified transportation needs and opportunities and prepared plans to address those issues at both a regional level and a corridor or subarea level. This contract is to provide transportation planning and modeling services to FDOT D7 and MPOs to assist the Tampa Bay regional planning process.

SR 580 CORRIDOR PLANNING AND CONCEPT DEVELOPMENT STUDY | FDOT DISTRICT 7 | ROLE: SR. PLANNER | This project is providing a corridor planning study to evaluate SR 580/Main St from Alt US 19 to Tampa Rd. The tasks include but not limit to existing year count process, travel demand modeling, existing corridor operation analysis and future year alternative assessment. Responsible for existing year and future year model network validation, existing year count process, future year volume development, existing year corridor traffic analysis and future year traffic analysis.



ZHENING CUI

TRANSPORTATION PLANNER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
6

EDUCATION
MS in Civil and Environmental Engineering, 2018, Northwestern University

BS in Civil Engineering, 2015, Tongii University

Mr. Cui is a transportation planner and traffic engineer responsible for developing transportation planning/engineering projects in the area of modeling. He is experienced with planning and geographic information system software, such as Florida Standard Urban Transportation Model Structure (FSUTMS), Cube, VISSIM, and ArcView/ArcGIS. Additionally, He is knowledgeable in computer-aided drafting and design (CADD) software AutoCAD and Photoshop, and scripting and programming languages including MATLAB, Java, R, C++, SQL

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO IMPLEMENTATION PLAN | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: GIS ANALYSIS | Miami-Dade DTPW's Vision Zero goal is to eliminate fatal and serious injuries within our transportation network by 2040. BCC Engineering led a highly qualified team to provide technical and professional support to the DTPW in performing activities in the furtherance of this goal. Project activities include the planning and design of range of strategies and countermeasures targeted to reduce fatal and serious injury crashes on the high injury and priority locations identified from the Miami-Dade DTPW 2021 Vision Zero Framework Plan. The development of countermeasures was performed according to the Safe System Approach (sanctioned by the Federal Highway Administration), locations were identified where interim improvements could be installed, conceptual design plans and cost estimates were prepared to facilitate the programming and implementation of safety projects. Planning activities included public and municipality outreach and gathering of data, Design activities include CAD design plans and budget preparation. In addition to providing consulting services to M-D DTPW in all these areas, as the prime consultant on the project, BCC Engineering led the preparation of an application to request federal funds from the Safe Streets and Roads for All (SS4A) Grant Program to fund the implementation of a portion of the Top 100 locations for implementation within Miami-Dade County.

PD&E I-195/SR 112 FROM NW 12 AVE TO SR-9 | FDOT DISTRICT 6 | ROLE: TRANSPORTATION PLANNER | This project proposes is traffic operational, capacity and multimodal improvements along the Interstate 195 (I-195)/SR112/Julia Tuttle Causeway corridor from NW 12th Avenue to SR 907/Alton Road and within the surrounding ramp terminal areas. Another project objective is to improve bicycle and pedestrian connectivity through the implementation of a protected and separated shared use path along the Julia Tuttle Causeway between the City of Miami and the City of Miami Beach. Located within the cities of Miami and Miami Beach in Miami-Dade County, the corridor provides interchange access to several neighborhoods recently experiencing significant growth including the Design District, Midtown, and Wynwood in the City of Miami. Additionally, the corridor is vital in providing a direct connection between Miami International Airport (MIA) via SR 112, I-95, and the densely populated areas of Miami Beach.Travel demand in this corridor is expected to increase over the next 30 years due to continued growth that is being planned within the two cities and greater Miami-Dade County. "BCC led the successful completion of the I-195 Corridor Planning Study which established initial purpose & need, project feasibility and potential solutions. BCC is a major partner on the PD&E team focused on refining the project's purpose and need, further developing multimodal solutions to address mobility and safety issues and facilitating extensive stakeholder coordination to ensure equitable participation in the development of those solutions to obtain project Location and Design Concept Acceptance . BCC is providing diverse support to the project team including concept development support (roadway and structures), traffic and safety analysis support and stakeholder coordination as well as serving as technical project advisor.



ANDREW LIST, PE

CONCEPT DEVELOPMENT LEAD

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
9

EDUCATION
BS in Civil Engineering, 2010, Florida International University

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 87190

Mr. List has over 9 years of experience in Transportation Engineering. He has been involved in multiple projects ranging from local road resurfacing, restoration and rehabilitation (RRR) to Limited Access facilities. He has worked with many agencies such as the FDOT, Florida's Turnpike Enterprise, and other local agencies. While Mr. List's main area of expertise is in roadway geometric design, he also has experience in signing and pavement marking, and temporary traffic control (TTC).

RELEVANT EXPERIENCE

CITY OF MIAMI - DESIGN CRITERIA PACKAGE FOR REPAIR AND RECONSTRUCTION OF CITYWIDE ROADS | CITY OF MIAMI | ROLE: PROJECT MANAGER | This City of Miami project includes, but is not limited to, developing a Design Criteria Package that addresses drainage improvements, stormwater modeling, reconstruction, milling and resurfacing, sidewalks, Americans with Disabilities Act (ADA) compliant ramps, curbs and/or gutters, pavement markings and striping, roadway signage, utility coordination, and limited landscaping services. The scope of services also includes surveying, geotechnical investigations and testing, and related services necessary for the preparation of the Design Criteria Package for a variety of different streets and intersections located throughout the City of Miami that are currently in very poor conditions and require reconstruction and/or repairs. As Project Manager, Andrew is providing coordination with client (City of Miami) to develop a Design Criteria Package, including 30% plans, for various locations throughout the City of Miami togo out for bid. Also provided bid assistance to City of Miami during project procurement.

CRANDON BLVD IMPROVEMENTS | VILLAGE OF KEY BISCAYNE | ROLE: PROJECT MANAGER | The Village desires to address improvements in phases such as design of an exclusive right turn lane and extension of left-turn lane at a couple of intersections along Crandon Boulevard. Along with that, engineering evaluation and analysis was performed to review access restriction at a roundabout and an unsignalized intersection, review new entrance to the condominium complex, evaluation of crosswalk removal and corridor level speed limit reduction. Andrew is the Design Project Manager and Roadway/MOT EOR for this project. He also provided day to day construction administration services and coordination with the Village and contractor during construction.

FLAGLER STREET DOWNTOWN BEAUTIFICATION – CIVIL ENGINEERING SERVICES FOR ROADWAY, PARKING, AND PEDESTRIAN ACCOMMODATIONS | CITY OF MIAMI | CONTRACT MANAGER/PRINCIPAL | The professional civil engineering services include performing full roadway reconstruction utilizing concrete brick pavers, eliminating curbing and replacing with flush valley gutters and continuous trench drains, widening sidewalks, providing a valet parking system, reconfiguring on-street parking, and coordinating with the landscape architect to propose trees in a corridor saturated with underground utilities designed and permitted for relocation. The purpose of this project is to make Flagler Street in Downtown Miami a more pedestrian-friendly roadway, where the street can be closed for special events, creating a street plaza environment. In addition, this project is introducing several traffic calming measures, including narrowing the travel lanes, and implementing decorative high-visibility pedestrian cross walks and decorative street furniture. This project also includes providing new hardscape patterns, designing street lighting, designing a new water distribution line and two sanitary sewer gravity lines, and re-designing the drainage system to provide a 100-year service life operation. Furthermore, this project includes extensive coordination with Miami Downtown Development Agency, Miami Parking Authority, Utility Agency Owners, and permitting authorities.

BICYCLE, PEDESTRIAN IMPROVEMENTS, AND LUDLAM CANAL PATHWAY IMPROVEMENTS DESIGN | VILLAGE OF VIRGINIA GARDENS | ROLE: PROJECT MANAGER | As Project Manager, Andrew is providing day to day construction administration services and coordination with owner/client (Village of Virginia Gardens), CEI (Caltran Engineering Group), and contractor (Florida Engineering & Development Group) during construction.



MARIA FLOREZ, PE

CONCEPT DEVELOPMENT - ROADWAY DESIGNER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
7

EDUCATION
BS in Civil Engineering, 2017, Florida International University

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 91772

Ms. Florez has 7 years of experience in transportation engineering. Her experience involves working on projects alongside professional engineers and project managers in the design of roadway geometrics, as well as assisting other disciplines such as drainage and signing & pavement marking. Her day-to-day responsibilities include plans preparation, technical design, and coordination with multiple agencies including FDOT, subconsultants, and contractors. Ms. Florez also has excellent communication skills, both internally amongst coworkers and externally when it comes to the coordination of projects. Ms. Florez is highly experienced in OpenRoads Designer, MicroStation, AutoCAD, and Microsoft Office.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO IMPLEMENTATION PLAN | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROLE: ROADWAY ENGINEER | Miami-Dade DTPW's Vision Zero goal is to eliminate fatal and serious injuries within our transportation network by 2040. BCC Engineering led a highly qualified team to provide technical and professional support to the DTPW in performing activities in the furtherance of this goal. Project activities include the planning and design of range of strategies and countermeasures targeted to reduce fatal and serious injury crashes on the high injury and priority locations identified from the Miami-Dade DTPW 2021 Vision Zero Framework Plan. The development of countermeasures was performed according to the Safe System Approach (sanctioned by the Federal Highway Administration), locations were identified where interim improvements could be installed, conceptual design plans and cost estimates were prepared to facilitate the programming and implementation of safety projects. Planning activities included public and municipality outreach and gathering of data, Design activities include CAD design plans and budget preparation.

BC-159 - BRIDGE AND SADDLE REPAIR, INDIAN CREEK BRIDGE | CITY OF BAY HARBOR ISLANDS | ROLE: ROADWAY ENGINEER | BCC will prepare engineering plans on the behalf of the Town for the repairs on Bridge No. 875105. Scope is as follows. Additional inspection of; Bridge No. 875105 to confirm information from Inspection Report, Preparation of Plans and Specifications for the repair of the items identified in the Inspection Report, Permitting and Bidding Support, Post Design Services and Limited Construction support {Inspections) and Schedule: Submittal will be completed 12 weeks after receiving NTP.

SR 970/SR 5/DOWNTOWN DISTRIBUTOR RAMPS FROM S. MIAMI AVE TO SE 2 AVE | FDOT DISTRICT 6 | ROLE: ROADWAY ENGINEER | BCC provided Design Services for pavement design, temporary traffic control plans, signalization and drainage for SR 970/Downtown Distributor and Ramps from S Miami Avenue to SE 2nd Avenue – Rigid Pavement Rehabilitation Project. Scope included: Roadway, Drainage, Signing & Pavement Markings, Signalization, Drainage analysis and plans, Environmental and permits, Utilities, Signing and pavement markings analysis and Plans and signalization analysis and plans.

KINGS HIGHWAY FROM NORTH OF ST. LUCIE BLVD. TO INDRIO RD | FDOT DISTRICT 4 | ROLE: ROADWAY ENGINEER | Reconstruction of Kings Highway to widen from a two-lane facility to a four-lane divided section (Sub-Urban Section). Key elements on the project include permitting, right-of way acquisition, access management, and traffic control during construction. Extensive coordination with South Florida Water Management District (SFWMD) and U.S. Army Corps of Engineers (USACOE) is required for permitting and mitigation of wetland and wildlife impacts. Coordination with Ft. Pierce Farms Water Control District (FPFWCD) will also be necessary for permitting of the drainage system and relocation of the existing canal bordering the west side of the road.



HENDRIC MENDEZ, PE

CONCEPT DEVELOPMENT - TRAFFIC OPERATIONS

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
11

EDUCATION
MS in Civil Engineering, 2013, New Jersey Institute of Technology

BS in Civil Engineering, 2011, Florida International University

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 85282

Mr. Mendez has 11 years of experience working on a variety of disciplines including Roadway, Signing, Signalization, ITS and Lighting Design. He has completed multiple RRR Reports and Traffic Monitoring Site design for FDOT District 6. In the past year, Mr. Mendez focused on multiple Design-Build projects from the proposal phase through final construction

RELEVANT EXPERIENCE

DISTRICTWIDE MISCELLANEOUS PE DESIGN CONSULTANT - TWO 4 - SR 5/US-1 AT SW 17TH AVENUE - INTERSECTION IMPROVEMENTS | FDOT DISTRICT 6 | ROLE: LITS ENGINEER OF RECORD | This project consisted of Intersection safety improvements including the replacement of an existing arterial dynamic message sign (ADMS).

SR-970/SR-5/DOWNTOWN DISTRIBUTOR RAMPS FROM SOUTH MIAMI AVE TO SE 2ND AVE RIGID PAVEMENT REHABILITATION | FDOT DISTRICT 6 | ROLE: ENGINEER OF RECORD FOR THE SIGNALIZATION DESIGN. | The design services for this project include the concrete rehabilitations of various SR-970 off-ramps and the upgrade of existing pedestrian signals at these ramp terminals to the latest standards.

SR 25 (OKEECHOBEE ROAD) FROM BROWARD/MIAMI-DADE COUNTY LINE TO EAST OF NW 117 AVENUE | FDOT DISTRICT 6 | ROLE: PROJECT ENGINEER | Phase 3A-1 represents the first of several separate I-95 Express Lanes Design-Build projects that will ultimately extend 95 Express from Stirling Road in Broward County to Linton Boulevard in Palm Beach County. The Phase 3A-1 limits are from south of Broward Boulevard to north of Commercial Boulevard. The project includes converting the existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes, as well as one lane widening each direction, resulting in two tolled Express Lanes in each direction. The number of existing General Use and Auxiliary Lanes will remain the same. Access to the Express Lanes will be limited to designated entry and exit point locations: between Broward Boulevard and Sunrise Boulevard, and between Oakland Park Boulevard and Commercial Boulevard. The Express Lanes will implement congestion based toll pricing. The facility will employ Electronic Toll Collection (ETC) via the Florida Turnpike Enterprise's (FTE) SunPass system. Other project improvements include: milling, resurfacing, and overbuilding of the I-95 General Use Lanes, guardrail, barrier wall, attenuators, shoulder gutters, drainage, bridge widenings, temporary and permanent retaining walls, sound barrier walls, sign structures, portable traffic monitoring sites, tolling gantries, and associated infrastructure including equipment buildings, intelligent transportation systems (ITS), signing and pavement markings, express lane delineators, signalization, lighting, ramp (metering) signals, utility relocation, landscaping, and any additional items required to provide a complete highway system in accordance with all standard Department policies, procedures, and guidelines.

SR 820 (PINES BOULEVARD) ATCS/ATMS ITS IMPROVEMENTS | FDOT DISTRICT 4 | ROLE: ROADWAY DESIGNER, RESPONSIBLE FOR ASSISTING THE PROJECT MANAGER IN DESIGN PLANS FOR THE PROJECT | BCC is the Lead Designer and Engineer-of- Record for the design and construction of this ATMS and ATCS project located on SR-820 (Pines Boulevard) from Dykes Road to SR 823 (Flamingo Road) in Broward county. Major work elements in the ATMS and ATCS deployment for this project will include designing, constructing, installing, and integrating the proposed ATMS/ATCS to operate seamlessly with the previous ATMS deployments. The components of the system shall include but are not limited to Fiber Optics (FO) Communications, Conduits and Pull Boxes, CCTV Surveillance Systems, Microwave Vehicle Detection Systems (MVDS), Bluetooth Arterial Travel Time System (ATTS), FO connection to traffic signal and ATMS, cabinets, Electrical Power Supply, Grounding and Surge Protection Systems, ATCS for all signals on SR-820/Pines Blvd from Dykes Rd to SR-823/Flamingo Rd, System Integration. BCC is also responsible for the utility coordination, TTCP plans, miscellaneous structure plans, ATMS design, ATMS testing and Integration.



PATRICK PETERS, PE, LEED

TRAILS SR. ENGINEER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
17

EDUCATION
MS in Civil Engineering, 2011, University of Tennessee

BS in Civil Engineering Technology, 2008 Southern Polytechnic State University

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Georgia No. 40719

Mr. Peters has designed numerous transportation infrastructure projects, primarily pedestrian related. Patrick quickly realized that his main engineering interest was in designing multi-use facilities that bring communities together and provide meaningful outdoor experiences for the public. He is skilled at working with project stakeholders to develop a design solution that is acceptable to all. Patrick has designed sidewalks, multi-use trails, pedestrian overpasses, and pedestrian tunnels. He is experienced in the various disciplines related to the design of these facilities – drainage, pavement design, right of way, signing and marking, utility relocation, grading, erosion control, sidewalk/ trail amenities, and signage. Patrick has managed projects that required coordination with many different agencies including DOTs, cities and counties, the National Park Service, railroads, and transit facilities.

RELEVANT EXPERIENCE

CHATTAHOOCHEE RIVER PATH AND ACCESS MASTER PLAN | CITY OF SANDY SPRINGS | ROLE: SENIOR ENGINEER | This project was a study on ways to increase public access to the river. The project was a collaboration between City staff and a Technical Advisory Committee (comprised of Sandy Springs, Fulton County, DeKalb County, National Park Service, Atlanta Regional Commission [ARC], Sandy Springs Conservancy, and the Chattahoochee Riverkeeper) to define the goals for the project. Based on these goals, the team performed a replace technical analysis of the existing conditions to determine the feasibility of new public access. Based on this analysis, three sites emerged as the most feasible for development. The team then produced preliminary visions for the three sites. Public involvement was a key component of the project and necessitated new ways of interacting, as the Covid-19 pandemic began just as the project got started. The project also required extensive coordination and high-level reviews with the ARC to ensure that all proposed concepts complied with the Metropolitan River Protection Act (MRPA). .

TOWN CENTER/NOONDAY CREEK/KSU BIKE & PEDESTRIAN CONNECTOR | COBB COUNTY DEPARTMENT OF TRANSPORTATION | ROLE: ASSISTANT PROJECT MANAGER AND LEAD ENGINEER | This project provides complete design services for a new multi-use trail, sidewalk, and bicycle facility from Town Center Drive to the Skip Spann Connector near Kennesaw State University (KSU). The facility will connect the existing Noonday Creek Trail and the KSU sports stadium on Big Shanty Road and terminate near the Skip Spann Connector Bridge over I-75. The primary project purpose is to provide alternative transportation within the KSU/Town Center area. Patrick led the alternatives analysis and design for the project. He was responsible for client coordination, utility coordination, and he provided all technical decisions on the project.

BIG CREEK GREENWAY REHABILITATION | FORSYTH COUNTY PARKS AND RECREATION DEPARTMENT | ROLE : LEAD ENGINEER | This was a multi-use trail project that rehabilitated much of the length of the trail and designed a new alignment segment of the trail over a one-mile length where it was in conflict with existing sewer and a proposed new roadway. The five-mile trail was built circa 2010, and much of its length is on low timber boardwalk. The boardwalk had deteriorated in the wet and shady woodland setting, and urgent repair was needed. Existing segments of the trail were located low to the ground and were continually inundated by the water of the creek, resulting in erosion (scour), sediment build-up, and loss of use in high water events. Sections of the trail share a common and narrow easement with a county sanitary sewer. The county elected to relocate the trail away from the sewer in those areas. The footprint of a proposed new parkway impacted the trail at one section, requiring relocation design. The scope of work addressed all the existing issues, with contract documents for both an immediate rehabilitation of the trail section with the most badly damaged lengths of boardwalk and a second contract for relocation onto new alignment.



NILS CORRALES, PE

ROUNDABOUT DESIGNER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
8

EDUCATION
BS in Civil Engineering, University of South Florida, 2016

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 93737, 2022

Advanced MOT, FDOT

Specifications Training, FDOT

Mr. Corrales has accrued 8 years of experience working on transportation projects. His roadway experience includes work in 3R, safety, and limited access facility projects. He has extensive knowledge of 3D engineering design and has delivered files used in automatic-machine-grading construction. Additionally, he has also received training in the extraction of geospatial lidar data and has a great understanding of the importance of coordination in multi-discipline projects.

RELEVANT EXPERIENCE

I-4 (SR 400) FROM HILLSBOROUGH COUNTY LINE TO GALLOWAY ROAD | DISTRICT 1 | ROADWAY ENGINEERING DESIGNER | This is an interstate Resurfacing, Restoration, and Rehabilitation (RRR) project with concrete and asphalt sections of roadway. Pavement rehabilitation includes mainline I-4 (SR 400), ramps, and shoulders. Improvement under this project will include, but not be limited to: Guardrail Enhancements including Bridge Anchorage and End Anchorage Assemblies. High-Tension Cable barrier to remain will require special approval per FDM. In addition, Structural Evaluations / Load ratings, Signing/Pavement Markings as well as bringing existing traffic Monitoring Systems into compliance. The existing typical section for I-4 (SR 400) is six-lane divided interstate with inside and outside existing paved shoulders, intermittent auxiliary lanes, and swales on both side of the roadway collect the stormwater runoff. The existing right-of-way is approximately 400 feet wide. The posted speed and design speed is 70 mph. Access Class 1, SIS Facility, Context Classification is LA facility/Interstate.

MISCELLANEOUS DESIGN SERVICES - REDUCE DESIGN COSTS CS - D7 | FDOT DISTRICT 7 | ROADWAY & SPM DESIGNER | BCC will provide design services for miscellaneous improvements, assigned as Task Work Orders by FDOT, with a focus on reducing project design costs and implementing best practices. The goal is to prepare contract documents aligning with FDOT policies for construction contractors to build and test projects. Task Work Orders may involve revising or updating existing plans and documents, as well as providing Post-Design, Construction Assistance, and Expert Witness Testimony services. BCC aims to deliver Resurfacing, Restoration, and Rehabilitation (RRR) projects with fast-paced schedules, innovation, added value, and reduced costs. Each assignment begins with the issuance of a Task Work Order (TWO). Notable work includes designing the resurfacing of S.R. 44 in Citrus County, which involves roadway widening, turn lane addition, milling, resurfacing, reconstruction, ADA improvements, and sign replacement. Project Role: Roadway & SPM EOR.

GATEWAY EXPRESSWAY DESIGN BUILD | FDOT DISTRICT 7/ ARCHER WESTERN DEMOYA JV | ROADWAY ENGINEERING DESIGNER | The $545 million Gateway Expressway design-build project includes two main components: constructing two elevated tolled roadways connecting US 19 to I-275 and I-275 to St. Pete-Clearwater International Airport, and widening I-275 to add a "Dynamic" tolled express lane in each direction. BCC Engineering, the prime designer, manages Design Project Management and coordinates all engineering services. The project aims to enhance safety, increase capacity, and improve mobility by modifying the existing roadway system. Features include 32 bridges, various structures, Intelligent Transportation System (ITS), toll gantries, and a communication system with 18 miles of conduit, 20 CCTV cameras, and 21 Dynamic Message Signs. Final Design is underway, with completion estimated for late 2021.



NAVEED JAFFAR, PE, PTOE

TRAFFIC OPERATIONS ENGINEER

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
30

EDUCATION
BEng, Civil & Structural Engineering, University of Bradford (United Kingdom), 1986

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 32491

Professional Traffic Operations Engineer #1739

Mr. Jaffar has over 30 years of experience and has managed and participated in numerous transportation planning and traffic operation studies in the United States and in the United Kingdom. His engineering experience includes traffic operations analysis, signal timing/design, and ITS system operations/ design. He has conducted operational analyses of numerous intersections and corridors, including detailed traffic simulation, estimation of traffic generation, preparation of concept and operational plans, and cost estimation

RELEVANT EXPERIENCE

STATEWIDE SIGNAL DESIGN TASK ORDERS | GEORGIA DEPARTMENT OF TRANSPORTATION | ROLE: PROJECT MANAGER | This project consisted of upgrading approximately 125 existing traffic signals throughout Georgia. Naveed was responsible for managing the task order contract and overseeing the design of the approximately 125 traffic signals and communication systems in multiple jurisdictions. His responsibilities also included managing work performed by sub consultants such as survey and environmental documentation plans as well as coordinating with GDOT and local governments..

FOR STATEWIDE TRAFFIC PROJECTIONS/FORECASTING STUDIES | GEORGIA DEPARTMENT OF TRANSPORTATION | ROLE: PROJECT MANAGER | This project consisted of developing traffic projections and forecasting studies for transportation projects throughout the state. The scope of works included: data collection, calculating traffic growth rates, truck percentages, K and D-factors, and developing the daily and design hourly traffic volumes projections for existing, base and design years. Naveed was responsible for managing the task order contract and overseeing the preparation of traffic projections and forecasting studies following the requirements in the Plan Development Process (PDP).

SR 306 WIDENING, GEORGIA DEPARTMENT OF TRANSPORTATION | FORSYTH COUNTY | ROLE : LEAD TRAFFIC ENGINEER | This project consists of widening SR 306 between SR 400 and SR 369 in Forsyth County, GA from a two-lane roadway to a four-lane divided roadway. Naveed was responsible for developing the traffic forecasts and conducting the capacity analyses associated with preparing the logical termini report for the project..

WAYCROSS EAST BYPASS | GEORGIA DEPARTMENT OF TRANSPORTATION | ROLE: LEAD TRAFFIC ENGINEER | This project consists of a new location four-lane divided roadway between US 1/US 23 and US 84 on the east side of Waycross with bridges over the Satilla River and two CSX railroad tracks. Naveed was responsible for preparing the traffic projections, conducting traffic analysis, and preparing traffic report to support concept development for the project..

I-75 LOWNDES COUNTY INTERCHANGE | GEORGIA DEPARTMENT OF TRANSPORTATION | ROLE: LEAD TRAFFIC ENGINEER | This project consisted of widening four interchange bridges and one overpass over I-75 in Lowndes County. Naveed was responsible for preparing the traffic projections, conducting traffic analysis, and preparing traffic report to support concept development for 5 locations on I-75.

I-20 INTERCHANGE JUSTIFICATION REPORT | GEORGIA DEPARTMENT OF TRANSPORTATION | ROLE: LEAD TRAFFIC ENGINEER | This project consisted of preparing an Interchange justification Report for a proposed new interchange on I-20 in Columbia County. Naveed was responsible for preparing the traffic projections, conducting traffic analyses, and preparing the IJR document for proposed new interchange.



JUNIOR HENRY, PE

ROADWAY DESIGN SUPPORT

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
11

EDUCATION
MS in Civil Engineering, Florida International University, 2015

BS in Civil Engineering, Florida International University, 2011

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 82644, 2017

FDOT Advanced Temporary Traffic Control (MOT)

Mr. Henry has 11 years of experience in transportation engineering. He has been involved in both the conceptual and final design for FDOT, Florida's Turnpike Enterprise, and GMX projects. He has worked closely with other roadway engineers and project managers in the design of roadway geometrics, signing and pavement markings, traffic signalization and project cost estimating. His design software experience includes AutoCAD, MicroStation and Geopak.

RELEVANT EXPERIENCE

ITS DEVICE REPLACEMENT PROJECT | FDOT DISTRICT 6 | ENGINEER OF RECORD RESPONSIBLE FOR THE TEMPORARY TRAFFIC CONTROL PLANS | This project involves replacing various ITS devices in Miami and Monroe Counties. The ITS device replacement includes freeway incident management DMS replacements with sign structure retrofitting or replacement, 165 CCTV cameras replacements with associated lowering devices, and the replacement of 13 abacus and VIDS-type CCTV camera poles. Additionally, it includes installing 24 concrete CCTV camera poles, a Video Wall System at the District 6 TMC, and conduit/cabling infrastructure for communication and power connectivity of ITS devices. BCC Engineering provided ITS design services for the contract.

SR 970/SR 5/DOWNTOWN DISTRIBUTOR RAMPS FROM S. MIAMI AVE TO SE 2 AVE. (TRACE TWO 1; FDOT TWO 2) | TRACE CONSULTANTS, INC. | ENGINEER OF RECORD RESPONSIBLE FOR THE TEMPORARY TRAFFIC CONTROL PLANS | BCC provided Design Services for pavement design, temporary traffic control plans, signalization and drainage for SR 970/Downtown Distributor and Ramps from S Miami Avenue to SE 2nd Avenue – Rigid Pavement Rehabilitation Project. Scope included: Roadway, Drainage, Signing & Pavement Markings, Signalization, Drainage analysis and plans, Environmental and permits, Utilities, Signing and pavement markings analysis and Plans and signalization analysis and plans.

ITS EQUIPMENT REPLACEMENT PROJECT; DESIGN-BUILD | FDOT DISTRICT 6/HORSEPOWER ELECTRIC, INC. | MAINTENANCE OF TRAFFIC EOR | This project involves replacing various ITS devices in Miami County. It includes replacing 26 DMS with new color LED full-matrix signs, replacing nine DMS structures, and installing two DMS confirmation CCTV cameras and one MVDS. Electrical service wires between the FPL service point and DMS, as well as wires between the new DMS cabinet and DMS panel, will be replaced with new conductors. Upgrades to FPL service points will include support pole, panel board, meter can, surge suppression device, grounding, and circuit breakers. BCC Engineering provides ITS and MOT design services for the contract.

SR 970/SR 5/DOWNTOWN DISTRIBUTOR RAMPS FROM S. MIAMI AVE TO SE 2 AVE. | FDOT DISTRICT 6 | ENGINEER OF RECORD RESPONSIBLE FOR THE TEMPORARY TRAFFIC CONTROL PLANS | BCC provided Design Services for pavement design, temporary traffic control plans, signalization and drainage for SR 970/Downtown Distributor and Ramps from S Miami Avenue to SE 2nd Avenue – Rigid Pavement Rehabilitation Project. Scope included: Roadway, Drainage, Signing & Pavement Markings, Signalization, Drainage analysis and plans, Environmental and permits, Utilities, Signing and pavement markings analysis and Plans and signalization analysis and plans.

SR 970/SR 5/DOWNTOWN DISTRIBUTOR RAMPS FROM S. MIAMI AVE TO SE 2 AVE. (TRACE TWO 1; FDOT TWO 2 | FDOT DISTRICT 6 | ENGINEER OF RECORD RESPONSIBLE FOR THE TEMPORARY TRAFFIC CONTROL PLANS | BCC provided Design Services for the SR 970/Downtown Distributor and Ramps Rigid Pavement Rehabilitation Project. The scope included roadway, drainage, signing, pavement markings, signalization, environmental and permits, utilities, and analysis/plans for signing, pavement markings, and signalization..



MICHELLE ROSSI, PE

ROADWAY DESIGN SUPPORT

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
10

EDUCATION
BS in Civil Engineering, Florida International University, 2013

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 84564, 2018

Temporary Traffic Control Advanced Course (MOT)

With over 10 years of transportation engineering experience, Ms. Rossi has contributed to conceptual and final designs for various agencies, including the Florida Department of Transportation and Florida's Turnpike Enterprise. Her roles encompass project management tasks, collaborating closely with managers and clients to ensure reliability, quality, and satisfaction. Recent experiences involve plans preparation, roadway geometric design, maintenance of traffic, and project cost estimating. Ms. Rossi is proficient in design software such as MicroStation, Geopak, and AutoCAD.

RELEVANT EXPERIENCE

MIAMI-DADE COUNTY GEC -TWO 2 – INTERSECTION IMPROVEMENTS ALONG SW 24TH STREET/CORAL WAY FROM SW 117TH AVENUE TO SW 87TH AVENUE | MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | PROJECT MANAGER | This project consists of improvements to 13 intersections along SW 24th Street/Coral Way, as recommended by the 2022 Coral Way Traffic Study. This project includes operational, capacity, and safety improvements at these intersections which include, but are not limited to, roadway widening to accommodate additional storage, storm water drain system, signing and pavement markings, signalization improvements and upgrades, roadway lighting, and landscaping.

MIAMI-DADE CORAL WAY TRAFFIC STUDY FROM SW 117 AVE TO SW 87 AVE, PROFESSIONAL SERVICES FOR HIGHWAY AND PUBLIC WORKS PROJECTS (PROJECT NO. 20220026) | MIAMI-DADE DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS | ROADWAY PROJECT ENGINEER RESPONSIBLE FOR CONCEPT DEVELOPMENT | This traffic study evaluates the existing and future congestion along SW 24th Street (Coral Way) corridor to quantify capacity and multimodal deficiencies while evaluating potential changes to intersections that can improve the safety and operations within the study area. As part of this study BCC evaluated the warrants for left turn signal phasing at various signalized intersections along the corridor where the existing phasing is "permissive only" to determine if protected phasing is warranted. BCC used the Intersection Control Evaluation (ICE) procedures to quantitatively evaluate several intersection control scenarios (alternatives) to rank the alternatives based on their operational and safety performance. A displaced left turn configuration was identified as a viable alternative for the intersection of Coral Way with SW 107th Avenue. In addition to the analysis and development of intersection improvements, BCC developed conceptual layouts and cost estimates to prepare the project for the final design phase.

I-195/SR 112 CORRIDOR PLANNING STUDY FROM 12TH AVENUE TO SR 907/ ALTON ROAD | FDOT DISTRICT 6 | PROJECT ENGINEER RESPONSIBLE FOR CONCEPTUAL ROADWAY GEOMETRIC DESIGN | FDOT commissioned a planning study for the SR 112 / I-195 corridor, spanning from west of I-95 in Miami Beach to Alton Road. The study assessed existing conditions, identified deficiencies, and proposed improvements. It evaluated interchanges, interchange influence areas, and ramp junctions to address recurring bottlenecks. Base improvements and system enhancement alternatives were developed to improve linkage, capacity, transportation demand, modal interrelationships, and safety outcomes. The study also explored the feasibility of protected bicycle/pedestrian connections along the Julia Tuttle Causeway. Prioritized short-term, midterm, and long-term improvements were outlined, addressing mainline operations and arterial intersections near interchange ramp terminals. Responsibilities encompassed purpose and need determination, traffic modeling, conceptual alternative analysis, stakeholder coordination, and recommendation development.



LAZARO FERRERO, PE

RESILIENCY EXPERT AND DESIGN SUPPORT

FIRM
BCC Engineering, LLC

YEARS OF EXPERIENCE
39

EDUCATION
BS in Civil Engineering, Polytechnic University of Havana, Cuba, 1985

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 58025, 2002

Florida Engineering Society (FES) Member

Mr. Ferrero has 39 years of professional engineering design experience. Mr. Ferrero's experience involves a vast range of project types including but not limited to pumping stations, drainage systems, hydraulic design, and computer programming for engineering. Mr. Ferrero has been responsible for the design of several stormwater management systems in Miami-Dade and Broward Counties. Mr. Ferrero is currently a member of the Florida Engineering Society (FES).

RELEVANT EXPERIENCE

NORTH BAY VILLAGE STORMWATER MASTER PLAN DEVELOPMENT, NORTH BAY VILLAGE, FL | GREATER MIAMI EXPRESSWAY AGENCY (GMX) | SENIOR PROJECT ENGINEER | The SR-836/ NW 87th Avenue Interchange reconstruction is the final piece necessary to complete the SR-826/SR-836 (Section 5) Interchange Master Plan. The project will complete the system-to-system connections for the western portion of SR-836 connecting to SR-826 and provide the ultimate capacity improvements along the SR-836 mainline. In addition, the project will provide significant traffic operations and safety improvements for the interchange and the surrounding arterial network. The goal is to improve access from the arterial network onto the expressway and thus relieve the arterial grid, in particular the intersection of NW 87th Avenue and NW 12th Street.

GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY (GGMTF) | FDOT DISTRICT 6 | SENIOR PROJECT ENGINEER | This Design Build project at the Golden Glades Park & Ride Center in Miami-Dade County will upgrade and enhance mobility at the existing GGMTF. Key project fixtures include the construction of approximately six-story parking garages with 2,400 parking spaces, a 4,500 sq. ft. Transit Hub, 10,450 sq. ft. Retail space, new designated passenger waiting areas, direct access to Tri-Rail station from the new 910,000 sq. ft. parking garage to a new pedestrian bridge, bicycle parking and lockers, new multi-bay bus terminals, upgrade and new bicycle paths, sidewalks, walkways, and platforms, and the reconstruction of SR-9, SR-7 and Frontage Road in the vicinity of this multimodal Transportation Facility.

US-27/OKEECHOBEE ROAD ROADWAY RECONSTRUCTION | FDOT DISTRICT 6 | SENIOR PROJECT ENGINEER | This project consists of improving overall traffic conditions and safety. The FDOT is upgrading a segment of US-27 / Okeechobee Road corridor from the Broward to the Miami-Dade County Line to just east of NW 79th Avenue. Roadway improvements will also include intersection modifications and Frontage Road enhancements. Lazaro oversaw preparing the drainage layout, designing drainage structures, performing hydraulic modeling, and preparing bridge hydraulic reports for all three projects.

SPECIALIZED CONSULTANT SERVICES NPDES PROGRAM | FDOT DISTRICT 6 | SENIOR PROJECT ENGINEER | This project includes: Data Collection to obtain and review existing outfall database, review as-builts, inspection reports, and GIS Inventory, Coordination with FDOT Maintenance and Easement and Right-of-Way Evaluation; Outfall Evaluation involving filed inspection, determining the exact location of outfalls and headwalls, environmental and geotechnical evaluation, hydraulic analysis and modeling of outfalls, structural evaluation, the feasibility of potential repairs, and coordination meetings at FDOT; Final Recommendation / Outfall Assessment Report including Updating GIS database. Lazaro is responsible for the technical aspects of evaluating the conditions of existing outfalls, he is in charge of gathering as-built information for piping upstream of outfalls and preparing ICPR hydraulic models to assess the benefit/necessity to perform upstream piping upgrades.

DISTRICTWIDE DRAINAGE DESIGN AND PLANS REVIEW CONSULTANT SERVICES | FDOT DISTRICT 6 | SENIOR PROJECT ENGINEER | BCC managed Districtwide Drainage Design & Plans Review Consultant Services. Mr. Ferrero's responsibilities included compiling drainage comments, coordinating with engineering firms, and overseeing various aspects such as drainage analysis, design, permit reviews, retrofitting existing systems, hydrologic/hydraulic modeling, bridge hydraulics, scour analyses, and more.



LINDSAY SLAUTTERBACK, AICP

TRANSPORTATION MASTER PLANS REVIEW

FIRM
Kimley-Horn and Associates, Inc.

YEARS OF EXPERIENCE
8

EDUCATION
MS in Planning, Florida State University, 2018

BS in International Affairs & Environmental Studies, Florida State University, 2014

CERTIFICATIONS
American Institute of Certified Planners No. 31951

Lindsay provides expertise on the Safe Streets and Roads for All (SS4A) Program, with a recently completed Safety Action Plan for the Capital Region Transportation Planning Agency based in Tallahassee, Florida. Lindsay has provided support on SS4A grant applications in several states, both for safety action plans and implementation grants. She is currently providing technical planning assistance on safety action plans throughout the state of Florida to meet SS4A requirements related to task force development and policy and process change, in an effort to ensure these plans are actionable and implementable long into the future.

RELEVANT EXPERIENCE

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN | CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) | PROJECT MANAGER | Kimley-Horn served as the lead consultant for the CRTPA Safety Action Plan. This plan was completed to meet all Safe Streets and Roads for All (SS4A) requirements and included robust data collection and review, equity analysis, project prioritization and public engagement. The plan was adopted by the CRTPA board in June 2023 and will serve as the required Safety Action Plan for the Capital Region when applying for SS4A Implementation grants in the future.

SAFE STREETS AND ROADS FOR ALL IMPLEMENTATION GRANT | CITY OF KNOXVILLE | PROJECT MANAGER | Kimley-Horn worked with the City of Knoxville to apply for a $3M grant for several projects under the tag line "SAFER Knoxville: Strategic Action towards Fatality Eliminations on Roadways." These projects, including major complete streets improvements on N. Broadway, E. Magnolia Avenue, and E. Woodland Avenue, met the criteria outlined in the Safe Streets and Roads for All Notice of Funding Opportunity. These projects were originally identified in the recently adopted Knoxville Regional TPO Roadway Safety Action Plan and the City of Knoxville Vision Zero Plan. Kimley-Horn worked with engineering staff from the City of Knoxville to gather background information, data, letters of support, and other needs for the application.

SAFE STREETS AND ROADS FOR ALL PLANNING AND DEMONSTRATION GRANT | ST. JOHNS COUNTY | TASK MANAGER | Kimley-Horn created a comprehensive approach to improve safety throughout the County. Focus areas included railroad crossing eliminations, school access, and holistic safety improvements to historically disadvantaged communities through a proposed $400,000 safety action plan.

TALLAHASSEE TO HAVANA TRAIL FEASIBILITY STUDY | CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) | PROJECT MANAGER | This project included a technical feasibility study evaluating a potential multi-use trail connection between Tallahassee and Havana. The Tallahassee to Havana Trail Feasibility Study evaluated the potential to construct a 10 to 12-foot multi-use trail between the Orchard Pond Parkway in Leon County and Salem Road in Gadsden County. This feasibility study included an existing conditions assessment, significant mapping and data analysis, and targeted stakeholder engagement.

THOMASVILLE ROAD MULTIUSE TRAIL FEASIBILITY STUDY | CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) | PROJECT ANALYST | This project evaluated the feasibility study of construction a 12-foot multi-use path on Thomasville Road from Midtown to the Market District in Tallahassee, Florida. This project was identified in the Tallahassee-Leon County Bicycle and Pedestrian Master Plan and was the pilot project for major project implementation. This feasibility study included an existing conditions assessment, significant mapping and data analysis, as well as robust public engagement including a virtual public meeting room, virtual live question and answer sessions, and in-person pop-up events. This trail will address safety issues that multimodal users face when using the existing inadequate sidewalk facility.



STEWART ROBERTSON, PE

MULTIMODAL PLANNING

FIRM
Kimley-Horn and Associates, Inc.

YEARS OF EXPERIENCE
23

EDUCATION
MS in Civil Engineering, University of Kentucky, 2001

BS in Civil Engineering, University of Kentucky, 2000

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No 63939
Florida No. 00000

Stewart has 23 years of diverse transportation planning and engineering experience, with an emphasis in multimodal planning and design. Stewart's particular areas of interest and expertise include conducting livable communities' studies, reducing reliance on automobiles, enhancing accessibility to public transit and non-motorized transportation, and conducting coordination and outreach activities.

RELEVANT EXPERIENCE

BICYCLE MOBILITY PLAN | CITY OF HOLLYWOOD | PROJECT MANAGER | Project Manager for the Kimley-Horn team that prepared the Bicycle Mobility Plan for the City of Hollywood. This plan was prepared consistent with the City's needs and the potential for funding success through a variety of programs. The Plan allows the City to lay the policy foundation necessary to fund, design, construct, and operate streets that accommodate all users. Tasks included community engagement, coordination meetings, city commission meetings, existing conditions inventory, data analysis, recommended projects, cost estimates and funding sources, prioritization, and final report and dissemination.

DOWNTOWN FORT LAUDERDALE MOBILITY HUB | CITY OF FORT LAUDERDALE | PROJECT ENGINEER | Kimley-Horn provided landscape architecture design, planning, traffic engineering, and civil engineering services for the revitalization of the existing streetscape in the Downtown Fort Lauderdale Mobility Hub. The goal was to create a pedestrian-friendly environment by widening and adding new sidewalks, dedicated bike lanes, pedestrian lighting, and creating separation between traffic and pedestrian spaces—this includes adjusting lane widths, altering bus lanes, and accommodating the County's central bus terminal.

DISTRICTWIDE BICYCLE AND PEDESTRIAN SAFETY ANALYSES | FDOT DISTRICT SIX | PROJECT MANAGER | Project manager for a study that evaluated high bicycle crash corridors and high pedestrian crash corridors within FDOT District Six. The objective of this study was to determine if engineering countermeasures could be identified to improve pedestrian and bicyclist safety on the study corridors. Duties included working alongside District staff to identify high crash corridors using crash rate data, overseeing GIS analysis of crash data, conducting field reviews, and developing countermeasures and recommendations. In addition, Kimley-Horn calculated project benefits in terms of expected annual crash reduction and annual dollar benefit using a methodology established in the FDOT Crash Analysis Reporting System. Preliminary cost estimates were calculated and compared to the project benefits to establish a benefit/cost ratio for each key roadway segment. FDOT used the study recommendations and benefit/cost ratios to help program improvements into safety or resurfacing projects.

MIAMI-DADE TPO GPC VII #22 SAFE ROUTES TO SCHOOL INFRASTRUCTURE PLANS | MIAMI-DADE TPO | PROJECT MANAGER | Kimley-Horn was selected to develop Safe Routes to School plans for six schools. The plans include safe route determinations, infrastructure improvements, cost estimates, and a walking map. Our team also reviewed the data collected in the previous year for Horace Mann Middle school and provided an updated report. Based on our findings, Kimley-Horn prepared FDOT FY 2021 Safe Routes to School infrastructure funding applications for the selected schools. Kimley-Horn also provided a summary of the status of previous SRTS projects to monitor implementation.



RAVI WIJESUNDERA, PE, RSP1

SCHOOL/PARK/ TRANSIT ACCESS REVIEWS

FIRM
Kimley-Horn and Associates, Inc.

YEARS OF EXPERIENCE
20

EDUCATION
MS in Civil Engineering, University of Alabama, 2003

ME in Civil Engineering, University of Moratuwa, Sri Lanka, 2001

BS in Civil Engineering, University of Moratuwa, Sri Lanka, 1998

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 69259

Road Safety Professional 1 (RSP1) No. 124

Ravi has 20 years of traffic safety and multimodal planning experience with over 18 of those years with Kimley-Horn. A registered Road Safety Professional (RSP), Ravi has served FDOT Districts Four and Six, all MPOs from Miami-Dade to Indian River County, SFRTA, numerous municipalities, and FHWA. He has completed over 200 safety task work orders. Ravi brings a blend of experience in planning studies and developing projects that got implemented, project management skills, and relationships with local agencies.

RELEVANT EXPERIENCE

DISTRICTWIDE TRAFFIC OPERATIONS SAFETY STUDIES | FDOT DISTRICT SIX | PROJECT MANAGER | Completed 47 TWOs, including safety studies, crash data reviews, and mid-block crosswalk studies among the variety of tasks. Performed multiple FDOT Central Office initiated Pedestrian Priority Corridor Studies and Safe Strides 2 Zero assessments. Responsibilities included TWO development, scheduling, status meetings, resource allocation, sub-consultant coordination, cost control, QC, and progress reports. Final contract grade 4.5/5.0.

STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN | MIAMI-DADE TPO | DEPUTY PROJECT MANAGER | Kimley-Horn developed the Beach-Northeast Corridors Land Use Scenario and Visioning Planning. Kimley-Horn team conducted three well-attended visioning charrettes to obtain public input, provided updates to the Study Advisory Committee (SAC) and Technical Oversight Committee (TOC), and developed land use scenarios.

TRAFFIC ANALYSIS FOR CONGESTED INTERSECTIONS | MIAMI-DADE COUNTY | PROJECT ANALYST | Project analyst for traffic operational analyses performed to develop short-term traffic solutions for nine priority congested intersections in Miami-Dade County. These were part of the County issued list of top 25 congested intersections. The studies were done on an accelerated schedule and held meetings with FDOT to obtain input and concurrence on the improvement concepts. We also worked on the design of several of these intersections.

SAFE ROUTES TO SCHOOL PLANS (2011, 2013 AND 2014) | MIAMI-DADE TPO | PROJECT MANAGER | Kimley-Horn was selected to develop Safe Routes to School (SRTS) infrastructure improvement plans three times in a row. In 2011, developed a formalized prioritization method for selecting high priority K-8 schools for SRTS infrastructure improvements. Over the three cycles, developed SRTS plans for 30 schools and coordinated the effort with Miami-Dade Public Schools, County, University of Miami Walk Safe Program, FDOT and school staff.

COUNTERMEASURES FOR PEDESTRIAN AND BICYCLE HIGH CRASH LOCATIONS | MIAMI-DADE TPO | PROJECT MANAGER | Kimley-Horn analyzed county-wide pedestrian and bicycle crashes to identify high crash locations and segments to develop engineering and nonengineering countermeasures. A two-pronged approach was used for data analysis: a systemic approach to identify issues and risk factors across the roadway system for similar crash types; and a cluster analysis to identify high crash locations and segments. GIS and crash data filtering methods were used to identify treatable locations and risk factors. The data analysis results were presented to the Miami-Dade Local Action Team for Safer People, which is as part of the USDOT Mayor's Challenge. This study is being coordinated with FDOT District Six, Miami-Dade Public Works, municipalities, School Board, Alliance for Aging, WalkSafe, Bike305 and Police Departments.



IAN RAIRDEN, PE

SAFE ROUTES TO SCHOOL, ROUNDABOUT DESIGN

FIRM
Kimley-Horn and Associates, Inc.

YEARS OF EXPERIENCE
20

EDUCATION
MCE in Transportation Engineering, University of Florida, 2005
BS in Civil Engineering, University of Florida, 2004

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 69224

Ian has 20 years of experience with a focus on traffic operations studies for FDOT Districts Four, Six, and Two. He has experience with the Intersection Control Evaluation (ICE) process for public and private projects in both Districts Four and Six. He is proficient with Highway Capacity Software (HCS), SIDRA, and Synchro software packages and has experience with the Southeast Regional Planning Model (SERPM) and Treasure Coast Regional Planning Model (TCRPM) based on the Florida Standard Urban Transportation Model Structure (FSUTMS).

RELEVANT EXPERIENCE

DISTRICTWIDE TRAFFIC OPERATIONS STUDIES | FDOT DISTRICT SIX | PROJECT MANAGER | The contract focused on the development of various traffic operations and safety studies including signal and left-turn phase warrant analyses, data collection, traffic signal and arterial analyses, and safety tasks including fatal crash reviews and high crash site safety studies.

I-95 CORRIDORWIDE PLANNING FOR OPERATIONAL DEFICIENCIES, US 1 TO BROWARD COUNTY LINE | FDOT DISTRICT SIX | PROJECT ENGINEER | Kimley-Horn is developed improvement concepts and performed a detailed planning level operational analysis for the I-95 corridor within District Six. The analysis included evaluation of the study interchanges, interchange influence areas, and ramp junctions, as well as post-implementation operational conditions of the 95 Express corridor improvements. The purpose of this evaluation was to identify deficiencies focusing on recurring bottlenecks and develop a series of proposed improvements to address the existing and future demands of the corridor.

CONTINUING SERVICE CONTRACT FOR ENGINEERING AND DESIGN RELATED PROFESSIONAL SERVICES UNDER THE FDOT SAFE ROUTES TO SCHOOL LOCAL AGENCY PROGRAM FOR THE DTPW | MIAMI-DADE COUNTY | PROJECT ENGINEER | Kimley-Horn is providing general civil engineering, roadway, traffic, and transportation planning for alternative modes of transportation for safe routes to schools within MiamiDade County. The intent of the SRTS program is to provide alternative modes of transportation that are safe for children, which in turn encourages walking and bicycling to school. In addition to providing an alternative mode of transportation, SRTS also promotes healthy habits by providing an opportunity for children to engage in much needed physical activity before and after school each day. This project is funded through the Florida Department of Transportation Local Agency Program for the Miami-Dade County Department of Transportation and Public Works.

MIAMI-DADE TPO GPC VII #22 SAFE ROUTES TO SCHOOL INFRASTRUCTURE PLANS | MIAMI-DADE TPO | PROJECT ENGINEER | Kimley-Horn was selected to develop Safe Routes to School plans for six schools. The plans include safe route determinations, infrastructure improvements, cost estimates, and a walking map. Our team also reviewed the data collected in the previous year for Horace Mann Middle school and provided an updated report. Based on our findings, Kimley-Horn prepared FDOT FY 2021 Safe Routes to School infrastructure funding applications for the selected schools. Kimley-Horn also provided a summary of the status of previous SRTS projects to monitor implementation.

G.O. BOND PROJECT #43: 23RD STREET COMPLETE STREETS IMPROVEMENTS | CITY OF MIAMI BEACH | PROJECT ENGINEER | Kimley-Horn is creating construction documents for the Miami Beach SW 23rd Complete Street Project, extending to streets like Liberty North and Park Avenue. Their services include design, permitting, and construction for various enhancements, providing Complete Streets to the neighborhood, with connections to the Miami Beach Boardwalk.



JOHN MCWILLIAMS, PE

TRANSPORTATION MASTER PLANS, ROUNDABOUT DESIGN

FIRM
Kimley-Horn and Associates, Inc.

YEARS OF EXPERIENCE
25

EDUCATION
BS in Civil Engineering, Ohio Northern University, 2000

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer Florida No. 62541

John has 25 years of traffic engineering and transportation planning experience in South Florida. This experience includes traffic impact studies, corridor studies, operational analyses, and signalization design. He has been successful in developing creative operational roadway improvements in constrained areas throughout the area by combining his transportation planning knowledge with his expertise in design.

RELEVANT EXPERIENCE

SR 972/SW 3RD AVENUE/SW 22ND STREET/CORAL WAY AT SR 933/SW 12TH AVENUE | FDOT DISTRICT SIX | PROJECT MANAGER | The FDOT District Six Planning and Environmental Management Office retained Kimley-Horn to examine the intersection of SR 972/SW 3rd Avenue/SW 22nd Street/Coral Way at SR 933/SW 12th Avenue, identify operational deficiencies and safety concerns, and recommend mid-term (year 2020) and long-term (year 2040) improvements. This analysis included traffic data collection, field observations, design traffic forecasts, intersection operational analysis, and the development of mid-term and long-term needs for the study intersection. The operational analysis examined existing and future traffic conditions during the weekday peak hours. The analysis also developed three different alternatives for the intersection. At the conclusion, a modern roundabout was selected as the preferred alternative. Kimley-Horn assisted with the design and traffic operations plan for the project implementation. This project was constructed in 2023.

NORTH MIAMI BEACH TRANSPORTATION MASTER PLAN | CITY OF NORTH MIAMI BEACH | PROJECT MANAGER | Kimley-Horn is preparing a roadway master plan for the City of North Miami Beach to address the future needs of its residents on the City's corridor for all modes of travel. Tasks include assessments of roadway capacity; bicycle/pedestrian network and infrastructure; transit infrastructure; and neighborhood traffic calming. The project also includes future traffic forecast modeling/analysis and the analysis of the most congested intersections within the City to identify future improvements. The identified improvements will be incorporated into a needs and prioritization plan for future implementation.

I-95 CORRIDORWIDE PLANNING FOR OPERATIONAL DEFICIENCIES, US 1 TO BROWARD COUNTY LINE | FDOT DISTRICT SIX | CO-PROJECT MANAGER | Kimley-Horn developed and evaluated improvement concepts and performing a detailed planning level operational analysis for the I-95 corridor within District Six. The analysis included an evaluation of the study interchanges, interchange influence areas, and ramp junctions, as well as post-implementation operational conditions of the 95 Express corridor improvements. The purpose of this evaluation was to identify deficiencies focusing on recurring bottlenecks and to develop a series of proposed improvements to address the existing and future demands of the corridor. Multiple improvement alternatives were developed for the mainline and system-to-system connections.

DISTRICTWIDE TRAFFIC OPERATIONS SAFETY STUDIES | FDOT DISTRICT SIX | SUBCONSULTANT PROJECT ENGINEER | Responsible for conducting qualitative assessments, safety and operational analyses, and corridor studies. Work included data collection, field assessments, capacity analyses, and the development of safety improvements.

BICYCLE AND PEDESTRIAN DESIGN PLAN REVIEWS | FDOT DISTRICT SIX | PROJECT ENGINEER | Reviewed design plans and reports for the FDOT District Six Pedestrian-Bicycle Coordinator through a districtwide contract. Duties included conducting an engineering review of plans and reports for incorporating and enhancing bicycle and pedestrian facilities, submitting comments within the Electronic Review Comment (ERC) process, and coordinating with design engineers and FDOT project managers as necessary.



ISAAC PINCKNEY, III

COMMUNITY INEQUITIES REVIEW & INTERVENTIONS

FIRM
Consor Engineers, LLC

YEARS OF EXPERIENCE
6

EDUCATION
BA in Urban and Regional Planning, Florida Atlantic University, 2017

REGISTRATIONS/ CERTIFICATIONS
FAA UAV Drone Certification #4326140

CSX Roadway Worker Protection Contractor Safety

SFRTA Contractor Safety Training

Federal Transit Administration's Transit Bus System Safety Certificate

Isaac is an urban planner with experience in multimodal transportation planning, including transit alternative analysis, pedestrian accessibility and ADA compliance, freight rail work, and engineering He possesses the necessary tools and will it takes to assist and lead projects when granted the opportunity. His strengths include maintaining structure for projects with many moving parts, communicating effectively with a diverse group of stakeholders, and finding creative solutions for age-old problems. Outstanding learning and coordination skills have helped Isaac provide excellent service throughout his career.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO PROGRAM | MIAMI-DADE COUNTY, FL | PLANNER | Consor is assisting the Department of Transportation and Infrastructure (DTPW) through the creation, development, and management of their Vision Zero program that aims at eliminating traffic fatalities and serious injuries by 2040. Consor is guiding DTPW leadership to establish, implement, and document Vision Zero and other safety-oriented transportation-related priorities, long-term strategic planning, and short-term initiatives. We assist with the analysis, and synthesis of data such as fatal and severe traffic collision data, systemic safety trends, and demographic data to identify, prioritize, communicate, and advocate for safety projects and needs.

LAND USE/COMPLETE STREETS | SARASOTA, FL | PLANNER | While working with the City of Sarasota, Isaac was tasked with updating the City's Land Use Map. This update required multiple meetings with City officials, landowners, and environmental consultants, as well as updates to the City's zoning code. Isaac also worked on complete streets projects for the City, where he established multiple roundabouts. Additionally, he assisted in the establishment of shared roads, creating colored pavement bike lanes. Lighting and signage was also included in this plan.

AMERICANS WITH DISABILITIES ACT (ADA) WORK | FORT LAUDERDALE, FL | PLANNER | Isaac worked on multiple projects pertaining to ADA compliance. He worked on the City of Doral's ADA Transition Plan, the City of Fort Lauderdale's ADA Project, and most recently, with Maryland Transit Authority (MTA). The City of Doral Parks ADA Transition Plan was a response to the City's lack of accessibility at nine parks. Barriers were identified and prioritized, and recommendations were made for barrier removal and development of citywide parks to bring the City into compliance. Work with the City of Fort Lauderdale required Isaac to evaluate 15 locations for proposed bus stops and transit shelter locations. In addition to the 15 preselected locations, 10 sites were also identified and assessed for future bus stop infrastructure. MTA, one of the largest transit providers in the Northeast, requested additional data collection for rail crossing locations due to a major accident. Isaac collected rail crossing data and evaluated the crossings for compliance issues.

SR 934 (NW/NE 79TH STREET) PD&E CORRIDOR STUDY | FDOT - DISTRICT SIX | ENGINEERING TECHNICIAN | Isaac served as an engineering technician for a project to review and analyze current transit conditions, historical ridership, passenger delay, automatic passenger counts, future transit plans, and existing infrastructure to determine current and transit alternatives and recommendations. Passenger and signal delay data for key routes, bus stop inventory, and cursory review of ADA compliance at bus stops was collected. A detailed assessment of existing bus stops for design and ADA compliance and other operational improvements to improve accessibility and mobility in project corridor were also completed.



JENNY GODWIN, AICP

TRANSPORTATION MASTER PLAN REVIEWER

FIRM
Consor Engineers, LLC

YEARS OF EXPERIENCE
4

EDUCATION
MS in Urban and Regional Planning, University of Colorado - Denver, 2019

BA in Urban Planning and Environmental Policy, Western Washington University, 2014

REGISTRATIONS/ CERTIFICATIONS
American Institute of Certified Planners
No. 34327

Jenny is a transportation planner with experience working on corridor plans, Vision Zero projects, and multimodal safety assessments. She specializes in designing accessible, equitable outreach strategies to engage with diverse stakeholder groups – both as in-person and virtual opportunities. She has developed successful grant applications for clients seeking to fund safety, ITS, and safe routes to school transportation improvements. Jenny is committed to working with clients and stakeholders to design opportunities for people of all ages and abilities to navigate safely.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO PROGRAM | MIAMI-DADE COUNTY, FL | DEPUTY PROJECT MANAGER | Miami-Dade County's Vision Zero Program is a robust and multi-faceted effort supporting this county of approximately 2.71 million people in achieving its goal of ending fatalities and serious injuries by 2040. Consor provides multimodal support through engineering design, planning expertise, and in-house/remote extension of staff services. Consor is spearheading the development of the county's 2023 Vision Zero Action Plan Update, which includes extensive crash data analysis, developing a High-Injury Network (HIN), crafting Key Performance Indicators (KPIs), and outlining data-driven investment priorities to offer a responsive approach to geographic crash trends while planning for proactive measures to address known crash-contributing factors. Consor has developed several successful grant applications for Miami-Dade County, including Safe Streets and Roads for All (SS4A), Road to Zero Traffic Safety grants, Transportation Alternatives Program (TAP) funding, and more. Consor also supports coordination with and presentations to county boards, commissions, municipal leadership, and regional partners.

VISION ZERO BIKEWAYS ANALYSIS PROJECT | CITY AND COUNTY OF DENVER, CO | PLANNER | Consor is supporting DOTI in evaluating the effectiveness of recently installed bikeways and Vision Zero treatments throughout the city. Consor is facilitating tube and video data collection to understand changes in speed, vehicle and bicycle volumes, user behaviors, and compliance as well as survey and other quantitative data, to understand how safe and comfortable users feel. Consor is developing a GIS data dashboard to facilitate targeted data monitoring and evaluating installed facilities and treatments from a maintenance perspective to understand the impact on staff. Ultimately, the Preliminary Findings Report will be rooted in data-driven conclusions to provide DOTI staff with a roadmap for upgrading and/or installing future bikeways and Vision Zero treatments to create a safer city for all roadway users.

72ND AVENUE CORRIDOR STUDY | WESTMINSTER, CO | DEPUTY PROJECT MANAGER | Consor is collaborating with City of Westminster staff to reimagine a three-mile stretch of 72nd Avenue between Pierce and Zuni Streets, an important east-west transportation connection. The project team is facilitating traffic data collection alongside a robust community/business engagement process to evaluate existing conditions and modal priorities while exploring how to boost economic vitality, enhance placemaking, and increase user comfort and safety. The concept design alternative process will culminate in a context-sensitive plan for future enhancements, including recommendations for prioritized implementation and funding pursuit.

BOULDER VISION ZERO INNOVATION PROJECT (VZIP) | CITY OF BOULDER, CO | PLANNER | Consor supported Boulder staff in the development and design of the Phase II projects, which included public outreach, close collaboration with maintenance and emergency response staff on design development, and signing and striping plans. The team is now working with staff to evaluate the installed treatments to determine if the treatments should be retained, changed, or removed.



RACHEL ROBERTS

MULTIMODAL PLANNING

FIRM
Consor Engineers, LLC

YEARS OF EXPERIENCE
6

EDUCATION
MURP in Urban and Regional Planning, University of Colorado, Denver

BS in Marketing, University of Louisville

REGISTRATIONS/ CERTIFICATIONS
American Institute of Certified Planners, #34098

Rachel has worked on a variety of transportation planning project ranging from vision zero to citywide transportation plans. She excels in data-driven projects that prioritize street improvements for the most vulnerable roadway users. She has a background in outreach and marketing and an interest in providing sustainable transportation solutions that work for all. Rachel has experience in public outreach and multimodal planning from the private, public, and nonprofit sectors. Her strengths include maintaining structure for projects with many moving parts, communicating effectively with a diverse group of stakeholders, and finding creative solutions for age-old problems.

RELEVANT EXPERIENCE

SHARED STREETS | CITY AND COUNTY OF DENVER, CO | ASSISTANT PROJECT MANAGER AND OUTREACH LEAD | Rachel helped the City of Denver transform its pandemic-era temporary shared streets program into a new, formalized City program. This program aims to reclaim space for people to move, interact, and play within the right-of-way by creating slow and comfortable streets throughout the city. Rachel led and helped execute an outreach strategy that resulted in over 8,000 touch points with the public and stakeholders. This was accomplished through three stakeholder meetings, three public surveys, two virtual community meetings, and flier and yard sign marketing.

SHERIDAN BOULEVARD MULTIMODAL CORRIDOR PLAN | CITY OF EDGEWATER, CO | TRANSPORTATION PLANNER | This plan evaluated opportunities for enhanced multimodal infrastructure along Sheridan Boulevard that will deliver increased safety and comfort for people walking, biking, riding transit, and driving. It also identified opportunities to enrich public spaces and make Sheridan Boulevard into a gateway for Edgewater that is more inviting for residents and visitors alike. Rachel worked on every step of the process for this plan and led outreach efforts with stakeholders, the community, and business owners.

PARKING STUDY | CITY OF EDGEWATER, CO | TRANSPORTATION PLANNER | Through the Sheridan Boulevard Multimodal Corridor Plan, it became apparent that parking, both on-street and off-street, is an ongoing challenge and discussion point. Rachel and team conducted a parking study for the City to better understand the available public and private parking capacity. She utilized her stakeholder outreach skills to develop a business survey to better understand business patron parking demand. Rachel used her GIS, Adobe, and analysis skills to identify existing parking restrictions in the commercial area, collected parking data, and worked with the team to develop recommendations and next steps.

US 36 MULTIMODAL IMPROVEMENTS | TOWN OF LYONS, CO | TRANSPORTATION PLANNER | This project is building a multimodal pathway along the southern edge of Broadway Boulevard and provide a more comfortable environment for those using all modes as the downtown of Lyons continues to develop. Rachel led outreach efforts for this project, including two in-person business meetings, a virtual public meeting, and an interactive mapping activity. This project utilized her skills of Adobe Illustrator, Adobe InDesign, Sketchup, and website design.

PEDESTRIAN INTERSECTION PROGRAM | COLORADO DEPARTMENT OF TRANSPORTATION | TRANSPORTATION PLANNER | Consor recently developed DOTI's new Pedestrian Intersection Improvement Program, using best practices from Denver's peer cities to build a proactive and responsive program that prioritizes intersections and recommends crossing improvements on a citywide scale. As a project transportation planner, Rachel helped finalize the document using her editing, quality control, and Adobe InDesign skills.

FEDERAL BOULEVARD TRANSIT RELIABILITY | CITY AND COUNTY OF DENVER, CO | TRANSPORTATION PLANNER | The Federal Boulevard Transit Reliability Project will design and build near-term infrastructure improvements to keep bus routes moving smoothly and help them stay more reliably on schedule.



JOSH MEHLEM, LEEP AP

COMMUNITY INEQUITIES REVIEW & INTERVENTIONS

FIRM
Consor Engineers, LLC

YEARS OF EXPERIENCE
20

EDUCATION
MS in Landscape Architecture, University of Arizona, 2003

BS in Wildlife Biology, University of Arizona, 1999

REGISTRATIONS/ CERTIFICATIONS
LEED Accredited Professional

Josh's professional experience includes the planning and design of bicycle, pedestrian and trail facilities across Colorado and the Western US. Josh has a strong understanding of the complexities associated with developing and implementing non-motorized transportation plans and projects that are community driven. Most recently, Josh has been leading innovative street design projects that have focused on developing solutions that enhance safety for vulnerable users. Ultimately, making roadways safer for all users. He has managed more than 70 projects that focus on balancing the needs of all users. As a LEED Accredited Professional, he integrates sustainable ideas and complete streets practices into each of his projects.

RELEVANT EXPERIENCE

MIAMI-DADE VISION ZERO PROGRAM | MIAMI-DADE COUNTY, FL | SENIOR PLANNER/PRINCIPAL IN CHARGE | Miami-Dade County's Vision Zero Program is a robust and multi-faceted effort supporting this county of approximately 2.71 million people in achieving its goal of ending fatalities and serious injuries by 2040. Consor provides multimodal support through engineering design, planning expertise, and inhouse/remote extension of staff services. Consor is spearheading the development of the county's 2023 Vision Zero Action Plan Update, which includes extensive crash data analysis, developing a High-Injury Network (HIN), crafting Key Performance Indicators (KPIs), and outlining data-driven investment priorities to offer a responsive approach to geographic crash trends while planning for proactive measures to address known crash-contributing factors. Consor has developed several successful grant applications for Miami-Dade County, including Safe Streets and Roads for All (SS4A), Road to Zero Traffic Safety grants, Transportation Alternatives Program (TAP) funding, and more. Consor also supports coordination with and presentations to county boards, commissions, municipal leadership, and regional partners..

SHERIDAN BOULEVARD MULTIMODAL CORRIDOR PLAN | CITY OF EDGEWATER, CO | SENIOR PLANNER | Consor worked with the City of Edgewater, CDOT, and the City and County of Denver to complete a mobility and urban design planning study, their first parking study for the Sheridan Boulevard commercial area, and produce conceptual corridor design ideas for bicycle, pedestrian, and safety improvements along the Corridor between 26th Avenue and 17th Avenue to better accommodate all roadway users. Sheridan Boulevard is a CDOT State Highway, a high-ridership transit corridor, and a major north-south commercial corridor that provides access to a variety of successful local businesses, Main Street (25th Avenue), Sloan's Lake Regional Park, and residents nearby. Robust existing conditions and safety analysis along with an extensive public engagement process led to a well balanced preferred alternative that led to additional funding for design and implementation. During the parking study, Consor surveyed business owners and Edgewater department leads to inform the development of a data collection plan that would be trusted by the business community and residents.

COLLEGE AVENUE CORRIDOR STUDY (US 287) | CITY OF FORT COLLINS, CO | SENIOR PLANNER | Josh was part of a multi-disciplinary team that Collaborated with the City on a planning and design project on College Avenue (US 287). College Avenue is one of the most traveled north-south roadways in Fort Collins. A major component of the project was to develop complete street alternatives that aligned with the City's multimodal, urban design, and economic development goals. The team worked with property owners, business districts, CDOT, the community, and City staff to re-envision a College Avenue that is safer for all modes of transportation. The preferred alternative created a safe walking and bicycling environment to and from the College Avenue and the MAX BRT stations, while maintaining a highly functioning automobile network..



KRYSTIAN BOREYKO, AICP

SCHOOL/PARK ACCESS REVIEWER

FIRM
Consor Engineers, LLC

YEARS OF EXPERIENCE
9

EDUCATION
MURP in Urban and Regional Planning, University of Los Angeles, 2018

BS in English, Vassar College, 2008

REGISTRATIONS/ CERTIFICATIONS
American Institute of Certified Planners, #33454

Krystian is a transportation planner with a commitment to supporting communities in achieving their mobility goals, including roadway safety outcomes. Skilled in data collection and analysis, GIS mapping, community engagement, needs and opportunities identification, and developing implementation ready plans, Krystian provides comprehensive planning support that our clients deeply value. Having worked on safety analyses and studies in a variety of community contexts from rural (e.g., Silverthorne, CO Safety Action Plan) to urban (e.g., Denver Safe Routes to School), he brings a unique understanding of the fact that there are no one-size-fits-all solutions when planning for transportation safety.

RELEVANT EXPERIENCE

DENVER SAFE ROUTES TO SCHOOL | CITY AND COUNTY OF DENVER, CO | PROJECT MANAGER | Krystian served as the consultant project manager for the Denver Department of Transportation and Infrastructure's Safe Routes to School program. Krystian led community engagement, identification of travel barriers to Denver Public Schools campuses, development of recommendations for improving transportation infrastructure quality around schools, and development of conceptual designs for those recommendations. In addition, Krystian led the pursuit of a Colorado Department of Transportation Infrastructure Grant to implement plan recommendations.

MULTIMODAL TRANSPORTATION MASTER PLAN | CITY OF EVANS, CO | CONSTRUCTION PROJECT MANAGER | Krystian led Development of the City of Evans Multi-Modal Transportation Plan. Evans is reliant on grant funding to conduct planning and implementation activities. As part of his consultant role, Krystian supported the City of Evans project manager with grant compliance for the Multi-Modal Transportation Plan, which was funded through a Colorado Department of Transportation Grant. His responsibilities included maintaining familiarity with the reporting requirements and supporting the client on compiling the necessary materials for reporting. As part of the Multi-Modal Transportation Master Plan, Krystian led development of templates the city could use to streamline the grant application process. In addition, Krystian supported the City of Evans in successfully pursuing a Colorado Main Street Grant to fund one of the top priority improvements recommended in the transportation plan.

DENVER CURBSIDE ACTION PLAN | CITY AND COUNTY OF DENVER, CO | PROJECT MANAGER | Krystian is supporting development of Denver's first citywide Curbside Action Plan. Through a stakeholder driven process, the City and County of Denver has developed a typology based approach for determining the preferred curb use on corridors throughout the jurisdiction. The intent of the Curbside Action Plan is to promote more flexibility for accessing the curb to perform loading activity, short term parking, and other uses and to support citywide mobility goals to promote more multimodal travel. The Curbside Action Plan features a prioritization tool for selecting curb uses, design considerations, and implementation guidance.

GREELEY TRANSPORTATION MASTER PLAN | CITY OF GREELEY, CO | DEPUTY PROJECT MANAGER | Krystian served as Deputy Project Manager for the 2045 City of Greeley Transportation Master Plan. He led community outreach, planning, and recommendations development. As part of the Transportation Master Plan process, the City of Greeley revised local roadway standards to adopt a Complete Streets approach that prioritizes safety. The planning process also involved evaluation of the City's high crash corridors to identify a crash index to inform prioritization of projects that would enhance safety outcomes.



JUAN S. CALDERON, PE

TRAFFIC & DATA COLLECTOR

FIRM
CALTRAN Engineering Group, Inc.

YEARS OF EXPERIENCE
25

EDUCATION
MS in Civil Engineering, Florida International University, 1997

BS in Civil Engineering, Santo Tomas, Colombia, 1997

REGISTRATIONS/ CERTIFICATIONS
CERTIFICATIONS: Professional Engineer Florida No. 58569, 2002 Traffic Operations Engineer, No.1301, 2004 Traffic Operations Engineer, No. 1301, 2004

Mr. Calderon has over 25 years of experience in traffic/ transportation engineering with a Master's Degree in Civil Engineering. Mr. Calderon has managed multiple traffic and planning engineering projects with the Florida Department of Transportation (FDOT) and multiple clients including Miami-Dade County, Broward County, cities such as Miami Gardens, Miramar, Coral Gables, Miami, Miami Beach, and private developers.

RELEVANT EXPERIENCE

VISION ZERO | MIAMI-DADE COUNTY | TRAFFIC ENGINEER | Evaluation of intersections and corridors per commissioner districts for predominant causes and probable countermeasures of implementation of safety countermeasures as part of the Safe Streets for All grant program applications. Perform field reviews, identification of clusters, crash analysis, detailed evaluation of severity causes, identification of measures, and conceptual design evaluation.

CONTINUING ARCHITECTURAL AND ENGINEERING SERVICES | CITY OF MIAMI GARDENS | TRAFFIC ENGINEER | Provided general consultant services including support to the city, advising role as part of implementation of F1 race track at Hard Rock Stadium, evaluation of plats and site plans, serving as a peer reviewer for traffic impact and parking variances applications as well as Citywide Traffic Calming Study and Citywide Lighting Study. Provided traffic and roadway design engineering services for projects authorized by City. Included plats review and survey acceptance for 15+ plats, traffic impact peer review process for Walmart, Family Dollar Store, and Top Golf driving range.

COMPLETE STREETS (LANE ELIMINATION) SW/SE 1ST ST FROM SW 2ND AVE TO BISCAYNE BLVD | MIAMI DDA | TRAFFIC ENGINEER | Provided traffic engineering services as part of a feasibility study to apply Complete Streets concepts. Provided existing conditions analysis, traffic analysis for no build and build conditions, and transit system operation analysis. The study recommended lane elimination and 1st bus preferential lane only in Miami-Dade County. Responsible for design to apply a Complete Streets concept; included provided signing & pavement marking plans including bike lane and bus preferential lane. Responsible for before-after study evaluation of the Complete Streets concept; included survey, traffic and non-motorized data collection, safety evaluation, and travel time for vehicular and transit.

CONTINUOUS SERVICES AGREEMENT | CITY OF MIRAMAR | TRAFFIC ENGINEER | Served as a traffic engineering consultant for projects and the City. Conducted traffic impact analyses for expansion of Regional Park and new amphitheater, including noise evaluations; served as a peer reviewer for traffic impact studies such as Somerset Academy and large developments such as Lennar Univision. Prepared signal warrants, signing & pavement markings, certifications inspections, and civil plans for new intersection improvements for fountains of Miramar and new signalization improvements for Pembroke Rd at Silver Shores, cost estimates for other intersection enhancements.

DISTRICTWIDE TRAFFIC OPERATIONS CONSULTANT | FDOT D6 | TRAFFIC ENGINEER | Served as a prime consultant with over 85 tasks, including assignments such as qualitative assessments and traffic memorandums, pedestrian mid-block crossings, roadside protection, turn lanes, signal warrants, etc. Responding to public requests to address congestion and safety concerns. It provided video data collection, crash analyses, evaluation of predominant crash types, and potential countermeasures for conceptual roadway and operational improvements. Prepare presentation for scoping, District leadership and coordination with Miami-Dade County.



MOE LAVASANI, PHD, PE, PTOE

TRAFFIC DATA AND COLLECTION ENGINEER

FIRM
CALTRAN Engineering Group, Inc.

YEARS OF EXPERIENCE
11

EDUCATION
PhD Civil, Engineering, Florida International University, 2016

REGISTRATIONS/ CERTIFICATIONS
Professional Engineer
Florida No. 89159

Traffic Operations Engineer, No.5461

Mr. Lavasani is a civil engineer, with more than ten years of experience in various GIS and planning projects, traffic impact analysis studies, and data collection projects. He has worked as a Transportation Planner and Travel Demand Modeler with GIS programming expertise with CALTRAN Group since January 2016. He is experienced in planning and ArcGIS studies, a highlighted one is developing a methodology to use HERE travel data to show a selected performance measure on ArcGIS and Google Earth for Florida's State Highways.

He also has experience in transportation model studies including SERPM, NERPM, GTCRPM, and various types of traffic studies including traffic counts, turning movement studies, travel time and delay studies, parking studies, and traffic impact studies. He is responsible for developing different scenarios for future traffic forecasts. During his PhD, Mr. Lavasani evaluated the implications of autonomous vehicles (AVs) in South Florida's transportation demand model. In this research, he applied the effects of driver-less cars on the SERPM 7 model using Cube software with the results presented in the 2017 Transportation Research Board in Washington D.C.

RELEVANT EXPERIENCE

TRAFFIC STATISTICS PROGRAM CONTINUING SERVICES | FDOT D7 | TRAFFIC ENGINEER | CALTRAN supports FDOT D7 with its routine and special traffic counts. Mr. Lavasani is this contract's project manager, managing all the counts and special tasks. The contract includes routine counts in FDOT D7 (Hillsborough, Pinellas, Paso, Citrus, and Hernando Counties), traffic monitoring site inspections, and special counts.

TRAFFIC CALMING MASTER PLAN | CITY OF MIAMI GARDENS | TRAFFIC ENGINEER | Under Continuing Architectural and Engineering Services, CALTRAN provided a traffic calming master plan for the City roadways. The task included traffic volume and speed data collection along +100 stations within City limits, characteristics of the roadway, existing traffic calming devices, and grading of roadways based on criteria for future traffic calming needs.

US-1 MULTIMODAL TRANSPORTATION STUDY | MIAMI-DADE COUNTY | TRAFFIC ENGINEER | CALTRAN provided traffic engineering support to compile a report that includes existing transportation conditions and LOS for US-1 highway along Miami-Dade County from the Dadeland South Station to SW 344th Street. The report presented pedestrian and bicycle activity (using Strava data), US-1 LOS based on FDOT data, V/C ratio, transit LOS, pedestrian LOS, and bicycle LOS, in addition to intersection LOS and queue.

SUN TRAIL EXTENSION FEASIBILITY STUDY | CHARLOTTE COUNTY AND FDOT 1 | TRAFFIC ENGINEER | Mr. Lavasani was the Project Manager for this JPA (Charlotte County, FDOT D1 and Charlotte-Punta Gorda MPO), during which CALTRAN conducted a feasibility study for the extension of SUN Trail between Myakka River Forest in Gulf Cove along SR 776/S McCall Rd. to the intersection of US 41/Tamiami Trail. The project included performing field visits and collecting traffic and demographic data, holding several meetings with various stakeholders and the public, providing planning level design and maps for three alternatives, and proposing a recommended one based on different criteria.



TERRY CURE

PUBLIC INVOLVEMENT SPECIALIST

FIRM
Quest Corporation of America, Inc.

YEARS OF EXPERIENCE
20

EDUCATION
Bachelor of Science, Communications, University of Miami

REGISTRATIONS/ CERTIFICATIONS
N/A

Ms. Cure is the executive vice president of Quest's south and southeast Florida operations. Ms. Cure has more than 20 years of experience as a successful business development, public outreach, public involvement, and community relations professional. Most recently, Ms. Cure served as one of Quest's leading business unit leaders and, prior, as a community relations specialist. She has relevant experience of delivering bilingual interpretation, translation, and communication services. She can interpret and translate both oral and written communication and speaks Spanish fluently. She has served as the public information specialist on infrastructure projects for clients including the Florida Department of Transportation (FDOT) and Greater Miami Expressway Agency (GMX).

RELEVANT EXPERIENCE

WEDGE RESERVE PARK | CITY OF PARKLAND | PUBLIC INFORMATION SPECIALIST | Ms. Cure leads the public input initiative as part of the design team for the City of Parkland's Wedge Preserve Park. The park, which will include baseball fields, basketball courts, pickleball courts, a pavilion, and a splash pad, encompasses 36 acres in the heart of Parkland. Ms. Cure serves as the public involvement lead for the project her duties include the publication of project and public meeting information, creation of a digital survey, and development of project webpage, to advance the park design while gathering public input.

BOYNTON BEACH BOULEVARD DESIGN | FDOT D4 | PUBLIC INFORMATION SPECIALIST | Ms. Cure supports the Boynton Beach Boulevard design project and works to continue community outreach. She provides quality control services and helped revise the Community Awareness Plan.

UNIVERSITY DRIVE DESIGN PROJECT | FDOT D4 | PUBLIC INFORMATION SPECIALIST | Ms. Cure leads public involvement activities on this University Drive widening project from Sample Road to the Sawgrass Expressway in Coral Springs. She provides continued community outreach support, quality control services and updates to the Community Awareness Plan.

COUNTY ROAD 510 WIDENING DESIGN | FDOT D4 | PUBLIC INFORMATION SPECIALIST | Ms. Cure supports the widening of this crucial evacuation route as a Community Outreach Specialist. This project is a companion project and is the last link widening this rural roadway from two lanes to four lanes and includes sidewalks, bicycle lanes and altering an intersection. She attends progress meeting with the client and assists with meeting preparation and facilitation activities.

URBAN INTERCHANGE MOBILITY PLANNING STUDY, MIAMI-DADE COUNTY, FL | FDOT D6 | PUBLIC INFORMATION SPECIALIST | Ms. Cure worked on the public involvement plan (PIP), wrote the FDOT notification letter for project advisory group (PAG) meetings to elected officials, property owners and special interest groups. She selected and confirmed PAG Meetings and prepared meeting minutes. She attended all project meetings and developed fact sheets and other public information material.

CENTRAL BOULEVARD WIDENING REALIGNMENT AND SERVICE LOOP PROJECT, MIAMI-DADE COUNTY, FL | GMX/FDOT D6 | PUBLIC INFORMATION SPECIALIST | Ms. Cure served as the main public information specialist coordinating all aspects of community outreach with GMX, FDOT, and Miami International Airport (MIA). In addition to overseeing the public information campaigns, she kept elected officials and the public information updated of project progress.

4

PROJECT APPROACH/TIMELINE



4. PROJECT APPROACH/TIMELINE

UNDERSTANDING OF THE SCOPE OF WORK

Our Team understands, the Village of Palmetto Bay's Street Safety Action Plan (SSAP) will become the Village's roadmap for developing implementable strategies to mitigate and eliminate crashes involving fatalities and serious injuries as part of its Vision Zero goal. With a focus on providing redress for historical inequities in under-served communities, the development of the SSAP will carefully consider the needs of these areas in the prioritization and ranking of locations of where Village wide safety issues will be addressed. To achieve the Village's objectives for this SSAP our team anticipates the following scope of services for this project.

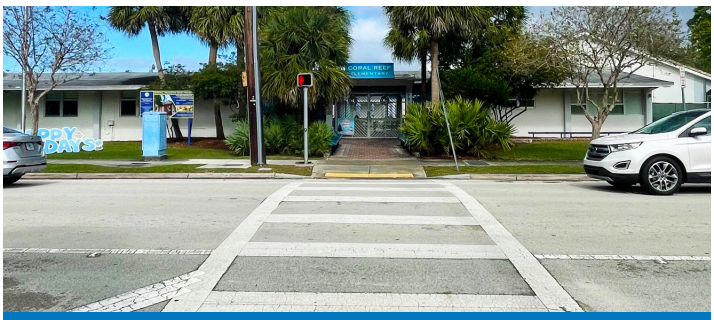
Transportation Master Plan Reviews - With a key Village objective to have a complete streets approach and Vision Zero focus, our team will review the relevant transportation master plans (all modes) to build on those efforts while preparing the SSAP. A preliminary review of previous initiatives by the Village within the last two decades including but not limited to the Palmetto Bay Traffic Calming Report in 2004 and the Villagewide Traffic calming Study in 2017, indicates the Village's consistent focus on making its roads safer and more accessible to vulnerable users through context sensitive traffic calming measures to reduce speeds, volume of cut through traffic as well as the severity of the crashes when they occur. In many ways, these prior initiatives have been the progenitor of the new Vision Zero approach the Village will be ushering in with this SSAP effort and our team is well suited to assist with this effort.

Bicycle Sidewalk Master Plan and Gap Analysis – To facilitate safer and enhanced community connectivity as part of this SSAP effort, our team will conduct an extensive review of the Villages Bicycle and Sidewalk Master Plans for potential enhancements to these future networks as well as field verify any existing gaps that need to be addressed as part of their refinement. Like what our team did when preparing the *St. Lucie County Bicycle/Pedestrian Systems Analysis we will:* 1. Perform a base data inventory of sidewalks and bike lanes, 2. Quantify bicycle and pedestrian trip demand, and 3. Perform a crash data analysis of bicyclists and pedestrians. Our team will identify sidewalk and bike lane gaps, develop a prioritization framework for recommended projects based on demand and crash analysis, and recommendations for improving walking and bicycling conditions in the vicinity of parks and schools. Roadway inventory data will be collected in GIS format for more efficient database development and to facilitate future updates to the roadway inventory data. Maps will be produced in GIS to display roadway inventory data, areas of high bicycle and pedestrian demand, and crash concern areas.

School Access Reviews - To address a key Village objective that the SSAP incorporate a safe routes to school study of all K-12 schools within the Village to refine Village design standards as well as roadway classifications for identifying quick build improvements that can be funded through future implementation grants, our team will develop a design as well as prioritization framework for the conceptual analysis of streets adjacent to public schools. Like our team did when preparing various Miami-Dade Safe Routes to School Plans, we will conduct safe route determinations, identify improvement strategies, order of magnitude cost estimates, as well as walking maps. Our team will review historical crash data along these potential routes to further inform the strategies that can be targeted for future implementation.



Howard Drive Elementary School.



Coral Reef Elementary School.

4. PROJECT APPROACH/TIMELINE (CONT.)

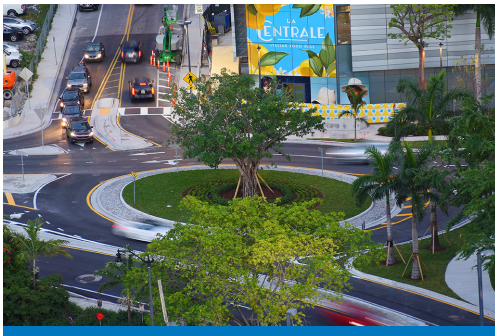
Park Access Reviews / Multi-use Paths Reviews - To address a key Village objective that the SSAP incorporate a safe routes to parks review that prioritizes alternative transportation methods to access public parks from surrounding neighborhoods, our team will identify opportunities for multi-use trails along South Florida Water Management District canal right of ways that have the potential to support dedicated paths across the Village. We will analyze the Village's existing off-street multi-use pathways (parks) and document best management practices that address safety and lighting, especially at crossing locations. Like our team did in the *Midvale Canal Trail* Feasibility Study that assessed the feasibility of constructing two canal-side trail projects in Midvale City, Utah, one along the Jordan and Salt Lake City Canal and another along the East Jordan Canal, we will conduct site visits at prospective sites within the Village (such as the Old Cutler Path) to investigate existing physical constrains to trail building, potential roadway crossings all while gathering input as part of the public involvement process from would be users of these trails. Our team will use this information to develop a prioritization framework for alternatives that can be further vetted in the project development process. Our team will document site specific considerations to improve path widths, location, driveway/street crossings, striping, signage, buffers/ protection barriers from vehicles, lighting, and landscape bioswale.



Coral Reef Park.

Grant Support - Our Team will work with the Village to ensure this project satisfies all requirements of the Federal grant process, product, and responsibilities to receive grant reimbursements. Moreover, our team will ensure the Action Plan addresses all the criteria listed in the Notice of Funding Opportunity (NoFo) for a future implementation SS4A grant. Our team has successfully assisted Miami-Dade County in securing $16.2 Million dollars to fund implementation projects from the Safety Action Plan that we refined for the County.

Roundabout Design Strategies - A key Village objective to be addressed in this SSAP is the continued implementation of traffic circles at all two (2) lane centerline and half centerline road intersections. From a Vision Zero perspective, the Village anticipates the replacement of traffic signals, except along US-1, will reduce speeding, provide safe ADA friendly crossings and avoid running of stop signs at busy intersections around the Village. The Village desires to improve rolling access through improved intersection ideas, walking signals and crosswalks leading to bus stops to better assist rolling users in accessing public transportation. To assist in this objective, our Team will through a desktop review of historical crashes at major Villages intersections, identify locations with crash patterns and severity (including pedestrian, bicycle, angle and left turn crashes) that would be amenable to mitigation with a traffic circle to develop a ranking of those locations most in need of targeted improvements. For critical locations, a preliminary stage 1 screening using the FDOT's Intersection Control Evaluation (ICE) procedure will be conducted to determine the initial viability of a traffic circle for the location in question. Our team has applied this procedure at multiple locations within Miami-Dade County as part of the work we are performing for the Miami-Dade Vision Zero Implementation Program.



BCC's Brickell City Centre Roundabout project.

Traffic And Data Collection - To help vet strategies that will be recommended in this SSAP, our team will supplement available existing traffic data from previous efforts. This may include roadway segment volume counts as well as pedestrian and bicycle counts for targeted areas.

4. PROJECT APPROACH/TIMELINE (CONT.)

Design Services - Our Team will provide design services as needed to help develop a design framework for the safety strategies that will be identified as part of the SSAP. The framework will incorporate the concept of "Forgiving Design" to ensure strategies limit crashes to property damage only or minor recoverable injuries. These strategies will be geared towards ensuring outcomes where crashes involving fatal or serious injuries are avoided. The framework our team develops, will place heavy emphasis on identifying feasible quick build strategies.

SUCCESSFUL ACHIEVEMENT OF VISION ZERO & OTHER IMPLEMENTATIONS

Vision Zero Safety Strategies - Through extensive safety analyses and audits to identify contributing causes leading to targeted countermeasures, our Team will work with the Village to identify low cost safety improvement strategies including but not limited to, using smart paint to assist the visually impaired with safer crossings, the deployment of more green bike boxes and lanes, the implementation of missing crosswalks and/or upgrading to special emphasis at signalized intersections, implementation of increased mid-block crossings (where warranted), improve and implement last mile infrastructure from bus stops and implementation of Leading Pedestrian Intervals at signalized intersections.

Public Outreach - Our Team recognizes successful project implementation relies on the support and buy in from diverse stakeholders spanning the public to elected officials. Our Team will use graphics, mailers, and social media tools to reach wide audiences (as part of general awareness campaigns) and targeted in-person outreach efforts to build consensus. Further details on our approach to this service are included in the later section of our project approach.

These are the core scope of services our Team envisions that will be performed as part of the SSAP. Our Teams organizational chart shows the professionals who will work on each aspect of the scope to ensure the preparation of a quality and actionable SSAP.

APPROACH TO VISION ZERO AND ANY SUCCESSFUL IMPLEMENTATION

Our team's approach to achieving Vision Zero within the Village of Palmetto Bay, starts with a commitment to the philosophy, death and serious injuries on roads within the Village are unacceptable. We acknowledge humans will make mistakes leading to road crashes. However, fatal, and serious injury outcomes from those crashes can be prevented through the implementation of the Safe System Approach. Our approach will be rooted in a data-driven safety analysis that will be the linchpin for the development of targeted, safety improvement strategies to address systemic safety issues within the Village's Transportation network. Leveraging the tenets of the USDOT Safe System Approach, we will develop strategies in coordination with the Village and stakeholders that will be undergirded with a focus on:

- **Safer People –** Identifying strategies that will encourage safe, responsible driving and behavior by people who use roads within the Village and create conditions that prioritize their ability to reach their destination unharmed.
- **Safer Roads –** Developing a framework to facilitate the design of Village roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer Vehicles –** Exploring the integration of available vehicle systems and features (through connected vehicle technology) that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds -** Promoting safer speeds in all roadways within the Village through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- **Post-Crash Care -** Enhancing the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



Golf cart community.

Our team will develop a Village of Palmetto Bay High Injury Network (HIN) to map out the high crash and high-risk areas within the Villages transportation network. Establishing an HIN will allow the Village to prioritize actions and investments in areas with

4. PROJECT APPROACH/TIMELINE (CONT.)

the highest safety risk as well as disproportionately impacted vulnerable road users such as people walking, biking, the elderly, people living in lower income communities.

With our Team's recent work preparing Miami-Dade County's 2023 Vision Zero Action Plan (VZAP) Update, we have already performed a robust analysis of crash locations, crash types, and contributing factors for crashes occurring within Palmetto Bay.

For the VZAP development, our team obtained 2018 through 2022 crash data from Signal 4 Analytics. During this time frame, there were 21 Killed or Serious Injury crashes (KSI) crashes in Palmetto Bay. Crash hot spots exist along SW 152nd Street, SW 136th Street, and Old Cutler Road (see *Figure 1*). Nearly ¼ (24%) of the 21 KSI crashes involved aging drivers (65+) and 43% occurred either on Friday or Saturday, signifying a weekend crash trend. Data-driven crash analysis and findings will form the foundation of an actionable and targeted Vision Zero Action Plan.

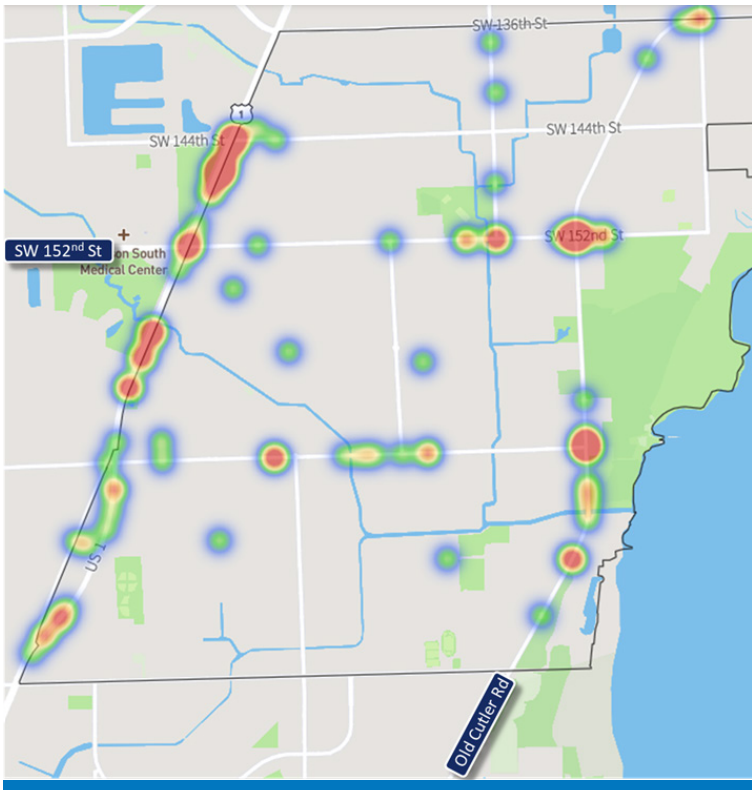


Figure 1 - Village of Palmetto Bay Crash Hot-spots.

Our team has been successful in helping Miami-Dade County refine their Safety Action Plan that formed the basis for the successful grant applications we helped them to prepare that secured federal funding for project implementation including:

- **Highway Safety Improvement Program (HSIP) Grant:** DTPW received an HSIP Federal grant to fund 3 Vision Zero Implementation Projects.
- **FY 2023, Safe Streets and Roads for All (SS4A) Grant:** DTPW received a Federal grant for $16.2 Million Dollars to fund 24 Vision Zero safety projects and additional safety planning activities.

Our Team stands ready to assist the Village of Palmetto Bay in a similar fashion to build an effective safety action plan that will demonstrate a strong commitment to its safety priorities that will garner the necessary funding for the ultimate implementation of safety strategies to achieve Vision Zero for the Village.

PUBLIC OUTREACH PROGRAM APPROACH AND EXAMPLES OF SUCCESS

Our Public Outreach approach entails a 4-Pronged strategy focusing on impactful branding, hosting or participating in inclusive events, deploying effective communication techniques and leveraging cost effective technology.

Branding - Our approach will encompass a deliberate and intentional grassroots effort that incorporates a local perspective. Branded logos for the Village of Palmetto Bay Street Safety Action Plan will be developed by our award-winning creative team to create recognition of the safety initiatives being undertaken.

Events - Our multicultural and multilingual team will engage with residential and targeted business communities (associations, schools, churches, health care organizations, fitness clubs and groups) within the Village, in English and Spanish to ensure as many stakeholders as possible are engaged in the project. Pop-up events will be used to bridge-the-gap and be held at key locations to ensure representation from under-served communities and on multiple dates at varying times of day. In addition to pop-up events, virtual events will be scheduled on the calendar and can be designed to include interactive virtual meeting rooms.

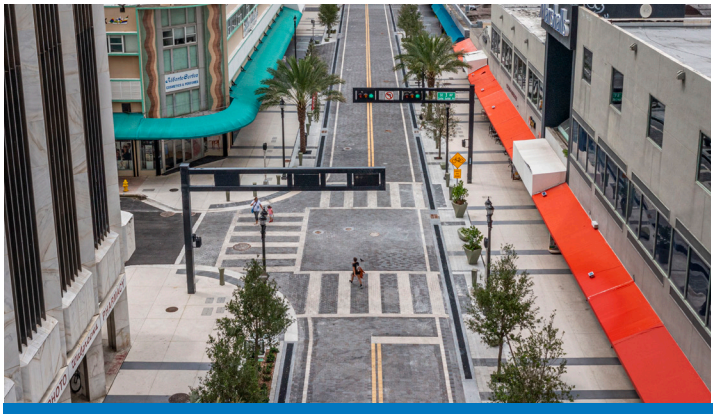
Communication Techniques - Our team will work with the Village to design branded collateral that is ADA compliant and drafted in plain language that is easy for anyone to understand. We would launch geo-targeted mail campaigns (postcards, etc.), leverage local publications

4. PROJECT APPROACH/TIMELINE (CONT.)

(Village newsletter), send email notifications, publish information on utility bills, and craft social media content targeting all stakeholders and community members. From the outset of the project, we would also open a line of communication with elected officials, key administrative personnel, and public information officials from the Village and from Miami-Dade County through information packets, social media tagging and monthly meetings.

Technology - Geofencing services can be used to focus social media campaigns, public service announcements, and notifications to those located within or entering the boundaries of the community. Our team's robust in-house web services can design, implement, and maintain a website/SharePoint site used not only to disseminate information but also used for data collection through surveys, uploads, virtual assistant, and public comment forms. Quick access QR codes will be used throughout materials such as draft maps and informative and educational documents, and FAQ sheets to drive web traffic and inform the public.

In-House Visualization, & Drone Pilot Capabilities - In today's projects, effective visualization is paramount to conveying concepts clearly. At BCC, we recognize the power of visuals in garnering public support. Our Team harnesses cutting-edge technology, including certified drone pilot capabilities and state-of-the-art 3-D visualization tools to bring projects to life visually. With these tools at our disposal, we can walk stakeholders through step-by-step sequences, offering an immersive experience that showcases the full potential of any project. We are thrilled to share the art of the possible with Village residents, igniting excitement and inspiring confidence.



BCC's Downtown Flagler St Beautification Project drone image.



BCC's Pump Station 1002 project - in-house rendering.



BCC's Pump Station 1002 project - in-house drone shot.



BCC's Howard Frankland project - in-house rendering.



BCC's Howard Frankland project - in-house drone shot.

REPORTING AND SUCCESS

Reporting - Implementation of outreach activities will stem from a Community Awareness Plan (CAP) to be developed at the outset of the project and updated periodically as a living "action plan" document. The CAP will identify key stakeholders, including those in under-served communities, potential issues and concerns, and a strategy for proactively

4. PROJECT APPROACH/TIMELINE (CONT.)

engaging the stakeholders. Robust documentation will be obtained, tracked, and stored for all public involvement activities. At the conclusion of the project, a Work Summary Report will be developed to evaluate and present the project results and will incorporate all deliverables and supporting materials. Success will be measured through event attendance, the quantity and quality of comments received from the public, and feedback from the Village's project team representative(s). Quantitative data will be presented in graphical form in this report.

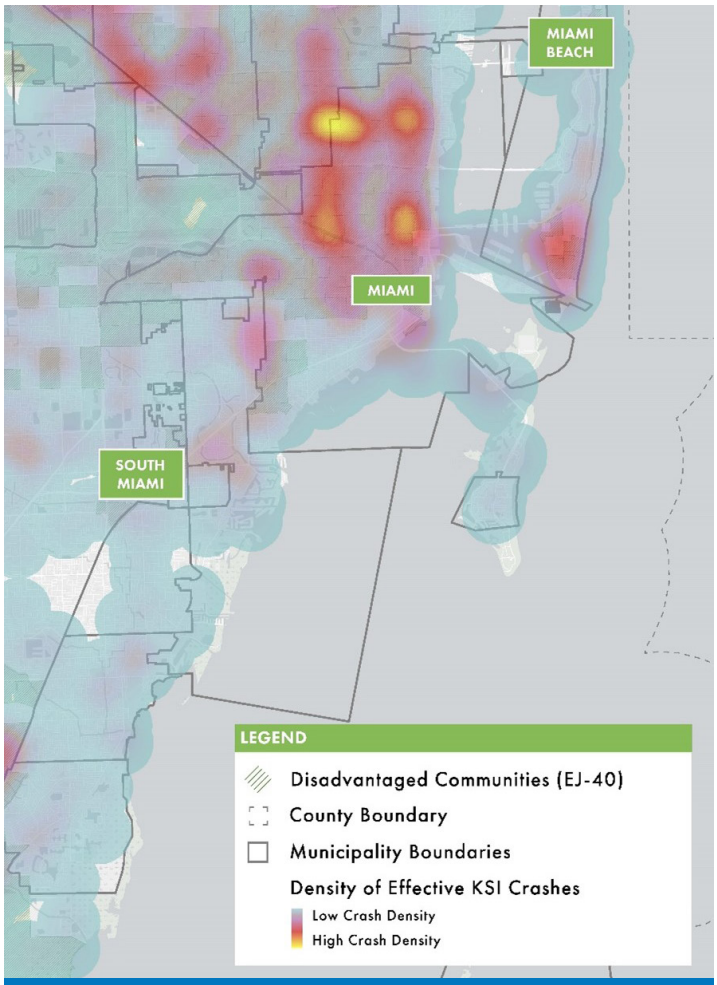
Success Examples

Team member Quest has led communications on numerous safety campaigns and have helped many counties and municipalities shape master plans. This includes the Indian River County Bicycle & Pedestrian Master Plan Update, for which we organized four community workshops spread throughout the county and used draft maps, among other tools, to get input regarding road safety and favored routes for pedestrians and cyclists. We are currently coordinating a series of pop-up events for Broward County Transit's Comprehensive Operational Analysis project to obtain feedback from bus passengers and other stakeholder groups. These pop-up events specifically target underserved communities. We recently completed Martin County Transit's MARTY system bus route map and schedule flyer, which folds to pocket size. Rebranded MARTY materials feature QRs that link to bus arrival updates and other content.

APPROACH TO ANALYZING UNDER-SERVED COMMUNITIES IMPACTED BY PRIOR TRANSPORTATION DECISIONS

Approaching Vision Zero projects and educational campaigns with an equity lens is paramount to success. A review of census tract data and numerous studies have demonstrated that the most crash-vulnerable roadway users are strongly correlated with those considered most disadvantaged through socio-economic and demographic analyses. Furthermore, non-vehicular roadway users (bicyclists, pedestrians, transit riders, scooter riders, etc.) are disproportionately and adversely impacted by traffic safety issues compared with drivers.

During our Team's development of Miami-Dade County's 2023 Vision Zero Action Plan Update (VZAP), we worked with the County to ensure a strong emphasis was placed on equitable outcomes and that disadvantaged communities are appropriately prioritized. The project team added USDOT's Justice40 Initiative Equitable Transportation Community (ETC) Explorer layer (EJ-40) to all VZAP maps. The EJ-40 tool offers a framework for understanding geographic areas with the greatest need for transportation project improvements. The 40 indicators included in the EJ-40 layer are divided into five overarching disadvantage components, many of which highlight areas impacted by former decisions involving transportation, and the environmental burden of proximity to uses detrimental to health (such as freeways/high-volume roadways/high diesel particulate matter levels, toxic release sites, and treatment and disposal facilities). In overlaying the EJ-40 layer, the project team can highlight overlaps between areas considered disadvantaged and those with a high prevalence of KSI crashes, allowing for prioritizing countermeasure development, educational efforts, and funding pursuits.



Miami-Dade VSA, Excerpt of KSI Heat Map

4. PROJECT APPROACH/TIMELINE (CONT.)

In 2022, our Team supported Miami-Dade County in developing a successful, $150,000 Road to Zero Traffic Safety Grant (funded by the National Highway Traffic Safety Administration (NHTSA)) focused on the development of a Vision Zero GIS Dashboard and targeted education in equity priority areas. A "Local Community Liaison Pilot Program" was a major component of the grant scope, and this pilot will increase awareness and build advocacy around important roadway safety issues impacting disadvantaged communities, offering neighborhood-level education where Vision Zero projects are planned and partnering with local non-profit Community-Based Organizations to further understand residents' roadway safety needs.

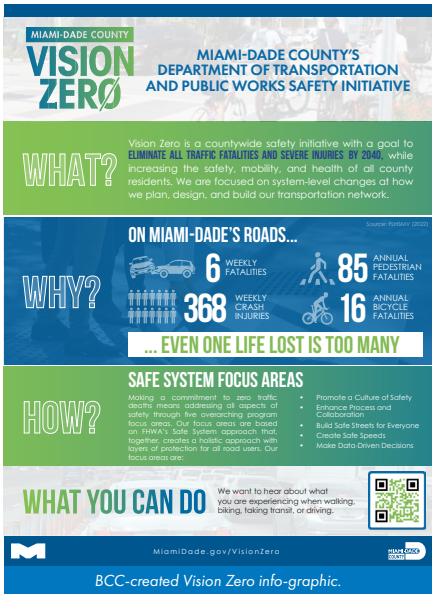
TECHNIQUES FOR EVALUATING AND PRESENTING DATA

A strong Vision Zero Action Plan is actionable, data-driven, and context-sensitive, with easily understood content for both interested residents and municipal leadership. A few relevant examples of effective evaluation and presentation of deliverables and key findings within the 2023 Miami-Dade County VZAP include:

- Legible maps highlighting disadvantaged communities, KSI crash data hotspots, pedestrian/bicyclist crash data hotspots
- Charts displaying KSI crash data trends related to roadway type, roadway users, time of day, etc..
- A table of the highest-crash corridors listed by roadway extents, noting the number of KSI crashes, serious injury crashes, fatal crashes, road classification, and road jurisdiction
- Metrics to track the progress and effectiveness of Vision Zero initiatives (Miami-Dade County's VZAP included both Key Action Commitments (KACs) and Key Performance Indicators (KPIs), organized into five focus areas
- Drawing important data-driven conclusions within the VZAP itself, supported by Appendix documentation that includes additional tables, methodology, and background on relevant efforts such as Vision Zero outreach is an effective way to maintain readability while providing important resources for a deeper dive.

MONTHLY FOLLOW UPS AND PRESENTATIONS

Our team anticipates extensive coordination with several stakeholders including with the Village Council and residents, will be required to either inform of project progress or garner necessary input/ feedback during the project. Our Team will discuss with the Village Project Manager, the required frequency of follow ups for these presentations but will be prepared to do them monthly as needed.



BCC-created Vision Zero info-graphic.

As part of our efforts assisting Miami-Dade County Department of Transportation and Public Works in the development of their Vision Zero VZAP, we have successfully developed PowerPoint presentations and presented to myriad stakeholders including but not limited to three municipal workshops, Bicycle Pedestrian Advisory Committee (Miami-Dade TPO), County Commissioners, County Mayor and the Citizens' Independent Transportation Trust (CITT). We have also engaged in well over 50 public events to share information about the County's Vision Zero Program. Our success in these coordination activities is evident in the heightened awareness that has been created of the County's Vision Zero efforts and is due to our Team's ability to effectively tailer the important message of Vision Zero to the specific audiences with which we have engaged. Our Team will bring that same frequency of effective communications to the Village of Palmetto Bay SSAP efforts to help ensure the level of transparency that will be critical to the success of this project.

5

SIMILAR WORK



5. SIMILAR WORK

TRANSPORTATION GRANTS EXPERIENCE

Miami-Dade County Vision Zero Implementation Program (BCC Team prepared the following successful grant applications)

- **Road to Zero Grant:** DTPW received a grant of $150,000 from the National Safety County to develop a Vision Zero Dashboard and conduct a Local Community Liaison Pilot Project.
- **Highway Safety Improvement Program (HSIP) Grant:** DTPW received an HSIP Federal grant to fund 3 Vision Zero Implementation Projects.
- **Safe Streets and Roads for All (SS4A) Grant:** DTPW received a Federal grant for $16.2 Million Dollars to fund at 24 Vision Zero safety projects and additional safety planning activities

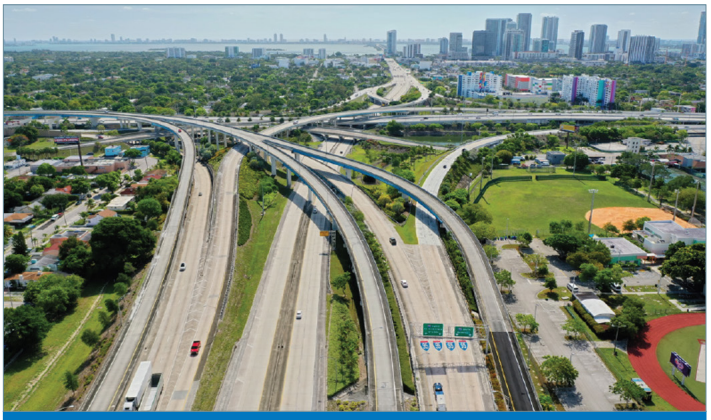
In addition, in our role as a Consultant with FDOT providing oversight to the Miami-Dade TPO, BCC has helped coordinate the periodic reporting of existing grants such as the WalkSafe Program managed by the University of Miami as well as grants for municipal planning studies administered through the Transportation Alternatives Program. We are therefore familiar with the reporting requirements of these grants and will be able to ensure the Village remains compliant with any grants that will be received.

DEMONSTRATION OF COMPLETION OF PROJECTS ON BUDGET AND ON TIME

BCC has completed a diverse set of projects in varying roles – from major planning studies, PD&Es and design projects to the design of simple intersection improvements. BCC is proud to bring to Village of Palmetto Bay very specific project experience within Miami-Dade County. BCC has assembled this team specifically for this project to provide Village of Palmetto Bay the highest technical and quality deliverables. BCC's experience on projects with similar scope and duration can be demonstrated by the following sample of our completed projects as well as the projects identified in our resumes. Evidence of satisfactory completion, on time and within budget can be seen with the references provided. BCC understands a project of this complexity requires a dedicated Project Manager who has relevant project experience, is local and proactively coordinates with project stakeholders. BCC's designated Project Manager possesses all these tools and is committed to successfully delivering this project.

BCC Completed Projects on Budget and On Time (Within the Last Five Years)

- Miami-Dade County Vision Zero Safety Implementation Program:
  - Vision Zero Action Plan Update
  - Multiple Safety Studies Identifying and Validating Countermeasures for Vision Zero Locations
- I-195 Corridor Planning Study from West of I-95 to Alton Road
- Village of Key Biscayne Traffic Circulation Study
- Coral Way Traffic Operations Study
- SW 127th Avenue Railroad Crossing Traffic Study



Aerial view I-195/SR 112 Corridor Planning Study, Miami-Dade Co.

APPROACH TO ANALYZING EXISTING DOCUMENTS & PLANS

The BCC Team approach to fulfilling the objectives of the project scope includes an analysis of existing conditions with readily available data using GIS tools to quickly assess hot spots requiring screening and further review. With respect to this project, our approach will be to download historical crash data from Signal 4 analytics to analyze crash patterns including KSIs to target high crash and high risk roadway segments within the Village Transportation Network. This analysis will form the basis for developing the High Injury Network (HIN) that will become the single most important tool for the prioritization of critical locations within the Village that will need to be addressed with equity in mind. Like we did in the development of the Miami-Dade Vision Zero Action Plan (VZAP) we will utilize best practices to develop weighting factors to be applied to the crashes to establish the HIN. For example, fatal crashes were given a weight of 2 and pedestrian and bicycle

5. SIMILAR WORK (CONT.)

crashes were given a weight of 1.25 which when applied, resulted in an effective crashes determination which was then used in the normalization process to establish the HIN. The development of project/program goals and priorities are born from a collaborative process which balances the perspectives of diverse stakeholders through an equity lens. Once the rankings and priorities are established, the next step is to develop cost effective strategies that are then used to establish future budgets, an important element in helping to identify and program future funding for the later phase of project design and implementation. Our team's experience providing similar support for many jurisdictions across the Country, allows us to leverage best practices and develop an effective framework that this targeted to the unique needs of the Village of Palmetto Bay in the development of the SSAP.

MEETING SCHEDULE & BUDGET

BCC prides itself on delivering complex projects such as the development of the Villages SSAP will be on time and within budget. Our approach provides a management plan that focuses on properly staffing the project, identifying critical activities early on, and using lessons learned from similar projects to be proactive instead of reactive.

BCC's staff of over 300, works on many projects simultaneously. On a bi-weekly basis, team leaders coordinate staff availability and workload with project managers, project engineers and technical support staff. The team also brings on specialty subconsultants to serve in key roles for each project. Additionally, BCC Project Managers monitor progress by:

- Committing highly qualified and experienced professionals and providing them with the necessary resources to ensure success.
- Utilizing project management tools such as MS Project and Deltek Vision, to assure projects are on time and on budget.
- Continuous communication with Village of Palmetto Bay to ensure expectations are being met and information is being actively communicated between parties.
- Taking a proactive approach that emphasizes the early resolution of project issues and a philosophy focused on providing value-added services.

PROJECT TITLE	BUDGET	FINAL COST	# OF MONTHS AHEAD OF SCHED.
Coral Reef Park Pedestrian Improvements	$1M	$1M	1
Broward County MPO Mobility Projects	$15M	$15M	3
Sorrel Development Pedestrian Improvements	$1.5M	$1.5M	3
Chamberlain Place Pedestrian Improvements	$1M	$1M	1

Our Project Management Approach is to establish the project requirements; set the basis for controlling scope, schedule and budget of the project tasks; and describe the principal responsibilities and authority of the project participants. We will use a "hands-on" Project Management approach to effectively complete each assignment. Our streamlined production Team, along with state-of-the-art resources allow us to complete project assignments on record time, with a high level of technical proficiency, and professional quality.

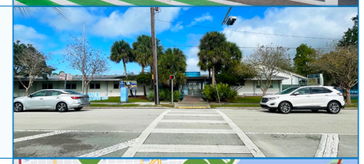
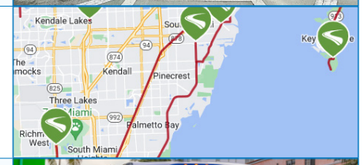
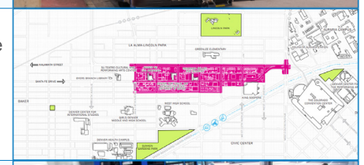
BCC's experience and commitment working on many projects simultaneously can assure the Village of Palmetto Bay that the Team always works towards solutions and goals. As such, the BCC Team assures the Village of Palmetto Bay our Team is willing and able to meet the time and budget requirements of this contract.

SCHEDULE

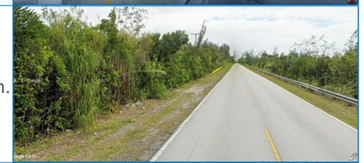
TASK DESCRIPTION	2024												2025											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Palmetto				■	■	■																		
Oversight and Technical Committee Meetings				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
Review Transportation Master Plans / Existing Policies				■	■																			
Sidewalk / Bicycle facility gap analysis					■	■																		
Review School / Park Site Access					■	■																		
Safety Action Plan Goal Development				■	■																			
Public Engagement Plan & Assessment Memo					■	■																		
Data Analytics & High Injury Network (HIN) Development						■	■																	
Preliminary Safety Report HIN								■	■															
Create Public Outreach Website							■	■																
Public Outreach Campaign									■	■	■	■	■	■	■									
Goals Defined / Draft Performance Measures							■	■																
Prioritization / Scoring Methodology Approved									■															
Round-about Best practices development										■	■	■												
6-Lane Arterial Crossing Best practices										■	■	■												
Draft Action Plan										■	■	■	■	■	■									
Final Action Plan																■	■	■						
Development of SS4A Implementation Grant																	■	■						
Village Council Approval / Acceptance																			■		>			

NOTES:
Duration of task: ■
Completion of task: >
1. Assumes typical 5-day work week.
Please note that any additional services not documented in this scope may required extension of the proposed schedule presented.

RELEVANT TEAM EXPERIENCE

PROJECT TITLE | CLIENT	FIRM	DATES	DESCRIPTION	
Vision Zero | Miami-Dade County Department of Public Works	bcc engineering	2022 - 2024 (Est.)	BCC Engineering, the lead consultant for DTPW's Vision Zero initiative, is working to eliminate fatal and serious injuries in the transportation network by 2040. The project includes planning strategies for high-priority locations, developing Safe System Approach countermeasures, and applying for federal funds. Innovative measures, such as pedestrian channelization barriers, early municipal coordination, and proactive design, are implemented to enhance safety.	
Safe Routes to School Fiscal Year 2023 Infrastructure Plans | Miami-Dade Transportation Planning Organization	bcc engineering	2022 - 2026	This study provided Transportation Planning Services for Miami-Dade County, supporting the TPO in ongoing transportation planning through task work orders. It focused on the federally funded Safe Routes to School (SRTS) program for safer walking and biking routes. Tasks included preparing SRTS infrastructure plans, submitting funding applications for the FY 2023 SRTS cycle, and providing multimedia support. The research involved data collection and mapping on various factors, such as student demographics, crash history, travel data, and roadway conditions.	
Traffic Circulation Study | Village of Key Biscayne	bcc engineering	2023	This project researched Safe Routes to School (SRTS), bicycle/pedestrian activities, and Vision Zero in Miami-Dade County from 2017 to 2022. The aim was to improve upcoming projects linking schools to the 20-mile South Dade Trail, enhancing connectivity for potential funding opportunities. BCC reviewed current studies, proposed modifications to the SRTS program, and provided short and long-term recommendations for better integration of neighboring schools with the South Dade Trail. The focus was on analyzing past efforts, enhancing future programming, and addressing system gaps through trail connections.	
Vision Zero Plan | Miami-Dade County Department of Public Works	CONSOR	2022 - Ongoing	As part of Consor's support of Miami-Dade County's Vision Zero Program and development of the 2023 Vision Zero Action Plan Update, the project team is completing an EJ-40 (USDOT Justice40 Initiative Equitable Transportation Community (ETC) Explorer layer) analysis to develop infrastructure investment priority areas and education priority areas through analyzing bicycle and pedestrian crash hot spots, the High-Injury Network and the most common KSI crash contributing factors.	
Santa Fe Streetscape Study | City and County of Denver	CONSOR	2019	Consor led tactical urbanism on Santa Fe Drive, a vital artery in Denver's urban core. Similar to Sloans Lake, the Art District attracts diverse traffic, especially during monthly First Fridays. Apex, a key consultant, collaborated with Denver to pilot a six-block project improving streetscape, pedestrian safety, and cultural heritage while supporting mobility and businesses. Two design charrettes engaged the community and business owners, shaping project goals and outcomes.	
Denver Bikeway Vision Zero Analysis | Denver Department of Transportation	CONSOR	2022 - Ongoing	Consor assists Boulder staff in designing quick build projects on six NSMP corridors to improve safety by reducing vehicle speeds and enhancing conditions for pedestrians and cyclists. Tasks included data analysis, public outreach, collaboration with maintenance and emergency response, treatment evaluation, and decision communication.	
Safe Streets and Roads for All Safety Action Plan | Capital Region Transportation Planning Agency (CRTPA)	Kimley»Horn	2022 - 2023	Kimley-Horn served as the lead consultant for the CRTPA Safety Action Plan. This plan was completed to meet all Safe Streets and Roads for All (SS4A) requirements and included robust data collection and review, equity analysis, project prioritization and public engagement. The plan was adopted by the CRTPA board in June 2023 and will serve as the required Safety Action Plan for the Capital Region when applying for SS4A Implementation grants in the future.	
Vision Zero Action Plan | Martin MPO	Kimley»Horn	2020 - 2022	Vision Zero is an international traffic safety policy which holds that traffic fatalities and serious injuries are preventable. Vision Zero focuses attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. The Martin MPO has tasked Kimley-Horn with implementing a Vision Zero approach to bicycle, pedestrian, greenways, transit, Complete Streets, and freight while managing congestion and providing a transportation system to support livable communities.	

RELEVANT TEAM EXPERIENCE (CONTINUED)

PROJECT TITLE | CLIENT	FIRM	DATES	DESCRIPTION	
Safe Routes to School Infrastructure Plans| Miami-Dade TPO	Kimley»Horn	2020 - 2021	Kimley-Horn was selected to develop Safe Routes to School plans for six schools. The plans include safe route determinations, infrastructure improvements, cost estimates, and a walking map. Our team also reviewed the data collected in the previous year for Horace Mann Middle school and provided an updated report. Based on our findings, Kimley-Horn prepared FDOT FY 2021 Safe Routes to School infrastructure funding applications for the selected schools. Kimley-Horn also provided a summary of the status of previous SRTS projects to monitor implementation.	
Complete Street (Lane Elimination) SW/SE 1st Street from SW 2nd Ave to Biscayne Blvd | Miami DDA	CALTRAN ENGINEERING GROUP	2016 - 2019	Provided traffic engineering services as part of a feasibility study to apply Complete Streets concepts. Provided existing conditions analysis, traffic analysis for no build and build conditions, and transit system operation analysis. Study recommended lane elimination and 1st bus preferential lane only in Miami-Dade County.	
Card Sound Rd Feasibility Study | Miami-Dade DTPW	CALTRAN ENGINEERING GROUP	2017 - 2020	Conducted a thorough analysis of a 12-mile rural road linking Miami-Dade and Monroe Counties. Evaluated roadway conditions, traffic operations, and conducted a 5-year crash analysis. Provided recommendations for safety improvements, including a shared multi-use path. Explored multiple typical section alternatives, considering constructibility, environmental impacts, safety, usability, and costs.	
Continuing Architectural and Engineering Services | City of Miami Gardens	CALTRAN ENGINEERING GROUP	2019 - Ongoing	Provided general consultant services including support to City, advising role as part of implement F1 race track at Hard Rock Stadium, evaluation of plats and site plans, serve as peer reviewer for traffic impact and parking variances applications as well as Citywide Traffic Calming Study and Citywide Lighting Study. Provided traffic and roadway design engineering services for projects authorized by City. Included plats review and survey acceptance for 15+ plats, traffic impact peer review process for Walmart, Family Dollar Store, and Top Golf driving range.	
Florida Motorcycle Safety Program (FMSP) | FDOT	QUEST.	2024 - Ongoing	Support efforts to communicate with the public and increase the overall public awareness of motorcycle safety in Florida, develop ongoing communications materials and collateral such as: logo development and branded style guide, printed educational materials (brochures, flyers, and fact sheet to convey essential safety information), quarterly report, survey branded tangible educational outreach items and more.	
Bicycle & Pedestrian Master Plan Update | Indian River County MPO	QUEST.	2023 - Ongoing	Quest is responsible for providing public involvement support for Indian River County's MPO Bike Master Plan Update. Responsible for client coordination and quality control. In coordination with the client, Quest researches and coordinates as necessary to complete the public involvement plan.	
Traffic Operations – Safety Campaigns | Florida Department of Transportation (FDOT) District Six	QUEST.	2017 - 2019	Quest has contributed to multiple safety campaigns in Miami-Dade and Monroe Counties. Their designs are featured in campaigns such as Anti-Litter, Pedestrian Safety, Way2Go Holiday Safety, Drive Safe Express, and Safety Fair. Quest played a key role in developing branding, marketing collaterals, and collaborated closely with the project manager to plan and implement strategies. Quest also coordinates meetings and grassroots outreach activities with local partnerships county-wide.	

6

REFERENCES



6. REFERENCES

COMPANY NAME	CONTACT PERSON & TITLE	PHONE & EMAIL ADDRESS
VISION ZERO		
Miami-Dade County Department of Transportation and Public Works	Lisa Colmenares, AICP Planning Manager	786.469.5394 mariaelisa.colmenares@miamidade.gov
DOWNTOWN FLAGLER STREET BEAUTIFICATION / COMPLETE STREET		
City of Miami Office of Capital Improvements	Hector Badia, PE Director, Capital Improvements	305.416.1236 HBadia@miamigov.com
PROFESSIONAL GENERAL ENGINEERING AND ARCHITECTURAL SERVICES		
City of Doral	Carlos Arroyo, CFM Public Works Director	305.593.6740 ex 6000 carlos.arroyo@cityofdoral.com

ONLINE READY REFERENCE DOCUMENTS FOR REVIEW
MIAMI-DADE COUNTY VISION ZERO FACT SHEET
https://www.miamidade.gov/transit/library/vision-zero-fact-sheet.pdf
DOWNTOWN FLAGLER STREET BEAUTIFICATION / COMPLETE STREET
https://www.miamidda.com/wp-content/uploads/RECAP-OF-WORK-DONE-OCTOBER-2023_v270.pdf
CITY OF DORAL 2021 STORMWATER MASTER PLAN UPDATE
https://www.cityofdoral.com/all-departments/public-works/master-plan/

REQUIRED PROPOSAL SUBMITTAL FORMS



SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company: BCC Engineering, LLC

Date: 02/16/2024

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company: BCC Engineering, LLC

Date: 02/16/2024

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA }
}
COUNTY OF MIAMI-DADE } SS: Miami

Victor H. Herrera, PE being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of: BCC Engineering, LLC the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company: BCC Engineering, LLC

Date: 02/16/2024

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 02/16th day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared Victor H. Herrera, PE and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

WITNESS my hand and official seal

Sally E Perez | Sally E. Perez
NOTARY PUBLIC, STATE OF FLORIDA

SWORN STATEMENT PURSUANT TO
SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By Victor H. Herrera, PE

For BCC Engineering, LLC

Whose business address is: 6401 SW 87th Avenue, Suite 200. Miami, FL 33173

And (if applicable) its Federal Employer Identification Number (FEIN) is: 65-0540100

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company Name: BCC Engineering, LLC

Date: 02/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 02/16th day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Victor H. Herrera, PE and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Sally E Perez | Sally E. Perez
NOTARY PUBLIC, STATE OF FLORIDA

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by:
Victor H. Herrera, PE | Senior Vice President
(print individual's name and title)

for:
BCC Engineering, LLC
(print name of entity submitting sworn statement)

whose business address is:
6401 SW 87th Ave. Suite 200, Miami, FL 33173

and (if applicable) its Federal Employer Identification Number (FEIN) is:
65-0540100

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 1210112213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company: BCC Engineering, LLC

Date: 02/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 02/16th day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Victor H. Herrera, PE and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Sally E Perez | Sally E. Perez
NOTARY PUBLIC, STATE OF FLORIDA

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, Victor H. Herrera, PE being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

65-0540100

Federal Employer Identification Number (If none, Social Security Number)

BCC Engineering, LLC

Name of Entity, Individual, Partners or Corporation

Doing Business As (If same as above, leave blank)

6401 SW 87th Ave. Suite 200, Miami, FL 33173

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

Full Legal Name	Address	Ownership
Trivest Fund VI, LP	550 South Dixie Highway, STE 330, Coral Gables, FL 33146	72.1728 %
Palmetto 5 Holdings	1397 Harrison Point Trl, Fernandina Beach, FL 32034	16.2638 %
Other Employee Investors	Various	11.5634%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

N/A

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company: BCC Engineering, LLC

Date: 02/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 02/16th day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Victor H. Herrera, PE and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Sally E Perez | Sally E. Perez
NOTARY PUBLIC, STATE OF FLORIDA

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

ACKNOWLEDGMENT OF CONFORMANCE WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We BCC Engineering, LLC, Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay The Client, RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of : CALTRAN, QUEST, CONSOR, KIMLEY HORN (Sub-contractor's Names) to comply with such act or regulation.

Signature of Official:

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company Name: BCC Engineering, LLC

Date: 02/16/2024

Attest:

Print Name: CAROLINA NORGAARD

Attest:

Print Name: LIA JIMENEZ

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
} SS: Miami
COUNTY OF MIAMI-DADE }

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and Victor H. Herrera, PE or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company Name: BCC Engineering, LLC

Date: 02/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 02/16th day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Victor H. Herrera, PE and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Sally E Perez | Sally E. Perez
NOTARY PUBLIC, STATE OF FLORIDA

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

NO

Executed on 02/16/2024 at BCC Engineering, LLC under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: _____

Name (typed): Victor H. Herrera, PE

Title: Senior Vice President

Company Name: BCC Engineering, LLC

Date: 02/16/2024

E-VERIFY AFFIDAVIT

STATE OF Florida

COUNTY OF Miami-Dade

I, Victor H. Herrera, PE (the individual attesting below), being duly authorized byand on behalf of BCC Engineering, LLC (hereinafter "Employer") after firstbeing duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent programused to verify the work authorization of newly hired employees pursuant to federal law in accordancewith NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee towork in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and thatemploys 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES ✓
   b. NO _____
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verifyby any and all sub-contractors subsequently hired by Employer.

This 16th day of February, 2024.

Signature of Affiant

Print or Type Name: Victor H. Herrera, PE

State of Florida

County of Miami-Dade

Signed and sworn to (or affirmed) before me, this the 16th day of February, 20 24 .My Commission Expires: 08/11/2024

Sally E Perez | Sally E. Perez

Notary Public

Notary Public State of Florida
Sally E Perez
My Commission HH 031282
Expires 08/11/2024

NHCS – E-Verify 081815

Foreign Country of Concern Attestation

Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: Victor H. Herrera, PE

Title: Senior Vice President

Signature: _____ Date: 02/16/2024

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

BCC Engineering LLC

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☑ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ C

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

6401 SW 87th Ave Suite#200

Requester's name and address (optional)

6 City, state, and ZIP code

Miami, Fl 33173

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

6	5	–	0	5	4	0	1	0	0

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ [signature] Date ▶ 4/4/2023

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

LITIGATION STATEMENT

STATUS	CASE NAME	CIVIL CASE NUMBER	CASE
Fed Case: Dismissed; State Case: Partially Dismissed. NonBinding Arbitration Process: Closed	Doral 10 vs City of Doral, JVA, EE&G, BCC, et al.	USDC: 1:19-cv-24830-JLK ; State: 2019-033211-CA-01 (11th Cir.)	Contractor allegedly used property of plaintiff by mistake to locate construction materials. Plaintiff sued the City and the prime contractors in the project. BCC scope included design and CEI.

BCC Engineering, LLC and its subsidiaries offer a diverse range of professional services, including engineering and consulting, across multiple states and U.S. territories. From time to time and in the ordinary course of business, the Company is subject to various claims, disputes or other legal proceedings typically filed against engineering professionals. All claims are covered by insurance and are not expected to have a material adverse effect on the Company's financial statements or impair its ability to serve its clients.

CERTIFICATE PROJECT SIGNING AUTHORITY

BCC Engineering, LLC
Certificate
Project Signing Authority

Jose Munoz, as Chief Executive Officer of BCC Engineering, LLC (the "Company"), hereby certifies that the following individuals have been granted signing authority to act on behalf of the Company, as specified below. This authorization shall expire one (1) year from the date below.

NOW, THEREFORE, BE IT RESOLVED, to authorize the following individuals, on behalf of the Company to sign, acknowledge, subscribe, and execute any Teaming Agreements, Joint Venture Agreements, Design-Build Agreements, Professional Services Agreements, Work Order Agreements, and any amendments thereto. Said individuals are also authorized to sign, acknowledge, subscribe, and execute any documents and forms typically required in response to the pursuit of new business including, among others, responses to RFQs, RFPs, RSOQ, etc.:

Name	Title
Jorge Gross	Chairman
Jose A. Munoz	President / Chief Executive Officer
John Heath	Executive Vice President
Ariel Millan	Executive Vice-President
Luis A. Rodriguez	Chief Financial Officer
Victor Herrera	Senior Vice President
Eugenio Ochoa	Senior Vice President
Anthony Jorges	Senior Vice President
Allen Krivsky	Senior Vice President

BE IT FURTHER RESOLVED, that the following individuals are also authorized, on behalf of the Company, to sign, acknowledge, subscribe, and execute Teaming Agreements, time extensions, Work Orders, Change Orders and Professional Services Agreements, but not Design-Build Agreements or documents related thereto, inasmuch as they are directly related to their functions and region, which individually amount to up to $1,500,000 per project, or if in a task driven contract in the aggregate amount up to $5,000,000.00. Said individuals are also authorized to sign, acknowledge, subscribe, and execute any documents and forms typically required in response to the pursuit of new business including, among others, responses to RFQs, RFPs, RSOQ, etc.:

Name	Title
Alfred Lurigados	Vice President - Director of TEO
Daniel J. Raymat	Vice President – Director of Structures
David Tinder	Vice President
William J. Garcia	Vice President
Chris Meszler	Texas Director of Engineering
Warren Dimsdale	Director of Roadway -GA/SC/AL
Patrick Peters	Director of Active Transportation
Phil Ravotti	Director of Alternative Delivery – GA/SC/AL
Craig Bostic	Florida Director of Highway

On this 15th day of January, 2024.

Jose A. Munoz, CEO

ADDENDUM 1

ADDENDUM NO. 1

Date: February 12th, 2024

To: All Interested Parties

From: Alessia Bencomo, Procurement Specialist
Village of Palmetto Bay
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Re: Request for Qualifications No. 2024-00-005
Safe Streets and Roads for All ("SS4A")

This Addendum forms part of the Request for Qualifications (RFQ) Package advertised on January 16th, 2024, and with a proposal opening date of February 16th, 2024, with any amendments and/or additions noted below.

Question: I am writing to seek clarification regarding the Safe Streets and Roads for All ("SS4A") re-advertisement. Specifically, I am interested in understanding whether there have been any changes in the scope of work between the old bid and the new bid. Our team is eager to gain insight into the reasons for the project's readvertisement, as this will enable us to thoroughly prepare for the upcoming resubmittal.

Response: *Please be advised that no specific changes have been made to the scope of work. The reason for the readvertisement was to state that all packages must be clearly labeled to the attention of the Village Clerk which may be referenced on page 3 and 23.*

Question: We have a question regarding the pre-submission meeting. Will there be a dial in number for those not able to attend the site visit?

Response: *Please be advised that there will not be a dial in number option during the pre-submission meeting.*

Question: Are there any new priorities that were included in this RFQ that were not included in the previous RFQ?

Response: *No changes in the priorities from the Village or the grant agency.*

Thank you,

ABencomo

Alessia Bencomo
Procurement Specialist

9705 East Hibiscus Street, Palmetto Bay, Florida 33157
Tel: 305.259.1234 • Fax: 305.259.1290

ACKNOWLEDGEMENT OF ADDENDUM SOLICITATION

Amendment/Modification No: 1

Amendment of RFQ No: 2024-00-005

Title: Safe Streets and Roads for All ("SS4A")

Name of Proposer **BCC Engineering, LLC**

Date Addendum Received 02/13/2023

Total Pages of Addendum including Acknowledgement 2

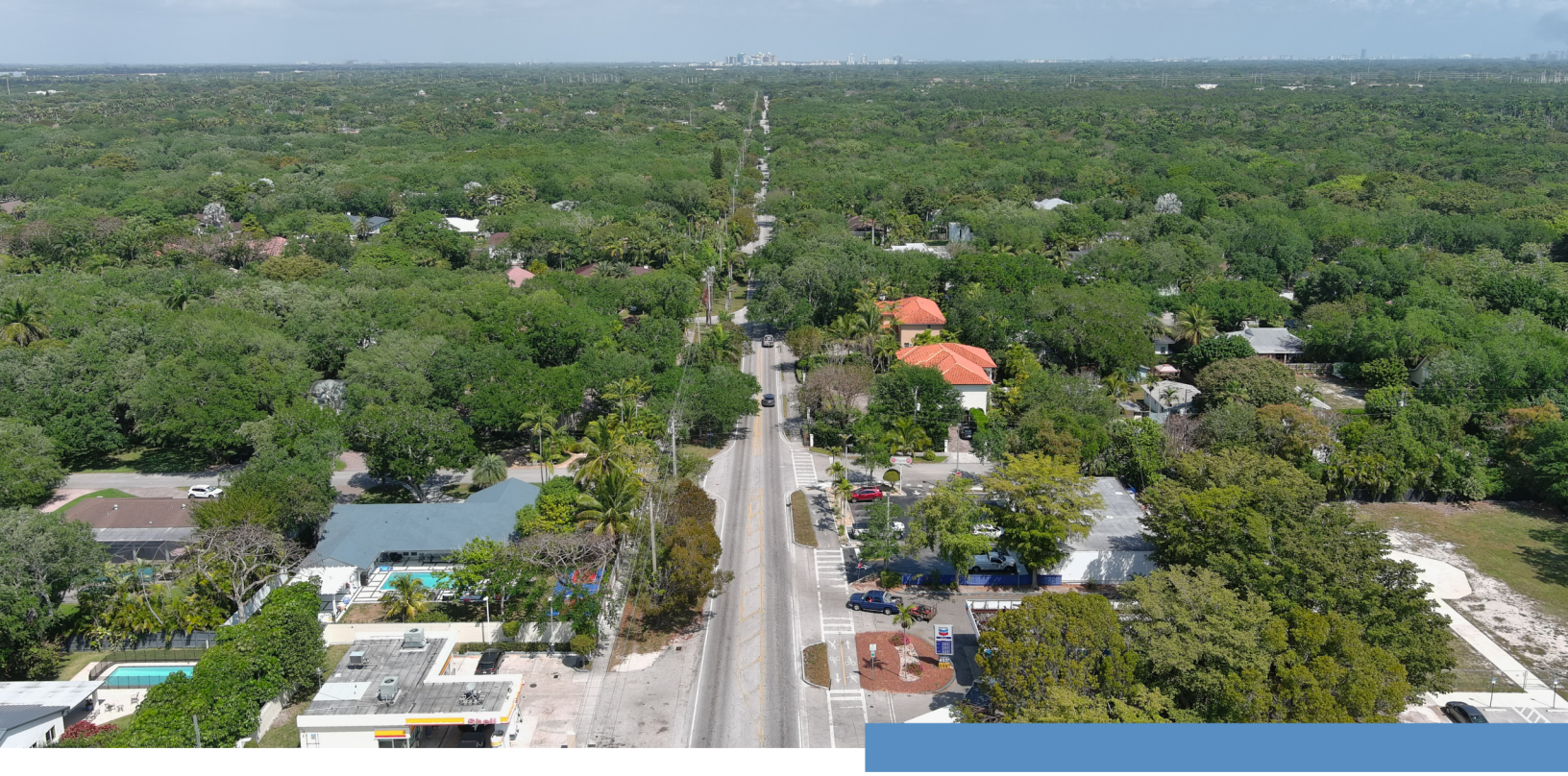
Print Name Victor H. Herrera, PE

Signature

All other terms and conditions stipulated in the original Village of Palmetto Bay Request for Qualifications shall remain in force. All addenda created will be incorporated into the final contract and must be acknowledged in all proposals. This acknowledgement form must be included in the response and failure to sign and submit this form may result in rejection of your proposal.

9705 East Hibiscus Street, Palmetto Bay, Florida 33157
Tel: 305.259.1234 • Fax: 305.259.1290


engineering
GETTING THERE
JUST GOT EASIER™



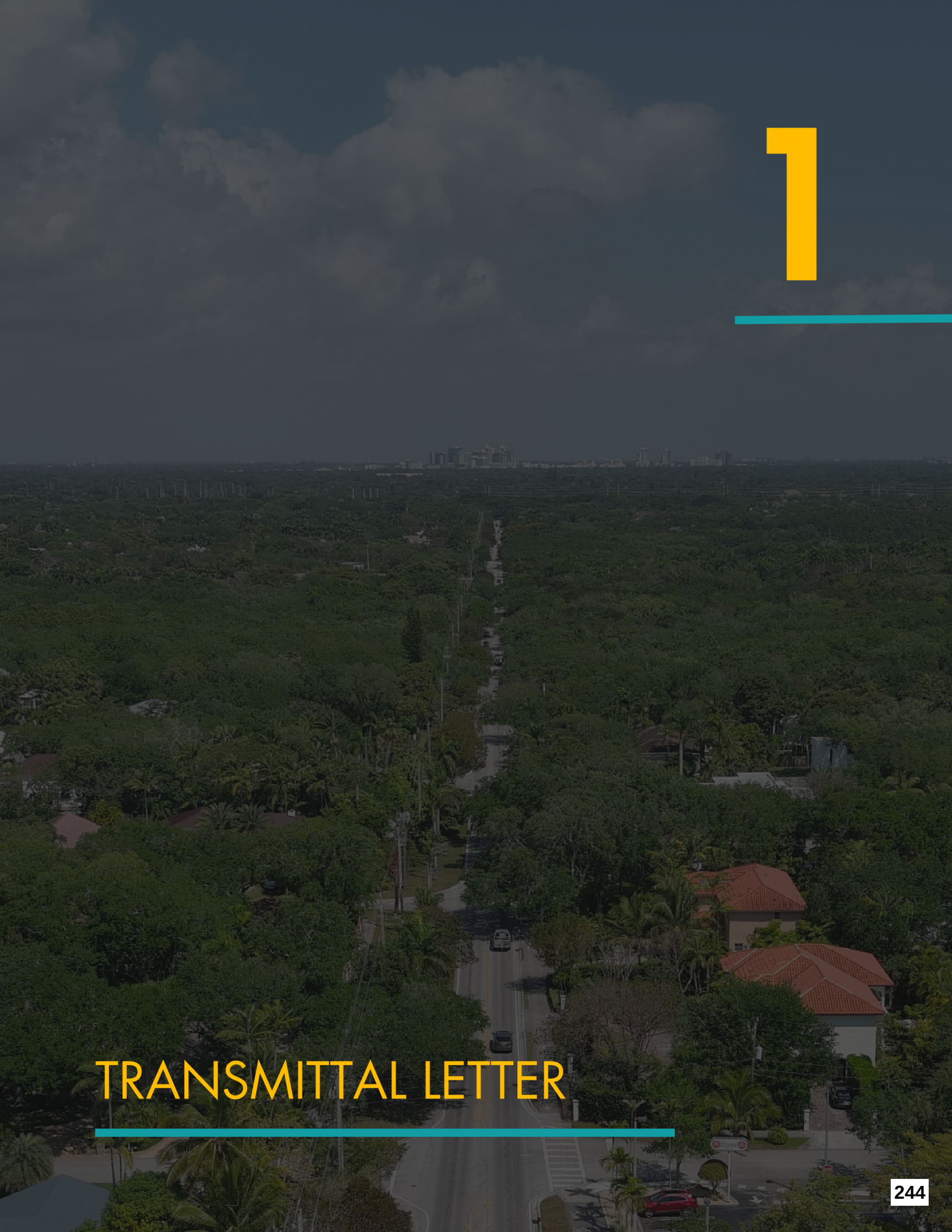
SAFE STREETS AND ROADS FOR ALL ("SS4A")

VILLAGE OF PALMETTO BAY

REQUEST FOR QUALIFICATIONS RFQ# 2024-00-005

February 16, 2024, 3:00 p.m.

Uyen Dang, P.E.
DDEC, LLC
2801 NW 55th Ct.
Tamarac, FL 33309
(813) 380-6574



1

TRANSMITTAL LETTER

TRANSMITTAL LETTER

Uyen Dang, P.E.
DDEC, LLC
2801 NW 55th Ct.
Tamarac, FL 33309
(813) 380-6574
Uyen@DDEC.com

RE: Safe Streets and Roads for All ("SS4A") - RFQ No. 2024-00-005

Dear Village of Palmetto Bay,

DDEC, LLC ("DDEC") is pleased to submit our qualification in response to this Request for Qualifications ("RFQ"), with a diverse team of experts to serve the Village of Palmetto Bay, by providing an SS4A Action Plan for the municipality.

DDEC is a boutique firm specializing in planning, urban design, and traffic engineering. Established by Uyen Dang, P.E., we pride ourselves on innovative solutions that connect communities and improve lives.

DDEC has experience serving local governments throughout Florida, including Miami-Dade. With expertise in Complete Streets and Vision Zero, we offer a full-service package of engineering planning and design services, including mobility planning, road safety action plans and audits, roadway design, new mobility policies, and grant services. **Our team's recent success includes the awards of similar SS4A contracts for the City of Opa Locka and Village of Wellington in the past three months.**

At DDEC, we are SBE and M/WBE-certified and are backed by a veteran-owned subcontractor (BusinessFlare). DDEC holds Florida Department of Transportation (FDOT) Pre-qualifications in many categories. Our company is headquartered in Tamarac, with offices in North Miami Beach and Delray Beach to better serve our communities.

Our firm has partnered with numerous cities across the state to deliver solutions supporting the development of plans such as SS4A. These long-standing relationships are built on our commitment to professionalism, personalized service, high-quality deliverables, and innovative problem-solving. Through years of collaboration, we have developed an in-depth understanding of the transportation needs and challenges unique to Florida's communities. We leverage this expertise to craft tailored solutions that balance project goals, budget realities, and community priorities. We will analyze existing traffic conditions, identify high-risk areas, and develop targeted strategies to develop an SS4A Action Plan that prioritizes safety for all road users.

To serve the Village of Palmetto Bay, we have assembled a highly qualified, multidisciplinary team that includes the following experienced sub-consultants: **Cityfi, EXP, BusinessFlare, and NUE Urban Concepts.** We are proposing to use **INRIX** as our vendor to utilize accurate big data as a foundation to implement countermeasures. They are seasoned experts and well-known in their respective fields.

Our Headquarters

DDEC, LLC
2801 NW 55th Ct.
Tamarac, FL 33309
(813) 830-6574

With offices *in* ***North Miami*** *and* ***Delray Beach***

Principal In Charge & Project Manager

Uyen Dang, P.E.
DDEC Founder & Principal

18+ Years *of Experience in Traffic Engineering & Mobility Planning*

Why DDEC?

- **Availability -** We are located 15 mi north of Palmetto Bay
- **Experienced Project Manager,** with 18+ years of experience.
- **Technical Expertise,** possessed by a team of local and national experts, leaders in their respective field
- **Multi-Disciplined Team**, with a strong knowledge of Planning, Mobility, TDM, Vision Zero, Parking Studies, Complete Streets, ADA Transition Plans, Roadway Design, Quiet Zones, and Rail Safety.
- **Local knowledge,** experience, and longstanding relationships at local, county, and state levels
- **Committed to quality, schedule, and budget**
- **Strong national presence,** engaging with the National Committee on Uniform Traffic Control Devices (NCUTCD) and National Association of City Transportation Officials (NACTO)
- **Certifications:** SBE, M/WBE, with FDOT prequalification.

Our proposed team includes Uyen Dang, P.E., with 18 years of experience in transportation engineering, who will serve as project manager. Uyen is a 2020 Complete Streets Champion and a panelist at many Safe Streets conferences such as NACTO Designing Cities, Florida American Planning Association, and Safe Streets Summit, to name a few. She is also the founder of FloridaBicycleMonth.com. Supported by Iván Jiménez Ureña, EI, AICP, Kevin Crowder, CECD, EDP, Jesús Fuentes, PE, and Jonathan Paul, AICP, our team combines expertise in traffic engineering, planning, and development to provide comprehensive solutions aligned with the Village of Palmetto Bay's goals.

DDEC Principal Uyen Dang, P.E. will serve as the contract's project manager and principal-in-charge. She will be the direct point of contact for the Village of Palmetto Bay. **(Contact information: P. (813) 380-6574, E. Uyen@DDEC.com).**

The DDEC office location, which is administering this proposal, is 2801 NW 55th Ct., Tamarac, FL 33309. Services will be administered from DDEC's office in North Miami Beach.

After reviewing our qualifications, we hope you will share the belief that our combination of local knowledge and technical skills makes us the ideal team to develop the Village of Palmetto Bay's SS4A Plan.

Sincerely,

Uyen Dang, P.E.
Principal, DDEC

CLOSE PROXIMITY TO VILLAGE OF PALMETTO BAY
Palmetto Bay projects will be managed and produced at DDEC's office in neighboring **City of North Miami**



CERTIFICATIONS

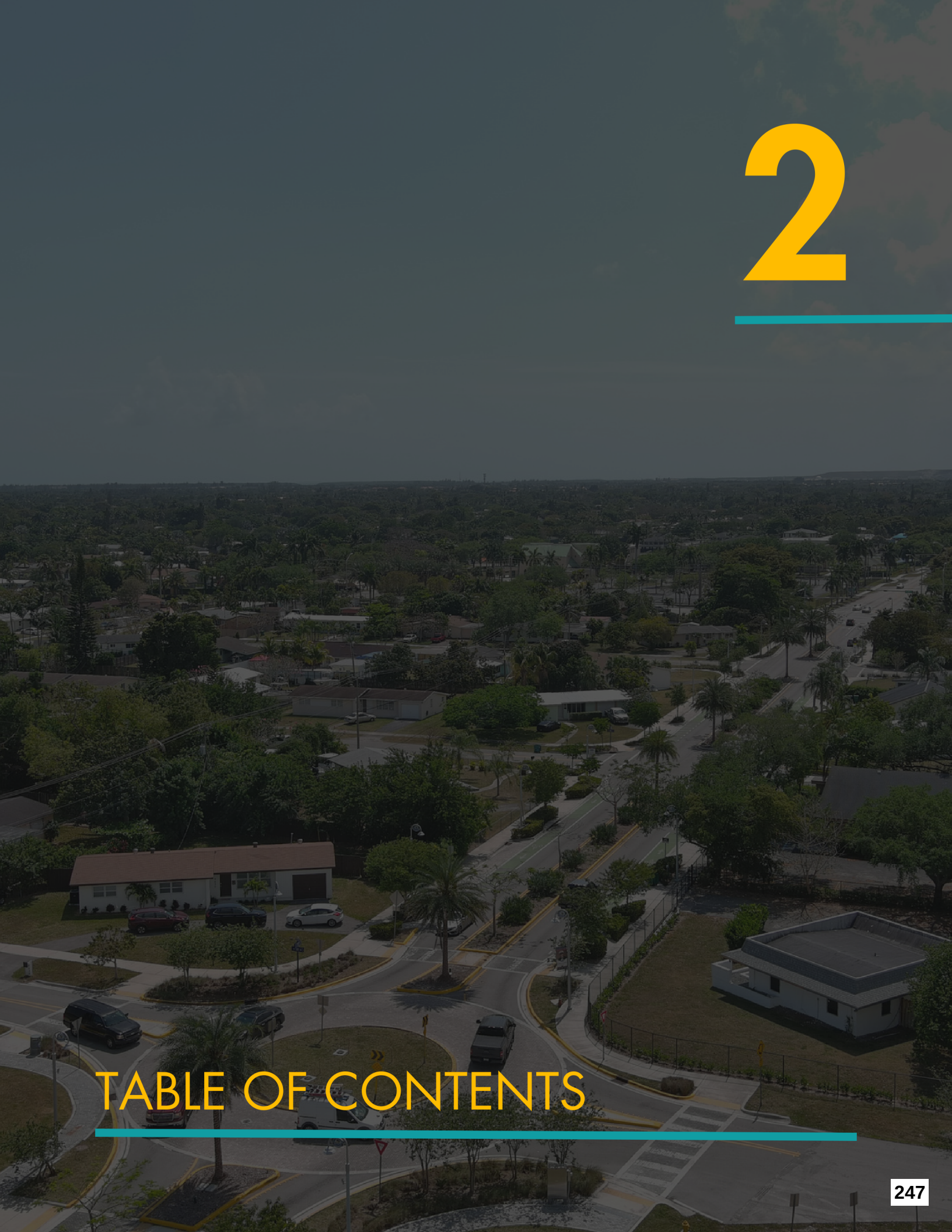
- Small Business Enterprise (SBE)
- Minority/Woman-owned Business Enterprise (MWBE)
- Veteran-owned (BusinessFlare)

SPECIALTIES

- Vision Zero Policy and Safety Action Plan
- Safe Systems Planning
- Capital Improvement Plan Alignment
- Modal Hierarchy
- Vision Zero Taskforce & Advisory Committee
- Stakeholder Engagement & Partnerships
- Crash Trends & Data Collection and Analysis
- High Injury Network (HIN)
- Safe Speeds
- Media Relations
- Funding Opportunities & Grant Writing
- Safety Assessment & Engineering
- Equity in Planning, Design, Engineering, Communications, and Procurement
- Policy Development
- Democratized Communications

FDOT PREQUALIFICATIONS

- **Group 3** – Highway Design – Roadway,
- **3.1** – Minor Highway Design,
- **Group 6** – Traffic Engineering and Operations Studies,
- **6.1** – Traffic Engineering Studies,
- **Group 7** – Traffic Operations Design,
- **7.1** – Signing, Pavement Marking, and Channelization
- **7.2** – Lighting
- **7.3** Signalization
- **Group 13** – Planning
- **13.5** – Subarea / Corridor Planning



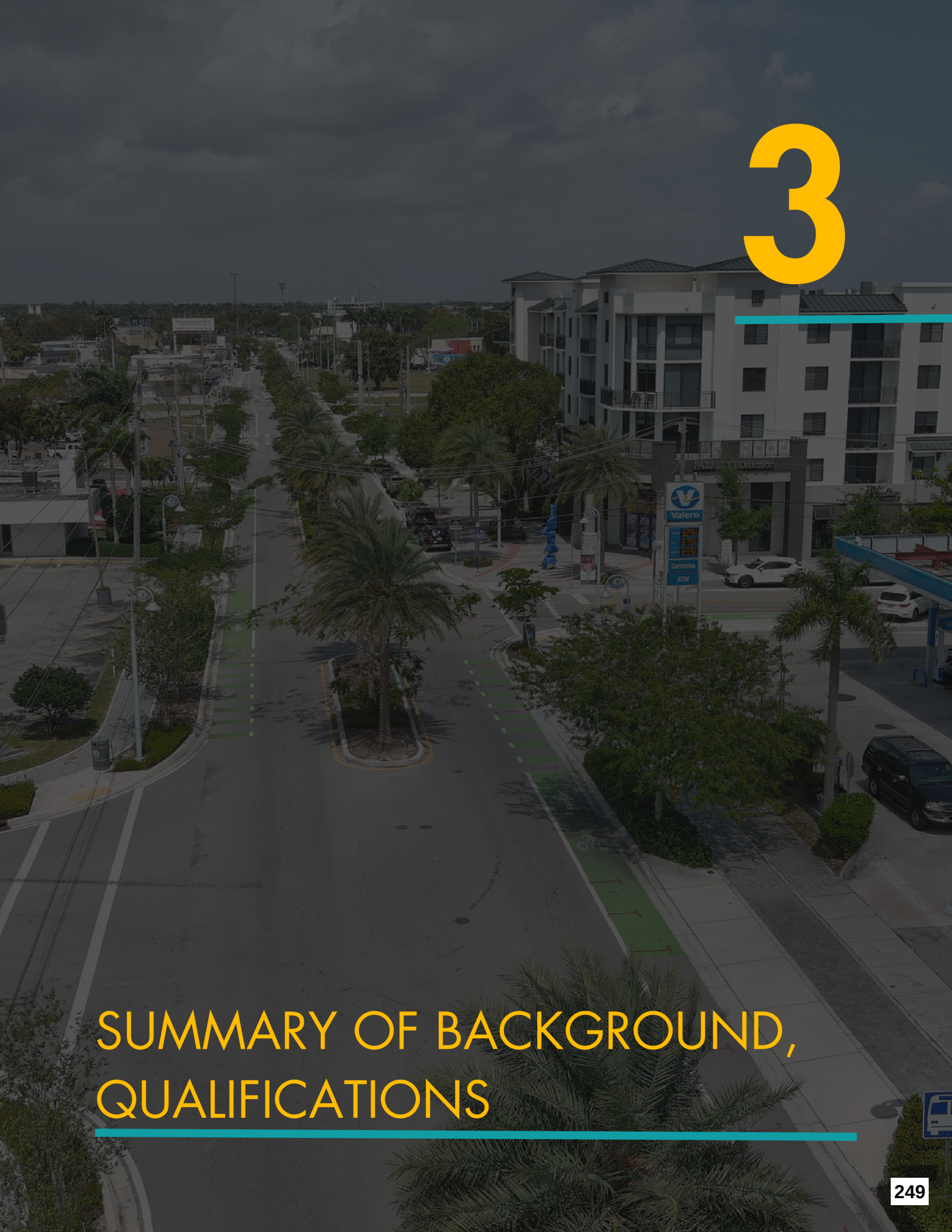
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3

SUMMARY OF BACKGROUND, QUALIFICATIONS

OUR BACKGROUND & QUALIFICATIONS

DDEC's wide-ranging services support municipalities in achieving their strategic transportation goals. Our diverse team of experts provides a depth of experience and capabilities to the Village of Palmetto Bay. We offer a full-service package of engineering investigation and design services, including mobility planning, road safety action plans and audits, roadway design, new mobility policies, and grant services. We guarantee capacity, expertise, stakeholder management, and local knowledge.

We specialize in:

- Mobility Plan and Fee Development
- Vision Zero Policy and Safety Action Plan
- Strategic Policy Development
- Capital Improvement Plan Alignment
- Corridor Planning
- Lane Repurposing Projects
- Quick Build Implementations
- Vision Zero Taskforce and Advisory Committee
- Stakeholder Engagement and Partnerships
- Crash Trends and Data Collection and Analysis
- Safe Speed Management
- Media Relations
- Funding Opportunities and Grant Writing
- Safety Assessment & Engineering
- Equity in Planning, Design, Engineering, Communications, and Procurement
- Equity Analysis
- Democratized Communications

We have worked with municipalities across Florida, including Miami Dade County, to help them achieve their vision for a safe, efficient, and reliable transportation network.

FDOT PREQUALIFICATIONS

Group 3 – Highway Design – Roadway,
3.1 – Minor Highway Design,
Group 6 – Traffic Engineering and Operations Studies,
6.1 – Traffic Engineering Studies,
Group 7 – Traffic Operations Design,
7.1 – Signing, Pavement Marking, and Channelization
7.2 – Lighting
7.3 Signalization
Group 13 – Planning
13.5 – Subarea / Corridor Planning

- **Village of Wellington** Vision Zero Action Plan
- **City of Opa Locka -** Vision Zero Action Plan - Upcoming
- **City of Longwood** 2045 Mobility Plan
- **Town of Lake Park** 2045 Mobility Plan
- **Indian River County** Bicycle Masterplan Update
- **City of Tamarac** Multimodal Study
- **City of West Palm Beach**
  - **Safe Systems Planning** Planning and CIP Development
  - **Old Okeechobee Intersection** Safety Analysis and Concept Design
  - **Broadway Ave. US-1** Lane Repurposing Project
  - **Parker Avenue** Complete Streets Implementation



PROJECT MANAGER'S EXPERIENCE

DDEC founder and Principal Uyen Dang has an 18-year track record as a professional engineer in transportation, streetscape, and livable communities. A Complete Streets Champion and founder of FloridaBicycleMonth.com, Uyen previously served as City of West Palm Beach Traffic Engineer and spearheaded the transformation of transportation elements within the city. Uyen initiated the city's Vision Zero Policy, making West Palm Beach the first city in Palm Beach County to do so. As the engineer of record, Uyen designed and built over 10 miles of bike facilities using a quick-build implementation strategy. Uyen is responsible for overseeing the traffic calming program and led the city's adoption of the multimodal transportation program.



TRANSPORTATION ENGINEER

UYEN DANG, P.E.

FL #73944

Uyen has a wealth of experience in transportation planning, contributing to various studies such as the City of West Palm Beach Mobility Study, Downtown Parking Study, Okeechobee Corridor Study, and proposed ITC Mobility Hub. She has completed multiple plans such as the Village of Wellington Vision Zero Action Plan, West Palm Beach Safe Systems Rail Safety Plan, Transit Expansion Plan, Parking TDM Plan, and Bicycle Masterplan. Uyen has also worked on mobility plans in other cities including Saint Augustine, Lake Park, and Longwood. Currently, she is involved in several projects such as the Longwood Mobility Plan, Tamarac Multimodal Study, Indian River County Bicycle Masterplan Update, Martin County CRA Planning, Cape Coral CRA Parking Study, and Saint Augustine Mobility and Curb Management. Her accomplishments include spearheading the West Palm Beach Bicycle Masterplan, Vision Zero program, smart parking technology, and mobility and shared mobility programs.

Having secured more than $80 million in grants for communities, Uyen has specialized skills in securing grants, implementing pilot projects, and developing multimodal studies. She was instrumental in securing over $7.5 million in grants for the Parker Avenue Complete Streets Implementation project and gained community and City Commission support. Uyen also played an important role in the City of West Palm Beach Reconnecting Communities and SS4A Fund Strategies, expanding infrastructure projects. Her achievements include funding projects like North Broadway/US 1, WPB Trolley purchases, Complete Street improvements, and neighborhood enhancements.



Uyen serves on the Palm Beach Transportation Planning Agency Citizen Advisory Committee.



Uyen led Vision Zero for the City of West Palm Beach and reduced crashes within the HIN.



DDEC and the Mobility Cohort continue to lead many Mobility Studies throughout Florida.



Uyen leads in Rail Safety initiatives including Quiet Zones establishment and affirmation.



Uyen is the founder of FloridaBicycleMonth.com, a resource for municipalities.

THE DDEC TEAM

For Palmetto Bay, we have assembled an expert team of professionals in transportation services, mobility planning and engineering who are prepared to take the project from concept to completion.

CityFi, LLC is a distinguished urban change management firm acclaimed for its comprehensive urban planning and its pivotal role in shaping impactful national policies that positively influence communities. This influence is exemplified by its substantial involvement with the Miami-Dade County 2021 Vision Zero Framework Plan, Southeast Florida Transportation Council 2045 Regional Transportation Plan, Mid-America Regional Council (MARC) Vision Zero Virtual Summit, the City of Omaha Vision Zero, and the West Palm Beach Downtown Mobility Plan.

EXP US Services, Inc. (EXP) is a highly experienced and reputable planning, engineering, and public engagement firm with a strong presence of over 4,000 professionals across North America, including more than 350 experts in Florida spanning 12 offices. EXP is well-positioned to deliver exceptional services, with extensive knowledge in urban transportation planning, traffic engineering, comprehensive transportation facility design, structural engineering, grant administration, PD&E, and community outreach.

BusinessFlare® specializes in economic development. Currently, they are working on the Village of Palmetto Bay Economic Development Plan. With their extensive knowledge of challenges and opportunities, they deliver exceptional strategic planning services that drive positive change in local communities. As a Veteran-owned business, they are dedicated to excellence and providing economic development, design planning, and implementation services.

NUE Urban Concepts (NUC) focuses on innovative land use concepts, mobility plans, and parking strategies. They emphasize reimagining transportation networks and creative techniques like mobility fees. They have successfully provided land use and transportation planning services across Florida.

TEAM COLLABORATIVE PROJECT EXPERIENCE

The proposed team has experience working together, collaboratively, on a wide range of transportation services contracts for municipalities and counties across the state of Florida. Our success on the following projects highlights our strong communications skills and collaborative approach.

Project	DDEC	EXP	NUC	BF	CityFi
City of Hollywood Florida Community Redevelopment Agency Engineering Services - Coastal Marine and Traffic Engineering & Transportation Planning	X	X	X	X	
Martin County General Engineering Services	X	X	X	X	
Miami Dade County - Strategic Planning and Review Consultant Services for OCITT	X	X	X		
Broward EV Planning Strategy	X	X		X	X
Town of Lake Park Mobility Study and General Engineering Services - Transportation	X	X	X	X	
City of Opa Locka Vision Zero Action Plan	X	X			

DELINEATION OF ROLES

Village of Palmetto Bay FLORIDA

Project Manager

Uyen Dang, PE (DDEC)

Engineering

VZ Expertise/Speed Management

Uyen Dang, PE (DDEC)
Tyler Blair, PE, PTP, PTOE (EXP)

Safety & Multimodal

Uyen Dang, PE (DDEC)
Jesús Fuentes, PE (EXP) - Spanish

Data Analytics/Technology

Iván Jiménez Ureña, AICP, EIT (EXP)
Karina Ricks (Cityfi)

Data Collection

Tyler Blair, PE, PTP, PTOE (EXP)
Leny Huamán, AICP (EXP)
Devin Hampton (DDEC)

Near Miss/Data Analytics

Iván Jiménez Ureña, AICP, EIT (EXP)

Education

Marketing, Communications, Public Relations, Public Engagement

Kathleen Walter, APIO (DDEC)
Orlando Toro (DDEC) -Spanish
Michelle Simmons (EXP)

Digital Engagement/Social Media/ Web Development

Jason Kahrim (DDEC)
Orlando Toro (DDEC) -Spanish

Visioning and Public Workshop

Uyen Dang, PE (DDEC)
Karina Ricks (Cityfi)
Karla Aurea Peralta Paredes (Cityfi)
Camron Bridgford, AICP (Cityfi)

Policy

Camron Bridgford, AICP (Cityfi)
Uyen Dang, PE (DDEC)

FDOT/ TPO/ Liaison/Programming

Jesús Fuentes, PE (EXP) -Spanish
Iván Jiménez Ureña, AICP, EIT (EXP)

Equity/Community Empowerment

Equity/Community Empowerment

Devin Hampton (DDEC)
Michelle Simmons (EXP)

Oversight Committee Liaison

Michelle Simmons (EXP)
Karla Aurea Peralta Paredes (Cityfi)

Technical Advisory Committee Liaison

Iván Jiménez Ureña, AICP, EIT (EXP)
Jesús Fuentes, PE (EXP) - Spanish
Kathleen Walter, APIO (DDEC)

Village Planning Alignment

Mobility Plan (Bicycle, Pedestrian, Traffic Calming, etc.)

Uyen Dang, PE (DDEC)
Jonathan B. Paul, AICP (NUC)
Lauren Rushing, AICP (NUC)

Economic Development

Kevin Crowder, CECD, EDP (BF) - Spanish
Camilo López (BF)

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EXPERIENCE OF KEY PERSONNEL



Uyen Dang, P.E.

Vietnamese (Fluent)

FL #73944
Role: Transportation Engineer/ Project Manager

Uyen Dang, P.E. has an 18-year track record as a professional engineer in transportation, streetscape, and livable communities. She is the founder of DDEC, serving Florida governments in advancing transportation initiatives. She is widely recognized as a leader in Vision Zero policy, program, and project implementation in Florida.

Before leading DDEC, Uyen served as the City of West Palm Beach Traffic Engineer and spearheaded the transformation of transportation elements within the City. There, she initiated the City's Vision Zero Policy, the first such policy in Palm Beach County, and designed and built over 10 miles of bike facilities using a quick-build implementation strategy. Uyen was also responsible for overseeing the traffic calming program and led the City's adoption of the multimodal transportation program.

Uyen has a wealth of experience in transportation planning, contributing to various studies such as the WPB Mobility Study, Downtown Parking Study, Okeechobee Corridor Study, and proposed ITC Mobility Hub. She has completed multiple plans such as the City of West Palm Beach Mobility Plan, WPB Safe Systems Rail Safety Plan, Transit Expansion Plan, Parking TDM Plan, and the Bicycle Master Plan. Uyen has also worked on mobility plans in other cities including Saint Augustine, Lake Park, and Longwood.

For DDEC, she is involved in several projects such as the Longwood Mobility Plan, Tamarac Multimodal Study, Indian River County Bicycle Masterplan Update, Martin County CRA Planning, Cape Coral CRA Parking Study, and Saint Augustine Mobility and Curb Management. Her accomplishments include spearheading the WPB Bicycle Master Plan, Vision Zero program, smart parking technology, and mobility and shared mobility programs. Uyen has specialized skills in securing grants, implementing pilot projects, and developing multimodal studies. She and her team have secured more than $80 million in grants. Uyen also played an important role in the City of West Palm Beach Reconnecting Communities and SS4A Fund Strategies, expanding infrastructure projects. Her achievements include funding projects like North Broadway/US 1, WPB Trolley purchases, complete street improvements, and neighborhood enhancements. Uyen holds a B.A. in Science, Civil Enginering, from the University of South Florida.



Camron Bridgford, AICP

Role: Vision Zero Policy Advisor

Trained as a city planner with a professional history in public and non-profit management, Camron seeks to build more equitable, livable cities through urban policy and planning, strategic communications, fund development, and stakeholder and partnership engagement. Working with Cityfi in Policy and Process Analysis Support, Camron has brought her urban planning lens to her role as a strategic advisor and project manager for numerous endeavors within the arenas of civic innovation, transportation and mobility, smart cities, and urban resilience.

Camron has served as strategic advisor for the City of Minneapolis, City of Aurora, City and County of Denver, and for Miami-Dade County Vision Zero initiatives. Prior to Cityfi, Camron worked for Denver Public Library as an administrative officer directing resource development through fundraising, partnership building, and process innovation. Prior, she served as a managing associate in fundraising and grants management for Joining Vision and Action, a public sector consulting firm and incubator focused on social and community change, where she led a ten-member team that raised more than $75 million for non-profit and government clients. Camron has also served as a freelance journalist and contributor to research related to community-led sustainability efforts; environmental disaster recovery; accessory dwelling units; sidewalk infrastructure; environmental justice and 'green' gentrification; and K-12 transportation innovation. Camron holds a master's degree in urban and regional planning from the University of Colorado, where she graduated top of her class.

EXPERIENCE OF KEY PERSONNEL



Iván Jiménez Ureña, AICP, EIT

Spanish (Fluent)

EIT # 1100020525 – FL

Role: Data Analytics - Miami Dade County Liaison

Ivan is an expert and trusted advisor for state, regional, and municipal governments in the areas of transportation safety, transportation planning, urban and multimodal transportation design, budget and policy development and compliance, and public and stakeholder outreach and engagement. He serves as Deputy Project Manager / Strategy & Progress Selection Lead at EXP. With over 10 years of experience, Ivan has been instrumental in the development of Miami-Dade County's Vision Zero Program and has led the development of 30 plus safety and multimodal feasibility studies and outreach campaigns including Operation Statewide Traffic and Railroad Initiative Using Dynamic Envelopes (STRIDE) for FDOT District 6. During Ivan's tenure with Miami-Dade County as the DTPW Program Manager from 2022 to 2023, was responsible for a substantial $13.7 million budget dedicated to advancing the Vision Zero Program. His responsibilities encompassed the formulation of proposals, including a notable $20.1 million request for the FHWA FY23 Safe Streets and Roads for All (SS4A) grant, securing $7.19 million in Congressional Earmarks, accessing $4.2 million from the FDOT High Safety Improvement Program (HSIP) with three out of four projects successfully awarded, obtaining $965 thousand from the Transportation Alternative Program, and securing $150 thousand from the National Safety Council Road to Zero grant. Ivan's leadership extended to the development of safety countermeasures for 55 high-injury locations, involving thorough MUTCD warrant analyses and the creation of 30% design plans. His role also necessitated close coordination with various stakeholders, including elected officials, municipal staff, hospitals, universities, advocacy groups, and citizen committees. Ivan played a central role in the development of the 2023 Vision Zero Action Plan Update, alongside the creation of an informative dashboard, and spearheaded a year-long public outreach and educational campaign. Ivan was responsible for the oversight of the Complete Streets Program, which entailed crucial tasks such as developing the Bicycle and Pedestrian component of the 2050 Transportation Master Plan, scoping and prioritizing projects for integration into the Capital Improvement Program, designing a bicycle parking program, and establishing an enhanced street furniture program. His responsibilities also extended to reviewing plans and policies of private developments and roadway projects, as well as contributing to the formulation of a mobility fee ordinance. Notable projects under his purview included the Rickenbacker Causeway Master Plan and the Overtown Micromobility Network. Ivan holds an M.B.A. and a B.S. in Civil Engineering from Florida International University.



Jonathan B. Paul, AICP

Role: Mobility Plan Alignment and Concurrency

Jonathan B. Paul, AICP, the Principal of NUE Urban Concepts and Co-Founder of the Mobility Cohort brings 25 years of public and private sector planning experience and 20 years administering, developing, and updating mobility plans and alternative mobility, impact fee, mobility fee, and transportation concurrency systems. Mr. Paul served 10 years as a Manager and Director for Alachua and Sarasota Counties, and four years as Principal Planner in Hillsborough County, developing, updating, and administering their concurrency management, impact fee, and mobility fee programs. He has also developed innovative funding techniques to fund mobility and accessibility improvements. Recently he has used Streetlight data to measure origin and destination trips for developing mobility plans and fees and has been integrating areawide level of service, multimodal quality of service, and FDOT's complete street context classifications into mobility plan and fees. Jonathan has developed mobility plan and fee systems from St. Augustine to Sarasota, from Seaside to Miami Beach and for various communities through-out Florida. He holds an M.A. in Public Administration from the University of South Florida, an MA. in Urban and Regional Planning from the University of Florida, a B.A. in History from the University of South Florida, and a B.S. in Social Science from Florida State University.

EXPERIENCE OF SUPPORT PERSONNEL



Tyler Blair, PE, PTP, PTOE

PE# – 88369
Role: Safety Analysis

EXP Traffic Engineer Tyler Blair is an experienced transportation planner and traffic engineer with a strong focus on safety design. With over 11 years of experience, he has conducted numerous traffic operation and safety studies, as well as transportation impact analyses for large-scale developments. Tyler's expertise extends to collaborating with real estate developers, municipalities, and the Florida Department of Transportation to assess transportation impacts and develop phased transportation plans. As the Senior Transportation Engineer for Nassau County, he led initiatives to enhance safety on roadway networks and managed the planning, design, and construction phases of transportation projects. Currently, Tyler is involved in various projects, including intersection studies and queuing analysis for FDOT. With his experience in transportation planning, traffic assessment, and roadway design, Tyler Blair is well-equipped to provide expertise in operational and safety analyses, travel demand forecasting, code compliance review, and more. He holds both an M.S. and B.S. in Civil Enginering from the University of Florida.



Jesús Fuentes, P.E.

Spanish (Fluent)
French (Basic)

PE# – 75479
Role: Bicycle Lead, FDOT and TPO Liaison

Bicycle and Trail Lead at EXP, Jesús is a detail-oriented, active transportation engineer who has held project management and field positions with more than 18 years of experience in the South Florida region. He has been involved in the administration and completion of several transportation projects as well as in grant funding application efforts for FDOT District 4/6, MDX, and the Fort Lauderdale DDA. He is also a mass transit, complete streets, and a "Vision Zero" advocate working to create more accessible, walkable, and bikeable places. Under his management, he has led the implementation of more than 8 mi of buffered on-street bicycle lanes, 11 mi of shared-use pathways, 17 mi of conventional on-street bicycle lanes, and 5 mi of other bikeways on low-volume streets as part of the Miami-Dade TPO, Palm Beach TPA, and Broward MPO regional mobility plans. Jesús has assisted or is currently assisting the Miami-Dade TPO with different efforts related to bicycle and pedestrian infrastructure, including but not limited to the 2050 Bicycle and Pedestrian Master Plan, the Safe Routes to School FY2022-23 grant funding applications, as well as other efforts such as the South Miami-Dade Trail Connectors, the US-1 Bicycle and Pedestrian Bridge Feasibility Study, the Miami Downtown Mobility Master Plan, the 2050 LRTP, and Enhancing Safe Routes to School Program along the South Dade Trail.



Leny Huamán, AICP

Spanish (Fluent)
French (Basic)

Role: GIS Analyst, Planner

Equity Analysis Lead at EXP, Leny Huaman is a planner with a solid experience in transportation, land use, long range planning, economic development and GIS projects. Her 10 years of experience in the government and private sector include long-range land use and transportation planning, strategic planning, environmental planning, grant management, redevelopment, and water and natural resources analysis. She is passionate and an active advocate for multimodal and equitable transportation. Leny holds an M.S. in Public Administration from University of Central Florida and a B.S. in Communication for Development from Pontificia Universidad Católica del Perú.

EXPERIENCE OF SUPPORT PERSONNEL



Kathleen Walter, APIO

Role: Marketing, Communications and Public Relations

Kathleen Walter is a leading Vision Zero policy and program developer in West Palm Beach, Florida. With a career spanning over 25 years in communications, public relations, and marketing, Ms. Walter stands as a respected professional renowned for her unwavering commitment to enhancing public safety in communities and advancing the interests of local governments. Prior to serving as Senior Associate at DDEC, Kathleen served as Communications Director and Advisor to the Mayor in the City of West Palm Beach. There, Kathleen worked with Uyen to spearhead a Vision Zero policy, program, and education campaigns (events, media relations, digital communications, public involvement, outreach.) Kathleen's expertise in road safety communications began at the Dori Saves Lives Foundation, where she served as Communications Director. She has directed or led several hundred communications campaigns, including transportation and project communications for FDOT. Her journey in the world of strategic communication is underpinned by an award-winning background as a media correspondent for WPTV Channel 5 and WPEC Channel 12. Kathleen has a mastery of both traditional and digital public relations strategies. She is a FEMA-certified Advanced PIO. Kathleen Walter is celebrated for her ability to synthesize complex information into compelling narratives that captivate audiences, solidify reputations, and foster lasting relationships. Kathleen holds a B.A. in English Language and Literature and an M.A. from Florida Atlantic University.



Devin Hampton

Role: Project Coordinator, GIS and Equity Analysis

Devin is an project coordinator and GIS analyst, demonstrating a versatile skill set that encompasses marketing research, project management, Geographic Information Systems (GIS), and grant-based equity planning. Devin's extensive experience spans various safety analysis and area planning projects, particularly in the realm of rail safety. As a proficient analyst, Devin has not only crafted static maps but also developed dynamic, interactive maps that effectively convey complex spatial information. Her prowess in GIS extends beyond mere mapping; she has successfully integrated GIS into communication strategies, harnessing its power to enhance project outreach and engagement. Devin's expertise also extends to using GIS as a foundation for data collection, facilitating comprehensive and data-driven decision-making processes.

One of Devin's standout qualities is her keen understanding of target audiences. She possesses a remarkable ability to tailor communication strategies that resonate with diverse stakeholder groups, ensuring that project goals are effectively communicated and understood. Her aptitude for strategy implementation positions her as an ideal leader for managing multifaceted initiatives, where clear and impactful communication is crucial to success. Devin's proficiency in grant research further amplifies her capabilities. In addition to her broad skill set, Devin's experience in equity analysis for mobility options underscores her dedication to promoting inclusivity and ensuring that transportation systems are accessible and equitable for all members of the community.



Orlando Toro

Spanish (Fluent)

Role: Visualization, Graphic Artis, UI/UX Designer

With more than 18 years of experience, Orlando is a distinguished professional whose creative talents have garnered recognition across multiple platforms. With a remarkable track record, he has received Editor's Choice accolades twice on evermotion.org, a platform renowned for its dedication to architectural visualization and 3D rendering. Orlando's educational background in computer science complements his role as a visual designer, providing him with a solid foundation to excel in the digital marketing and marketing spheres. His portfolio includes the creation of numerous websites, and he holds certifications in various Adobe suites, showcasing his proficiency in leveraging cutting-edge design tools. In addition to his prowess in digital design, Orlando brings a valuable dimension as a UI/UX Designer, ensuring that the digital products he creates not only look visually appealing but also provide a seamless and user-friendly experience. Orlando holds a degree in Computer Science from the Instituto Universitario de Tecnologia Antonio Jose De Sucre.

EXPERIENCE OF SUPPORT PERSONNEL



Jason Kahrim

Role: Digital Engagement and Full Stack Developer (Web)

Jason is an accomplished digital marketing and business development professional whose creative talents have garnered success across 20+ years of experience. With a strong track record, he has delivered exceptional products and strategic solutions that effectively reach target audiences and align with client objectives. Jason's educational background includes a degree in Business Administration from Florida Atlantic University, providing him with a foundation in marketing and management. His portfolio showcases expertise across website development, SEO, SEM, SMO, remarketing campaigns, content writing, analytics, brand building, ecommerce, and project management. As a full stack developer, he brings a valuable dimension in creating integrated digital strategies, ensuring the online presence he develops connects with audiences and converts. Jason is committed to helping clients outshine the competition through data-driven digital marketing and development. Jason holds a B.S in Business Administration, Marketing and Management from Florida Atlantic University.



Kevin Crowder, CECD, EDP

Spanish (Fluent)

Role: Policy Advisory, Plan Alignment and Economic Development

The Founder of BusinsesFlare and a highly skilled professional, Kevin Crowder has over 29 years of experience in economic development and government affairs. As the former Director of Economic Development and Government Affairs for the City of Miami Beach, Kevin led the charge in planning and implementing economic growth initiatives. His accomplishments include securing over $5 billion in private sector investment project analysis in 2022 alone. Kevin has over 29 years of experience in economic development planning and implementation, including 15 years as the Director of Economic Development and Government Affairs for the City of Miami Beach. His work includes extensive research, strategy development, and securing private investment for municipalities. Kevin has developed economic plans for over 60 communities of varying sizes to spur growth and improvement. Kevin excels in economic and fiscal analysis, with his recent work representing over $5 billion in private sector projects. He has achieved funding for initiatives that drive positive change through his work with entities like the Miami Beach Redevelopment Agency. Kevin's accomplishments include the analytical and intergovernmental coordination skills he honed during his U.S. Army Intelligence service, allowing a collaborative yet focused approach. His success stems from dedicating himself to creating economic opportunities that improve quality of life across communities. Kevin holds a B.A. in Spanish and Political Science from West Texas A&M University.



Camilo Lopez

Spanish (Fluent)

Role: Urban Designer and Visualization

A Strategic Economic Designer at BusinssFlare, Camilo has 10 years of experience in creating projects that attract positive economic development and position clients for future growth. Camilo's portfolio includes land development feasibility analyses, city master plans, form-based codes, and architectural designs. He links economic growth with quality of life improvements, focusing on people-centered design, walkability, transit-oriented development, and placemaking. His primary areas of expertise are strategic economic development solutions, technical analysis, research, site planning feasibility and fitments, market analysis, master planning, urban design, architecture, redevelopment and implementation, real estate for the public and private sector, and best practices consultant. Mr. Lopez's experience includes designing high ROI land development feasibility analyses for cities and developers, city strategic visioning and master planning processes, writing form-based codes, land use and transportation plans, architectural design, storefront facade improvements, tactical urbanism, art and cultural programming events and project implementation management. Camilo has a B.A. in Urban Design and Regional Planning with Architecture coursework from Florida Atlantic University and Broward College. He resides in Fort Lauderdale.

EXPERIENCE OF SUPPORT PERSONNEL



Karina Ricks

Role: Vision Zero and Technology Expert

A Partner at Cityfi, Karina Ricks is an expert in transportation, mobility, infrastructure, and urban development. Karina led initiatives on integrated data systems and shared mobility for FTA and played a major role in the development of Miami-Dade County's 2021 Vision Zero Framework Plan. At Cityfi, Karina brings together companies, agencies, and communities in collaborations that advance core values of equity, safety, climate preservation, and economic growth. Karina has broad experience across the public and private sectors, both in the U.S. and abroad. Her expertise spans and integrates transportation and mobility, physical and digital infrastructure, systems and data, land use planning and urban design, and community and economic development.

Previous to joining Cityfi, Karina served as Associate Administrator for Innovation, Research and Demonstration at the Federal Transit Administration of USDOT. There, Karina crafted new initiatives to pilot universal basic mobility, develop open interoperability specifications for transit data systems, and holistically plan and improve transit, pedestrian, and bicycle intermodality. While with the City of Pittsburgh, Karina established and led the Department of Mobility and Infrastructure launching the nation's first Mobility as a Service system (MovePGH) and associated Guaranteed Basic Mobility program. As a leader in Washington, DC's District Department of Transportation she modernized systems to manage the public rights of way, conduct transportation planning, ensure broad-based public engagement, and incorporate new mobility services. Karina's private sector experience includes telecommunications, transportation electrification, intelligent transportation systems, and strategic planning for organizations and networks. Karina is a strong proponent of authentic collaboration, human-centered design, entrepreneurial thinking, and embracing pilots and testbeds as critical accelerators to advance innovation that serves community needs and values.

A Fulbright Scholar, she holds a Master of City and Regional Planning from Cornell University and B.A. in Justice, Morality and Constitutional Democracy from Michigan State University.

Karla Aurea Peralta Paredes

Role: Policy Advisor - Urban Planner



With a background in architecture and Urban Planning and Policy Design, Karla brings a wealth of knowledge and experience. A Senior Associate at Cityfi based in Miami, she is an architect and urban planner by training with extensive experience in urban planning and policy design. With a keen understanding of urban issues, policy challenges, and urban development trends, she developed Miami-Dade County's 2021 Vision Zero Framework Plan and UN-Habitat to develop strategies aligned with the Sustainable Development Goals.

Before Cityfi, Karla worked for UN-Habitat as an urban planner consultant collaborating in the elaboration of city strategies with a planning horizon to the year 2030 taking into account the 17 Sustainable Development Goals. Karla has also served as a Project manager in City & Territory Planning IDOM Consulting, Engineering, Architecture leading the elaboration of studies of climate change, natural risks, and urban growth for the Emerging and Sustainable Cities Program in collaboration with Inter-American Development Bank for the City of Hermosillo, Mexico. Karla participated in the elaboration of the Official Assessment Document for the Pre-Feasibility Study for the Special Economic Zones in partnership with the National Bank for Public Works and Services of Mexico. Karla has also collaborated with the Office of Deputy Mayor for Urban Planning, Green Areas, and Agriculture in the municipality of Milan, Italy in the implementation of tactical urbanism interventions.

She holds an MSc in Urban Planning and Policy Design from Polytechnic University of Milan and a B.A. in Architecture from Monterrey Institute of Technology and Higher Education.

EXPERIENCE OF SUPPORT PERSONNEL



Michelle Simmons

Role: Equity and Inclusion Expert

Spanish (Basic)

EXP Engagement and Collaboration Lead Michelle Simmons is a public information and communications professional with over 20 years of experience, working in various aspects of communications and media within the numerous and diverse communities in South Florida. Ms. Simmons was the Public Involvement and Governmental Affairs Liaison for Miami-Dade Transit (MDT), where she was responsible for developing, implementing, and monitoring a public engagement program that supported the objectives and milestones for numerous notable transit related projects for both MDT and the Florida Department of Transportation (FDOT). While at MDT, Ms. Simmons also managed all the public involvement and outreach activities, which included public meetings, information sessions, design charrettes, municipal official briefings, and other special events. As a Senior Public Information Officer in the private sector, Ms. Simmons served as the lead on outreach programs for watermain, wastewater and stormwater projects on behalf of the Miami-Dade County Water and Sewer, the City of Miami Beach and the Village of Key Biscayne. In this capacity, Ms. Simmons provided grassroots outreach services on projects, mitigating the impacts of sea-level rise and infrastructure projects as federally mandated by the Miami-Dade County Consent Decree. Michelle holds a B.A. in Spanish from Winthrop College and an M.A. in Spanish Language & Culture from Furman University.



Lauren Rushing, AICP-C

Role: Data Collection and Mobility Planning

Lauren Rushing, AICP-C, Project Manager & Principal Planner with NUE Urban Concepts, has more than (7) years of experience in strategic transportation planning, bicycle and pedestrian planning, growth management, traffic impact analysis, developments of regional impact, impact fees, both in the United States and in the Netherlands. Driven by an interest in active transportation and particularly bicycle culture, Ms. Rushing spent three years living and working as a transportation advisor in Amsterdam where she contributed GIS, data analysis, and design skills to strategic mobility projects across the country. She now applies this experience and lessons learned abroad to mobility planning in the United States and assists local governments in developing plans to improve multimodal mobility and quality of life in their communities. Ms. Rushing has worked with NUE Urban Concepts for the past three years developing and implementing mobility plans and mobility fees throughout Florida. Ms. Rushing holds a B.A. in Environmental Science & Policy and an M.A. in Urban and Regional Planning from Florida State University.

RELATED EXPERIENCE: VISION ZERO, COMPLETE STREETS, CONTEXT SENSITIVE DESIGNS, SAFE ROUTES TO SCHOOLS & PARKS

DDEC has a thorough understanding of the RFQ criteria and the technical principles necessary to complete the job, as well as the ability to perform the work needed in the following areas:

Vision Zero, Multimodal, and Mobility Planning

DDEC takes a multimodal approach to planning and developing mobility transportation systems for Florida's diverse communities. Our team ensures that all traffic plans comply with local and federal regulations.

Since DDEC was established, we have worked to create Mobility Plans and Fees throughout Florida. DDEC and NUE Urban Concepts collaborate as the Mobility Cohort, a group of specialists who integrate mobility, land use, parking, and funding through the development of Mobility Plans, Mobility Fees, and Tax Financing Districts. The group has worked with over 20 local governments in Florida to enhance mobility in their communities through development of multimodal supportive mixed-use regulations, Complete Streets design and policies, Vision Zero initiatives, dynamic parking and curbside management strategies, and establishment of innovative funding mechanisms.

Incorporating Vision Zero into every Mobility Plan is crucial in establishing a Safe System, beginning with Speed Management. Below is an example of how to establish a multimodal Quality Level of Service through Speed Management.

MOVING TOWARDS VISION ZERO | TOWN OF LAKE PARK MULTIMODAL QUALITY OF SERVICE STANDARDS

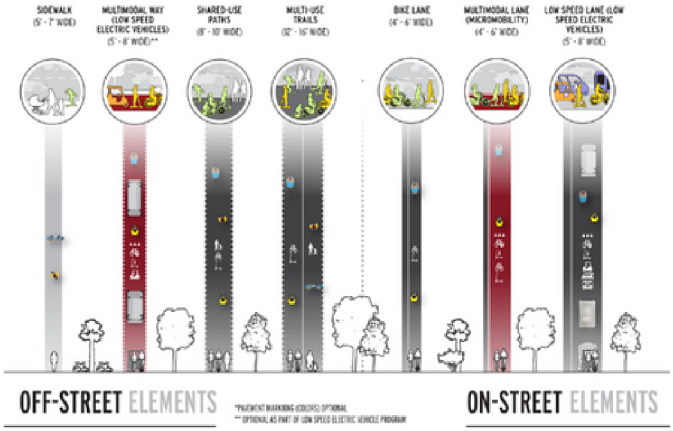
MULTIMODAL QUALITY OF SERVICE STANDARDS FOR BICYCLING & MICROMOBILITY

	TYPES OF SEPARATION FROM TRAVEL LANES			SIGNS AND / OR MARKINGS		
FACILITY TYPE	LIMITED SEPARATION	PROTECTED	BUFFERED	ENHANCED VISIBILITY MARKINGS	MAX POSTED SPEED LIMIT	
BIKE / MULTIMODAL LANE (6' OR WIDER)	C	A	B	B	SPEED LIMIT 25	B
BIKE / MULTIMODAL LANE (5' WIDE)	D	A	B	C	SPEED LIMIT 25	C
BIKE / MULTIMODAL LANE (4' WIDE)	E	B	C	D	SPEED LIMIT 25	D
PAVED SHOULDER (ARTERIALS ONLY)	E	B	C	D	SPEED LIMIT 25	D
LOW SPEED STREET (LOCAL/RESIDENTIAL STREET ONLY)	D	A	B	B	SPEED LIMIT 20	B

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC.
NOTES: THE PRESENCE OF BUFFERED BIKE LANES OR ENHANCED VISIBILITY MARKINGS AND A POSTED SPEED LIMIT AT THE MAXIMUM POSTED SPEED OR LESS WOULD RESULT IN AN INCREASE IN ONE (1) LETTER GRADE. PROTECTED BIKE LANES FEATURE A PHYSICAL BARRIER SUCH AS A RAISED MEDIAN BETWEEN VEHICLE AND BICYCLE LANES. BUFFERED BIKE LANES FEATURE A BUFFER AT LEAST TWO (2) FEET IN WIDTH WITH EITHER CHEVRONS, RPMS, OR FLEX POST BETWEEN VEHICLE AND BICYCLE LANES. ENHANCED VISIBILITY INCLUDES PAVEMENT MARKINGS SUCH AS, GREEN OR BLUE LANES, GREEN OR BLUE LANE MARKINGS APPROACHING AND CROSSING INTERSECTIONS AND DRIVEWAYS, OR DOUBLE LINES, SPACED A MINIMUM OF FOUR (4) INCHES APART AND FEATURING RPMS OR FLEX POST BETWEEN VEHICLE AND BICYCLE LANES.

Mobility Cohort members have both reviewed and conducted detailed traffic impact studies for small scale developments, large multiphased mixed-use projects, developments of regional impact (DRI), and sector plans. Our team has the ability to establish traffic methodologies with development interests, transportation planners, and traffic engineers that protect the interests of the Village and its residents. We have access to various capacity software and models used for traffic impact analyses and are up to date on the latest ITE Trip Generation, mixed-use studies, mode-share offsets, and other data sources used by transportation professionals to show reduced traffic impacts from their developments. **Our Team has extensive experience updating concurrency management systems and reviewing traffic studies related to the concurrency process**. We will collaborate with stakeholders to formulate practical recommendations for effective traffic mitigation options.

Street design guidelines, based on context classification and key characteristics, can help achieve desired speeds and safety results systemwide. We will integrate updated guidelines for both off-street and on-street elements into the SS4A Action Plan. Below are examples that can yield success.



Our goal is to achieve safe and equitable transportation for all. To accomplish this, our team has consistently incorporated existing planning efforts, such as bicycle and pedestrian plans and traffic calming plans, into a context-based framework. This approach is tied into a Mobility Plan, with a focus on moving towards Vision Zero. By prioritizing safety, we strive to create a cohesive approach to planning that benefits everyone.

Context-Sensitive Designs

At **DDEC**, we understand that context-sensitive designs is important to meet community needs and adhere to FDOT standards and regulations. Our priority is to create designs that are contextually appropriate, environmentally sensitive, and be compliant with our partners for roadway owners. By effectively setting the right criteria, we can change the setbacks, sight triangles, and other elements that affect urban landscaping design and more.

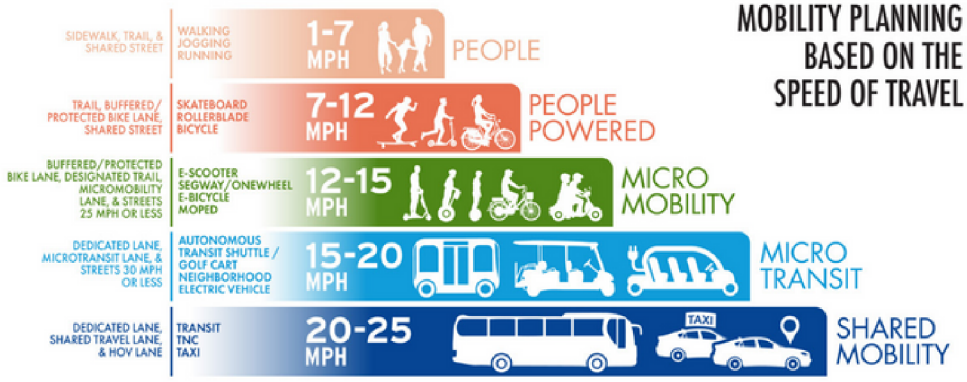
FDOT's context classifications are an effective tool for categorizing different roadway environments across Florida. These classifications take into account factors such as land use, design speed, and urban or rural settings to ensure that transportation projects are appropriate for the specific context in which they are located. Here are some key points to keep in mind:

- **Urban vs. Rural:** FDOT's context classifications distinguish between urban and rural areas, based on population density and land use patterns.
- **Functional Classification:** Functional classifications, such as arterial, collector, or local roads, help determine the transportation network's role.
- **Context Zones:** Urban areas are divided into context zones, including urban core, suburban, and urban/suburban transition, reflecting varying levels of urbanization.
- **Design Speed:** Design speed is a critical factor in context classification, influencing factors like lane width and geometry.
- **Complete Streets:** FDOT's context classifications may incorporate principles of Complete Streets, accommodating all modes of transportation and promoting sustainability.
- **Safety and Land Use:** The classification of roadways takes into account safety considerations and land use patterns to determine appropriate design features and safety measures.
- **Transit and Multimodal Planning:** Urban context classifications also consider transit and multimodal planning, encouraging transportation solutions that support public transit and non-motorized modes of transportation.



Our team has extensive experience delivering solutions that enhance safety and functionality for all road users, including pedestrians. Our expertise includes:

- **Complete Streets Design:** Design infrastructures for all modes of transportation, ensuring efficient traffic flow and improved safety. Ensuring that our standards meet State and County Requirements.
- **Bike Infrastructure:** We specialize in complex intersection design such as protected intersection connecting your protected bike lanes and quick build signing and pavement marking plans.
- **Shared-Use Paths:** Our expertise with a full understanding of the MUTCD latest revision for path design that not only accommodate pedestrians and cyclist, but also **golf carts**. This is a prevailing issuing in Florida communities with little regulations and standards.
- **Signage and Pavement Markings:** We design comprehensive signage and pavement marking systems focus on traffic calming elements, including bike-specific signage and green pavement markings at conflict locations.
- **Intersection Speed Reduction:** We specialize in creating quick build and long term design elements that focus on reducing turning vehicle speeds at intersection such as centerline hardening or bulbouts.
- **Pedestrian Amenities:** We evaluate and recommend tailored improvements for pedestrian safety, including ADA-compliant pedestrian curb ramps, updated pedestrian signals, sidewalk connections at transit stops, clear sidewalk widths, and pedestrian refuge areas.



Design speed is the target speed at which drivers are intended to travel on a street. Actively designing for target vehicle speeds is critical to safety. Decisions must be made in the context of the community, with an eye on users, travel patterns, demand and priorities.

Complete Streets

At DDEC, we firmly believe in the design and promotion of Complete Streets. Our approach prioritizes accommodating all modes of transportation, from pedestrians and cyclists to public transit users, along with motor vehicles. Our team has a proven track record of transforming streets into safer, more accessible, and livelier spaces, fully aligned with the Complete Streets principles.

Leading the charge for Complete Streets implementation, we recently completed the City of Atlantic Beach Complete Streets Implementation Plan, focusing on quick-build strategies to construct advisory shoulders that sustain pedestrian paths without major infrastructure investment. As part of our multimodal and mobility study, Complete Streets has always been at the center of our values and goals. We have developed best practices and established scoring criteria based on quality level of service standards for communities.

Example: City of Longwood Complete Streets



DDEC's Collaborations with City Agencies and Urban Planning Implementation

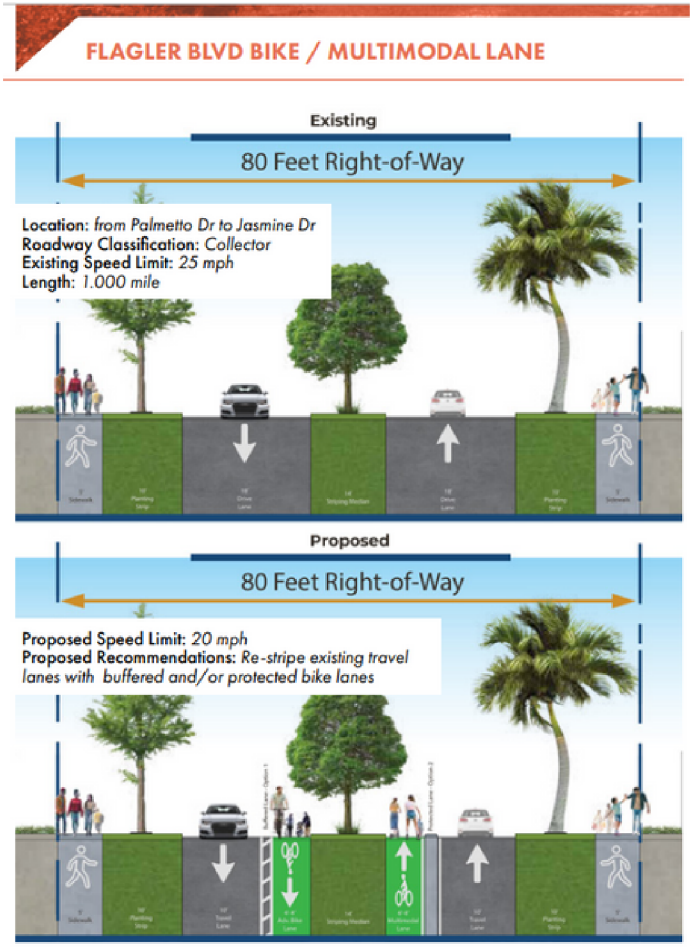
DDEC has worked alongside different government agencies to bring the Complete Streets policy into effect. Through these collaborations, we've established design standards that emphasize cohesiveness and sustainability. We have helped cities like the City of Atlantic Beach and the City of Longwood among others establish their Complete Streets policies and create a vision that the community can support. We also helped them understand quick build strategies such as an advisory shoulder for short term pedestrian access while working on a long-term capital improvement plan. Our experience in proposing urban Complete Streets implementation plans includes a lane repurposing project on an arterial roadway network, like Broadway Avenue/US-1 in District 4.

Example: US-1 Broadway Ave. Lane Repurposing



Examples of Our Work: Transforming Transportation

Our team specializes in creating custom solutions to address both short-term and long-term transportation goals. Our transformative project in the Town of Lake Park provides an excellent example of our capabilities. This project involved the conversion of an existing roadway into a tactical project that maximized the available space, meeting the community's unique needs. Our approach resulted in immediate benefits to the neighborhood's transportation network, addressing the pressing need for traffic calming measures while also realizing a Complete Streets vision that fits seamlessly with the surrounding context. This project is an excellent representation of our commitment to innovative, context-driven solutions that provide both immediate and sustainable long-term benefits.



Safe Routes to Schools/Parks

DDEC is dedicated to implementing Safe Routes to Schools and Parks programs from an implementation perspective that provides safe and accessible routes for schoolchildren and park visitors. Our team is highly experienced in designing and implementing pedestrian and bicycle infrastructure near educational institutions and recreational areas, which promote safety, encourage active transportation, and reduce traffic risks for children and park-goers.

Our mobility planning efforts are focused on creating safe routes that connect all facilities, including schools and parks. Recently, we completed the Parker Avenue Complete Streets project, which connected three schools through three phases of construction. Phase 1, completed in 2019, included full design and all school zone upgrades, while also reducing travel lanes to 9.5 feet on a local collector road. Phase 2 was completed in 2023 through a grant-funded project to adhere to all federal and FDOT standards, as well as environmental compliance regulations. This project connected three schools in low-income minority communities - Palmetto Elementary, Conniston Middle, and Forest Hill High School. Our team collaborated with the school board and community to create a design and context for safe routes to school.

Example: Parker Avenue Complete Streets Implementation



WOULD THE VILLAGE BE OPEN TO THE IDEA OF REMOVING CONCURRENCY?

Why Traffic LOS Planning Hinders the Village's Safety Goals

It is crucial to understand that aiming for a Level of Service (LOS) when planning for traffic is a major obstacle in achieving the zero-crash and serious-injury vision for the Village. Even with context-based designs, neighboring cities' growth may compel the Village to widen roads for traffic capacity, creating a high risk of unsafe intersections, centerline hardening issues, and uncontrollable speeds.

Our team, the Mobility Cohort, (DDEC and NUC) has been instrumental in helping numerous local agencies with more than 10 different agencies in the past five years to develop an effective strategy for replacing concurrency. Our team has developed a comprehensive mobility study and technical report, which has enabled the Town of Lake park to achieve the quality level of service that its residents require.

Moreover, our access to big data such as INRIX or Streetlights Data allow us to cross-check results quickly for any inconsistencies related to traffic operations and signalization. We are committed to working closely with the Village, Miami-Dade County, and FDOT to provide innovative ideas and solutions that will help mitigate network failures resulting from new developments.

Additionally, our team will perform traffic analysis and modeling to support Comprehensive Plan Amendments. We will also assist Village staff with updates to the Comprehensive Plan, Land Development Regulations (LDR), and Capital Improvements Plan. Our team has extensive experience in drafting updated language for goals, objectives and policies in Comprehensive Plans and LDRs, as well as performing data analysis and GIS mapping for Comprehensive Plan Amendments.

The Mobility Cohort can also assist the Village with updating its LDRs and comprehensive plans to reflect recent changes to FDOT LOS and QOS Handbook, which now establish capacities based on FDOT's Complete Street Context Classification. FDOT is already utilizing these new capacities and context classifications in the planning and design of State Roads, which will impact the ability of local governments to request changes and funding. Hence, local governments that do not update their systems will be at a disadvantage when it comes to State Road design.



Miami-Dade County has set their intent to replace the existing roadway impact fee with a new multimodal mobility fee, as part of a comprehensive revision of impact fee regulations, aiming to address the evolving mobility needs of the community and provide for a delayed implementation period until the changes take effect.

RELATED EXPERIENCE - ACTIONABLE RESULTS OF COMPLETE STREETS, VISION ZERO, BIKE-PED MASTER PLANS, AND TACTICAL URBANISM

Complete Streets

DDEC has a long-standing reputation for successfully converting conventional roads into Complete Streets that are both safe and accessible. Thanks to our quick-build strategies and appropriate policies, we have prioritized the needs of pedestrians, cyclists, and public transit riders, while still accommodating motor vehicle traffic. This approach has yielded tangible results, including the creation of multi-modal transportation corridors that are both active and vibrant.

Our efforts have helped enhance connectivity, promote active transportation, and improve quality of life in diverse communities. For example, the Martin County Innovation HUB - SE Railway Extension project, which we collaborated with Business Flare to develop an economic development strategy, is a prime illustration of our work. This project, scheduled for 2024, focuses on building complete and walkable streets. We transformed a planning idea into a feasible project, resulting in a walkable, multi-modal roadway that supports economic development.



Our team member, EXP, is conducting walking audits as part of the 2050 City of Hialeah Master Plan in areas with persistent poverty or historical disadvantages. EXP and DDEC recently completed a Pedestrian Safety Analysis in West Palm Beach, These audits help draw attention to the need for equitable resource distribution and infrastructure improvements. Our data to support policy changes and investments, especially in high-injury corridors identified in the 2021 Miami-Dade Vision Zero Framework. This project aligns with the community's goals and aspirations for the future, making it a significant milestone for Hialeah. This master planning effort is a forward-looking initiative aimed at improving infrastructure, livability, and the residents' quality of life over the next 25 years. The project involves analyzing current conditions, identifying infrastructure needs, and addressing regulatory gaps. It is designed to create a vision for Hialeah in time for the city's 100th anniversary in 2025.

Vision Zero

At DDEC, safety is our utmost priority, which is why we are committed to our Vision Zero initiatives aimed at eliminating traffic-related fatalities and severe injuries. Our approach involves conducting comprehensive safety assessments, analyzing data, and implementing engineering solutions that prioritize safety. The result of our efforts is a significant reduction in crash rates, enhanced safety for pedestrians and cyclists, and improved road infrastructure to minimize the risk of accidents. As local leaders in Vision Zero policy, program, and project development, we offer a framework to reduce traffic deaths and serious injuries through a combination of engineering, education, and enforcement measures.

Our team has successfully developed Vision Zero initiatives that encourage sustainable modes of transportation, reduce car trips, and meet greenhouse gas reduction goals. DDEC Principal Uyen Dang, P.E. served as the Traffic Engineer for the City of West Palm Beach. There, she was a driving force behind the development of Palm Beach County's first Vision Zero Policy in 2020. Partnering with communications expert Kathleen Walter, Ms. Dang launched the county's first Vision Zero program in West Palm Beach, which focused on engineering, education, and enforcement. By launching a safety education campaign for the city's high crash corridor, - Broadway Avenue - US-1, and working collaboratively with the police department, traffic crashes were reduced by more than 20%. This program was an example of engineering, education, and enforcement to produce positive community results. **We are currently working on the Village of Wellington SS4A Vision Zero Action Plan.**



Uyen Dang, PE at Press Conference for WPB Vision Zero

Cityfi - Leading Miami-Dade Vision Zero

Cityfi partnered with Miami-Dade County to develop and implement the Vision Zero Implementation Plan. They conducted educational workshops for policymakers, devised encouragement tools to support plan longevity, and created a versatile Vision Zero Evaluation Criteria. Cityfi also spearheaded an education and engagement campaign, contributing to Miami-Dade County's aim of achieving Vision Zero by 2040, while promoting safe, reliable, sustainable, and equitable mobility for all.

Bike / Ped Master Plans

DDEC has been a critical partner in the development of Bike-Ped Master Plans that promote non-motorized transportation options. These plans have produced measurable outcomes, including the creation of well-defined networks of bike lanes, pedestrian pathways, and multi-use trails. By encouraging sustainable mobility, reducing congestion, and providing safe routes for cyclists and pedestrians, our plans have proven to be effective. **During Uyen Dang's tenure as the City Traffic Engineer for West Palm Beach, she led the City's Bicycle Masterplan and created a quick-build implementation plan that constructed more than 10 miles of bike lanes within the first year.** Our aggressive approach has proven to be tactical and effective. Beyond Mobility Studies throughout Florida, such as the Town of Lake Park and the City of Longwood Mobility Study and Fee, we are currently working on the Indian River County Bicycle Masterplan Update and the City of Tamarac Multimodal study. We recognize that these plans require significant coordination, GIS mapping exercises, and gap analyses to ensure optimal results.

Tactical Urbanism

When it comes to developing strategies that align with MUTCD and the Florida Greenbook, our team has the technical expertise to help you achieve your goals. Our very own Uyen Dang, a council member of the NACTO delegation, also sits on the NCUTCD. We understand the intricacies of painted intersections and tactical urbanism and are well-equipped to handle any challenge that comes our way. While we appreciate attractive urban design, we prioritize traffic engineering principles in using the right type of approved product within the road network.

As an example of our work, we recently conducted a workshop exercise for the Palm Beach TPA, where Uyen Dang presented the immediate results of centerline hardening. This was accomplished by using delineators to reduce left-turning speeds, and the participants saw the results firsthand. Below is an example of MUTCD legal quick build design and usage of delineators.



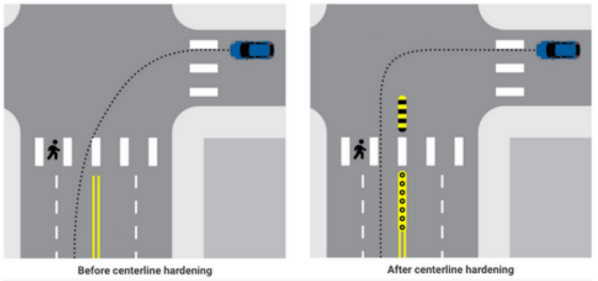


Image source: Insurance Institute for Highway Safety

Traffic Calming

After reviewing the Village Traffic Calming Masterplan 2023, our team recommends the development of a Residential Traffic Calming Program as the next step in our comprehensive approach to implementation. This program prioritizes projects based on need, rather than politics, and aligns with other capital improvement projects to ensure efficiency and timely completion. To establish a clear, transparent process, we suggest reviewing the existing ordinance and instituting a traffic count program. While the plan provides a framework, designing and constructing the program requires additional feasibility studies. The Residential Traffic Calming Program aims to improve safety, reduce vehicle traffic, and limit speeds on local roads, enhancing the quality of life for all. To achieve these goals, our program employs a combination of horizontal and vertical elements. Horizontal elements, such as street murals that Uyen Dang has worked on for the Fern Street and Tamarind intersection in West Palm Beach, pavement markings, and on-street bike lanes, effectively narrow travel lane widths.

Vertical elements, including divided medians, chicanes, speed bumps and tables, raised intersections, and curb extensions, are determined based on established criteria. This multi-faceted approach will help to create safer streets and a more enjoyable environment for residents and visitors.



Speed Hump



Roundabout



Speed Table



Chicane and Bulbout

RELATED EXPERIENCE -- EXPERIENCE ANALYZING, DOCUMENTING, AND PROPOSING NEIGHBORHOOD/CITYWIDE EXISTING CONDITIONS AND PROPOSED BEST PRACTICES REPORT/EXAMPLES

Traffic Safety Analysis

Recently, the DDEC team conducted a safety analysis of the Old Okeechobee intersection to determine the project's feasibility. The team reviewed standards and developed design criteria, including a concept design for a protected bike lane intersection. Our team takes into account construction feasibility, stakeholder outreach, and crash data review as part of the project. While this is still a conceptual design, we have turned this project into a **Capital Improvement Project (CIP)** to be applied for next year's grant cycle through coordination with the Palm Beach TPA for vetting.

Our partner, EXP, has extensive experience in conducting Roadway Safety Audit for various agencies and multimodal project types. Prior to conducting a Road Safety Audit (RSA, we select objective individuals who can bring international expertise to a given project. These professionals are designated as the Analysis Team and are subject matter experts dedicated to a specified project. EXP has completed safety analyses for a number of projects throughout the state, including the CR-108 Roadway Safety Audit, the Town of Miami Lakes NW 154 Street and Miami Lakeway North Safety Study, Port Saint Lucie Village Parkway and Traditions Parkway Protected Intersection Study, the Blackrock Road Sidewalk Gap Analysis, and the Felmor Road Safety Analysis as part of the Safe Routes to School grant application.

Factors Affecting Bicycle Level of Traffic Stress

BICYCLE LEVEL OF TRAFFIC STRESS FACTORS			
Context Classification	Type of Bicycle Facility	Speed limit	AADT
On-street Parking	Width of Bicycle Facility	Separation of Facility from Corridor	Slope

The RSA process starts with a review of historical crash data to identify clusters of crashes and pinpoint high-crash-frequency segments and intersections along a given corridor. We then analyze crash types on the approaches to the hazard area and generate a crash diagram that graphically highlights trends and patterns. Our safety experts also consider crash severity and whether bicyclists or pedestrians were involved to ensure the implementation of a safe systems approach and safety for all users. They conducted a site visit to the field to identify any design flaws or lacking safety features that could be contributing to the high frequency of crashes. Our field reviews include geometric assessment, signage inventory assessment, speed data collection, lighting assessment, facility obstacle review, and useful life of infrastructure reviews. We also observe pedestrian, cyclist, and driver behaviors to identify any unusual trends.

Factors Affecting Pedestrian Level of Traffic Stress

PEDESTRIAN LEVEL OF TRAFFIC STRESS FACTORS		
Context Classification	Horizontal Sidewalk Separation	Speed limit
Sidewalk Presence	Unobstructed Path	Vertical Sidewalk Separation

A team of technical experts conducts a review of the RSA, while a team of public involvement specialists engages with the community to understand their safety concerns. The team compiles data from crash histories, field reviews, and resident surveys to develop an illustrative report with feasible short- and long-term solutions for implementation to enhance safety.

Team Experience Overview - Tab 6

In Tab 6, you'll find a summary of our team's collective experiences. Both DDEC and NUC have completed multiple citywide projects, with a focus on Mobility Plans and Fees. They have also provided safety planning consultations, including RRFB matrices and traffic calming recommendations, for several different Cities. Meanwhile, EXP is currently spearheading the Hialeah 2050 Masterplan project.

EXPERIENCE WITH TRANSPORTATION SAFETY IN THE SMALL URBAN CONTEXT

Our team, EXP, has robust experience in safety and transportation planning on all scales, inclusive of both large and small urban contexts. Such expertise has been essential for addressing the unique challenges posed by the combination of high cautious drivers, limited safer crosswalks, diverse modes of transportation, and close community engagement, which are typical of small urban settings, allowing safety measures to be effective and tailored to the specific needs of local communities.

Walking Audit in Hialeah



We have done this work throughout the State of Florida, helping manage and mitigate the risks associated with a large number of people navigating the limited space available. Additionally, our team also includes experts who have actually worked with local agencies to develop and adopt Vision Zero policies and Action Plans. Consequently, our focus will be ensuring that the goals and objectives of Vision Zero are incorporated in the planning process, which is reflected in our approach to developing a Mobility and Vision Zero Action Plan for the Village of Palmetto Bay.

Understanding the feedback from the public as far as personal near-crash experiences or simply understanding connectivity issues that could reroute pedestrians and cyclists away from potentially dangerous vehicular areas is critical to understanding the holistic picture of how the facilities can best be improved. Our technical team compiles all the data from the crash history, field review, and resident surveys and develops an illustrative report demonstrating areas of concern, outlining findings of analysis, and documenting feasible short- and long-term solutions for implementation to enhance safety.

Our recommendations are based on weighted scoring criteria leveraging quantifiable metrics that account for high-risk road features, specific safety needs of relevant users, public health, the built environment, demographics, and structural features. We also include a cost estimate for each proposed improvement, helping the Village identify projects that could see immediate improvement, interim improvement, and long-term improvement through benefit-cost-analysis (BCA).

This methodology comes from our partner, EXP, significant participation in projects such as the 2050 Miami-Dade Bicycle and Pedestrian Master Plan, the Miami Downtown Mobility Master Plan Update, the Safe Routes to School FY2022-23 grant funding applications, as well as other efforts such as the NW 154 Street and Miami Lakeway North Intersection Safety Study, the South Miami-Dade Trail Connectors, the Miami-Dade County Transportation Master Plan, the US-1 Bicycle and Pedestrian Bridge Feasibility Study, and the efforts related to Enhancing Safe Routes to School Program along the South Dade Trail. Decision-making for all these projects has been rooted in following the Miami-Dade Vision Zero Framework's guidelines that include performing data analysis as well as developing project prioritization criteria, engineering design tools, engagement framework, and actionable and time-bound strategies, considering Miami-Dade County's Vision Zero goal to end traffic fatalities and serious injuries by 2040 while increasing safe, reliable, sustainable, and equitable mobility for all.



EXPERIENCE ANALYZING, DOCUMENTING, AND PROPOSING NEIGHBORHOOD/CITY WIDE EXISTING CONDITIONS AND PROPOSED BEST PRACTICES REPORT/EXAMPLES

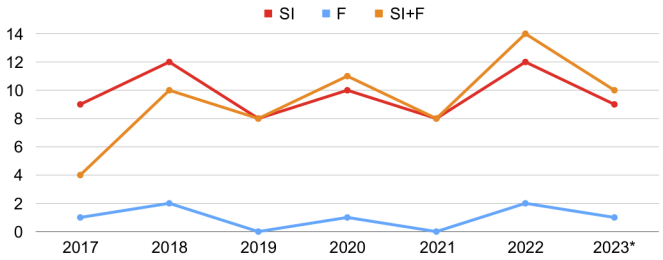
Our team brings extensive experience in data analysis, including the comprehensive assessment and documentation of existing conditions in neighborhoods and cities. We have a proven track record of conducting in-depth analyses to identify key challenges and opportunities, allowing us to propose best practices and strategies for improvement. Our portfolio includes a range of reports and examples showcasing our ability to provide data-driven insights and actionable recommendations to enhance urban environments.

Analyzing Recent Crash Data to Improve Road Safety in Palmetto Bay

Our team has conducted an analysis of the most recent six-year period (2017-2023) crash data available through Signal 4 Analytics. Here are some key findings:

- Out of 5,942 crashes that occurred in the Village of Palmetto Bay, 1.09% (65 crashes) resulted in a fatality (F) or serious injury (SI) on average.
- A disproportionate number of F&SI crashes (23.08%) involved pedestrians and bicyclists, who account for only 5.7% of all commuters using means such as walking, biking, taxicabs, motorcycles, motor scooters, public transportation, or other forms of transportation.
- The figure below depicts the 2017 - 2023 crashes by severity and mode, respectively.

These findings highlight the need to improve road safety in Palmetto Bay, particularly for pedestrians and bicyclists. By continuing to analyze crash data and identifying patterns, our team hopes to develop effective strategies to reduce accidents and save lives.



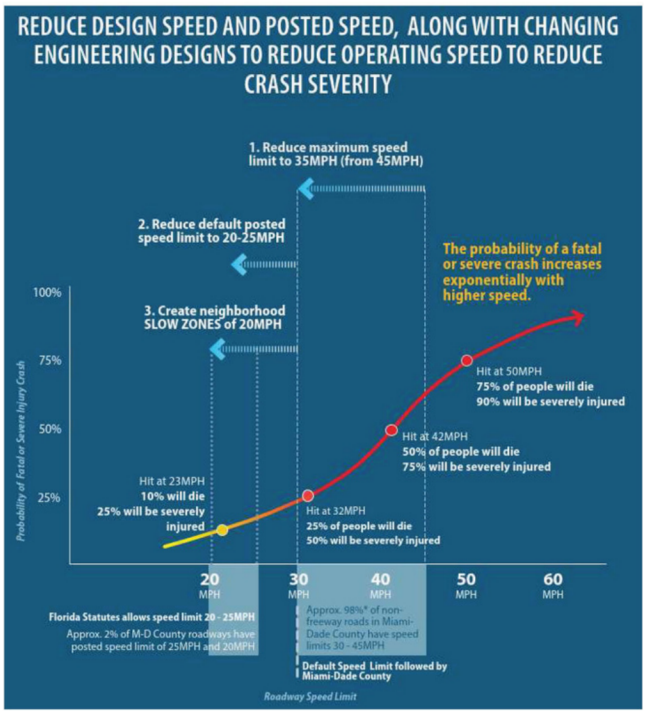
2017-2023 F&SI Crashes by Severity

The rate of travel for a vehicle affects not only the probability of an accident, but also its severity - that is why reducing vehicle speeds is a key priority for the Vision Zero initiative.

Our team is committed to addressing this issue through various means, including traffic calming infrastructure, matching road capacity to demand, targeted speed technology, and education. To achieve this goal, we will employ a range of speed mitigations factors such as:

Speed Management Countermeasures:

- Optimizing signal coordination/timing
- Utilizing raised intersections and roundabouts
- Implementing street chicanes
- Incorporating landscaping for complete streets
- Reducing lane widths
- Introducing raised crosswalks/speed tables
- Creating on-street parking



Miami-Dade County Vision Zero Program Plan Emphasizes Speed Reduction

Enhancing Road Safety by Reducing Speed Limits Across the Village

Implementing a village-wide strategy to reduce speed limits based on the context of each road is the most effective method to reduce crashes. We acknowledge that speed is a major factor in road accidents, thus, we need to take strong measures to reduce speed and mitigate risks. With this strategy, we can ensure a safer environment for everyone.

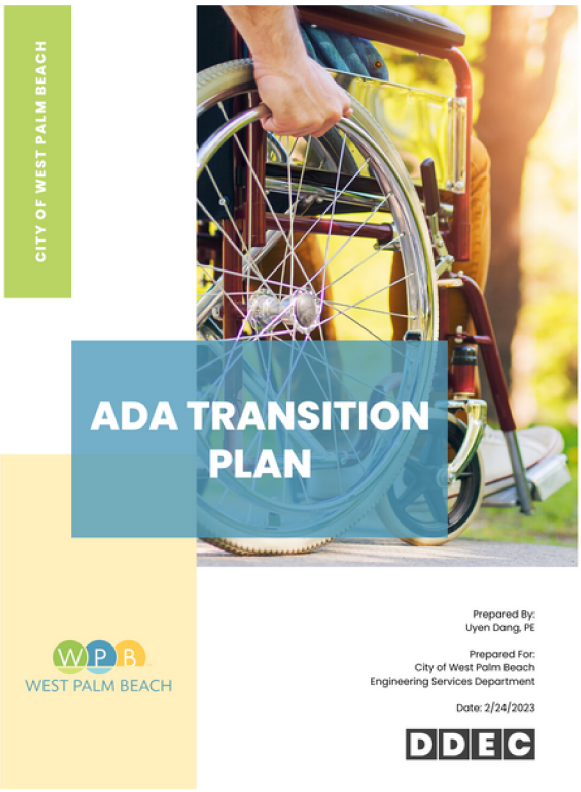
SIDEWALK GAP ANALYSIS, ADA TRANSITION PLANNING, ADA ACCESSIBILE DESIGN

Our approach to the ADA Transition Plan and sidewalk upgrades project is centered on inclusivity, accessibility, and sustainable urban development. We initiate the project with a thorough assessment of existing sidewalks, focusing on ADA compliance and overall condition. Collaboratively with the Village, we will develop a comprehensive ADA Transition Plan, including timelines and performance metrics. We will proactively seek grant opportunities for federal, state, and local funding by leveraging our grant writing expertise. Coordination with utilities and public works departments ensures feasibility and synergy. Stakeholder engagement through public meetings, workshops, and surveys informs our plan, addressing residents' specific needs. Project prioritization criteria, established with input from Utilities and Public Works, will encompass safety improvements, proximity to public facilities, and community impact.

DDEC has track record in ADA accessible design, underpinned by a deep understanding of the Public Rights-of-Way Accessibility Guidelines (PROWAG) and Florida Department of Transportation (FDOT) design guidelines. Our experience in this realm extends across a spectrum of projects, ranging from sidewalk upgrades and pedestrian crossings to public transportation infrastructure. We recognize the paramount importance of ensuring that public spaces are accessible to all residents and visitors, and this is particularly evident in our adherence to PROWAG and FDOT design guidelines.

In our commitment to ADA accessible design, we have successfully executed numerous projects that prioritize inclusivity and compliance with established guidelines. Whether crafting accessible pedestrian pathways, implementing curb ramps, or enhancing tactile warning systems, our team consistently applies the principles outlined in PROWAG and FDOT design guidelines. Our projects align seamlessly with these standards to guarantee that transportation infrastructure is barrier-free, safe, and accommodating to individuals with disabilities.







Workshop Held with City Staff to obtain City Support for ADA Transition Plan

To ensure the successful implementation of the ADA Transition Plan, a workshop was held to gather input from City staff. The meeting aimed to rally support and encourage the development of basic infrastructures to meet the needs of the community.



Example of communications strategy for safe pedestrian access

EXAMPLE OF CRASH ANALYSIS

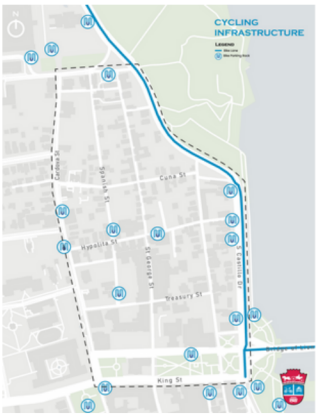
DDEC has a wealth of experience and expertise in harnessing Geographic Information Systems (GIS) to conduct insightful crash analyses. Our proficiency in leveraging GIS technology has proven invaluable in providing in-depth insights into traffic safety and accident patterns. This expertise becomes even more evident in our work with the City of Saint Augustine, where we applied GIS-based crash analysis as a critical component of their mobility and curb management plan and pilot program.

In collaboration with the City of Saint Augustine, we utilized GIS to overlay accident data with spatial information, pinpointing high-risk zones, critical intersections, and contributing factors in traffic accidents. This analysis formed the cornerstone of our approach to enhancing mobility and curb management within the city. By employing GIS-based spatial visualization and data mapping, we not only identified accident hotspots but also assessed the efficacy of safety interventions and proposed engineering solutions. Our partnership with the City of Saint Augustine underscores DDEC's commitment to leveraging GIS technology for crash analysis, resulting in safer roadways and more secure communities for the city's residents and visitors alike.

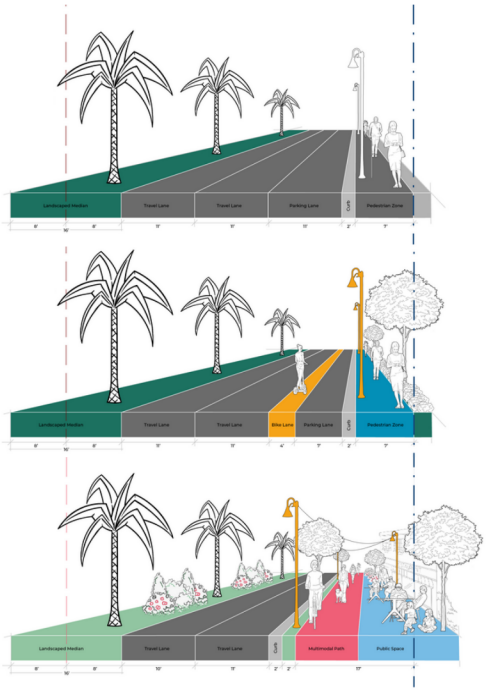


Leveraging GIS technology allows us to broaden our analysis by distinguishing different modes of transportation and incidents, such as bicycle and pedestrian accidents, and comparing them to vehicular incidents.

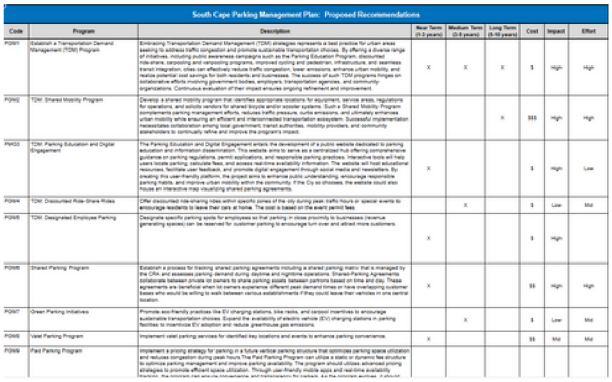




Using Crash Incidents to Assess Project Feasibility we rely on data from crash incidents to evaluate project feasibility. For instance, after analyzing the crash data for Cape Coral Parkway, we were able to develop design concepts for typical sections feasibility in the City of Cape Coral. This included modifications to the roadway design, such as widening lanes, installing traffic signals, and adding bike lanes. With these improvements, we were able to reduce the number of crashes on Cape Coral Parkway and improve the overall safety of the road for drivers, pedestrians, and cyclists alike. By utilizing crash incident data in our feasibility assessments, we can ensure that our projects are designed with safety as a top priority and help prevent future accidents from occurring.



EXAMPLE OF BEST PRACTICES MATRIX

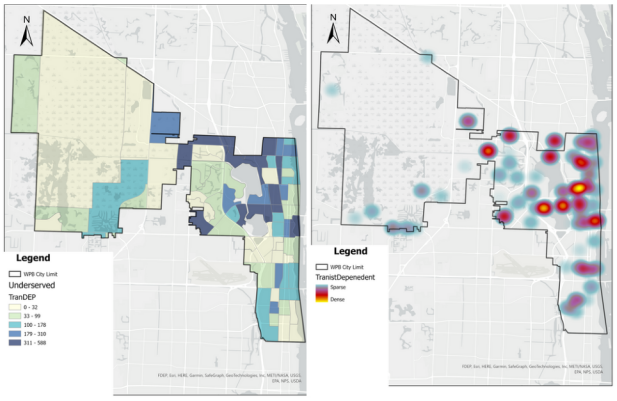


South Cape Parking Management Plan: Proposed Recommendations

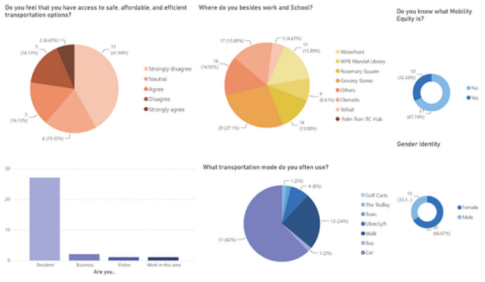
Code	Program	Description	Near Term (1-2 years)	Medium Term (3-5 years)	Long Term (5-10 years)	Cost	Impact	Effort
PGM1	Establish a Transportation Demand Management (TDM) Program	Embracing Transportation Demand Management (TDM) strategies represents a best practice for urban areas seeking to address traffic congestion and promote sustainable transportation choices. By offering a diverse range of initiatives, including public awareness campaigns such as the Parking Education Program, discounted ride-share, carpooling and vanpooling programs, improved cycling and pedestrian, infrastructure, and seamless transit integration, cities can effectively reduce traffic congestion, lower emissions, enhance urban mobility, and realize potential cost savings for both residents and businesses. The success of such TDM programs hinges on collaborative efforts involving government bodies, employers, transportation agencies, and community organizations. Continuous evaluation of their impact ensures ongoing refinement and improvement.	X	X	X	$	High	High
PGM2	TDM: Shared Mobility Program	Develop a shared mobility program that identifies appropriate locations for equipment, service areas, regulations for safe operation, and pricing models to encourage participation and ridership. This program will enhance transportation options, parking management efforts, reduces traffic congestion, curbs emissions, and ultimately improves urban mobility while ensuring an efficient and interconnected transportation ecosystem. Successful implementation necessitates collaboration among local government, transit authorities, mobility providers, and community stakeholders to continually refine and improve the program's impact.			X	$$$	High	High
PM120	TDM: Parking Education and Digital Engagement	The Parking Education and Digital Engagement entails the development of a public website dedicated to parking education and information dissemination. This website aims to serve as a centralized hub offering comprehensive guidance on parking regulations, permit applications, and responsible parking practices. Interactive tools will help users locate parking, calculate fees, and access real-time availability information. The website will host educational resources, facilitate user feedback, and promote digital engagement through social media and newsletters. By creating this user-friendly platform, the project aims to enhance public understanding, encourage responsible parking habits, and improve urban mobility within the community. If the City so chooses, the website could also house an interactive map visualizing shared parking agreements.	X			$	High	Low
PGM4	TDM: Discounted Ride-Share Rides	Offer discounted ride-sharing rides within specific zones of the city during peak traffic hours or special events to encourage residents to leave their cars at home. The cost is based on the event permit fee.		X		$	Low	Mid
PGM5	TDM: Designated Employee Parking	Designate specific parking spots for employees so that parking in close proximity to businesses (revenue generating spaces) can be reserved for customer parking to encourage turn over and attract more customers.	X			$	High	
PGM6	Shared Parking Program	Establish a process for tracking shared parking agreements including a shared parking matrix that is managed by the DDA or CRA to ensure compliance with agreements. Shared parking agreements can be made by the DDA or CRA to collaborate between private lot owners to share parking spaces between partners based on time and day. These agreements are beneficial when lot owners experience different peak demand times or have overlapping customer bases who would be willing to walk between various establishments if they could leave their vehicles in one central location.	X			$$	High	High
PGM7	Green Parking Initiatives	Promote eco-friendly practices like EV charging stations, bike racks, and carpool incentives to encourage sustainable transportation choices. Expand the availability of electric vehicle (EV) charging stations in parking facilities to incentivize EV adoption and reduce greenhouse gas emissions.		X		$	Low	Mid
PGM8	Valet Parking Program	Implement valet parking services for identified key locations and events to enhance parking convenience.	X			$$	Mid	Mid
PGM9	Paid Parking Program	Implement a pricing strategy for parking in a future vertical parking structure that optimizes parking space utilization and reduces congestion during peak hours. The Paid Parking Program can utilize a static or dynamic fee structure to optimize parking management and improve parking availability. The program should utilizes advanced pricing strategies to promote efficient space utilization. Through user-friendly mobile apps and real-time availability tracking, the program can provide convenient and transparent parking options. As the program evolves, it should						

DDEC's Equity Analysis for West Palm Beach's Transportation System

In 2022, DDEC conducted an equity analysis in West Palm Beach to identify and overcome transportation barriers in low-income neighborhoods. DDEC examined economic growth, transportation infrastructure, and engaged with residents to gain insight into the challenges they confront when accessing affordable, reliable, and safe transportation options. DDEC recognizes that transportation difficulties can amplify social and economic inequalities by limiting access to essential services, education, and employment opportunities. The Mobility Equity Study aims to discover and address these obstacles to ensure that all West Palm Beach residents have access to sustainable and fair transportation options.

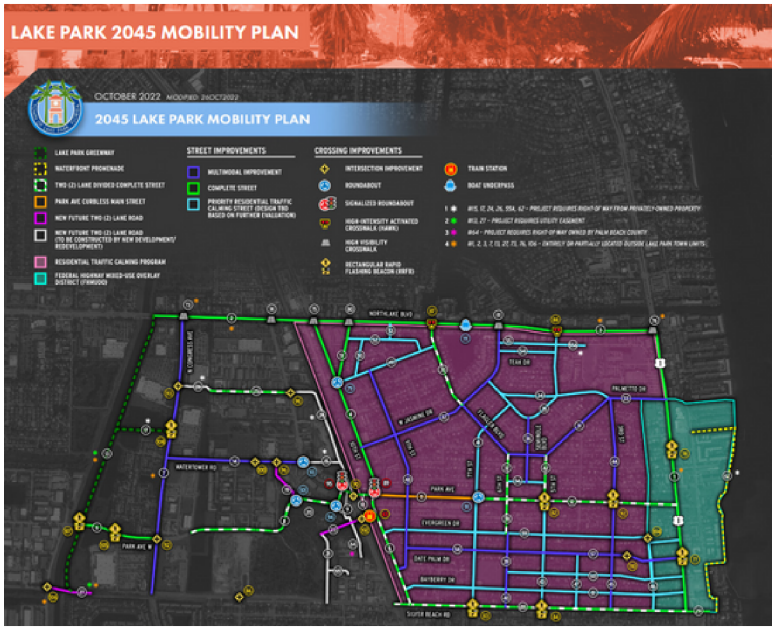






Example: Equitty Survey Results

EXAMPLE OF MOBILITY NETWORK PLANNING



DDEC has experience in conducting comprehensive network planning, with a particular focus on mobility plans that enhance transportation systems and infrastructure. The Town of Lake Park Mobility Plan represented a critical endeavor aimed at redefining transportation within the community. DDEC's involvement in this project was marked by a commitment to understanding the unique needs and challenges faced by Lake Park residents and stakeholders. Our team conducted a thorough assessment of existing transportation conditions, including roadways, pedestrian pathways, transit options, and traffic patterns. This detailed analysis provided a solid foundation for the development of targeted solutions that addressed the town's mobility challenges effectively.

Throughout the planning process, DDEC leveraged its expertise in traffic engineering, urban design, and sustainable transportation solutions to craft a comprehensive and actionable mobility plan. This plan encompassed a range of initiatives, from traffic calming measures and pedestrian-friendly streetscapes to enhanced public transit options and innovative traffic management strategies. Our recommendations were not only tailored to address existing mobility issues but also designed to accommodate future growth and evolving transportation needs.

INNOVATION

Exploring the Many Forms of Innovation: Achieving Zero Through Technology

Our team understands that innovation takes many shapes and sizes. Specifically, in order to achieve zero traffic fatalities, a paradigm shift is necessary. We believe that having real time data (Big Data - INRIX) and near miss data is the most important aspect for developing countermeasures. Crashes occur all times of day and due to human behavior. INRIX having a partnership with Chrysler will give us the user behavior collected with technology changes through the growing change in the EV (Electric Vehicles) infrastructures. We understand that the AV (Autonomous Vehicles) is a near future and making design recommendations that are future proof and adherences to the MUTCD part 5 - TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES. However, the change we need goes beyond mere technological solutions. It requires a fundamental shift in infrastructure, including the reduction of speeds and the creation of safe environments for all modes of transportation.







DESIGN GUIDELINES

Developing a Framework for Innovative Design Principles

To meet the distinctive requirements of the Village and Miami Dade County, it is critical to establish a set of progressive design standards and guidance for all cities and county personnel to utilize. These design standards will incorporate context classification to assess the modal priority and adjacent land use, which will enable the identification of appropriate design parameters. It is essential to clarify design speed, lane width, clear zone, signal spacing, crosswalk requirements, bike lane facility requirements, and lane repurposing standards within the FDOT FDM and Context Classification. This framework will enable leadership in innovative design principles to tackle the unique challenges that Miami Dade County presents.

MOVING TOWARDS VISION ZERO | TOWN OF LAKE PARK MULTIMODAL QUALITY OF SERVICE STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS	MOBILITY FEE ASSESSMENT AREA	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS*	SPEED LIMIT 10 / SPEED LIMIT 15	BICYCLE LANES / MULTIMODAL LANES / MULTI-USE TRAILS / SHARED-USE PATHS
QUALITY OF SERVICE (QOS) A**	SPEED LIMIT 15	LOW SPEED STREETS / LOCAL STREETS / RESIDENTIAL TOWN STREETS
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	LOCAL & RESIDENTIAL STREETS / MINOR COLLECTORS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	COLLECTORS / MINOR ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	MAJOR COLLECTORS / ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) E***	SPEED LIMIT 35 +	PRINCIPAL ARTERIALS

* MICROMOBILITY SPEEDS IN AREAS WITH HIGH LEVELS OF PEOPLE WALKING SHOULD BE MAX 10 MPH
** POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS ARE ALSO QOS A
*** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS ARE ALSO QOS E

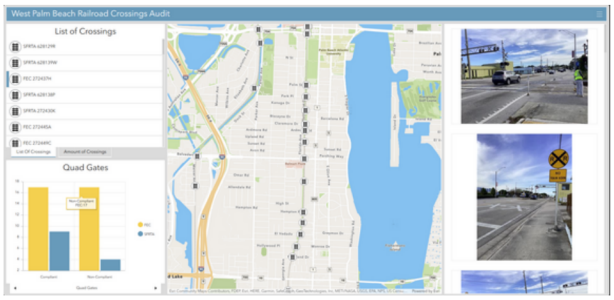
Design guidelines based on Street Quality of Service Standards are essential for creating safe and efficient transportation infrastructure. These guidelines take into account the specific characteristics of different types of devices, such as micromobility vehicles, which typically operate at speeds ranging from 10 to 15 miles per hour in bike lanes, multimodal lanes, multiuse trails, and shared-use paths. By establishing target speeds aligned with the capabilities of these devices, the Village can significantly contribute to achieving its Vision Zero goals. This approach ensures that the design of the transportation network is optimized for the safety and convenience of all users, reducing the risk of accidents and fatalities, and promoting a more sustainable and accessible community.

The Mobility Cohort, consisting of DDEC and NUC, has a proven track record of successfully implementing these strategies in numerous cities. Their expertise in developing and executing design guidelines based on Street Quality of Service Standards has led to the creation of safer and more efficient transportation networks across various urban environments.

TEAM EXPERIENCE IN VISUALIZATION AND ARCGIS

DDEC has extensive experience in GIS, with a focus on interactive maps and surveys. Our interactive maps provide clear insights into spatial data, such as traffic patterns and land use, while our surveys gather valuable data for informed decision-making and community engagement. These GIS tools enhance our analysis and empower clients and communities by making complex information easily accessible, driving effective solutions in traffic engineering and urban planning projects.

Example: GIS Rail Safety Audit Dashboard



Our collaboration with the City included the development of an interactive audit map, a valuable tool for visualizing and prioritizing safety improvements. Through this map, we facilitated the creation of work orders for short-term projects, allowing the City's public works department to efficiently address immediate safety concerns. Furthermore, we've taken a forward-thinking approach by incorporating longer-term projects into the 2050 Long Range Transportation Plan (2050LRTP), strategically positioning them for funding through the call for projects mechanism. This demonstrates our dedication to not only identifying safety issues but also implementing comprehensive solutions that promote rail safety and contribute to the overall well-being of the community.

Additionally, our partner EXP GIS department has been using GIS to conduct complex dashboard. They are currently managing the Broward County Schoolboards CIP project with over 250 projects within the County using GIS.

Example: EXP Walk Audit Storymap



Example of a StoryMap resulting from a Walking Audit in Miami Springs

Our team's subconsultant EXP proficiency in GIS extends beyond traditional applications. We have demonstrated our capabilities by creating engaging StoryMaps based on walk audits and other spatial data analyses. These StoryMaps serve as compelling visual narratives, combining geographic information with multimedia elements to convey key insights effectively. This innovative approach not only enhances our ability to communicate findings but also provides an interactive platform for stakeholders to explore and understand complex data. Our experience in creating StoryMaps showcases our commitment to leveraging GIS for dynamic and impactful presentations, adding an extra dimension to our expertise in traffic engineering, urban planning, and mobility projects.

TEAM EXPERIENCE IN DATA ANALYSIS

Our team possesses extensive experience in data analysis, specializing in the utilization of state crash data in conjunction with Signal 4 Analytics. We have successfully harnessed these valuable data sources to extract actionable insights, contributing to the development of targeted safety measures and traffic management strategies. This expertise enables us to enhance road safety and optimize traffic operations effectively.

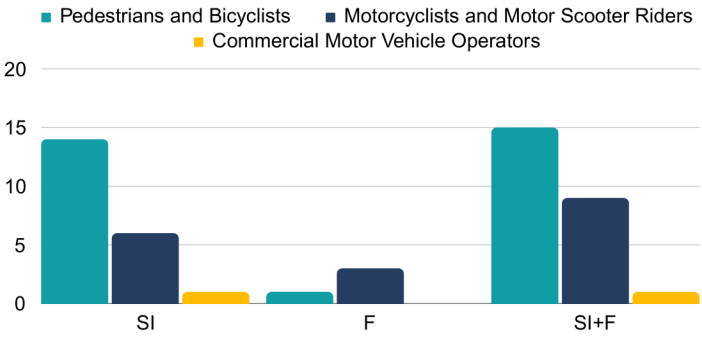


Figure 4: 2017-2023 F&SI Crashes by Mode

Almost of crashes in the Village of Palmetto Bay occur during the afternoons with the majority of them occurring on Wednesdays and Fridays.

Our team will assess the quality and completeness of this data to then develop recommendations based on literature, policy, and data review on best analysis strategies and data requirements. For instance, based on our preliminary literature review of completed studies, we found that in Florida, between 2017 and 2021, pedestrian and bicycle crashes accounted for 4% of all crash but 28% of all fatalities, and lane departures accounted for 33% of all fatalities. FDOT's root cause analysis of lane departure and bicycle and pedestrian crashes determined that these crashes often occur in suburban commercial contexts, on roads with 4 or more lanes and posted speed limits of 45 mph or higher. Such metrics will be used for comparison purposes to evaluate crash trends and behavior patterns.

POLICYMAKING IN SMALL MUNICIPALITIES

Small urban areas may have limited infrastructure compared to larger cities. This can pose challenges in terms of road design, traffic management, and the implementation of safety measures. Experience in this context is valuable for finding innovative and practical solutions within resource constraints.

CityFi also brings invaluable expertise to our team, drawing from their extensive experience in urban areas of all sizes, including Miami-Dade County and Omaha, Nebraska. Their contributions, led by CityFi's Karla Peralta, span the orchestration of informative workshops, fostering comprehensive understanding among policymakers, and the creation of tools that promote the long-term success of the plan, emphasizing safety improvements. Their adept establishment of a flexible Vision Zero Evaluation Criteria measures project success and guides enhancements. In tandem, their role in Omaha's Vision Zero Action Plan involves a comprehensive landscape assessment, the identification of best practices tailored to the city's unique context, and the formulation of performance metrics. These efforts, extending beyond traditional infrastructure measures to encompass communication strategies, community engagement, and innovative enforcement alternatives, underline CityFi's role in driving Vision Zero forward.

TEAM EXPERIENCE IN WORKING TOWARDS A MUCH SAFER SOUTH FLORIDA

Prior to joining EXP, Iván Jiménez was the Complete Streets and Vision Zero Coordinator for Miami-Dade County's Department of Transportation and Public Works (DTPW). In this role, he was responsible for leading Complete Streets and safety projects on County roadways and coordinating with municipalities to identify eligible projects for inclusion in the County's Vision Zero Action Plan, to assist them with funding and implementation in outer years.

Similarly, and on a smaller scale, during her time as the Palm Beach Transportation Planning Agency's (TPA) Pedestrian and Bicycle Coordinator, EXP's Alyssa Goldberg was responsible for leading the County's charge on safety and Vision Zero and working with municipalities of all shapes and sizes to adopt policies and develop Action Plans. In this role, she assisted with the development and adoption of Vision Zero policies in the Cities of Belle Glade, Boynton Beach, Delray Beach, and Village of Palm Springs, and led the facilitation of various safety projects and studies.

EXPERIENCE AND KNOWLEDGE OF RESILIENCY EFFORTS (GREEN INFRASTRUCTURE) IN TRANSPORTATION PROJECTS

Uyen Dang possesses a wealth of experience in green infrastructure, including planning and constructing suspended pavement design, bioswales, and utilizing structural soil in streetscape projects. DDEC is currently providing construction phased services for Pompano Beach's Lane Repurposing project on Atlantic and Dixie, which features green infrastructure design. DDEC offers technical support to ensure construction feasibility. At the City of West Palm Beach, Uyen Dang has completed numerous green infrastructure projects, integrating sustainable and resilient design features such as permeable pavements, green streets, or bioswales, to mitigate the impacts of climate change and improve stormwater management.

Innovative Approaches to Green Infrastructure in Transportation: As part of the Mobility study, several best practices program assessment recommendations are made to encourage innovative green infrastructure solutions in transportation. One such approach is the implementation of green roofs on transit stations, solar-powered bus shelters with rainwater harvesting, or adaptive traffic management systems that respond to weather conditions.

As part of the WPB Microtransit Stopgap project, DDEC has provided a calculation on fleet transition from diesel trolleys to electric vans. The switch will result in a significant reduction in greenhouse gas emissions. This analysis is part of the Mobility Study, which aims to improve the Quality Level of Service by planting more tree canopy within a corridor.

We are advocates and owner of Florida Bicycle Month and have hosted many bicycle rides throughout south Florida to highlight the importance of our trail network and cycling as an everyday means we can change mindset on green infrastructures.

Biking Audit during "Florida Bicycle Month"









DOCUMENTING AND ANALYZING THE PALMETTO BAY STRATEGIC PLAN FOR FY 2023/24

The Palmetto Bay Strategic Plan for the 2023/24 fiscal year focuses on addressing the community's needs and aspirations. This is evident in the plan's alignment with the Village Council's Mission, Vision, and Focus Areas, which were established in 2017 and updated in 2023. The plan emphasizes an understanding of the evolving priorities of the Village Council and demonstrates a meticulous attention to the maintenance and enhancement of vital community assets.

Goal C highlights the Council's focus on public asset management, specifically parks, public spaces, and infrastructure. To address this, the Council has created a comprehensive inventory of fiscal assets, including roads, sidewalks, and park infrastructure. Additionally, they are planning the development of a Street Design Plan for residential areas above commercial spaces and the construction of a community multipurpose room at Coral Reef Park. These initiatives reflect a commitment to enhancing the Village's assets and ensuring they remain in good condition.

Furthermore, Goal E focuses on building a vibrant, walkable, and bikeable Village that caters to the community's needs. The plan outlines projects designed to reflect these needs, such as establishing a plan to facilitate golf cart connectivity on SW 152 Street and allowing golf carts access to Palmetto Bay Park via SW 94 Avenue. These initiatives demonstrate a commitment to creating a transportation network that aligns with residents' desires for a more accessible and active community.

Goal F emphasizes the importance of ensuring consistent safety for Palmetto Bay's residents. Through projects like updating zoning codes to prioritize Crime Prevention through Environmental Design (CPTED) and focusing on high-crash areas and cut-through streets, the Village aims to bolster safety measures. Additionally, support for existing police programs, including mental health and community outreach, further underscores their commitment to a secure and harmonious community.

Goals and Projects

Goal C: Public asset management that prioritizes parks, public spaces, and infrastructure.

Project:

- Create a masterlist of fiscal assets (i.e., roads, sidewalks, etc.,) that consists of an inventory of all park infrastructure and assets with the provision that we develop data of what was built and its expected life expectancy while ensuring an annual funding mechanism to replace assets
- Establish a Street Design Plan (infrastructure for areas that are residential above commercial such as 148 St and others that have a standard street design that we could be able to plug in when funds are available.)
- Build the community multipurpose room at Coral Reef Park

Goals and Projects

Goal D: Responsible growth that fosters diverse housing options and economic development.

Project:

- Survey existing rental and ownership market for seniors and affordable housing and what needs to be done to support those communities
- Establish affordable senior housing options (create a percentage of units for senior applications) and other types including continuum of care, condos, or senior only market rentals

Goal E: A vibrant walkable, bikeable Village that reflects the needs and desires of the community.

Project:

- Create a plan to allow a golf cart connectivity for SW 152nd St between SW 77th Ave and SW 82nd Ave with state and county officials
- Create an opportunity for golf carts to enter Palmetto Bay Park, off of SW 94th Ave

The plan's foundation in community feedback is evident in the citywide survey results from 2022, which highlighted residents' top priorities. These include managing traffic flow and congestion, maintaining streets, sidewalks, and infrastructure, and enhancing the quality of police services, parks, and recreation programs. The Village Council's goals align with these priorities, demonstrating their understanding of the community's needs and a commitment to addressing them. Our team has extensive experience in securing Federal grants that place a strong emphasis on equity and inclusion. We recognize the significance of aligning with equity-focused policies to ensure racial equity in all aspects of project delivery and implementation. Our approach involves identifying and partnering with relevant programs, plans, and policies that address racial diversity, equity, and support minority-led and small businesses.



RELATED EXPERIENCE -- INTERNAL & EXTERNAL COMMUNICATIONS

Communications is critical to the successful development of the Village of Palmetto Bay's SS4A Plan. The SS4A Plan development will demand a high degree of coordination and collaboration across the project team, departments and with community members and stakeholders.

EXPERTISE

- Internal Communications
- Public Relations
- Public Presentations, Workshops, Charrettes, and Meetings (virtual/in-person)
- Community Outreach, Public Involvement, Stakeholder Engagement, and Surveys
- Media Relations, including Press Conferences and Press Releases
- Reputation Management
- Disaster Communications
- Digital Communications, including Social Media, Apps, and E-Newsletters
- Web development, Maintenance, Digital Marketing, and SEO
- Marketing, Branding, and Graphic Design
- Drone Services, Videography, Still Photography
- Event Planning, including ribbon-cuttings
- Speeches
- Legislative affairs



U.S. Rep. Lois Frankel (District 22), West Palm Beach Mayor Keith A. James, and City Leadership at Press Conference

INTERNAL COMMUNICATIONS

Good communications requires internal collaboration amongst the project team, the Village, other agencies, and departments that will share SS4A implementation roles. In the Village's case, communications functions can be tightly coordinated among partners in Administration, Police Department, County Department of Public Health, and other departments. Creating a formal task force will be essential to internal SS4A Plan development and, ultimately, coordination.

PUBLIC RELATIONS

With an entire division dedicated to Communications that is local to the Palmetto Bay area, DDEC is uniquely qualified to support the Village of Palmetto Bay's public relations efforts. Led by a FEMA-certified Advanced Public Information Officer, who served as West Palm Beach communications director and WPTV and WPEC news reporter, our communications team has successfully executed hundreds of communications campaigns, in support of local government engineering and traffic engineering projects. High-tech, they utilize the latest technology to share information and solicit community feedback. The approach of our multilingual, multicultural team is inclusive and equitable to serve Palmetto Bay's diverse community. Our team observes ADA laws, regulations, and standards to ensure compliant communications and to foster accessible, two-way communication.



City of Cape Coral Public Workshop - Parking Management Study

As an example of DDEC's comprehensive public relations capabilities and service to municipalities, DDEC founded and created FloridaBicycleMonth.com, a resource for local governments to use to promote Florida Bicycle Month in March. The website features information about the observance, events, and a toolkit including template press releases, proclamations, social media posts, and more. The website can be viewed using the following QR code:

PUBLIC INVOLVEMENT

DDEC is committed to identifying Village of Palmetto Bay stakeholders and giving them multiple opportunities to be involved in the delivery of the SS4A Plan. We believe that there is no "*one size fits all*" approach to community engagement activities. We strive to ensure our public involvement plan is flexible and updated as a project or plan progresses, that it should be scaled to match the size or complexity of the project, and that the most appropriate communications tools are utilized for each audience. We are firmly committed to delivering responsive transportation solutions that are informed by residents, community leaders, and other stakeholders.





Public Involvement Process for SS4A Plan Development

Guiding Principles: We will work with the Village of Palmetto Bay to identify guiding principles, roles, and responsibilities for public involvement.

Requirements: We will affirm and abide by any federal or state requirements and Village procedures.

Decision-Making Process: Plans and strategies are developed for SS4A Plan Development.

Identifying the Public: Project area demographics are evaluated, and project contact lists are created.

Tools & Techniques: With a communications team led by a former reporter with extensive media contacts, we are highly skilled at media relations. With an in-house digital engagement team, we are prepared to utilize the latest in innovative involvement methods.

Public Meetings: Our team has experience preparing for and facilitating several hundred public meetings, public presentations, and events.

Documentation: Public Involvement Activities Reports are created, and public comments are processed.

Evaluation: A framework is established to evaluate public involvement and data collection. Improvement strategies are identified, as needed.

Equity in SS4A Plan Development: Maximizing equity is critical to ensuring every stakeholder has a voice. Our diverse team is multilingual and multicultural. We follow all federal ADA compliance requirements.

We have worked closely with local governments to develop and implement public outreach and public involvement strategies that foster close collaboration with the communities they serve. Our team has experience creating strategic outreach campaigns, sometimes on difficult or controversial projects, that that have led to project success. We strive to foster transparency, inclusivity, and meaningful dialogue with the public, ultimately creating a stronger and more engaged community.

One example of our commitment to public engagement is through the development of robust GIS capabilities. We have leveraged this technology to create online dashboards, databases, and surveys, allowing us to gather valuable input from the community. For instance, we have designed surveys that were distributed during a community meeting in collaboration with the City of West Palm Beach. These surveys provided an opportunity for residents to share their opinions and preferences, ensuring that their voices are heard and considered in the decision-making process. Both DDEC and EXP have strong GIS capabilities to build out a surveys. In addition, DDEC has full stack developers that can both do UI/UX designs and build project websites. Below are examples of the survey and websites we built for the City of Tamarac and the City of West Palm Beach.

BRANDING

DDEC'S in-house marketing team features experienced graphic designers and marketers, who can help communicate engagement opportunities and brand campaigns. Below are examples of our graphics design and branding work.

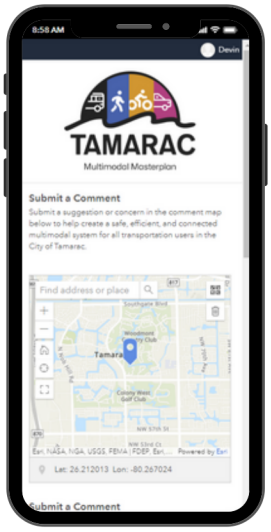
DIGITAL ENGAGEMENT

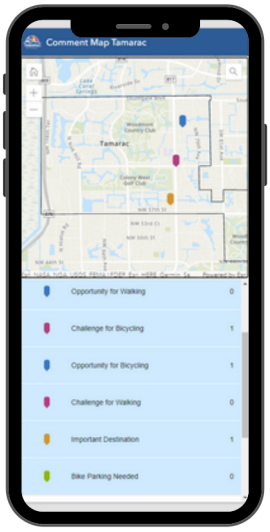
DDEC'S team of in-house website designers, social media strategists, and public information officers are adept at utilizing the latest in technology to engage the public.

EXPERTISE

- Web
- ArcGIS
- Social Media
- Online Surveys
- Public Workshops
- Pop-Up Events
- Stakeholder Engagement

The following are examples of our work, including surveys, websites, and apps for the City of West Palm Beach and City of Tamarac







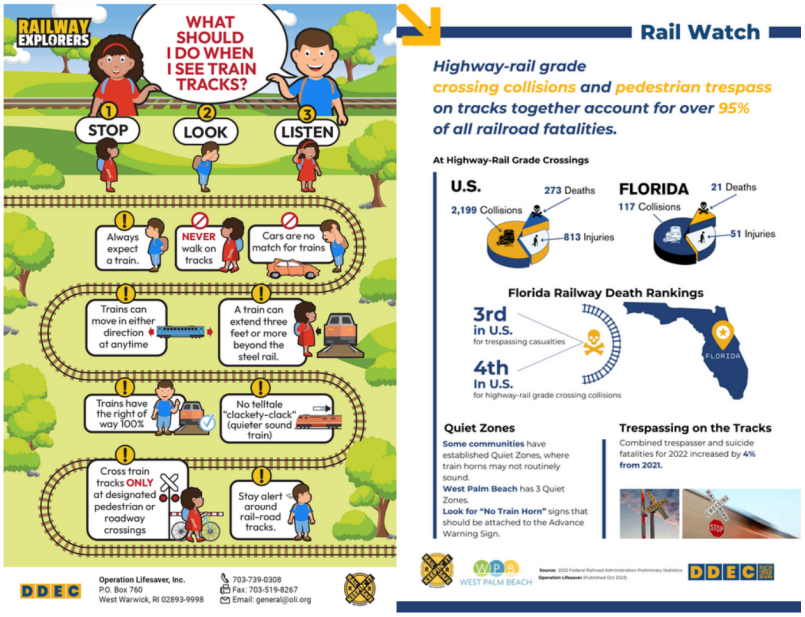


EDUCATIONAL CAMPAIGNS

DDEC has the in-house team and resources available to develop innovative campaigns to educate and inform the public about safety best practices, regardless of their transportation choice, language preference, or ability. DDEC's approach to educational campaigns involves researching demographics and target audiences, involvement of key planning stakeholders, the development of an educational plan and key messaging, and implementation of the campaign utilizing various methods and platforms, which may include events, workshops, PSAs, printed guides, media, digital media, public relations and marketing, and more.

The DDEC team has developed many such campaigns for municipalities. As an example of our recent work, DDEC has directed two separate educational campaigns for the City of West Palm Beach, which were designed to educate and inform the public about best practices for pedestrians, bicyclists, and motorists when in the rail environment. The "Keepin' it Rail Safe" and "See Tracks Think Train" campaigns were specifically designed to educate the public on safe behaviors, given impacts posed to all rail users by increased rail traffic. The campaigns included collaboration with non-profits, the faith-based community, schools, and neighborhoods. The campaigns were inclusive, multi-cultural, and multilingual.

Additionally, DDEC has undertaken campaigns to educate the public about mobility planning. Most recently, as part of the project team, DDEC developed an educational campaign highlighting public mobility options and informing about mobility plan elements for the City of Tamarac. Information was widely shared on social media and through workshops, which led to public awareness.



Keepin' it Rail Safe - Kids Education



Volunteer Group - Non Profit Traffic Calming



Safe Routes to School

RAIL KEEPIN' IT SAFE
R R
WEST PALM BEACH



Rail Safety Month



ADA Training

EQUITY ANALYSIS

Incorporating Equity into our Vision Zero Action Plan: Our Commitment to Creating Safer Communities

Equity plays a major role in creating successful grant applications and effective safety action plans. Our team recognizes the vital role equity plays in creating safe communities and is committed to prioritizing equity throughout our projects.

We have established the following activities to ensure equity is a top priority:

- **Equity Advisor:** involved in all aspects of the initiative.
- **Equity Considerations task:** Equity Analysis and Assessment
- Plan goals and outcomes development
- Outreach strategies
- Project prioritization
- Project development and design

Our GIS analyst, Devin Hampton, has extensive experience in conducting equity analysis for various safety studies. We have also established best practices to bridge the gap in providing equitable access to safe routes to schools, parks, and community centers.

To ensure equity is at the forefront of our projects, we define equity as leveling the playing field through narratives, processes, and outcomes for historically under-served people and areas. Our goal is to create benefits and privileges that improve their current and generational quality of life, which in turn benefits the entire community.

Our project team will analyze the prioritization process of projects through an equity lens, similar to the work completed for the Miami Dade 2021 Framework Plan. An equity score will be assigned to prioritize projects within geographic locations with high crash rates, ensuring that investments are made where the needs are greatest. This will ensure equitable transportation outcomes for all roadway users through targeted funding and strategic policies, allowing communities to bear a fair and proportional burden of roadway crashes.

To ensure the Village is positioned for implementation grant funding, we will consult additional equity resources and maps to identify disadvantaged communities. This will make future federal grant applications more competitive.

We will use the following resources to identify potential communities:

- **USDOT Equitable Transportation Community Explorer:** This will help us identify disadvantaged communities due to transportation, health, environmental, social, and climate and disaster risks and burdens.
- **White House Climate and Economic Justice Screening Tool (CEJST):** This tool will help us identify disadvantaged and underserved communities that are disproportionately affected by climate change and environmental harm. It was developed as part of the Justice40 Initiative.

After we have identified equity communities, we will develop crash and equity overlay maps. These maps will help us identify high crash corridors and hot-spot locations. We will pay particular emphasis on killed and severely injured crashes. Our focus will be on equity priority communities identified in the analysis. This will help us inform public outreach strategies, methods, and locations to encourage meaningful participation from equity communities.

We will engage with higher LEP populations by translating materials effectively and paying trusted non-profits in communities to disseminate materials and host pop-up events. We will also conduct in-person outreach or mail materials to reach those who are not comfortable using newer engagement technologies or who do not have reliable access to online-based resources.

During the outreach process, we will also work with the public to help define equitable safety outcomes and goals. We will use the equity metrics and other data to prioritize where safety investments should be made to benefit underserved communities.

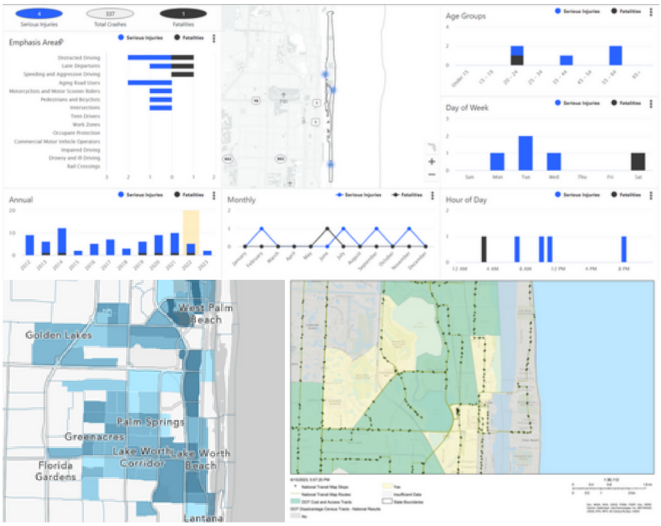
EFFECTIVE IMPLEMENTATION AND FUNDING SOURCES

At DDEC, we specialize in providing comprehensive grant writing services, managing the entire process from data analysis and information gathering to writing, editing, revisions, and pre-submission tasks. Our team is dedicated to meeting all requirements and guidelines, while ensuring timely submission of applications.

With our expertise in funding strategies, including Mobility Fee development, Capital Planning, Long Range Estimating, and Grant Writing and Administration, we have already made significant contributions to various cities in Florida. We work systematically to identify effective implementation grant projects and strategies that align with grant criteria and promise substantial community benefits.

Our attention to coherence in grant applications enables us to streamline proposals by consolidating related activities. Drawing on our extensive cross-jurisdictional experience, we provide tailored recommendations that consider safety and equity impacts. We meticulously follow grant guidance to secure funding and expertly navigate the pre- and post-award stages of the grant life cycle.

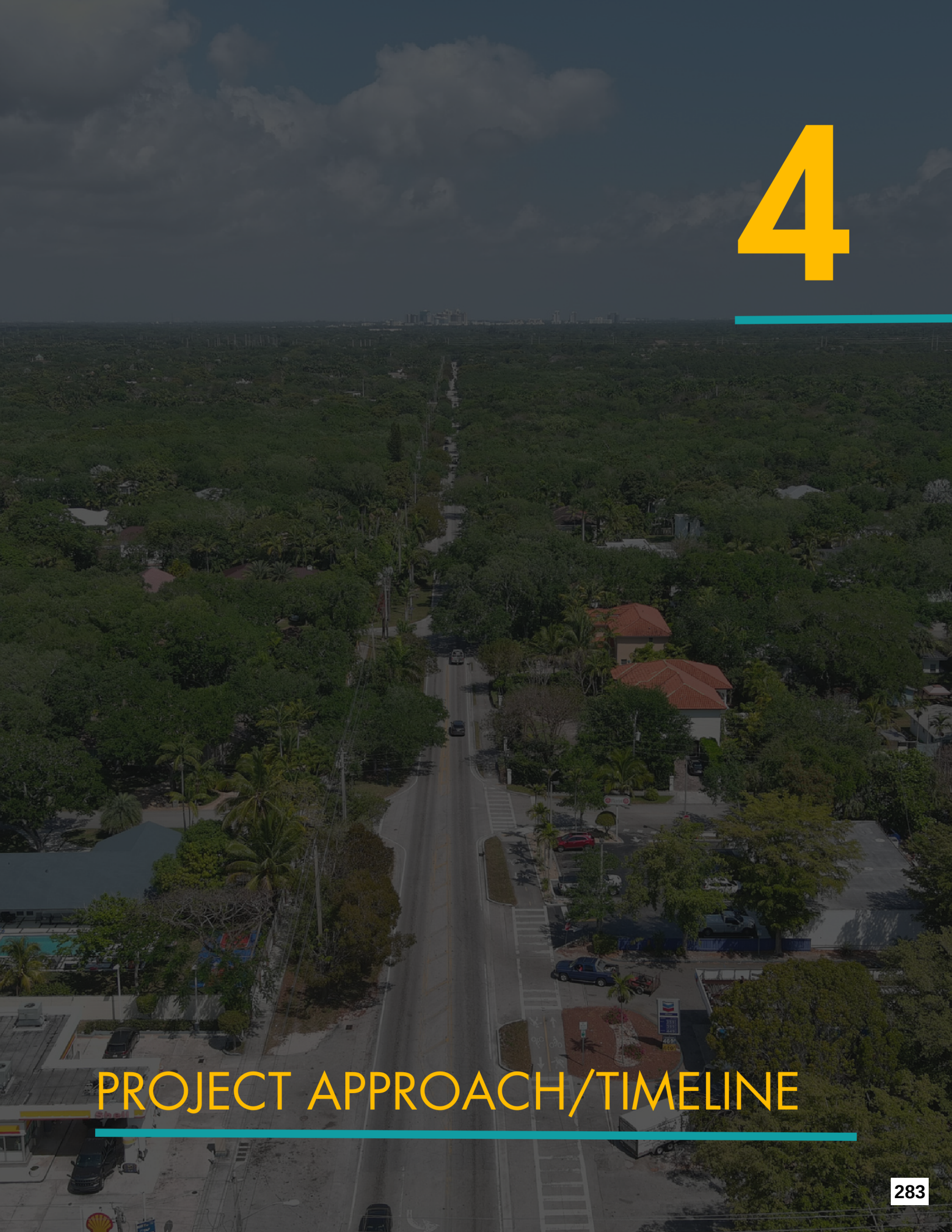
Our previous collaborations with EXP and Cityfi, both experts in grants for West Palm Beach and Miami-Dade County, amplify our expertise and enhance the Village's chances of securing funding for priority projects. For more information on our grant preparation experience, please refer to our past work.



DDEC has served several local governments by advancing their projects through grants. With understanding and experience in grant research, writing, compliance, and administration, DDEC has keys to success to support Boynton Beach's grant services. DDEC's Uyen Dang, P.E. has secured more than **$80 million in grants** for local governments. DDEC holds the WPB Grant Services Contract for the City of West Palm Beach and has won and administered these grants. Our team are program managers to help manage and administer these grants to go through the federal aid process and ensure that funding and reporting adhere to requirements. We understand that securing grants can be a daunting and complicated process, which is why our team is dedicated to providing comprehensive support to our clients. From identifying eligible grant opportunities to developing compelling proposals, our experts work closely with our clients to ensure that their needs are met and their goals are achieved.

- Safe Streets and Roads for All (SS4A)
- FDOT Transportation Alternative Programs and Local Initiative Programs
- FDOT/FHWA Highway Safety Improvement Program
- NSC Community Traffic Safety Grants
- SMART Grant
- Reconnecting Communities Pilot (RCP)
- Railroad Crossing Elimination (RCE)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Our qualifications to conduct technical analysis before submitting grant applications are rooted in our deep expertise in the fields of traffic engineering, transportation planning, and mobility solutions. We have a proven track record of meticulously evaluating project requirements, conducting comprehensive feasibility studies, and performing detailed technical assessments. Our team's ability to identify critical project needs, estimate budgets, and ensure alignment with grant criteria is unmatched.



4

PROJECT APPROACH/TIMELINE

Project Approach

Our team's unique perspective is that our team have previously worked for municipal, county, and state transportation agencies managing, planning, and analyzing Mobility projects and Vision Zero programs. Our staff understands the various goals the Village of Palmetto Bay staff, elected officials, stakeholder, and residents have in developing a successful Vision Zero program that supports economic growth. To achieve these goals, our team has already developed a detailed project plan and schedule outlining clear goals, project management communication channels and tools, and expectations in accordance with the project scope of services. Our team is fully committed to the success of the Village of Palmetto Bay and to reducing fatal and serious injury crashes within the City's transportation network.

Project Management

Efficient Project Delivery through Task Division and Collaborative Efforts

To ensure the timely delivery of this project, we have assigned specific tasks to our expert team members, allowing for parallel work and shorter project timelines. Throughout the project, our team will hold bi-weekly meetings to track progress on each task, creating a master list of directives to communicate quickly and efficiently with the Village Project Manager, when needed we will be including the FDOT/TPO/Miami Dade County – during bi-weekly client meetings as required. We will also promptly disseminate directives back to task leads.

Our team has assigned leads to each task based on their extensive safety knowledge base, with Uyen hosting bi-weekly team meetings to review schedules, deliverable statuses, and make crucial decisions on the critical path. We will also hold team meetings to brainstorm and strategize after the data collection, public outreach, and safety analysis phase. During these sessions, we will "workshop" ideas from our diverse team to address the concerns identified in Miami Dade, ranging from policy, infrastructure, and technology, to bring together the best countermeasures possible to address safety uniquely for the Village.

Task leaders will vet these ideas through appropriate processes and committees including collaboration with Miami Dade County and the TPO to bring forward the best outcomes for this Safety Action Plan. Our partner Jesus Fuentes serve as the inhouse consultant for the TPO and will be the main point of contact to vet projects through the LRTP and ensure that it gets adopted in the 2050 plan. Ivan and EXP has deep roots with Miami Dade and establishing their Vision Zero Action Plan will ensure that there's plan consistencies with policies and standards.

Coordination and Visioning

Ensuring Client Satisfaction Visioning and Ongoing Communication

To achieve successful outcomes for the Safety Action Plan while adhering to an accelerated schedule, project scoping will include brainstorming and vetting of deliverables and value-added opportunities. This will help create a comprehensive game plan that considers all aspects of the project.

During the initial visioning meeting with the Village staff and leadership, our team will engage in a comprehensive dialogue to align our project approach with the Village's specific needs and expectations. This meeting will aim to establish a mutual understanding of the project's scope, focusing on key areas such as enhancing street safety, integrating Vision Zero principles, and addressing the needs of underserved communities.

We will host a visioning meeting with Village Staff and leadership to ensure that the project has total alignment and goals and metrics are established. This visioning meeting will be held by Cityfi, Camron and Karla, their team has experience conducting similar Vision Zero workshops throughout the South Florida region including the Palm Beach TPA and Miami Dade TPO Vision Zero Action Plan.

This is the first of many internal technical coordination needed throughout this process. We anticipate several specific outcomes from this meeting: a clearly defined set of priorities as articulated by the Village leadership, an agreement on the benchmarks for success, a preliminary roadmap for public engagement strategies particularly targeting underserved areas, and a consensus on the integration of the project with the Village's existing GIS platform. This meeting will also provide an opportunity to discuss any potential challenges and brainstorm innovative solutions, setting a collaborative tone for the project's progression.

To maintain this momentum, bi-weekly project meetings will be held to ensure ongoing communication and collaboration among the team. Performance evaluations will also be conducted throughout the project to ensure that everything is on track. In addition, any project needs or concerns will be quickly addressed through regular communication between the project manager and Miami Dade County, FDOT and TPO (PARTNERS). This will help ensure that any issues are resolved promptly and the project can proceed effectively.

Executing a Successful Mobility and Vision Action Plan: DDEC's Commitment to Vision Zero

We are committed to achieving success by delivering the plan within **18 months**. Our team is comprised of highly skilled planners, engineers, and community engagement specialists, each with decades of experience in delivering Safety Action Plans across the nation. Led by Project Manager Uyen Dang, PE, our team is dedicated to ensuring the project's success. Uyen has an extensive background in project and program management, including planning and implementing Vision Zero projects throughout West Palm Beach. As the single point of contact for the PARTNERS, Uyen will be supported by a broader project management team.

Comprehensive Mobility Plan

Mobility and Vision Zero Action Plan

The initial step in crafting a comprehensive transportation framework for the Village of Palmetto Bay is the development of a Comprehensive Mobility Plan. This plan, will be consistent with Florida Statute to establish the Mobility Fee as a funding mechanism, represents a long-term vision for the city's transportation system, typically spanning 20 to 25 years. Its central aim is to transition from a vehicle-centric to a people-centric approach in transportation planning, fostering a balanced and sustainable network that supports community growth and development.

Integrating Existing Plans with ArcGIS

To create a cohesive and comprehensive transportation framework for the Village of Palmetto Bay, we will embark on a detailed process of integrating various existing master plans. This process will include:

1. **Transportation Master Plans:** Reviewing plans that cover all modes of transportation.
2. **Bike-Pedestrian Master Plan:** Incorporating strategies for safe and efficient bike and pedestrian pathways.
3. **Sidewalk Master Plan:** Ensuring accessible and continuous pedestrian routes.
4. **Parks Master Plan:** Aligning park accessibility with broader transportation networks.
5. **Safe Routes to Schools Studies:** Integrating safe and accessible routes for school children.
6. **Additional Transportation Studies:** To be coordinated with partners and the Village

Updating and Harmonizing Plans with ArcGIS

- **ArcGIS Integration:** To facilitate dynamic and efficient planning, we will use ArcGIS as a primary tool. This advanced Geographic Information System (GIS) platform will enable us to visualize, analyze, and interpret geographic data to understand relationships, patterns, and trends across the transportation network.
- **Development of an Interactive Dashboard:** The creation of an ArcGIS dashboard will be a critical component. This dashboard will provide real-time visualization of transportation networks, pedestrian pathways, and bike routes. It will serve as a live, interactive map that can be integrated with the Village's database for future planning and updates.
- **Best Practices:** We will ensure that the updated plans reflect current best practices in traffic management, pedestrian and bike safety, and ADA compliance. These updates will be aligned with the FDOT Context Sensitive Classification System.
- **Travel Demand Modeling:** This is valuable information to understand County impact to the Village's network and cut throughs.

Establish the Mobility Plan

In the context of Florida, Mobility Plans are mandated by state law (Florida Statute) and serve as the foundation for the development of a mobility fee. These plans lay out a comprehensive strategy for improving transportation infrastructure, enhancing accessibility, and promoting alternative modes of transportation such as public transit, walking, and cycling. This plan will serve as a strategic framework to review, update, and integrate existing transportation master plans, encompassing all modes of transportation. By consolidating traffic data, industry best practices, and adhering to the FDOT Context Sensitive Classification System (excluding US-1), along with bike-ped and sidewalk master plans, into a single document, the Mobility Plan will provide a holistic approach to address the evolving transportation needs of the Village. The Mobility Plan is envisioned as a comprehensive strategy that seamlessly integrates all the outlined components. This multifaceted plan will incorporate FDOT Context-Based Solutions, emphasizing the alignment with Complete Streets and Vision Zero policies and designs.

Why is this Important?

In the Village of Palmetto Bay, the development of a Comprehensive Mobility Plan is not just a regulatory requirement but a crucial step towards reimagining our transportation landscape.

1. Removal of Concurrency and Establishment of Mobility Plan and Fee

- **Transition away from Concurrency:** The traditional concurrency model, which primarily supports roadway capacity projects, will be replaced by a Mobility Plan.
- **Impact on Transportation Network:** By moving away from the concurrency model, the Village will adopt a more holistic approach. This change enables the development of a transportation network that is safer, more efficient, and better aligned with the Village's long-term growth (even if it's not larger in scale), redevelopment, economic development and development goals.

2. Creation of a New Revenue Stream through Mobility Fee

The Mobility Cohort, comprising DDEC and NUC, has been instrumental in advancing the development of Mobility Studies and the implementation of Mobility Fees across Florida. Our collaboration has enabled local municipalities to establish new, vital revenue streams, crucial for the funding and long-term sustainability of comprehensive transportation initiatives.

- **New Funding Mechanism:** The introduction of a mobility fee will create a new revenue stream for the Village. This fee is a crucial element in funding the envisioned transportation improvements.
- **Financing Streetscape and Micromobility Projects:** With this additional revenue, the Village will have the financial capacity to design, build, and finance a range of projects, including streetscape enhancements and micromobility initiatives.

Comprehensive Vision Zero Action Plan



STEP 1
Data Collection & Analysis
Crash Analysis, Near-Miss Analysis, Mode Split, Risk Factor Evaluation

The next step is to gather crash and safety data. Our team has access to several sources, including Signal 4 Analytics, and data from Miami Dade and FDOT. Our analysis of crash data from 2017 to 2023 in the Village of Palmetto Bay reveals significant safety concerns, particularly for pedestrians and bicyclists. Out of 5,942 total crashes, 1.09% resulted in fatalities or serious injuries, with pedestrians and bicyclists involved in a disproportionate 23.08% of these cases. Lane departures were a factor in 21.54% of these severe crashes, and 44.62% occurred at intersections.

Compared to a broader literature review of Florida from 2017 to 2021, pedestrian and bicycle crashes accounted for only 4% of all crashes, but resulted in 28% of fatalities. Lane departures contributed to 33% of fatalities, particularly in suburban commercial areas with four or more lanes and speed limits over 45 mph. To develop informed recommendations, we will evaluate the quality and completeness of this data. This assessment will involve a review of literature, policy, and data, focusing on the best analysis strategies and data requirements.

Evaluating the Conditions of Your Local and Regional Environment

Our project will utilize INRIX's Safety View and analytics tools to streamline the Vision Zero planning process in the Village. These tools will help identify high-risk areas, prioritize interventions, evaluate safety measures, and engage stakeholders. This model is designed to forecast crash occurrences and severity, enabling us to proactively identify and implement effective countermeasures, representing a significant advancement in road safety planning. The project aims to reduce crashes in the Village by utilizing the INRIX Vision Zero Dashboard to develop and implement specific countermeasures.

Countermeasures Approach

The analysis will apply crash modification factors (CMFs) to estimate potential crash reduction, focusing on individual countermeasures at specific locations. Up to 15 systemic countermeasures are proposed, targeting pedestrian crossings, intersection control, signal timing, and other safety mechanisms. The approach involves evaluating each countermeasure's effectiveness in different scenarios, prioritizing high-risk locations to align with Vision Zero goals. Additionally, the project aims to identify effective strategies for reducing various types of crashes, utilizing CMFs to calculate potential crash reduction and focusing on targeted and strategic interventions.

Data Collection & Analysis Steps

If the Village of Palmetto Bay is interested in enhancing its traffic safety analysis capabilities, we can obtain a license for INRIX, a cutting-edge platform known for its comprehensive Vision Zero dashboard and near-miss data capabilities. INRIX offers an array of advanced solutions including real-time traffic data, predictive analytics, and a specialized Vision Zero suite designed to identify and analyze traffic risk factors with remarkable precision.

1. **Crash Analysis:** Collect data on recent traffic accidents, including time, location, and severity. We will identify patterns and common characteristics of crashes to pinpoint high-risk areas.
2. **Near-Miss Analysis**: Analyze reports and data on near-miss incidents, which often precede actual crashes. Focus on intersections and segments where near-misses are frequent, to anticipate and mitigate potential accidents.
3. **Mode Split Evaluation:** Assess the distribution of different transportation modes (e.g., cars, bikes, pedestrians, public transit) in the area. Understand how different modes interact and contribute to the overall traffic safety landscape.
4. **Risk Factor Evaluation:** Identify and analyze key risk factors contributing to accidents and near-misses, such as speed, road design, visibility, and traffic density. Consider environmental and human factors in risk assessment.

Evaluating the Conditions of Your Local and Regional Environment

Miami Dade Vision Zero Action Plan

Taking the data collected, we will be collaborating with Miami Dade County and the TPO. The responsibility for maintaining the local roadways is shared between 34 cities, Miami Dade County, and FDOT District 6, each with its own set of priorities. However, there is now an opportunity for the community to come together on US-1, Old Cutler Road and all east west cut throughs, such as 136th, 152nd, 168th, and 184th.

To achieve this, our team will conduct data analytics to identify high-risk areas and implement additional screening processes using contextual information. However, to fully embrace the Vision Zero philosophy, a paradigm shift is necessary. This is where the creation of a **Technical Advisory Committee** is the key stakeholder working group is needed. Our team has dedicated significant time and resources to affect this culture change and build knowledge in the industry. Leading the charge is Cityfi, who has been working on this initiative for over a decade. They will continue to spearhead our efforts in Miami Dade County, including a multimedia campaign that involves earned media.

Though this stakeholder working group, we will be developing a unique matrix of characteristics for each type of roadway in the network and weighting them according to safety outcomes, we were able to pinpoint high-risk corridors where killed and serious injury (KSI) crashes occurred, as well as areas where they were likely to happen in the future. Using GIS software, we created an instant map that visually displays these locations, providing crucial insights for the future.

STEP 2

Committee & Public Engagement

Oversight & Technical Committee Webinar Series Vision Zero educational workshops
Public data gathering of safety concerns

Driving Cultural Shifts with the Support of Oversight and Technical Advisory Committees

Developing an effective Mobility and Vision Zero Action Plan requires cultural change, stakeholder involvement, and coalition building. To achieve this goal, we have come up with a unique approach that involves the creation of a **Vision Zero Oversight Committee and a Technical Advisory Committee**. These committees act as champions and advisors to the project and are equipped with different skill sets, roles, and responsibilities.

The Vision Zero Oversight Committee, which is led by EXP and Cityfi staff, focuses on high-level vision and policy during quarterly meetings. Our team has facilitated similar Technical Advisory Committees for Vision Zero projects in the City of West Palm. The committee will comprise of technical staff, local advocates identified during the initial kickoff meeting with the Village and the Visioning Meeting.

Engagement Steps

- **Oversight & Technical Committee Webinar Series:** Develop a series of webinars tailored for committee members, focusing on the key aspects of Vision Zero. The topics will include an overview of Vision Zero principles, local traffic safety data, and strategies for reducing road fatalities and injuries. We will facilitate discussions on how the committee can effectively contribute to and guide the Vision Zero project.
- **Vision Zero Educational Workshops:** Organize workshops for the public, local stakeholders, and interest groups to spread awareness about Vision Zero. These workshops will cover the importance of road safety, share local traffic data, and discuss ongoing and planned safety initiatives. Encourage active participation and feedback to foster a sense of community involvement and ownership in the Vision Zero efforts.
- **Public Data Gathering of Safety Concerns:** As part of the proposed scope, we will implement tools such as surveys, interactive maps, dedicated project website with GIS interactive webmap, QR Link and public forums to gather input from residents about their safety concerns and experiences on the road. We will utilize social media with Kathleen as our Public Relations and media expert to ensure that there's positive engagement on headline news, updates to the Village website, and local events to reach a broader audience and ensure diverse community representation. Jason is our full stack developer that has extensive experience in web analytics will be building a strategy surrounding digital engagement to analyze the collected data to identify common concerns and areas requiring urgent attention.

The Power of Branding

Developing a Comprehensive Public Outreach Strategy to Prevent Traffic Crashes

Our team recognizes that data alone cannot create a significant impact on society or individual behavior. To truly make a difference, we must connect with people on a deeper, more personal level. We believe that storytelling is the key to bridging the gap between facts and human emotions. Effective messaging is crucial and the way we talk about traffic crashes, fatalities, and injuries is particularly important. Peer-to-peer storytelling is the most compelling way to alter someone's perspective and influence their actions.

Our team is committed to developing a comprehensive public outreach strategy that leverages community mobilization and storytelling campaigns to prevent fatal and serious crashes. We are passionate about driving productive conversations and providing meaningful opportunities for public input. To achieve this, we draw heavily on local advocates from the neighborhood, workplace, and community center. We also work with local media and other community influencers to ensure that our message resonates with the public.

The communications strategy is the backbone of our campaign and determines the project's goals, vision, and values. Our team will develop a brand that reflects these core elements before the public-facing launch of the campaign. Our project brand consists of the overall messaging, goals, visual identity, and commitment to the community. It is the foundation for our outreach efforts and will be critical to the success of our public engagement efforts.

Logo Design and Ad Campaign Examples







STEP 3
Identify Goals, Policy Needs, & High Injury Network

Determine measurable goals & performance measures
Identify policy needs & stakeholders
Confirm high-injury network project needs listing

In this crucial step, we will focus on determining measurable goals and performance measures for the Vision Zero initiative in the Village of Palmetto Bay. We will engage in a comprehensive review to identify policy needs, ensuring that our strategies are not only effective but also integrated seamlessly with existing regulations and community expectations. Additionally, a critical component of this phase is the confirmation and listing of the High Injury Network (HIN). We will analyze traffic data, crash reports, and other relevant information to accurately identify and list locations within the Village that are prone to high incidences of traffic injuries and fatalities. This list will serve as a foundational element for targeted interventions and resource allocation, ensuring that our efforts are concentrated in areas where they are most needed.

Innovative Approach to Safety Analysis

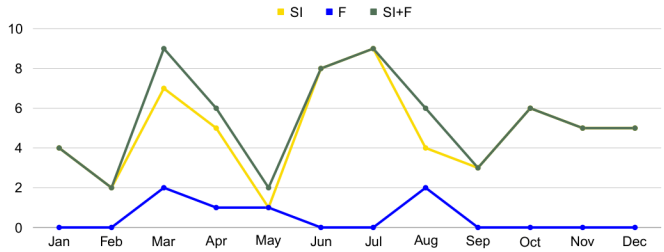
Our comprehensive safety analysis aims to analyze KSI (Killed or Seriously Injured) crashes and develop a High Injury Network (HIN) and High-Risk Network (HRN), strategically allocating limited infrastructure resources to the most critical areas.

Development of HIN and HRN

- **Focused Analysis:** Concentrate on a subset of the road network that significantly contributes to KSI crashes, ensuring that our efforts and resources yield substantial impact in reducing fatalities and injuries.
- **Weighting Fatality and Incapacitating Injury Crashes**: Consistent with national best practices, both types of crashes are given equal importance in our analysis, acknowledging the factors influencing the severity of an injury.

Incorporating the Safe System Approach

- **Proactive Safety Measures:** Adopt a systemic approach, analyzing the entire roadway network, not just accident hotspots. This includes assessing high-risk areas based on road and contextual characteristics.
- **Overcoming Collision Data Limitations:** Address issues of incomplete or inaccurate collision data by identifying high-priority locations proactively. This method helps represent the safety experiences of vulnerable road users more accurately.



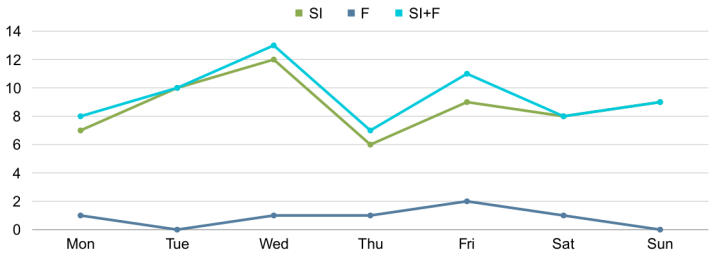
Village's 2017-2023 F&SI Crashes by Month

Detailed Safety Analysis

- **Historical Baseline and Trends Assessment:** Examine the locations, severity, contributing factors, crash types, and involved road users to establish a historical baseline of F&SI crashes.
- **Systemic Safety Needs Determination:** Identify high-risk road features and safety needs specific to different road users, including public health and equity concerns.
- **F&SI Crash Frequency Analysis:** Analyze crash rates per regional Vehicle Miles Traveled (VMT) to identify crash clusters within the road network.

Development and Consensus Building

- **High Injury Network Formulation:** Group F&SI crash locations into roadway segments to define a subset of the road network, capturing a significant percentage of F&SI crashes.
- **Stakeholder and Community Engagement:** Present draft safety analysis results and the developed HIN to the Village's stakeholders, and the community for input and consensus building.
- **Safety Risk Index Creation:** Generate a villagewide-specific Safety Risk Index (SRI) to assess pedestrian and bicycle travel risks across all roadways in the Village of Palmetto Bay and its vicinity, irrespective of ownership.



Village's 2017-2023 F&SI Crashes by Day of the Week

High Injury Network

In our approach, we integrate data from both the High Injury Network (HIN) and the High-Risk Network (HRN) to identify and categorize various intersection and corridor types within the Village. This method allows us to focus not just on the HIN-based scores but also on diverse characteristics, such as over-represented crash types, roadway attributes (like the number of lanes, median types, traffic control measures, posted speed limits), land use patterns, and equity factors.

By developing intersection typologies and corridor profiles, we can provide a more nuanced understanding of high-crash locations. These typologies and profiles will include detailed summaries of crash characteristics, risk factors, and suggested countermeasures to address key crash-contributing factors. For corridors, this approach will extend to include concept drawings alongside the crash summaries and potential countermeasures.

To enrich the systemic analysis in HIN development, we will incorporate various elements:

- **Roadway and Contextual Characteristics:** Analyze surrounding demographic data (population, employment, age, race, gender, etc.), land use data (locations of schools, parks, senior centers, etc.), and roadway characteristics data (number of lanes, speeds, traffic volumes, traffic controls, bicycle facilities, sidewalks, street lighting, etc.).
- **Community Input:** Gather community feedback to identify locations of unreported collisions or other known safety issues, thereby capturing a broader spectrum of safety concerns.
- **Focus on Specific Crash Types:** Evaluate KSIs by mode and include emphasis on statewide areas such as roadway departure, occupant protection, impaired driving, pedestrians, motorcycles, and bicycles.

STEP 4

Develop Action Plan & Education Campaign

Develop strategic actions for project type Branding campaign & public outreach plan Palmetto Bay SS4A Website/Portal

Enhancing Traffic Safety through Comprehensive Mobility and Data Analysis

Our extensive safety analysis aims to identify and scrutinize KSI (Killed or Seriously Injured) accidents, in order to establish a High Injury Network (HIN) and High-Risk Network (HRN). By allocating infrastructure resources effectively to the most critical areas, we can develop a detailed action plan, particularly when it comes to connecting schools and parks. To communicate more effectively with the public, we shall identify routes through a mapping exercise and create educational materials as part of our public outreach plan. Additionally, we shall gather feedback through our webinar series and make adjustments to our plan accordingly.

Engaging with the Public to Eliminate Traffic Fatalities: Traditionally, community involvement has been top-down, one-way communication. However, Vision Zero requires a community-driven approach, and success will require fresh, innovative approaches to gain continuous collaboration and buy-in from the public.

Involving Key Stakeholders in the Planning Process: Projects tend to lose public support when key stakeholders feel that they are being left out of the decision-making process. Our team understands how to identify, engage, and mobilize key stakeholders, target constituents, and members of communities. Our approach is to involve them early, seek to understand their values, and collect input that can be used to develop and implement community-informed solutions.



Phase 1: Explore

In this initial phase, our primary goal is to gain a deep understanding of community values and priorities related to traffic safety issues. We will collect data and provide clear, accessible information to the public, shedding light on the complex nature of traffic crashes. This phase involves establishing and assessing values not only from the general public but also from the Vision Zero Oversight Committee comprise of community leaders, Non-profits, Parks and Recreation Community, School board members, FDOT representatives, Miami Dade TPO and Miami Dade County. Jesus Fuentes with EXP has hosted many safety workshops with the TPO and he would be the best to organize these events through a virtual forums and our webinar series. The Vision Zero Technical Advisory Committee (TAC), are technical staff from the Village's planning department, along with FDOT traffic operations and Miami Dade traffic division. This inclusive approach will serve as a foundation, ensuring that our project team has a solid grasp of community perspectives and helping us identify the highest-priority areas for action.

Phase 2: Connect

During the second phase, our team will seamlessly connect technical data, research findings, and public input collected in Phase 1. The integration process allows us to create a comprehensive, up-to-date understanding of the issues at hand, specifically the speeding issues along the routes to schools and parks, as well as the transportation choices people are using to travel to these locations. Notably, many South Florida communities, such as Delray Beach and Wellington, prefer golf carts as their primary mode of transportation. However, with little to no regulation, underage children often drive without adult supervision. These issues must be addressed through community education campaigns. Additionally, this phase enables us to provide prompt updates to the community, the Vision Zero Oversight Committee, and the TAC. These updates will reflect the shared values and priorities identified in Phase 1. By combining the technical aspects of our work with public insights and comments, we aim to bridge the gap between data-driven decision-making and community engagement.



We will assess Miami-Dade County public school sites within the Village, focusing on Safe Routes to Schools. We'll propose quick, Vision Zero-aligned solutions, including roundabouts and connections across large roads. Our deliverable will be a visual action plan for bike, pedestrian, and ADA accessibility, plus barrier mitigation measures. We'll prioritize equity, improving access for individuals with disabilities and reducing disparities. Lessons learned and recommendations for safer roads will be included. Additionally, we'll create 3D corridor visioning models for enhanced understanding.

Phase 3: Act

While our larger project team focuses on developing the Comprehensive Safety Action Plan, our community engagement team takes center stage in Phase 3. Their mission is to cultivate an informed and engaged community that will remain active and involved throughout all subsequent project phases. This ongoing engagement ensures that stakeholders, from the broader community to the Executive Committee and TAC, are integral to the entire process. Crucially, we recognize the need for equity considerations in our approach. Equity is embedded in our process, and we are committed to prioritizing equitable processes and outcomes. We will engage with the community in meaningful, accessible, and culturally relevant ways, fostering a sense of inclusion and representation. Moreover, we will actively seek the involvement of respected community leaders and influencers, ensuring that diverse voices are heard. To further support our equity-driven approach, Michelle from EXP, which will provide community liaisons. We will identify community champions, they will act as trusted voices within these communities, sharing the goals and information of our targeted campaign, and facilitating engagement with their neighbors.

STEP 5

Draft Feasible Corridor Concepts & Quick-Build

Countermeasure identification/traffic analysis
Feasibility review & concept development
Quick Build Strategies

In this critical step, our focus is on designing feasible and implementable corridor concepts that are both safe and efficient. Our unique approach includes three key components:

1. **Countermeasure Identification and Traffic Analysis:** Our traffic engineer, Uyen, will identify and prioritize specific traffic safety challenges within the corridor. We conduct in-depth traffic analyses to comprehend traffic patterns, congestion points, and high-risk areas in high crash intersections. Our strategy will include traffic signal adjustments, such as LPI, as a short-term solution for producing high results. Using this information, we will work with Miami Dade Traffic Division to implement pilot changes as part of this project.
2. **Feasibility Review and Concept Development:** For major projects, we will evaluate the feasibility of implementing selected countermeasures, such as lane repurposing projects along US-1 and creating alternative typical sections for economic development and health of the Village. We'll consider factors like budget, available resources, and community impact. We will develop conceptual designs for corridor improvements that are practical, efficient, and aligned with our action plan goals. We will incorporate best practices in the traffic calming plan and create short-term and long-term renditions of roundabouts, chicanes and other concepts. Stakeholders, including the community, local authorities, and traffic experts, will provide feedback and input to ensure the proposed concepts address their concerns and needs.
3. **Quick-Build Strategies:** Our extensive experience, including being a NACTO council member on the NCUTCD, allows us to identify and prioritize the implementation of quick-build strategies that can deliver immediate safety and traffic flow improvements. These strategies may include low-cost measures such as temporary traffic calming installations, enhanced signage, signal timing adjustments, and pedestrian enhancements. Our tactical approach will focus on centerline hardening, turning wedges, diverters, and more. Quick-build strategies are designed to provide tangible benefits promptly while more extensive improvements are planned.

The Comprehensive Mobility Plan is a crucial component of the Comprehensive Vision Zero Action Plan. Its importance lies in the fact that it enables us to leverage alternative funding. We will work closely with the Business Flare team to ensure that these corridors align with the Economic Development Plan. This way, when developers invest in these areas, they will integrate both short and long-term mobility vision into their redevelopment projects, enabling us to remove concurrency and add more projects to our list. This approach avoids the need to use your CIP funds, gas tax, and other financial resources.

Quick-Build Best Practices

Our project approach for quick build strategies is geared towards the swift implementation of cost-effective road safety measures, all while adhering to the standards set forth by the Manual on Uniform Traffic Control Devices (MUTCD). We prioritize the identification of high-risk areas and promptly address them with practical solutions, including painted crosswalks, speed humps, flexible bollards, pedestrian islands, and adaptive signal timing. These interventions are selected based on data-driven insights and specific safety needs, ensuring they meet MUTCD guidelines for temporary traffic control devices.

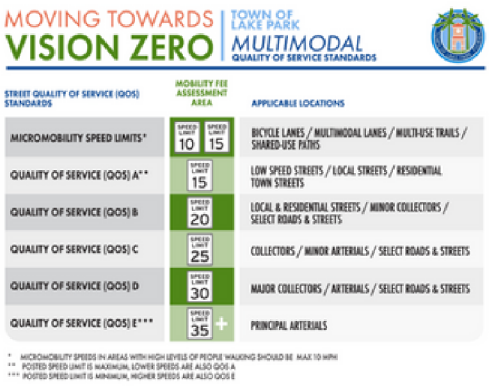
Painted Crosswalks: Quickly improve pedestrian safety by painting high-visibility crosswalks at key intersections. For this application, we will work with the Village to determine these locations on local roads. The extent of having it on a County or State Roads will triggers a significant amount of traffic analysis to implement. It is no longer quick.

Temporary Speed Humps: Deploy temporary speed humps made of materials like rubber or plastic to reduce vehicle speeds in residential areas. These speed humps can be installed rapidly and serve as effective traffic calming measures. We will collaborate with the Fire Department for support and to ensure that traffic calming devices such as this has the proper MUTCD signage.

Flex Post Delineators: Use flexible bollards to create protected bike lanes or pedestrian zones. These durable but removable barriers provide physical separation, enhancing the safety of vulnerable road users. These will be utilized in a public workshop identified in Step 6 below for public adoption.

Pedestrian Islands: Install temporary pedestrian islands or refuges at mid-block crossings. These islands provide pedestrians with a safe space to wait while crossing busy streets, improving safety and visibility. The Village could consider adding flex posts as part of a temporary quick build scenarios.

Adaptive Signal Timing: Adjust traffic signal timings to prioritize pedestrian crossings and reduce wait times. Quick modifications to signal timings can improve pedestrian and cyclist safety at intersections.


MOVING TOWARDS VISION ZERO | TOWN OF LAKE PARK MULTIMODAL QUALITY OF SERVICE STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS	MOBILITY FEE ASSESSMENT AREA	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS*	SPEED LIMIT 10 / SPEED LIMIT 15	BICYCLE LANES / MULTIMODAL LANES / MULTI-USE TRAILS / SHARED-USE PATHS
QUALITY OF SERVICE (QOS) A**	SPEED LIMIT 15	LOW SPEED STREETS / LOCAL STREETS / RESIDENTIAL TOWN STREETS
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	LOCAL & RESIDENTIAL STREETS / MINOR COLLECTORS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	COLLECTORS / MINOR ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	MAJOR COLLECTORS / ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) E***	SPEED LIMIT 35 +	PRINCIPAL ARTERIALS

* MICROMOBILITY SPEEDS IN AREAS WITH HIGH LEVELS OF PEOPLE WALKING SHOULD BE MAX 10 MPH
** POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS ARE ALSO QOS A
*** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS ARE ALSO QOS E

Applying Vision Zero Principals for Quality Level of Service through Rapid Building Strategies – A Case Study of the Town of Lake Park.

STEP 6

Present Plan & Concepts for Public Feedback

Public roadshow of the Action Plan Program
Public presentations of the corridor recommendations CIP Program Funding

As we move forward with our project, our primary goal will be to engage the public and stakeholders to gather feedback and present our plan in a clear and comprehensive way. Our approach will involve the following key components:

1. **Public Stakeholder Meetings:** Our team will conduct comprehensive workshops virtually and in tow hall settings to inform and engage the public in our Action Plan Program. These workshops will be divided into groups, including residents and neighborhood leaders, business stakeholders, the Vision Zero Technical Advisory Committee, the Vision Zero Oversight Committee, and the Village Council and leadership. We intend to host a series of community meetings and workshops in various locations to reach a broad audience. With the help of informative materials, visual aids, and interactive displays, we will communicate the plan's goals, strategies, and anticipated outcomes. Every meeting will be recorded and added to the project website for additional comments.
2. **Walk and Bike Audit:** Following the workshops with stakeholders we will host one bike audit and one walk audit to invite community leaders to participate. These audits are intended to change user behaviors and highlight the High Injury Network. We will discuss potential safety improvements that could be done to improve short-term and long-term vision. We will encourage active participation and feedback from attendees to ensure that community perspectives are considered. Jesús Fuentes (EXP) has assisted or is currently assisting the Miami-Dade TPO as an in-house consultant with different efforts related to bicycle and pedestrian infrastructure.
3. **Tactical Demonstration:** During the Walk Audit, we will demonstrate the effectiveness of a centerline hardening and the immediate results for controlling speed for left and right turning movements. Uyen has hosted a series of workshops for the Palm Beach TPA and has conducted this exact demonstration for stakeholders as quick build solutions that are low cost and high results.
4. **Public Presentations of the Corridor Recommendations:** Taking into consideration all information gathered, we will organize public presentations specifically focused on corridor recommendations. We will share detailed conceptual designs, safety measures, and traffic improvements proposed for each corridor. We will explain the rationale behind these recommendations, emphasizing their potential benefits for safety, mobility, and the community. Additionally, we will provide opportunities for questions and discussions to address concerns and gather valuable input from residents, businesses, and other stakeholders.

5. CIP Program Funding Discussion: Finally, we will engage with the public to discuss the funding aspects of the Capital Improvements Program (CIP). We will educate the public on Mobility Plan and Fee to ensure public buy-in. Relying on grants and capital funds alone is not enough to fund the system for safety. Our team will present an overview of funding sources, budget allocations, and the prioritization of infrastructure improvements. We will highlight the connection between the Action Plan Program and the CIP, emphasizing how safety measures will be funded and implemented. We will gather feedback on funding priorities and community preferences to align the CIP with community needs and expectations.



Enhancing Public Education through Informative Graphics

In order to effectively communicate our vision to the public and leadership, we must not only compile a list of projects but also create high-quality graphics. This will educate residents on how projects are prioritized and the timeline needed to complete them within the capital improvement plan. Our team will ensure that public perception is managed and their expectations are met.





STEP 7

Mobility Fee Technical Report and Ordinance

Development of the Mobility Fee Technical Report and Ordinance

Alternative Funding for Vision Zero and Mobility Projects through Mobility Fees

The Village has an opportunity to explore alternative funding options for Vision Zero and mobility projects. Although it may not be part of our initial scope of work, it's a crucial step to consider. This will allow us to establish a comprehensive and defensible plan for future projects. One funding option we recommend is through Mobility Fees. Here's everything you need to know about this alternative approach:

What is a Mobility Fee?
A Mobility Fee is a one-time fee paid by development activity to the Town to offset any increases in travel demand and pay for its fair share of multimodal projects adopted as part of the Mobility Plan. This fee is intended to be an alternative to transportation concurrency and road impact fees. It is not a tax on existing homes and businesses and is only assessed if development activity results in an increase in person travel demand.

Who would pay if the Village adopted a Mobility Fee?
Any new development activity that requires a building permit and results in an increase in person travel demand above the existing use of property would be required to pay a Mobility Fee. Existing properties are not subject to these fees unless an addition, change of use, expansion, or modification generates additional person travel demand.

How are the fees determined?
Mobility Fees are calculated based on the cost and person capacity of the multimodal projects adopted as part of the Town's Mobility Plan. These fees are based on detailed methodologies designed to comply with established case law and Florida Statute. A technical report has been developed to document the calculation of the Mobility Fee and demonstrate legal and statutory compliance. The results of this report will be presented in a simplified table known as the Mobility Fee Schedule.

The Development of the Mobility Fee and Ordinance

The Village's mobility fee development process consists of the following steps:

- **Step 1:** After completing the Comprehensive Vision Zero Action Plan and the Comprehensive Mobility Plan, a list of mobility projects for the Village, including those related to micromobility and safety enhancements, will be compiled. This list will be utilized to calculate the fee schedule. The objective of the fee schedule is to simplify and streamline the process for funding the projects.
- **Step 2:** The Village will propose plans to be adopted as part of the Mobility Fee implementation. These plans will outline how the fee will be applied and utilized to support the identified mobility projects.
- **Step 3:** The Mobility Fee will be projected based on the planned projects and their associated financial requirements.
- **Step 4:** A mobility fee ordinance will be adopted by the Village as part of the Mobility Plan and Fee adoption process. The Village must establish legislative intent within its Comprehensive Plan to accomplish this initiative.

Once the Mobility Plan and Mobility Fee have been formally adopted and the necessary updates to the comprehensive plan, land development code, and site access/impact assessments have been completed, the Village can move forward with programming the multimodal projects identified in the Mobility Plan into its Capital Improvements Program. This systematic approach will enable the Village to efficiently fund and execute essential mobility projects in alignment with its long-term goals for transportation and safety improvements.



STEP 8

Plan Adoption & SS4A Implementation Grant Submittal

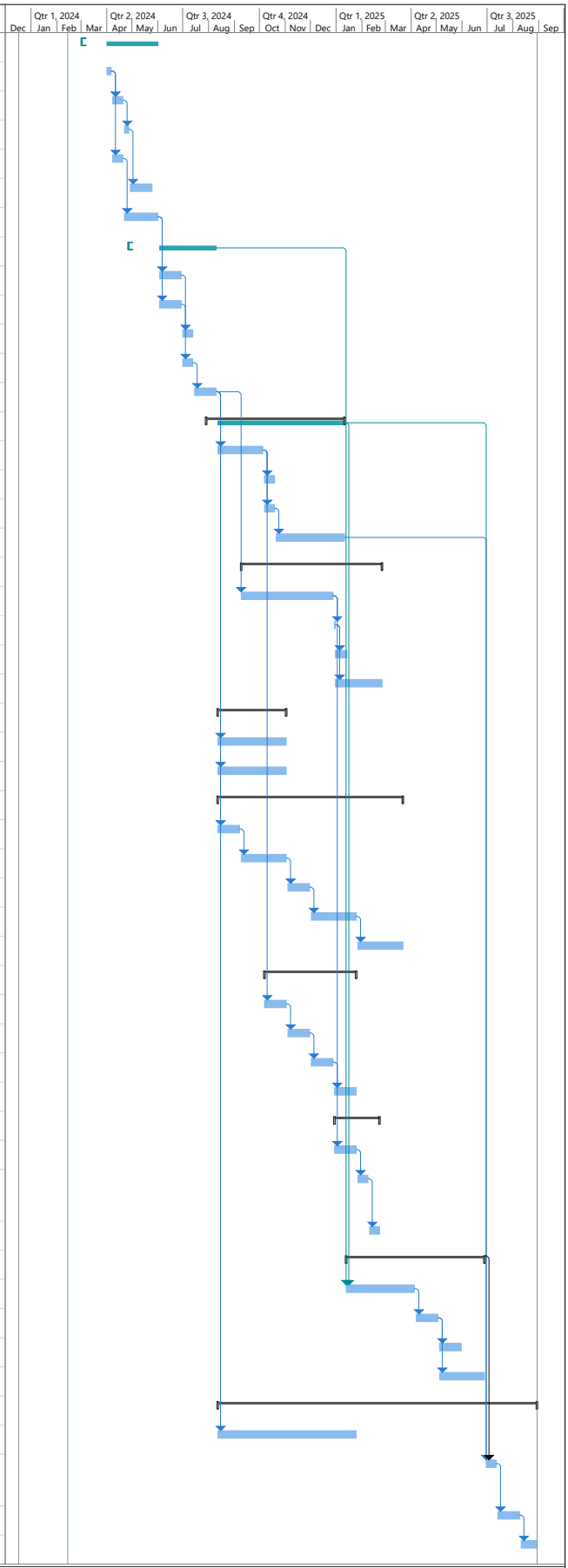
Village of Palmetto Bay Adoption
Draft and Submit the SS4A Implementation Grant (Additional Scope)

Our project approach comprises two crucial components: adopting the Village of Palmetto Bay's comprehensive plan and drafting and submitting the SS4A (Safe Streets and Roads for All) Implementation Grant. These steps are essential to achieving our goals of mobility and safety.

1. **Adoption of the Village of Palmetto Bay Plan:** Our team will review and refine the Village's comprehensive plan, ensuring that it aligns with the Comprehensive Mobility Plan and Vision Zero principles. We will seek approval and adoption of the plan by relevant authorities, including the Village Council, to formalize our commitment to improving mobility and road safety for all residents.
2. **Draft and Submit the SS4A Implementation Grant:** We will create an inclusive grant proposal that details our mobility and safety objectives, project specifics, budgetary requirements, and expected outcomes. Work with stakeholders and partners to obtain necessary data and supporting documentation for the grant submission. Ensure compliance with all grant submission deadlines and requirements. To ensure effective implementation, we will categorize the project into three tiers: short, medium, and long term. Based on this information, we will create a high-level planning cost estimate, already identified in the Mobility Fee Schedule, and submit it for grants through the next SS4A cycle.

On the following page is a detailed project schedule up to 18 months duration to execute this project.

ID	Task Mode	Task Name	Duration	Start
1		**Project Initiation and Planning**		**Fri 3/1/24**
2		Conduct project kickoff meeting.	5 days	Mon 4/1/24
3		Visioning: Define project objectives and goals.	10 days	Mon 4/8/24
4		Internal Stakeholder Engagement.	5 days	Mon 4/22/24
5		Initiate Scope	10 days	Mon 4/8/24
6		Identify stakeholders and create a communication plan.	20 days	Mon 4/29/24
7		Begin data collection and analysis for baseline information.	30 days	Mon 4/22/24
8		**Comprehensive Mobility Plan Development**		**Fri 4/26/24**
9		Develop a comprehensive mobility plan.	20 days	Mon 6/3/24
10		Conduct traffic analysis and safety assessments.	20 days	Mon 6/3/24
11		Identify high-risk areas and corridors.	10 days	Mon 7/1/24
12		Develop mobility project list.	10 days	Mon 7/1/24
13		Begin drafting Vision Zero principles.	20 days	Mon 7/15/24
14		**Vision Zero Action Plan Development**	**120 days**	**Mon 7/29/24**
15		Develop a Vision Zero Action Plan.	40 days	Mon 8/12/24
16		Formulate strategies and initiatives.	10 days	Mon 10/7/24
17		Identify funding sources and opportunities.	10 days	Mon 10/7/24
18		Create a mobility fee schedule.	60 days	Mon 10/21/24
19		**Committee & Public Engagement**	**121 days**	**Mon 9/9/24**
20		Organize Oversight & Technical Committee webinars.	80 days	Mon 9/9/24
21		Conduct Vision Zero educational workshops.	1 day	Mon 12/30/24
22		Launch public data gathering of safety concerns.	10 days	Tue 12/31/24
23		Engage key stakeholders and coalition building.	40 days	Tue 12/31/24
24		**Detailed Safety Analysis**	**60 days**	**Mon 8/12/24**
25		Analyze historical baseline and trends.	60 days	Mon 8/12/24
26		Develop intersection typologies and corridor profiles.	60 days	Mon 8/12/24
27		**Develop Action Plan & Education Campaign**	**160 days**	**Mon 8/12/24**
28		Develop strategic actions for branding campaign.	20 days	Mon 8/12/24
29		Launch Palmetto Bay SS4A Website/Portal.	40 days	Mon 9/9/24
30		Explore Phase: Gain community values and priorities.	20 days	Mon 11/4/24
31		Connect Phase: Integrate technical data and research findings.	40 days	Mon 12/2/24
32		Act Phase: Cultivate an informed and engaged community.	40 days	Mon 1/27/25
33		**Draft Feasible Corridor Concepts & Quick-Build**	**80 days**	**Mon 10/7/24**
34		Identify traffic safety challenges.	20 days	Mon 10/7/24
35		Conduct traffic analysis.	20 days	Mon 11/4/24
36		Evaluate feasibility and concept development.	20 days	Mon 12/2/24
37		Develop quick-build strategies.	20 days	Mon 12/30/24
38		**Present Plan & Concepts for Public Feedback**	**40 days**	**Mon 12/30/24**
39		Host public stakeholder meetings.	20 days	Mon 12/30/24
40		Conduct walk and bike audits and Demonstrate quick-build strategies.	10 days	Mon 1/27/25
41		Present corridor recommendations.	10 days	Mon 2/10/25
42		**Mobility Fee Technical Report and Ordinance**	**120 days**	**Mon 1/13/25**
43		Develop Mobility Fee Technical Report.	60 days	Mon 1/13/25
44		Explore alternative funding options.	20 days	Mon 4/7/25
45		Propose Mobility Fee plans.	20 days	Mon 5/5/25
46		Draft Mobility Fee ordinance.	40 days	Mon 5/5/25
47		**Plan Adoption & SS4A Implementation Grant Submittal**	**275 days**	**Mon 8/12/24**
48		Review and refine the Village's comprehensive plan.	120 days	Mon 8/12/24
49		Adopt the Comprehensive Mobility Plan, Comprehensive Vision Zero Action Plan and Mobility Fee Oridnance	10 days	Mon 6/30/25
50		Draft SS4A Implementation Grant proposal.	20 days	Mon 7/14/25
51		Submit the grant proposal.	15 days	Mon 8/11/25



Project: Schedule
Date: Wed 2/14/24

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	



5

SIMILAR WORK



Mobility Plan and Fee

DDEC

FEE: $200,000

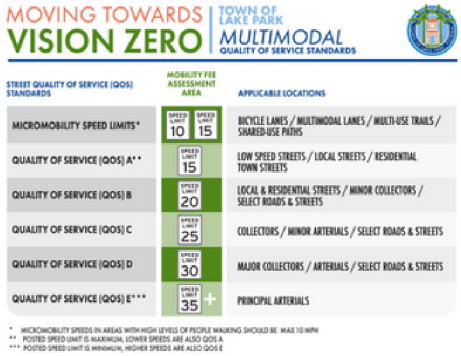
PROJECT LOCATION: Town of Lake Park, FL

PROJECT FOCUS: Complete Streets, mobility planning, mobility fee development, traffic calming.

SCHEDULE: 2022 Completed

REFERENCE:
Town of Lake Park
Nadia Di Tommaso - Community Development Director

535 Park Avenue
Lake Park, FL 33403
Phone: (561) 881-3319
NDiTommaso@lakeparkflorida.gov



Town of Lake Park Mobility Plan and Fee

A Mobility Plan is a forward-looking and progressive approach to integrate land use and transportation improvements that provide people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive, or use new technology to move around their city. Mobility fees are based on the Mobility Plan, which specifies improvements to expand and improve roads and intersections, while also providing multimodal improvements such as sidewalks, shared-use paths, crosswalks, and trails. Mobility Fees are allowed to be collected from new development and redevelopment to fund the Mobility Plan under Florida statute as a proportionate fee for development impacts on the transportation network.

The Mobility Cohort provided transportation planning, transportation modeling, mapping, cost estimating, and development of mobility fees. As part of the communications strategy, the team developed the project website, direct mail marketing, online surveying, and social media marketing, and prepared press releases to gain public interest. The plan will help the Town on balancing prioritizing pedestrian safety and providing adequate vehicular access for future growth.



MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



Complete Streets

DDEC

Parker Avenue Complete Streets FDOT LAP Project

FEE: $200,000

PROJECT LOCATION: City of West Palm Beach, FL

PROJECT FOCUS: Grant Administration, Enviromental Compliance, Geometric Design, FDOT Coordination, Plans Review, Community Engagement, Stakeholder Coordination, Branding, Wayfinding, Commission Approval, Cost Estimating, Specifications and bid documents.

SCHEDULE: 2022 Completed

REFERENCE:
Kevin Volbrecht, PE
Director of Engineering Services
401 West Clematis Street
West Palm Beach, FL 33441
kcvolbrecht@wpb.org

The Parker Avenue Improvement Project, initiated by Uyen during her tenure with the City of West Palm Beach, is now being supported by the DDEC team in administering the project through the design and construction phases. The Parker Avenue Improvement Project aims to enhance the transportation infrastructure and improve the overall quality of the community. The project focuses on Parker Avenue and involves various elements such as roadway improvements, traffic signal enhancements, sidewalk enhancements, landscaping, and drainage improvements. It also incorporates pedestrian and bicycle-friendly features to promote safer and more accessible transportation options. The project is expected to enhance connectivity, improve traffic flow, and create a more vibrant and sustainable environment for residents and visitors of West Palm Beach.

DDEC plays a vital role in the Parker Avenue Improvement Project by handling grant administration and ensuring environmental compliance. They contribute their expertise in geometric design to create efficient and safe road layouts and traffic flow patterns. Close collaboration with the Florida Department of Transportation (FDOT) guarantees adherence to state transportation guidelines. Their involvement includes thorough plan review, community engagement efforts to gather input and address concerns, and stakeholder coordination with local businesses and residents. Additionally, they focus on branding and wayfinding to enhance visual identity and provide clear directions and information for users.





SS4A

DDEC

Traffic Engineering Services for Vision Zero Action Plan

FEE: $30000

PROJECT LOCATION: Village of Wellington

PROJECT FOCUS: SS4A, Vision Zero Policies, Projects, and Programs; Data Analysis: Public Engagement

SCHEDULE: 2024 Active

REFERENCE:
Jonathan Reinsvold, P.E.
Village Engineer
Village of Wellington
12300 Forest Hill Blvd.
Wellington, FL 33414

The Village of Wellington, Florida is developing a Vision Zero Action Plan. The plan is following a Safe Systems approach in accordance with SS4A guidelines to impact the entire Village of Wellington's municipal boundaries and several contiguous areas of unincorporated Palm Beach County that are critical parts of the transportation system.

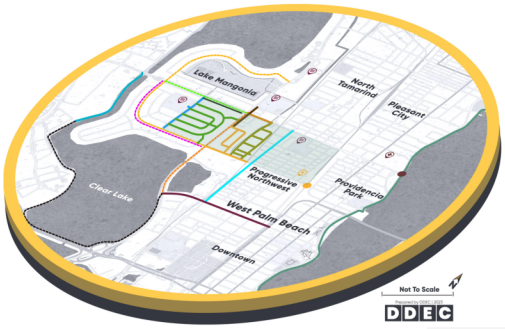
Wellington has committed to Vision Zero and designated Wellington as a "Vision Zero City" directing staff to create a Vision Zero Action Plan establishing a goal of no severe traffic injuries or fatalities by 2030. The multidisciplinary approach brings together stakeholders to address the problem.

The project is funded by a Safe Streets and Roads for All (SS4A) grant, which supports the National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways.





PROJECT EXAMPLES:



GRANT APPLIED: $10,168,884.00

PROJECT LOCATION: City of West Palm Beach, FL

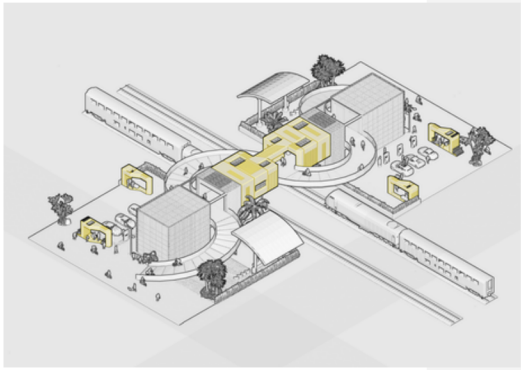
ROJECT FOCUS: Grant Writing, Grant Application, Stakeholder Engagement, Research, Resiliency, Utilities and Drainage Improvements, Lighting, Transit Access, Neighborhood Improvements, Safety, Transportation Planning, Equity, Cost Estimating

SCHEDULE: 2023 Completed

REFERENCE:
Kevin Volbrecht, PE
Director of Engineering Services
401 West Clematis Street
West Palm Beach, FL 33441
kcvolbrecht@wpb.org

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

DDEC helped the City of West Palm Beach apply for an RAISE grant emphasizing sustainability, equity, and resilience in infrastructure. WPB on the RISE project met the criteria by incorporating innovative design, community engagement, and mobility/accessibility measures. DDEC obtained letters of support, collaborated with the City, and obtained commission approval.



GRANT AWARDED: $400,000

PROJECT LOCATION: City of West Palm Beach, FL

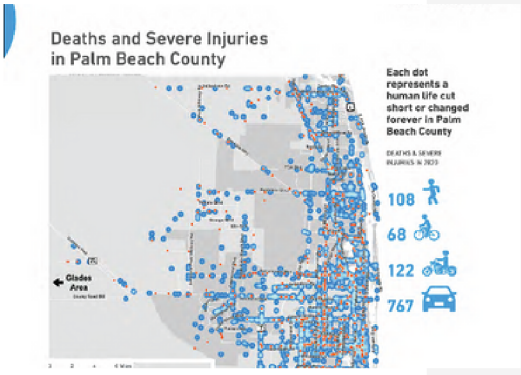
PROJECT FOCUS: Grant Writing, Grant Application, Stakeholder Engagement, Railroad Safety, Transportation Planning, Pedestrian Bridges, Conceptual Design.

SCHEDULE: 2022 Completed

REFERENCE:
Genia Baker
Project Manager
West Palm Beach CRA
401 West Clematis Street
West Palm Beach, FL 33441
gbaker@wpb.org

Reconnecting Communities Pilot and Railroad Crossing Elimination Discretionary Grant

West Palm Beach pursued the RCP and RCE grants to enhance safety along the FEC Railway, with DDEC's support in preparing documents for the WPB SUN PATH planning study. The study aimed to build bridges and restore community connectivity, with resolutions passed by the City Commission. The grant was awarded in 2023.



FEE: $200,000

CONSTRUCTION COST: TBD

PROJECT LOCATION: City of West Palm Beach

PROJECT FOCUS: Data Analysis, Grant Application, Program Development, Scope Development

SCHEDULE: 2023 Completed

REFERENCE:
Kevin Volbrecht, PE
Director of Engineering Services
401 West Clematis Street
West Palm Beach, FL 33441
kcvolbrecht@wpb.org

City of West Palm Beach SS4A Vision Zero Action Plan Grant Application

The City of West Palm Beach adopted a Vision Zero Policy in 2018 and began creating a framework behind road safety. Since Covid19, the program was deferred until 2022 where the opportunity to apply for SS4A funding. DDEC supported the City of West Palm Beach under the Grant Services contract to develop and secured over $400k funding to develop the Action Plan. This plan will include railroad safety initiatives and falls in line with the Safe Systems Approach Plan

CLIENT: Miami-Dade County Department of Transportation & Public Works

LOCATION: Miami-Dade County, FL

Timeline: Completed 2021

LEAD: Camron Bridgford

Service: Strategic Plan Development and Implementation Recommendations

Reference:
Carlos Cruz-Casas, PE
Chief Innovation Officer
Miami-Dade County's Department of Transportation and Public Works
e. Carlos.Cruz-Casas@miamidade.gov
m. (786)442-5248
a. 701 NW 1st Court | Miami FL, 33136 | Floor 17th



Miami-Dade County Vision Zero Framework

Miami-Dade County aspires to advance its goals of achieving Vision Zero to reduce serious traffic-related injuries and fatalities in its communities. The Vision Zero Implementation Plan aims to integrate various divisions at DTPW and partner organizations to strategize and implement infrastructure and design improvements to reach zero fatalities or serious injuries.

Cityfi supported Miami-Dade County in the development of its Vision Zero Implementation Plan. Specifically, Cityfi prepared and led two workshops targeted to educate policymakers about Vision Zero. Cityfi supported DTPW in developing encouragement tools to ensure the long-term success of the Vision Zero Implementation Plan. Cityfi also supported the development of a comprehensive Vision Zero Evaluation Criteria with DTPW, which allows flexibility toward tailoring for specific project goals of each project, and measures project success or the need for further improvements before and after construction. Finally, Cityfi led the education and engagement efforts by developing a creative brief that guided the County's internal and external marketing campaign for the plan.

Miami-Dade's Vision Zero goal is to end traffic fatalities and serious injuries by 2040, while increasing safe, reliable, sustainable and equitable mobility for all.





CLIENT : City of Omaha

LOCATION: Omaha, NE

Timeline: 2023-present

LEAD: Sahar Shirazi and Chelsea Lawson

Service: Landscape Assessment, Best Practices, Performance Measurement Program and Countermeasures Recommendations

Reference:
Jeff Sobczyk
e. jeff.sobczyk@cityofomaha.org
m. (402) 444-7000



Omaha Vision Zero

Cityfi's involvement in the Omaha Vision Zero Action Plan encompassed a range of strategic elements, contributing to the project's comprehensive approach:

- Landscape Assessment: We conducted an extensive landscape assessment, combining document reviews and active stakeholder engagement. This process allowed us to deeply understand the current state of affairs and build upon existing initiatives.
- Best Practice Identification: Drawing on our expertise, we identified best practices from various sources that could effectively serve as examples for Omaha. Our recommendations were tailored to respond directly to the city's unique opportunities and challenges.
- Performance Measurement Program: Cityfi played a pivotal role in establishing a performance measurement program. This program involved the formulation of short, medium and long-targets and Key Performance Indicators (KPIs) to quantitatively measure the success and impact of Omaha's Vision Zero implementation.
- We formulated a comprehensive list of recommendations of how the city of Omaha could achieve Vision Zero. Our suggestions extended beyond traditional infrastructure countermeasures, encompassing communication strategies, community engagement tactics, and innovative enforcement alternatives.

This project is ongoing, and Omaha's VZAP is being built upon a strong foundation of knowledge, research, and best practices. By integrating a variety of approaches, Omaha's efforts to create safer streets and a more secure urban environment are grounded in data-driven insights and innovative solutions.

ENDING TRAFFIC DEATHS



Multimodal Corridor Analysis

Experience Level

EXP as Prime

Timeline

2021-present

Services

- Transportation Planning
- Transit Operations Planning
- Facilities Planning
- Public Participation
- Environmental + Sustainability
- Visualization + Graphics

Agency/Client Contact

FDOT Modal Development Office
Daniel Lameck
(305) 470-5238
Daniel.Lameck@dot.state.fl.us



NW 36 Street Multimodal Corridor Study

Florida Department of Transportation (FDOT) District Six
Miami-Dade County, FL

NW 36 Street is an east-west corridor in Miami-Dade County that goes from SR-826/Palmetto Expressway to I-195/SR-112/Julia Tuttle Causeway for about 8.626 miles and traverses the Village of Virginia Gardens as well as the Cities of Miami Springs, Hialeah, and Miami.

This corridor serves the Miami International Airport (MIA) and the Florida East Coast (FEC) Hialeah Railyard, as well as major recreational and community centers such as the Miami Springs Golf and Country Club, Casino Miami, Tropicana Flea Market, Miami Jackson Senior High School, and the Shops at Midtown Miami.

During the development of concept alternatives and multimodal improvements, EXP developed corridor-specific HINs to determine high-injury clusters and segments. This approach helped identify locations where creating safer road environments for all users was urgently needed to reduce the number of crashes, injuries, and fatalities in close coordination with local municipalities, FDOT District Six, and Miami-Dade County Department of Transportation and Public Works (DTPW).



Citywide Master Plan

City of Hialeah 2050 Master Plan

City of Hialeah. FL

Experience Level

EXP as Sub-consultant

Timeline

2023-2025

Services

- Transportation Planning
- Transit Operations Planning
- Public Facilities Planning
- Public Participation
- Environmental
- Vulnerability Assessment
- Freight
- Visualization + Graphics

Agency/Client Contact

City of Hialeah
Debora Storch
(305) 492-2012
dstorch@hialeahfl.gov



The City of Hialeah has embarked on an ambitious Master Plan for the vision of the next 25 years that aims to enhance the city's infrastructure and livability, while increasing the quality of life to City residents.

The project is expected to analyze existing conditions, as well as identify needs related to infrastructure and regulatory gaps, with the intention of crafting a vision for Hialeah in time for the city's 100th anniversary in 2025. EXP has been conducting walking audits in areas of persistent poverty or with a history of disadvantage to draw attention to the need for equitable distribution of resources and infrastructure. As part of this effort, EXP has been collecting evidence to support policy changes or investments on high-injury corridor identified in the 2021 Miami-Dade Vision Zero Framework to address systemic safety issues related to poverty and inequality within the communities adjacent

The Hialeah 2050 Master Plan is an opportunity for the City to look forward and develop a roadmap for the next 25 years that is aligned with this community's goals and desires.



Intersection Safety

Experience Level
EXP as Prime

Timeline
2022

Services
•Traffic Engineering

Agency/Client Contact
Omar Santos, PE
(305) 364-6100
santoso@miamilakes-fl.gov

NW 154 Street and Miami Lakeway North Intersection Safety Study
Town of Miami Lakes
Miami Lakes, FL

EXP conducted an intersection safety study at the high-profile location of NW 154 Street (Miami Lakes Drive) and Miami Lakeway North in the Town of Miami Lakes. The study's purpose was to reduce crashes, most importantly fatalities, and serious injuries by evaluating the intersection and providing recommendations for improvement.

The T-intersection lands on a sharp horizontal curve, creating concern about the overall safety of the intersection. The intersection was experiencing roadside departure crashes in a residential neighborhood, generating apprehension for community safety, particularly regarding pedestrians and cyclists within the area.

EXP's study included day and night-time site visits to assess visibility, signage, pavement markings, and driver behavior. The analysis also included assessing speeds for over 400 vehicles. Operational analyses to review any kind of turn lane constraints, spillback into the thru lanes, turn lane warrant analyses, and deficiencies in signal timing were performed.

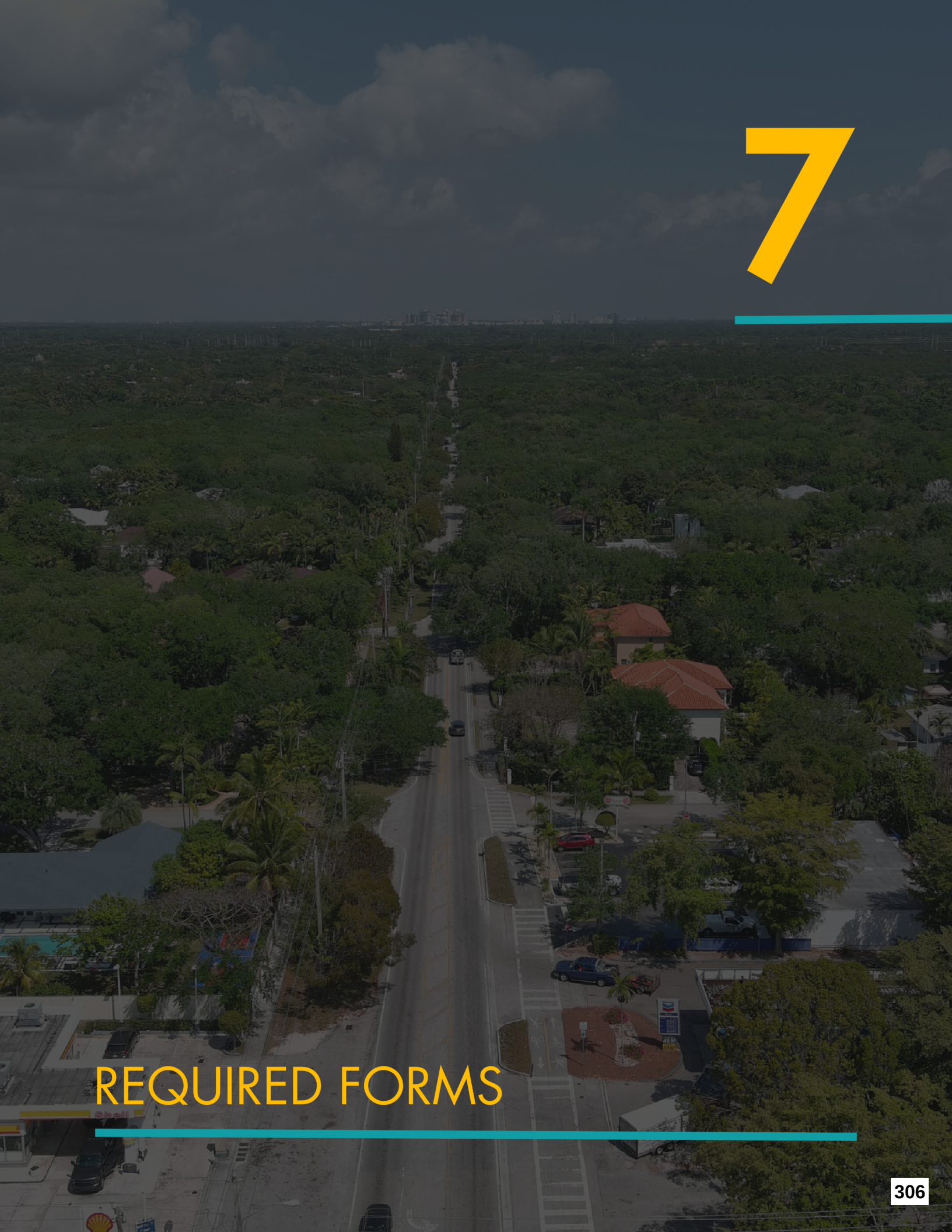


6

REFERENCES

References

Agency Name	Project Name	Address	Contact Name, Email, Phone
City of West Palm Beach	WPB On-call Services	City of West Palm Beach P.O. Box 3366 West Palm Beach, FL 33402	Kevin Volbrecht, P.E. Director, Engineering Services kcvolbrecht@wpb.org (561) 494-1091
Martin County	Civil Engineering Services for Community Redevelopment Areas	Martin County 2401 SE Monterey Road Stuart, FL 34996	Susan Kores Community Development Manager skores@martin.fl.us (772) 320-3095
City of Cape Coral	Cape Coral Mobility, Branding, Wayfinding and Parking Study	Cape Coral City Hall 1015 Cultural Park Boulevard Cape Coral, FL 33990	Laura H. Dodd, AICP Principal Planner, Public Works ldodd@capecoral.gov (239) 573-3192



7

REQUIRED FORMS

SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: _____

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company: DDEC LLC

Date: 12/19/2024

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company: DDEC LLC

Date: 2/14/2024

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA }
}
COUNTY OF MIAMI-DADE } SS:

KHANH UYEN DANG being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of: DDEC the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: _____

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company: DDEC LLC

Date: 2/14/2024

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of BROWARD

On this 2/14 day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared KHANH-UYEN DANG and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Catherine Remington

NOTARY PUBLIC, STATE OF FLORIDA

CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

SWORN STATEMENT PURSUANT TO
SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By KHANH UYEN DANG

For DDEL LLC

Whose business address is: 2801 NW 55th Ct. STE 7W-A TAMARAC FL 33309

And (if applicable) its Federal Employer Identification Number (FEIN) is: 86-3161737

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: KMD

Name (typed): KHANH-UYEN DANG

Title: PRINCIPAL

Company Name: PDEC LLC

Date: 2/14/2024

ACKNOWLEDGMENT

State of Florida

County of BROWARD

On this 2/19 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared KHANH-UYEN DANG and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Catherine Remington

NOTARY PUBLIC, STATE OF FLORIDA

CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by:
KHANH UYEN DANG
(print individual's name and title)

for:
DDEC LLC
(print name of entity submitting sworn statement)

whose business address is:
2901 NW 55TH CT. STE 7W-A TAMARAC, FL 33309

and (if applicable) its Federal Employer Identification Number (FEIN) is:
86-3161737

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 1210112213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: _____

Name (typed): HHANHUYEN DANG

Title: PRINCIPAL

Company: DDEC LLC

Date: 2/19/2024

ACKNOWLEDGMENT

State of Florida

County of BROWARD

On this 2/14 day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared HHANH UYEN DANG and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal –

_____

NOTARY PUBLIC, STATE OF FLORIDA

CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, KHANH UYEN DANG being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

86-3617137

Federal Employer Identification Number (If none, Social Security Number)

DPEC LLC

Name of Entity, Individual, Partners or Corporation

Doing Business As (If same as above, leave blank)

2801 NW 55th CT. STE 7W-A , TAMARAC, FL 33309

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

Full Legal Name	Address	Ownership
KHANH UYEN DANG	7220 NW 4TH AVE BOCA RATON, FL 33487	100%
		%
		%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

N/A

Signature of Official: _____

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company: DDEC LLC

Date: 2/19/2024

ACKNOWLEDGMENT

State of Florida

County of BROWARD

On this 2/14 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared KHANH UYEN DANG and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Catherine Remington

NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC STATE OF FLORIDA
CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

ACKNOWLEDGMENT OF CONFORMANCE WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We DDEC LLC, Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay SAFE STREETS & ROADS FOR ALL, RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of :

_____

(Sub-contractor's Names) to comply with such act or regulation.

Signature of Official: _____

Name (typed): KHANH UYEN DAO

Title: PRINCIPAL

Company Name: DDEC LLC

Date: 2/14/2024

Attest: _____

Print Name: KATHLEEN WALTER

Attest: _____

Print Name: ORLANDO TORO

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
} SS:
COUNTY OF MIAMI-DADE }

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and _____ or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: _____

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company Name: DDEL LLC

Date: 2/14/2024

ACKNOWLEDGMENT

State of Florida

County of BROWARD

On this 2/14 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared Khanh Uyen Dang and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Catherine Remington

NOTARY PUBLIC, STATE OF FLORIDA

CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

N/A

Executed on 2/14/2024 at TAMARAC, FL
under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: [signature]

Name (typed): KHANH UYEN DANG

Title: PRINCIPAL

Company Name: DDCC LLC

Date: 2/14/2024

E-VERIFY AFFIDAVIT

STATE OF FLORIDA

COUNTY OF BROWARD

I, KHANH UYEN DANG (the individual attesting below), being duly authorized by and on behalf of DREC LLC (hereinafter "Employer") after first being duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law in accordance with NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee to work in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and that employs 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES _____
   b. NO X
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verify by any and all sub-contractors subsequently hired by Employer.

This 14 day of FEBRUARY, 20 24.

_____

Signature of Affiant

Print or Type Name: KHANH UYEN DANG, PRINCIPAL

State of FLORIDA

County of BROWARD

Signed and sworn to (or affirmed) before me, this the 14 day of FEBRUARY, 20 24. My Commission Expires: 01-07-2026

Catherine Remington

Notary Public

CATHERINE JEAN REMINGTON
Notary Public - State of Florida
Commission # HH 204520
My Comm. Expires Jan 7, 2026
Bonded through National Notary Assn.

NHCS – E-Verify 081815

Foreign Country of Concern Attestation

Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: KHANH UYEN DANG

Title: PRINCIPAL

Signature: _____ Date: 2/14/2024

Form **W-9**
(Rev. August 2013)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)

Business name/disregarded entity name, if different from above
DDEC LLC

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate
☒ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶
☐ Other (see instructions) ▶

Exemptions (see instructions):
Exempt payee code (if any)
Exemption from FATCA reporting code (if any)

Address (number, street, and apt. or suite no.)
2801 NW 55th CT STE 7-A

Requester's name and address (optional)

City, state, and ZIP code
TAMARAC, FL 33309

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number
☐☐☐ - ☐☐ - ☐☐☐☐

Employer identification number
86 - 3161737

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below), and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here Signature of U.S. person ▶ [signature] Date ▶ 2/14/2024

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at *www.irs.gov/w9*. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

ADDENDUM NO. 1

Date: February 12th, 2024

To: All Interested Parties

From: Alessia Bencomo, Procurement Specialist
Village of Palmetto Bay
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Re: Request for Qualifications No. 2024-00-005
Safe Streets and Roads for All ("SS4A")

This Addendum forms part of the Request for Qualifications (RFQ) Package advertised on January 1 2024, and with a proposal opening date of February 16th, 2024, with any amendments and/or additi noted below.

Question: I am writing to seek clarification regarding the Safe Streets and Roads for All ("SS4A") advertisement. Specifically, I am interested in understanding whether there have been any chan in the scope of work between the old bid and the new bid. Our team is eager to gain insight into reasons for the project's readvertisement, as this will enable us to thoroughly prepare for the upcom resubmittal.

Response: *Please be advised that no specific changes have been made to the scope work. The reason for the readvertisement was to state that all packages must be clearly labeled to attention of the Village Clerk which may be referenced on page 3 and 23.*

Question: We have a question regarding the pre-submission meeting. Will there be a dial in num for those not able to attend the site visit?

Response: *Please be advised that there will not be a dial in number option during the p submission meeting.*

Question: Are there any new priorities that were included in this RFQ that were not included in previous RFQ?

Response: *No changes in the priorities from the Village or the grant agency.*

Thank you,

A Bencomo

Alessia Bencomo
Procurement Specialist

ACKNOWLEDGEMENT OF ADDENDUM SOLICITATION

Amendment/Modification No: 1

Amendment of RFQ No: 2024-00-005

Title: Safe Streets and Roads for All ("SS4A")

Name of Proposer DDEC

Date Addendum Received 2.14.24

Total Pages of Addendum including Acknowledgement 2

Print Name Khanh Uyen Dang

Signature

All other terms and conditions stipulated in the original Village of Palmetto Bay Request for Qualifications shall remain in force. All addenda created will be incorporated into the final contract and must be acknowledged in all proposals. This acknowledgement form must be included in the response and failure to sign and submit this form may result in rejection of your proposal.

Litigation

As of the date of this Bid/Request, DDEC is involved in litigation in Duval County, Florida (County Case No. 16-2023-CC-007524) against AE Engineering, Inc. DDEC, the Plaintiff in the action, is seeking to enforce the terms of an agreement and collect payment for work it performed. For any further information, please contact DDEC's legal counsel: Alex C. Najarian, Esq., The Corneal Law Firm, St. Augustine, FL 32080, at (904) 819-5333 or, if you prefer to utilize email, at alex@corneallaw.com.

SAFE STREETS AND ROADS FOR ALL ("SS4A")

DDEC Palm Beach
2801 NW 55th Ct.
Tamarac, FL 33309

DDEC

February 16 2024

SAFE STREETS AND ROADS FOR ALL ("SS4A")

RFQ NO.: 2024-00-005



SUBMITTED BY

MARLIN

329





TITLE PAGE

SAFE STREETS AND ROADS FOR ALL ("SS4A")

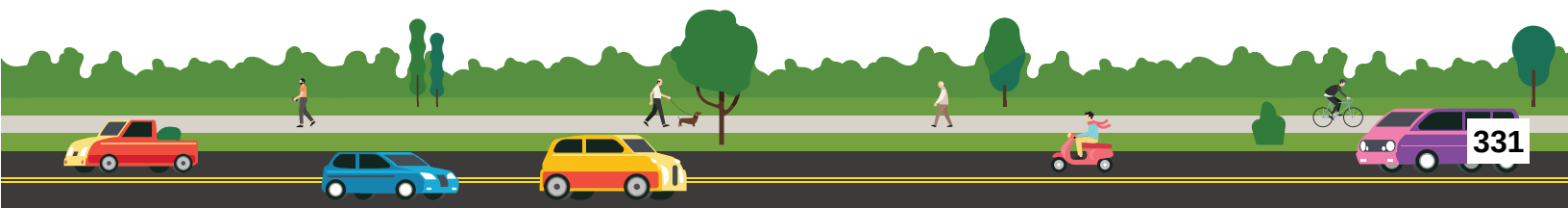
RFQ NO.: 2024-00-005

MARLIN ENGINEERING, INC
9726 East Indigo Street
#301
Palmetto Bay FL 33157
305.477.7575
www.marlinengineering.com

CONTACT PERSON
Christina Fermin, AICP
Project Manager
cfermin@marlinengineering.com
D: 954.870.5064
C: 786.853.7329

SUBMITTED
February 16th, 2024

MARLIN





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TRANSMITTAL LETTER

February 16, 2024

Village of Palmetto Bay
Village Clerk's Office
9705 E. Hibiscus Street
Palmetto Bay, FL 33157

RE: Federal Highway Administration (FHWA) Safe Streets and Roads for All ("SS4A") RFQ NO.: 2024-00-005

Dear Members of the Selection Committee:

MARLIN Engineering, Inc. (MARLIN) is pleased to respond to this RFQ with a team of experts to serve the Village of Palmetto Bay by providing professional planning and engineering services to develop a Safety Action Plan to accomplish zero transportation deaths and serious injuries. Our team is qualified to provide the following disciplines:

- **Project Management, Planning, Design and Capital Programming expertise**
- **Experience in Managing Federally Funded Projects**
- **Vision Zero, Safe Systems Approach, Complete Streets, Context-Sensitive Designs, Place-Making, Speed Management, and Safe Routes to Schools/Parks Experience**
- **Preparing programs of Actionable results of Complete Streets, Vision Zero, Bike-Ped Master Plans, and Tactical Urbanism Projects**
- **Identification of Vulnerable Users and Underserved Communities and Proactive Outreach**
- **Experience in Diversity, Equity and Inclusion, Emerging Technologies, Placemaking and Landscape Architecture and Resiliency and Sustainability best practices**

MARLIN is a Miami-Dade home-grown planning and engineering firm. Over the last 32 years we have grown into a firm employing over 120 people due to our commitment to delivering superior consulting services, client satisfaction, and innovation. Our dedicated leadership and staff serve cities, counties, and state agencies across Florida from our Fort Lauderdale, Miami, Palm Beach Gardens, Tampa, and Tallahassee offices. MARLIN has just purchased new office space to relocate our Headquarters to the Village of Palmetto Bay. We are now located at 9726 E Indigo Street #301, Palmetto Bay, FL 33157.

We have an impressive resume of successful general engineering contracts statewide and a proven record in designing constructible concepts that enhance safety, transportation, diversity and inclusion, health and quality of life. Our team is excited about the proliferation of Safe Streets For All (SS4A) grants across the country and we believe that developing a consolidated and targeted Safety Action Plan for the Village will move the needle towards zero fatalities and serious injuries in short order.

The Team. **MARLIN** has developed an outstanding team to support the Village of Palmetto Bay in all areas of the scope of services. MARLIN will be the prime consultant providing Vision Zero and Safe Systems Approach, Grants Management and Reporting, Project Programming and Community Outreach expertise supported by **ALTA Planning + Design, Inc. (ALTA)** for High Injury Network, Equity and Health Impacts and **Curtis + Rodgers Design Studio (C&R)**, (CBE), who are proven experts in Placemaking, Sustainability Diversity, Equity and Inclusion, Carbon Reduction, Parks and Landscape Architecture expertise.

We have long-time professional relationships with our key experts, adding another layer of synergy to the proposal. We have developed a complete Team that will deliver an outstanding Safety Program from concept to completion for the Village. **Christina Fermin, AICP, MARLIN** will be our Project Manager with excellent experience in managing federally funded grants and developing mulit-modal safety plans for the Village and throughout South Florida. **Myra Patino, PE PMP, MARLIN** will lead Vision Zero activities including analysis of crashes, identifying potential risks and hazards, and developing countermeasures to eliminate or mitigate those risks. **Betsy Jeffers, PE, MARLIN** is an expert in Complete Streets and speed management design is our QA/QC Officer and will vet all conceptual design and infrastructure improvements.

ALTA Planning + Design, Inc. develops tools, resources, and best practices to help all Alta disciplines meaningfully integrate health and equity into their project work. **Alia Awaad, PE, ALTA** has extensive Florida and National Experience developing and implementing Vision Zero, Complete Streets, and Safety Action Plans. Alia has managed plans for Alpharetta, GA Local Roads Safety Action Plan; El Paso TX, Vision Zero Action Plan; Nashville/Davidson County Vision Zero Plan; and the Kirkwood, MO, Vision Zero and Complete Streets and the Hillsborough TPO Vision Zero Corridors, FL. We will leverage Alia's experience to develop a national state-of-art plan for the Village.

Curtis + Rogers utilizes a team approach to achieve optimum solutions. **Mariana Boldu (C&R)** will integrate landscape strategies that are sustainable, resilient, and that balance the built and natural environment, and the community's life needs while responding to the pressing dynamics of climate change. **Ralph J. Ferrer, RLA, ASLA (C&R)** will lead design for a broad range of scales that include site, diversity, community, urban, and regional. Ralph will implement a Safe Systems Approach that includes an awareness of vulnerable users, history, context/environment, climatic and temporal factors, character and culture.

Understanding of the Work. Our approach to accomplishing the services is to work closely with the Village and formulate goals and objectives for each assignment. Consequently, we will prepare a work plan and coordinate project scopes, budgets, and schedules for each assignment to ensure critical deadlines are met and that all work is performed within budget. As a team, we can also communicate and build project consensus with the community and between all public and governmental agencies involved. Our in-house team will be assigned based on relevant experience and expertise. We aim to deliver high-quality, rapid responses on all work assignments under this contract. **Christina Fermin is our team's proposed Project Manager and Primary Point of Contact for this Project.** She can be reached at 954-870-5064 or cfermin@marlinengineering.com.

Sincerely,
MARLIN Engineering, Inc.



Ramon Soria, PE
President/CEO



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ORGANIZATIONAL CHART

TEAM LEGEND	
(M)	MARLIN Engineering, Inc.
(A)	Alta Planning + Design
(C)	Curtis + Rogers Design Studio

= Task Lead
(xx) = Years of Experience
(%) = Availability

Alexander Adams
City Project Manager



Ramon Soria, PE (M)(39)(35%)
Principal In Charge



Christina Ferman, AICP (M)(12)(85%)
Project Manager



Betsy Jeffers, PE (M)(32)(70%)
Quality Control Officer

HIGH INJURY NETWORK - SAFETY ANALYSIS

Alia Awwad, PE (A) (20) (50%)
Ashok Sampath, EI (M) (6) (75%)
D'Jodens Conserve (M) (4) (80%)
Eva Marin, EIT, PMP (M) (18) (60%)

PUBLIC ENGAGEMENT

Jeff Weider, MSP (M) (12) (85%)
Laura Postarini (M) (14) (80%)
Baret Hazell, MURP (M) (9) (80%)
Alia Awwad, PE (A) (20) (50%)
Ralph J. Ferrer, ASLA (C) (23) (60%)
Aida M. Curtis, FASLA (C) (40) (50%

CONTEXT BASED SOULTIONS

Jeff Weider, MSP (M) (36) (75%)
Laura Postarini, (M) (14) (80%)
Kathryn Marinace, MURP (M) (5) (75%)
Eric Katz, AICP, PMP (M) (15) (70%)
Ralph J. Ferrer, ASLA (C) (23) (60%)

SIDEWALK UPDATE , BICYCLE & MIAMI-DADE TRAILS MASTER PLAN

Laura Postarini (M) (14) (80%)
Baret Hazell, MURP (M) (9) (80%)
Kathryn Marinace, MURP (M) (5) (75%)
Spencer Mcknight (M) (11) (85%)
Harold Pantaleon (M) (12) (80%)

SAFE ROUTES TO SCHOOL

Christina Ferman, AICP (M)(12)(85%)
Baret Hazell, MURP (M) (9) (80%)
Laura Postarini (M) (14) (80%)
Kathryn Marinace, MURP (M) (5) (75%)

SAFE ROUTES TO PARKS

Aida M. Curtis, FASLA (C) (40) (50%)
Jennie Rogers, RLA (C) (26) (60%)
Ralph J. Ferrer, ASLA (C) (23) (60%)
Mariana Boldu (C) (20%) (65%)

CONCEPTUAL DESIGN FOR ROUNDABOUTS & PROTECTED INTERSECTIONS

Betsy Jeffers, PE (M) (32) (70%)
Rafael Lagos, PE (M) (31) (65%)
Armando Aguiar, PE (M) (15) (65%)
Yenny Soca, PE (M) (10) (65%)

BREAKING DOWN BARRIERS - EQUITY ANALYSIS - HISTORIC & EXISTING POLICY

Christina Ferman, AICP (M)(12)(85%)
Baret Hazell, MURP (M) (9) (80%)
Laura Postarini (M) (14) (80%)
Alia Awwad, PE (A) (20) (50%)
Richard Virgo, PE, RSP (A) (6) (60%)
David Wasserman, AICP (A) (10) (40%)

ACTION PLAN DOCUMENTATION

Jeff Weidner, MSP (M) (36) (75%)
Christina Ferman, AICP (M) (12) (85%)
Myra Patino, PE (M) (29) (70%)

CIP PROGRAMMING

Jeff Weider, MSP (M) (36) (75%)
Aycel Freda, PE (M) (18) (65%)
Betsy Jeffer, PE (M) (32) (70%)

LANDSCAPE ARCHITECHURE & PLACE

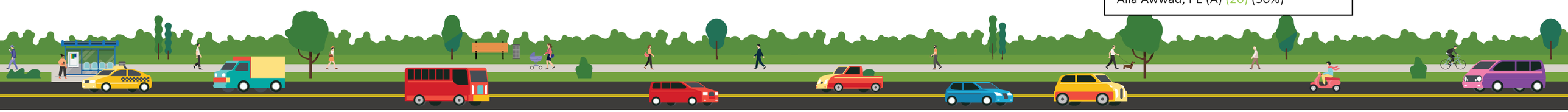
Aida M. Curtis, FASLA (C)(40)(50%)
Jennie Rogers, RLA (C) (26) (60%)
Ralph J. Ferrer, ASLA (C) (23) (60%)
Mairiana Boldu (C) (20) (65%)

HEALTH IMPACTS

Alia Awwad, PE (A) (20) (50%)
Richard Virgo, PE, RSP (A) (6) (60%)
David Wasserman, AICP (A) (10) (40%)

LESSONS LEARNED FOR SAFETY PROJECTS

Myra Patino,PE (M)(20)(70%)
Christina Ferman, AICP (M) (6) (85%)
Jeff Weider, MSP (M) (36) (75)
Betsy Jeffer, PE (M) (32) (70%)
Alia Awwad, PE (A) (20) (50%)



ABILITY OF KEY PERSONNEL



THE MARLIN ADVANTAGE

EXPERIENCE
With more than 32 years of experience throughout Florida, MARLIN is intimately familiar with delivering multidisciplinary planning and engineering solutions.

COLLABORATION
We will work with **The Village of Palmetto Bay** to identify community-specific needs and will engage with the public and key stakeholders, to build consensus on any conceptual design.

AVAILABILITY
MARLIN has the available staff and resources to immediately get to work on this contract ensuring we successfully complete this project on time and under budget.

QUALITY
Quality begins with each team member. MARLIN prides itself in delivering the highest quality products with exceptional responsiveness.

COMMITMENT
The MARLIN team is committed to continue working closely with the Village to meet staff and the community's expectations on this contract.

SERVING FLORIDA SINCE 1991

FOUNDED IN

1991

32 YEARS OF EXPERIENCE

MULTI-DISCIPLINARY PLANNING AND ENGINEERING FIRM, SERVING ALL MODES OF TRANSPORTATION.

PROVEN EXPERTS

COMPLETE STREETS, VISION ZERO, BIKE, PEDESTRIAN, FEDERAL GRANTS ENGINEERING FIRM, SERVING ALL MODES OF TRANSPORTATION

OFFICE LOCATED IN

BROWARD AND MIAMI

120+ STAFF

WITH FDOT & MUNICIPAL EXPERIENCE

WHO WE ARE

MARLIN Engineering, Inc. (MARLIN) is a State of Florida corporation headquartered in Broward County. We are a multidisciplinary transportation planning and engineering firm founded in August of 1991. Since then, we have expanded to over 120 professionals, with offices in **Palmetto Bay,** Fort Lauderdale, Miami, Palm Beach Gardens, Orlando, Tampa, and Tallahassee. We recently opened our new address at 9726 E Indigo Street #301, Palmetto Bay, FL 33157, walking distance from the Village Town Hall.

WHY US?

Over the last three decades, we have diversified our staff, services, and markets to deliver on all transportation modes and project delivery phases, including planning, programming, design, survey, construction administration, and operations. Our success lies in our passion and commitment to providing our clients with solutions that connect people, increase mobility, foster smart growth, and support economic development through innovation and collaboration.

THERE'S NOTHING BETTER THAN WORKING WITH MARLIN

Our philosophy is collaboration. Our team's Key to successful collaboration includes trust, respect, empowerment, and effective communication. **We are known in the industry for thinking outside the box and making a difference in every contract for Florida's municipal, county, and state agencies.**

We have selected **Christina Fermin, AICP** as our proposed **Project Manager** for this contract. Christina is an experienced, proactive manager with over 12 years of hands-on urban and regional planning experience. Christina will provide the Village Planning Manager, **Alexander Adams**, with outstanding service, keeping him up-to-date on the project's progression throughout the life of the contract. These types of practices will allow Christina to efficiently address the county's contract tasks, schedule and budget needs, while staying current with industry trends, and addressing client requests.

VILLAGE OF PALMETTO BAY IS OUR TOP PRIORITY!

Village of Palmetto Bay Est. 2002 Florida | MARLIN

MARLIN brings outstanding municipal and Florida Department of Transportation (FDOT) experience to this contract. In the last years, MARLIN has received the following awards for our planning and engineering solutions:

RECOGNITION & AWARDS

2019



OUTSTANDING MAJOR PROJECT OF THE YEAR
FDOT D6 Krome Avenue Vision Zero
Florida American Council of Engineering Companies

2020



OUTSTANDING ACHIEVEMENT AWARD
Cutler Bay SW 100th Avenue Stormwater Retrofit
South Florida American Public Works Association



PEOPLE'S CHOICE AWARD: BEST URBAN COMPLETE STREETS
FDOT D4 Hollywood Boulevard Complete Streets
Broward, Miami-Dade, Palm Beach MPOs



TEAM OF THE YEAR AWARD
Statewide Non-Motorized Traffic Monitoring Program
Florida Department of Transportation Central Office



OUTSTANDING ACHIEVEMENT FOR MPO: OUTREACH & COLLABORATION
Martin County Freight & Goods Movement Plan
National Association of MPOs



PEOPLE'S CHOICE AWARD: PROJECT OF THE YEAR
Miami-Dade Protected Bike Lanes Demonstration Master Plan
Broward, Miami-Dade, Palm Beach MPOs

2021

OUR PROPOSED TEAM

MARLIN has developed a team of equally experienced and dedicated professionals to provide The Village of Palmetto Bay with the services identified in this project's scope. We are dedicated to local business and economic development and our subconsultant team reflects this.

We are proud to include **ALTA Planning and Design** for Health Impacts, **Curtis and Rodgers Design Studio (CBE)**, who are proven experts in Landscape Architecture & Place as well safe routes to parks.

Together, we are confident and ready to meet the challenges of the scope of services and exceed The Village of Palmetto Bay's expectations. Our team is **tailor-made** and prepared to work on **RFQ 2024-00-005 Safe Streets and Roads for ALL ("SS4A")**

On the following pages, we have provided experience and qualifications for each subconsultant and our key project team personnel.



DESIGN TEAM

ALTA PLANNING + DESIGN, INC.

Alta works to mitigate climate change and advance safety and social justice through sustainable mobility. We connect people to places by providing solutions across the disciplines of planning, design, engineering, education and encouragement programs, and community engagement. Alta was founded in 1996 when communities were calling for safer streets for people walking and bicycling as the non-motorized transportation movement developed in North America. Alta pioneered the field of active transportation, evolving our planning and design work into a visionary practice that empowers people to live active, healthy lives and gets them where they need to go. With staff located across the US and Canada, Alta has evolved its practice into a forward-thinking sustainable transportation company, backed by the Trilon Group. We advance health equity by promoting social, economic, and environmental conditions that enable people to safely walk and bike in their communities, helping them to achieve optimal physical and mental health and well-being regardless of gender, race/ethnicity, age, geographic location, socioeconomic status, ability, and sexual orientation.



CONTACT PERSON
Alia Awwad

PHONE NUMBER
561-287-6179

EMAIL ADDRESS
AliaAwwad@altago.com

COMPANY ADDRESS
Mizner Park - 433 Plaza Real
Suite 275, Boca Raton, FL 33432

WEBSITE
ALTAGO.com

ROLE
Health Impacts

CURTIS + ROGERS DESIGN STUDIO

Curtis + Rogers is well known throughout South Florida for providing quality award-winning landscape architectural services. Our Landscape Architects have more than 100 years of combined experience with complex projects and our long-term relationships with our clients is a testimony to our ability to create environments which engage the senses and lift the spirits, while meeting the operational demands and functional realities of urban projects. We believe that creativity results from an interaction between motivated clients and professionals. The best designs result from an interactive process between artistic creativity and experienced judgement. We utilize a process that emphasizes creativity within the context of rational problem-solving. Cultural, economic, environmental, and social forces are strong determinants of design. Our expression is a direct result of maximizing the social benefits, while minimizing the imposition of the man-made environment on the natural setting. We care deeply about building quality projects that last and serve those who entrust us to provide these services.



CONTACT PERSON
Aida M. Curtis

PHONE NUMBER
954-610-4412

EMAIL ADDRESS
Aida@curtisrogers.com

COMPANY ADDRESS
3440 Hollywood Blvd, Suite 415
Hollywood, FL 33021

WEBSITE
CurtisRogers.com

ROLE
Landscape Architecture Services

KEY PERSONNEL

We understand that meeting the wide range of assignments anticipated under this contract requires a team capable of delivering specific technical expertise. MARLIN has assembled a diverse and talented pool of professionals to fulfill the disciplines outlined in the scope and provide a high level of responsiveness to the Village of Palmetto Bay . The MARLIN team has the experience and skills required to complete all assigned tasks. **Our team is tailor-made and ready to work on this contract.**

CHRISTINA FERMIN , AICP

PROJECT MANGER

Christina Fermin is an adept urban planner with 12 years of experience in urban and regional planning. Christina's expertise includes sustainable development, climate change, government administration, GIS, policy planning, analysis, bicycle/pedestrian planning and public speaking. She has substantial knowledge of regional planning principles, public practices, and working with the community. Her experience includes working with state, regional, and municipal clients on research and analyses, writing and communication, complete streets, sustainability, land use, zoning, adaptation planning, sea-level rise, municipal planning, transportation planning, transit planning, public administration, municipal code, multi-use trail/shared use pathway planning, aerial imagery, placemaking, master planning, feasibility studies, walking audits, plan development, and grant writing.

RELEVANT PROJECT EXPERIENCE

- **Low-Stress Multimodal Mobility Transportation System Master Plan |** Broward County
- **Transit Safety Campaign |** FDOT District 4
- **Safety Campaigns |** FDOT District 4
- **Riverside Drive Complete Streets Design |** Pompano Beach
- **SMulti-Use Trail & SMART Plan Connectivity Study |** Palmetto Bay

Years of Experience Total: 12
With MARLIN: 5



Christina will be the single point of contact and become an extension of the City staff, augmenting existing resources with our multidisciplinary and talented team.



RAMON SORIA, PE, PRINCIPAL IN CHARGE

PRINCIPAL IN CHARGE

Ramon has 39 years of planning and design experience in South Florida. His principal areas of practice include project management, planning, design, and implementation of civil engineering projects, highway design, traffic engineering, water and sewer, land development, and construction management. Ramon will be committed to overseeing project activities.

RELEVANT PROJECT EXPERIENCE

- **W Hillsboro Boulevard Bike Lanes and Lighting Improvements |** Broward County
- **Hollywood Boulevard Complete Streets |** FDOT District 4
- **Atlantic Shores Boulevard Roadway Improvements |** Hallandale Beach
- **NW 25th Street PD&E Design & Post-Design |** Miami-Dade County
- **Young Circle Roadway Re-Design |** Hollywood CRA
- **Townwide Bicycle and Pedestrian Improvements |** Miami Lakes



BETSY JEFFERS, PE

QUALITY CONTROL OFFICER

Chief Engineer

Betsy Jeffers has 32 years of experience, including a 26-year tenure with the FDOT District 4 Design Office. She is well versed in FDOT design criteria and standards, AASHTO guidelines, specifications, typical section variance and exception review, and quality control in the daily plans production environment. Her experience with FDOT District 4 includes four years as a Consultant Project Manager.

RELEVANT PROJECT EXPERIENCE

- **West Hillsboro Boulevard Bike Lanes and Lighting Improvements |** Broward County
- **Miramar Complete Streets Phase III (LAP) |** Miramar
- **23rd Street Safe Routes to School Sidewalk Project, Palm Beach County |** FDOT District 4
- **Downtown Walkability Projects |** Fort Lauderdale
- **Sunset Strip from Nob Hill Road to Sunrise Blvd. |** FDOT District 4



MYRA E. PATINO, PE, PMP

HIGH INJURY NETWORK - SAFETY ANALYSIS

Traffic Engineering Mangager

Myra Patino has 29 years of experience providing extensive traffic/transportation engineering services. She is proficient in traffic engineering and operations studies, traffic calming studies, traffic impact analysis, signal warrant and speed studies, public meetings, and technical writing.

RELEVANT PROJECT EXPERIENCE

- **General Engineering Consultant |** Palmetto Bay
- **Safe Routes to School Program |** Miami-Dade TPO
- **17th Street Protected Bike Lanes and Busway |** Miami Beach
- **NW 146th Street Lane Repurposing Traffic Study |** Miami Lakes
- **Transportation Planning & Traffic Engineering Services |** Miami Beach



JEFF WEIDER, MSP

CONTEXT BASED SOULTIONS, CIP PROGRAMING, ACTION PLAN DOCUMENTATION

Chief Planner

Jeff Weidner has over 36 years of experience in multimodal transportation, policy planning, growth management, and economic development across the State (including the Fort Lauderdale, Miami, Palm Beach Gardens, Tampa, and Tallahassee, Florida Offices). Jeff is the Chief Planner for multimodal and safety projects, including Vision Zero, freight, seaport, intermodal, transit, transportation demand management, pedestrian/bicycle, and Complete Streets. He incorporates state-of-the-art practices in study recommendations, including Transportation Network Companies (TNCs), motorized and non-motorized vehicle sharing, and Autonomous/Connected vehicles. He also uses the latest data and analytics tools for cost-saving analyses.

RELEVANT PROJECT EXPERIENCE

- **Plantation Midtown Bridge Improvement – PD&E Study and Design Services |** Plantation
- **Broward MPO/City of Ft. Lauderdale TMA | Subs to Kimley Horn and Associates – Transportation Demand Management (TDM) Study**
- **NE 15th Avenue Lane Repurposing Project |** Fort Lauderdale
- **Non-Motorized and Transit Statewide Monitoring Program Support |** FDOT Central Office Transportation Data and Analytics
- **17th Street Protected Bike Lanes, Transit Lanes, and Shared Use Path Conceptual Design Studies |** Miami Beach



LAURA POSTARINI

SIDEWALK UPDATE , BICYCLE & MIAMI-DADE TRAILS MASTER PLAN

Senior Planner

Laura Postarini is an experienced planner and project manager with 14 years of experience in architecture, planning, urban design, and project management. Laura has a strong background in public space interventions and the coordination of construction projects and possesses deep knowledge in strategic planning and client/stakeholder relations.

RELEVANT PROJECT EXPERIENCE

- **Low-Stress Multimodal Mobility Transportation Master Plan |** Broward County
- **Transit Safety Campaign |** FDOT District 4
- **Districtwide Safety Campaign |** FDOT District 4
- **Safety Campaigns |** FDOT District 4

SUBCONSULTANT SUPPORT



ALIA AWWAD, PE

HEALTH IMPACTS

Principal Engineer

Alia's interest in transportation planning and engineering stems from a passion in providing safe, convenient, and sustainable transportation options and creating livable places. Alia's experience in both the public and private sectors allows her to understand the policy and planning nuances that local jurisdictions encounter and manage. Additionally, Alia's background in roadway design, traffic analysis, and context-sensitive transportation planning projects enables her to lead, communicate, and implement innovative and practical solutions to transportation issues.

RELEVANT PROJECT EXPERIENCE

- **Alpharetta Local Roads Safety Action Plan |** Alpharetta
- **El Paso Vision Zero Action Plan |** El Paso
- **Kirkwood Vision Zero and Complete Streets |** Kirkwood
- **Hillsborough TPO Vision Zero Corridors |** Hillsborough



AIDA CURTIS

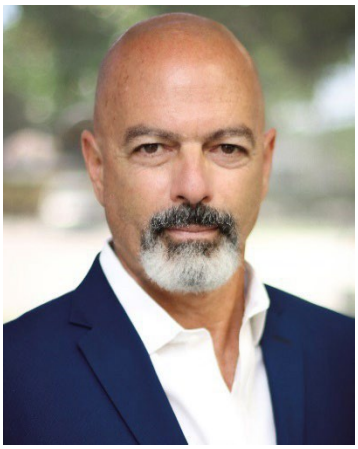
LANDSCAPE ARCHITECTURE

Principal Landscape Architect

Ms. Curtis has over 40 years of experience on a variety of project types including park design, urban design and corporate/commercial design. Ms. Curtis' strong management and technical skills have produced many outstanding projects. She has worked on a number of multidisciplinary teams and has been responsible for producing complex bid packages. Ms. Curtis specializes in seeking consensus in complex multi-disciplinary projects.

RELEVANT PROJECT EXPERIENCE

- **South Dade Busway|** Miami-Dade Transit Authority
- **City of Miami Flagler Streetscape |** Miami
- **Coconut Grove Business Improvement District Enhancement |** Coconut Grove
- **Coral Gables Tree Succession Project |** Coral Gables
- **Doral Design District |** Doral



RAMON SORIA, PE

PRESIDENT & CEO

Ramon Soria is the President and a founding member of MARLIN Engineering. His corporate responsibilities include management, overall production, and administrative services for the firm. Ramon also coordinates the firm's efforts to provide professional services to all areas of expertise and assure strong client relationships. With more than 39 years of experience, Ramon is well versed in management, planning, design, and implementation of transportation systems, traffic and transportation engineering, highway design, Project Development, Environmental (PD&E) studies, multimodal studies, water and sewer, land development, construction management, and expert witness testimony. Ramon's record of success has been recognized with awards for **"Engineer of the Year"** and **"Lifetime Achievement."**

YEARS OF EXPERIENCE
Total: 39
With MARLIN: 32

EXPERTISE
Project Management
Engineering Design
Traffic Engineering
Transportation Planning

EDUCATION
BS Civil Engineering
University of Miami, Florida, 1984

REGISTRATION
Florida PE No. 41218, 1989

AFFILIATIONS
American Society of Civil Engineers

Greater Miami Chamber of Commerce

CERTIFICATIONS
FHWA-NHI 130091
Underwater Bridge Inspection, 2023

RELEVANT EXPERIENCE

Atlantic Shores Boulevard Roadway Improvements | Hallandale Beach | Principal in Charge: The City of Hallandale Beach retained MARLIN to provide design and reconstruction services for Atlantic Shores Boulevard from Diplomat Parkway to US 1. Roadway improvements are intended to increase safety and improve the roadway and streetscapes on Atlantic Shores Boulevard. This Complete Streets project addresses on-street parking and creates pedestrian-friendly corridors by implementing wider sidewalks.

SR 7/US 441 Transit Corridor Improvements, Broward County | FDOT District 4 | Principal in Charge: Currently, MARLIN provides multimodal connectivity, operations, and safety improvements along nine distinct corridors connecting SR 7 Rock Island Road in Broward County. Improvements will include widening the roads, completing sidewalk links, constructing bike lanes, lane eliminations, ADA upgrades, and transit stop enhancements. Contract No.: CAE41; FM No. 429576-6-32-01.

Traffic Calming Study | Palmetto Bay | Principal in Charge: The project aimed to comprehensively study traffic calming alternatives for the Village of Palmetto Bay. The study's scope involved public meetings with the residents, traffic data collection, field review, data analysis, final recommendations, and work prioritization. MARLIN also assists the town in coordinating with Miami-Dade County's Public Work Department to obtain recommendations.

Hollywood Blvd. Complete Streets | FDOT District 4 | Principal in Charge: Decorative signalization and lighting improvements along Hollywood Blvd. from City Hall Circle to Dixie Highway. This Complete Streets project entailed reconstructing Hollywood Blvd. into a multimodal facility for automobiles, bicycles, and pedestrians. Responsibilities included the production of signalization and lighting component plans. Task performed under MARLIN's current Districtwide Minor Design Projects Contract.

Downtown Redevelopment Study | Palmetto Bay | Principal in Charge: This project received the 2015 Florida Planning and Zoning Board "Outstanding Planning Award." A proposed project of 6,000 new residential and 400,000 SF retail/ office land will be built in phases 2025, 2035, and 2045. Ramon oversaw the study, which documented the traffic and transportation needs of the proposed plan. This study included analyzing and reporting the results of existing and phased future transportation impacts, including how trips could be internalized between complementary land uses. Recommendations included new local streets to support a grid network, signal network, and intersection cycle lengths, optimized for future total traffic conditions, geometric improvements, and a series of improvements to promote public transportation, bicycling, and walking. The study also included road closures, proposed traffic circles, and traffic counts.

General Engineering Consultant | Palmetto Bay | Principal in Charge: MARLIN is collaborating with the Village of Palmetto Bay to enhance mobility, accessibility, and traffic safety in its transportation system. In conjunction with the Village, Village, Miami-Dade County, and FDOT, MARLIN conducts a range of traffic studies to address and mitigate traffic congestion. In his role, Ramon oversees all task work orders, actively participates in public involvement meetings, and attends commission meetings as required.

NW 50th Street Bicycle Path | Doral | Principal in Charge: Design and cost estimating services for the 16 feet wide bike path meandering along the maintenance path within the existing FPL easement (NW 50th Street) from NW 107th Avenue to NW 117th Avenue. Scope included design analysis, permit coordination, bicycle path typical section package, and pavement design.



CHRISTINA FERMIN, AICP

PLANNING MANAGER

Christina Fermin is an adept urban planner with 12 years of experience in urban and regional planning. Christina's expertise includes sustainable development, climate change, government administration, GIS, policy planning, analysis, bicycle/pedestrian planning and public speaking. She has substantial knowledge of regional planning principles, public practices, and working with the community. Her experience includes working with state, regional, and municipal clients on research and analyses, writing and communication, complete streets, sustainability, land use, zoning, adaptation planning, sea-level rise, municipal planning, transportation planning, transit planning, public administration, municipal code, multi-use trail/shared use pathway planning, aerial imagery, placemaking, master planning, feasibility studies, walking audits, plan development, and grant writing. **Christina is also the co-chair of the American Planning Association's sustainable community division climate champions program.**

YEARS OF EXPERIENCE

Total: 12
With MARLIN: 5

EXPERTISE

- Sustainability
- Bike/Pedestrian
- Complete Streets
- GIS
- Mapping, Research & Analysis
- Communication & Writing
- Grant Coordination

EDUCATION

Master's in Urban & Regional Planning (MURP), FAU, 2013

BA, Political Science & Interdisciplinary Studies, FAU, 2007

CERTIFICATIONS

American Institute of Certified Planner (AICP) No. 30532, 2018

AFFILIATIONS

- American Planning Association
- Sustainable Communities Div – Climate Champions
- New Leadership Council (NLC) Alumni
- Leader Shape Alumni
- Condo Association Board Member

RELEVANT EXPERIENCE

Low-Stress Multimodal Mobility Transportation System Master Plan | Broward County | Project Manager: MARLIN leads a countywide master planning effort for low-stress non-motorized facilities. The plan includes a literature review, data collection and analysis, needs assessment, feasibility analysis, design guidelines, public involvement, and outreach. Christina oversees the whole project and assists with analyzing existing conditions, needs assessment, feasibility analysis, design guidelines, and public outreach.

Transit Safety Campaign | FDOT, District 4 | Project Manager: MARLIN is the subconsultant to Infinite Source Communications (ISC) and is responsible for the coordination of District 4 transit agencies and assisting with the outreach plan, messaging, and identification of bicycle and pedestrian crashes near transit. The project seeks the creation of new public safety messaging for transit agencies aimed at motorists and pedestrian safety in transit. Christina also led efforts in research associated with transit and motorist/pedestrian safety and best practices.

Safety Campaigns | FDOT District 4 | Project Manager: MARLIN is the subconsultant to Infinite Source Communications, which manages special projects with FDOT's Office of Modal Development, District 4. MARLIN team has been assisting ISC with various safety campaigns, including Be Rail Smart and Mobility Week, through coordination and engagement with multiple stakeholders across the district. MARLIN has also conducted research, analysis, and data collection as needed for the various initiatives FDOT is working on; this also includes attending various in-person outreach events to inform the public and educate the public on various issues related to transportation safety. Christina will take the role of managing the entire contract while also assisting the ISC team in the preparation of the safety campaign.

Riverside Drive Complete Streets Design | Pompano Beach | Planning Manager: MARLIN was selected to conduct data collection, analysis, public involvement, conceptual design, and final construction plans to redesign Riverside Drive in Pompano Beach for complete street improvements. Christina has assisted the public information officer with community engagement through workshop facilitation, preparation, and public meeting materials.

Multi-Use Trail & SMART Plan Connectivity Study | Village of Palmetto Bay | Project Manager: Christina assisted the Village in applying for a grant from the Miami-Dade TPO SMART Moves Program to conduct a feasibility study for multi-use pathways in Palmetto Bay. This study included a review of four east/west corridors to identify which two are best suited for bicycle and pedestrian improvements to connect the Old Cutler Trail to the South Dade Trail and Transitway. The conceptual design included a protected bicycle lane along SW 152 Street and SW 184 Street; the preferred alternative was selected through evaluation criteria and public input. Additional recommendations included multimodal improvements along all four corridors, 15% design plans for the preferred alternative, advancement of the preferred alternative to design, and further studies along the primary corridors within the Village for other bicycle and pedestrian improvements. Residents and stakeholders had the opportunity to participate in walking audits, virtual public meetings, surveys, and social media. Christina presented the plan to the Bicycle and Pedestrian Advisory Committee, Transportation Planning Committee, and Village Council.



BETSY JEFFERS, PE

CHIEF ENGINEER

Betsy Jeffers has 32 years of experience, including a 26-year tenure with the FDOT District 4 Design Office. She is well versed in FDOT design criteria and standards, AASHTO guidelines, specifications, typical section variance and exception review, and quality control in the daily plans production environment. Betsy spent 12 years as an In-House Design Section Leader with FDOT. She was the Design Project Manager and Engineer of Record for various projects with construction budgets ranging from $300,000 to $65 million. From 2012 to 2017, Betsy served as the Program Manager for the Broward Mobility Initiative, working with the Broward MPO and other County municipalities such as Fort Lauderdale, Hollywood, Pompano Beach, and Coconut Creek to program over $300 million in bicycle and pedestrian projects. Her experience with FDOT District 4 includes four years as a Consultant Project Manager.

YEARS OF EXPERIENCE
Total: 32
With MARLIN: 4

EXPERTISE
Project Management
Roadway Design
Complete Streets
Bicycle/Pedestrian Improvements

EDUCATION
BS, Civil Engineering
Florida International University, 1991

REGISTRATIONS
Florida PE No. 50745, 1996

CERTIFICATIONS
FDOT Advance MOT
FDOT MOT Trainer
FDOT Leadership Academy
FDOT Management Academy

RELEVANT EXPERIENCE

West Hillsboro Boulevard Bike Lanes and Lighting Improvements from East of Parkside Drive to State Road 7, Parkland, FL | Broward County I Project Manager: Project consists of improvements to West Hillsboro Boulevard, including the design of a new bicycle lane in each direction, sidewalk repairs with root treatment measures, new lighting system, and the design of one-lane roundabout at NW 64th Terrace/ NW 74th Place / West Hillsboro Boulevard. Broward County Project No. 106847 and No 106848.

Miramar Complete Streets Phase III (LAP) | Miramar | Deputy Project Manager: This LAP-funded Grant Program project within the City of Miramar includes milling and resurfacing of the roadway, minor widening to provide bicycle lanes, signing and pavement markings improvements, utility coordination, the construction of new sidewalk, ADA ramps at street intersections, storm drainage improvements, and pedestrian level lighting along the streets within the project area—approximately 12,500 linear feet of 5-foot sidewalk along SW 62nd Ave and SR 7. The design includes the reconstruction of residential driveways and swales regrading along the proposed sidewalk limits. Provide compliance documents as part of the National Environmental Policy Act (NEPA), including a Categorical Exclusion (CE) Type I checklist, Cultural Resources Assessment Survey (CRAS), Natural Resources Assessment (including Bonneted Bat Roost Survey); a Level I Contamination Screening Evaluation (CSE), and Development of Construction Specifications.

23rd Street Safe Routes to School Sidewalk Project, Palm Beach County | FDOT District 4 | Design Project Manager/ Engineer-of-Record: This project included constructing approximately 1000 feet of 8' sidewalk in Palm Beach County. It provides connectivity and a safe walking path for children in the neighborhood to walk to school. It required moving the curb and gutter towards the roadway and upgrading the drainage system since the existing system consisted of clay pipes and brick structures, which were impossible to connect. It also included pedestrian lighting.

Downtown Walkability Projects | Fort Lauderdale | Engineer-of-Record: Supported the Fort Lauderdale Downtown Walkability Capital Improvement program through the engineering and construction administration of pedestrian and bicyclist safety improvements at the intersections at E. Las Olas Blvd. and NE 2nd Street with NE 4th Ave and SE 2nd Street between SE 3rd and 5th Ave. The project crossing in Downtown Fort Lauderdale is intended to slow vehicular speeds, enhance pedestrian traffic control, markings and signage, improve site distance, raise intersections and crossing, and other strategies in urbanized areas with high pedestrian and vehicular volumes. The scope of work included a comparative analysis of bicycle and pedestrian standards by the City's Complete Streets Manual, NACTO, AASHTO, FDOT, and Broward County to comply with varying jurisdictional requirements of the project streets and intersections. ($300,000.00)

Sunset Strip from Nob Hill Road to Sunrise Blvd. | FDOT District 4 | Design Project Manager/Engineer-of-Record: Complete Streets project in the City of Sunrise, including over 3 miles of lane elimination through restriping and constructing two roundabouts. The existing typical section within limits was a 4-lane divided roadway with roadside swales. Sunset Strip is a mostly residential corridor. Various parks and schools are within the project limits, and the need for a buffered bike lane was prevalent. The road was milled, resurfaced, and striped with one 12-foot lane and a 9-foot buffered bike lane. Widening provided the bike lane but maintained the existing lane configuration at major intersections with heavier traffic. ($4 million)



MYRA E. PATINO, PE, PMP

TRAFFIC ENGINEERING MANAGER

Myra Patino has 29 years of experience providing traffic/transportation engineering services. She is proficient in traffic engineering and operations studies, traffic calming studies, traffic impact analysis, signal warrant and speed studies, public meetings, and technical writing. Myra has vast knowledge in the following Software systems: CORSIM, HCS, SYNCHRO, ArcGIS, TransCAD, MS Office Suite, MS Project, and Oracle Primavera. She has a Master's degree in Engineering Management, is a licensed Professional Engineer (PE) in Florida, and is a certified Project Manager Professional (PMP).

YEARS OF EXPERIENCE
Total: 29
With MARLIN: 4

EXPERTISE
Project Management
Access Management
Traffic Engineering
Traffic Calming

EDUCATION
MS Engineering Management, Florida International University, 1999

BS Civil Engineering, Florida International University, 1994

AFFILIATIONS
Institute of Transportation Engineers

REGISTRATIONS
Florida PE No. 56804, 2001

Project Manager Professional, 2008

RELEVANT EXPERIENCE

Village wide Traffic Calming Study | Palmetto Bay | Project Manager: Marlin Engineering, Inc. (MEI) was requested by the Village of Palmetto Bay to perform a traffic calming study. The purpose of the study is to analyze the feasibility of installing traffic calming devices at various locations identified by The Village. Traffic data was collected, and field reviews were performed. The data was analyzed to meet traffic calming criteria and eligible segments were identified for various traffic calming devices as approved per the Village's interlocal agreement with Miami-Dade County, consisting of temporary/permanent speed humps, raised intersections, chicanes, and landscaped medians.

Tyler Street Two-Way Conversion Traffic Analysis | Hollywood CRA | Project Manager: This project involved an operational traffic analysis for the proposed two-way street conversion of Tyler Street, located in the City of Hollywood, Florida. Tyler Street operated as a one-way street with three (3) lanes and on-street parallel parking on both sides from N. 21st Avenue to Young Circle. The project converted this segment to a 2-lane, two-way traffic pattern while maintaining on-street parking. Myra is the Project Manager for the whole study.

General Engineering Consultant | Palmetto Bay | Project Manager: As part of the contract, MARLIN completed several work orders for the Village, such as the **Malbrook Neighborhood** Traffic Improvement Plan, which looked at mitigating the impact of cut-through traffic and the Traffic Impact Analysis for the Downtown Redevelopment that included assessing the project's impact on the surrounding transportation network and determining if adequate capacity was available to support future demand. In addition, Myra coordinated with Miami-Dade County and FDOT on assessing the potential of replacing four traffic signals along **Old Cutler Road** with roundabouts to significantly improve Old Cutler Road's traffic circulation within the Village's limits. In addition, the MARLIN team conducted several traffic impact studies for developer applications to the Village.

Safe Routes to School Program | Miami-Dade MPO | Project Manager: Study to develop a procedure for establishing "Safe Routes to School" guidelines for county-wide use and identifying and mapping "safe routes" selected pilot schools in Liberty City. She documented extensive data collection efforts and prepared a draft procedure manual for review by Study Advisory Committee.

17th Street Protected Bike Lanes and Busway | Miami Beach | Senior Traffic Engineer: MARLIN is responsible for preparing a feasibility study for 17th Street from West Avenue to Beachwalk in Miami Beach, consistent with the City's Transportation Master Plan (TMP). Myra is overseeing the traffic analysis and simulation for the proposed alternatives.

NW 146th Street Lane Repurposing Traffic Study | Miami Lakes | Project Manager: MARLIN performed a traffic operational analysis for a proposed lane repurposing of NW 146th Street from an existing 5-lane road with a two-way left-turn center lane from the segment of NW 87th Avenue to NW 89th Avenue. The proposed project will repurpose the travel lanes of this quarter of a mile-long segment with a bicycle path and landscaping to accommodate the existing and future traffic. A crash analysis was conducted in addition to Roadway and Intersection Level of Service analyses for the alternatives.

Transportation Planning & Traffic Engineering Services | Miami Beach | Project Manager: Oversaw the overall contract providing transportation planning and traffic engineering services for the City of Miami Beach. Work orders included the West Avenue Bridge Feasibility Study and the Julia Tuttle Bay walk & Health Circuit Operational & Safety Review.



ASHOK SAMPATH, EI

TRAFFIC ANALYST

Ashok Sampath has over 6 years of experience as a Traffic Analyst. Before joining MARLIN, he was a Student Research Assistant at the University of South Florida/Urban Transportation Research Center (CUTR). He performed access management studies, safety analysis, traffic impact analysis, land use impact analysis, and complete street design and planning for two years. He has strong knowledge of the Manual on Uniform Traffic Studies (MUTS), Manual of Intersection Control Evaluation (MICE), Manual on Uniform Traffic Control Devices (MUTCD), Highway Capacity Manual (HSM), American Association of State Highway Transportation Officials (AASHTO), and the Florida Department of Transportation (FDOT) standards and policies. He is also proficient in Synchro, ArcGIS, and Adobe Suite.

YEARS OF EXPERIENCE
Total: 6
With MARLIN: 5

EXPERTISE
Traffic Engineering
Access Management
Complete Streets
Traffic Data Collection & Analysis

EDUCATION
MS, Civil Engineering
University of South Florida, 2017

BS, Civil Engineering
Anna University, 2014

AFFILIATIONS
Social Event Coordinator for Institute of Transportation Engineers

Member of American Society of Civil Engineers (ASCE)

Vice President of Civil Engineering Student Association (CESA)

AWARDS
Champion of Florida District-10 ITE Collegiate Traffic Bowl

RELEVANT EXPERIENCE

Riverside Drive Complete Streets Design | Pompano Beach | Traffic Analyst: MARLIN was selected to conduct data collection, analysis, public involvement, conceptual design, and final construction plans to redesign Riverside Drive in Pompano Beach for complete street improvements. Ashok has been assigned to model the Riverside Drive/Atlantic Blvd. intersection and analyze existing and proposed intersection geometry. Developed a new signal timing plan that can improve the Level of Service (LOS) and reduce delay at the intersection

NE 15th Avenue Lane Traffic Study I Fort Lauderdale I Traffic Analyst: The project included an innovative collection of pedestrian and bicycle activity, traffic engineering and design and post-design services for repurposing the outside lanes on NE 15th Ave, from Sunrise Boulevard to N of 13th Ave to Buffered/Protected Bicycle Lanes as a tactical urbanism project. Ashok conducted data collection and analysis and pedestrian and bike video detection. This project was under the contract of MARLIN's Traffic and Transportation Engineering and Planning Services.

Franklin Academy Pembroke Pines Campus (K-8) Expansion Traffic Impact Analysis, | Pembroke Pines | Traffic Analyst: MARLIN reviewed the Methodology, Traffic Impact Study, and Operational Report and subsequent Response to Comments on behalf of the City of Pembroke Pines for the school traffic study conducted by Kimley-Horn. Ashok reviewed Franklin Academy school expansion - Traffic Impact Study to determine concurrency and adequacy to maintain the adopted level of service standards upon build-out. Identified segments and intersections on which the adopted level of service cannot be maintained. Developed Pre-Timed Traffic Signal Controller timings for an impacted intersection using drone footage videos. Coordinated with the Consultant and the City for viable solutions to all operational and safety issues. In addition, MARLIN staff verified the peak queues from drone video footage and analyzed the cycle lengths and signal timing splits proposed at the school entrance. The MARLIN 'staff also prepared a preliminary cost estimate for a left turn lane extension and drafted language for the school's conditional approvals for the City

Old Cutler Road Traffic Circulation Improvements | Palmetto Bay | Traffic Analyst: Old Cutler Road is one of Palmetto Bay's main arterials and cannot handle increased cut-through traffic in the Village, affecting the quality of life for its residents. As a result, MARLIN provided traffic engineering to develop a solution to this situation. MARLIN has developed a traffic model currently under review by Miami-Dade County as part of this

West Pembroke Pines School Traffic Issues | Pembroke Pines | Traffic Analyst: MARLIN reviewed information from the Police department to identify the issues for West Broward High School and Somerset Academy North Chapel Trail Charter School. Led the field visit to verify the known issues and identified new issues such as unsafe crossings, queuing, utilizing no-parking zones and bottlenecks on the roadway segments. Developed short-term, mid-term, and long-term solutions for each school.

Village Green Drive Master Plan I Port St. Lucie I Traffic Analyst: MARLIN conducted a feasibility study and master plan for Village Green Drive in Downtown Port St. Lucie. This project implemented conceptual design alternatives for the City of Port St. Lucie, including complete street principles, streetscaping, traffic calming, trails, landscape architecture, conceptual design plans, and cost estimates.



YEARS OF EXPERIENCE
Total: 4
With MARLIN: 1

EXPERTISE
Traffic Engineering
Traffic Data Collection
GIS Maps and Applications

EDUCATION
BS Civil Engineering
Florida International University, 2020

AA/Engineering
Broward College, 2017

CERTIFICATIONS
(TIN # C52616097)

CTQP Asphalt Paving Levels 1 & 2

CTQP Concrete Field Technician Level 1

CTQP Earthworks Level 1 & 2

MOT/TTC Advanced

ACI Concrete Field Technician Level 1

Final Estimates Level 1 & 2

Nuclear Radiation Safety / HazMat

Auger Cast Pile

Critical Structures Const Issues

D'JODENS CONSERVE

TRAFFIC ENGINEERING TECHNICIAN

D'jodens' areas of interest include transportation engineering and planning. He is experienced in traffic data collection and analysis. Since joining MARLIN, D'jodens has contributed to transportation planning projects, traffic operations and safety studies, traffic analyses of all sizes, and several other transportation engineering projects. He has experience operating several transportation-related software packages, including AutoCAD, MathCAD, ArcGIS & Highway Capacity Software (HCS), and Synchro. In addition, he is knowledgeable in FDOT's GIS Maps and Applications, DOT Specifications and Design Standards, MUTCD, AASHTO, FDM, Basis of Estimates (BOE), MRP, RCI, MMS, MAC ERS, Survey123 and Collector.

RELEVANT EXPERIENCE

Riverside Drive Complete Streets Design | Pompano Beach | Traffic Engineer: MARLIN was selected to conduct data collection, analysis, public involvement, conceptual design, and final construction plans to redesign Riverside Drive in Pompano Beach for complete street improvements. D'jodens collected AADT data from FDOT traffic online to calculate growth rate and performed an analysis to predict 2022 traffic volumes based on 2015 turning movement counts provided by Broward County. He also performed a crash analysis to make a summary table, identifying serious injuries and fatalities within the corridor.

Chase Ave / 34th Street Shared Use Path from Alton Road to Prairie Ave | Miami Beach | Traffic Engineer: The City of Miami Beach commissioned MARLIN to conduct a feasibility study to identify and assess existing transportation and infrastructure conditions along the south side of Chase Road and 34th Street and recommend multimodal transportation improvements to provide a sidewalk and exclusive 10-foot wide, bi-directional shared use path from Alton Road to Prairie Ave. Within this corridor, MARLIN investigated the impacts of multiple concepts on pedestrian and bicycle safety, right-of-way, drainage, utilities, and the neighboring community. Up to 4 total concepts were provided, including potential interim concepts and phased implementation.

Young Circle Roadway Redesign | Hollywood CRA | Traffic Engineer: Traffic analysis for redesigning the 800-foot diameter Young Circle in Downtown Hollywood, Florida. This project includes traffic engineering services, including data collection, SimTraffic illustrative traffic simulation, conceptual planning-level cost estimates, and participation in stakeholder meetings. D'jodens was part of an extensive data collection effort that included O/D data collection utilizing Bluetooth technology, MIO Vision data collection for pedestrians/bicycles, trucks and buses, and bi-directional traffic counts. He assists in the data collection process.

Safe Routes to School Grant Applications 2019 | Miami-Dade TPO | Traffic Engineer: Evaluation of 10 schools selected by the Miami-Dade Transportation Planning Organization (TPO) for Safe Routes to School infrastructure improvements. The project included documentation of unsafe walking/biking conditions, developing recommendations and cost estimates for improvements to infrastructure, and preparing and submitting an FDOT grant application for each school. This evaluation includes field visits, coordination with school administration, and public outreach to stakeholder groups to gain input on needed safety improvements. D'jodens' tasks included data collection and analysis.

Districtwide Traffic Operations Safety Studies | FDOT District 6 | Traffic Engineer: This contract aims to provide the Department with professional traffic engineering services by developing various traffic operations and safety studies that will be identified for intersections, arterials, and related improvement recommendations and evaluations. This includes five basic types of safety and traffic operations studies: qualitative assessments, signal warrant analysis, intersection analysis, arterial analysis, left turn phase warrant analysis, composite studies, and other traffic engineering-related studies, fatal crash reviews, and speed zone studies. D'jodens collects traffic data on various task work orders throughout FDOT District 6.



EVA MARIN, EIT, PMP

TRAFFIC ENGINEER

Eva Marin brings 18 years of experience providing extensive traffic and transportation engineering services at the New York City Department of Transportation. She served as senior transportation planner/traffic engineer conducting and managing transportation planning and traffic impact studies. In addition, she assessed existing and future transportation and traffic demand and needs in the metro area. Developed recommendations and improvement measures to alleviate traffic congestion, optimize travel operations and improve safety for all street users (drivers/passengers, pedestrians, and cyclists). Besides, she is proficient in the following software systems: MUTCD / AASHTO, HC/Synchro-Sim Traffic, AutoCAD/ArcGIS, CEQR Technical Manual, Microsoft Office applications, Adobe InDesign, and SEQR/NEPA regulations. Other expertise included environmental impact studies, community/public outreach, planning studies, zoning & land use analysis, and parking facilities.

RELEVANT EXPERIENCE

Traffic Engineering Services & Development Review Committee Assistance | Pembroke Pines | Traffic Engineer: MARLIN provides engineering reviews of traffic issues associated with new and modified projects for the Development Review Committee (DRC) and performs traffic engineering reviews on projects submitted for permitting. Studies include roadway capacity analysis, signal warrant studies, roadway safety studies, geometric roadway design, and peer review services for general compliance. MARLIN also performs miscellaneous traffic analysis and traffic engineering study services along with engineering reviews of projects submitted for permitting for compliance with City Standards, Codes, and Engineering Standards as requested by the Planning and Economic Development and Engineering Departments.

NE 159 Street from NE 6 Ave to W Dixie Highway, Miami, FL | Miami-Dade County | Traffic Engineer: As part of contract E19-DTPW-12, DTPW has selected MARLIN to provide engineering design services for NE 159 Street from NE 6 Avenue to W Dixie Highway. The project consists of roadway improvements, including reconstructing and widening from a 2-lane to a 4-lane divided road, sidewalks, curb and gutters, continuous storm drainage system, pavement markings and signage, and signalization, survey, lighting, and landscaping. Eva is providing support in drafting the technical memorandum report and reviewing text, tables, and figures according to traffic report standards and requirements.

The Residences at Palmetto Bay I Palmetto Bay I Traffic Engineer: This contract entails Traffic Impact Analysis (TIA) for a proposed development located on four parcels on 17920 S. Dixie Highway, 17821 S. Dixie Highway, 17930 S. Dixie Highway, and 18101 S. Dixie Highway totaling 5.06 acres. The proposed project includes 417 residential units, 25,508 sq. ft. of commercial space and an internal parking garage. Eva is reviewing the raw traffic data creating the existing traffic-balanced network for all peak hour periods analyzed and is working on developing future no build and future build balanced traffic network. Tasks also include a review of project trip generation, distribution of TAZ future trips, and assignments based on project location and roadway traffic characteristics.

SW 117 Ave from US-1 to SW 184 Street, Miami, FL | Miami-Dade County | Traffic Engineer: As part of contract E19-DTPW-12, DTPW has selected MARLIN to provide engineering design services for SW 117 Ave. The project includes roadway improvements to SW 117 Avenue from US-1 to SW 184 Street. These improvements include but are not limited to, reconstructing and widening from a 2-lane to a 4-lane divided road, sidewalks, curb and gutters, continuous storm drainage system, pavement markings and signage signalization, lighting, and landscaping. Eva is responsible for reviewing existing traffic network volumes, checking growth rate factor analysis, and creating a balanced traffic network for final traffic analysis.

YEARS OF EXPERIENCE

Total: 18
With MARLIN: 2

EXPERTISE

Traffic Operations & Management
Transportation /Traffic Modeling
Traffic Signal Design
Pedestrian Network Analysis
Traffic Calming/Safety
Street Improvement
Project Management

EDUCATION

ME, Civil Engineering, City University of New York, NY, 2003

B.Eng., Civil Engineering, Institute of Technology, CUJAE-Havana, Cuba, 1996

REGISTRATION

Engineer-In-Training (EIT)

CERTIFICATES

Data Science & Machine Learning Certificate, Massachusetts Institute of Technology, Cambridge, MA, 2021



JEFF WEIDNER, MSP

CHIEF PLANNER

Jeff Weidner has more than 36 years of experience in multimodal transportation, policy planning, growth management, and economic development across the State. Jeff serves as the Chief Planner for multimodal and safety projects, including Vision Zero, freight, seaport, intermodal, transit, transportation demand management, pedestrian/bicycle and Complete Streets.

YEARS OF EXPERIENCE

Total: 36
With MARLIN: 8

EXPERTISE

Transportation Planning
Freight & Logistics Planning
Transit Planning & Design
Bicycle/Pedestrian Planning
Grant Writing
Community Outreach

EDUCATION

MS in Planning, Urban & Regional Planning, Transportation , Florida State University, 1983

BS, Government, Minor in Computer Science, Florida State University, 1981

AFFILIATIONS

American Planning Association, President Broward Section, 1993
Section Board Member, 1989-1993

RELEVANT EXPERIENCE

Miami-Dade County 2045 Freight Plan Update | Miami-Dade TPO | Project Manager: Developed the 2018 Miami-Dade County Freight Plan update. The Update provides proposed Airport/Rail/Seaport/Intermodal and Roadway projects for funding consideration in the Miami-Dade TPOs 2045 Cost Feasible LRTP. The study required coordination with a Study Advisory Committee (SAC), including PORT Miami, MIA, MDX, Florida's Turnpike, Miami-Dade County, the FEC and CSX Railroads and FDOT. The report also included an assessment of truck parking, updating freight project plans and programs – TIP/STIP, cargo security, warehousing needs assessment, freight-related projects, and freight activity based on national performance measures and development of stand-alone Freight Logistics Zone application.

US-1 SW 152nd Street to I-95 Master Plan | FDOT District 6 | Project Manager: Manages the transit, bicycle, pedestrian, Metrorail and Busway Station access and freight elements of a 13-mile corridor action plan on an FDOT SIS facility. Jeff's responsibilities are identifying current and future deficiencies and developing and analyzing improvements to address station access and park and ride and truck/intermodal improvements.

Miami-Dade County Pedestrian/Bicycle Projects Prioritization Tool Development | FDOT District 6 | Project Manager: Developed a data-driven tool for the district to achieve their Vision Zero SHSP goals for pedestrian and bicycle safety. Multiple GIS layers were developed for the entire State Highway System for Safety, Equity, Demand and Connectivity. The database attribute files were parsed by one-mile segments and exported to a decision-based database file that scored each link and prioritized the network for safety projects. The system supports the district's investment plans for targeted safety improvements.

NE 15th Avenue Lane Repurposing Project | Fort Lauderdale | Project Manager: The project consists of providing plan documents to allow the City of Fort Lauderdale to repurpose the outside lanes of a five-lane typical section to provide Buffered/Protected Lanes on NE 15th Avenue from Sunrise Boulevard to N. of 13th Avenue as a pilot project. Jeff managed the project, including deploying innovative high-resolution video detection devices to monitor and report pedestrian and bicycle activity to support the design of the bike lanes and locations for new pedestrian crossings. MARLIN will perform data collection/survey, ped/bike video detection reports, plans/Quality Control, and post-design services. This project is being performed under MARLIN's Traffic and Transportation Engineering and Planning Services contract.

Non-Motorized and Transit Statewide Monitoring Program Support | FDOT Central Office Transportation Data and Analytics | Project Manager: FDOT has initiated a focused Vision Zero - engineering, enforcement, education and emergency services initiative to address pedestrian and bicycle safety as part of its SHSP. Jeff managed an effort to develop a statewide pedestrian and bicycle count program at transit stops to account for utilization and performance measurement. Jeff was instrumental in the development of a prototype across the road non-motorized data collection deployment. Jeff oversaw the deployment of video, infrared radar and bicycle tube counters to collect utilization data at five stops for five transit agencies around the State. The effort includes analyzing data and utilization at bus stops and assessing pedestrian and bicycle activity at mid-block and intersection transfer points.

Hollywood Blvd/SR 7 Mobility Hub Project | Broward MPO | Project Manager: Managed the development of a project to improve pedestrian/bicycle mobility and transit access at the intersection of S.R. 7 and Hollywood Blvd. Jeff coordinated a team of design engineers and pedestrian/bicycle professionals to develop an improvement that included ten intersections and six crosswalks, 9 wrapped utility boxes, a median pedestrian barrier incorporating the City's new logo, protected bike lanes, and pedestrian scale lighting and green bike lanes at keyholes. The proposal is moving to program and implementation



ERIC R. KATZ, AICP, PMP

DIRECTOR OF MOBILITY PROGRAMS AND PROJECTS

Eric Katz is an award-winning planner and project manager with over 15 years of experience in the urban and transportation planning field. Eric leads Marlin's Orlando Office, focusing on services and solutions related to micro mobility data collection, management, and analysis. Eric supports Marlin's Tallahassee and South Florida offices as he is frequently involved in statewide planning and traffic-related projects. Eric has strong communication skills, which enable him to deliver clear and informative presentations in virtual or in-person settings. Additionally, his excellent writing skills have helped secure many public and private grants, which have improved the quality of life of numerous communities in the state of Florida. Eric enjoys traveling, hiking/biking, and practicing martial arts when not working.

YEARS OF EXPERIENCE

Total: 15
With MARLIN: 7

EXPERTISE

Transportation Planning
Project Management
Program Development
Program Management
Data Collection/Analytics
Stakeholder Engagement
Grant Writing

CERTIFICATIONS

Project Management Professional, 2023

American Institute of Certified Planners AICP, 2017

Ride Leader Certification Everglades Bicycle Club, 2016

EDUCATION

MA, Urban and Regional Planning, Florida Atlantic University, 2013

BA, Anthropology/Sociology & History, Florida International University, 2008

AA, Mass Communications & Journalism, Miami-Dade College, 2005

RELEVANT EXPERIENCE

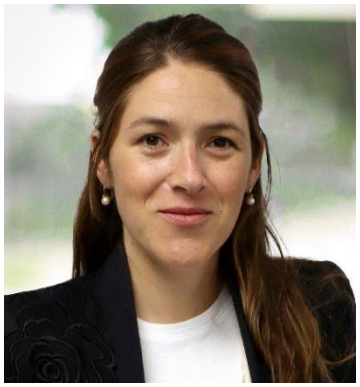
Broward County Low Stress Connectivity Masterplan | Senior Planner: MARLIN is working with Broward County to develop its first Low Stress Connectivity Masterplan. The plan's overall objective is to build a multimodal network that is attractive and used by all ages and abilities. The scope is wide-ranging, involving various project components, including research, planning, data collection, data analysis, community engagement, design concepts, and more. Eric's team manages the data collection portion of the plan. Utilizing best practice techniques in site and technology selection, Marlin deployed numerous short-term data collection devices to understand better bicycle/pedestrian/micromobility traffic patterns in Broward County and provide recommendations regarding future continuous counter installations.

Complete Streets Study | Broward MPO | Planner: The Broward MPO actively sought opportunities to implement Complete Streets projects along various corridors within the county. As a subconsultant, MARLIN was contracted to research potential lane elimination projects within the county. Identifying suitable lane elimination segments could offer multi-modal solutions that improve transit, bicycle, and pedestrian amenities such as separated bike lanes, wider sidewalks, and transit facilities. Eric's tasks included a literature review of all Broward municipalities, documenting proposed complete streets and lane elimination projects, educating Broward municipalities about 5E Best Practices, and researching grant funding opportunities focused on Complete Streets.

Safe Routes to School Grant Applications | Miami-Dade TPO | Grant Writer / Planner: The annual evaluation of ten (10) schools selected by the Miami-Dade Transportation Planning Organization (TPO) for Safe Routes to School infrastructure improvements. The scope of work included documentation of unsafe walking/biking conditions, recommendation development and cost estimates for improvements to infrastructure within each school's attendance boundary, and writing and submitting an FDOT grant application for each school. The evaluation included site visits, coordination with school administration, and public outreach to stakeholder groups to gain input on needed safety improvements. Eric's tasks included public outreach, data collection, bicycle and pedestrian recommendations, and grant application completion. Thirty schools were involved in the 2015-2017 cycles, and were all approved and funded.

Village wide Traffic Calming Study | Village of Palmetto Bay | Planner: A study to identify particular locations which present speeding/traffic volume problems, determine whether and where traffic calming measures are needed and if so to develop recommendations as to what type of traffic calming measures are suitable for that particular street location to reduce any identified speeding and/or traffic volume problem. Eric's tasks included GIS mapping, graphics and public outreach.

Broward Mobility Hubs Study | Broward MPO | Planner: MARLIN assisted with Broward County's development of mobility hubs to facilitate multi-modal access and connectivity for all users traversing the county. The project's scope entailed researching Transit-Oriented Development (TOD) typologies and how they might integrate with the new FDOT transects. Eric's tasks involved field visits at potential mobility hub sites and researching nationwide best practices regarding mobility hub typologies.



LAURA POSTARINI

SENIOR PLANNER

Laura Postarini is an experienced planner and project manager with 14 years of experience in architecture, planning, urban design, and project management. Laura has a strong background in public space interventions and the coordination of construction projects and possesses deep knowledge in strategic planning and client/stakeholder relations. Throughout her career, Laura has demonstrated a remarkable commitment to community engagement. She recognizes the significance of involving and empowering community members in decision-making and has successfully implemented various strategies to ensure meaningful participation and collaboration. With her dedication to community engagement, Laura has consistently delivered projects that align with the needs and aspirations of the communities.

YEARS OF EXPERIENCE

Total: 14
With MARLIN: <1

EXPERTISE

Urban Planning/Design
Research & Analysis
Communication & Writing
Project Management
Grant Coordination

EDUCATION

MS Urban Planning Columbia University, Graduate School of Architecture, Planning and Preservation (GSAPP), 2017-2019 - *Concentration: International Planning and Development & Built Environment*

Master in Architecture, Universidad de los Andes, Bogotá, Colombia, 2012-2014

[IN] CITY Summer Program, UC Berkeley, Department of City and Regional Planning CED, 05/2016-08/2016

Certificate in City and Architecture: Urban Management, Universidad de los Andes, Bogotá, Colombia, 2008-2009

BA Industrial Design, Universidad de los Andes, 2003-2008

RELEVANT EXPERIENCE

Low-Stress Multimodal Mobility Transportation Master Plan | Broward County | Senior Planner: MARLIN leads a countywide master planning effort for low-stress, non-motorized multimodal facilities. The plan includes a literature review, data collection, analysis, needs assessment, feasibility analysis, design guidelines, public involvement, and outreach. The final plan will consist of a countywide multimodal mobility master plan, design guidelines, placemaking toolkit, marketing toolkit, and project list.

Transit Safety Campaign | FDOT, District 4 | Senior Planner: MARLIN is the subconsultant to Infinite Source Communications (ISC) and is responsible for the coordination of District 4 transit agencies and assisting with the outreach plan, messaging, and identification of bicycle and pedestrian crashes near transit stops. The project seeks the creation of new public safety messaging for transit agencies aimed at motorists and pedestrian safety.

Districtwide Safety Campaign | FDOT District 4 | Senior Planner: MARLIN is the subconsultant to Infinite Source Communications (ISC) and is responsible for the coordination and stakeholder engagement to various education campaigns aimed at improving transportation safety, including the Be Rail Smart Campaign, which is aimed at reducing rail crashes. Mobility week and safety messaging to reduce pedestrian and bicycle crashes. MARLIN is also responsible for data collection, analysis, mapping, and assisting with outreach events.

Safety Campaigns | FDOT District 4 | Senior Planner: MARLIN is the subconsultant to Infinite Source Communications, which manages special projects with FDOT's Office of Modal Development, District 4. MARLIN team has been assisting ISC with various safety campaigns, including Be Rail Smart and Mobility Week, through coordination and engagement with multiple stakeholders across the district. MARLIN has also conducted research, analysis, and data collection as needed for the various initiatives FDOT is working on; this also includes attending various in-person outreach events to inform the public and educate the public on various issues related to transportation safety. Laura is actively involved in supporting outreach efforts.

City of Fort Pierce Passenger Rail Station / Mobility Hub and Station Area Plan | St. Lucie TPO | Senior Planner: In collaboration with Zyscovich as our subconsultant, MARLIN will provide a conceptual station area plan for this project, including traffic engineering, architectural design, and roadway design services. The plan aims to identify concepts for a passenger rail station to function as a Mobility Hub as specified in the TPO's Sustainable Transportation Plan. Laura plays a vital role in facilitating public and stakeholder engagement and outreach efforts.

Martin County Major Update Transit Development Plan FY 2024-2033 | Martin MPO | Senior Planner: In collaboration with Kittleson & Associates as our subconsultant, MARLIN is tasked with completing a major update to Martin County's TDP, including stakeholder coordination, public involvement, baseline assessment, existing services and performance evaluation, transit demand analysis, and the final plan.

Office of Modal Development Technical Support | FDOT District 6 | Senior Planner: Coordination with District 6 on technical assistance to transit agencies and non-profits with FDOT-funded vehicles, park-and-ride inventory, and miscellaneous tasks for District 6 as it relates to transit compliance and park-and-ride inventory and inspections, including GIS support.



KATHRYN MARINACE, MURP

STRATEGIC PLANNER

Kathryn Marinace is a passionate planning professional with 5 years of experience, pursuing her Master's in Urban and Regional Planning. With a background in anthropology, her work aims to understand the development of cities through cultural and environmental lenses to better plan for growth and sustainability. At MARLIN, Kathryn is responsible for permits, zoning and site plan review, policy analysis, data analysis, public engagement and outreach, and master plan development.

YEARS OF EXPERIENCE
Total: 5
With MARLIN: 2

EXPERTISE
Urban Planning
Land Use & Zoning
Sustainable Growth
Public & Stakeholder Outreach

EDUCATION
Masters in Urban & Regional Planning (MURP), FAU, 2022

BA, Anthropology, Florida Gulf Coast University, 2016

SOFTWARE
- OnBase (Hyland)
- Picometre
- Trakit
- Blue Beam
- SketchUp
- Adobe & Microsoft Office

RELEVANT EXPERIENCE

Safety Campaigns | FDOT District 4 | Strategic Planner: MARLIN is the subconsultant to Infinite Source Communications, which manages special projects with FDOT's Office of Modal Development, District 4. MARLIN team has been assisting ISC with various safety campaigns, including Be Rail Smart and Mobility Week, through coordination and engagement with multiple stakeholders across the district. MARLIN has also conducted research, analysis, and data collection as needed for the various initiatives FDOT is working on; this also includes attending various in-person outreach events to inform the public and educate the public on various issues related to transportation safety. Kathryn was responsible for creating an event matrix that provided all the events for Mobility Week, the event overview, the time and date, and FDOTs' contribution to the event. Along with the Matrix, an event calendar was created.

2023 Modal Inspections | FDOT District 4 | Strategic Planner: MARLIN is the subconsultant to Tran Systems for coordinating with 24 agencies to perform the 2023 Vehicle Inventory and Inspection and Annual Site Visit for all transit vehicles purchased with federal and state funding. Each vehicle undergoes a visual inspection on the exterior and interior to ensure compliance. Agencies identified for an Annual Site Visit undergo a review of their standard operating procedures, maintenance, and documentation. Deficiencies were marked and reported to the agency for correction. Vehicles identified with a safety concern were immediately removed from operation until the safety concern was corrected. Deliverables include the inspection form, photos, and an updated vehicle inventory of each public and non-profit agency possessing an FDOT-provided vehicle.

Transit Safety Campaign | FDOT District 4 | Lead Planner: MARLIN is the subconsultant to Infinite Source Communications (ISC) and is currently assisting with coordinating with the district's transit agencies to implement safety messaging related to Vision Zero to educate and inform the public on safety messaging targeting passengers and motorists. Kathryn assists in meeting coordination, safety messaging, and researching security messaging and public outreach related to pedestrians, bicyclists, transit vehicles, and motorists.

Riverside Drive Complete Streets Design | Pompano Beach | Strategic Planner: MARLIN was selected to conduct data collection, analysis, public involvement, conceptual design, and final construction plans to redesign Riverside Drive in Pompano Beach for complete street improvements. Kathryn has assisted the public information officer with community engagement through workshop facilitation, preparation, and public meeting materials.

SR-7/US-441 Transit Corridor Improvements | FDOT District 4 | Strategic Planner: MARLIN is the design consultant for bicycle, pedestrian, and transit improvements along SR-7 in North Lauderdale, Lauderdale Lakes, Lauderhill, Miramar, and Pompano Beach. Kathryn has been assisting the public information officer with public involvement through mailings, notifications, meeting materials, meeting coordination, and facilitation.

Martin MPO SUN Trail Feasibility Study I Martin County MPO I Strategic Planner: MARLIN is conducting a feasibility study to identify the best pathway to connect the Florida SUN Trail and East Coast Greenway link between Jonathan Dickinson State Park and Sea branch Preserve State Park. This study will determine the best alternative to complete the Martin County segment of the East Coast Greenway. The conceptual design will include developing six typical sections with Complete Street principles. Outreach efforts will include stakeholder interviews, neighborhood workshops, and presentations to several advisory committees. Kathryn has assisted with reviewing existing documents, data collection, analysis, public and stakeholder outreach, and the final report.



YEARS OF EXPERIENCE
Total: 9
With MARLIN: <1

EXPERTISE
Urban Planning
Strategic Communications
Statistical Data Analysis
Data Visualization
Site Plan Development - Geographic Information System (GIS)
Community Outreach

EDUCATION
Master of Urban and Regional Planning Degree Advanced Standing Program, FAU, Boca Raton, FL, 2022

Bachelor of Urban and Regional Planning Degree, FAU, Boca Raton, FL, 2020

AA /General Bachelor Transfer Degree, Broward College, Davie, FL, 2017

Architecture & Construction, Architectural, Structural, and Mechanical Drafting Certificates, McFatter Technical College, Davie, FL, 2013

BARET HAZELL, MURP

STRATEGIC PLANNER

Baret Hazel's contributions and strengths in the City of Fort Lauderdale's Public Works Department-Engineering Division have been significant and remarkable over the past 9 years. His expertise in AutoCAD Civil 3D and ArcMap GIS software has been instrumental in effectively communicating project progress and outcomes. Baret's technical skills allow him to create visual representations that effectively convey complex information to stakeholders. In addition to his technical ability, Baret's strong work ethic and dedication to delivering exceptional results have consistently set him apart. He always goes above and beyond to meet and exceed expectations, making him a valuable asset to the MARLIN team. His commitment to excellence and exceptional work ethic make him well-equipped to tackle new challenges and contribute to the continued growth and success of the MARLIN planning department. Overall, Baret's experience, technical proficiency, and commitment to excellence make him a valuable member of the MARLIN team.

RELEVANT EXPERIENCE

Low-Stress Multimodal Mobility Transportation System Master Plan | Broward County | Strategic Planner: MARLIN leads a countywide master planning effort for low-stress non-motorized facilities. The plan includes a literature review, data collection and analysis, needs assessment, feasibility analysis, design guidelines, public involvement, and outreach. Baret will be assisting with the needs assessment, feasibility analysis, design guidelines, and public outreach.

Martin MPO Martin County Major Update Transit Development Plan FY 2024-2033 I Strategic Planner: MARLIN and our subconsultant Kittleson & Associates are tasked with completing a major update to Martin County's TDP, which includes stakeholder coordination, public involvement, baseline assessment, existing services and performance evaluation, transit demand analysis, and the final plan. Baret will assist with data collection, analysis, GIS mapping, and stakeholder coordination.

City of Fort Pierce Passenger Rail Station / Mobility Hub and Station Area Plan | St. Lucie TPO | Strategic Planner: In collaboration with Zyscovich as our subconsultant, MARLIN will provide a conceptual station area plan, which includes traffic engineering, architectural design, and roadway design services. The plan aims to identify concepts for a passenger rail station to function as a Mobility Hub as specified in the TPO's Sustainable Transportation Plan. Baret will be assisting with facilitating public and stakeholder engagement and outreach efforts.

City of Fort Lauderdale – Engineering Division, Engineering Technician I: Prepared preliminary and final construction drawings utilizing CADD equipment, topographical profiles, and specification sheets to plan and construct engineering projects. Developed technical skillset for inspecting 10-25 contract construction work annually to ensure compliance with established site plans design, specifications, and contract agreements. Performed over two hundred calculations in review of design projects in areas of construction, drainage, utilities, and streets; designs segments of complex projects. Utilized CADD and GIS equipment to prepare complex sketches, analyze data, and topographic survey drawings for presentation. Reviewed and responded to over eight hundred inquiries from the public concerning drainage, utilities, and other engineering-related matters, including ordinances and zoning laws.

City of Fort Lauderdale – Public Works, Engineering Division, Engineering Aide I: Operated surveying instruments in topographic, hydrographic, or land survey parties. Assists in preparing routine plans, designs, specifications, estimates, and reports under general supervision. Entered and interpreted building codes and easements and analyzed data using statistical software such as ArcGIS Geographic Information System (GIS), CADD, and Microsoft programs. Collected thousands of data points while maintaining accurate records and updating asset management data for development and transportation. Created and updated over a thousand inspection records, maps, tables, and charts; engaged in routine engineering computations. Operated surveying instruments in topographic, hydrographic, and land survey parties of 4 city employees.



SPENCER MCKNIGHT

ENGINEERING AND PLANNING TECHNICIAN

Spencer McKnight brings expertise and knowledge to his engineering and planning technician role at MARLIN. With five years of experience in the field, he has consistently demonstrated his proficiency in supporting the Traffic Engineering and Transportation Planning divisions. At MARLIN, Spencer's primary responsibilities revolve around deploying and installing data collection devices on roadways, including traffic monitoring cameras and pneumatic tubes. He meticulously monitors and interprets the data collected from these devices, providing valuable insights for traffic analysis and planning initiatives. In addition to his technical skills, Spencer actively contributes to public outreach efforts in planning projects. He assists with survey administration and support, ensuring accurate data collection and analysis. Furthermore, he lends his expertise to assist with public outreach events, effectively engaging with stakeholders and fostering community involvement.

YEARS OF EXPERIENCE
Total: 5
With MARLIN: 2

EXPERTISE
Data Collection
Database Management
Quality Control/Quality Assurance
Public Outreach

EDUCATION
BS, Political Science, Minor in Spanish, Florida Atlantic University, May 2010

RELEVANT EXPERIENCE

Low-Stress Multimodal Mobility Transportation Master Plan | Broward County | Engineering Technician & Planning Technician: MARLIN leads a countywide master planning effort for low-stress non-motorized facilities. The plan includes a literature review, data collection and analysis, needs assessment, feasibility analysis, design guidelines, public involvement, and outreach. Spencer played a vital role in this project, a comprehensive initiative promoting pedestrian and bike-friendly environments in Broward County. He also participated in this project to create a more sustainable and accessible environment for active transportation in the County. As part of this effort, Spencer installed and managed cameras to capture video footage of pedestrians and bicyclists, meticulously processing the recorded videos for detailed analysis and providing valuable data and insights to support transportation planning and decision-making, specifically in enhancing the County's infrastructure to accommodate pedestrian and bike commuters. Spencer will also assist with upcoming outreach events to promote the project and solicit residents' comments and feedback regarding multimodal transportation in Broward County.

Statewide Non-Motorized Traffic Monitoring Program | FDOT Central Office | Engineering Technician: Project Description: Development of a statistically valid statewide bicycle and pedestrian data collection program consistent with the FHWA Traffic Monitoring Guide (TMG) reporting format to be uploaded and stored in the FHWA Traffic Monitoring Analysis System (TMAS). The data collection effort will help state decision-makers understand and address non-motorized traffic patterns, bicycle and pedestrian safety, design and evaluation of bicycle and pedestrian infrastructure, planning for bicycles and pedestrians, and traffic signal timing for bicycles and pedestrians. Spencer is responsible for deploying and maintaining the counting equipment, including infrared detection devices, bicycle tube counters, and cameras. He then uploads and analyzes the data into a report for the weekend and weekday pedestrian and bicycle counts.

Traffic Calming Study | Palmetto Bay | Engineering Technician: Project Description: MARLIN is conducting a community-wide traffic calming study in the Village of Palmetto Bay to install temporary and permanent speed hump/tables. This study focuses on increasing pedestrian safety. Spencer is responsible for deploying and maintaining the equipment, including traffic tube counters. He then uploads and analyzes the data into speed and volume counts to report. Spencer also conducts field reviews to verify existing traffic calming devices, roadway features, posted speed limits, and infrastructure.

Safety Campaigns | FDOT District 4 | Engineering Technician: MARLIN is the subconsultant to Infinite Source Communications, which manages special projects with FDOT's Office of Modal Development, District 4. MARLIN team has been assisting ISC with various safety campaigns, including Be Rail Smart and Mobility Week, through coordination and engagement with multiple stakeholders across the district. MARLIN has also conducted research, analysis, and data collection as needed for the various initiatives FDOT is working on; this also includes attending various in-person outreach events to inform the public and educate the public on various issues related to transportation safety.

NE 15th Ave Lane Traffic Study | Fort Lauderdale | Engineering Technician: The project included an innovative collection of pedestrian and bicycle activity, traffic engineering, design and post-design services for the repurposing of the outside lanes on NE 15th Ave from Sunrise Blvd. to N of 13th Ave to Buffered/Protected Bicycle Lanes as a tactical urbanism project. For this purpose, the MARLIN data collection team used high-resolution cameras with deep learning algorithms to detect and analyze pedestrian trajectories along the segment. The collected data results effectively identified the areas of most pedestrian activity and potential safety improvements.



HAROLD PANTALEON

TECHNOLOGY & INNOVATION MANAGER / CERTIFIED FAA DRONE PILOT

Harold Pantaleon has 12 years of experience in traffic engineering, freight, GIS, transportation planning, and construction supervision. He is responsible for developing data collection studies and analyses such as classification/truck count trends, origin/destination, turning movement counts, spot speed studies, approach counts, gap, travel time and delay and crash analyses. He regularly compiles, processes, and analyzes data and results; performs quality control analysis; generates data graphs and reports using Jamar Technologies Software; conducts calibration of data collection equipment and vehicles; and collaborates with engineers assisting in fieldwork such as field reviews, collecting project information and on-site pictures, and surveying. Harold is an FAA Part 107 Certified UAV Pilot.

YEARS OF EXPERIENCE
Total: 12
With MARLIN: 6

EXPERTISE
Geographic Information Systems (GIS)
Traffic Engineering
Traffic Data Collection

EDUCATION
BS, Civil Engineering,
Instituto Nacional de Ciencias Exactas,
Dominican Republic, 2012

CERTIFICATIONS
FASC Intermediate

FDOT Work Zone Traffic Control, 2014

IMSA Traffic Signal Technician, Level 1

Certified FAA Drone Pilot

RELEVANT EXPERIENCE

Low-Stress Multimodal Mobility Transportation Master Plan | Broward County | Senior Engineering Technician & GIS Technician: MARLIN leads a countywide master planning effort for low-stress, non-motorized facilities. The plan includes a literature review, data collection and analysis, needs assessment, feasibility analysis, design guidelines, public involvement, and outreach. Harold played a vital role in this project. He was responsible for coordinating and analyzing the data collection efforts, providing detailed analysis and valuable data insights to support transportation planning and decision-making for the project. In addition, he was also responsible for performing geospatial analysis to identify 10 locations within the county for potential installation of pedestrian and bike continuous counters. Harold also provided GIS support in numerous analyses as part of the plan.

Riverside Drive Complete Streets Design | Pompano Beach | Technology & Innovation Manager: MARLIN conducts data collection, analysis, public involvement, conceptual design, and final construction plans to redesign Riverside Drive in Pompano Beach for complete street improvements. Harold is coordinating and analyzing traffic data collection efforts. He also conducts a team to collect traffic volume, speed, and turning movement counts to assess the existing traffic conditions of the study area. Additionally, he completed a pedestrian and bike analysis to identify frequent areas of pedestrians crossing the activity utilizing Computer vision Cameras. Using this data, Harold was able to determine ideal locations for potential midblock crossings and assess the feasibility of proposed improvements. Overall, Harold's expertise in traffic data analysis and coordination proved essential to the success of this engineering project.

Village Wide Traffic Calming Study | Palmetto Bay | Project Manager: MARLIN was requested by the Village of Palmetto Bay to perform a traffic calming study. The study aims to analyze the feasibility of installing traffic calming devices at various locations identified by The Village. Traffic data was collected, and field reviews were performed. The data was analyzed to meet traffic calming criteria, and eligible segments were identified for various traffic calming devices approved by the Village's interlocal agreement with Miami-Dade County, consisting of temporary/permanent speed humps, raised intersections, chicanes, and landscaped medians.

SW 95th Ave Parking Study | Palmetto Bay | Traffic Analyst/Drone Pilot: This project entailed a traffic study to review the parking requirements along SW 95th Avenue from SW 174th Street to US 1. Harold's responsibilities included monitoring traffic using drone video to analyze traffic circulation in the study area. This study assisted in qualifying the turning movements observed from the traffic counts and field reviews. In addition, vehicles needed to circle the study area due to a lack of parking spaces were identified.

17th Street Protected Bike Lanes and Busway | Miami Beach | Senior Traffic Engineer: MARLIN prepared a feasibility study for 17th Street from West Avenue to Beachwalk in Miami Beach, consistent with the City's Transportation Master Plan (TMP). Harold efficiently coordinated, deployed, and processed the data collection efforts.

Traffic Calming Study | Palmetto Bay | Engineering Technician: MARLIN is conducting a community-wide traffic calming study in the Village of Palmetto Bay to install temporary and permanent speed hump/tables. This study focuses on increasing pedestrian safety. Harold is responsible for processing the data collection effort by deploying and maintaining the equipment, including cameras, traffic tube counters, and Bluetooth devices. He also analyzes the data into a report for speed, volume counts, turning movements counts at main intersections, and origin-destination counts. In addition, he assists in traffic analysis by providing GIS assistance for mapping and Data Visualization.



RAFAEL LAGOS, PE

CHIEF ENGINEER

Rafael Lagos is a Florida Professional Engineer with more than 31 years of civil engineering design experience in several disciplines, such as structures, roadway design, plans production, traffic control design, permitting, and utility coordination. In addition, Rafael is highly proficient in ADA and complex geometric design and has served in various leadership roles in highway design production and project management.

YEARS OF EXPERIENCE
Total: 31
With MARLIN: 16

EXPERTISE
Project Management
Roadway Design
Structures Design
Quality Control
Utility Coordination

EDUCATION
BS Civil Engineering
Universidad Del Norte, 1985

MS Civil Engineering
Florida International University, 1996

CERTIFICATIONS
Temporary Traffic Control (TTC) Advanced No. 45412, 2022

REGISTRATIONS
Florida PE No. 51412, 1997

RELEVANT EXPERIENCE

NW 146th Street Reconstruction | Town of Miami Lakes | Chief Engineer: The project consists of lane repurposing of NW 146th Street from NW 89th Ave to NW 87th Ave. The project is a Local Agency Program (LAP) funded project in collaboration with FDOT and follows the NEPA process, and requires an environmental assessment. The sidewalk improvements shall be in accordance with the Americans with Disabilities Act.

Roundabout Improvements at SW 97th Ave and SW 120th Street | Miami-Dade County and Public Works | Chief Engineer/QA/QC: The project consists of providing plan documents that will improve the geometry of the NE corner of the existing traffic circle, provide pedestrian crossings, and install warning and regulatory signs. In addition, the project scope of work includes milling and resurfacing the installation of two warning flashers, and a lighting upgrade.

Hollywood Blvd. Complete Streets | FDOT District 4 | Chief Engineer: Decorative signalization and lighting improvements along Hollywood Blvd. from City Hall Circle to Dixie Highway. Responsible for the production of signalization and lighting component plans. This Complete Streets project entailed reconstructing Hollywood Blvd into a multimodal facility for automobiles, bicycles, and pedestrians.

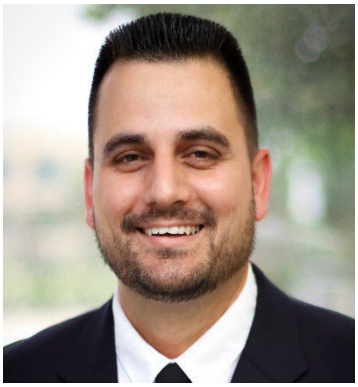
SW 64 Street Bicycle Lanes | South Miami | Project Manager: This project consisted of the design, post-design and construction administration for installing protected bicycle lanes along SW 64th Street from SW 62nd Ave and SW 57th Ave of South Miami, Florida. This project helped to improve mobility and safety for the city residents and visitors. The project's design portion included roadway plans, drainage plans, singing and pavement plans, signalization plans, survey, utility coordination, and permitting services. The post-design services included overseeing the construction management, attending the pre-construction meeting, responding to RFIs, planning revisions, providing weekly construction updates, tracking schedule, utility coordination adjusted to field conditions, and final inspection (punch list) compliance.

Townwide Bicycle and Pedestrian Improvements | Miami Lakes | Engineer of Record: The contract involved sidewalk and crosswalk improvements along each side of the existing typical section of four selected corridors in the Town. The sidewalk improvements were in accordance with ADA requirements. Since this was a LAP-approved project, MARLIN coordinated with FDOT to develop the NEPA documentation required for this project. LAP Project.

Engineering and Design Under the FDOT Safe Routes to School Local Agency Program (LAP) | Miami-Dade County | Chief Engineer: MARLIN was tasked with implementing safety improvements, including signing and pavement markings and traffic control devices consistent with FDOT and MUTCD standards, to better suit pedestrians in the vicinity of Comstock, Gratigny and Hibiscus Elementary Schools in Miami-Dade County.

Traffic Circle Design | Palmetto Bay | Chief Engineer: Design work for a roundabout at the intersection of SW 82nd Ave and SW 168th Street to replace an existing signalized intersection. This roundabout design created safer maneuvering through this congested intersection, improved traffic flow, and reduced injury crashes. The design also incorporated drainage improvements at all four legs of the intersection.

Citywide Sidewalk Improvements | Doral | Chief Engineer: Design, plan production and interagency coordination for this $1 million LAP-funded citywide sidewalk improvement project. Design components included roadway geometry, drainage design, signing and pavement, and utility coordination. LAP Project.



ARMANDO AGUIAR, PE

SENIOR ROADWAY ENGINEER

With 15 years of experience, Armando is well-versed in various engineering areas. He is proficient with the FDOT Florida Design Manual (FDM), Plan Preparation Manual (PPM), FDOT Standards Plans, Construction Specifications and Construction Project Administration Manual-CPAM, MDWASD Standard specifications, Florida Building Code (FBC), in addition to other state and local municipalities design standards and construction specifications. He has developed and prepared contract plans and ensured plans and specifications through design criteria, policies, and procedures. Armando has prepared typical section packages and adjustment plans/matrices for utility conflicts. He also has experience creating alignments, including profiles and grades and horizontal and vertical design. He is familiar with creating TTC plans, itemized quantities, estimates, and scopes on multiple roadway jobs. Armando is experienced with FDOT QA/QC reviews and the final estimates (PSEE), Project Suite, ERC, and right-of-way acquisition procedures. He is proficient with AutoCAD Civil 3D, MicroStation with GEOPAK, MicroStation 3D Modeling, and 3D modeling.

YEARS OF EXPERIENCE
Total: 15
With MARLIN: 2

EXPERTISE
Roadway Design
Contract Administration
Utility Coordination
Cost Estimates
Quality Control

EDUCATION
BSCE, Engineering
Florida International University, 2012

IBOLC (Infantry Leader Course), 2013

REGISTRATIONS
Florida PE No. 84075, 2017

CERTIFICATIONS
Advanced MOT
AASHTO Roadside Design
CTQP No. A260001087
ACI No. 01253169

RELEVANT EXPERIENCE

Miramar Complete Streets Phase III (LAP) | Miramar | Deputy Project Manager: This LAP-funded Grant Program project within the City of Miramar includes milling and resurfacing of the roadway, minor widening to provide bicycle lanes, signing and pavement markings improvements, utility coordination, the construction of new sidewalk, ADA ramps at street intersections, storm drainage improvements, and pedestrian level lighting along the streets within the project area—approximately 12,500 linear feet of 5-foot sidewalk along SW 62nd Ave and SR 7. The design includes the reconstruction of residential driveways and swales regrading along the proposed sidewalk limits. Provide compliance documents as part of the National Environmental Policy Act (NEPA), including a Categorical Exclusion (CE) Type I checklist, Cultural Resources Assessment Survey (CRAS), Natural Resources Assessment (including Bonneted Bat Roost Survey); a Level I Contamination Screening Evaluation (CSE), and Development of Construction Specifications.

Johnson Street from N 35th Ave to N 14th Ave (LAP) | Hollywood | Project Manager:

This LAP-funded Grant Program project within the City of Hollywood includes new roadway corridor and intersection lighting, utility coordination, geotechnical investigation services, signing, and pavement markings for bicycle usage. A new pedestrian crossing at the south side of the roadway rail crossing at the SFRTA-Johnson Street crossing. Sidewalk construction to connect to the existing sidewalk to the east and west of the railroad. Provide compliance documents as part of the National Environmental Policy Act (NEPA), including a Categorical Exclusion (CE) Type I checklist, Cultural Resources Assessment Survey (CRAS), Natural Resources Assessment (including Bonneted Bat Roost Survey); Level I Contamination Screening Evaluation (CSE), and Development of Construction Specifications

SR 7/US 441 Transit Corridor Improvements, Broward County | FDOT District 4 | Senior Roadway Engineer: Currently providing multimodal connectivity, operations, and safety improvements along nine distinct corridors connecting SR 7 and Rock Island Road in Broward County. Improvements will include widening the roads, completing sidewalk links, constructing bike lanes, lane eliminations, ADA upgrades, and transit stop enhancements. Contract No.: CAE41; FM No. 429576-6-32-01

Atlantic Shores Boulevard Roadway Improvements | Hallandale Beach | Project Manager/EOR: The City of Hallandale Beach retained MARLIN to provide design and reconstruction services for Atlantic Shores Boulevard from Diplomat Parkway to US 1. Roadway improvements were intended to increase safety and improve the roadway and streetscapes on Atlantic Shores Boulevard. This Complete Streets project addressed on-street parking and created a pedestrian-friendly corridor by implementing wider sidewalks.



YENNY SOCA, PE

HIGHWAY/ROADWAY ENGINEER

Yenny Soca has more than 10 years of experience preparing construction plans and contract documents for FDOT roadway projects, including roadway plans, signing and pavement markings, 3D models, typical section packages, roadway cross-sections, drainage structure cross-sections, roadway profiles, a summary of pay item sheets, temporary traffic control plans, stormwater pollution prevention plans, pavement design packages, among others. He is also proficient in GIS, civil design software for 3D modeling, including Power Geopark, ORD, and estimating software such as FDOT LRE System and Transport.

YEARS OF EXPERIENCE
Total: 10
With MARLIN: 2

EXPERTISE
Roadway Design
Geographic Information Systems (GIS)

EDUCATION
BS, Civil Engineering
Florida Atlantic University, 2013

AS, Building/Construction Technologies, Palm Beach State College, 2008

BS, Architectural Drafting and Design, University Felix Varela, Cuba, 2000

REGISTRATIONS
PE Florida License No. 84082

CERTIFICATIONS
Advanced Temporary Traffic Control, FDOT Certificate# 37174

RELEVANT EXPERIENCE

West Hillsboro Boulevard Bike Lanes and Lighting Improvements from East of Parkside Drive to State Road 7, Parkland, FL | Broward County I Roadway Engineer/EOR: Project consists of improvements to West Hillsboro Boulevard, including the design of a new bicycle lane in each direction, sidewalk repairs with root treatment measures, new lighting system, and the design of one-lane roundabout at NW 64th Terrace/ NW 74th Place/ West Hillsboro Blvd. Broward County Project No. 106847 and No 106848.

Miramar Complete Streets Phase III (LAP) | Miramar | Roadway Engineer of Record: This LAP-funded Grant Program project within the City of Miramar includes milling and resurfacing of the roadway, minor widening to provide bicycle lanes, signing and pavement markings improvements, utility coordination, the construction of new sidewalk, ADA ramps at street intersections, storm drainage improvements, and pedestrian level lighting along the streets within the project area—approximately 12,500 linear feet of 5-foot sidewalk along SW 62nd Ave and SR 7. The design includes the reconstruction of residential driveways and swales regrading along the proposed sidewalk limits. Provide compliance documents as part of the National Environmental Policy Act (NEPA), including a Categorical Exclusion (CE) Type I checklist, Cultural Resources Assessment Survey (CRAS), Natural Resources Assessment (including Bonneted Bat Roost Survey); a Level I Contamination Screening Evaluation (CSE), and Development of Construction Specifications.

In-House Roadway Design | FDOT District 4 | Highway Engineer II/District Pavement Design Engineer: Assisted the In-House Section 1 Manager in supervising, training, and developing designers and Engineer I members. Participated in TRCs for the selection of Engineer consultants. In addition, he prepared construction plans and contract documents for FDOT roadway projects, including roadway plans, signing and pavement marking, 3D models, typical section packages, roadway cross-sections, drainage structure cross-sections, roadway profiles, a summary of pay item sheets, temporary traffic control plans, stormwater pollution prevention plans, pavement design packages, etc. Performed complex engineering and geometric calculations in the development of project designs. Utilized CADD software in the development of construction documents. Developed scopes of projects and estimates. Prepared design exceptions and variations. Reviewed pavement design packages and permit application documents to ensure that plans submitted for permits have been developed following the appropriate Federal and FDOT design criteria, policies, and procedures. Presented details and concepts at public meetings and answered questions related to the project. Performed plan revisions for projects under construction.

SR 7/US 441 Transit Corridor Improvements, Broward County | FDOT District 4 | Roadway Engineer of Record: MARLIN provides multimodal connectivity, operations, and safety improvements along nine distinct corridors connecting SR 7 and Rock Island Road in Broward County. Improvements include widening the roads, completing sidewalk links, constructing bike lanes, lane eliminations, ADA upgrades, and transit stop enhancements. Contract No.: CAE41; FM No. 429576-6-32-01.

Dania Beach Blvd., from Ocean Drive to Gulfstream Road | FDOT District 4 | Highway Engineer/Project Manager: The project implemented the Complete Streets concept in the EB and SB directions on Dania Beach Blvd. The project included installing bike lanes along the road and a new sidewalk in the EB direction. The signing and pavement marking were upgraded to the latest FDOT standards.



AYCEL FREDA, PE

SENIOR ENGINEER

Aycel Freda brings 18 years of extensive experience in the design, engineering, and construction of roadway and highway projects. She provides technical expertise for roadway and highway design plans, production, management, programming, planning, design, and construction of roadway projects, including Alternative Design projects. Her experience includes providing technical design for various highway projects throughout Florida and preparing construction contract plans for complex highway projects for the state, county and cities. Before joining MARLIN, Aycel spent 12 years with FDOT District 4, where she served as Consultant Project Manager, District 4 Pavement Design Engineer and Roadway Designer for FDOT's Roadway Design Division.

TOTAL OF EXPERIENCE
Total: 18
With MARLIN: 4

EXPERTISE
Project Management
Roadway Design
Complete Streets
Plans Production

EDUCATION
BS, Mechanical Engineering, University of Havana, Cuba, 1993

REGISTRATIONS
Florida PE No. 77550, 2014

CERTIFICATIONS
Advance Building Code Course Credit
FDOT Advance MOT
FDOT Specifications Package Preparation Training for Consultant Firms
FDOT Management Academy

RELEVANT EXPERIENCE

Miramar Complete Streets Phase III (LAP) | Plantation | Sr. Roadway Engineer: This LAP-funded Grant Program project within the City of Miramar includes milling and resurfacing of the roadway, minor widening to provide bicycle lanes, signing and pavement markings improvements, utility coordination, the construction of new sidewalk, ADA ramps at street intersections, storm drainage improvements, and pedestrian level lighting along the streets within the project area—approximately 12,500 linear feet of 5-foot sidewalk along SW 62nd Ave and SR 7. The design includes the reconstruction of residential driveways and swales regrading along the proposed sidewalk limits. Provide compliance documents as part of the National Environmental Policy Act (NEPA), including a Categorical Exclusion (CE) Type I checklist, Cultural Resources Assessment Survey (CRAS), Natural Resources Assessment (including Bonneted Bat Roost Survey); a Level I Contamination Screening Evaluation (CSE), and Development of Construction Specifications.

Citywide Sidewalk Improvements Phase II | Doral | Project Manager: Scope of work included design, plans production, and interagency coordination for this $1 million LAP-funded Citywide Sidewalk Improvement Phase II. MARLIN prepared a tree removal permit for the project.

NW 60th Avenue from NW 139th Street to Miami Lakes Drive | Miami Lakes | Project Manager: MARLIN designed a shared-use path along NW 60th Ave from NW 139th Street to Miami Lakes Drive. Several crosswalks were intended to allow for midblock pedestrian access to both sides of NW 60th Avenue. The project also included ADA enhancements. MARLIN designed the shared-used path to preserve the Town's signature oak tree canopy while using innovative pervious pavement to enhance stormwater drainage. This project has brought several benefits to the Town, including public health, equitable travel, environmental sustainability, and community safety.

Roundabout Improvements at SW 97th Avenue and SW 120th Street | Miami-Dade County and Public Works | Project Manager: The project provides plan documents to improve the NE corner's geometry of the existing traffic circle pedestrian crossings and install warning and regulatory signs. In addition, the project scope of work includes milling and resurfacing, the installation of two warning flashers, and a lighting upgrade.

Fuchs Park Improvements I South Miami I Sr. Roadway Engineer: MARLIN provided engineering and trail design services for constructing a new perimeter asphalt trail, approximately 1500 linear feet, around the existing lake at Fuchs Park in the City of South Miami. All improvements within this project were performed in accordance with the American with Disabilities Act (ADA), including providing access to the existing pavilion areas, restroom facilities, and lakeside benches.

Sunset Strip from Nob Hill Road to Sunrise Blvd. | FDOT District 4 | Senior Roadway Engineer: Complete Streets project in the City of Sunrise, including over three miles of lane elimination through restriping and constructing two roundabouts. The existing typical within limits was a 4-lane divided roadway with roadside swales. Sunset Strip is a mostly residential corridor. Various parks and schools are within the project limits, and the need for a buffered bike lane was prevalent. The road was milled, resurfaced, and striped with one 12-foot lane and a 9-foot buffered bike lane. The widening was done at the major intersections where traffic is heavier to continue providing the bike lane and maintaining the existing lane configuration.

NE 15th Ave Lane Traffic Study | Fort Lauderdale | Design Project Manager: The project included an innovative collection of pedestrian and bicycle activity, traffic engineering, design, and post-design services for the repurposing of the outside lanes on NE 15th Avenue from Sunrise Boulevard to N of 13th Avenue to Buffered/Protected Bicycle Lanes as a tactical urbanism project. This project was under the contract of MARLIN's Traffic and Transportation Engineering and Planning Services.



Alia Awwad, PE

Principal Engineer

Alia's interest in transportation planning and engineering stems from a passion in providing safe, convenient, and sustainable transportation options and creating livable places. Alia's experience in both the public and private sectors allows her to understand the policy and planning nuances that local jurisdictions encounter and manage. Additionally, Alia's background in roadway design, traffic analysis, and context-sensitive transportation planning projects enables her to lead, communicate, and implement innovative and practical solutions to transportation issues.

YEARS AT ALTA

4 years

YEARS OF EXPERIENCE

20 years

EDUCATION

MCRP, Georgia Institute of Technology, 2010

BS, Civil Engineering, University of Minnesota, 2003

AREAS OF EXPERTISE

Transportation planning

Roadway design

Traffic analysis

Urban planning

Civil engineering

REGISTRATIONS

Professional Engineer: FL (#76279); GA (#035234); AL (#2954); DC (#PE923247); NJ (#24GE05623300)

PROFESSIONAL HIGHLIGHTS

NCHRP 17-63: Guidance for the Development and Applications of Crash Modification Factors, and 03-112: Operational and Safety Considerations in Making Lane Width Decisions on Urban and Suburban Arterials, Panel Member

Relevant Experience

Alpharetta Local Roads Safety Action Plan, GA

Alta produced a local Safety Action Plan, making the City of Alpharetta eligible for implementation grant funding through a range of opportunities, including the federal Safe Streets and Roads for All (SS4A) and Strengthening Mobility and Revolutionizing Transportation (SMART) grants program. In support of the plan, Alta led stakeholder interviews, a public charrette, conducted extensive data collection and analysis, and identified key corridors and intersections for safety improvements, as well as established corridor-level countermeasures. Alia served as Principal-in-Charge.

El Paso Vision Zero Action Plan, TX

Alia, as Safety Advisor, is helping to develop a Vision Zero Action Plan for the City of El Paso with the aim of securing implementation funding through the Safe Streets For All (SS4A) Federal program. The process has involved a robust and complex systemic safety analysis resulting in vehicular and pedestrian high injury networks, ten unique crash profiles, predictive modeling, and crash cost implications. The systemic safety analysis is being used to guide specific policy updates, organized by the Safe Systems Approach criteria, and prioritize locations for infrastructure improvements.

Nashville/Davidson County Vision Zero Plan, TN

Alia served as Senior Advisor for this first joint Vision Zero plan between Nashville and Davidson County. She assisted with transparent stakeholder and public engagement process and a priority corridor road safety audit and existing policy/program review to see that recommendations were implementation-focused. She contributed to countermeasure recommendations and crash data and systematic safety analysis that led to the development of an easy to navigate online data dashboard that helps people visualize high-crash/unsafe areas and showcases locations for countermeasures to help build the case for change in the area.

Kirkwood Vision Zero and Complete Streets, MO

As Project Manager, Alia led the City of Kirkwood's Vision Zero Action Plan, which included a systemic safety analysis approach, facilitating recurring Task Force and Steering Committee meetings, developing a Complete Streets Policy, leading safety walk audit and demonstration projects, and developing the Action Plan for the City.

Hillsborough TPO Vision Zero Corridors, FL

Alia served as Alta's Project Manager for two high-priority Vision Zero corridor plans in Florida. Building off of the TPO's Vision Zero Action Plan, Alia led the evaluation of the High Injury Network corridors, including system-level analysis, countermeasures development, design improvement recommendations, and public engagement efforts.



Richard Virgo, PE, RSP[1]

Engineering Designer II

Richard Virgo is an engineer with a background in transportaion engineering and transportation planning. He has experience in creating comprehensive transportation plans in both urban and rural contexts, public engagement, feasilbilty studies, corridor development, and Complete Streets, having worked on projects across North Carolina and California. Richard works on engineering projects, including intersection retrofits and greenway corridors, as well as planning projects, including past experience with transportation plans in a multi-county and MPO-wide context, as well as other GIS and data analyses. Richard's professional interests include transportation engineering, tactical urbanism, demonstration projects, and Complete Streets.

YEARS AT ALTA

1 years

YEARS OF EXPERIENCE

6 years

EDUCATION

BS, Civil Engineering, Georgia Institute of Technology, 2018

AREAS OF EXPERTISE

Transportation Engineering

Transportation Planning

Complete Streets

GIS

REGISTRATIONS

Professional Engineer: NC (#54447)

Road Safety Professional – Level 1

Relevant Experience

El Paso Vision Zero Action Plan, TX

Alta is leading the production of the Vision Zero Action Plan for the City of El Paso in Texas. Richard serves as a project engineer, producing GIS analysis and mapping of priority corridors for the motor vehicle and the bike/pedestrian modes on the High Injury Network, as well as working to compile data for the crash profiles, including the effectiveness, cost, and ease of implementation of each identified countermeasure within the crash profile. He was also responsible for creating the Countermeasures Toolbox for the plan.

Broward MPO Road Safety Audits, FL

Alta worked with Broward MPO to conduct road safety audits along several key corridors in Broward County. The Alta team noted deficiencies and potential issues along these corridors and developed recommendations on how to improve safety conditions for bicyclists and pedestrians. Richard served as an engineer on the project.

Knoxville Regional Roadway Safety Plan, TN

Richard performed engineering work for the Regional Roadway Safety Action Plan in partnership with the Knoxville TPO. Alta worked with the Knoxville TPO to create a Regional Roadway Safety Action Plan that was adopted on June 28, 2023. The plan focuses on the Knoxville Region, which includes Knoxville, Knox County and Farragut, portions of Anderson County, including Clinton and Oak Ridge, parts of Blount County, including Alcoa and Maryville, as well as Lenoir City and the City of Loudon in Loudon County. Alta is currently helping the TPO apply for a 2024 SS4A Implementation grant.

Cape Coral Multimodal Transportation Plan, FL

Alta is working with a team to develop a multimodal transportation plan for the City of Cape Coral. The Plan, when finished, will provide long-term direction for transportation policy and the implementation of transportation projects throughout Cape Coral, laying the groundwork for enhanced biking and walking experiences. Tasks include evaluating existing conditions, conducting an extensive public engagement plan, and creating implementable multimodal transportation recommendations. Richard serves as Engineer on the project.



David Wasserman, AICP

Civic Analytics Leader

David is Alta's national Data Science Leader. He applies scientific computing, spatial analysis, and scenario-focused storytelling to the development of effective and community-centered transportation planning solutions. David advises and works on multimodal transportation plans, bicycle master plans, systemic safety studies, python tool and web applications, advanced data visualizations, parking studies, direct ridership models, and station area plans. His current areas of focus include enabling data-informed scenario planning, identifying how to align community goals to metrics, and generating accessibility metrics that can assess the impacts of projects and who they benefit.

Relevant Experience

Alpharetta Local Roads Safety Action Plan, GA
Alta produced a local Safety Action Plan, making the City of Alpharetta eligible for implementation grant funding through a range of opportunities, including the federal Safe Streets and Roads for All (SS4A) and Strengthening Mobility and Revolutionizing Transportation (SMART) grants program. In support of the plan, Alta led stakeholder interviews, a public charrette, conducted extensive data collection and analysis, and identified key corridors and intersections for safety improvements, as well as established corridor-level countermeasures. David served as the Civic Analytics lead.

Nashville/Davidson County Vision Zero Plan, TN
David led strategy for the crash data and systematic safety analysis and development of an easy to navigate online data dashboard that helps people visualize high-crash/unsafe areas and showcases locations for countermeasures to help build the case for change in the area. Alta provided a detailed analysis of collision trends within the county and used predictive modeling to proactively identify locations with similar characteristics to high collision corridors.

Kirkwood Vision Zero and Complete Streets, MO
David provided overall analytic strategy for Kirkwood's Vision Zero Action Plan, which including key aspects of its collision analysis and systemic safety analysis. During the course of this project, he advised on aspects of the high injury network development, including the representation of relationships between local street networks and the collision analysis. He provided technical guidance and review of the collision analysis, collision cost assessments, and the high injury network.

Knoxville Regional Roadway Safety Plan, TN
David is the Civic Analytics lead for the Regional Roadway Safety Action Plan in partnership with the Knoxville TPO. The plan focuses on the Knoxville Region, with one of the elements of the plan being a stand-alone Vision Zero Action Plan for the City of Knoxville. The final plans will include extensive interagency and cross-agency stakeholder coordination, focused public engagement, the development of a high injury network, crash profiling, predictive crash modeling, and policy and infrastructure recommendations to change the culture of safety in Knoxville for all roadway users.

YEARS AT ALTA

2 year

YEARS OF EXPERIENCE

10 years

EDUCATION

MURP, University of Florida, Gainesville, 2014

BS, Sustainability in the Built Environment, University of Florida, Gainesville, 2013

AREAS OF EXPERTISE

Data analytics and visualization

Scenario planning & analysis

Performance measures & planning metrics

Geospatial analytics

Accessibility analytics

Multimodal planning

Transit planning

Safety analysis

GeoAI & AI in Planning

REGISTRATIONS

American Institute of Certified Planners, AICP (#030695)

PROFESSIONAL HIGHLIGHTS

APA Foresight Committee on AI - Contributor

APA Technology Division – Vice Chair

Green Building Learning Collaborative – University of Florida Geodesign Board Member

Author of **The Art of Learning by Example** in APA Planning Magazine – 2020

APA Transportation Division – Member

APA Washington Chapter

Guest Lecturer at the University of Florida



Aida M. Curtis, FASLA
Principal / Landscape Architect

Ms. Curtis has over 40 years of experience on a variety of project types including park design, urban design and corporate/commercial design. Ms. Curtis' strong management and technical skills have produced many outstanding projects. She has worked on a number of multidisciplinary teams and has been responsible for producing complex bid packages.

Ms. Curtis specializes in seeking consensus in complex multi-disciplinary projects. Through effective communication skills, Ms. Curtis navigates through layered issues by illustrating alternatives and addressing specific concerns with multiple interested parties. Her ability to present ideas and analyze multiple solutions has been a key skill in achieving overall consensus. Her experience in public projects has provided her with a depth of knowledge and strategies that can be utilized during Community Input and Public Involvement sessions.

Ms. Curtis' commitment to sustainability and improvement of the public realm is the hallmark of projects developed under her supervision. Her solutions are creative, practical, and cost-effective. She prides herself in giving clients personalized attention and direct involvement in their projects. Her technical abilities, strategic decision-making, and dynamic understanding of contemporary issues are assets to all projects the firm undertakes.

Registration
Registered Landscape Architect in the State of Florida
LA 0001330

Affiliations
Fellow - The American Society of Landscape Architects

International Society of Arboriculture
Certified Arborist

Certified Landscape Inspector-Florida

Awards
ASLA Certificate for Excellence in the Study of Landscape Architecture

Education
Texas A&M University
Bachelor of Science in Landscape Architecture

Employment
1991-Present
Curtis + Rogers Design Studio Inc

1984-1991
Sasaki Associates

1983-1984
Henderson Rosenberg Scully

Streetscape + Transportation Experience
City of Miami Flagler Streetscape; Miami, Florida
Coconut Grove Business Improvement District Enhancement; Coconut Grove, Florida
Coral Gables Tree Succession Project; Coral Gables, FL
Doral Design District, Doral, Florida
Consolidated Car Rental Facility; Ft. Lauderdale/Hollywood Airport, Florida
Miami Beach Streetscape; Miami Beach, Florida
South Corridor (South Dade Transitway) Rapid Transit Project; Miami-Dade, Florida
South Dade Busway - Miami-Dade Transit Authority; Miami-Dade County, Florida
Southwest Streestcape and Street Tree Masterplan, Miami, Florida
FDOT - HEFT Widening - Eureka to Killian; Miami, Florida
FDOT - SW 1st Street - Flagler to 5th Avenue; Miami, Florida
FDOT - US1 - 37th Avenue to Ponce; Miami, Florida
FDOT - I-595; Broward County, Florida
Martin Luther King Jr Boulevard Street Enhancement; Miami, Florida
NE 39th Street Improvements; Miami, Florida
NW 12 Street Linear Park; Miami, Florida
Miami Intermodal Center; Miami, Florida
US-1 Conceptual Enhancement Plan; Miami, Florida
FDOT - 79th Street PD&E; Miami, Florida
SW 15th Avenue, Miami, Florida
SR 826 Palmetto Expressway Interchanges - Naturalized Roadways; Miami, Florida

Sustainability and Resiliency
Alice Wainwright Park; Miami, Florida
Benjamin P. Grogan and Jerry L. Dove Federal Building; Miramar, Florida
Coconut Grove Business Improvement District Enhancement; Coconut Grove, Florida
Coconut Grove Waterfront Master Plan; Miami, Florida
Flagler Streetscape; Miami, Florida
Florida International University- Frost Art Museum; Miami, Florida
Florida International University- Marine Biology Building; Miami, Florida
FPL Solar Center, Miami-Dade, Florida
Garden of the Arts; Hialeah, Florida
Jose Marti Park Adaptive Redesign; Miami, Florida
Miami Dade Solar Center and Pollinator Garden; Miami, Florida
Miami Marine Stadium Renovation; Miami, Florida
Royal Caribbean Innovation Center; Miami, Florida
Samson Ocean Park, Sunny Isles
Southwest Streestcape Masterplan and Pilot Projects, Miami, Florida



Jennie Rogers, RLA
Principal / Director of Design / Landscape Architect

Ms. Rogers has been with C+R since 2005, and became a partner in 2016. She earned her Master's Degree in Landscape Architecture following a notable career as a nationally certified fine arts teacher of 16 years, and has been managing projects at C + R for over 10 years. Ms. Rogers has worked on many projects types such as parks/recreation, transportation, civic, educational, commercial, and residential. Ms. Rogers has also been an adjunct professor at the FIU College of Architecture. Since joining the C + R family, Ms. Rogers has served in all areas of work from design to construction administration for multiple high-profile projects. She contributes her expertise in habitat and urban design as a Registered Landscape Architect, an ISA Certified Arborist, and extensive experience with LEED design.

Registration
Registered Landscape Architect
in the
State of Florida
LA 6667093

Certifications
ISA Certified Arborist
#FL-6795A

ISA TRAQ Certified

Affiliations
Member -The American Society of Landscape Architects

International Society of Arboriculture
Certified Arborist

International Society of Arboriculture
Tree Risk Assessment

Awards
FLASLA Certificate of Honor

Nationally Certified Art Teacher; Florida

Education
Florida International University
Master of Landscape Architecture
Master of Art Education

Skidmore College
Bachelor of Science in Studio Art

Employment
2005 – Present
Curtis + Rogers Design Studio, Inc.

1992- 2005
Miami-Dade Public Schools

Streetscapes + Transportation
Coconut Grove Streetscapes; Miami, Florida
Commodore Trail Pedestrian & Bicycle Bridge; Coral Gables, Florida
Design District Streetscape; Miami, Florida
FDOT - HEFT Widening - Eureka to Killian; Miami, Florida
FDOT - Hollywood Gardens Sidewalk Project; Hollywood Gardens, Florida
FDOT - SR5 - Overseas Highway; Islamorada, Florida
FDOT - SW 1st Street - Flagler to 5th Avenue; Miami, Florida
FDOT - US1 - 37th Avenue to Ponce; Miami, Florida
FDOT - I-595; Broward County, Florida
FDOT - I-75 Express Lanes; Broward County, Florida
Flagler Streetscape; Miami, Florida
Martin Luther King Jr Boulevard Street Enhancement; Miami, Florida
NE 39th Street Improvements; Miami, Florida
NW 12 Street Linear Park; Miami, Florida
NW 3rd Avenue Street Improvement; Miami, Florida
Ponce de Leon Streetscape, Coral Gables, Florida
Shenandoah Mini Park Street Improvements, Miami, Florida
Southwest Streetscape & Street Tree Master Plan; Miami, Florida

Related Experience- Sustainability and Resiliency
Benjamin P. Grogan and Jerry L. Dove Federal Building; Miramar, Florida
Coconut Grove Business Improvement District Enhancement; Coconut Grove, Florida
Coral Gables Tree Succession Project; Coral Gables, Florida
Flagler Streetscape; Miami, Florida
Garden of the Arts; Hialeah, Florida
Miami Marine Stadium Basin Trail, Virginia Key, Florida
Ranson Everglades School - Parking Lot; Coconut Grove, Florida
University of Miami - Cox Science Center; Coral Gables, Florida
Miami Baywalk- Riverwalk's Unifying Element & Brand; Miami, Florida

Civic Experience
Aventura Arts & Cultural Center; Aventura, Florida
Benjamin P. Grogan and Jerry L. Dove Federal Building; Miramar, Florida
Broward County Courthouse; Fort Lauderdale, Florida
Broward Health Coral Springs Expansion; Coral Springs, Florida
City of Homestead Police Facility; Homestead, Florida
Doral Police Substation; Doral, Florida
Ft. Lauderdale/Hollywood International Airport Terminal 1; Ft. Lauderdale, Florida
Hialeah Gardens Brach Library; Hialeah, Florida
Jackson Hospital North - Master Plan & Various Improvements
Jackson Memorial Hospital South Expansion; Miami, Florida
Key Biscayne Library, Key Biscayne, Florida
Miami Dade Mental Health Diversion Facility; Miami, Florida
Pembroke Pines Civic Center; Pembroke Pines, Florida
Pinecrest Community Center Expansion; Pinecrest, Florida
Pompano Beach Library, Pompano Beach, Florida
South Florida Water Management Homestead Field Station, Homestead, Florida
South Florida Water Management Clewiston Field Station, Clewiston, Florida



Ralph J. Ferrer, RLA, ASLA
Landscape Architect

Mr. Ferrer has over 23 years of multi-disciplinary experience working on various types of projects. Those projects have included private and public-sector projects that have achieved successful completion and client satisfaction at all levels. He possesses a knowledge and understanding of the analysis, planning, and design for a broad range of scales that include site, community, urban, and regional. Along with that knowledge he has a thoughtful design process and awareness that considers precedents, history, context/environment, climatic and temporal factors, character, culture, and client needs. Paired with those qualities, Mr. Ferrer's strong leadership skills, attention to detail, and amiable personality have allowed him to establish positive and enduring relationships with his clients, project managers, and other sub-consultants.

Registration
Registered Landscape Architect in the State of Florida
LA 6667366

Certifications
Certified (LIAF) Landscape Inspectors Association of Florida, L.A.A. - Certification # 2016-0163

Affiliations
Member - The American Society of Landscape Architects

Member - Florida Native Plant Society

Education
Florida International University, Master of Landscape Architecture

Miami-Dade College Associates in Arts-Architecture

Employment
2015 - Present
Curtis + Rogers Design Studio, Inc.

2000-2015
JRA, Inc.
engineers-planners
Miami, Florida

2013-2014 (Consulting)
MAKwork
Landscape Architecture
Miami, Florida

Streetscapes + Transportation
Coconut Grove Business Improvement District Streetscape; Coconut Grove, Florida
FDOT - I-95, Phase 3B-1- from S.W. 10th Street to Glades Road
FDOT - I-95, Phase 3B-2- from Glades Road to Linton Boulevard
FDOT - Sawgrass Expressway Widening, Broward County, Florida
FDOT - SR 826 - NW 31 Street to NW 74 Street - Naturalized Roadways; Miami, Florida - Winner of FLASLA Award of Excellence
Golden Glades Multimodal Transit Facility; Miami, Florida
MDX - SR 874-10; Miami, Florida
Miami Dade Transit at Aventura Mall; Aventura, Florida
Overseas Highway/SR 5 Jerome Avenue to Smuggler's Cove; Islamorada, Florida
South Corridor (South Dade Transitway) Rapid Transit Project; Miami-Dade, Florida

Civic Experience
City of Pembroke Pines Civic Center and City Hall; Pembroke Pines, Florida
Miami-Dade Police Academy, Miami, Florida
Monroe County Courthouse & Detention Facility; Plantation Key, Florida
Moody Drive - Trash and Recycling Center; Miami-Dade, Florida
Plantation Key Courthouse, Islamorada, Florida

Educational Experience Colleges/Universities
Broward College South Campus Retention Ponds; Broward County, Florida

Educational Experience K-12
Plantation Key School; Tavernier,Florida

Park Experience
Don Quijote Plaza; Hialeah, Florida
FPL Solar Center Pollinator Habitat, Miami-Dade, Florida
Oak Grove Park; Miami- Dade, Florida
Country Village Park; Miami-Dade, Florida

Commercial/Residential Experience
Evergreen Domes, Ft. Lauderdale, Florida
FPL Solar Farms, Miami-Dade, Florida
Leon Medical Center - Miami Center, Miami, Florida
Leon Medical Center-Kendall Campus, Miami, Florida
Miramar Megacenter, Miramar, Florida
Royal Caribbean Terminal, Port of Miami, Florida
Senator Villas, Miami, Florida
Verbena, Miami, Florida



Mariana Boldu
Director of Resilience Design

As the Director of Resilience Design, Mariana brings to C+R her experience as a sharp designer, and an effective team builder with over 20 years of international practice. She leads design to integrate landscape strategies that are sustainable, resilient, and that balance the built and natural environment, and the community's life needs while responding to the pressing current dynamics of climate change .
Her unique triple background in Architecture, Landscape Architecture and Urban Design, along with her rich and extensive educational and professional experience, has allowed her to contribute to a wide range of project types and scales, from planning through construction. In addition to her extensive experience working within the governmental framework as a designer, she served as the Director of the Urban Design, Landscape & Planning Department for the Posadas City Government in Misiones, Argentina, where she led a department of multidisciplinary professionals. She integrates her dual perspective on the complexities of governmental entity operations into every project she undertakes. She excels at managing project demands while leading and supervising project teams in both office and construction settings. Her extensive construction management experience includes responsibility for CA/CO, RFI and Field Reports, as well as simultaneous direction of multiple landscape crews on the installation of intensive and extensive green roof decks and streetscapes at Brickell City Centre. Her collaborative leadership style and outcome-oriented management experience has resulted in a vast portfolio that demonstrates excellence of design and leadership.

Mariana is a Registered Landscape Architect in Florida and Colorado, a Registered Architect in Argentina, a LEED Accredited Professional, a member of the ASLA community, a WEDG Associate and a former Board member of City of Miami, Sea Level Rise Committee.

Related Experience- Sustainability and Resiliency
Dinner Key Breakwater and Resilience Improvements; City of Miami, Fl
Morningside Park Waterfront Improvements; Miami, Florida
Jose Marti Park Adaptive Redesign; Miami, Florida
Alice Wainwright Park; Miami, Florida
Miami Marine Stadium; Miami, Florida
Miami Baywalk- Riverwalk's Unifying Element & Brand; Miami, Florida
Tidal Flooding Mitigation, Hollywood, Florida
Holland Park, Hollywood, Florida
Beach View Park-Living Shoreline, Miami Beach, Florida
W40th Street Parkinglot-Living Shoreline, Miami Beach, Florida
Indian Beach-Living Shoreline, Miami Beach, Florida
Brickell City Centre; Miami, Florida
Broward Convention Center & Hotel; Fort Lauderdale, Florida
Environmental Theme Park; Vitoria-Gasteiz, Spain
Faena House; Miami Beach, Florida
Grove at Grand Bay; Miami, Florida

Parks Experience
Morningside Park Waterfront Improvements; Miami, Florida
Jose Marti Park Adaptive Redesign; Miami, Florida
Alice Wainwright Park; Miami, Florida
Miami Marine Stadium; Miami, Florida
Holland Park, Hollywood, Florida
Beach View Park-Living Shoreline, Miami Beach, Florida
Indian Beach-Living Shoreline, Miami Beach, Florida
Chuck Pezoldt Park, Miami Dade, FL
Science City Campus; Niherst, Trinidad and Tobago
Harry A. Nottingham Park Master plan' Avon, Colorado
P3&J Urban Park; Vail, Colorado
Donovan Park Master Plan; Vail, Colorado
San Ignacio Waterfront Restoration; Misiones, Argentina
Environmental Theme Park; Vitoria-Gasteiz, Spain

Registration
Registered Landscape Architect,
State of Florida
LA 6667246
State of Colorado
LA 0000582

Registered Architect,
Misiones Argentina
N: M002617

Affiliations
Member - The American Society of Landscape Architects
WEDG Associate
Waterfront Alliance
City of Miami, Sea Level Rise Committe, Former Board Member
Climate Speaker
CLEO Institute

Awards
FLASLA 2017- Brickell City Centre –Award of Excellence, Environmental Sustainability
Honor Award, Frederic B Stresau Award.
FLASLA 2015 – NIHERST Science City – Award of Honor – Planning and Analysis.
*denotes experience prior to Curtis+Rogers Design Studio

Education
State University of New York
Master in Landscape Architecture
University of Cordoba
Graduate Architecture Degree

Employment
2017-Present
Curtis + Rogers Design Studio Inc
2014-2017
Arquitectonica GEO
2013-2014
Raymond Jungles Inc.
2005-2012
VAg . Architects & Planners
2000-2005
Design Workshop, Inc
1994-1999

		MARLIN																		ALTA			Curtis + Rogers			
STAFF		Ramon Soria, PE	Christina Ferman, AICP	Betsy Jeffers, PE	Myra Patino PE	Ashok Sampath, EI	D'Jodens Conserve	Eva Marin, EIT, PMP	Jeff Wieidner, MSP	Eric Katz,AICP, PMP	Laura Postarini	Kathryn M., MURP	Baret Hazell, MURP	Spencer Mcknight	Harold Pantaleon	Rafael Lagos, PE	Armando Aguiar, PE	Yenny Soca, PE	Aycel Freda PE	Allia Awwad, PE	Richard Virgo, PE, RSP	David Wasserman, AICP	Aida M. Curtis, FASLA	Jennie Roger, RLA	Ralph J. Ferrer, ASLA	Mariana Boldu
Project Role		Principal	Project Manager	QA/QC Officer	Traffic Engineering Manager	Traffic Analyst	Traffic Engineering Technician	Traffic Engineer	Chief Planner	Director of Mobility Programs & Projects	Senior Planner	Strategic Planner	Strategic Planner	Engineering & Planning Technician	Technology & Innovation Manager	Chief Engineer	Senior Roadway Engineer	Highway / Roadway Engineer	Senior Engineer	Principal Engineer, PE	Engineering Designer II	Civic Analytics Leader	Principal / Landscape Architect	Director of Design / Landscaper Architect	Landscape Architect	Director of Resilience Design
	Years of Experience	39	12	33	29	6	4	18	36	15	14	5	9	11	12	31	15	10	18	20	6	10	40	10	23	20
Team Experience	**High Injury Network - Safety Analysis**					✓	✓	✓												✓						
	Public Engagement	✓	✓						✓	✓	✓		✓							✓			✓		✓	
	Context Based Soultions								✓	✓	✓	✓													✓	
	Sidewalk Update , Bicycle & Miami-Dade Trails Master Plan										✓	✓	✓	✓	✓											
	Safe Routes to School		✓								✓	✓	✓													
	Safe Routes to Parks																						✓	✓	✓	✓
	Conceptual Design for Roundabouts & Protected intersections			✓												✓	✓	✓								
	Breaking Down Barriers - Equity Analysis - Historic & Existing Policy		✓								✓		✓							✓	✓	✓				
	Action Plan Documentation		✓		✓				✓																	
	CIP Programming			✓					✓										✓							
	Landscape Architecture & Place																						✓	✓	✓	✓
	Health Impacts																			✓	✓	✓				
	Lessons Learned for Safety		✓	✓	✓				✓											✓						
	Vision Zero								✓			✓														
	Complete Streets	✓	✓	✓		✓	✓		✓	✓		✓				✓	✓	✓	✓							
	Context-Sensitive Designs			✓												✓	✓	✓								
	Safe Routes to Schools/Parks					✓				✓	✓	✓	✓													
	Bike Masterplan	✓	✓	✓						✓	✓		✓			✓		✓								

LICENSES & CERTIFICATES



THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION

Florida dbpr Department of Business & Professional Regulation

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LICENSEE DETAILS

10:48:18 AM 7/16/2023

Licensee Information

Name:	MARLIN ENGINEERING INC. (Primary Name)
Main Address:	3363 W COMMERICAL BLVD STE. 115 FORT LAUDERDALE Florida 33309
County:	BROWARD

License Information

License Type:	Engineering Business Registry
Rank:	Registry
License Number:	6104
Status:	Current
Licensure Date:	09/19/1991
Expires:	

State of Florida
Department of State

I certify from the records of this office that MARLIN ENGINEERING, INC. is a corporation organized under the laws of the State of Florida, filed on August 21, 1991.

The document number of this corporation is S74791.

I further certify that said corporation has paid all fees due this office through December 31, 2023, that its most recent annual report/uniform business report was filed on April 5, 2023, and that its status is active.

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

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Eighth day of May, 2023

GREAT SEAL OF THE STATE OF FLORIDA · IN GOD WE TRUST

Secretary of State

Tracking Number: 6984367420CU

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FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 23, 2023

Ramon Soria, PE, President
MARLIN ENGINEERING, INC.
3363 West Commercial Boulevard, Suite 115
Fort Lauderdale, Florida 33309

Dear Mr. Soria:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following types of work:

Group 2 - Project Development and Environmental (PD&E) Studies

Group 3 - Highway Design - Roadway

- 3.1 - Minor Highway Design
- 3.2 - Major Highway Design
- 3.3 - Controlled Access Highway Design

Group 4 - Highway Design - Bridges

- 4.1.1 - Miscellaneous Structures
- 4.1.2 - Minor Bridge Design

Group 5 - Bridge Inspection

- 5.1 - Conventional Bridge Inspection
- 5.2 - Movable Bridge Inspection
- 5.3 - Complex Bridge Inspection
- 5.4 - Bridge Load Rating

Group 6 - Traffic Engineering and Operations Studies

- 6.1 - Traffic Engineering Studies
- 6.2 - Traffic Signal Timing

Group 7 - Traffic Operations Design

- 7.1 - Signing, Pavement Marking and Channelization
- 7.2 - Lighting
- 7.3 - Signalization

1

Group 8 - Survey and Mapping

- 8.1 - Control Surveying
- 8.2 - Design, Right of Way & Construction Surveying

Group 10 - Construction Engineering Inspection

- 10.1 - Roadway Construction Engineering Inspection

Group 13 - Planning

- 13.3 - Policy Planning
- 13.4 - Systems Planning
- 13.5 - Subarea/Corridor Planning
- 13.6 - Land Planning/Engineering
- 13.7 - Transportation Statistics

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2024, for contracting purposes.

Approved Rates

Home/ Branch Overhead	Field Overhead	Facilities Capital Cost of Money	Premium Overtime	Reimburse Actual Expenses	Home Direct Expense	Field Direct Expense
152.16%	137.47%	0.302%	Reimbursed	No	3.33%	3.33%*

*Rent and utilities excluded from field office rate. These costs will be directly reimbursed on contracts that require the consultant to provide field office.

Per Title 23, U.S. Code 112, there are restrictions on sharing indirect cost rates. Refer to Code for additional information.

Should you have any questions, please feel free to contact me by email at carliayn.kell@dot.state.fl.us or by phone at 850-414-4597.

Sincerely,

Carliayn Kell
Professional Services
Qualification Administrator

2

AICP

This certificate hereby qualifies

Christina Fermin, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 30532

James M. Drinan, JD
Executive Director

Glenn E. Larson, AICP
President

AICP

This certificate hereby qualifies

Eric Katz, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 29623

James M. Drinan, JD
Executive Director

Glenn E. Larson, AICP
President

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

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SORIA, RAMON

3363 W COMMERICAL BLVD
STE. 115
FORT LAUDERDALE FL 33309

LICENSE NUMBER: PE41218

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Melanie S. Griffin,Secretary

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AGUIAR, ARMANDO JAVIER

9480 DOMINICAN DR
CUTLER BAY FL 33189

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JEFFERS, BETSY

4010 SW 82ND TER
DAVIE FL 33328

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PATINO, MYRA E.

10147 SW 77 CT.
MIAMI FL 33156

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FREDA, AYCEL ABIN

9502 NW 8TH CIRCLE
PLANTATION FL 33324

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LAGOS, RAFAEL ALONSO

15697 NW 12TH MANOR
PEMBROKE PINES FL 33028

LICENSE NUMBER: PE51412

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SOCA, YENNY ORLANDO

133 COCOPLUM LANE
ROYAL PLM BEACH FL 33411

LICENSE NUMBER: PE84082

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SUBCONSULTANT

ALTA PLANNING + DESIGN, INC.

October 10, 2023

Brett Hondorp, CEO
ALTA PLANNING + DESIGN, INC.
433 Plaza Real, Suite 275
Boca Raton, Florida 33432

Dear Mr. Hondorp:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following types of work:

Group 3 - Highway Design - Roadway

3.1 - Minor Highway Design

Group 6 - Traffic Engineering and Operations Studies

6.1 - Traffic Engineering Studies

Group 7 - Traffic Operations Design

7.1 - Signing, Pavement Marking and Channelization

Group 13 - Planning

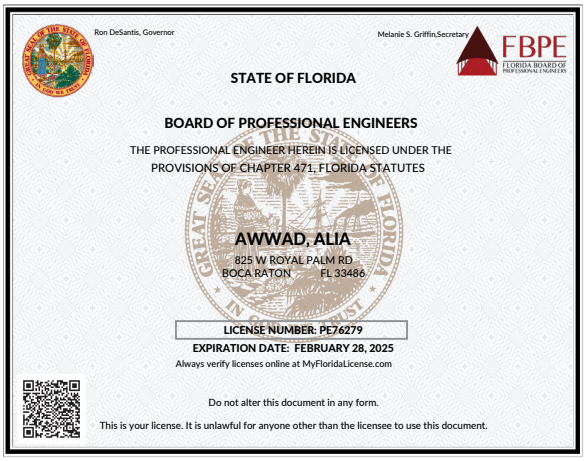
13.3 - Policy Planning
13.4 - Systems Planning
13.5 - Subarea/Corridor Planning
13.6 - Land Planning/Engineering

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2024, for contracting purposes.

Approved Rates

Home/ Branch Overhead	Facilities Capital Cost of Money	Premium Overtime	Reimburse Actual Expenses	Home Direct Expense
190.06%	0.118%	Reimbursed	No	0.00%

Per Title 23, U.S. Code 112, there are restrictions on sharing indirect cost rates. Refer to Code for additional information.



Ron DeSantis, Governor

Melanie S. Griffin,Secretary

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AWWAD, ALIA

825 W ROYAL PALM RD
BOCA RATON FL 33486

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North Carolina Board of Examiners for Engineers and Surveyors

This is to certify that
Richard W. Virgo
is duly licensed and entitled to practice
Engineering
until December 31, 2023 when this certificate expires.
License Number: 054447 Status: CURRENT

Jonathan S. Care, Chair *Cedric D. Fairbanks, Secretary*

SUBCONSULTANT

CURTIS + ROGERS DESIGN STUDIO, INC.

BROWARD COUNTY FLORIDA

OFFICE OF ECONOMIC AND SMALL BUSINESS DEVELOPMENT
Governmental Center Annex
115 S. Andrews Avenue, Room A680 • Fort Lauderdale, Florida 33301 • 954-357-6400

March 9, 2023

Ms. Aida M. Curtis
CURTIS & ROGERS DESIGN STUDIO, INC.
3440 Hollywood Blvd., Suite 415
Hollywood, Florida 33021

Dear Ms. Curtis:

The Broward County Office of Economic and Small Business Development (OESBD) is pleased to announce that your firm's **County Business Enterprise (CBE)** certification has been renewed**.**

Your firm's certification is continuing from your anniversary date but is contingent upon the firm verifying its eligibility annually through this office. You will be notified in advance of your obligation to continue eligibility in a timely fashion. **However, the responsibility to ensure continued certification is yours.** Failure to document your firm's continued eligibility for the CBE program within **thirty (30) days** from your anniversary may result in the expiration of your firm's certification. Should you continue to be interested in certification after it has expired, you will need to submit a new application, and all required supporting documentation for review.

To review current Broward County Government bid opportunities visit: www.broward.org/Purchasing and click on "Current Solicitations and Results." Also, from this website, you can log into your firm's profile in BidSync to ensure you have added all appropriate classification codes. Bid opportunities over $3,500 will be advertised to vendors via e-mail and according to classification codes, so please ensure that both the Purchasing Division and OESBD are apprised of your current e-mail address.

Your primary certification group is: **Architecture/Engineering Services.** This is also how your listing in our directory will read. You may access your firm's listing by visiting the Office of Economic and Small Business Development Directory, located on the internet at: www.broward.org/EconDev and click on "Certified Firm Directories."

Your firm may compete for, and perform work on Broward County projects in the following area:

NAICS CODE: 541320

We look forward to working with you to achieve greater opportunities for your business through county procurement.

Sincerely,
MARIBEL FELICIANO
Digitally signed by MARIBEL FELICIANO
Date: 2023.03.20 17:55:52 -04'00'
Maribel Feliciano, Assistant Director
Office of Economic and Small Business Development

Cert Agency: BC-CBE
ANNIVERSARY DATE: November 24th

Broward County Board of County Commissioners
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CURTIS, AIDA MARIA
CURTIS & ROGERS DESIGN STUDIO
7901 SW 58 AVE
MIAMI FL 33143

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ROGERS-POMAVILLE, JENNIFER JOAN
CURTIS & ROGERS DESIGN STUDIO
345 CADIMA AVE
CORAL GABLES FL 33134

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BOLDU DALLMANN, MARIANA GABRIELA
800 N MIAMI AVE
APT 802
MIAMI FL 33136

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FERRER, RAFAEL JUAN
7520 S. RED ROAD, SUITE M
SOUTH MIAMI FL 33143

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4



PROJECT APPROACH

SCOPE OF SERVICES

The Village of Palmetto Bay received a Federal Highway Administration (FHWA) Safe Streets For All (SS4A) Grant to develop a Villagewide Street Safety Action Plan. Through this Action Plan the Village is seeking to implement comprehensive strategies to move to Zero Deaths and Serious Injuries on the transportation network. The plan is also dedicated to identifying underserved communities and breaking down barriers to opportunity through transportation, land use and policy approaches. In addition to safety improvements the study will analyze the impacts of past transportation roadway improvement projects to mitigate barriers to allow for greater access to transit, medical care, food and pharmacies for individuals daily needs and access to ladders of opportunity.

MARLIN also understands that this is a FHWA funded grant and we have extensive experience managing federal funds. MARLIN has extensive experience managing FHWA funds for municipalities and many of our managers are former FDOT employees with experience managing FHWA/FDOT Local Agency Program (LAP) projects. We will hit the ground running as we are skilled and knowledgeable in the monthly and quarterly reporting requirements for federal funding. Our **Project Manager, Christina Fermin, AICP** has experience managing federal funds through Projects with Martin MPO, Broward MPO and the Miami-Dade Transportation Planning Organization (TPO). Christina managed the TPO SMARTMoves Grants for the Village Mobility Hubs & Transit Infrastructure Plan and the Multi-Use Trail & SMART Plan Connectivity Study. We also experts in building capital programs as we have developed numerous Municipal and County Master Plans and Long Range transportation plans with short, mid and long range programs.

MARLIN knows your Community! Our staff have been consistently working in the village for more than 10 years, we have met many of your constituents and understand the needs of the community. We are passionate about Diversity, Equity and Inclusion, community participation, and public engagement. We will incorporate a robust and innovative approach to meet a broad audience representative of a cross section of the Village throughout this effort.

OUR APPROACH

Our approach to developing the Safety Action Plan will be to implement Vision Zero Principles and the Safe Systems Approach to identify an implementable and effective program for the Village of Palmetto Bay and for the connecting transportation facilities surrounding the area.

Our goal is to create a safe transportation system that prioritizes human life and minimizes the impact of human errors with a target for zero deaths and serious injuries.

Creating the plan will involve a comprehensive scope that addresses various aspects of urban safety, land use, design and accessibility. We will implement the Safe System Approach which involves a comprehensive and multidisciplinary process aimed at preventing and minimizing transportation traffic injuries and fatalities. The Safe System Approach is based on the principle that people are vulnerable and errors will occur, so the system should be designed to account for these vulnerabilities. Vision Zero activities will include a comprehensive analysis of traffic-related data, identifying potential risks and hazards, and developing strategies to eliminate or mitigate those risks through design and infrastructure improvements.



Our approach includes the following tasks:

Establish a Stakeholder Working Group (SWG): We will form a multidisciplinary team comprising traffic engineers, urban planners, law enforcement, health officials, resilience and sustainability experts, landscape architects and community leaders to inform and guide the plan. We propose to share information and deliverables throughout the project with the SWG members and to hold three meetings including a kick-off meeting, existing conditions meeting and a recommendations meeting.

Collect Data: MARLIN has in-house data collection and we will mobilize immediately upon a Notice to Proceed. Our objective here is to gather and analyze relevant data to understand the current state of motorized and non-motorized safety and to identify community demographics and barriers to mobility.



MARLIN is leading the industry in implementing and collecting non-motorized data through machine learning technology. We are the FDOT Statewide Transportation Data and Analytics consultant and have developed video detection software that can isolate and display pedestrian and bicycle activity that tells the story of a transportation facility. The graphic shown here displays a tactical urbanism project where MARLIN designed a quick build lane repurposing project for the City of Fort Lauderdale. The project objective was to repurpose a five lane roadway section into a multi-modal corridor with bike lanes, marked crosswalks and speed management applications. For this project we were able to take before and after videos of the corridor. The before picture in the top right shows ad hoc pedestrian (yellow) and bicycle (red) behavior with significant mid-block crossings. Bottom right shows that once the marked crosswalks and bike lanes were implemented there was a significant change for the better in pedestrian and cyclist behavior. We propose to implement this efficient, cost effective and insightful technology throughout the Village to inform the safety analysis.

Consolidation of Relevant Plans: A major objective of the scope is to compact the extensive list of Village, TPO, County and FDOT safety and planning programs into a single focused program that will move the needle towards zero. MARLIN will obtain and review the plans and consolidate action items, projects, policies and design guidelines into the new updated Safety Action Plan. In addition to plans review, the MARLIN team will research national and state best practices and case studies (up to five) to identify and highlight policies and strategies that have had successes in reducing crashes, fatalities and serious injuries.

To further enhance utilitarian travel within and surrounding the Village, recommendations to enhance safety, connectivity, comfort, and convenience regardless of age or ability will be included in the plan. Recommendations will include the use of personal conveyance devices, low-speed vehicles, and climate change into consideration to ensure guardrails for emerging technologies, golf carts, and electric devices (i.e., e-bikes, e-scooters, unicycles, e-skateboards, or similar) and to ensure that sea level rise, heat, environmental shocks and stressors are addressed in project implementation.

Identify High Injury Network: The High Injury Network (HIN) is a core component of the SS4A Grant process that aims to pinpoint the locations and causes of fatal and serious injury crashes. Our subconsultants, ALTA, have developed an in-house tool that facilitates the development of the HIN. We will use University of Florida Signal 4 Analytics to review, and analyze five year historic crash data. We will identify roadways within the Village where the largest concentrations of fatal and serious injury crashes to develop the HIN. The HIN often represents an overburdened proportion of the street network where severe crashes are happening, and will be illustrated in a map, to identify the HIN roadway types, ownership, and areas.

Systemic Safety Analysis: Identifying the root causes of fatal and serious injury crashes is the crux of the Safety Action Plan. We will investigate the contributing factors to crashes, such as speeding, distracted driving, impaired driving, or poorly designed roads and intersections to identify common patterns and behaviors leading to accidents. Crash characteristics such as crash type and behavioral elements, and contextual factors, such as posted speed limit, number of travel lanes, functional classification, and intersection traffic control, will be identified. MARLIN will meet with the Village Police Department and Emergency Services to gather their input on the data collected and our initial assessments. Through utilization of the HIN and discussions with Police and Emergency Services, crash trends contributing to crashes in the Village will be confirmed. This will allow for the development of a targeted set of strategies and countermeasures to reduce and eliminate traffic deaths and serious injuries and slow traffic down.

We will implement multimodal approaches to understanding the cause of crash data. MARLIN recently completed a safety analysis for the five counties in FDOT D4 vetting crash data for pedestrian fatalities and serious injuries within 100 feet of a bus stop. We obtained the crash reports for all of the crashes and found that 17% of the crashes specifically referenced the bus stop and or access to the bus stop. As a result of this effort we are now developing on board safety messaging campaigns for the five transit agencies in FDOT 4 and developing a driver education campaign to warn drivers of pedestrian activity near bus stops. We propose to perform a focused effort analyzing safe access to bus stops, schools and parks as part of this effort.

Engage with the Community: We will conduct open house town hall meetings, targeted outreach meetings, surveys, and workshops to share information and to gather input on safety concerns and potential solutions. It is critical that we foster a sense of ownership and involvement among residents in developing and implementing safety measures.



We have identify Justice 40 communities, underserved areas and vulnerable users and we will go to where the people are! One of our recent strategic events for a transit study in Martin County was to implement a pop-up event outside a children's after school care facility in a Justice 40/Underserved Community. We provided pizza, coloring books and tours of a County bus to keep the children busy while we surveyed the parents. The effort was very effective where we had more than 30 parents take the project survey and more than 50 children participated in the event. We propose twelve strategic pop-up events, three in each quadrant of the Village.

Health Impact Assessments: Health, safety, and equity go hand in hand in transportation planning, design, and implementation. Their direct correlations have compelled professionals to integrate analyses and apply metrics that gauge transportation improvements' successes and benefits. In conducting a comprehensive Safety Action Plan that focuses on implementation, providing safe routes to schools and to parks, and removing barriers to walking and biking especially in disadvantaged areas; the Village will be simultaneously improving public health and quality of life for the community. Across the country public health agencies have been supporting investments in Complete Streets policies and designs, and why they should be at the table when discussing traffic safety. MARLIN has extensive experience in hazardous walking and safe routes analysis as we prepared the 2016, 2017, 2018 and 2019 Safe Routes to School Applications (40) for the Miami-Dade TPO.

Develop Countermeasures: Based on all of this analysis, we will develop a set of targeted countermeasures and interventions to address identified risks. This will include changes to roadway and intersection design, design, speed management, posted speed limits, safe access to bus stops, traffic signal timing, enforcement strategies and educational campaigns in the context of the community. We understand the Village is committed to implementation of roundabouts at all two lane centerline

and half centerline road intersections. MARLIN is uniquely qualified for this effort. We prepared the Villagewide Traffic Calming Study which identified thirteen roundabouts based on residents' input and traffic issues such as excessive speeding, congestion and safety. We strongly believe that roundabouts offer several benefits over conventional intersections. First and foremost is safety. Roundabouts are safer than traditional traffic signals and stop signs, substantially reducing crashes that result in serious injury or death and providing terminated vistas which are effective in slowing vehicles down The lower vehicular speeds improves traffic calming which aids user comfort, safety, and quality of life. Finally, roundabouts are more versatile solutions since they can be scaled up or down to meet the community's needs and intersection constraints. The central element in roundabout design is to ensure pedestrian crossings are properly located only across the legs of the roundabout, typically separated from the circulatory roadway by at least one vehicle length. Bicyclists may ride in the roadway with vehicles or transition to multi-use paths via bicycle ramps, however, bike lanes are not recommended in roundabouts.



Additional countermeasures will account for technology, public art and place making and resiliency and sustainability. Technology Integration: includes Investing in smart city technologies such as intelligent traffic management systems and surveillance cameras. Implementing data-driven solutions for predictive analysis of high-risk areas and times. Explore the use of mobile apps for real-time reporting of safety concerns and incidents. Public Art and Placemaking: includes Integrating art and placemaking initiatives to create vibrant and pedestrian-friendly spaces. By using creative elements to draw attention to safety features and encourage positive behavior. Our Subconsultants at Curtis & Rogers (C&R) are a local Miami-Dade County Business Enterprise (CBE) and have outstanding municipal and County experience in creating spaces that are safe, comfortable and convenient and that stimulate active transportation. The graphic shows a C&R project for Jose Marti Park in Miami that integrates the park into the neighborhood. Resilience, Sustainability and Long-Term Planning includes Integrating sustainable and environmentally friendly elements into infrastructure improvements.

Prioritize and programming of projects: All of the analysis performed will further identify gaps, opportunities, and best practices to enhance safety, mobility, resiliency, and accessibility to all Village residents and visitors regardless of race, color, religion, socioeconomic status, ability, age, or sex. The MARLIN team will develop a prioritization framework which encompasses safety, connectivity, accessibility, sustainability, resiliency, and equity. Recommendations will be prioritized using this framework for a program of short, mid and long term projects. Funding strategies at the federal, state, and local level will be identified to assist with implementation.

The development of five-year capital improvement plans is an art and a science. The MARLIN Team project managers have outstanding experience in the development of five year capital programs. Christina Fermin, has extensive experience working for the Cities of Coral Springs and Pembroke Pines in developing their Municipal Capital Programs, Jeff Weidner has 16 years of experience developing the annual FDOT D4 Five Year Work Program for all multi-modal projects and Betsy Jeffers, PE has 26 years of developing project design and construction schedules and programming for the FDOT D4 Work Program. We will implement a phased approach to address the most critical issues first but we also understand the complexities of individual project development and understand that there will be some low hanging fruit that can be implemented in year one and that other larger projects that will require a multi-year program to implement. We will develop a program that is a production machine that will consistently be constructing projects each year and, at the same time, will be vetting and designing projects for construction in following years' work programs.

Monitor and Evaluate: We will establish a system for ongoing monitoring and evaluation of the Vision Zero initiatives. We will develop a dashboard for the Village website that provides an annual report of project implementation and progress towards target zero. We will also propose the implementation of post-project "after" studies using our video detection pedestrian

and bicycle data reporting. MARLIN has performed five Complete Streets After Studies for FDOT D4 that show safer behavior for motorists, pedestrians and bicycles. The Vision Zero/Safe System Approach is also iterative. We recommend that as new data and technologies become available, the Village should continue to refine and improve safety interventions and strategies.

Communication and Education: We will communicate the goals and progress of the Vision Zero initiative to the public. Conducting educational campaigns to raise awareness about safe road behavior and the importance of the Vision Zero approach is critical to the success of the program. We will consistently be engaging our SWG and solicit input from local communities, advocacy groups, and law enforcement to understand specific concerns and priorities. Develop and implement educational programs aimed at raising awareness about road safety. Conduct workshops in schools, community centers, and workplaces on pedestrian and cyclist safety. Utilize digital media, signage, and public service announcements to disseminate safety information.

APPROACH TO ACHIEVING VISION ZERO & SUCCESSFUL IMPLEMENTATIONS

MARLIN has extensive experience planning and designing Vision Zero and safety projects for thirty-two years in Miami-Dade County. Our most significant experience is the design of the Krome Avenue Vision Zero Reconstruction Project in western Miami-Dade County. MARLIN managed the design of the corridor from a two lane undivided rural design with a history of fatal crashes to a modern four lane divided facility with expanded intersections to safely move people and freight in the corridor. As a result, FDOT D6 and MARLIN were awarded the 2019 Statewide American Council of Engineering Companies Project of the Year. In addition to that project we have successfully planned and/or designed safety projects that have been built including the 25th Street Viaduct Project; the SW 211th Street (Cutler Bay) , 64th Avenue, (South Miami) and 1st Street Protected Bike Lanes (Miami) projects; Coral Gable Roundabouts throughout the City; Palmetto Bay 87th Avenue Roundabout; forty Safe Routes to School Applications; two segments of the Biscayne Trail; Don Sofer Trail (Aventura) and many more projects over the decades.

Alia Awaad, PE, with ALTA has extensive Florida and National Experience developing and implementing Vision zero, Complete Streets, and Safety Action Plans. Alia has managed plans for Alpharetta, GA Local Roads Safety Action Plan; El Paso TX, Vision Zero Action Plan; Nashville/Davidson County Vision Zero Plan; and the Kirkwood, MO, Vision Zero and Complete Streets and the Hillsborough TPO Vision Zero Corridors, FL. We will leverage that national experience to develop a state-of-art plan for the Village with state and national best practices.

Our partners at C&R have a legacy of landscape architecture and placemaking elements to promote active transportation to many projects in Miami-Dade County. The C&R practice is inspired through design expressions that grow from an appreciation for context, and an understanding of climate change stressors and vulnerability. Context includes the understanding of the influences of a physical setting, the history and culture of an area, and from particular opportunities and constraints that grow from the program. Their products are a direct result of maximizing social benefits and at the same time minimizing the imposition of the man-made environment on the natural setting.



APPROACH TO PUBLIC OUTREACH & REACHING "UNDERSERVED COMMUNITIES"

Public engagement is crucial to community development, community support, and implementation. MARLIN's approach to public engagement begins with the identification of key members of the community via stakeholders. Stakeholders to represent municipal interests, and assist in the development of a public engagement strategy. Stakeholders typically also include regional interests and key agencies to assist in the review of materials and findings, but assist in identifying key players within the community to maximize outreach and participation.

Proposed stakeholders from the Village of Palmetto Bay include Communications, Community & Economic Development, Finance, Parks & Recreation, Planning & Zoning, Police, Fire, Public Services, Village Committee/Task Force Chair/Vice Chairs, and neighborhood school principals or their designated representative. Additional regional stakeholders include the Miami-Dade TPO, Miami-Dade DTPW, Bicycle & Pedestrian Advisory Committee, FDOT Safety, FDOT Traffic Operations, and FDOT OMD, Florida Department of Health, Office of Neighborhood Safety, Miami-Dade County Public Schools Board, Emergency Management; in addition to local agencies such as Jackson South Medical, Baptist Health, Sunrise Group, and any other key organizations or individuals identified by the Village.

The SWG will meet within 60 days of receiving the NTP to review the scope, understand their role, and assist with interviews and public engagement. MARLIN will interview up to 10 leaders within the community who can gain insights to transportation and safety within the Village. MARLIN will facilitate up to 5 stakeholder advisory committee meetings to provide feedback, provide technical support, and review findings. MARLIN will also work closely with the Village's IT and Communications Departments to develop a project information page on the Village website and disseminate information regarding the project.

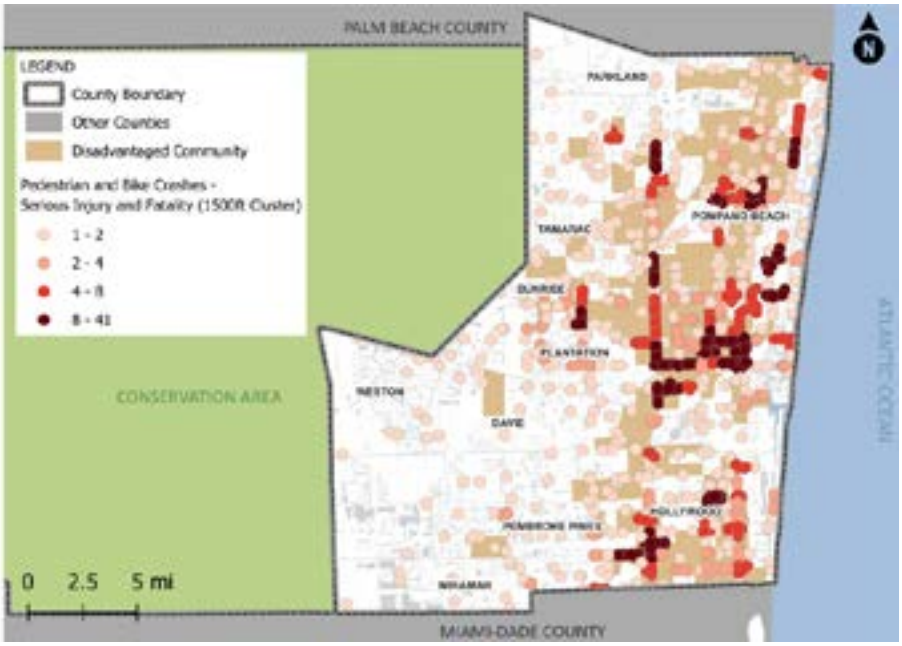
The stakeholders will assist the MARLIN team identify up to twelve community events (three in each of the NE, NW, SE, SW quadrants) of the Village to engage the public, disseminate and gather information regarding the project. Potential community events include walking/bike audits, pop-up information both at Village hosted community events or locations with high pedestrian and/or bicycle traffic, and partnership events with organizations or community-based non-profits. Additionally, the MARLIN team will solicit public feedback via a public survey or crowdsource map. Final results from the survey will be included in an info-graphic style summary report. MARLIN will also be focused on outreach to uderserved communities and delivery 40% of transportation project benefits to those communities.

ANALYZING UNDERSERVED COMMUNITIES

The disproportionate impact of crashes on minorities and low-income communities is well-documented, therefore, it is imperative that the Regional Safety Action Plan be approached through an equity lens. MARLIN has developed an analysis for all of Broward County that clearly shows that Justice 40 communities are the most impacted communities when it comes to transportation related deaths and injuries.

Disadvantaged Communities & Crashes

- Nationally, Native Americans and Black or African Americans are **3 to 4x** more likely to be killed while walking (*Dangerous By Design*, 2022).
- Communities identified as disadvantaged are being disproportionately effected by bicycle and pedestrian crashes.



The ALTA Team's equitable approach to planning and engagement is award-winning. Our Team will identify demographic groups prone to facing mobility restrictions such as low-income, carless populations and transit users and will evaluate equity needs using USDOT-approved equity analysis tools, such as EPA's EJSCREEN, the DOT's Equitable Transportation Community Explorer, the Climate and Economic Justice Screening Tool, and FHWA's Screening Tool for Equity Analysis of Projects, or other tools that will potentially be recommended in future SS4A NOFO releases. Through this analysis, we will identify key patterns and trends and communicate findings. The results will be a primary element in guiding the prioritization of facilities so that safety improvements are benefiting vulnerable community members.

EXAMPLES & TECHNIQUES TO PRESENT AN ACTION PLAN

MARLIN is focused on developing and technically sound reports and presentations that are context sensitive and easily understood by the general public and elected officials. Examples of our final documents are provided in hyperlinks below.



Mobility Hubs
Village of Palmetto Bay



Protected Bike Lanes Demonstration Projects | Miami Dade TPO



Trails and Connectivity Study
Village of Palmetto Bay



Doral Subarea Freight Mobility Plan
FDOT D6



17th Street Feasibility Study
City of Miami Beach



2045 Freight Plan
Miami-Dade TPO

MARLIN has also developed state-of-the-art video predictive safety analytics for near miss crashes that provides visual analystics. The graphic below shows a peak hour motorized traffic (green) and pedestrian movements (yellow) at the intersection of Kendall Drive at SW 162nd Avenue in Miami. We filtered the interactions between pedestrians and cars by speed, trajectory and spatial proximity to identify what could be defined as a "near miss". A review of the incident identified shows a potential failure to yield right turning vehicle and a pedestrian crossing where there are no pavement markings. The analysis and pictures shows potential recommendations for new pedestrian facilities, a review of sight lines for obstructions, potential advanced warning signage for right turns and improved law enforcement. We propose to utilize this technology and graphics for all intersections along US-1 and at arterial intersections within the Village.



ALTA conducted a comprehensive safety analysis for Nashville, TN including developing the HIN and conducting a systemic safety analysis by mode to identify the root causes of severe crashes in the area.

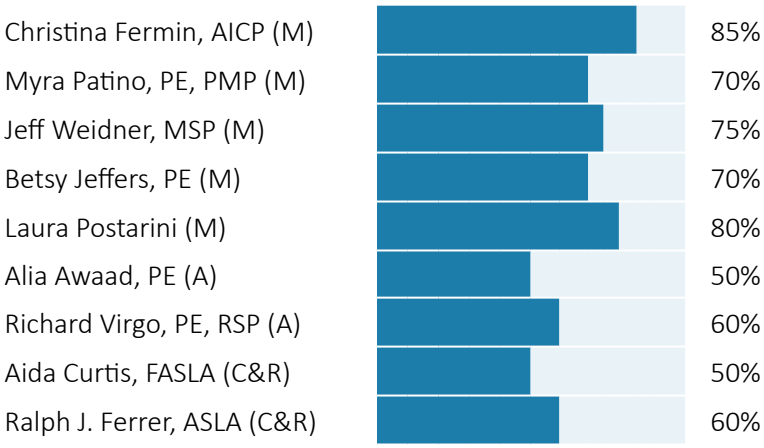


The Safety Action Plan will serve as the blueprint for traffic and multimodal safety challenges and opportunities in the Village. The Action plan will be developed as a public-facing, "living document" that is easily updated. The HIN, systemic safety analysis, Village's previous efforts, and community and stakeholder input will be coalesced to produce a vetted, cohesive document that identifies programmatic, policy, and design safety recommendations. The following key elements will be included:

- Systemic Crash Analysis that answers the following questions:
  - ◊ Are injury crashes more likely to occur in certain locations? At certain times of day?
  - ◊ Are some demographics and road users over-represented in injury crashes? If so, who and where?
  - ◊ What crash factors are prominent? Examples include behaviors such as high speeds, left turns, or the lack of facilities such as sidewalks or bikeways.
- An Equity Lens that overlays findings from the previous efforts, HIN, and systemic crash analysis and identifies Justice 40 principles that 40% of the benefits should be in underserved communities.
- An Engagement Summary that makes it easy for stakeholders and community members to see how their feedback and voice was included in the process.
- A Recommendation Framework that outlines a transparent blueprint for implementation organized by comprehensive safety themes, strategies, action steps and performance measures. The framework will include a timeline that outlines clear, measurable short-term and mid-term strategies to achieve zero traffic deaths. Each theme, strategy and action step will include the lead agency, additional partners and budget needs.
- An Implementation Plan that highlights the immediate action steps needed to implement the Action Plan. The Plan will include short-, mid-, and long-term strategies, action items, and projects, and funding sources will be identified. We will leverage our proven success record of helping communities identify and secure grant funding opportunities to craft a funding strategy that will help the Village implement its prioritized safety improvements.

MONTHLY FOLLOW-UPS & PRESENTATIONS TO COUNCIL/RESIDENTS

The MARLIN Team is 100% committed to this project and we will be available upon request to meet with Village staff, the community, stakeholders and elected officials. Our organization chart shows our key staff with high levels of availability.



SIMILAR WORK



MOBILITY HUBS & TRANSIT INFRASTRUCTURE PLAN

PALMETTO BAY, FLORIDA

CLIENT
Village of Palmetto Bay

SERVICES
Grant Development
Transportation & Transit Planning
Public Involvement
Stakeholder Outreach
Data Collection & Analysis
GIS Mapping
Conceptual Design
Cost Estimation

REFERENCE
Dionisio Torres
Public Works Director
305.969.5086
dtorres@palmettobay-fl.gov

DATES
2018 - 2019

COSTS/FEES
Professional:
$99,280.00

KEY PERSONNEL
Christina Fermin, AICP
Jeffrey Weidner
Lisa Maack, AICP

MARLIN assisted the Village of Palmetto Bay in writing a grant for the Miami-Dade Transportation Planning Organization's (TPO) SMART Mobility Grant Program. The grant was awarded to the Town to create a Mobility Hubs & Infrastructure Plan. The grant application included a detailed scope, budget, and schedule developed with Village input and staff brainstorming meetings.

MARLIN was selected to develop the plan and identify a comprehensive network of mobility hubs and transit infrastructure connecting the South Dade Transitway to the Village. This effort focused on the population and jobs in the entire Village. The goal was to improve mobility and safety for pedestrians, bicyclists, and transit users by strengthening connectivity and accessibility to the transitway by identifying locations for community-level mobility hubs.

Once hub locations were identified, the appropriate scale of transportation infrastructure and amenities to facilitate usage was recommended through conceptual design. Four concepts were prepared as templates based on different scales of infrastructure. The plan included recommendations to link the proposed hubs to the Village's iBus system. Through the plan, a detailed assessment of the iBus was conducted with recommendations for additional service, infrastructure, and alternative technologies to improve the efficiency and performance of the iBus. Finally, recommendations were evaluated and prioritized with a review of available funding.

Grant administration was performed through monthly invoicing and progress reports, with task deliverables. The project was completed on time and within budget. Public engagement included two public meetings, a public survey, and various field visits within the Village and along the South Dade Transitway. The plan is a framework to enhance mobility and connectivity to the South Dade Transitway future Bus Rapid Transit.

GRANTS: Funded by Miami-Dade TPO SMART Moves Grant MARLIN held monthly meetings and provided monthly progress reports to the City and the TPO for quarterly reports to FDOT and FHWA.

SCHEDULE/BUDGET: 12-month Schedule completed on-time and on-budget.

PLAN CONSISTENCY: The plan was developed entirely consistent with the City's Transportation Master Plan, Pedestrian Bicycle Master Plan, Traffic Calming Master Plan and SMART Plan.

MILESTONES: The scope included Six Tasks and milestones for Public Information Plan, Existing Conditions Report, Conceptual Design and Cost Estimates, Prioritization Criteria, two Public Meetings, three Stakeholder Advisory Meetings, and Draft and Final Report. All completed on-time.



TRANSIT MOBILITY HUBS PLAN

CUTLER BAY, FLORIDA

CLIENT
Town of Cutler Bay

SERVICES
Grant Writing
Transportation & Transit Planning
Data Collection & Analysis
GIS Mapping
Community Outreach
Conceptual Design
Cost Estimate

REFERENCE
Alfredo Quintero Jr.
Public Works Director
305.234.4262
aquintero@cutlerbay-fl.gov

DATES
2018 - 2019

COSTS/FEES
Professional:
$69,327.00

KEY PERSONNEL
Christina Fermin, AICP
Jeffrey Weidner
Harold Pantaleon
Dharmin Kukadia, EI

MARLIN assisted the Town of Cutler Bay in applying for a grant from the Miami- Dade Transportation Planning Organization's (TPO) SMART Mobility grant program. The grant was awarded to the Town to create a Mobility Hubs Master Plan, and MARLIN was selected to develop the plan. The plan's overall purpose is to improve connectivity, mobility, and safety for pedestrians, bicyclists, and transit users throughout the Town and connect to the South Dade Transitway and Cutler Bay Town Center.

MARLIN worked with the Town to identify potential locations for neighborhood, community, and commercial-level mobility hubs along the Town's roadway network. The plan also includes an assessment of the Town's Circulator bus and recommendations to improve overall transit performance and connectivity. Christina used GIS to analyze existing and future stop use, route demographics, develop alternative system routes, and land use for mobility hub placement.

The plan also included a development template for small to large-scale mobility hubs, a menu of amenities to fit within the hubs, conceptual cost estimates, and a prioritized list of recommendations based on Town and community feedback. Public participation was coordinated through a stakeholder advisory committee, public meetings, and coordination with the TPO, the Miami-Dade Department of Transportation and Public Works (MDDTPW), and the Florida Department of Transportation (FDOT).

Grant administration was provided through monthly invoicing and progress reports, along with deliverables by task. The project was completed on time and within budget. The Cuter Bay Mobility Hubs Plan was nominated at the Safe Streets Summit in 2022 for the Complete Streets Community Award.

GRANTS: Funded by Miami-Dade TPO SMART Moves Grant MARLIN held monthly meetings and provided monthly progress reports to the City and the TPO for quarterly reports to FDOT and FHWA.

SCHEDULE/BUDGET: 12-month Schedule completed on-time and on-budget.

PLAN CONSISTENCY: The plan was developed entirely consistent with the City's TMP, Pedestrian Bicycle Master Plan, Strategic Plan, and County SMART Plan.

MILESTONES: The scope included Five Tasks and milestones for Best Practice Review, Recommendations, Funding Opportunities, two Public Meetings, three Stakeholder Advisory Committee meetings, two presentations to the Town Council, and a Draft and Final Report. All completed on-time.

SIMILAR WORK



17TH STREET TRANSIT & PROTECTED BIKE LANES STUDY

MIAMI BEACH, FLORIDA

CLIENT
City of Miami Beach

SERVICES
Transportation Planning

REFERENCE
Jose Gonzalez
Transportation Department
305.673.7000 ext. 6693
305.401.5788 (Mobile)

DATES
7/2018- 2/2019

COSTS/FEES
Professional:
$74,315.00

KEY PERSONNEL
Jeffrey Weidner- Project Manager

MARLIN is conducted a feasibility study for the 17th Street Corridor from West Avenue to Beach Walk on Miami Beach to develop a proposal consistent with the City's Transportation Master Plan (TMP). The study was performed to analyze multi-modal connectivity across the barrier island that would connect the Venetian Causeway Bicycle Lanes to the Beach Walk and to support the SMART Plan Bus Express Rapid Transit (BERT) Routes and the Beach Link connections to the Miami Beach Convention Center.

The 17th Street feasibility study identifies and assesses existing transportation conditions and recommend multi-modal transportation improvements focused on providing an exclusive transit corridor and bicycle lanes with a five lane section of existing roadway corridor with significant pedestrian activity and moderate traffic.
The final report documents existing corridor traffic and multimodal conditions, approved unbuilt development and evaluation of three improvement alternatives, future no-build and build alternatives assessments, public outreach and recommendations for corridor enhancements.

The final recommendations includes a lane repurposing of the two outside lanes to provide combination transit/bicycle only lanes from Alton Road to Washington Avenue. In conclusion Q/LOS benefits to bicycle and transit are prevalent throughout the day and prevail over the peak hour impacts to traffic and Alternative 3 was recommended for implementation.

GRANTS: Funded by Miami-Dade TPO SMART Moves Grant MARLIN held monthly meetings and provided monthly progress reports to the City and the TPO for quarterly reports to FDOT and FHWA.

SCHEDULE/BUDGET: 12 month Schedule completed on-time and on-budget.

PLAN CONSISTENCY: The plan was developed entirely consistent with the City's TMP, Pedestrian Bicycle Master Plan and Roadway Design Guidelines.

MILESTONES: The scope included Six Tasks and milestones for Existing Conditions Report, Issues and Opportunities Report, Typical Sections and Plans Sheets for three alternatives, two Public Meetings, presentations to the Commission and the Neighborhood Committee and a Draft and Final Report. All completed on-time.



MOBILITY HUBS STUDY

BROWARD COUNTY, FLORIDA

CLIENT
Broward Metropolitan Planning Organization

Subs to HNTB, Inc.

SERVICES
Data Collection & Analysis
GIS Mapping
Transportation & Transit Planning
Conceptual Design
Cost Estimation
Community Outreach
Stakeholder Engagement

REFERENCE
Linda Mifsud
305.551.8100
lmifsud@HNTB.com

DATES
12/2016 - 12/2020

COSTS/FEES
Professional: $119,450

KEY PERSONNEL
Jeffrey Weidner
Eric Katz, AICP, PMP
Christina Fermin, AICP
Lisa Maack, AICP

MARLIN received six task work orders for Mobility Hub typologies and master planning, each task order was completed within budget and on-time within 9 to 12-months between 2016 to 2020. MARLIN completed the data collection, analysis, and conceptual design for municipal downtown Mobility Hub concepts for the cities of Hollywood, Pembroke Pines, Plantation, Sunrise, and Coral Springs. Additionally, MARLIN participated in coordinating stakeholder meetings focused on developing concepts for a candidate transit/pedestrian center in proximity to SR 7 and Hollywood Boulevard. The project's first phase included collecting and summarizing relevant transportation plans, land-use plans, redevelopment plans, and coordination.

The team documented and analyzed intersection, traffic, transit, and pedestrian/bicycle existing conditions along the corridor(s). MARLIN then developed creative and state-of-the-art short, medium, and long-term public element concept intersection designs for pedestrians, bicyclists, ADA, vehicles, transit, and access to transit. The concept objective was to enhance the development of a place that grows transit utilization and becomes a catalyst for economic growth.

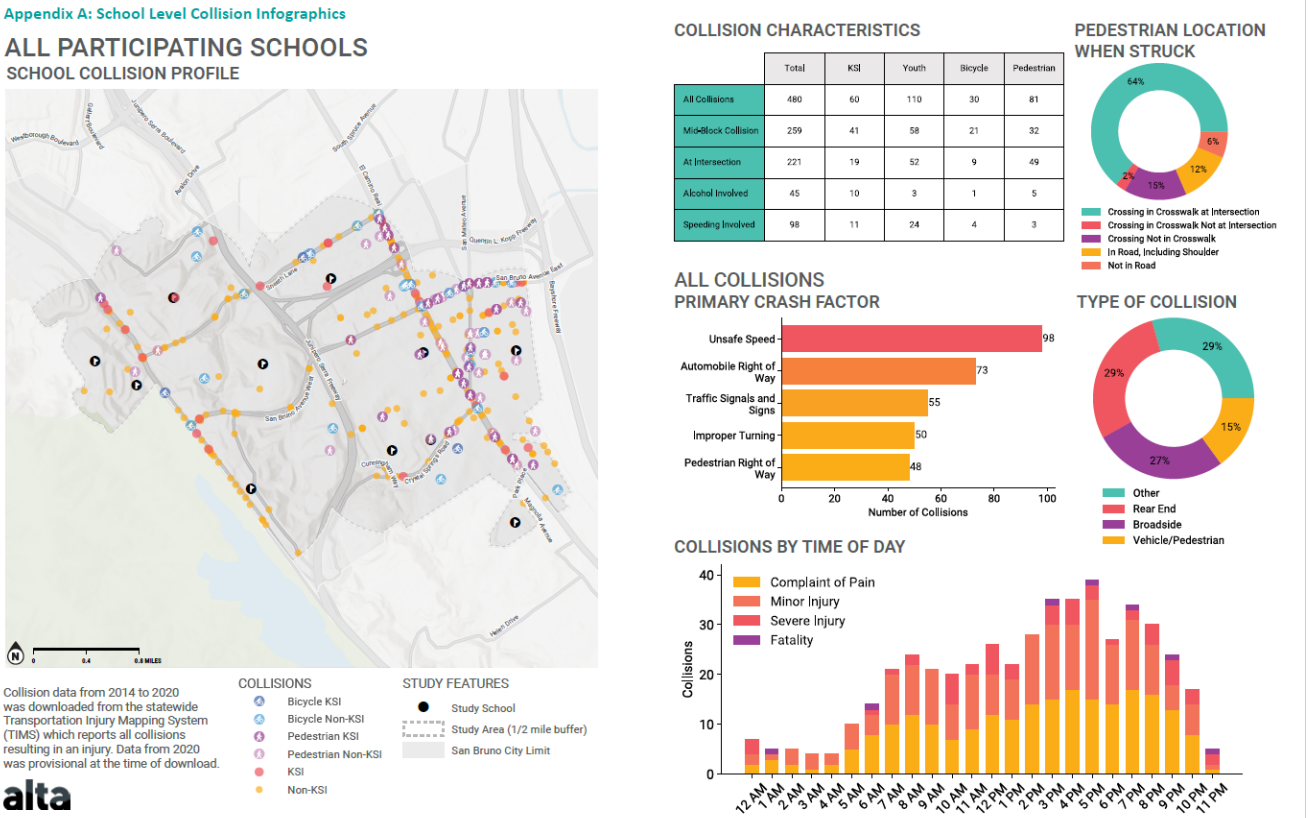
MARLIN also researched Transit-Oriented Development (TOD) typologies and how they might integrate with the FDOT transects. This involved field visits and researching nation-wide best practices regarding mobility hub typologies.
Each municipality had its own set of challenges and opportunities to maneuver. The MARLIN Team worked with municipal partners, the Broward MPO, and Broward County to pivot and ensure the goals and objectives of the plan were met. Deliverables included section write-ups to the report on existing conditions, the analysis, maps, GIS data, conceptual design, cost estimates, and proposed routes, facility recommendations, and transit amenities, in addition to the appropriate hub typology for the area.

GRANTS: Funded by Broward MPO

SCHEDULE/BUDGET: 6 to 12-month Schedules completed on-time and on-budget.

PLAN CONSISTENCY: The plans were developed entirely consistent with each City's TMP, Pedestrian Bicycle Master Plan, Complete Streets Master Plan, and LRTP.

MILESTONES: The scopes included two to three Tasks and milestones for the Existing Conditions Report, Conceptual Design and Cost Estimates, Typical Sections and a Draft and Final Technical Reports. All completed on-time.



San Bruno Safe Routes to School

SAN BRUNO, CA | 2021-2022

Alta assisted the City of San Bruno in developing a Safe Routes to School plan for eleven schools. In total, this plan addresses walking and biking improvements for almost 4,500 students in San Bruno. The project, framed around the six E's (Enforcement, Education, Encouragement, Evaluation, Engineering, and Equity) of Safe Routes to School, resulted in a plan that includes detailed infrastructure and non-infrastructure recommendations tailored to each school campus.

Primary project elements include a youth and active transportation focused High Injury Network (HIN), robust stakeholder engagement including school walk audits to inform recommendations, and a series of prioritized project lists for each school and the district as a whole. The completed plan puts the City of San Bruno in a strong position to apply for infrastructure and non-infrastructure funding to help implement priority projects.

Grants: Caltrans Sustainable Communities Planning Grant
Schedule/Budget: Completed in 16 months / $233,449
Plan Consistency: The plan was developed in accordance with the six Es of Safe Routes to School programs (Evaluation, Engineering, Education, Encouragement, Enforcement, and Equity)
Milestones: Primary project elements include a youth and active transportation focused High Injury Network (HIN), robust stakeholder engagement including school walk audits to inform recommendations, and a series of prioritized project lists for each school and the district as a whole.

CLIENT

City of San Bruno

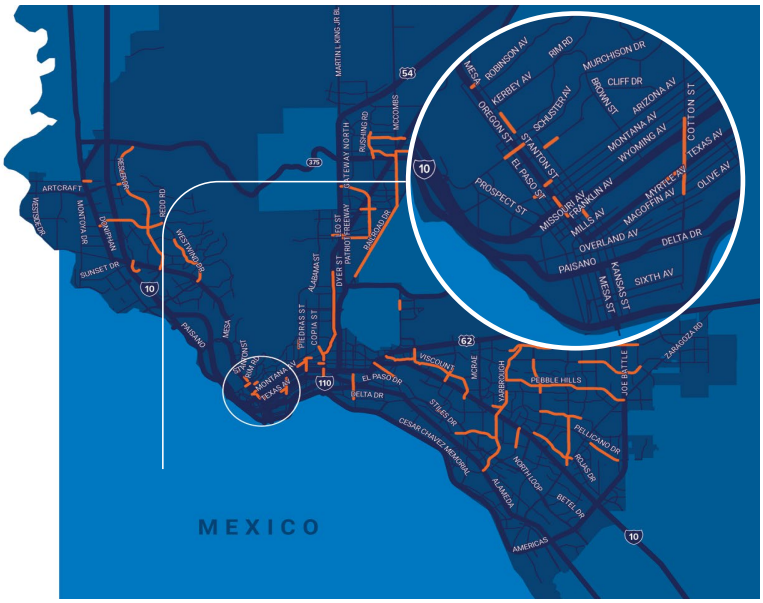
CONTACT

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Management Analyst
567 El Camino Real
San Bruno, CA 94066
(650) 616-7069
amorales@sanbruno.ca.gov

MAP 5

Motor Vehicle and Bicycle/Pedestrian HIN Overlap

— Motor Vehicle and Bicycle/Pedestrian High Injury Network



78 miles of HIN are on both the vehicle/motorcycle HIN and the bicycle/pedestrian HIN. **These areas are unsafe for all modes of travel.**

El Paso Vision Zero Action Plan

EL PASO, TX | 2022-ONGOING

Alta is completing an extensive Vision Zero Action Plan for the City of El Paso with the aim of securing implementation funding through the Safe Streets For All (SS4A) Federal program. The process has involved a robust and complex systemic safety analysis resulting in vehicular and pedestrian high injury networks, ten unique crash profiles, predictive modeling, and crash cost implications. The systemic safety analysis is being used to guide specific policy updates, organized by the Safe Systems Approach criteria, and prioritize locations for infrastructure improvements.

Innovative components include development of an insightful data dashboard and the use of connected vehicle data to do a proactive safety analysis that accounts for observed speeding, harsh braking, or other risky behaviors.

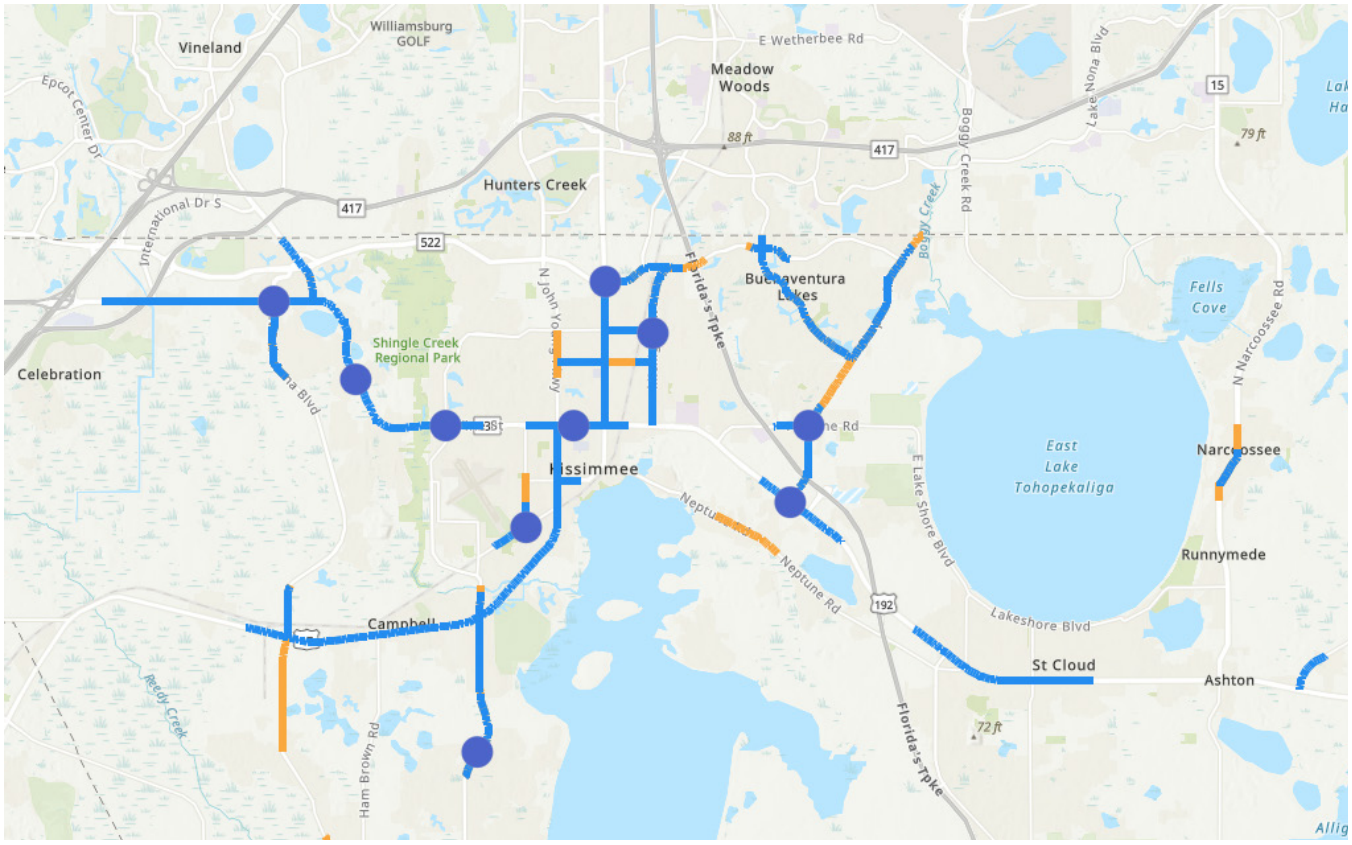
The project has an implementation-focus that will take this process beyond the typical policy-orientation of an Action Plan. Alta is preparing conceptual designs to guide countermeasure application at the top ten priority locations and is performing a corridor deep dive to help systemically match policy and design objectives to an existing city corridor context.

The project also includes an extensive community outreach process and development of unique graphics and materials, in both English and Spanish, that convey technical information in public-friendly and understandable ways.

Grants: None - City funded
Schedule/Budget: Began in April 2022, still ongoing (20 months) / $409,324
Plan Consistency: The plan was developed to incorporate all existing traffic safety programs in the City of El Paso and align with Federal and State Vision Zero programs.
Milestones: Innovative components include development of an insightful data dashboard and the use of connected vehicle data to do a proactive safety analysis that accounts for observed speeding, harsh braking, or other risky behaviors. The project has an implementation-focus that will take this process beyond the typical policy-orientation of an Action Plan. Alta is preparing conceptual designs to guide countermeasure application at the top ten priority locations and is performing a corridor deep dive to help systemically match policy and design objectives to an existing city corridor context. The project also includes an extensive community outreach process and development of unique graphics and materials, in both English and Spanish, that convey technical information in public-friendly and understandable ways.

CLIENT
City of El Paso

CONTACT
Joaquin Rodriguez
Transportation Planning Administrator
City of El Paso
300 N. Campbell
El Paso, TX 79901
(915) 212-0000
rodriguezJ2@elpasotexas.gov



MetroPlan Local Safety Action Plans

OSCEOLA COUNTY, KISSIMMEE, AND ST. CLOUD, FL | 2023-ONGOING

In 2022, MetroPlan Orlando (MetroPlan) was awarded $3.8 milion through the USDOT's Safe Streets for All (SS4A) program to work towards eliminating traffic-related deaths and serious injuries in the Orlando region. As part of this grant, MetroPlan is working with communities in the region to conduct local Safety Action Plans that set them up for an implementable plan to achieve zero traffic deaths.

Under this effort, Alta is working with Kimley Horn to conduct Safety Action Plans for Osceola County, the City of Kissimmee, and the City of St. Cloud. Alta is guiding each of these communities in identifying their unique needs, challenges, and opportunities to craft a targeted Safety Action Plan that would make the local street network safer. Recognizing that a successful Safety Action Plan is not a one-size-fits-all, Alta is meticulously assessing current community efforts, working with partners to synthesize the data analysis and community input, and developing strategies, action items, performance measures, and a prioritized list of feasible projects that can advance into implementation.

Grants: Safe Streets For All Grant
Schedule/Budget: Ongoing; Project began in August 2023 (4 months) / $254,354
Plan Consistency: Plan is being developed to be consistent with other Vision Zero and Safety Action plans on the state and local levels.
Milestones: Alta is meticulously assessing current community efforts, working with partners to synthesize the data analysis and community input, and developing strategies, action items, performance measures, and a prioritized list of feasible projects that can advance into implementation.

CLIENT

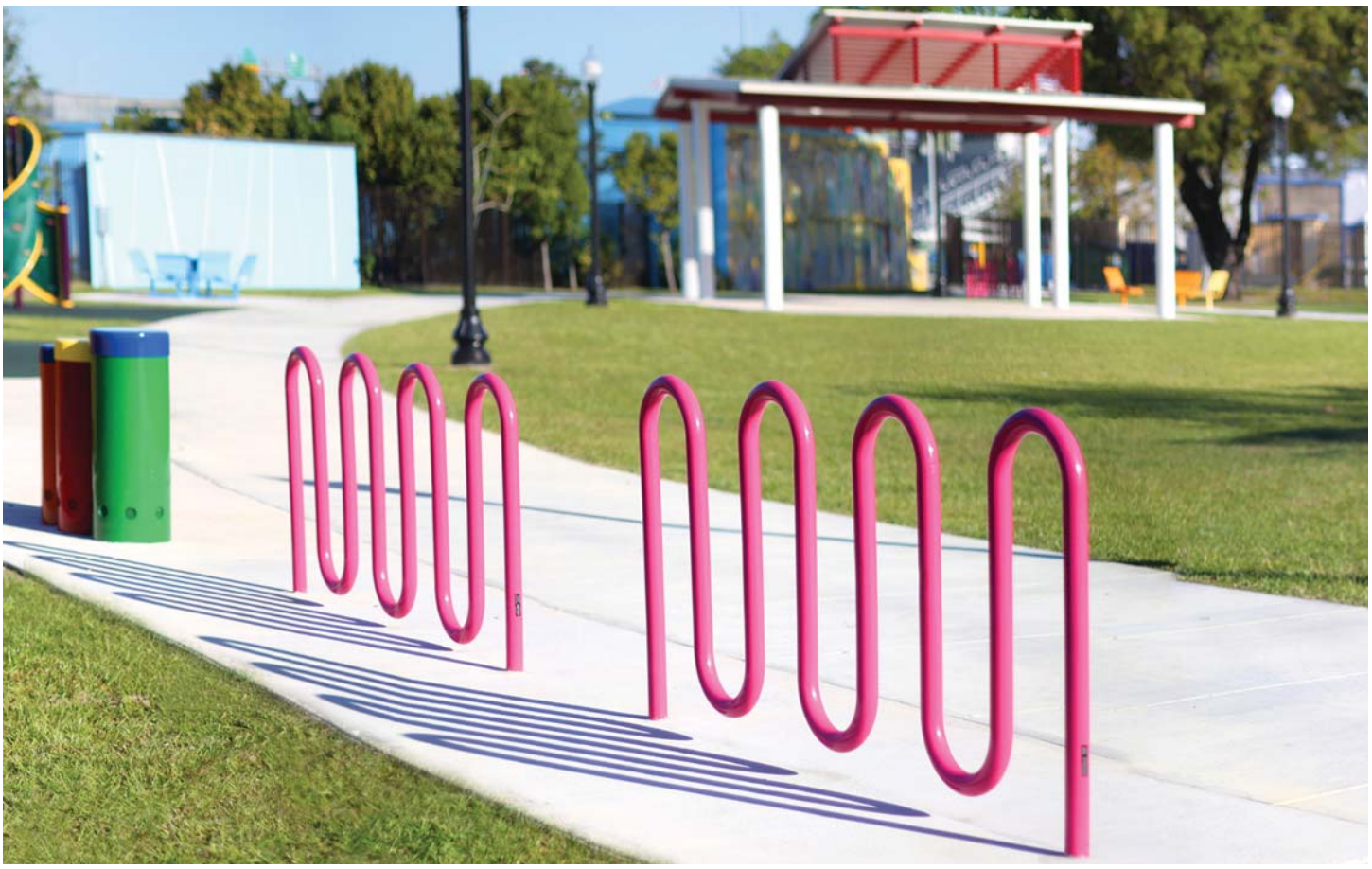
MetroPlan Orlando (Owner)
Kimley Horn (Prime)

CONTACT

Jim Wood, AICP
Transportation Planning Lead
Kimley Horn
(407) 982-3300
jim.wood@kimley-horn.com

Gibson Park

Miami, FL









Situated along the southeast notch of the I-95 and 395 interchange, with Overtown neighborhood and a school surrounding it; Gibson Park is an integral space for a localized group of users. Unfortunately, by 2009 through use and time it had fallen into disrepair, no longer able to fulfill its role in the community. the City of Miami hired Curtis + Rogers to redesign this park, services of which included: a synthetic turf football field, covered accessible playground, picnic shelters, vita course trail, splash park and a pool. It was important that existing tree canopy be maintained, with some enhancements made in areas lacking. ***As part of the enhancement, came the creation of a vegetated buffer along the perimeter adjacent to the highway to reduce noise, minimize disturbances and allow for deeper immersion into the outdoor experience.*** The parks diagonal entryway with oval grass lawn is multi-purpose serving as a passageway and a gathering space for its users. Bright color schemes and intricate paving patterns throughout pay homage to Overtowns Bahamian ancestry.

Jose Marti Park Adaptive Redesign

City of Miami, FL









Curtis + Rogers Design Studio, Inc. was retained by the City of Miami to provide design (phase 1) and master plan (phase 2) services for the adaptive redesign of Jose Marti Park. Phase one of this multimillion-dollar project started in November of 2019 and is expected to be completed by December of 2022. The 13-acre multi-use recreational space is located along the Miami river, at the eastern edge of a historically low-lying and low-income Hispanic community. Given its vulnerable location, both physically and socially, a participatory design process, that emphasizes goals and aspirations of the surrounding community is integral to the success of this project. Paired with an approach centered on the three pillars of sustainable design - Economy, Ecology, and Equity – Curtis + Rogers' design explores ways in which the park can minimize tidal flood impacts to the surrounding neighborhood, adapt to sea-level rise, and enhance waterfront access to residents.

Jose Marti Park Adaptive Redesign will serve as a model for climate ready waterfront parks that can adapt to current and future flood risks associated with Climate Change and Sea-Level Rise. This project aims to be the first Waterfront Edge Design Guideline Certified project in Florida.





Curtis + Rogers Design Studio, Inc. was retained by the City of Miami, Florida to provide design services for the waterfront improvements of Morningside Park. This multimillion-dollar project started in April of 2022 and is expected to be completed by 2024. The 9-acre multi-use recreational waterfront space is part of a larger 42-acre park situated along Biscayne Bay. To address flooding and sea-level rise, the design team proposed the enhancement of an existing living shoreline area to incorporate oolite limestone blocks that currently act as a breakwater. Landward of this shoreline, a new six-foot seawall and a raised bay walk will be developed to further slow the flow of flooding onto a reservoir area underneath. The newly created space between the water and baywalk will be populated with native coastal vegetation while also providing dedicated open spaces for visitors to gather, have picnics, and enjoy views out to the Bay. The overall approach for this effort was centered on connecting nature and people to celebrate life at the water's edge. The proposed improvements explore ways in which the park can minimize tidal flood impacts to the surrounding neighborhood, adapt to sea-level rise, and enhance equitable waterfront access for all residents. Morningside Park will serve as a model for resiliency and climate ready waterfront parks that can adapt to current and future flood risks associated with Climate Change.



6



REFERENCES

NE 15TH AVENUE LANE REPURPOSING

FORT LAUDERDALE

100 N. Andrews Avenue
Fort Lauderdale, FL 33301
Karen Warfel
954.828.3798
kwarfel@fortlauderdale.gov



The City of Fort Lauderdale tasked MARLIN to provide plan documents to allow the City to repurpose the outside lanes on NE 15th Ave from Sunrise Boulevard to the north of 13th Ave to buffered/protected bicycle lanes.

These plans included harmonization with the bike lanes north of NE 13th Ave, at least one location for a median neighborhood entry sign, bike boxes, opportunities to locate protective planters, and two midblock crossing locations.

The FDOT also tasked MARLIN with analyzing the NE 11th Street/NE 15th Ave intersection and the proposed safety improvements at the Publix/Walgreens/ NE 15th Ave access points. This analysis showed the impacts of safety/traffic calming on 15th Ave from Sunrise Boulevard to 11th Street to the Sunrise Boulevard / NE 15th Ave intersection. The analysis also included two alternatives for the Publix/Walgreens intersection: MARLIN's short-term alternative and the Lake Ridge Neighborhood's proposed relocation of the Walgreens Driveway.

MARLIN performed this project under MARLIN's Traffic and Transportation Engineering and Planning Services contract.

DATE COMPLETED: **2/2021 - 12/2022**
TOTAL COST: **$28,145.69**

Scan the code to view the project online or click here to view.

SAFE ROUTES TO SCHOOLS INFRASTRUCTURE PLANS

MIAMI-DADE TPO

150 West Flagler Street, Suite 1900
Miami, Florida 33130
David Henderson
305.375.1647



MARLIN developed three consecutive Safe Routes to School Plans for the Miami-Dade TPO. MARLIN has led the development of the evaluation of 30 schools selected by the Miami-Dade TPO for improvements. This included field visits, coordination with school administration, and outreach to stakeholder groups to get input on needed safety improvements.

MARLIN analyzed unsafe walking conditions and developed recommendations and cost estimates for infrastructure improvements within each school's attendance boundary. The MARLIN team then developed and submitted 30 infrastructure applications to FDOT for funding based on the recommendations. 100% of the first 20 submitted have been approved for funding, and the remaining ten are awaiting final approval.

DATE COMPLETED: **2016 - 2019**
TOTAL COST: **$180,000.00**

Scan the codes to view the reports or click 2017, 2018, or 2019 to view.

2017 2018 2019

VILLAGE GREEN DRIVE MASTER PLAN

PORT ST. LUCIE

121 SW Port St Lucie Blvd, Building A
Port St. Lucie, FL 34984
Jennifer Davis
772.344.4342
JDavis@cityofpsl.com



MARLIN prepared a Master Plan which identified and assessed existing transportation and infrastructure conditions along Village Green Drive. Recommendations included multimodal transportation improvements, placemaking techniques, and landscape treatments.

MARLIN composed a conceptual Master Plan for the Village Green Drive corridor and investigated the impacts of multiple concepts on pedestrian and bicycle safety, right-of-way impacts, utilities, and neighboring communities. Two typical sections were provided with a corridor rendering, and we created a 15% design plan sheet of the preferred alternative.

DATE COMPLETED: **7/2020 - 8/2021**
TOTAL COST: **$149,999.00**

Scan the code to view the final report or click here to view.







ADDITIONAL DOCUMENTS

SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: _____

Name (typed): Ramon Soria

Title: President,CEO

Company: MARLIN Engineering, Inc.

Date: 2/16/2024

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company: MARLIN Engineering, Inc.

Date: 2/16/2024

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA }
}
COUNTY OF MIAMI-DADE } SS:

Ramon Soria being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of: MARLIN Engineering, Inc. the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company: MARLIN Engineering, Inc.

Date: 2/16/2024

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of Miami Dade

On this 2/16 day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Ramon Soria and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

Jenny Byrne
NOTARY PUBLIC, STATE OF FLORIDA

SWORN STATEMENT PURSUANT TO
SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By Ramon Soria

For MARLIN Engineering, Inc.

Whose business address is: 9726 East Indigo Street, 301 Palmetto Bay, FL 33157

And (if applicable) its Federal Employer Identification Number (FEIN) is: 65-0279601

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company Name: MARLIN Engineering, Inc.

Date: 2/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami Dade

On this 2/16 day of, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared Ramon Soria and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by: Ramon Soria

(print individual's name and title)

for: MARLIN Engineering, Inc.

(print name of entity submitting sworn statement)

whose business address is: 9726 East Indigo Street, 301, Palmetto Bay, FL 33157 #301

and (if applicable) its Federal Employer Identification Number (FEIN) is: 65-0279601

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 1210112213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company: MARLIN Engineering, Inc.

Date: 2/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami Dade

On this 2/16 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared Ramon Soria and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Jenny Byrne

NOTARY PUBLIC, STATE OF FLORIDA

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, Ramon Soria being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

65-0279601

Federal Employer Identification Number (If none, Social Security Number)

MARLIN Engineering, Inc.

Name of *Entity, Individual, Partners or Corporation*

Doing Business As (If same as above, leave blank)

9726 East Indigo Street, #301, Palmetto Bay, FL 33157

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

Full Legal Name	Address	Ownership
Ramon Soria	9726 East Indigo Street, #301, Palmetto Bay, FL 33157	100 %
		%
		%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company: MARLIN Engineering, Inc.

Date: 2/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami Dade

On this 2/16 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared Ramon Soria and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Jenny Byrne

NOTARY PUBLIC, STATE OF FLORIDA

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

ACKNOWLEDGMENT OF CONFORMANCE WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We MARLIN Engineering, Inc., Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay SS4A Safe Streets for All, RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of :

_____

(Sub-contractor's Names) to comply with such act or regulation.

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company Name: MARLIN Engineering, Inc.

Date: 2/16/2024

Attest: _____

Print Name: Jenny Byrne

Attest: _____

Print Name: Brandis L. Perez

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
} SS:
COUNTY OF MIAMI-DADE }

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and MARLIN Engineering, Inc. or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: _____

Name (typed): Ramon Soria

Title: President,CEO

Company Name: MARLIN Engineering, Inc.

Date: 2/16/2024

ACKNOWLEDGMENT

State of Florida

County of Miami Dade

On this 2/16 day of, 20 24, before me, the undersigned Notary Public of the State of Florida personally appeared Ramon Soria and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

Foreign Country of Concern Attestation

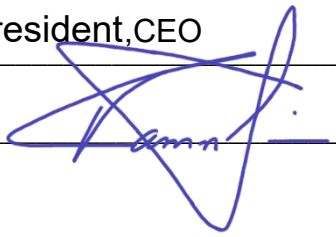
Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: Ramon Soria

Title: President,CEO

Signature: 

Date: 2/16/2024

E-VERIFY AFFIDAVIT

STATE OF FL

COUNTY OF Miami Dade

I, Ramon Soria (the individual attesting below), being duly authorized by and on behalf of MARLIN Engineering, Inc. (hereinafter "Employer") after first being duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law in accordance with NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee to work in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and that employs 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES x
   b. NO _____
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verify by any and all sub-contractors subsequently hired by Employer.

This 16 day of February, 2024.

_____

Signature of Affiant

Print or Type Name: Ramon Soria

State of FL

County of Miami Dade

Signed and sworn to (or affirmed) before me, this the 16 day of February, 20 24. My Commission Expires: 6-21-2024

Jenny Byrne

Notary Public

JENNY BYRNE
Commission # HH 012753
Expires June 21, 2024
Bonded Thru Budget Notary Services

NHCS – E-Verify 081815

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

No

Executed on 2/16/2024 at 9726 East Indigo Street, #301, Palmetto Bay, FL 33157 under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: _____

Name (typed): Ramon Soria

Title: President, CEO

Company Name: MARLIN Engineering, Inc.

Date: 2/16/2024

ADDENDUM NO. 1

Date: February 12th, 2024

To: All Interested Parties

From: Alessia Bencomo, Procurement Specialist
Village of Palmetto Bay
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Re: Request for Qualifications No. 2024-00-005
Safe Streets and Roads for All ("SS4A")

This Addendum forms part of the Request for Qualifications (RFQ) Package advertised on January 16th, 2024, and with a proposal opening date of February 16th, 2024, with any amendments and/or additions noted below.

Question: I am writing to seek clarification regarding the Safe Streets and Roads for All ("SS4A") re-advertisement. Specifically, I am interested in understanding whether there have been any changes in the scope of work between the old bid and the new bid. Our team is eager to gain insight into the reasons for the project's readvertisement, as this will enable us to thoroughly prepare for the upcoming resubmittal.

Response: *Please be advised that no specific changes have been made to the scope of work. The reason for the readvertisement was to state that all packages must be clearly labeled to the attention of the Village Clerk which may be referenced on page 3 and 23.*

Question: We have a question regarding the pre-submission meeting. Will there be a dial in number for those not able to attend the site visit?

Response: *Please be advised that there will not be a dial in number option during the pre-submission meeting.*

Question: Are there any new priorities that were included in this RFQ that were not included in the previous RFQ?

Response: *No changes in the priorities from the Village or the grant agency.*

Thank you,

ABencomo

Alessia Bencomo
Procurement Specialist

ACKNOWLEDGEMENT OF ADDENDUM SOLICITATION

Amendment/Modification No: 1

Amendment of RFQ No: 2024-00-005

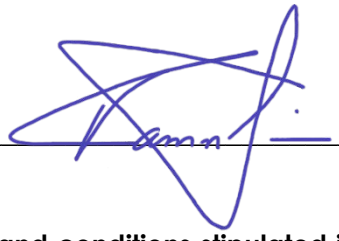
Title: Safe Streets and Roads for All ("SS4A")

Name of Proposer MARLIN Engineering, Inc.

Date Addendum Received 2/13/2024

Total Pages of Addendum including Acknowledgement 2

Print Name Ramon Soria

Signature 

All other terms and conditions stipulated in the original Village of Palmetto Bay Request for Qualifications shall remain in force. All addenda created will be incorporated into the final contract and must be acknowledged in all proposals. This acknowledgement form must be included in the response and failure to sign and submit this form may result in rejection of your proposal.

ADDENDUM NO. 1

Date: December 12th, 2023

To: All Interested Parties

From: Alessia Bencomo, Procurement Specialist
Village of Palmetto Bay
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Re: Request for Qualifications No. 2024-00-004
Safe Streets and Roads for All ("SS4A")

This Addendum forms part of the Request for Qualifications (RFQ) Package advertised on November 17th, 2023, and with a bid opening date of December 18th, 2023, with any amendments and/or additions noted below.

Question: Is there a specific DBE Requirement or Goal that will need to be met by our team?

Response: *The DBE is a requirement of Federal grants. There is not a minimum or preferred percentage (%). We will be looking to see overall how the overall team fits together, specialists for tasks needed and ability of past projects.*

Question: With respect to TAB 6 References, can you please advise if these references can be provided based on work previously performed for the Village of Palmetto Bay?

Response: *For past projects and references, these can be Palmetto Bay, local or national.*

Question: Several of the forms require a notary, can the notary be in another state, or does it need to be in Florida?

Response: *Please be advised that the notary can be from any state, but with all formalities.*

Question: Does the 40-page limit on section 3 qualifications section applies to resumes or if the resumes are excluded from that 40-page limit?

Response: *The Village has placed a page limit because it is up to the applicant to show their team's qualifications in the most efficient manner. We want to know relevant information.*

Question: Would these studies completed be open to the public?

Response: *Yes, everything should be posted on our website.*

Question: How do your residents respond to communication? Direct flyers, online, etc.

Response: Postcards *(mailers) and biweekly newsletters. Comprehensive Plan used an interactive website.*

Question: Who would be the Project Manager?

Response: *The Project Managers will be Alexander Adams, Planning Division Manager and Dionisio Torres, Public Service Director.*

Question: Who is the Grant Manager for the project?

Response: *The Grant Manager is Jorge Rivera.*

Question: Where can interested proposers find the updated Transportation and Mobility Plan on the Village website?

Response: *Please be advised that the studies are posted on the following link Studies and Presentations | Palmetto Bay, FL (palmettobay-fl.gov). The Parks Master Plan is on the following link Parks Master Plan | Palmetto Bay, FL (palmettobay-fl.gov).*

Question: During the meeting we spoke about the studies that have taken place by the city, would you know where the aforementioned studies are located on the Village web page so we may download them?

Response: *Please be advised that the studies are posted on the following link Studies and Presentations | Palmetto Bay, FL (palmettobay-fl.gov). The Parks Master Plan is on the following link Parks Master Plan | Palmetto Bay, FL (palmettobay-fl.gov).*

Thank you,

ABencomo

Alessia Bencomo
Procurement Specialist

9705 East Hibiscus Street, Palmetto Bay, Florida 33157
Tel: 305.259.1234 • Fax: 305.259.1290

ACKNOWLEDGEMENT OF ADDENDUM SOLICITATION

Amendment/Modification No: 1

Amendment of RFQ No: 2024-00-004

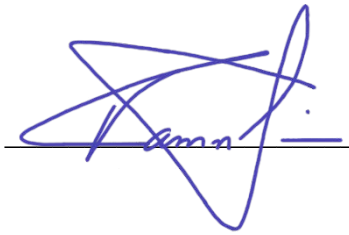
Title: Safe Streets and Roads for All ("SS4A")

Name of Proposer Marlin Engineering Inc.

Date Addendum Received 12-12-2023

Total Pages of Addendum including Acknowledgement 3

Print Name Ramon Soria, PE, President

Signature 

All other terms and conditions stipulated in the original Village of Palmetto Bay Request for Qualifications shall remain in force. All addenda created will be incorporated into the final contract and must be acknowledged in all proposals. This acknowledgement form must be included in the response and failure to sign and submit this form may result in rejection of your proposal.


DOWNLOAD
THE APP
REQUEST
A RIDE
freebee
palmetto
bay
VILLAGE OF
Palmetto Bay
Est. 2002
FLORIDA
freebee

LITIGATION HISTORY

On the following pages, MARLIN has provided the Selection Committee with the cases filed, pending, or resolved during the **last five years** prior to the solicitation due date.

ROBERT AUGUSTIN SPIEGEL V. TATE TRANSPORT CORPORATION, ET AL

Case Number: 13-2018-CA-014391000001
Complaint Filed: 05/02/2018
Incident Date: 10/10/2016
Status: Voluntarily Dismissed
MARLIN provided Engineering Consulting to FDOT on a project where another subcontractor's employee was involved in an auto accident.

SATARA NELSON ET AL VS CITY OF MIAMI ET AL

MIAMI DADE COUNTY, FL
Case Number: 132016CA019534000001
Case: Settled
Litigation is currently pending. MARLIN Engineering, Inc. was the design consultant performing civil engineering work on a City of Miami roadway. A tree impacted the view of a stop sign resulting in a driver running the stop sign and causing a traffic infraction.
Incident Date: 08/05/2014
Filed Date: 07/28/2016

CURRENT BUILDERS OF FLA VS. AMAYA CONTRACTING STUCCO INC ET AL

MIAMI DADE COUNTY, FL
Case Number: 132015CA014659000001
Case: Closed - MARLIN Engineering, Inc. was dismissed.
Complaint made regarding construction. As a design consultant performing civil engineering work, MARLIN Engineering, Inc. did not perform any construction work. The entire design team were defendants.
Incident Date: N/A,
Complaint Filed: 06/29/2015
Project: The Citadel Association.

GONZALEZ, YOANA VS. COMMUNITY CONDOTTE DE MOYA JV LLC

MIAMI-DADE COUNTY, FL
Case Number: 132013CA032426000001
Case: Closed- MARLIN Engineering, Inc. was dismissed.
Complaint made regarding construction. As a design consultant performing civil engineering work, MARLIN Engineering, Inc. did not perform any construction work. The entire design team were defendants.
Incident Date: 10/12/2012
Filed Date: 10/11/2013
Project: State Road 826, NW 25th Street.

CARIBBEAN CONDO ASSN INC. VS. CARIBBEAN GROUP OWNER LLC

Case Number: 132012CA029420000001
Case: Closed - MARLIN Engineering, Inc. was dismissed.
Complaint made regarding construction. As a design consultant performing civil engineering work, MARLIN Engineering, Inc. did not perform any construction work and was dismissed from the case. The entire design team were defendants.
Incident Date: N/A

Date Filed: 07/26/2012
Project: Caribbean Condo Association.

JAMIE BAKER, AS PERSONAL REPRESENTATIVE OF THE ESTATE OF JMB, JR., A MINOR VS. HARDESTY & HANOVER, LLC, MARLIN ENGINEERING, INC., TIERRA SOUTH FLORIDA INC., INTERA INCORPORATED, AND TRANSYSTEMS CORPORATION.

Case Number: CACE17015443
Case: Closed- MARLIN Engineering, Inc. was dismissed.
Plaintiffs were on a boat and collided with a bridge. MARLIN Engineering, Inc. was involved in bridge inspection.
Date Filed: 08/11/2017
Date of Incident: 08/13/2015
Project: Dixie Highway Arch Deck Bridge.

SEAN MAHONEY VS. HARDESTY & HANOVER, LLC, MARLIN ENGINEERING, INC., TIERRA SOUTH FLORIDA INC., INTERA INC., AND TRANSYSTEMS CORP.

Case Number: CACE18018305
Case: Closed- MARLIN Engineering, Inc. was dismissed.
Plaintiffs were on a boat and collided with a bridge. MARLIN Engineering, Inc. was involved in bridge inspection.
Date Filed: 08/01/2018
Date of Incident: 08/13/2017
Project: Dixie Highway Arch Deck Bridge.

EMILY GIUSTI VS. HARDESTY & HANOVER, LLC, MARLIN ENGINEERING, INC., TIERRA SOUTH FLORIDA INC, INTERA INC., AND TRANSYSTEMS CORP.

Case Number: CACE18018813
Case: Closed- MARLIN Engineering, Inc. was dismissed.
Plaintiffs were on a boat and collided with a bridge. MARLIN Engineering, Inc. was involved in bridge inspection.
Date Filed: 08/07/2018
Date of Incident: 08/13/2017
Project: Dixie Highway Arch Deck Bridge.

MARIA DAVILA, AS PERSONAL REPRESENTATIVE OF THE ESTATE OF CANDIDO MANZANARES VS. ODEBRECHT CONSTRUCTION, SOLID CONSULTING ENGINEERS, CARNAHAN, PROCTOR AND CROSS, RAFAEL PEREZ CAMEJO, ROVERSYS HERNANDEZ, RAMIRO ROBLES AGUILAR, FDOT, MARLIN ENGINEERING, F&J ENGINEERING GROUP, UNIVERSAL ENGINEERING SCIENCES, AND GRL ENGINEERS.

Case Number: 2019-002867-CA-01
Case: Closed - MARLIN Engineering, Inc. was dismissed.
Litigation is pending. MARLIN Engineering, Inc. provided design consulting services to Odebrecht Construction for a roadway. Two workers (from one of the other companies) engaged in a car race after their shift and struck and killed an Odebrecht employee.
Date Filed: 01/19/2019
Incident Date: 04/08/2017
Project: Krome Project



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 1/25/2024

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

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

PRODUCER
Arthur J. Gallagher Risk Management Services, LLC
9155 South Dadeland Boulevard
Suite 1112
Miami FL 33156

CONTACT NAME: Lillie Alvarez
PHONE (A/C, No, Ext): 305-639-3143 **FAX (A/C, No):** 305-592-4049
E-MAIL ADDRESS: Lillie_Alvarez@ajg.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Trumbull Insurance Company	27120
INSURER B : Hartford Casualty Insurance Company	29424
INSURER C : Hartford Fire Insurance Company	19682
INSURER D : Lexington Insurance Company	19437
INSURER E : Twin City Fire Insurance Company	29459
INSURER F :	

INSURED MARLENG-01
Marlin Engineering Inc
3363 W Commercial Blvd, Suite 115
Fort Lauderdale, FL 33309

COVERAGES **CERTIFICATE NUMBER:** 1892572626 **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
C	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:	Y		21UUNOL5114	9/1/2023	9/1/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY X SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY	Y		21UENOL5112	9/1/2023	9/1/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** CLAIMS-MADE DED X RETENTION $ 10,000			21XHUOL5113	9/1/2023	9/1/2024	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
E	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		21WBOL6HAF	9/1/2023	9/1/2024	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
D	Professional Liability			032834125	4/11/2023	4/11/2024	Each Claim: Policy Aggregate: Deductible:	$2,000,000 $2,000,000 $75,000 each claim

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: Village of Palmetto Bay, Florida| Safe Streets and Roads for All ("SS4A")| RFQ No. 2024-00-005
Village of Palmetto Bay Municipal Center is an additional insured with respects to general liability and auto liability policies arising out of the work performed. Insurance coverage is primary and non-contributory to any other insurance available to, the Certificate holder. 30 Days' Notice of Cancellation/Non-renewal, except 10 days for nonpayment of premium, to the certificate holder when required by written agreement.

CERTIFICATE HOLDER
Village of Palmetto Bay Municipal Center
9705 E. Hibiscus Street
Palmetto Bay FL 33157

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

AUTHORIZED REPRESENTATIVE

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MARLIN Engineering, Inc.
9726 East Indigo Street
#301
Palmetto Bay, FL 33157

Contact Person
Christina Fermin, AICP
Project Manager
305.477.7575
cfermin@marlinengineering.com

www.marlinengineering.com



MARLIN



RFQ NO. 2024-00-005
VILLAGE OF PALMETTO BAY

SAFE STREETS AND ROADS FOR ALL ("SS4A") COMPREHENSIVE SAFETY ACTION PLAN

Tony Garcia, RA
Principal & Co-Founder
The Street Plans Collaborative, Inc.
5879 Sunset Drive, Suite 2, South Miami, FL 33143
305-978-6426 | tony@streetplans.org

February 16, 2024

EQUITABLE CITIES

STREETPLANS

Sam Schwartz
A TYLin Company

TRANSMITTAL LETTER

February 12, 2024

Dear Evaluation Committee,

Street Plans is delighted to submit a proposal to develop the Village of Palmetto Bay's Comprehensive Street Safety Action Plan and help the Village become the first Vision Zero community in South Florida. With long-time partners Sam Schwartz Engineering and Equitable Cities, LLC, we are a team of professionals committed to excellence and responsiveness. We offer a breadth of national, regional, and local experience and are passionate about creating safer streets that calibrate best practices to local contexts. We are also a team committed to conducting fun and engaging digital and in-person public outreach activities, and will work to build crucial buy-in, and ultimately Action Plan support, from the Palmetto Bay community.

Collectively, our team has completed more than a dozen Vision Zero Action Plans or related initiatives across the Country, with equity as a focus. At our core, we believe the epidemic of traffic violence is preventable and that a multidisciplinary Safe Systems Approach must be integrated at all levels of government to dramatically reduce and eventually eliminate serious injuries and fatalities.

Is it possible to achieve Vision Zero?

Absolutely! Over the past six years, we at Street Plans have worked closely with the City of Jersey City to achieve zero roadway deaths. In 2022, we did it four years ahead of the goal. How did we do it? By working closely and consistently with the City and the broader community, to author numerous plans (including a Vision Zero Action Plan) that resulted in a steady stream of initiatives to reduce harm. This multipronged work has included collaboration across City departments, but was focused largely on the reallocation of roadway space along the High-Injury Network and the installation of a wide range of traffic-calming countermeasures. In this regard, we have leaned heavily on the application of Tactical Urbanism - low-cost, high impact demonstration, pilot, and interim design projects - to speed up project delivery and provide a platform for ongoing community engagement. And all of this was done partially from our South Miami office!

For this effort, our project team will perform a thorough review of the Village's existing master plans; active transportation infrastructure; State and County standards; existing data; and current and historic policies. Once a baseline is established, we'll look to (literally!) fill the gaps, and propose enhancements new to the Village based on best practices, and in accordance with Complete Streets standards. The final Action Plan will not only include updates to previous plans, but it will also lay out a roadmap for how previous and enhanced efforts can be cohesively integrated and prioritized to accomplish a Vision Zero future. Our experience with federal grants has taught us how to produce plans that identify, and are oriented toward, grant opportunities to help our clients succeed. Having assisted the City of New Haven with its awarded SS4A grant, we know what needs to be included in Action Plans and the applications to best position our clients for success.

We are well-positioned to offer this approach to the Village of Palmetto Bay to create a comprehensive transportation guidebook that not only brings together all previous and current efforts, but aligns existing and new recommendations with Complete Streets and Vision Zero best practices to achieve your goals. We appreciate the opportunity to bring our team's experience to, and work alongside, the Village of Palmetto Bay. Thank you for your consideration.

Sincerely,



Person Authorized to Make Representations: Tony Garcia, Principal & Co-Founder
Contact Information: tony@streetplans.org, 305-978-6426
Legal Name: The Street Plans Collaborative, Inc.
Address: 5879 Sunset Drive, Suite 2 South Miami, FL 33143

TABLE OF CONTENTS

For Connect Waldorf, a bicycle-pedestrian connectivity plan for the suburban and rural Waldorf Urban Area outside of Washington D.C., Street Plans heavily focused on trail connections and access points along larger arterials, and produced visualizations to support recommendations.



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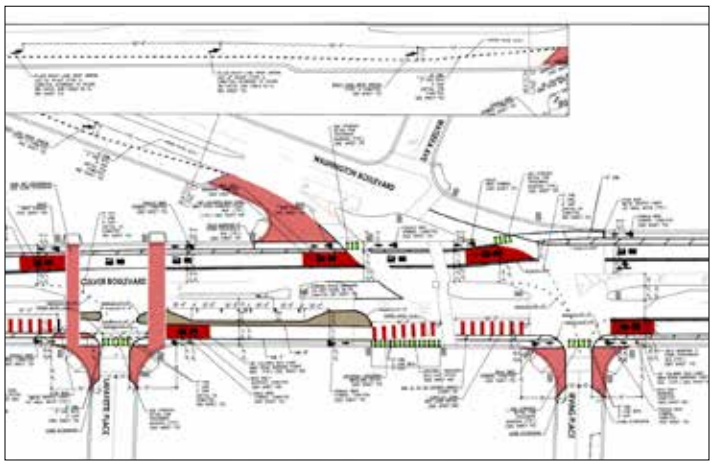


Tab 3 - Summary of Background, Qualifications

PRIME CONSULTANT

Street Plans is an award-winning active transportation, urban design, and placemaking practice. Founded in 2009, our team has a unique and strong track record of integrating the technical details of transportation planning and street design with broader land use, urban design, and economic development goals. We work with local, regional, state, and national governments; not-for-profits; foundations; and private sector companies to develop and deliver meaningful change - quickly. Street Plans is renowned as the leading practitioner and steward of the global Tactical Urbanism methodology. The firm has pioneered the development, delivery, and evaluation of "Quick-Build" projects that deliver pilot and interim projects as a means for helping communities determine what works - and what does not - before allocating limited dollars in long-term investments.

In addition to being recognized as a leading national expert in vision zero, complete streets, and bicycle and pedestrian design, Street Plans has a long history of working with municipalities around Miami-Dade County. Indeed, our firm was founded in Miami Beach, and our staff and principals have existing relationships with the community, city and county staff, and elected officials that have taken almost two decades to foster. We have an encyclopedic of knowledge of the region's planning documents, having authored many of them, and have an understanding of how to take projects from concept to completion that is unmatched by any other local firm. Just in the last ten years, we've completed more than 2 dozen transportation planning and street design projects around the city. We are excited and eager to bring our expertise and knowledge to bear in Palmetto Bay!.





TRANSPORTATION PLANNING + URBAN DESIGN

We design streets and public spaces, while considering long-term development and access to natural resources, and many times test these designs using the Quick-Build methodology.

- Complete Streets Design Guidelines
- Vision Zero Action Plans
- Streetscape Design + Master Plans
- Bicycle + Pedestrian Planning
- Bicycle + Pedestrian Network Audits
- Greenway + Trail Plans
- Re-striping + Signage Implementation Plans
- Grant Application Assistance
- Public Space Design + Assessments

TACTICAL URBANISM + PLACEMAKING

We have extensive experience in the design, delivery, and evaluation of Quick-Build projects, and in the production of succinct, accessible guide documents for both public and internal use. We are constantly keeping our finger on the pulse of best practices, and conduct our own grant-funded research to produce best practice guides and toolkits to proliferate forward-thinking urban design principles.

- Demonstration, Pilot, + Interim Design Projects
- Placemaking Strategies + Implementation
- Public Space Activation + Programming
- Best Practices Guides

OUR TEAM

Street Plans has put together an impressive team for this pursuit that encompasses the variety of skill-sets the Village may need in advancing its mobility goals. Our core team is made up of three firms that range from full service transportation planning to large-scale engineering practice, to the production and delivery of equitable, action-oriented transportation plans. Below is a summary of each firm's experience and their role on the team, including roles of key personnel.

STREETPLANS

STREET PLANS | Prime Consultant

Street Plans will serve as the main point of contact and will lead all Tasks, ensuring regular communication between the proposer team and the client, and delegating tasks as needed to subconsultants. As leading experts on Complete Streets and the creation of transportation and bicycle and pedestrian plans, Street Plans will work with the client to identify and prioritize transportation projects, and oversee the project design process.

Project Roles:

Anthony Garcia, RA | Principal-In-Charge
Mike Lydon, CNU-A | QA/QC
Thomas Isola, Director of Engineering
Vanessa Lira | Senior Project Director
Bette Maloy | Project Manager
Dana Wall | Deputy Project Manager
Amalia Tomey | Project Designer

Sam Schwartz
A TYLin Company

SAM SCHWARTZ ENGINEERING | Subconsultant

Sam Schwartz will support Street Plans in data collection and analysis, and best practices for engineering solutions and resiliency. **They will contribute substantively to the Plan Recommendations, and review the Action Plan Document.** Sam Schwartz brings national and international industry leadership around traffic safety/Vision Zero, Complete Streets planning and design, curbside management, strategic planning, and planning and policy around emerging modes and technologies such as connected and automated vehicles, electric vehicles, shared mobility, and micromobility.

Key Personnel:

Stacey Meekins, AICP | Principal + National Practice Leader, Complete Streets
Donald R. Tone, PE | Vice President + Director of Special Projects, Traffic Engineering
Jesse McGowan, AICP | Associate

EQUITABLE CITIES

EQUITABLE CITIES, LLC | Subconsultant

Equitable Cities will lead all equity analyses and propose solutions to reconnecting disadvantaged communities through best practices. Equitable Cities will review the Public Engagement Plan, participate in events, and review all Plan Recommendations. Equitable Cities, LLC (EC) is a nationally known urban planning, public policy, research and multimedia firm. Working at the intersection of transportation, health, and equity, EC has extensive experience working with federal, state, regional, county and municipal governments, and for-profit and non-profit organizations throughout North America. Our core services include quantitative and qualitative research, program evaluation, urban planning and design, public outreach and engagement, training and workshop development, and technical assistance.

Key Personnel:

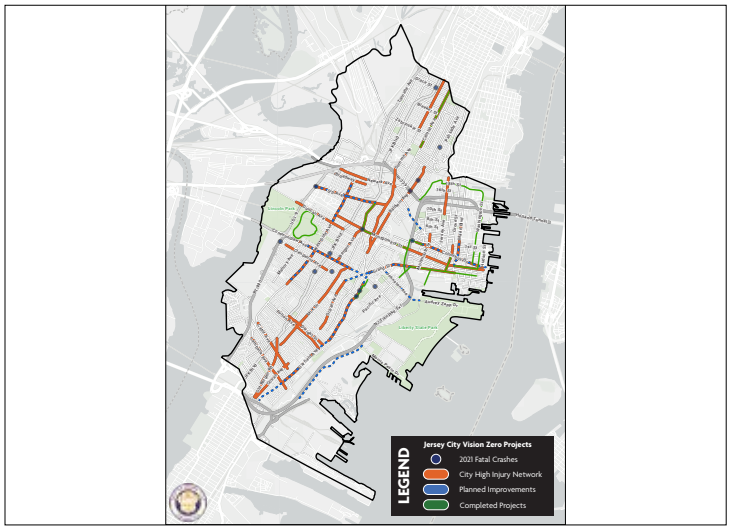
Charles T. Brown | Founder + Principal
Priyanshu Sharma | Urban Planner + Designer
Aliaa Eldabli | Project Coordinator, Social Justice Fellow
Jay Arzu | Policy Analyst, Social Justice Fellow

NATIONAL EXPERTISE

We see this effort as encompassing three core parts of our work: action oriented Vision Zero planning; complete streets, traffic calming and bicycle/pedestrian planning for suburban contexts in transition; and the creation of regionally connected trail networks.

Vision Zero Action Plans

Street Plans has produced Vision Zero Action Plans for a number of cities. In 2018, the City of Jersey City hired Street Plans to lead the development of its first bicycle master plan - Let's Ride JC. This planning process centered around a robust community engagement program. The final bike plan proposed a 'minimum grid' of protected lanes and a dense network of neighborhood greenways, with the long-term goal of achieving Vision Zero by 2026. In 2019, our firm developed the City of New Haven's first Active Transportation Plan, a comprehensive and multi-phase analysis and road map for advancing walking, biking, and transit infrastructure in the city.



Complete Streets + Traffic Calming

Street Plans has pioneered the design and implementation of "Quick-Build" projects as means for designing and accelerating the creation of complete streets and traffic calming projects. A special area of focus for us is the adaptation of suburban streets for people walking, biking and taking transit. One local example of this is our work with the Broward MPO on the BTactical Program. BTactical, a Complete Streets initiative in 2021 by the Broward Metropolitan Planning Organization (BMPO) emphasizing safety and mobility for all users, included the implementation of pedestrian and bicycle improvements inclusive of over 60,000 sqft. of asphalt art.



Trails and Bike Connectivity

Street Plans is also a local and national leader in trail design. We are the authors of the New York Strategic Trails Plan, while closer to home we led the creation of the Friends of Ludlam Trail (FoLT) - a grassroots campaign of bicycle and pedestrian advocates, conservationists, and community residents seeking to transform a partially abandoned railroad located on the historic Florida East Coast railway into a world-class linear park and trail. The trail forms one leg of the regional Miami Loop project. Street Plans also developed the Housatonic Rail Trail Extension Plan, a vision to lengthen the Housatonic Rail Trail in central Connecticut from Monroe to Newtown's Fairfield Hills campus.



SOUTH FLORIDA QUALIFICATIONS

Our firm has extensive experience working in South Florida. Street Plans' work includes working with Miami-Dade County to create the county's first program dedicated to the delivery of citizen-proposed transportation projects, working with the Broward Metropolitan Planning Organization on its Complete Streets Initiative to implement active transportation pilot projects, and developing multi-modal transportation plans for cities that encompass half the population of Miami-Dade County. Indeed, our reach and leadership in the region runs deep - we were the first firm to bring protected bike lanes to South Florida, and the first to advocate for a mode shift via ordinance in Miami Beach. We currently serve as on-call consultants for the City of Miami Beach, Miami-Dade TPO, and Broward County MPO.

Miami Beach On-Call Services

Our firm has been part of an on-call team for the City of Miami Beach since 2012 and has been a pioneer in redesigning the city's street network in favor of sustainable transportation. In 2016, Street Plans created the Miami Beach Bicycle Pedestrian Master Plan & Street Design Guidelines to advance the city's new transportation priorities; and also led the transportation planning component of the North Beach Master Plan. Both master plans were adopted that same year. To this day, Street Plans works closely with the City of Miami Beach to further design and implement transportation projects to make streets safer and more convenient to cyclists and pedestrians.



Municipal Bike & Ped Plans

Street Plans has over 15 years of experience developing and implementing Bicycle + Pedestrian Plans. Our bicycle planning and public engagement qualifications include a range of relevant projects for cities and towns across the United States, including many across South Florida. We were instrumental in the creation of the first City of Miami Bicycle Action Plan, which led to the creation of the City-wide bicycle and pedestrian plan. We also created action plans for other cities along the US1 corridor including Coral Gables and Pinecrest.



Miami-Dade County Vision Zero Plan

In 2018, Street Plans was hired by Miami-Dade County to support the creation of the first Vision Zero Plan. In keeping with the goal of Vision Zero, the Plan proposed the total elimination of all traffic-related deaths and serious injuries by the year 2030. As part of this effort, Street Plans performed literature review and data collection to determine high-crash locations and assist in providing recommendations. The recommendations included short- and long-term, location-specific actions that address both crash prevention and injury reduction. A sub-set of priority projects were identified for rapid implementation.



STREET PLANS/SAM SCHWARTZ PARTNERSHIP

Street Plans and Sam Schwartz are frequent collaborators on a variety of transportation projects across the country. Our teams have an exceptional and efficient working relationship, and are capable of delivering quality, timely deliverables while developing long-term relationships with our clients. Below are just a few of our recent and current collaborations.

Move Culver City Tactical Mobility Lane and On-Call Transportation Engineering Services, (2020 - 2024)

Street Plans and Sam Schwartz have been working with the City of Culver City, CA for the past 4 years as the lead city transportation engineering consultants. As part of this contract, the team designed and managed the Move Culver City Tactical Mobility Lane, a 1.3-mile Quick-Build project installed in 2021 with dedicated bus and bike lanes in both directions, and over 30,000 sqft. of asphalt art curb extensions. Sam Schwartz provided the data collection and analysis for the project's Mid-Pilot and Final Reports, and assisted in volunteer management and installation, while Street Plans led all aspects of the engineering and design, including design of bus stops, all striping and pavement markings.



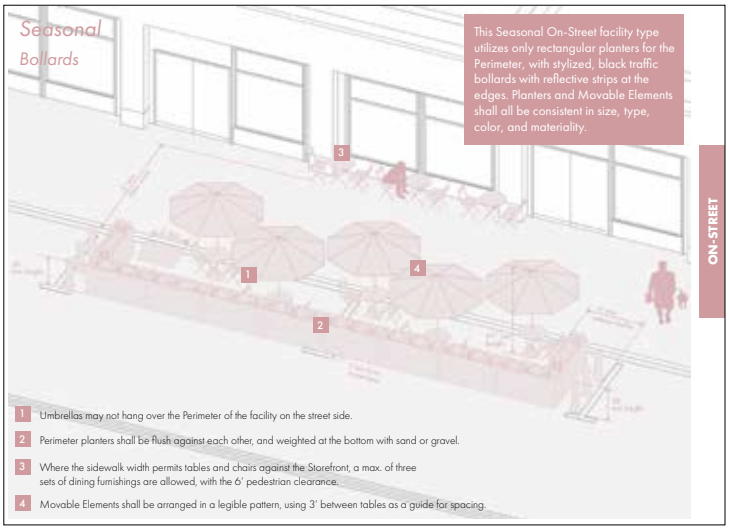
Vision Zero Action Plan | Stamford, CT (Current)

Street Plans and Sam Schwartz are leading Stamford, CT's Vision Zero Action Plan. This effort will include robust, on-the-ground public engagement, from large-scale workshops to a "roaming", pop-up Vision Zero studio. As a subconsultant, Sam Schwartz is leading all data collection and analysis efforts to inform existing conditions and priority recommendations.



Outdoor Dining Program Standards | Bronxville, NY (Current)

Street Plans and Sam Schwartz are collaborating on the Village of Bronxville's permanent outdoor dining design and process standards. For this project, Sam Schwartz is supporting Street Plans in the design of an outdoor dining design typology, reviewing concept designs for best practices, and providing traffic analyses to support program regulations. The final standards will include design and materials guidance, in addition to new permit applications to facilitate more streamlined program management for both the Village and the merchants.

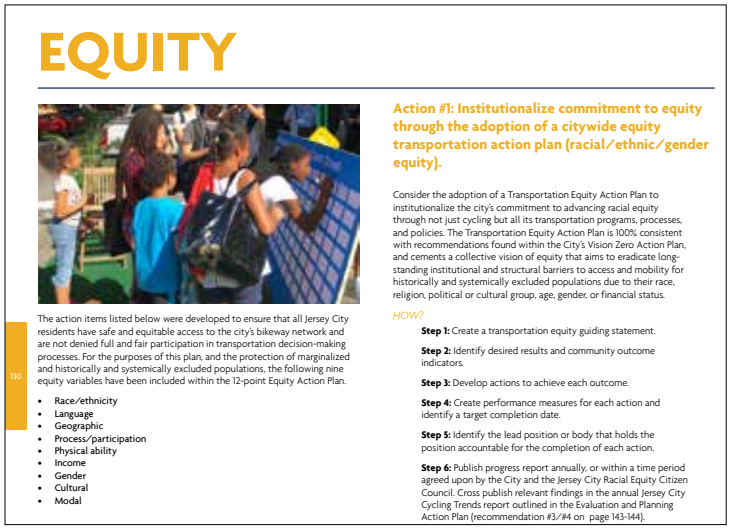


STREET PLANS/EQUITABLE CITIES PARTNERSHIP

Street Plans and Equitable Cities, LLC are frequent collaborators on equity-related transportation projects and publications. Our relationship began with the Let's Ride JC Bicycle Master Plan, and has continued to develop in communities throughout the Northeast, and beyond. Below are just a few of our recent and current collaborations.

Jersey City Vision Zero Plan | Jersey City, NJ (2019)

For the Bike Master Plan, Equitable Cities supported Street Plans with multiple public engagements, including multiple Handlebar Survey rides with residents, and public workshops. Equitable Cities' primary deliverable was to develop a draft and final Equity Action Plan chapter outlining a multi-disciplinary and multi-agency approach to centering equity with the transportation investments recommended in the overall bike master plan.



EQUITY

The action items listed below were developed to ensure that all Jersey City residents have safe and equitable access to the city's bikeway network and are not denied full and fair participation in transportation decision-making processes. For the purposes of this plan, and the protection of marginalized and historically and systemically excluded populations, the following nine equity variables have been included within the 12-point Equity Action Plan.

130

- Race/ethnicity
- Language
- Geographic
- Process/participation
- Physical ability
- Income
- Gender
- Cultural
- Modal

Action #1: Institutionalize commitment to equity through the adoption of a citywide equity transportation action plan (racial/ethnic/gender equity).

Consider the adoption of a Transportation Equity Action Plan to institutionalize the city's commitment to advancing racial equity through not just cycling but all its transportation programs, processes, and policies. The Transportation Equity Action Plan is 100% consistent with recommendations found within the City's Vision Zero Action Plan, and cements a collective vision of equity that aims to eradicate long-standing institutional and structural barriers to access and mobility for historically and systemically excluded populations due to their race, religion, political or cultural group, age, gender, or financial status.

HOW?

Step 1: Create a transportation equity guiding statement.

Step 2: Identify desired results and community outcome indicators.

Step 3: Develop actions to achieve each outcome.

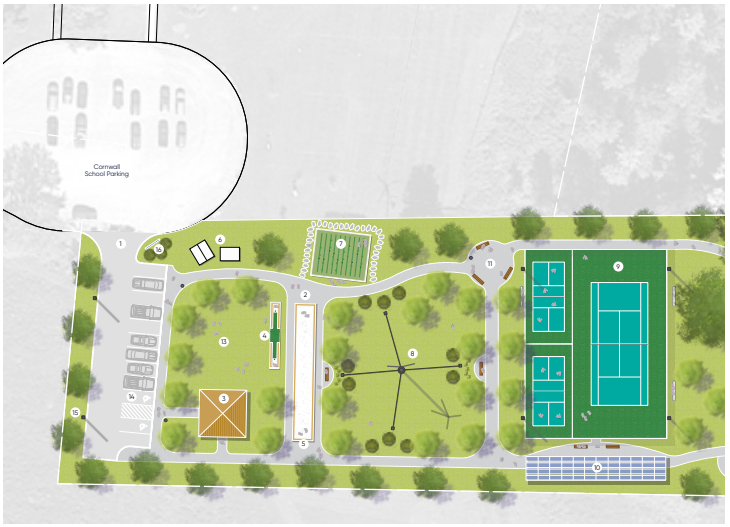
Step 4: Create performance measures for each action and identify a target completion date.

Step 5: Identify the lead position or body that holds the position accountable for the completion of each action.

Step 6: Publish progress report annually, or within a time period agreed upon by the City and the Jersey City Racial Equity Citizen Council. Cross publish relevant findings in the annual Jersey City Cycling Trends report outlined in the Evaluation and Planning Action Plan (recommendation #3/#4 on page 143-144).

Vermont Healthy Communities | Multiple Communities (2022-2023)

Equitable Cities was hired by the Vermont Department of Housing and Community Development to provide technical assistance to a wide range of Vermont communities interested in developing healthy community design and placemaking plans that center equity. Equitable Cities retained Street Plans to develop project visualizations that responded to the vision articulated by partner communities.



Brunswick Avenue Quick-Build Redesign, Trenton, NJ (2019)

Equitable Cities partnered with Street Plans to plan and implement a traffic-calming and placemaking "Quick-Build" project for Brunswick Avenue, a key corridor in one of Trenton's most underserved neighborhoods. Equitable Cities partnered on project outreach, planning, and the physical installation of the project with community members.



STREET PLANS QUALIFICATIONS



Anthony Garcia, RA | PRINCIPAL | SOUTH FLORIDA

Tony Garcia, RA is a co-founder of Street Plans and leads the day-to-day operations of the firm. Considered one of the foremost experts in the field of placemaking and street design of his generation, he is a licensed architect and has delivered hundreds of presentations, lectures, and workshops during his 18-year long career. Having completed over 150,000 sf of street murals around the country, he is one of the most prolific asphalt art muralists in the world, is the author of the Asphalt Art guide, and serves as the technical advisor for over 30 cities as part of the Bloomberg Asphalt Art Initiative.

Tony is coauthor of the globally acclaimed series Tactical Urbanism: Short-Term Action, Long-Term Change, co-author of Tactical Urbanism, published by Island Press in March 2015, and together with Mike Lydon is the recipient of the 2017 Seaside Prize. Later in 2018, Tony was awarded the CINTAS Foundation Fellowship for Architecture & Design for contributions to the field of urban design.

Tony is a native Miamian and is regarded as a leading advocate and voice in the development of the city's growing list of renowned public spaces and trails, first as the managing editor of the transportation blog TransitMiami.com, then as Chairman of the largest bicycle pedestrian advocacy organization in South Florida, Green Mobility Network. As part of this effort he co-founded the Ludlam Trail project, which will result in the addition of over 50 acres of new park space in Miami-Dade County, and helped prototype and build support for the creation of Biscayne Green, a one-mile park in downtown Miami currently under design.

Tony is a former part-time faculty member at the University of Miami School of Architecture.

EDUCATION

- University of Miami School of Architecture, Master of Architecture
- New York University, B.A. Architecture & Urban Design

RECENT AWARDS

- 2019 IDA Award, Coxe Ave
- 2018 Charter Award, Biscayne Green
- 2017 Cintas Fellowship
- 2017 Seaside Prize
- 2016 FLASLA, Biscayne Green
- 2015 Charter Award, North Beach Master Plan

LICENSES & AFFILIATIONS

- State of Florida Licensed Architect, AR97799

LANGUAGE

English | Spanish

EXPERIENCE

18 years

SELECT PROJECTS:

- Miami-Dade Vision Zero Plan, Miami, FL
- Miami Beach Bicycle Master Plan, Miami Beach, FL
- Miami Beach Street Design Guide, Miami Beach, FL
- North Beach Master Plan, Miami Beach, FL
- Washington Avenue Bus Platform Analysis, Miami Beach, FL
- Slow Streets Miami Beach Quick-Build Project, Miami Beach, FL
- Village of Pinecrest U.S. 1 Mobility Plan, Pinecrest, FL
- University of Miami Pedestrian Safety Plan, Coral Gables, FL
- Miami 2030 Bicycle Master Plan, Miami, FL
- Crosstown Greenway Pilot Project, Key West, FL
- Miami-Dade Transportation Quick-Build Program, Miami, FL
- Biscayne Green Pilot Project, Miami, FL
- Btactical Complete Streets Pilot Projects, Fort Lauderdale/Deerfield Beach, FL
- Go Ojai Demonstration Project, Ojai, CA
- Tactical East Avenue Pilot Project, Livermore, CA
- A Safer Prospect Quick Build Project, Hermosa Beach, CA
- Move Culver City: Reimagining Mobility in Culver City, CA
- Beverly Hills Bicycle and Pedestrian Education & Safety Campaign, Beverly Hills, CA
- Coxe Avenue Corridor Pilot Project, Asheville, NC
- Westminster 2030 Bicycle Master Plan, Westminster, CO
- Kalihi Quick Build Crosswalk Project, Honolulu, HI

STREETPLANS



EDUCATION

- University of Michigan, Master of Urban Planning
- Bates College, B.A. American Cultural Studies

LICENSES + AFFILIATIONS

- CNU-Accredited Professional
- Association for Pedestrian and Bicycle Professionals

LANGUAGE

English

EXPERIENCE

18 years

Mike Lydon, CNU-A | PRINCIPAL | NEW YORK CITY

Mike Lydon is a Principal and Co-Founder of Street Plans, leading the firm's New York City office. Mike is an internationally sought after planner, author, speaker, and designer of livable cities. He was named by Planetizen again in 2023 as one of the 100 most influential urbanists. Mike has lead more than 100 temporary and permanent street redesign projects across the United States and delivered more than 275 keynotes, workshops, trainings, and lectures, exerting a global influence on how people think about transforming the public realm.

Mike is the creator and primary author of the The Open Streets Project and the globally acclaimed digital series Tactical Urbanism: Short-Term Action, Long-Term Change Vol. 1 – 5. With Tony Garcia, Mike is the recipient of the 2017 Seaside Prize and co-author of the full-length book Tactical Urbanism, published by Island Press in March 2015, and honored by Planetizen as one of the top 10 planning books of the year. Mike also collaborated with Andres Duany and Jeff Speck in writing The Smart Growth Manual, published by McGraw-Hill in 2009. Mike most recently co-authored NACTO's Streets for Pandemic Response and Recovery and the Streets for Voting Guide, which seeks to help cities and boards of elections utilize streets and other public spaces for election activities.

Mike currently serves on Transportation Alternative's Executive Committee for the New York City Harbor Ring project and is an advisor to the Bicycle Coalition of Maine. Before launching Street Plans in 2009, Mike worked for Smart Growth Vermont, the Massachusetts Bicycle Coalition, and Ann Arbor's GetDowntown Program. From 2006 – 2009 Lydon worked for Duany Plater-Zyberk and Company (DPZ), an international leader in the practice of smart growth planning, design, and research techniques.

SELECT PROJECTS

- Safe Routes for All Citywide Active Transportation Plan, New Haven, CT
- Vision Zero Evaluation & Annual Reporting, Jersey City, NJ
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- JC Walks Pedestrian Plan + Demonstration Projects, Jersey City, NJ
- Washington Boulevard Redesign Striping + Signage Plan, Jersey City, NJ
- Bergen Square Redesign, Jersey City, NJ
- Keyport Complete Streets Design Guide, Keyport, NJ
- Complete Streets Regional Quick Build Design Guide, Capitol Regional Council of Governments, CT
- Housatonic Rail-with-Trail Extension Plan, Housatonic, CT
- Clay Arsenal Traffic Calming Plan, Hartford, CT
- Vision Zero Conceptual Designs, New York, NY
- New York City Strategic Trails Plan, New York, NY
- SoHo Broadway Public Realm Framework + Vision Plan, New York, NY
- Providence City Walk Phase I, Providence, RI
- Somerville Bike Network Plan, Somerville, MA
- Picture Main Street 25% Design Plan + Pilot Project, Northampton, MA
- Philly Free Streets Strategic Plan, Philadelphia, PA
- Connect Waldorf Bicycle + Pedestrian Connectivity Plan, Waldorf, MD
- Grand Street Quick-Build Design Plan, Jersey City, NJ

STREETPLANS



Thomas Isola, PE | TRANSPORTATION ENGINEER | NEW YORK

Thomas Isola has a breadth of experience working on transportation related projects. He is proficient in traffic microsimulation, transportation forecasting, and CAD design. Thomas has worked on traffic impact studies and performed various tasks including data collection, trip generation, trip assignment, growth rate projections, capacity analysis, and crash analysis. Thomas is familiar with delivering projects in the New York State metropolitan area following the State Environment Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR). He is skilled in various traffic engineering software packages including Vissim, Aimsun, Synchro, SimTraffic, and HCS. In addition to these, Thomas possesses unique computer coding and data science skills.

Thomas is a registered Professional Engineer in New York State as well as a certified Professional Traffic Operations Engineer. He has held traffic engineer and task lead roles.

EDUCATION

- Duke University, B.S., Civil Engineering
- New York University, M.S., Transportation Planning and Engineering

LICENSES

- Professional Engineer: NY (102254)
- Professional Traffic Operations Engineer

LANGUAGE

English | Spanish

SELECT PROJECTS

- Route 9 Complete Streets, Westchester County, NY
- Modernization of Briarcliff-Peekskill Parkway Engineering Scoping Report, Westchester County, NY
- Route 17 Improvement: Conversion into Interstate 86, NY
- Rehabilitation of Hempstead Avenue Bridge over Cross Island Parkway, Queens, NY
- JFK T6 & T7 Redevelopment, Queens, NY



Vanessa Lira | SENIOR PROJECT DIRECTOR | ATLANTA

Vanessa is a Senior Project Director at Street Plans and is based out of Atlanta, GA. Formally trained as an architect, Vanessa has 10 years of experience designing and implementing environments at multiple scales including interiors, architecture, and urban design.

Prior to joining Street Plans, Vanessa was an Assistant Director at the Atlanta Department of City Planning, leading a team focused on the creation of public spaces. While at the City of Atlanta, she developed Atlanta's first Tactical Urbanism Guide and managed the City's tactical urbanism program, Love Our Places. She was a founding member of the Atlanta City Studio, an urban design studio that specializes in creative community engagement, where she collaborated on the city's long-term strategic design document The Atlanta City Design.

EDUCATION

- Georgia Institute of Technology, Master of Architecture, 2016
- Georgia Institute of Technology, B.Sc. Architecture, 2012

SELECT PROJECTS:

- Connect Senoia Master Plan & Illustrative Town Center Plan, Senoia, GA
- Washington Corridor Bike/Bus Quickbuild, Culver City, CA
- Meatpacking BID Tactical Urbanism Material Palette, New York, NY
- Jersey City Outdoor Dining Guide, Jersey City, NJ
- Atlanta On-street Dining Design + Implementation 2021
- Broad Street Boardwalk, Atlanta, GA
- Peachtree Shared Space Demonstration Project, Atlanta, GA

STREETPLANS



Dana Wall | SENIOR PROJECT DIRECTOR | NEW YORK

Dana Wall is Street Plans' Senior Project Director based in New York with a background in active transportation, urban design, and public space programming. Prior to moving to New York, Dana lived in Miami for seven years, managing many of Street Plans' South Florida projects with Principal Tony Garcia, and Project Manager Irene Balza.

At Street Plans, Dana has implemented over 25 Quick-Build projects, and has contributed her urban design and planning skills to a wide variety of active transportation projects. She recently completed the City of New Haven's first active transportation citywide plan, and is currently leading the production of events and programming for Hazelwood Green, a transformational 180-acre redevelopment and adaptive re-use project in Pittsburgh, PA.

Dana was the Principal Investigator for the firm's 2019 research publication, Fast-Tracked: A Tactical Transit Study, sponsored by the Transportation Research Board, and recently managed the delivery of a bicycle and pedestrian pilot project for the City of Livermore, CA.

Dana previously served on the board of TransitAlliance Miami, a local nonprofit advocating for safer biking, walking, and transit infrastructure in Miami-Dade County.

EDUCATION

- University of Michigan, Master of Urban Planning, Physical Planning
- University of Michigan, Master of Science, Environmental Planning
- University of California, Los Angeles, B.A. Communications

LANGUAGE

English

EXPERIENCE

8 years

SELECT PROJECTS:

- Safe Routes for All Citywide Active Transportation Plan, New Haven, CT
- Btactical Complete Streets Pilot Projects, Fort Lauderdale/Deerfield Beach, FL
- Miami-Dade Transportation Quick-Build Program, Miami, FL
- Biscayne Green Pilot Project, Miami, FL
- Rue Vendome Interim Design Plaza, Miami Beach, FL
- Shore to Core Pedestrian Demonstration Project, West Palm Beach, FL
- Crosstown Greenway Pilot Project, Key West, FL
- Avenue 3 Urban Design Consultant, Miami, FL
- New York City Strategic Trails Plan, New York, NY
- Outdoor Dining Permanent Program Standards, Village of Bronxville, NY
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- CityWalk Bike + Pedestrian Demonstration Projects, Providence, RI
- Hazelwood Local @ Hazelwood Green, Pittsburgh, PA
- Grounded Placemaking Strategy Document, 6 cities
- Coxe Avenue Corridor Interim Design Project, Asheville, NC
- Fast-Tracked: A Tactical Transit Study, Nationwide
- Hands On Exchange Bicycle + Pedestrian Pilot Project, Akron, OH
- Burlington Quick Build Program Design + Materials Guide, Burlington, VT

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Bette Maloy, PLA | LANDSCAPE ARCHITECT | ATLANTA

Bette is a licensed landscape architect with over 10 years of experience in urban design, project management, and landscape design, spanning the public and private sectors. She is based out of our Atlanta, GA office.

Prior to Street Plans, Bette was an urban designer and project manager at the Atlanta City Studio, the City of Atlanta's urban design studio in their Department of City Planning. In her work with the City of Atlanta, Bette led a team of designers across multiple public space projects. One of Bette's most recent and favorite projects she managed while with the City of Atlanta was the reconstruction of the Broad Street Boardwalk, a large-scale investment that permanently transformed a Downtown Atlanta street into a vibrant, pedestrian-only gathering space.

Bette holds a Bachelor of Science in Landscape Architecture from West Virginia University and holds a professional licensure for Landscape Architecture in the state of Georgia. Bette is a member of the national and local Georgia chapter of the American Society of Landscape Architecture.

SELECT PROJECTS:

- Connect Senoia Master Plan & Illustrative Town Center Plan, Senoia, GA
- Outdoor Dining Guidelines, Bronxville, NY
- Senoia Trails Master Plan, Senoia, GA
- Peachtree Shared Space Demonstration Project, Atlanta, GA
- Atlanta On-street Dining Design + Implementation 2021
- Broad Street Boardwalk, Atlanta, GA

EDUCATION

- West Virginia University, B.S. Landscape Architecture, 2012

LICENSE

- Professional Landscape Architect, State of Georgia

LANGUAGE

English

EXPERIENCE

10 years



Amalia Tomey | PROJECT DESIGNER | SOUTH FLORIDA

With a strong background in urban, architectural and interior design, Amalia brings ten years of experience in leveraging her skills to meet the needs of any project. Prior to Street Plans, she worked on the Integral Revitalization and Historic Preservation of Old Havana for the City of Havana's Department of Architectural Design and Urban Planning, transforming the city into a pedestrian and bicycle-friendly hub revived with public and commercial spaces.

Amalia is the recipient of the AIA Miami Design Award Student Design/Honor (FIU) for her Climate Resilient Urban Nexus CHoices (CRUNCH) Research Project award to recognize a student who has achieved outstanding academic distinction in the study of architecture. Amalia holds a Bachelor's Degree in Industrial Design and a Masters in Architecture from Florida International University.

SELECT PROJECTS:

- Slow Streets Miami Beach Quick-Build Project, Miami Beach, FL
- Move Culver City: Reimagining Mobility in Culver City, CA
- Btactical Complete Streets Pilot Projects, Fort Lauderdale/Deerfield Beach, FL
- Crosstown Greenway Pilot Project, Key West, FL
- Court Avenue Street Re-Design, Memphis, TN
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ

EDUCATION

- Master of Architecture. FIU

- Bachelor of Science in Industrial Design, Higher Institute of Design, Havana, Cuba

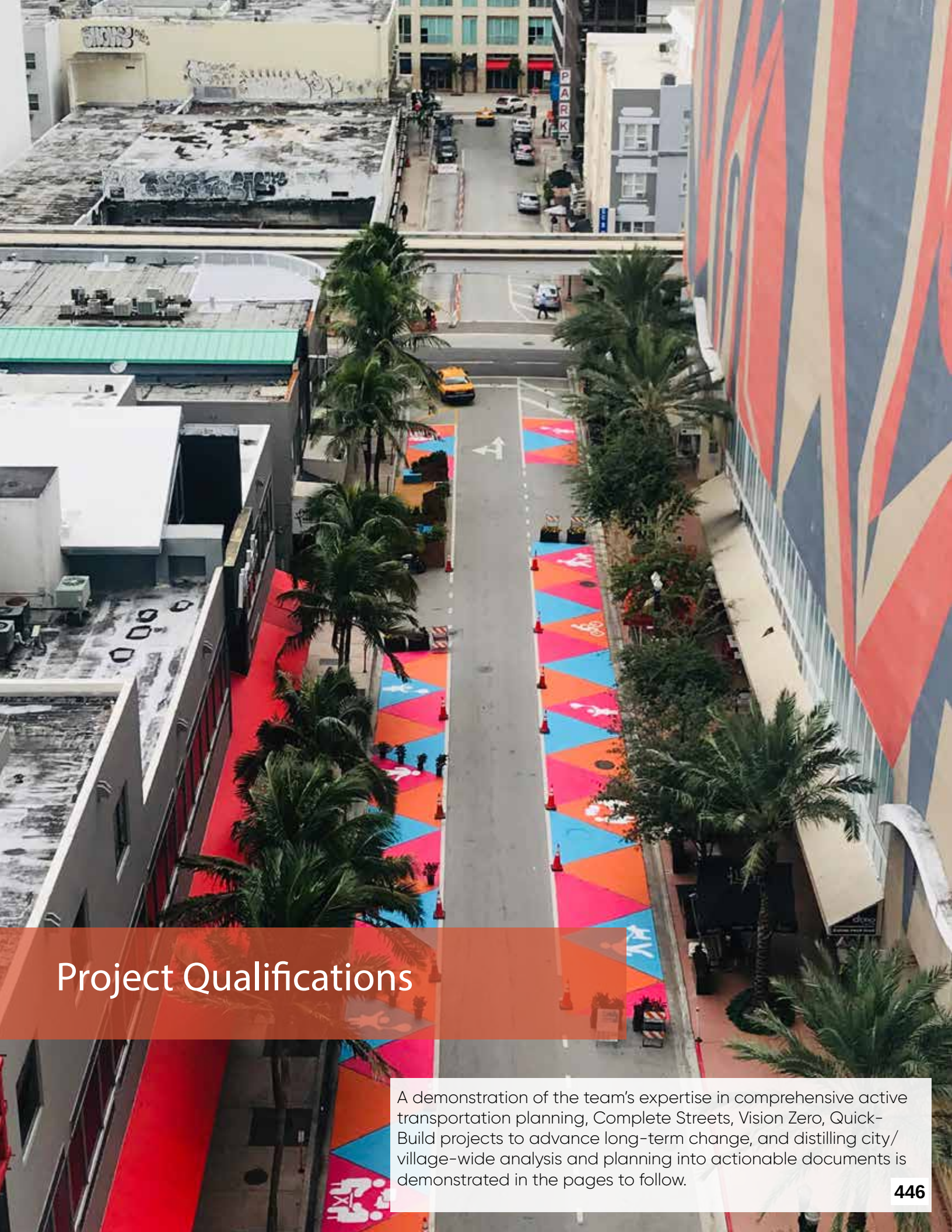
LANGUAGE

English | Spanish

EXPERIENCE

10 years

STREETPLANS



Project Qualifications

A demonstration of the team's expertise in comprehensive active transportation planning, Complete Streets, Vision Zero, Quick-Build projects to advance long-term change, and distilling city/village-wide analysis and planning into actionable documents is demonstrated in the pages to follow.

MIAMI BEACH BICYCLE PEDESTRIAN MASTER PLAN

Client:
City of Miami Beach (FL)

Reference:
Jose Gonzalez, Transportation Director
305-673-7000 | josegonzalez@miamibeachfl.gov

Year: 2014-2016

Description:
The City of Miami Beach hired Street Plans to retrofit its street network in favor of multimodal transportation. The effort resulted in a holistic and comprehensive redesign of the Miami Beach street network and new policies to help implement the city's transportation priorities.

Street Plans built upon the city's previous mobility, bicycle, pedestrian, and traffic safety studies to introduce and advance a number of new street design and infrastructure types to better accommodate a wider variety of travelers. Street Plans also led the public involvement effort through numerous meetings and workshops.

The Master Plan included over 40 miles of new and improved bikeways, and an implementation strategy to improve bicycle access in the city incrementally. The strategy outlined recommendations for specific projects divided into three phases:

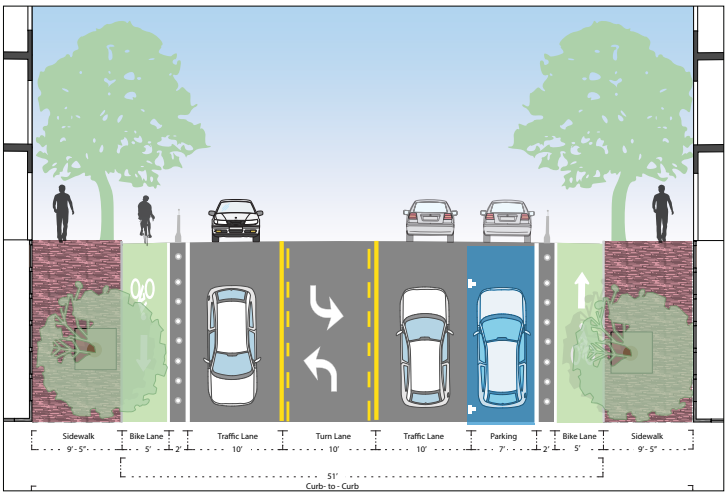
Phase 1: projects that fill gaps within the existing network

Phase 2: improvements that can be made to the existing bikeway network

Phase 3: projects that require extensive changes, or greater political will and further study to pursue

A centerpiece of this ambitious plan is the establishment of city-wide mode share goals, the first project to propose such specific goals in Miami-Dade County.

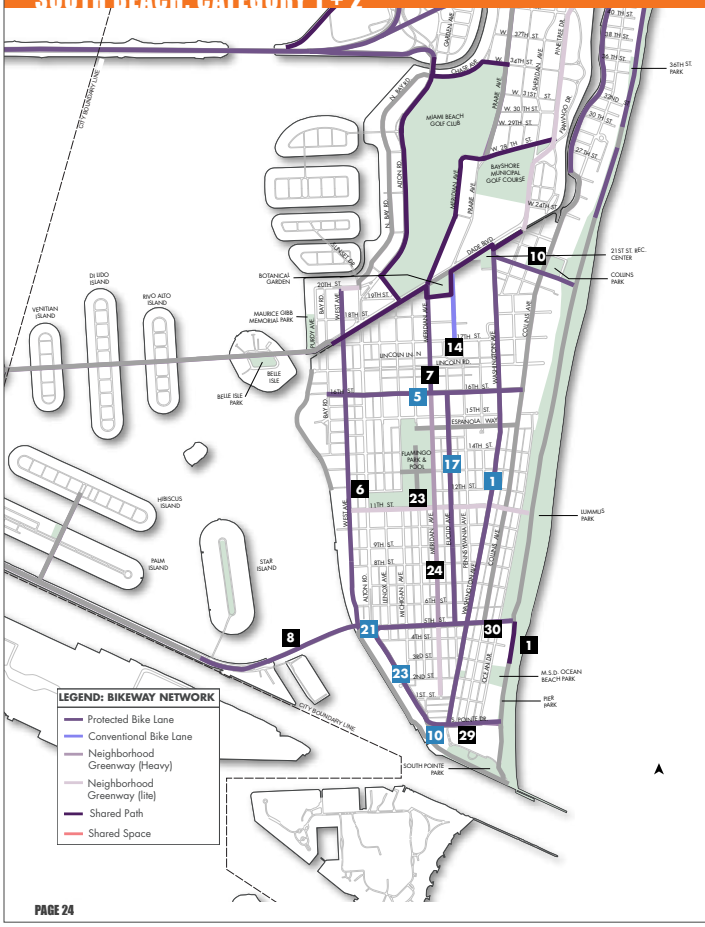
Street Plans continues to work closely with the City of Miami Beach to further design and implement priority Quick-Build projects, including the creation of a new pedestrian plaza at Rue Vendome and protected bike lanes along 72nd Street in the city's North Beach neighborhood.





The master plan was implementation-focused and has guided the City of Miami Beach on the implementation of projects such as the West Ave protected bike lane (above).

SOUTH BEACH: CATEGORY 1 + 2



SOUTH BEACH: CATEGORY 1 + 2

Category 1: Filling in the Gaps

The street network in South Beach is one of the best in the world. Despite the challenges presented by over designing the streets for cars, a network of tree-lined residential streets, and a robust bicycle culture have developed. The short-term plan proposes an aggressive expansion of protected paths around South Beach. There are also opportunities to dovetail with upcoming reconstruction projects, such as the project planned for West Avenue.

1 Build shared path along the Atlantic Trail from 3 Street to 5 Street.

6 Protected bike lane facilities along West Avenue, between 20 Street and 5 Street.

7 Protected bike lanes along Meridian Ave, between Dade Boulevard and 16 Street.

8 Protected bike lanes along MacArthur Causeway between the Fisher Island Ferry Terminal and 5th/ Alton Intersection.

10 Protected bike lane along 21 Street between Atlantic Trail and Washington Avenue.

14 Bike lane along Convention Center Drive between 17 Street and Dade Blvd.

23 Greenway along 11 Street from West Avenue to the Atlantic Trail.

24 Greenway along Meridian Ave south of 16 Street.

29 Extend the existing bike lanes from Ocean Drive to the Atlantic Trail.

30 Extend bike lanes from Collins to the Atlantic Trail along 5th Street.

Category 2: Improvement to existing facilities

1 Protected bike lanes along Washington Avenue between South Pointe Drive and Dade Blvd.

5 Protected bike lane along 16 Street, from Collins to Bay walk

10 Protected bike Lanes on South Pointe Drive, between Atlantic Trail and Alton Road.

17 Upgrade to a protected bike lane along Euclid Avenue.

21 Intersection improvement on Alton Road from at 5 Street intersection.

23 Protected bike lanes along Alton Road from South Pointe Drive to 5 Street.



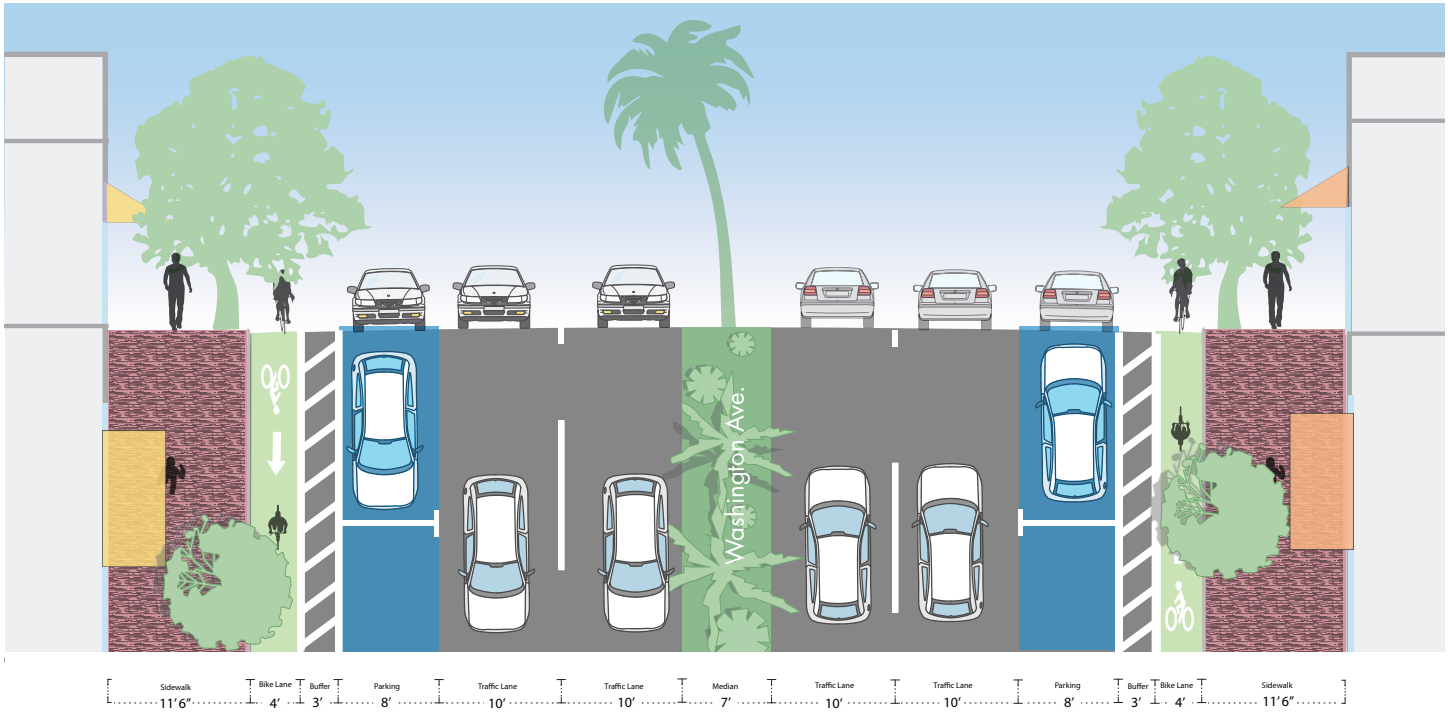
Meridian Avenue attracts bicyclists for several reasons, including it's beautiful, consistent tree canopy.



The eastern terminus of the 16th Street bicycle lane directs bicyclists into a row of parked cars.

WASHINGTON AVENUE

PROTECTED LANE



The master plan itemizes and details on a block by block scale over 300 different projects. The level of analysis that went into the document gives Street Plans an understanding of all the projects the city has completed over the last 10 years and all those to come.

MIAMI-DADE COUNTY VISION ZERO PLAN

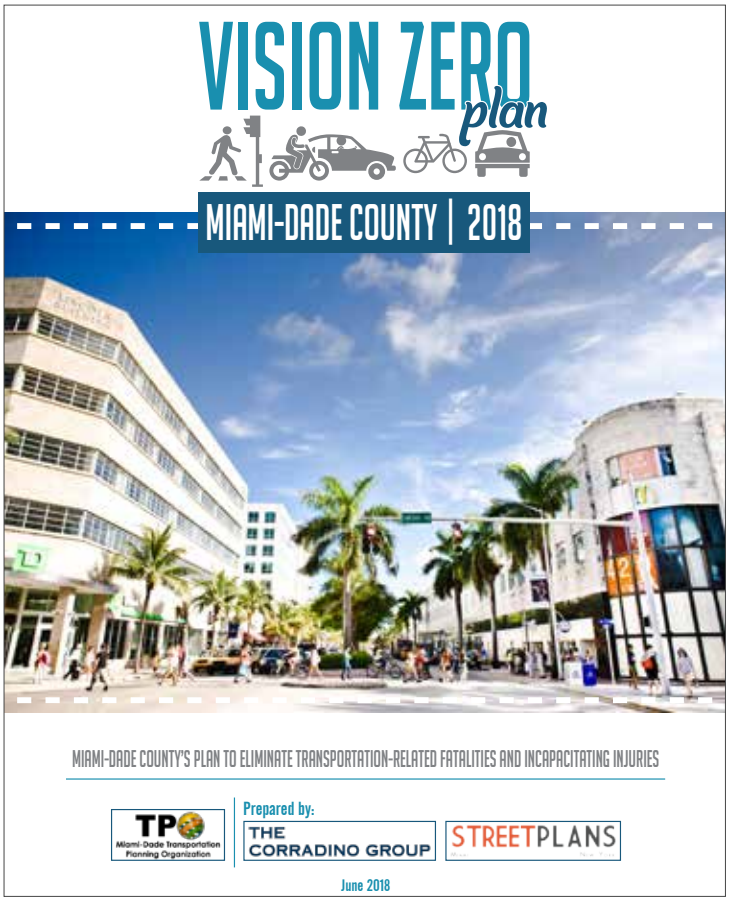
Client:
Miami-Dade County (FL)

Year: 2018

Description:
In 2018, Street Plans was hired by Miami-Dade County to produce its Vision Zero Plan.

In keeping with the goal of Vision Zero, the Plan proposes the total elimination of all traffic-related deaths and serious injuries by the year 2030. As part of this effort, Street Plans performed literature review and data collection to determine high-crash locations and assist in providing recommendations.

Based on the data analyses, Street Plans identified safety countermeasures or recommendations. The recommendations include short- and long-term, location-specific actions that address both crash prevention and injury reduction. A sub-set of priority projects were identified for rapid implementation.



The locations of the suggested improvements presented in ***Table 9*** are shown on ***Figure 11***. Demographics data of the population within ½ mile radius of each location indicate, all but one of the 18 sites (C: AVENTURA BLVD and NE 29TH PL) are populated by more than 75% Black and Hispanic peoples. The three highest crash locations are at between 59% and 69% Hispanic (P: SW 268TH ST and SW 134TH AVE; Q: SW 312TH ST and SW 152ND AVE; and R: SW 312TH ST and 137TH AVE). The poverty level annual median income in 2017 for a family in Miami-Dade County is $25,300; only location G -- NW 29TH AVE at NW 56TH ST -- includes families with median incomes lower than the poverty level.

Table 10, summaries each proposed priority improvement, its cost, implementing agency and time frame. These countermeasures show great promise for reducing vehicular crashes, especially in lowering speed limits. However, lowering speed limits in residential areas requires action on behalf of the County and local municipalities. State statutes allow lowering the residential speed limit of 30 miles per hour to 25 miles per hour within the County and allow municipalities to lower the residential speed limit to 20 miles per hour.

Table 10 - Action Plan Implementation

Identifier	Location	Suggested Countermeasure	Cost	Responsible Party	Time Frame
A	NW 207TH DR and NW 37TH AVE	Signalize	$250,000	Miami Gardens	2-5 years
B	NE 215TH ST and NE 2ND AVE	Add left-turn phasing (Reconstruct Signal)	$250,000	Miami Gardens	2-5 years
C	AVENTURA BLVD and NE 29TH PL	Restrict left-turn phases	$75,000	Aventura	0-2 years
D	NW 122ND ST and W 32ND AVE	Add Channelized left-turn lane and phasing SB	$400,000	Hialeah Gardens	3-5 years
E	NW 95TH ST and NW 32ND AVE	Add Channelized left-turn lanes E-W and modify phasing	$750,000	Miami-Dade County (West Little River CDP)	3-5 years
F	NW 9TH ST from RED RD to FLAMINGO RD	Reduce Speed Limit	$20,000	Hialeah	0-2 years
G	NW 29TH AVE and NW 56TH ST	Convert to All-Way Stop	$2,500	Miami-Dade County (Brownsville CDP)	0-1 year
H	NW 13TH ST from 3RD AVE to BISCAYNE BLVD	Reduce Speed Limit	$20,000	City of Miami	0-1 year
I	NW 3RD AVE and NW 5TH ST	Add Signal Heads and Reflective Backplates (Reconstruct Signal)	$500,000	City of Miami	2-5 years
J	NW 12TH ST and NW 127TH AVE	Widen Median E-W	$1,500,000	Miami-Dade County (Unincorporated)	5-10 years
K	SW 26TH ST and SW 122ND AVE	Widen Median N-S	$1,500,000	Miami-Dade County (Unincorporated)	5-10 years
L	SW 24TH ST from SW 87TH AVE to SW 82ND AVE	Speed Study and Revise Speed Limit	$25,000	Miami-Dade County (Westchester CDP)	0-1 year
M	SW 37TH AVE and PEACOCK AVE	Restripe NB left-turn Receiving Lanes	$10,000	City of Miami	0-1 year
N	SW 152ND ST from SW 112TH AVE to SW 102ND AVE	Speed Study and Revise Speed Limit	$25,000	Miami-Dade County (Richmond Heights CDP)	0-1 year
O	SW 168TH ST and SW 112TH AVE	Add left-turn phasing	$50,000	Miami-Dade County (Palmetto Estates CDP)	0-2 years
P	SW 268TH ST and SW 134TH AVE	Signalize	$250,000	Miami-Dade County (Princeton CDP)	2-5 years
Q	SW 312TH ST and SW 152ND AVE	UNDER CONSTRUCTION	--	Homestead	--
R	SW 312TH ST and NE 43RD/137TH AVE	Add "Signal Ahead" Warning Sign NB	$1,200	Homestead	0-1 year

- **Leading Pedestrian Intervals (LPI) and increased crossing times:** One low-cost method of addressing pedestrian safety at intersections, and a proven Vision Zero tool, is the use of Leading Pedestrian Intervals at signalized intersections and increased crossing times. LPIs give pedestrians a 3-5 second head-start to cross and should be adapted to the needs of the local context. Locations around schools, hospitals, retirement communities, retail districts, etc. should be given greater consideration for crossing times. The current assumption for walk speed of 3.5 feet per second should be re-evaluated.
- **Lane Reductions (Road Diets):** This strategy includes narrowing the vehicular travel way by eliminating lanes and/or reducing lane widths. The reclaimed space can be used for separated bike lanes, wider sidewalks, landscaping, bus-only lanes, etc.
- **Left-turn traffic calming:** Failure to yield right-of-way is a major cause of traffic collisions, particularly at intersections. Left-turn movements comprise most of failure-to-yield crashes. Design countermeasures for increasing safety for turns include: hardened center lines ***(Figure 12)*** and protected left-turn signals.

Figure 12 - Hardened Centerline



- **No-Turn-on-Red policies:** Locations where there is a high volume of pedestrian and/or bicycle activity should be prioritized for No-Turn-on-Red' policies. These are common in commercial corridors, trail and bike lane crossings, and other areas of high bicycle/pedestrian activity.
- **Curb Extensions (bulb-outs):** Curb extensions are areas at intersections that are converted into expanded sidewalks ***(Figure 13)***. They are typically created by reducing the curb radius of an intersection and sometimes occupy pavement area created by on-street parking. Curb extensions reduce the crossing distance for pedestrians and slow turning traffic. This can permit installing traffic control devices closer to the travel lanes where they become more visible (notice the apparent blockage of the Stop sign by the tree and on-street parking in ***Figure 13***). Where feasible, this method is also one that can be quickly implemented in a relatively short period of time at moderate cost.

Figure 13 - Curb Extension



MIAMI BEACH STREET DESIGN GUIDE

Client:
City of Miami Beach (FL)

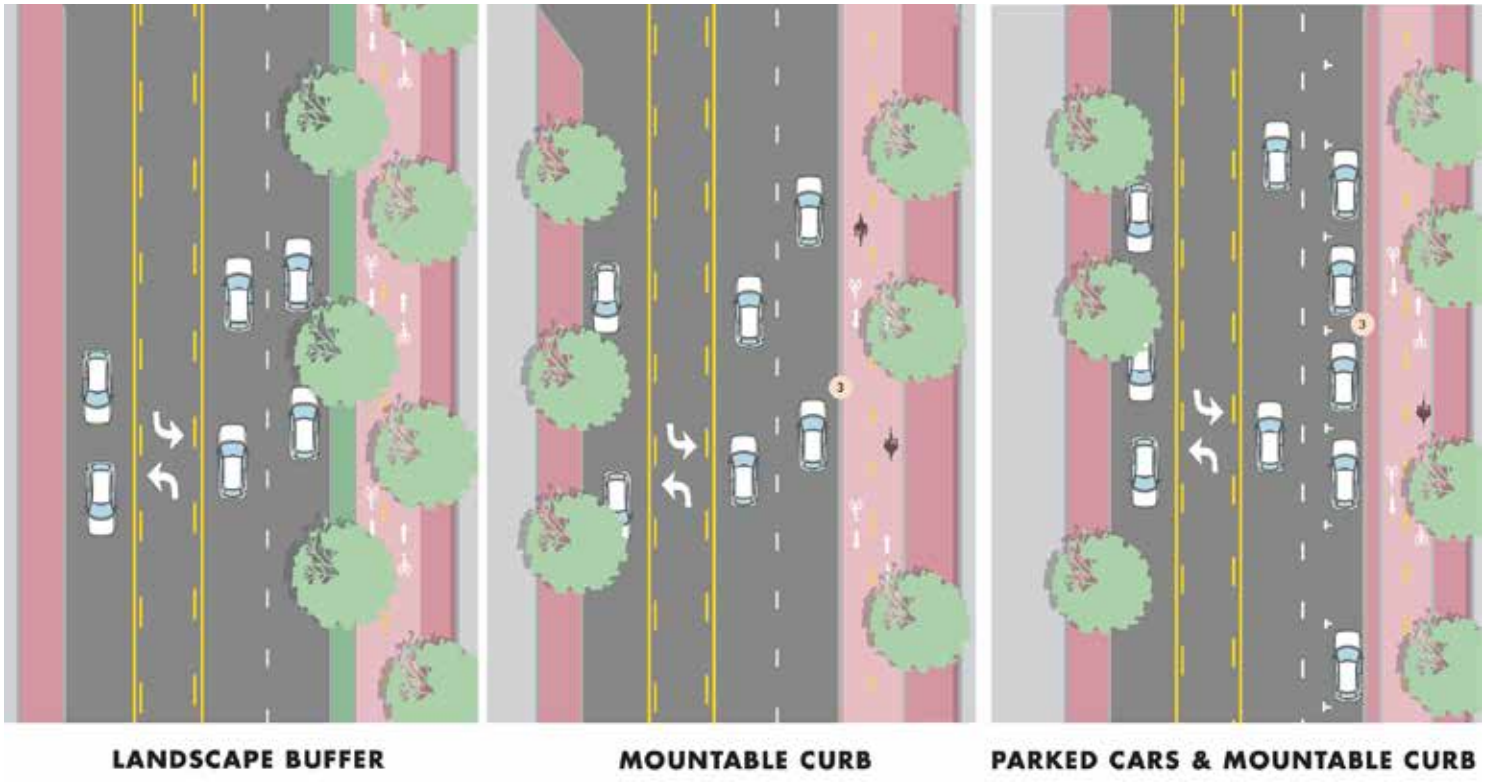
Reference:
Jose Gonzalez, Transportation Director
305-673-7000 | josegonzalez@miamibeachfl.gov

Year: 2015-2016

Description:
Street Plans was engaged by the City of Miami Beach to create a Street Design Guide based on the recommendation provided in the Miami Beach Bike/Walk Master Plan. The Street Design Guide was crafted as a part of a three year planning effort that included community meetings, a field survey of existing conditions, and a detailed analysis of all neighborhoods within Miami Beach. It serves to illustrate the possibilities and outcomes that street design can have towards inclusive, multi-modal transportation for the City of Miami Beach.

The design guide recommends new policies and programs, including the establishment of bicycle priority streets, pedestrian priority zones, and detailed guidance for the implementation of "Complete Streets." The Street Design Guide also supports the implementation section of the master plan with detailed instructions for retrofitting typical conditions found across the city.

The guide helps the city identify their variety of street types and determine the appropriate treatment for each condition. It calls out best practices for the installation of bicycle and pedestrian infrastructure and supporting treatments such as streetscape design and signalization.



The Street Design Guide details the potential configurations of typical streets across Miami Beach.

PEDESTRIAN: CROSSINGS

CROSSWALKS

Crosswalks are the designated part of a roadway at an intersection or elsewhere where pedestrians are intended to cross, indicated by surface pavement markings or materials. Even where crosswalks are not marked, pedestrians can legally cross the street according to state law.

The MUTCD Section 3B.18 offers general guidance for site-specific crosswalk marking implementation which call special attention to the areas where it is believed pedestrians should cross the street, and where existing volumes of pedestrians are high. However, pedestrian behavior often disregard these cues, and choose to cross at the shortest distance regardless of the presence or absence of paint. In addition, the standards set forth herein are intended to increase the pedestrian modeshare, and are to be implemented regardless of existing pedestrian demand.

Data shows that high visibility crosswalks have numerous benefits. In New York City, they are associated with a 40% decrease in pedestrian crashes, while in San Fransisco a 37% decrease in crashes was observed in school zones with marked crosswalks.**

Marked crosswalks are provided for a variety of reasons:

- To indicate to pedestrians the desired path of crossing.
- To alert motorists of the presence of pedestrians at intersections.
- To indicate a legal mid-block crossing for pedestrians in high volume, high crossing areas.

WHEN SHOULD MARKED CROSSWALKS BE PROVIDED?

- At intervals no less than 350'
- At locations controlled by traffic control signals
- At intersections controlled by stop or yield signs.
- Where judgment dictates the need of a marked crosswalk because of high demand, or to indicate safest path.

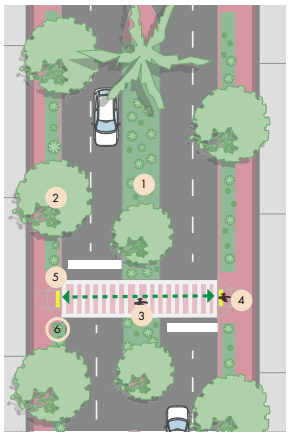


Fig. 2.18 Pedestrian Mid-block crossing.

TYPICAL TREATMENTS

1. Raised Median/ Nose
2. Street Trees
3. Raised/High Visibility Crosswalk
4. Curb ramps
5. Audible/Dynamic pedestrian signals
6. Solar RRFB pedestrian flashing beacon (optional)
7. Offset crosswalk forces pedestrians to face oncoming traffic before crossing.

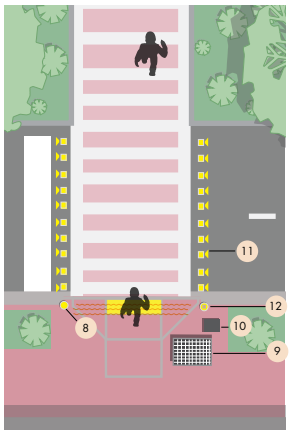


Fig. 2.19 In pavement beacons

8. Automatic sensor to activate crosswalk (optional)
9. Solar cell panel or AC powered
10. Control unit
11. Embedded amber LED strobe lights (can be seen 1,500 feet away)
12. Push button crosswalk activator (optional)

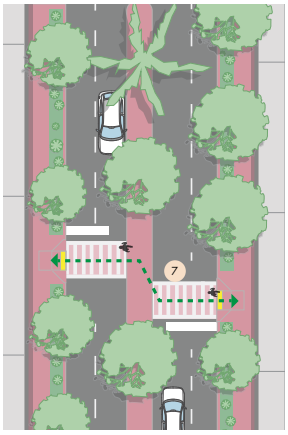


Fig. 2.20 Offset pedestrian mid-block crossing.

MID-BLOCK CROSSINGS

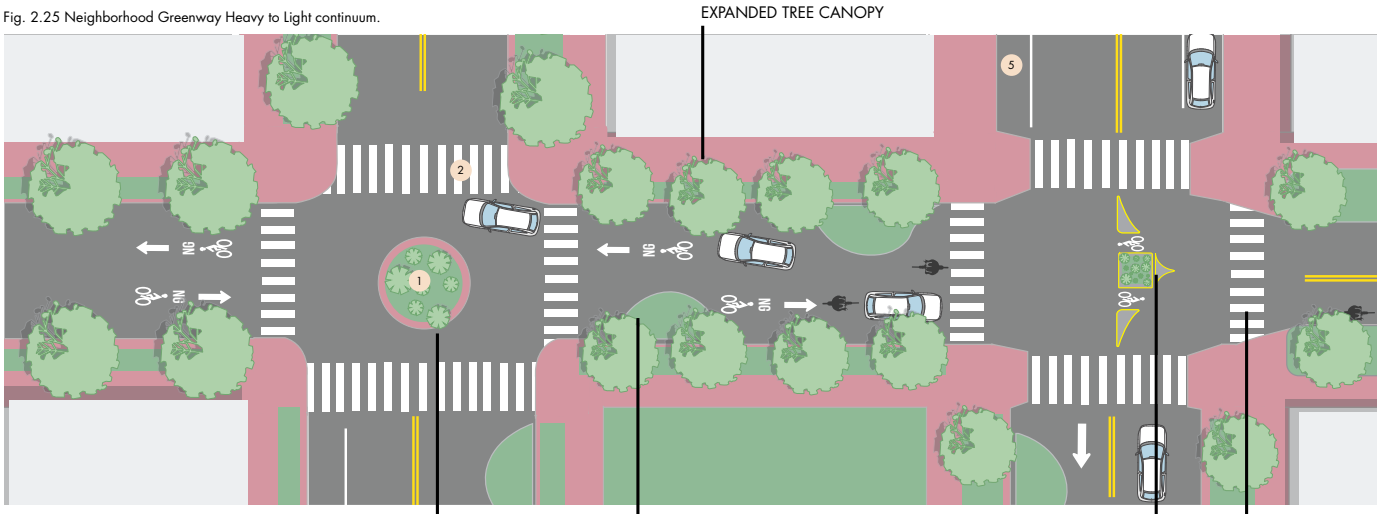
Mid-block pedestrian crossings shall be based on frontage access and pedestrian movement desire lines.

- They shall be well marked and include overhead signage
- Provide curb extension where there is on-street parking to enhance pedestrian visibility.
- Provide raised crossings at high traffic areas.

The Street Design Guide contains sections both on Bicyclist- and Pedestrian-Oriented Design, and includes drawings and best practice design guidelines specifically for Neighborhood Greenways.

BICYCLIST: NEIGHBORHOOD GREENWAY (HEAVY)

Fig. 2.25 Neighborhood Greenway Heavy to Light continuum.



NEIGHBORHOOD TRAFFIC CIRCLE
Traffic circles are raised islands placed in an intersection. They are landscaped with ground cover and street trees. Traffic circles require drivers

CHICANE
A chicane is a change in a street's path from straight to serpentine through the use of bumpouts . A chicane is constructed to slow traffic and force yield conditions.

TRAFFIC DIVERTER
Traffic diverters prevent cars from passing through certain legs of an intersection effectively reducing traffic volumes on a street.

HIGH VISIBILITY CROSSWALK

Neighborhood Greenways (NG) are slow speed streets where people can safely and comfortable share the road with a low volume of car traffiic. Streets with high daily volumes and speeds (over 10,000VPD or over 30 mph) are not appropriate as Neighborhood Greenways bicycle facilites. Neighborhood Greenway Heavy streets should have less than 600 VPD, with speeds less than 20 mph.

The amount of financial investment and level of traffic diversion to accomplish greenways ranges rom Heavy to Light, and can be described as a continuum of traffic design and streetscape improvement strategies that prioritize bicycle travel over automobile to various degrees, while providing streetscape improvements that directly benefit pedestrians and property owners. A Neighborhood Greenway "heavy" (NGH) presents higher traffic diversion and level of investment than a "light". In addition, NGH usually have a higher concentration of greenway design elements.

PLAN NOBE NORTH BEACH MASTER PLAN

Client:
City of Miami Beach (FL)

Reference:
Jason King, Principal, Dover Kohl
jking@doverkohl.com

Year: 2015-2016

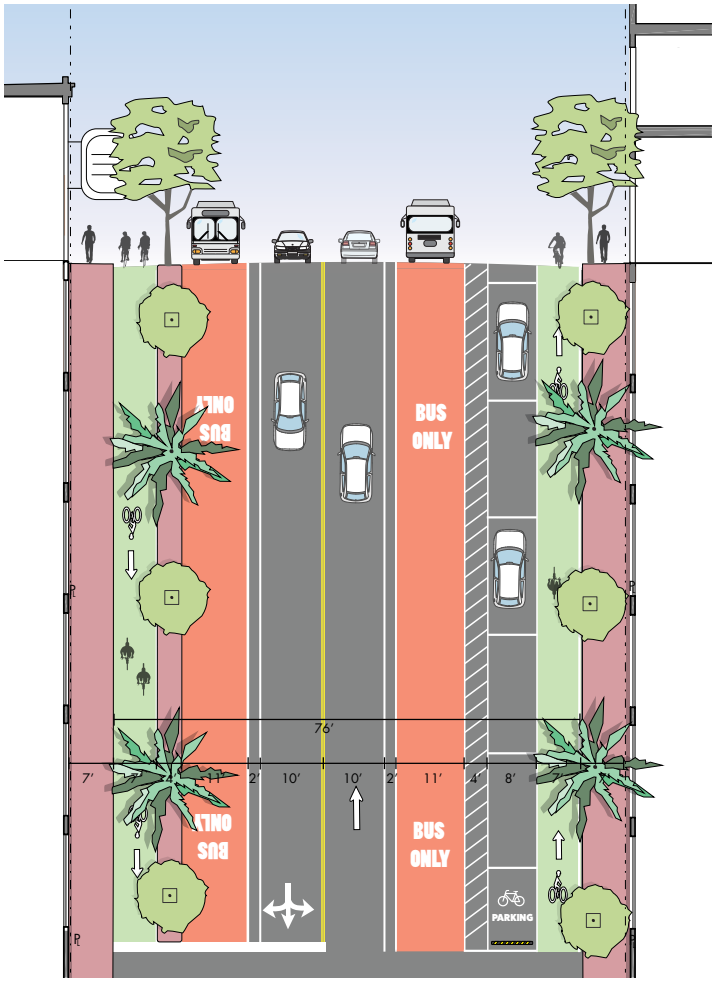
Description:
Street Plans worked alongside Dover Kohl & Partners and the North Beach Steering Committee in the creation of the North Beach Master Plan (Plan NoBe). Street Plans led the transportation planning element of the master plan, which ultimately guided the vision for the neighborhood. Plan NoBe aims to guide public policy for the future development and planning of the North Beach District of the City of Miami Beach.

Street Plans led the community engagement process, which included a design charrette, and produced the Master Plan report based upon the information gathered from the public during the charrette process. The design charrette was an intensive four-day public brainstorming session. Street Plans engaged with over a thousand participants, including property owners, neighbors, merchants, developers, environmental specialists, historic preservationists, and community leaders.

Following the charrette process, Street Plans produced the transportation plan chapter of the master plan report. The report focused on bike, pedestrian, and transit recommendations, as well as land development regulations, design guidelines, and sustainability metrics. The plan sought a new vision for North Beach's main street, 71st Street, as a multimodal corridor. As shown in the adjacent renderings, our proposal was for the reduction in lane capacity, and the creation of dedicated bus lanes and protected bike lanes.



Based upon the community's priorities, the master plan focused on five priorities: developing a pedestrian-friendly town center, provide more mobility options, capitalize upon the community's existing historic character, better utilize public lands, and build a more climate-resilient city.



The proposed street section for 71st Street, between Normandy Fountain and Collins Avenue includes a multimodal street with a premium bicycle facility.



The long-term vision for the Normandy Isle fountain area depicts a mixed-use district, with the transformation of the current auto-centric use of space adjacent to the fountain, to a pedestrian-centric fully closed plaza.



The Town Center Vision includes the following recommendations: redevelop 71st St. into a walkable main street, front the street with new mixed-use buildings, consider one or two public parking garages, redevelop the Byron Carlyle Theater into a district hub, and reimagine the 72nd St. parking lot.

U.S.-1 CORRIDOR MOBILITY PLAN

Client:
Village of Pinecrest (FL)

Reference:
Stephen Olmsted, Planning Director
305-234-2121 | solmsted@pinecrest-fl.gov

Year: 2014-2015

Description:
Street Plans worked with the Village of Pinecrest to develop a multi-modal mobility plan for the U.S. 1 Corridor. This project took into account the needs of drivers, but specifically focused on increasing safety and mobility for cyclists and pedestrians in the study area.

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

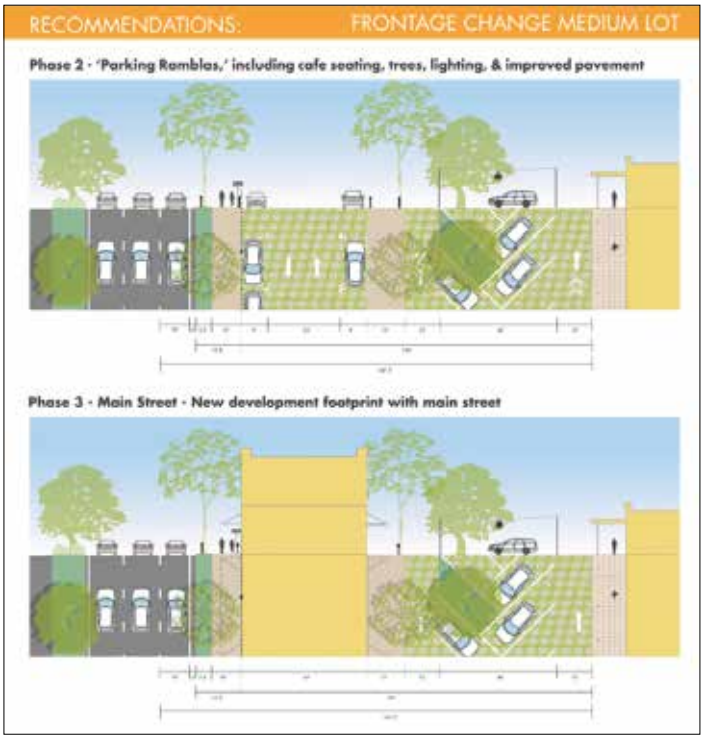
The final U.S.-1 Corridor Mobility Plan provides Pinecrest leaders, decision-makers, transportation officials, and community members with a clear, concise, and attractive master plan report summarizing all recommendations and analysis. The Plan includes:

- Short- and long-term, site specific pedestrian safety improvements;
- Project recommendations to improve connections in support of the existing Village Bicycling Plan and area bicycle trails;
- Design standards for new bicycle and pedestrian facilities;
- And a detailed Implementation Plan.

This planning effort required an excellent understanding of design and engineering practices in the latest multimodal transportation practices, in addition to understanding the circumstances unique to Pinecrest. For example, Street Plans explored small improvements to sidewalks and commercial alleyways in order to increase connectivity between the U.S. 1 commercial corridor and adjacent residential neighborhoods. Street Plans' approach to this project was informed by their analysis of Pinecrest's land use and transportation context, to ensure appropriate calibration of low-stress bicycle and pedestrian connections within the village.



Existing Conditions were documented as part of the work, followed by annotated renderings (top) that allowed the public and elected officials to understand how existing conditions could be enhanced and improved over time.



The above page from the final plan illustrates how a mall on US-1 could be reconfigured in both an interim and permanent condition by first introducing trees, lighting, pervious pavers, and parallel parking closer to US-1. In the long-term condition, parking is moved to the roof of the existing mall, and the former parking lot along the street is filled in with compact, mixed-use development.

MIAMI BEACH SLOW STREET ANALYSIS AND KIT OF PARTS

Client:
City of Miami Beach (FL)

Reference:
Josiel Ferrer-Diaz, Deputy Director - Miami-Dade County, Department of Transportation and Public Works
Josiel.Ferrer-Diaz@miamidade.gov | (305) 987-1488

Year: 2022-Ongoing

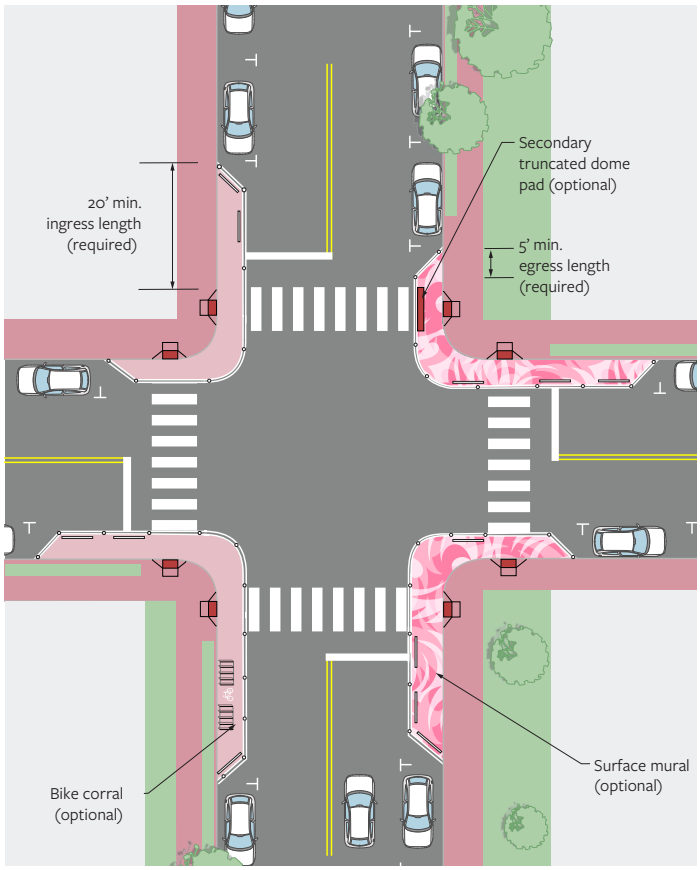
Description:
Street Plans was engaged by the City of Miami Beach to develop the Flamingo Park Neighborhood Slow Streets 2.0 Plan in coordination with the City, County, and the community. The plan aims to create low-stress streets for walking and biking through low-cost traffic calming and street design.

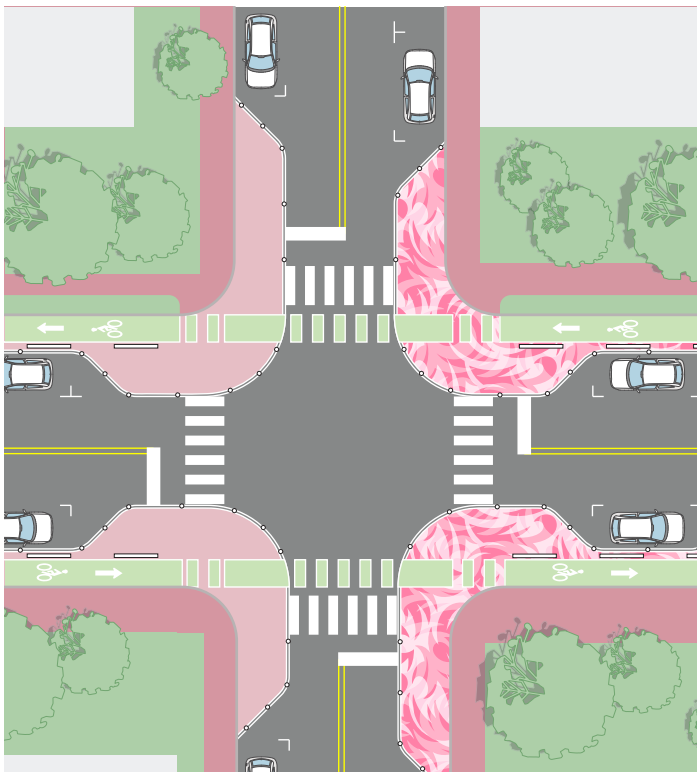
Street Plans analyzed the neighborhood's existing conditions and identified traffic calming project types that could be implemented utilizing the quick-build methodology such as curb extensions, traffic circles, diverters, signage, and asphalt art. With these typologies in mind, Street Plans selected potential project locations in Flamingo Park and created a Kit of Parts for each project typology with material information, specifications and a cost analysis.

Once the Kit of Parts was reviewed by the city, Street Plans developed block-by-block conceptual plans for two corridors in the neighborhoods that build on the plans that were started as part of Slow Streets Network Plan in 2020. Street Plans also created a public engagement and communications plan to gather community input and guide project development.

As part of this work, Street Plans worked extensively with city staff to prepare presentations to city committees, review staff memos, and to help identify budget requests to take this project from concept to built reality.

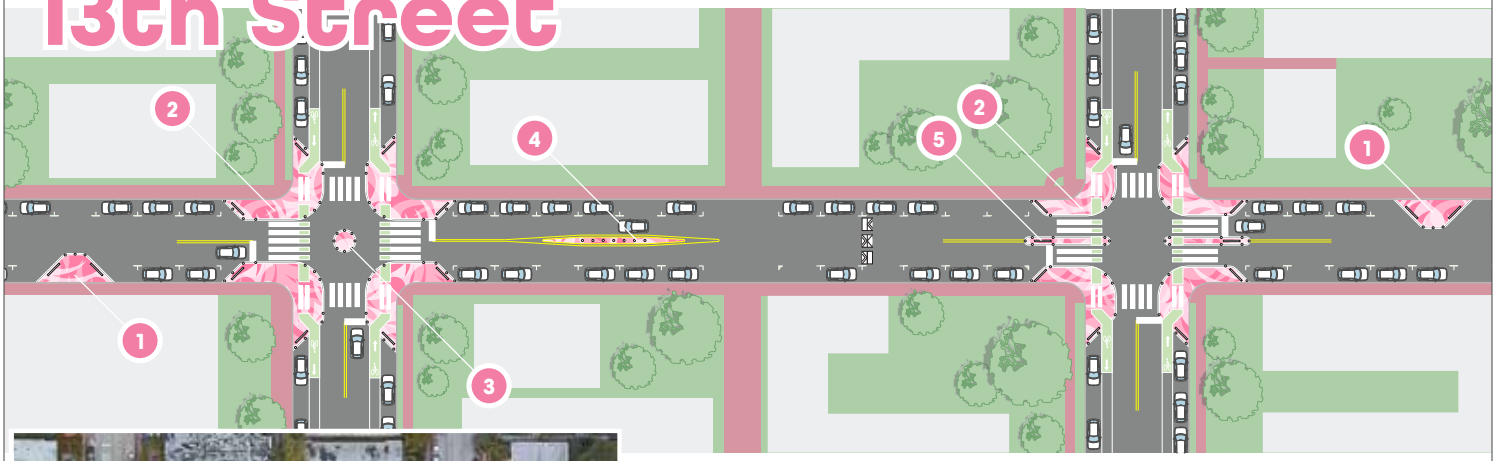
Street Plans is currently working with the City of Miami Beach to initiate Phase 1 of the City of Miami Beach Slow Streets 2.0 Pilot Projects. The work will reflect the proposals identified in the Slow Streets 2.0 analysis completed in the summer of 2022 and will focus on Jefferson Avenue between 5th Street and 11 Street, and 13 Street between Washington Avenue and Meridian.





The Kit of Parts included detailed diagrams for the application of different typologies with design standards and best practices.

13th Street

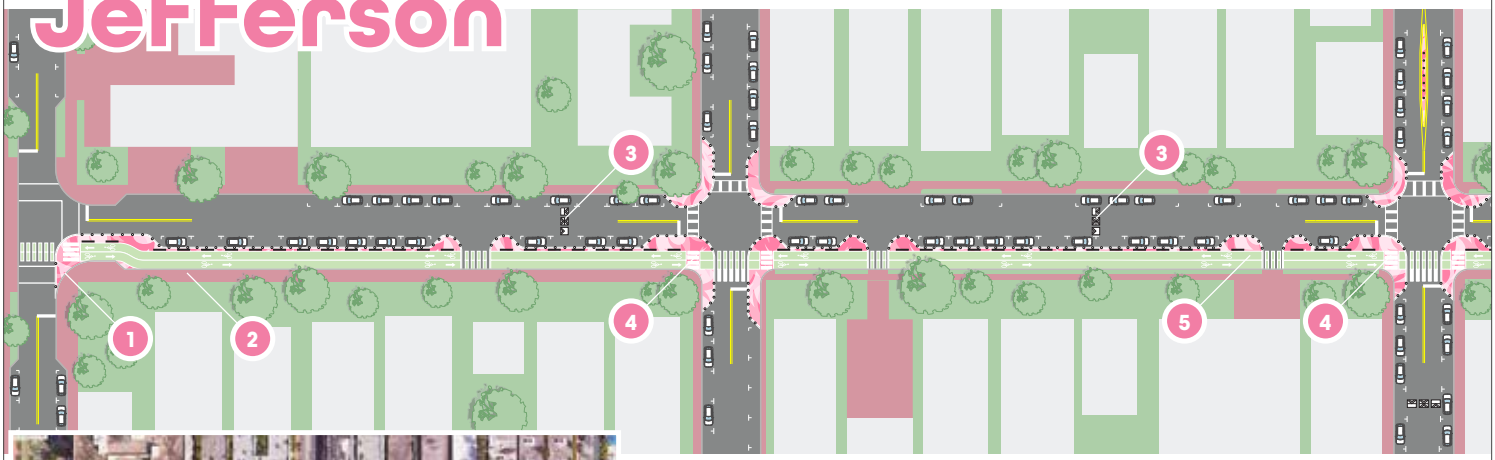




Existing Conditions on 13th Street

1. At midblock locations, **Pinch Points** are used to slow down traffic moving down residential corridors, and can be used as bicycle, scooter, or motorcycle parking.
2. **Curb Extensions** at the intersections squeeze the overall travel lane and increase the amount of pedestrian refuge space while crossing the street - increasing visibility and safety.
3. Placed at the center of the intersecfion, **Traffic Circles** slow down oncoming traffic, allowing for a safer interaction between pedestrians, bicyclists, and motorists.
4. **Medians** within the travel lanes create visual delineation for motorists, and shortens the travel lane widths, decreasing speeds through the corridor.
5. **Medians** at the intersections helps to provide a center refuge area for pedestrians crossing the intersection, and shortens the travel lane widths, decreasing speeds on entry into the crossing.

Jefferson





Miami Beach Slow Streets **2.0**

1. **Diverters** used at intersections allow for a controlled traffic flow entering residential corridors, and increases pedstrian refuge space at crossings.
2. **Two Way Bike Facilities** allow cyclists a continuous, dedicated and protected space to navigate the neighborhood, and allows for minimal parking loss for motorists.
3. **Speed Bumps** placed at midblock locations through the corridor work to reduce motorists speeds and increase safety along the corridor.
4. **Curb Extensions** at the intersections squeeze the overall travel lane and increase the amount of pedestrian refuge space while crossing the street - increasing visibility and safety.
5. **Bulb Outs** located at driveways along the corridor maintain safety for cyclists, allow for entry and exit for motorists, and maintain triangles of visibilty - all while having minimal parking loss for motorists.

MIAMI BEACH BICYCLE PLAN COMMISSION WORKSHOPS + FIELD TOURS

Client:
City of Miami Beach (FL)

Reference:
Josiel Ferrer-Diaz
Deputy Director - Miami-Dade County, Department of Transportation and Public Works
Josiel.Ferrer-Diaz@miamidade.gov
(305) 987-1488

Year: 2021

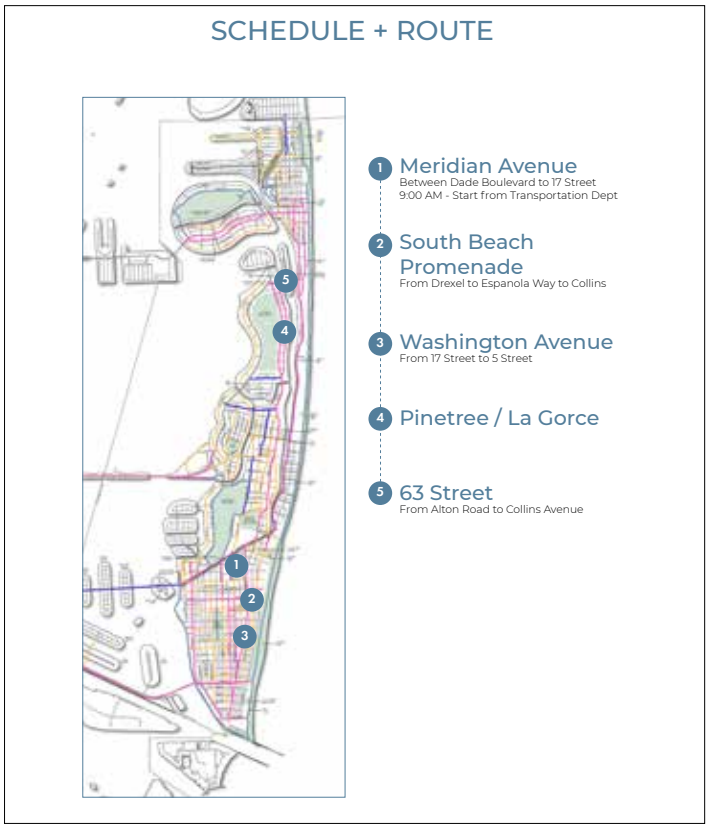
Description:
In 2021, Street Plans was hired by the Miami Beach Transportation Department to conduct an assessment of current bicycle pedestrian projects around Miami Beach, conduct a field tour with members of the City Commission, and present to the City of Miami Beach City Commission a review of the approach and history of the City of Miami Beach Bicycle Pedestrian Master Plan.

As part of this task, Street Plans developed a presentation that outlined the process for creating the Master Plan and identified potential projects to be implemented in the near future.

Street Plans developed a selection framework to identify criteria for potential project selection such as bicycle and transit connectivity, political support, community support, practicality, project cost, business involvement, and the built context. The selected projects were then showcased to the City Commission during a series of field tours.

The guided tour was led by Street Plans and included 5 locations in Miami Beach. Firm principal Tony Garcia gave background information on each location, explained the history of each project, summarized community input, and how each project could help advance the long-term design identified in the Master Plan.

It is this type of in-depth knowledge and expertise about the City of Miami Beach that city staff can rely on.





Meridian Avenue before



Meridian Avenue after

CORAL GABLES BICYCLE MASTER PLAN

Client:
City of Coral Gables (FL)

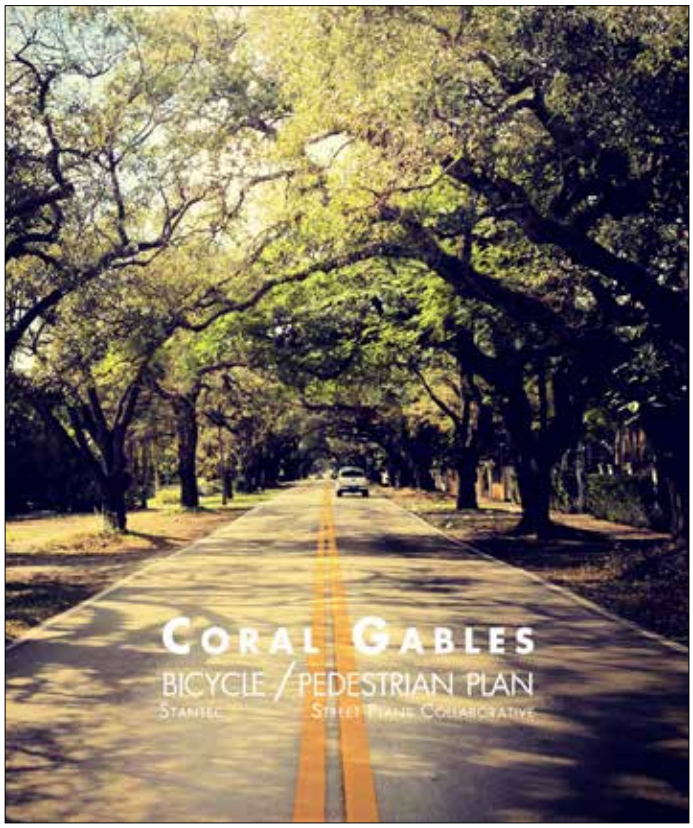
Year: 2013-2015

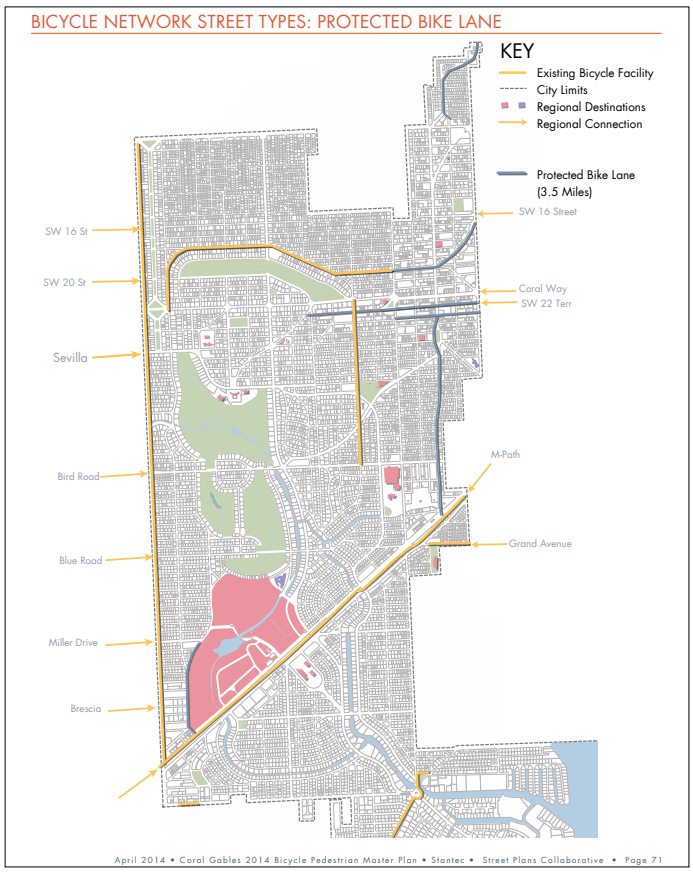
Description:
The City Beautiful is truly a unique city in Miami-Dade County. Though it is not known for its bicycle or pedestrian infrastructure, in 2010 the City Commission made the historic decision to invest $400,000 in the expansion of bicycle facilities around the city. At that time, the city also embarked on an ambitious public works campaign to repave city streets and implement traffic calming projects around the city.

Created by Street Plans, the primary purpose of this study is to identify the projects that can be implemented with the initial $400,000 investment in the short term, while also identifying bicycle and pedestrian investments that can be made in the years ahead.

For this initial investment, this study recommends the implementation of a bike lane along the most heavily used route in the city, from Salzedo in the downtown core, to University Drive, straight to the University of Miami Campus.

Over the long term, the proposed Coral Gables Bicycle/Pedestrian Plan envisions more than 27 miles of new or improved bikeways, sidewalks and crosswalks with a focus on inexpensive and practical projects. At present, the City of Coral Gables Bicycle network includes over 10 miles of Bicycle Lanes, Shared Use Paths, and Greenways. Thus, this plan recommends a comprehensive expansion and diversification of facilities to expand the demographic of residents who bicycle.





The plan recommends a comprehensive expansion and diversification of facilities to expand the demographic of residents who bicycle.

MIAMI-DADE TRANSPORTATION QUICK-BUILD PROGRAM

Client:
Miami-Dade County Department of Transportation and Public Works (FL)

Reference:
Julian Guevara, 305-773-3218
julian.guevara@miamidade.gov

Year: 2017-2020

Description:
The Miami-Dade Transportation Quick-Build Program was a collaboration between Street Plans and the Miami-Dade County Department of Transportation and Public Works (DTPW) dedicated to making it easy for citizens to make placemaking projects in their neighborhoods. Funding for the first round of this program is provided by a grant awarded to the non-profit Green Mobility Network by the New York City-based non-profit, TransitCenter, and local partner The Miami Foundation. In addition to getting infrastructure projects in the ground, the overarching objectives of the program include: empower Miami-Dade County residents to voice their own ideas for transportation projects; form a working relationship with the Department of Transportation and Public Works to enable easier delivery of citizen-proposed projects in the future; and foster partnerships between residents, advocacy groups, agencies, and government entities.

The Program started as a county-wide open competition for transportation pilot projects. Street Plans created the marketing and outreach materials for the program, including the logo and overall brand identity. In July, 2017, a selection committee comprised of Street Plans, the DTPW, Miami-Dade County Dept. of Parks, Recreation, and Open Spaces, Green Mobility Network, and TransitCenter selected 18 (out of 68 applications) based on criteria like geographic diversity, feasibility of installation, proximity to transit, matching funds, connection to adjacent community assets, etc. The selected projects included separated bus lanes, separated bike lanes, bus stop improvements, traffic calming measures, and wayfinding.

The program kicked off in November 2017 with Plaza 98, a pavement-to-plaza project in Miami Shores Village that transformed a portion of a street into a temporary plaza to be used for periodic community events. Following Plaza 98, two wayfinding projects were installed in the neighborhood of Little Havana, Miami for both the city's trolley system, and the county's Metrobus system.



The program included projects that focused on improving wayfinding (above), activated public spaces (middle), and repurposed parking lanes into outdoor dining (below).

BTACTICAL COMPLETE STREETS PILOT PROJECTS

Client:
Broward Metropolitan Planning Organization (FL)

Reference:
Ricardo Gutierrez, Mobility Program Manager, BMPO
gutierrezr@browardmpo.org

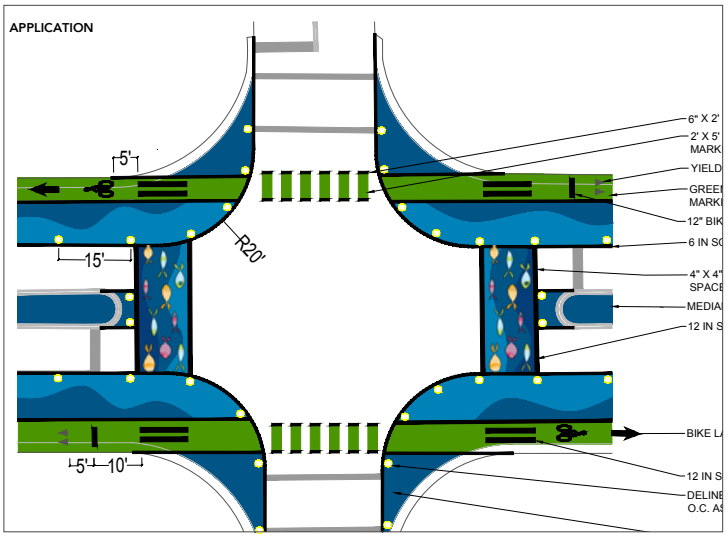
Year: 2021-2022

Description:
In 2021, Street Plans was engaged by the Broward Metropolitan Planning Organization to lead the first two phases of its BTactical Tactical Urbanism program within its Complete Streets division. The first project selected was in Deerfield Beach, FL for a corridor included in the city's high injury network. Within the pilot project segment, a .6-mile stretch of NE 3rd Avenue adjacent to Broward Health North hospital and two schools, there had been three traffic crash fatalities in the last five years, due to excessive speeding and unsafe driving. Street Plans kicked off the project with a Walk & Talk workshop to survey the project extents with the community, and start to brainstorm traffic calming and other solutions that could be evaluated through the pilot project.

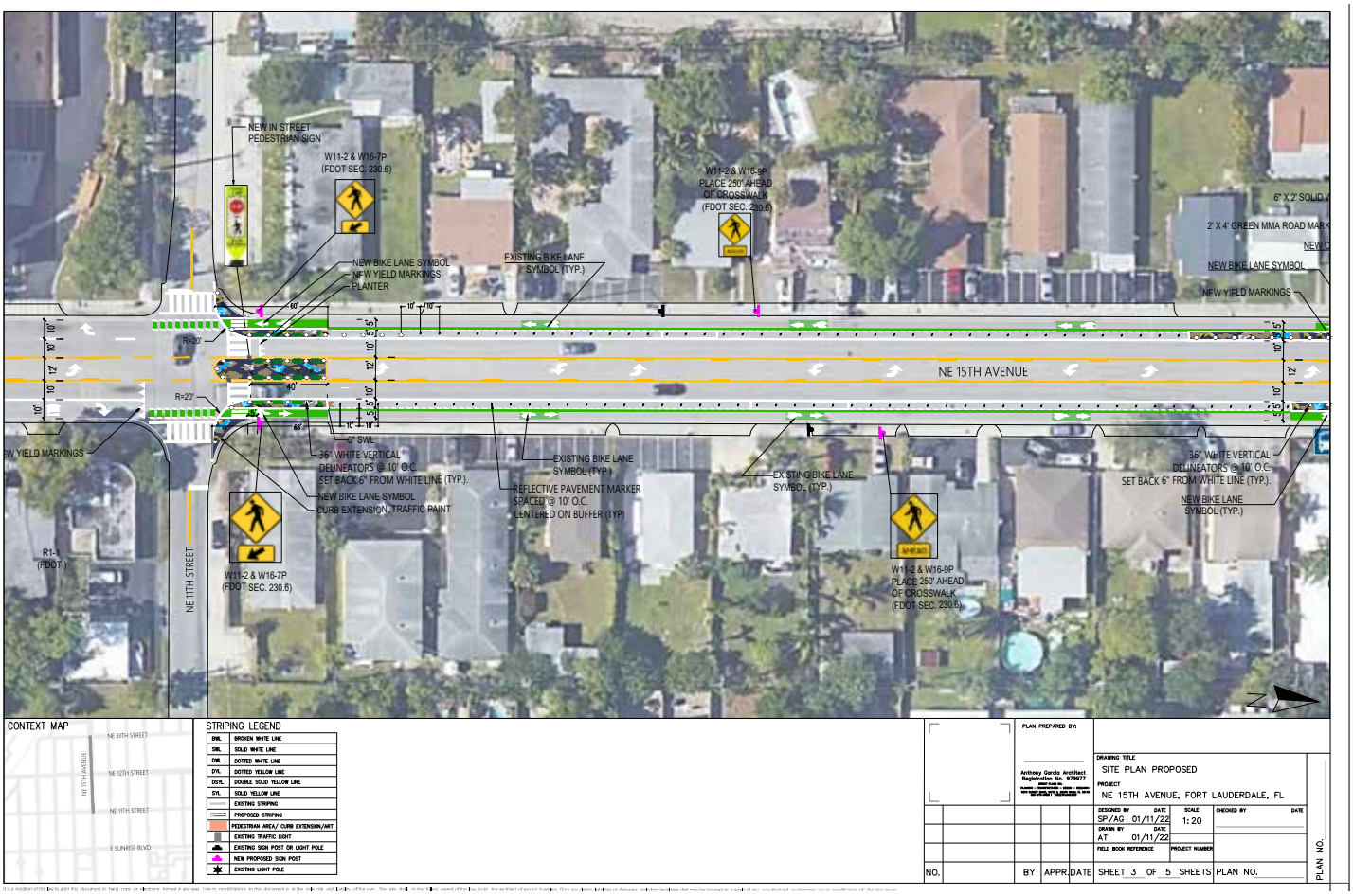
Over the course of the public engagement, Street Plans and the project team refined the final pilot project design to reflect the feedback of stakeholders and residents within the Tedder neighborhood, and the desires of the city. From December 7-11, 2021, Street Plans, the BMPO, the City of Deerfield Beach, and over 70 volunteers executed a lane reduction by restriping the travel lanes and creating a painted bike lane buffer; added three new crosswalks and eight total art crosswalks; and added vertical protection to the existing bike lanes. Within the first four months of evaluation, bicycle and pedestrian activity substantially increased.

The second project (see following page), in Ft. Lauderdale, was installed in May 2022. This project included improvements like curb extensions, high-visibility crosswalks, pedestrian refuges, and bike intersection markings at three intersections in the Lake Ridge neighborhood. Asphalt art designed by Street Plans emphasized the newly created space for pedestrians.








NEW IN STREET PEDESTRIAN SIGN
W11-2 & W16-7P (FDOT SEC. 230.6)
W11-2 & W16-9P PLACE 250' AHEAD OF CROSSWALK (FDOT SEC. 230.6)
NEW BIKE LANE SYMBOL
NEW YIELD MARKINGS
PLANTER
EXISTING BIKE LANE SYMBOL (TYP.)
NE 15TH AVENUE
6" SWL
36" WHITE VERTICAL DELINEATORS @ 10' O.C. SET BACK 6" FROM WHITE LINE (TYP.).
NEW BIKE LANE SYMBOL CURB EXTENSION, TRAFFIC PAINT
REFLECTIVE PAVEMENT MARKER SPACED @ 10' O.C. CENTERED ON BUFFER (TYP)
NE 11TH STREET
R1-1 (FDOT)
CONTEXT MAP
STRIPING LEGEND
BWL BROKEN WHITE LINE
SWL SOLID WHITE LINE
DWL DOTTED WHITE LINE
DYL DOTTED YELLOW LINE
DSYL DOUBLE SOLID YELLOW LINE
SYL SOLID YELLOW LINE
EXISTING STRIPING
PROPOSED STRIPING
PEDESTRIAN AREA/ CURB EXTENSION/ART
EXISTING TRAFFIC LIGHT
EXISTING SIGN POST OR LIGHT POLE
NEW PROPOSED SIGN POST
EXISTING LIGHT POLE
PLAN PREPARED BY:
Anthony Garcia Architect Registration No. 979977
DRAWING TITLE
SITE PLAN PROPOSED
PROJECT
NE 15TH AVENUE, FORT LAUDERDALE, FL
DESIGNED BY SP/AG DATE 01/11/22
SCALE 1:20
CHECKED BY
DRAWN BY AT DATE 01/11/22
FIELD BOOK REFERENCE
PROJECT NUMBER
NO. BY APPR. DATE
SHEET 3 OF 5 SHEETS
PLAN NO.



TPO SMART STEP PROGRAM

Client:
Miami-Dade Transportation Planning Organization (FL)

Reference:
Maria Teresa Vilches, Transit and Regional Manager
Maria.Vilches@miamidade.gov

Year: 2021-2022

Description:
Street Plans was engaged by the Miami-Dade Transportation Planning Organization (TPO) through the Urban Core and Non-Urban Mobility Task Force as part of the SMART Plan on-call contract.

The TPO assigned Street Plans the task of developing complete street concepts and cost analyses for 11 sites across Miami-Dade County to enhance first and last mile connections county-wide. This initiative is expected to catalyze the implementation of Quick-Build projects at these locations.

The proposed concepts encompass various improvements, such as the addition of new bike lanes in residential neighborhoods in Kendall, Doral, and Miami Gardens. Additionally, enhancements include new crosswalks in Brickell and South Miami, as well as improved pedestrian connections at the Palmetto Metrorail Station.

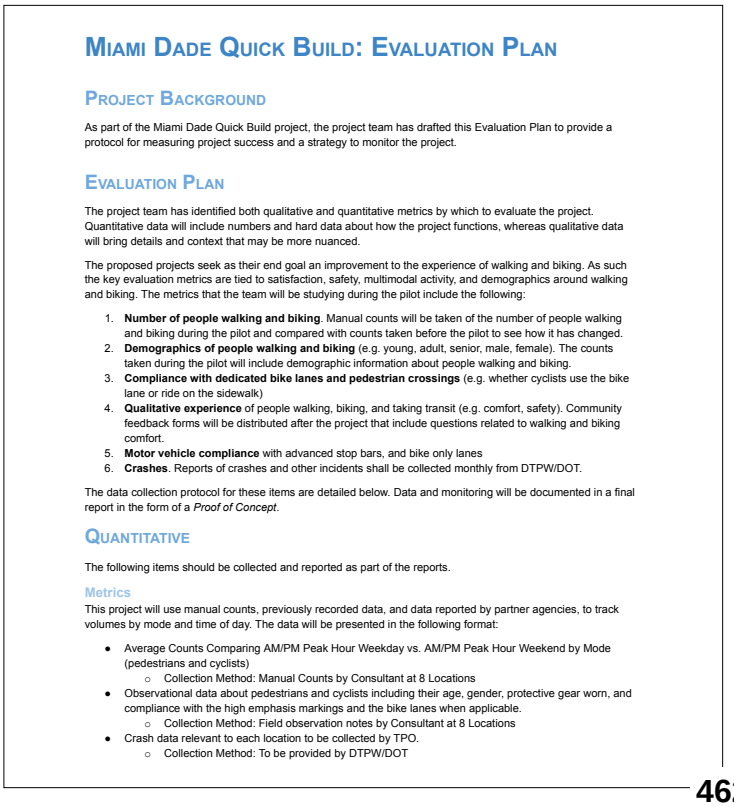
To initiate this effort, Street Plans created an evaluation plan and conducted comprehensive data collection on pedestrian and bicycle activity at all locations to inform the conceptual designs. Meetings were also held with key stakeholders, including the Florida Department of Transportation (FDOT), Miami-Dade Transportation and Public Works (DTPW), and municipal public works, engineering, and transportation planning departments.

Street Plans performed a thorough analysis for each site, outlining the anticipated benefits and/or challenges for each project, along with a materials cost assessment.

As of March 2023, the TPO has successfully implemented five of the conceptual designs, marking significant progress in the project.







Miami Dade Quick Build: Evaluation Plan

Project Background

As part of the Miami Dade Quick Build project, the project team has drafted this Evaluation Plan to provide a protocol for measuring project success and a strategy to monitor the project.

Evaluation Plan

The project team has identified both qualitative and quantitative metrics by which to evaluate the project. Quantitative data will include numbers and hard data about how the project functions, whereas qualitative data will bring details and context that may be more nuanced.

The proposed projects seek as their end goal an improvement to the experience of walking and biking. As such the key evaluation metrics are tied to satisfaction, safety, multimodal activity, and demographics around walking and biking. The metrics that the team will be studying during the pilot include the following:

1. **Number of people walking and biking**. Manual counts will be taken of the number of people walking and biking during the pilot and compared with counts taken before the pilot to see how it has changed.
2. **Demographics of people walking and biking** (e.g. young, adult, senior, male, female). The counts taken during the pilot will include demographic information about people walking and biking.
3. **Compliance with dedicated bike lanes and pedestrian crossings** (e.g. whether cyclists use the bike lane or ride on the sidewalk)
4. **Qualitative experience** of people walking, biking, and taking transit (e.g. comfort, safety). Community feedback forms will be distributed after the project that include questions related to walking and biking comfort.
5. **Motor vehicle compliance** with advanced stop bars, and bike only lanes
6. **Crashes**. Reports of crashes and other incidents shall be collected monthly from DTPW/DOT.

The data collection protocol for these items are detailed below. Data and monitoring will be documented in a final report in the form of a *Proof of Concept*.

Quantitative

The following items should be collected and reported as part of the reports.

Metrics

This project will use manual counts, previously recorded data, and data reported by partner agencies, to track volumes by mode and time of day. The data will be presented in the following format:

- Average Counts Comparing AM/PM Peak Hour Weekday vs. AM/PM Peak Hour Weekend by Mode (pedestrians and cyclists)
  - Collection Method: Manual Counts by Consultant at 8 Locations
- Observational data about pedestrians and cyclists including their age, gender, protective gear worn, and compliance with the high emphasis markings and the bike lanes when applicable.
  - Collection Method: Field observation notes by Consultant at 8 Locations
- Crash data relevant to each location to be collected by TPO.
  - Collection Method: To be provided by DTPW/DOT

SUBCONSULTANT QUALIFICATIONS

Sam Schwartz is a 160-person firm with a talented team of professional planners, engineers, designers, and data scientists in nine offices around the United States: Chicago, New York City, Jersey City, Philadelphia, Washington D.C., Tampa, Los Angeles, Oakland, and Seattle. With over 27 years of practice on a wide array of complex transportation issues, Sam Schwartz is a national leader in safety and multimodal mobility. In addition to our core transportation planning and engineering disciplines, we pride ourselves on our ability to relate complex transportation concepts to a wide audience through clear text and engaging graphics. Our staff has supported Complete Streets policy development on the state and municipal levels, providing best practices research, local technical support and training. Final products have included Safety Acton Plans, Complete Streets Implementation Plans and Vision Zero programs and initiatives.

Sam Schwartz offers a forward-looking but pragmatic approach to traffic safety and Vision Zero and holds unparalleled technical and problem-solving expertise across its staff. On the national level, Sam Schwartz has served as subject matter experts to the FHWA Office of Safety for numerous projects of national significance focused on road diets, separated bike lanes, sig-nalized intersections, roundabouts, Highway Safety Improvement Programs, and speed man-agement. At the state, county and local levels, Sam Schwartz has turned that research into practical application, playing a key role in supporting traffic safety and Vision Zero programs from coast to coast.

Sam Schwartz understands the immediacy of the Vision Zero movement. One more life lost is too many. Through the Village of Palmetto Bay's Safety Action Plan, we will work alongside Street Plans to develop a comprehensive, holistic plan to make the Village of Palmetto Bay South Florida's first Vision Zero community. The plan will provide prioritized improvements that incorporate innovative designs and best practices that can advance towards implementation.

- A thoughtful and customized process – Our plans don't look the same because the communities in which we work aren't the same. We are adept at tailoring our plans and will build a plan to suit the Village's needs, based on where it is today and its vision for the future. The plan will visually reflect the local culture, making it relatable and engaging.

- A pragmatic plan – The Action Plan will be true to its name and focus on the actions that will be most impactful to safety, including changes that can be installed immediately as well as actions items to be taken in the near term that will support longer-term or more complex investments.

- Meaningful and genuine engagement – We understand that, as powerful as data is, it can't tell the whole story about a community – the lived experiences of its residents traveling to work, going shopping, or taking their kids to the park involves consideration and care beyond the data. We will participate in an immersive public engagement approach to reach and hear from the diverse pockets within the Village.

- Integrated technical expertise – Our expertise in traffic safety is both broad and deep. Our team excels at each component required to create a comprehensive Action Plan. More importantly, these critical components are integrated throughout our process, allowing them to reinforce each other and inherently guide the evolution of the plan. For example, we don't treat communications or public engagement as a unique task; feedback from the community is woven into our data analysis, informing the selection of locations for interventions; our branding and communications skills are reflected through conceptual designs that help stakeholders envision a street transformation; and our design and construction experience influence an ambitious but achievable program of safety improvement actions.

Stacey Meekins, AICP



Principal + National Practice Leader, Complete Streets

Ms. Meekins is a leading expert in multi-modal safety and mobility. She has focused her career on helping communities implement solutions to make their transportation systems more inclusive; establishing safer, more inviting environments that promote and empower walking and bicycling as integral modes of transportation.

Relevant Experience

Vision Zero South Side Neighborhood Action Plan, CHICAGO, IL
Sam Schwartz is leading a neighborhood-based action plan to improve traffic safety in two high crash areas on the City's south side in neighborhoods that have long experienced disinvestment. The team is using a deliberately immersive approach in the community to allow community leaders to help shape the overall engagement process so that the resulting plan is truly community-driven and therefore responsive to their unique needs and concerns. Ms. Meekins serves as the Project Manager for this plan.

Vision Zero Implementation and Action Plan, ANN ARBOR, MI
Sam Schwartz was contracted by the City of Ann Arbor to develop a 5-year action plan to improve traffic safety throughout the city. A key component of this effort is the planning, design, and installation of quick-build treatments at some of the sites with the highest crash severity. Ms. Meekins serves as the Project Manager for this plan.

Alabama Avenue SE Corridor Safety Study, WASHINGTON, DC
Ms. Meekins served as the Complete Streets advisor on this comprehensive safety study for the District Department of Transportation. The goal of the project was to identify operational and safety improvements along a 4-mile section of Alabama Avenue. Key issues along the corridor included speeding, limited safe pedestrian crossings, an inhospitable pedestrian realm, and a lack of bicycle facilities. Ms. Meekins assist-ed the team with identifying options for multimodal improvements, such as new and enhanced crosswalk markings, rapid flash beacons, curb bump-outs, pedestrian refuge islands, and buffered bike lanes. Crossing improvements were prioritized at key destinations.

Years of Experience
18 Years

Education
Master Urban Planning + Policy
University of Illinois at Chicago, 2005

B.S. Civil Engineering
Northwestern University, 2000

Certifications
American Institute of Certified Planners

Professional Affiliations
American Planning Association

Lambda Alpha International, Ely Chapter

Presentations
Vision Zero: From Concept to Practice, Vision Zero Symposium, Ontario Traffic Council, 2021; Virtual

Industrial Areas in Transition, American Planning Association National Planning Conference, 2019; San Francisco, CA

Equity in Bikeshare, Panel Moderator, WTS Annual Conference, 2015; Chicago, IL

Sam Schwartz
A TYLin Company

Donald R. Tone, PE



Vice President + Director of Special Projects Traffic Engineering

Mr. Tone contributes over 25 years of diversified engineering experience in both public and private traffic and transportation markets. Over his career, he has demonstrated an ability to deliver projects on time, within budget and in satisfaction with clients' expectations. Mr. Tone has established a reputation for his commitment to his clients, meticulous production of technical reports and excellent communication and team-building skills.

Years of Experience
29 Years

Education
B.S. Civil Engineering
University of Missouri-Rolla, 1994

Certifications
Professional Engineer: NY

Professional Affiliations
Institute of Transportation Engineers

Relevant Experience

White Plains Hospital Master Plan, WHITE PLAINS, NY
Mr. Tone serves as a transportation planning consultant responsible for developing various proposed improvements to the hospital campus leveraging expertise in delivering industry best practice analyses of parking demand and management, incorporating multimodal opportunities, enhancing pick-up/drop-off accommodations, and improving on-/off-site pedestrian and bicycle safety. Travel Demand Management (TDM) strategies are being developed to encourage transit and non-motorized travel to and from the Hospital and nearby train station (including shuttle routing feasibility). The final product will also illustrate the benefits and specifications of transforming main connective thoroughfares into Complete Streets.

Town of New Castle Transportation Engineering Services, NEW CASTLE, NY
Town of New Castle Transportation Engineering Services On-Call, New Castle, NY. Mr. Tone has served as Senior Project Manager providing expert traffic engineering services to assist the Town with the review of transportation/traffic analysis in regard to land development proposals received by the New Castle Town Board, Planning Board and Zoning Board of Appeals.

SEQRA Buffalo Skyway (NYS Route 5) Removal Project, BUFFALO, NY
Sam Schwartz is providing traffic engineering and transportation planning services in support of Project Scoping and the Draft and Final Environmental Impact Statement (EIS) for NYSDOT's proposed removal of the Buffalo Skyway and construction of associated improvements to various area roadways, freeways, and toll facilities. Mr. Tone is responsible

Sam Schwartz
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Jesse McGowan, AICP

Associate



Jesse McGowan is passionate about making multi-modal transportation options accessible, affordable, and safe for all. She brings this equity lens to all her work, considering the needs of underserved populations through visioning, community engagement, analysis, and presentation of results.

Relevant Experience

***Montgomery County Planning Department, Vision Zero Lead,** MONTGOMERY COUNTY, MD

Ms. McGowan served as the Planning Department's Vision Zero lead, integrating Vision Zero in the Department's master planning and regulatory review processes, as well as coordinating with other county and state agencies working to advance Vision Zero. Working in a county adjacent to a major city (Washington, DC), Jesse identified safety solutions for urban, suburban, and more rural contexts. Jesse contributed to development of the county's 2030 Vision Zero Action Plan, and she was involved in implementing several plan actions as well as monitoring plan progress.

***Predictive Safety Analysis,** MONTGOMERY COUNTY, MD

Ms. McGowan led the Predictive Safety Analysis, a technical effort to identify safety priorities and systemic safety improvements for Montgomery County. She worked with the UNC Highway Safety Research Center to develop safety performance functions for common crash types in Montgomery County and paired countermeasures to those crash types. Jesse developed an interactive Excel tool to allow county staff to evaluate different countermeasures and investment scenarios based on their costs and effectiveness in reducing crashes.

***Vision Zero Community Toolkit,** MONTGOMERY COUNTY, MD

Ms. McGowan oversaw development of the Montgomery County Vision Zero Toolkit, a resource to help community members residents understand and advocate for specific types of road safety designs to reduce crashes involving motor vehicles, bicyclists, and pedestrians. The Toolkit consists of over 40 design treatments and outlines how each treatment can address road safety challenges in different contexts throughout Montgomery County.

Years of Experience

10 Years

Education

M.C.R.P. Transportation
UNC Chapel Hill, 2015

B.A. Urban Studies
Brown University, 2010

Certifications

American Institute of Certified Planners

Professional Affiliations

American Planning Association

Equity Committee (Paper Review Chair), Transportation Research Board

Publications

How Montgomery County, Maryland can increase equitable access to transit by improving walkability, Brookings, 2022

Examining the Equity Impacts of AVs: A Travel Demand Model Approach, TRR, 2019

Case Studies in Realizing the Co-Benefits of Multimodal Roadway Design and Gray and Green Infrastructure, FHWA, 2018

Pursuing Equity in Pedestrian and Bicycle Planning, FHWA, 2016

Development of a Survey Tool to Quantify Health Impacts of Trail Use, Journal of Parks and Recreation Administration, 2016

Improving Pedestrian and Bicycle Connectivity During Rehabilitation of Existing Bridges, PBIC, 2016

* performed under previous employment

Sam Schwartz
A TYLin Company



Illustrations by Pablo Stanley

Ann Arbor Vision Zero Implementation and Action Plan

Ann Arbor, MI

Sam Schwartz was retained by the City of Ann Arbor to develop an Implementation and Action Plan to achieve Vision Zero. This work follows the development of a Vision Zero-focused long range transportation plan that was unanimously adopted by City Council.

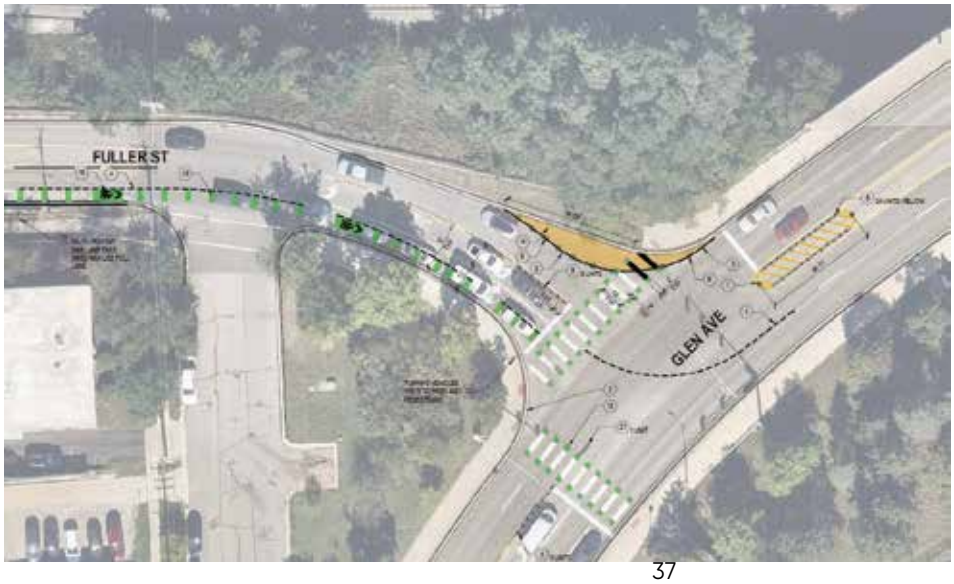
The Implementation and Action Plan included immediate identification of quick-build safety improvements that were programmed for installation within months of the contract initiation. Fifteen intersections and two mile-long corridors that were among the most severe crash locations in the city were addressed with this first round of interventions. The implementation and action plan also includes the development of a speed management program that will provide the city with tools to address high speeds on even the most challenging corridors as well as a 5-year action plan for continued investments.

Client
City of Ann Arbor

Contact
Suzann Flowers
Transportation Program Manager, City of Ann Arbor
301 E. Huron St. 4th Floor
Ann Arbor, MI 48104
sflowers@a2gov.org
734.794.6430 x43710

Services
- Vision Zero Planning
- Action Planning
- Strategic Planning
- Transportation Planning
- Design Engineering

Dates
December 2021–Present



Sam Schwartz
A TYLin Company



Long Branch Complete Streets Implementation Plan

Long Branch, NJ

Sam Schwartz Consulting has been requested by the New Jersey Department of Transportation's Bureau of Safety, Bicycle and Pedestrian Programs (NJDOT-BSBPP) to provide Local Technical Assistance to Long Branch City. The objective is to develop a Complete Streets Implementation Plan that aligns with Long Branch's existing Complete Streets policy and improves multimodal safety and accessibility. The project involves data collection, which includes gathering existing documentation and information about Long Branch from various sources such as NJDOT, NJDEP, NJ TRANSIT, and local authorities. The study also involves a large public engagement component. A Steering Committee comprising local, county, and state officials, as well as other stakeholders, was formed to provide input and feedback. Three Steering Committee meetings were held to discuss the project's scope, data collection findings, and recommended improvements. Internet-based public involvement tools like online surveys and interactive maps were developed and advertised to gather public feedback. Additionally, the project team attended two events and set up a table to advertise this study and gain additional feedback. Based on the data collection and engagement, recommendations were developed considering the identified opportunities, deficiencies, and constraints. These recommendations address bicycle and pedestrian infrastructure improvements, intersection enhancements, and other relevant measures to enhance active transportation in Long Branch.



Client
New Jersey Department of Transporation & Bureau of Safety, Bicycle and Pedestrian Programs

Contact
Elise Bremer-Nei
Section Chief
NJDOT, BSBPP
1035 Parkway Avenue
Ewing, NJ 08618
609.963.2203
elise.bremer-nei@dot.nj.gov

Services
- Multimodal Planning & Infrastructure Design
- Complete Streets
- Public Outreach
- Safety

Cost
$115,000

Dates
June 2022–Present

Key Staff
Samantha Donovan, AICP
Project Manager

Jesse McGowan
Project Planner

Janki Patel
Project Planner

Sam Schwartz
A TYLin Company



Uncommon Charter High School Safe Routes to School

Brooklyn, NY

Sam Schwartz was retained by the Robin Hood Foundation to recommend safety improvements in the vicinity of a new charter high school in Crown Heights, Brooklyn. Most of the school's students travel by foot from public transit to the school. Our recommendations included a variety of traffic calming, signage, and signal changes to provide for a safer walk. Sam Schwartz worked with the New York City Department of Transportation for the approval and implementation of the street enhancements and managed the design and construction process.

Client
The Georgetown Company

Contact
Lauren Eckhart Smith
667 Madison Avenue
New York, NY 10065
(212) 409-9424
lsmith@georgetownco.com

Services
» Transportation Planning

Cost
$35,000

Dates
July 2008–December 2008


DEKALB AVE
FULTON ST
HERKIMER ST
ATLANTIC AV
PACIFIC ST
DEAN STREET
BROOKLYN AV
ST JOHNS PL
ALBANY AV
St. Andrews Park
PROJECT SITE
STOP
AHEAD
SCHOOL
20
38
SLOW
SLOW
SLOW



WHO WE ARE

Equitable Cities, led by Charles T. Brown, MPA, CPD, LCI has nearly 20 years of experience in transportation planning, policy, research and community outreach and engagement. Working at the intersection of transportation, health, and equity, Equitable Cities is highly regarded and requested to provide services to federal, state, and local governments in:

- Advancing bicycle and pedestrian planning and research
- Centering racial equity, health equity, and inclusion in transportation decision-making processes
- Conducting equitable and inclusive outreach in and within traditionally underserved and historically disadvantaged communities in communities over varies sizes throughout North America
- Ceading and integrating Crime Prevention Through Environmental Design (CPTED) trainings, workshops and audits into planning and design considerations
- Developing and leading Environmental Justice, Non-Discrimination Plans, and Title VI workshops and data analysis sessions
- Leading national and local conversations on the importance of reparative and transformative justice and prioritizing ADA accessibility (i.e., physical and cognitive)

Equitable Cities clients has worked with transportation and health agencies across North America in states such as New York, Massachusetts, New Jersey, Washington, DC, Maryland, Florida, Missouri, Kansas, Oregon, California, and Arizona to name a few. Equitable Cities is composed of core staff and affiliates in specialized areas that are brought together as a team to cater to each unique project.



CHARLES T. BROWN, MPA

FOUNDER & PRINCIPAL

Mr. Brown is founder and managing principal of Equitable Cities, LLC—a nationally known urban planning, policy, research, and multimedia firm working at the intersection of transportation, health, and equity. He also serves as a senior researcher with the Alan M. Voorhees Transportation Center and adjunct professor at the Edward J. Bloustein School of Planning and Public Policy, both at Rutgers University. He has 17 years of public and private sector experience in urban and regional planning, public policy, and research. He also has extensive experience in community outreach and engagement having worked with municipal, county, and state government agencies, for-profits, and non-profit organizations across the U.S. He has served as an instructor of courses on introductory and advanced environmental justice for the National Transit Institute, Federal Transit Administration, and Federal Highway Administration. Mr. Brown is also part of course faculty at the Walkability Action Institute, funded by the CDC, and creator of the newly created Virginia Walkability Action Institute on behalf of Virginia Department of Health. Additionally, he served as an instructor for 30 deliveries of the New Jersey Department of Transportation Complete Streets Course, and trained chronic disease coordinators throughout NJ on behalf of the New Jersey Department of Health. Mr. Brown's work has been published in several international journals as well as featured by or quoted in the New York Times, Streetsblog, CityLab and various other national and local media outlets. Mr. Brown speaks locally, nationally, and internationally on transportation equity. As member of the US Army, Mr. Brown received the Mississippi Commendation Medal and Global War on Terrorism Service Medal.

EDUCATION

Master of Public Administration
University of Central Florida

Graduate Certificate in Urban and Regional Planning
University of Central Florida

Bachelor of Science in Management
Bellhaven College

United States Army

MEMBERSHIP/AFFILIATIONS

Pedestrian Safety and Bicycle Transportation Committees
Transportation Research Board Member



PRIYANSHU SHARMA, MCRP

URBAN PLANNER & DESIGNER

Priyanshu is an urban planner and designer at Equitable Cities who specializes in transportation planning, design, data analysis, and visualization. He holds a Master's degree in City and Regional Planning from Rutgers University's Edward J. Bloustein School of Planning and Public Policy, as well as a Bachelor's degree in Planning from CEPT University, India. His work and research primarily focus on transportation planning and design, land use, spatial analysis, and data analysis and visualization. Moreover, his academic and professional experience in the planning profession has also inculcated the art value of good communication, which is not limited to maps, visuals, and interactive platforms, but also persuasive and engaging storytelling for our communities. Formerly, he worked with the NYC Ferry team within the Planning Division at the New York City Economic Development Corporation (NYCEDC). Earlier, he worked for Bloomberg Associates, where he provided technical support for the NewarkGO Bike Share Program's implementation. Prior to this, he brought more than 3 years of work experience in the realms of planning and design from India, where he worked in various capacities with social entrepreneurs, planning organizations, and academic research institutes.

EDUCATION

Master of City and Regional Planning
Concentrations: Transport Policy and Planning, and Urban Design
Edward J. Bloustein School of Planning and Public Policy – Rutgers University

Bachelor of Planning
Centre for Environmental Planning and Technology University, India



ALIAA ELDABLI

PROJECT COORDINATOR - SOCIAL JUSTICE FELLOW

Aliaa Eldabli has a background in social and experimental psychology, specifically conducting research on intersectionality, and more broadly, racial, mobility, food, gender, environmental justice, and health equity. Her first major research projects applied an intersectional approach to examine the differences in bystander and jury behavior towards Black and White women in sex work (published) and when experiencing sexual assault. As an environmental justice and climate equity fellow, they researched, interviewed, and met on-the-ground with grassroots activists, people of color, and people without homes in Oakland, CA to recommend community-led environmental justice projects and policies. Aliaa also has experience with equity metrics, conducting literature reviews, facilitating and building curriculum for a racial justice community, a leadership health equity program, and an organizational environmental justice planning circle, and identifying organizations across the US leading and implementing equity and racial justice in healthcare through their previous work as a social transformation intern and research and learning coordinator.

EDUCATION

Bachelor of Arts in Psychology
Aurora University



JAY ARZU, MPA

POLICY ANALYST & SOCIAL JUSTICE FELLOW

Xavier's projects include managing the Vermont Health Equity and Community Design Technical Assistance Pilot to support Vermont-based communities as they advance their built environment goals. Xavier also leads the design process for developing new stewardship models for the Watershed Stewards Academy in Anne Arundel County, Maryland. Prior to joining Equitable Cities, he spent two years with Prevention Institute – planning and delivering an annual racial justice learning series, facilitating health equity trainings with local health departments, and aiding policy advocacy efforts of community-based organizations in California and nationwide. Xavier has served multiple roles within the Philadelphia Department of Public Health. His work within chronic disease and violence prevention is guided by asset-based community framing. Xavier was a 2018 Health Equity Awakened fellow with Human Impact Partners. Xavier began his 10-year city government career with Philadelphia Parks and Recreation, first guiding youth through their transition to the workforce before managing a recreation center near the West Philadelphia community where he was raised.

EDUCATION

PH.D Student City & Regional Planning
University of Pennsylvania

Master of Public Administration
SDA Bocconi

Bachelor of Arts: Political Science and Government
Marist College


Source: Twitter via @Macletas


Source: rideindego.com


Source: Dmitry Gudkov via #BikeNYC

BIKE EQUITY IN DC

The report, *Bike Equity: Strategies for Increasing Bicycle Ridership for Marginalized and Disadvantaged Communities*, commissioned by the Washington Area Bicyclist Association for the D.C. Office of Planning's Crossing the Street creative placemaking initiative, acknowledged the barriers to bicycling that marginalized groups face and provided national and international case studies of cities, organizations, and community groups leading initiatives to increase bicycle ridership among disadvantaged groups and achieve bike equity. Selected case studies that best reflected the bike equity movement both in terms of programs and a wide-range of geographical locations.

CLIENT

Washington Area Bicyclist Association,
D.C. Office of Planning

LOCATION

Washington, DC

SERVICES

- Walking & Bicycling Research
- Technical Assistance
- Bicycle Planning
- Racial Equity in Planning
- Cultural Sensitivity in Planning

EQUITABLE CITIES



Bicycle Frequency			
CITIES	Very Frequently to Frequently	Occasionally to Rarely	Very Rarely to Never
Austin	27%	45%	27%
Baltimore	21%	50%	28%
Denver	44%	44%	11%
Fort Collins	80%	13%	7%
Memphis	33%	42%	25%
New Orleans	61%	14%	14%
New York City	61%	38%	0%
Portland	17%	25%	58%
Providence	40%	50%	10%
Tucson	6%	84%	11%

WHERE DO WE GO FROM HERE?

BREAKING DOWN BARRIERS TO BICYCLING IN THE U.S.

To better understand these barriers to biking, PeopleForBikes funded research in 10 U.S. cities. The study's principal investigator was Charles T. Brown, who worked with Susan Blickstein and Siennah Yang of Susan G. Blickstein, LLC and Brown's colleagues James Sinclair and Aashna Jain at the Alan M. Voorhees Transportation Center (VTC) at Rutgers University. Together, they set out to identify different factors preventing people from bicycling, plus what infrastructure and incentives people need in order to start.

Using a qualitative approach, researchers conducted two focus groups in each city — one with community members, another with local business representatives. What emerged was an in-depth understanding of participants' perceptions and attitudes towards bicycling, as well as what types of activities, programs or marketing might change their opinions. By involving businesses, researchers were able to determine what role the private sector might play in hindering or advancing bicycling.

CLIENT

People for Bikes

LOCATION

Nationwide, USA

SERVICES

- Qualitative Research
- Bicycle Planning
- Focus Groups
- Stakeholder Engagement
- Racial Equity in Planning
- Cultural Sensitivity in Planning

EQUITABLE CITIES

Tab 4 - Project Approach/Timeline

HOW WE'LL WORK WITH YOU

Our team is delighted to submit a proposal for this effort, and has a clear understanding of the task before us. We acknowledge the significance of the undertaking, and applaud the Village of Palmetto Bay for seizing the opportunity to update, integrate, and enhance previous efforts to reach the ambitious Vision Zero goal. As most of Street Plans' staff is native to South Florida, we are uniquely positioned to lead this work, as we have intimate knowledge of the challenges and opportunities involved in street safety in communities in Miami-Dade County. We have both tracked, and advanced, this work over the past two decades, and will enthusiastically bring our nationwide experience in best practices to the Village of Palmetto Bay.

Our experience with transportation grants is both on the front and back end. We produce plans that identify, and are oriented toward, grant opportunities to help our clients succeed. Having assisted the City of New Haven with its awarded SS4A grant, we know what needs to be included in Action Plans and the applications to best position our clients for success. Furthermore, we're currently working with a number of cities on plans awarded through previous SS4A rounds, and are familiar with all of the project management processes required to document project process, and adhere to grant terms.

Not only do we have broad experience in conducting public engagement and creating actionable transportation master plans, but we are also experts in Complete Streets design, with an eye toward implementation with the Quick-Build methodology. With these combined skills, and our talented subconsultants, we are confident that we can execute this project efficiently, and provide a final deliverable that can be an example for neighboring communities, is aligned with the Village's Comprehensive Plan, and helps Palmetto Bay reach Vision Zero.

TASK 1: PROJECT MANAGEMENT

1.1 Project Management Meetings

Street Plans will work with you to schedule regular, internal meetings (either once a month or every two weeks) to discuss project strategy, plan for project milestones, discuss draft deliverables, and coordinate all aspects of public engagement. We assume that the majority of these meetings will be virtual. However, we believe a select number of in-person meetings at key moments in the project schedule will be important, and we remain flexible and committed to ensure we are physically present when it matters.



In East Portland (Louisville, KY), Street Plans facilitated a series of intensive stakeholder engagement meetings to identify development and streetscape opportunities to connect existing neighborhood assets.

For each meeting, Street Plans will produce an agenda and provide meeting minutes to document progress and key decisions. Our team will also ensure that the project schedule and in-progress deliverables are provided within each meeting agenda and reviewed during each bi-weekly meeting so that your team has visibility into our progress. Our subconsultants will participate in meetings when necessary.

As we have experience with the Safe Streets & Roads for All program, we will ensure that our administration is aligned with all necessary protocols.

Task 1.1 Deliverables
Meeting Minutes and Agendas

1.2 Project Management Plan (PMP)

Street Plans will develop a Project Management Plan (PMP) within 15 days following the kick-off meeting. The PMP is a document that will follow the

project as it progresses; it will outline all essential project elements for each phase, task, and subtask and include details like work elements, schedules, personnel assignments, costs, milestones, and quality control measures.

The PMP will document project goals and objectives collected after input from the community. Including goals in the PMP will reduce scope creep and eliminate unnecessary project elements. The PMP will include a work plan and task list for all project deliverables. Street Plans will utilize a work breakdown structure that identifies work elements that require coordination and review and host the document on the selected file sharing platform so all parties can review it in real time. During the project, Street Plans will revisit and re-prioritize the task list as needed. The PMP will also include a list of risks and contingency strategies in the case that one or more project components or tasks encounter difficulties. The PMP will lastly include the project schedule. Street Plans will review the schedule weekly to identify necessary revisions and ensure realistic expectations for project element completion.

Task 1.2 Deliverables
Project Management Plan (up to two rounds of revisions)

TASK 2: WHERE YOU'VE BEEN

2.1 Plan & Policy Review

Street Plans will complete a thorough review and analysis of the Village's existing transportation plans and recent traffic safety efforts, including but not limited to the Transportation Master Plan Report, the Sidewalk and Bike Master Plans, and the Traffic Calming Reports, distilling key projects and identifying how/where this work relates to and may be integrated within the forthcoming Action Plan. We will also review the existing efforts to implement Speed Tables and Traffic Circles, like the simulations for Old Cutler Road, and any more recent analyses. Finally, Street Plans will review any County plans impacting the Village, like the designation of shared use/multi-use paths either within or adjacent to the Village. The main takeaways of the review will be summarized in a Plan Matrix V.1, which will include all previous plans reviewed, and how they align - or not - with FDOT's Complete Streets and Context Sensitive Classification System standards, and Vision Zero.



Street Plans worked with FHI Studio to produce Keyport, NJ's Complete Streets design manual, complete with roadway classifications, a chapters of best practice engineering techniques and visualizations, and a Quick-Build toolkit.

At this time, Equitable Cities, LLC will review and analyze historical maps, FDOT designs and policies, and other political efforts resulting in the disenfranchisement of federally designated underserved communities. This analysis will inform Action Plan recommendations to reconnect communities with enhanced transportation infrastructure and amenities.

The above reviews will help our team understand the Village's stated priorities as it relates to equity, mobility, safety, and sustainability across the various departments involved with accomplishing Vision Zero. In addition to the Plan Matrix, Street Plans will provide a brief Memorandum summarizing the key findings from the review.

A second and final version of the Matrix will be developed after the Plan's recommendations are drafted. This task will clarify where and how

the Action Plan is either in alignment/support of previous efforts, and where it charts new territory to expand on the Village's previous work. The goal of this exercise is to streamline the work of Village Staff and clarify with the public how the Action Plan integrates with, expands, or differs from the Village's current plans and policies.

Task 2.1 Deliverables
Plan Matrix V.1
Existing Plan and Policy Summary Memorandum

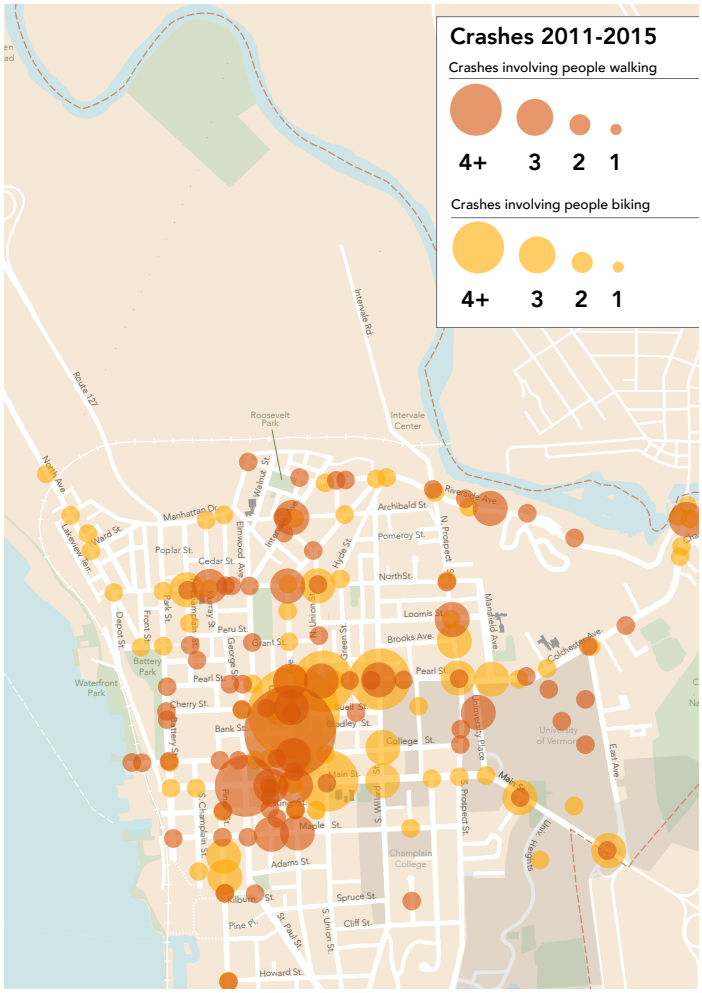
2.2 Safety Data Review & Analysis
Sam Schwartz Engineering will take the lead in compiling all available existing data from the Village, County, and FDOT to inform existing conditions and Plan Recommendations. This includes but is not limited to:

Data Synthesis:
Crash Data forms the basis of any Vision Zero Action Plan. This provides information about the who, what, when, where, and why of a crash. Sam Schwartz will seek out all resources to build the most accurate database possible using local and state crash reports.

Transportation Network Data includes characteristics about the street network – the number of lanes, the speed limit, intersection control, the presence of bicycle or pedestrian facilities, etc. This data helps identify trends in the crash data, such as the prevalence of crashes on 4-lane roads vs. 6-lane roads, or whether crashes occur more frequently at intersections with traffic signals, a lower density of intersections, etc.. The transportation network data allows us to look beyond just locations where crashes occur to what types of safety countermeasures can reduce the likelihood of crashes at locations which share similar characteristics. One key goal in understanding this data is how systemic improvements can be made to prevent crashes from occurring in the first place.

Volume Data represents activity on the transportation network, by motorists, bicyclists, and pedestrians. Volumes – also referred to as exposure – are a common determinant in how frequently crashes occur at a given location.

Land Use Data describes the physical



For Burlington's Bike/Walk Citywide Master Plan, Street Plans graphically illustrated all crashes, with indications of severity.

environment throughout the Village, including the density of housing, location of key destinations, like parks or transit stations. Some land use types – such as schools, senior centers, or parks - may be of specific focus for the Action Plan. This data allows the crash analysis to provide insight into the frequency of crashes in proximity to different key destinations and land use contexts throughout the Village, which we know vary with the transportation network data.

Demographic Data provides insight into potential disparities in where crashes occur. This data will inform a comprehensive plan equity analysis, both for existing conditions as well as of recommended policy, design, and enforcement improvements. For this data analysis, Sam Schwartz will work with Equitable Cities, LLC.

Crash Analysis:
Next, Sam Schwartz will develop a clear understanding of crash trends throughout the

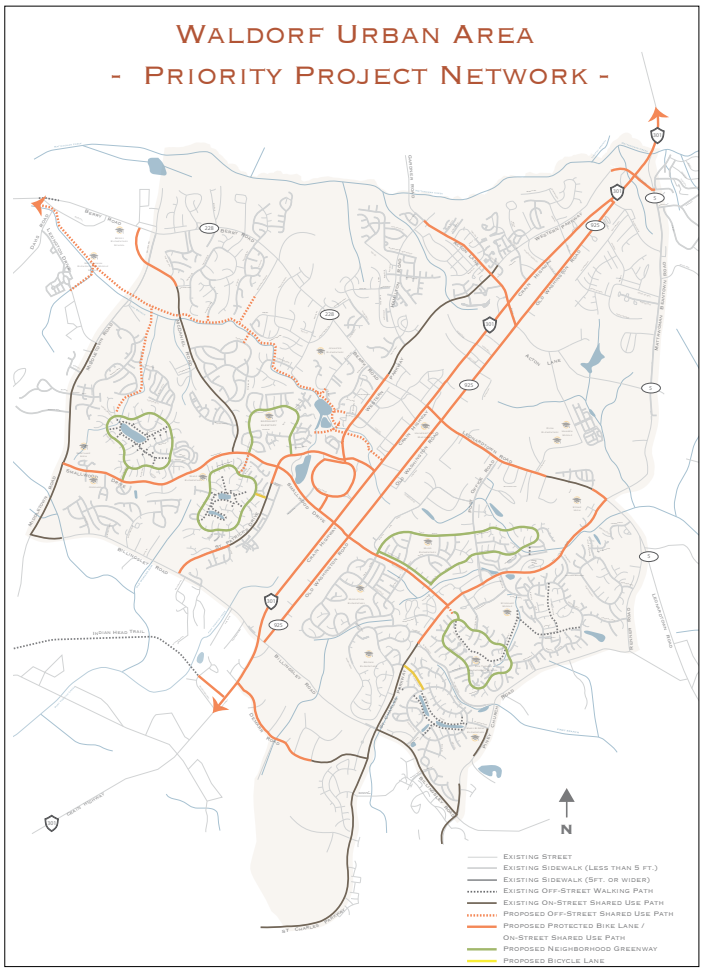
Village to identify effective policies, programs, and physical design treatments to improve safety for all users. To do so, they will review the last five years of crash data and develop descriptive statistics, conduct a systemic safety analysis, identify a High-Injury Network, and complete an equity analysis of existing crash trends with Equitable Cities, LLC. Each element of the crash analysis is described in more detail below:

Descriptive Statistics: The initial task for the crash analysis is to develop descriptive statistics, a high-level summary of the crash data. This task will summarize crash times (time of day, day of the week, and month of the year) by mode and severity, as well as crash types and other contributing factors. This will provide an overview of the crash landscape in Palmetto Bay.

Systemic Analysis: Following the high-level overview, the project Team will conduct a systemic analysis, identifying the roadway types and intersection attributes where crashes are most common. Common attributes in a systemic analysis include speed limit, number of lanes, and traffic volumes, as well as bicycle and pedestrian infrastructure. This analysis will be disaggregated by crash mode and severity.

High-Injury Network: Our team believes that a hybrid approach to addressing serious injury crashes is the most effective, combining a focused effort on the most critical locations with a systemic approach to safe street designs. Defining the High-Injury Network is a customized process in each community. Through this task, the project team will narrow in on priority corridors for safety improvements within the Village.

Equity Analysis: Nationally, People of Color and the young/elderly are more likely to die while walking than other racial and ethnic groups, and people walking in low-income communities are killed at far higher rates than their more affluent counterparts (Dangerous by Design, 2022). Demographic data will be integrated into the crash analysis to effectively work towards Vision Zero. The demographic data may include but is not limited to income, national origin, English proficiency, age, and vehicle access. This task will review the descriptive statistics, systemic analysis, and High-Injury Network through an equity lens to identify existing disparities.



For Connect Waldorf, Street Plans created base maps of existing conditions layers, locations of public feedback comments, and the final networks and priority projects.

Sam Schwartz and Equitable Cities' analysis will be summarized into a Memorandum for the Village and be supported by legible infographics. This data will be cross-checked with anecdotal safety data derived from conversations with stakeholders and the public. All data will be integrated into a legible and interactive GIS map that will live on the project website (see Task 3.3). Compelling summary infographics illustrating the data will be produced by Street Plans for the Action Plan.

Task 2.2 Deliverables
Safety and Equity Data Summary Memorandum

2.3 Base Maps

Street Plans will illustrate existing networks, projects, parks, schools, and other active transportation efforts on large-format base maps to use throughout Task 3. These maps will distill all facilities and projects from previous plans into a

legible format, making it easy for the project team to identify bicycle and pedestrian network gaps, trail connections, safe routes to school, parks, and key locations for more traffic circles and arterial crossings.

Task 2.3 Deliverables
Base Maps

TASK 3: PUBLIC ENGAGEMENT

3.1 Public Engagement Plan (PEP)

Street Plans will produce all public communications for the Action Plan effort, including, but not limited to, flyers and postcards, project website content, email blasts, and content for Village social media posts. Our goal is to start and maintain a Village-wide conversation that elevates the awareness that serious injuries and traffic fatalities can be eliminated. Street Plans will prepare a Draft and Final Public Engagement Plan, which will outline all of the touchpoints, major deliverables, and how/when collateral should be distributed to engage residents and stakeholders.

An interactive web-based GIS map will include Task 2.2 data layers, and will allow members of the public to add location-specific feedback to inform the project team of additional intersections, corridors, and other locations to consider in expanding the Village's existing active transportation networks, and buildings upon its traffic safety infrastructure. This map will be live on the project website by the time of the first public workshop so that those who are unable to join in person can add their feedback on their own time.

Finally, Street Plans has a number of Spanish speaking staff who will translate all communications and support online and in-person interactions with Spanish-speaking residents encountered through public engagement activities. Promotional materials will also be translated to Haitian Creole, as needed. Finally, Street Plans will ensure all communications collateral is ADA accessible.

Task 3.1 Deliverables
Draft Public Engagement Plan
Final Public Engagement Plan
Print and Digital Collateral

3.2 Project Branding

Street Plans will produce an attractive logo, colorway, and fonts for the Action Plan process that will be integrated into the printed and digital collateral. A unique graphic identity will help the plan effort be immediately recognizable to the community, and can help encourage more stakeholders to participate in the effort. Street Plans will provide three options for branding with the Draft Public Engagement Plan to Village staff. Upon receiving feedback, Street Plans will produce one final graphic identity along with the Final Public Engagement Plan.



Street Plans has produced many project logos for a variety of project types, including a final set of different shapes depending on the type of collateral used.

Task 3.2 Deliverables
Initial Branding Concepts (up to three alternatives)
Final Brand

3.3 Project Website & Digital Management

Street Plans will use the project brand to create a simple, yet functional, project web page. The web page will be located on the existing Village of Palmetto Bay website, and contain all project documents, public engagement invitations, and publicly-available deliverables. The interactive GIS map will also live on this web page, offering an opportunity for continuous engagement beyond the in-person events.

Street Plans will outline in the Public Engagement

Plan a schedule for how often it will make updates to the website, and what documents will be uploaded. We will also develop and distribute a digital survey related to transportation and safety at different phases of the project, to be hosted on the project web page.

Task 3.3 Deliverables
Project Website (inc. interactive, GIS map)

3.4 Engagement Plan Implementation

Our approach to public engagement is simple - we bring engagement to the people rather than expect people to come to our engagement. We look beyond the conventional public meeting and seek to create experiences that are meaningful and authentic.

Our approach involves identifying a certain number of community touchpoints of different types divided by project phase. We've included 12 Community touchpoints in this scope, in addition to 6 Walk Audits, and 6 Bike Audits over the course of the 18 month window of the project. For the purpose of this proposal we've started to think through how we would structure the overall schedule, but remain flexible in how we structure this work once we are awarded the contract. Below is a breakdown of our initial proposal for outreach broken down into three distinct phases. At each phase we will hold community touchpoints, conduct walk/bike audits, and roll out marketing to accompany each plan component. Each phase will have approximately 4 community touchpoints.

Phase 1 - Project Initiation and Community Discussions

Engagement during the initial phase will be about introducing the Comprehensive Action Plan effort to the community, and identifying additional opportunities with the community. The goal of the first phase will be to educate the community on the basics of active transportation, street safety, and the goals of vision zero planning, with an eye toward supplementing Task 2 with feedback heard directly from the community. This phase will also be about looking to the community to help develop the draft Plan recommendations and identify critical locations that could become priority projects. We will answer questions like: What is the project about and how will it be executed? What will the final deliverable look like? What is Vision Zero? This phase will include educating the community on the basics of Complete Streets and Vision Zero, learning about and celebrating the Village's existing efforts, and identifying early elements of the Plan Recommendations. During this phase, our three community touchpoints will include a Kick-Off Workshop, Handlebar and Walkabout Surveys, and themed small gatherings by mode.



In Fort Lauderdale, FL, Street Plans led multiple public engagements for the design of a pedestrian and bicycle pilot project along the NE 3rd Avenue corridor.

Phase 2 - From Paper to Pavement

While Phase I will be focused on educating event participants on the project team's approach to the Action Plan, Phase II will be all about applying those concepts to the streets of Palmetto Bay with a weekend-long Demonstration Project and event.

Phase 3 - Vetting the Recommendations

By the time the project team executes the Demonstration Project, we will have not only understood the existing context and efforts undertaken by the Village, and surveyed infrastructure on-the-ground, but we will have also developed a road-map for how to improve and expand upon them. The final phase of engagement will include bringing back to the community a comprehensive view of the ways in which the Action Plan will augment and integrate projects to enhance safety and equity throughout the Village. Draft Recommendations will be presented to the community in an in-person Open House, with additional outreach as needed (e.g. stakeholder meetings).

Community Touchpoints: As described in the phases above above, we propose spreading 12 creative touchpoints throughout the life of the project. Each engagement will be designed as a way of advancing each phase's strategic goals. Some engagements, like workshops, are described below. Other more creative events will be created with you as the project progresses. These programs might take the form of a fun scavenger hunt with local schools where items are hidden in locations in the proposed plan, allowing them to learn about the routes without even knowing it! Or perhaps the event takes the form of a series of intimate community dinners where folks can discuss the merits of the project over food, or a school project where kids are given the chance to design their own bicycle or pedestrian projects and share them with their parents. There are so many possibilities! When thinking through these ideas with the project team, Street Plans will always come back to a simple question: is this fun and would I go to this event?

Workshop: While we love fun programming, we are also experts at conventional workshops as well. Our initial workshops will introduce the overall effort, and the concepts related to safe streets for all on which the Action Plan will be based. The workshop will start with a fun and interactive activity called 1-2-4-All where participants will be asked a question about the main goal of the meeting (e.g. What opportunities do YOU see for creating safe streets in the Village of Palmetto Bay? What active transportation elements do you so far appreciate in the Village?). Participants will work with fellow attendees to answer the question and get to know one another. Street Plans will then begin the workshop with a presentation about best practices for creating safe streets and active transportation networks, and share some key takeaways from Task 2. Finally, using the base maps produced in Task 2.3, we will guide the public through an interactive route mapping activity where participants will be able to identify initial, additional opportunities like network gaps and "marquee" traffic safety projects.



For New Haven's Citywide Active Transportation Plan, the draft recommendations were illustrated on mounted posters for participants to review and give feedback.

Handlebar and Walkabout Surveys: During each phase the project team will conduct 2 walk and bike audits at different locations around the city. These will be scheduled in coordination with other touchpoints and will be done in partnership with local partners. We will invite participants to convene at predetermined locations, to conduct the audits. The team will develop audit worksheets that are geared toward understanding the public perception of walking and biking as a way of informing the drafts of the Network Plan and project ideas. Street Plans will facilitate the audits I following the League of American Bicyclist and AARP Audit tools.

In phase 1 we'll be asking for high level qualitative information and doing a general survey of the city. We'll ask things like: What are the destinations on a given route that are the greatest trip generators? What are the intersections that are the most problematic vs. those that are the most pleasant?

We'll also be auditing a broad cross section of the neighborhood's streets. In this way the project team will be able to narrow down streets that are most appropriate for improvements and interventions.

During the Phase 2 audits, we'll be asking about specific routes and thinking through preliminary proposals for these routes. During this round of audits we will have preliminary

designs in hand and will be able to ground truth what is in our drawings compared with the lived experience of residents. We find that this methodology really allows us to learn from participants and for participants to hear from us about interventions that they may not be familiar with.

Finally in Phase 3, we'll be focusing on the projects that will be implemented first, and potential quick build projects. This approach will allow us to think through the specific design proposed for the quick build project, and consider details such as access, staging, opportunities for street retrofits, and other similar details. starting the day before the Kick-Off workshop.

Digital Surveys: Street Plans will use digtal tools like SurveyMonkey to get at origin and destination patterns and general mode preferences. The survey will also include questions about perceptions of safety.

Demonstration Project: Street Plans will design and execute a temporary Demonstration Project to showcase concepts and recommendations discussed in Phase I. We will work with the Village to identify the best timing for the event, possibly to be executed in coordination with another pre-planned community event. The Demonstration will be a way to field test a design or element of the Plan discussed at the first community workshop. For the Demonstration, Street Plans will produce a detailed site plan, a materials budget, and "build plans" to guide installation. Volunteer recruitment will be considered a part of the overall Public Engagement Plan, and will be integrated with other project communications.

Open House: This event will be an informal setting, and be the public's first opportunity to see the Draft Recommendations and accompanying visualizations that the project team has prepared. Draft Recommendations will be printed on large-format boards, allowing participants to leisurely review them at their own pace. Street Plans staff will be on-hand to deliver a brief welcome presentation, answer questions, and distribute feedback surveys for participants to fill out per board. The goal of this Open House will be to gauge the community's initial response to the Draft Recommendations, and understand what elements of the Action Plan they enthusiastically endorse, or would want to see changes to.



For Jersey City's Bike Master Plan, Street Plans created a project prioritization matrix using a set of weighted criteria. This matrix produced over 25 priority facilities or segments.

Task 3.4 Deliverables
Community Touchpoints including workshops, demonstration projects, and other engagements
Handlebar and Walkabout Surveys
Digital Surveys
Open House

TASK 4: WHERE YOU'RE GOING

4.1 Plan Recommendations

Task 2 will establish a critical baseline for the creation of the Village of Palmetto's comprehensive transportation guidebook, with initial public engagements in Task 3 building on this foundation. The project team will conduct additional analyses in Task 4 to carve a clear path forward for the Village, incorporating the old and new, and enhancing existing assets. The projects and ideas put forth through these analyses will form the Draft Plan Recommendations, with prioritization to follow. The Final Recommendations will include a catalog of projects that have been discussed with FDOT and Miami-Dade County to position them for future funding for implementation.

Street Plans develops Action Plans according to five core principles:

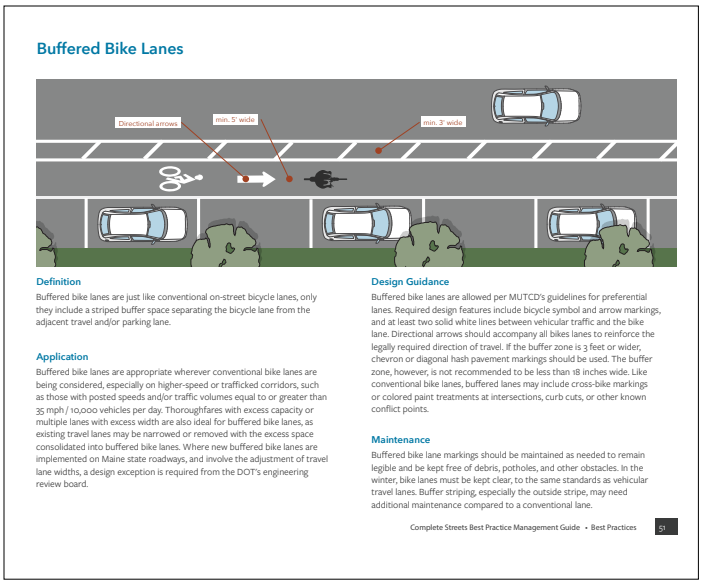
1. We look for practicality, focusing first on immediate and effective solutions.

2. We prioritize enhancing existing, already-used routes or desire lines to maximize impact.

3. We consider both on and off-street infrastructure as part of a holistic, low-stress network.

4. We offer a unique and customized hands-on planning process that gets tangible results.

5. We aim to share our unique expertise as broadly as possible so as to build knowledge and capacity within our client team, as well as with the general public. This will help you leverage planning momentum into tangible results on the ground and sustain it moving forward.



Buffered Bike Lanes

Directional arrows

min. 5' wide

min. 3' wide

Definition

Buffered bike lanes are just like conventional on-street bicycle lanes, only they include a striped buffer space separating the bicycle lane from the adjacent travel and/or parking lane.

Application

Buffered bike lanes are appropriate wherever conventional bike lanes are being considered, especially on higher-speed or trafficked corridors, such as those with posted speeds and/or traffic volumes equal to or greater than 35 mph / 10,000 vehicles per day. Thoroughfares with excess capacity or multiple lanes with excess width are also ideal for buffered bike lanes, as existing travel lanes may be narrowed or removed with the excess space consolidated into buffered bike lanes. Where new buffered bike lanes are implemented on Maine state roadways, and involve the adjustment of travel lane widths, a design exception is required from the DOT's engineering review board.

Design Guidance

Buffered bike lanes are allowed per MUTCD's guidelines for preferential lanes. Required design features include bicycle symbol and arrow markings, and at least two solid white lines between vehicular traffic and the bike lane. Directional arrows should accompany all bikes lanes to reinforce the legally required direction of travel. If the buffer zone is 3 feet or wider, chevron or diagonal hash pavement markings should be used. The buffer zone, however, is not recommended to be less than 18 inches wide. Like conventional bike lanes, buffered lanes may include cross-bike markings or colored paint treatments at intersections, curb cuts, or other known conflict points.

Maintenance

Buffered bike lane markings should be maintained as needed to remain legible and be kept free of debris, potholes, and other obstacles. In the winter, bike lanes must be kept clear, to the same standards as vehicular travel lanes. Buffer striping, especially the outside stripe, may need additional maintenance compared to a conventional lane.

Complete Streets Best Practice Management Guide • Best Practices 51

For Lewiston-Auburn, ME, Street Plans produced a Complete Streets Best Practices Manual with visualizations and design guidance for bicycle, pedestrian, and transit infrastructure, plus operational strategies like signalization.

Gap Analysis (Bike Master Plan and Sidewalk Master Plan): Crucial to safe and accessible active transportation are connected networks. Following review of the existing Bike Master Plan and Sidewalk Master Plan, Street Plans will identify key network gaps. Our firm's vast experience analyzing existing networks to identify, evaluate, and fill network gaps with best practice facilities makes us well-suited to produce an Action Plan document that will enable the Village of Palmetto Bay to install a range of priority network links in the near- and long-term. Street Plans will identify which linkages lend themselves to being implemented with the Quick-Build methodology. These gaps will be added as layers to the Base Maps. Best practices and examples will illustrate a variety of facilities like separated bike lanes and protected intersections.

Recommendations identified here will be incorporated in the Action Plan Document's updated Bike Master Plan and Sidewalk Master Plan.

Neighborhood Traffic Calming: Acknowledging that much of Palmetto Bay is residential in land use context, and the Village's priorities of making neighborhoods safer, Street Plans will hone in on opportunities to apply a set of traffic calming strategies (e.g. mini traffic circles, chicanes, speed humps, etc.) throughout the Village. Connections to the updated bicycle and pedestrian networks will be proposed to ensure safe travel between and throughout land use contexts, and to get people from their neighborhoods to the commercial centers along US-1, parks like Coral Reef Park, and Old Cutler Road.

The plan will pay special attention to context-sensitive facilities to attract more vulnerable and risk-averse populations. All recommendations will consider on- and off-street connections, and integrate the City's existing and planned transportation infrastructure improvements, especially as they relate to bicycle pedestrian mobility. Ultimately our philosophy when designing Safety Action Plans is simple – the more space you give to people walking, biking and taking transit, the more people will walk, bike and take transit. We don't plan around abstract standards that may or may not be relevant to this context. We return time and again to a question that most planners may not ask – what type of facility would I want my mother or child to use? How can we create a network that is safe and convenient for people of all ages and abilities.

Safe Routes: Street Plans will use the Base Maps to identify key linkages and routes to the Village's schools and green spaces. Visualizations of these routes will include maps, with key intersections and/or crossings identified. Further visualizations of interventions at these crossings will include photorealistic renderings. Street Plans will identify which improvements made to provide Safe Routes to Schools and Parks could be implemented

relatively quickly, and at a low cost.

Trails & Transit: The project team will distill the work done thus far to produce recommendations for enhancing Palmetto Bay's connection to the South Dade Busway BRT, specifically with ways to reduce US-1 as a hazard or barrier, and to efficiently connect the Village's transit circulator in conjunction with the BRT project. Furthermore, the project team will identify improvements to Old Cutler Road, enhanced connectivity to the South Dade Trail, and other opportunities within the Village to create a network of multi-use paths, including existing County trails that require easements for Village use.

Reconnecting Communities: This set of recommendations will encompass equity (improving access to transportation opportunities for disadvantaged racial, elderly, and disabled populations), as well as engineering and other solutions for physical-barrier mitigation. Equitable Cities, LLC will lead the production of equity-related recommendations, while Sam Schwartz will take the lead on identifying solutions like bridges, signalization optimization, and traffic circles for easing throughput at large intersections, and for crossing large arterials within the Village. Best practices and examples will illustrate a variety of facilities.

Task 4.1 Deliverables
Draft Recommendations
Final Recommendations
Catalogs of Best Practices

4.2 Priority Projects and Action Items

Specific opportunities identified up to this point will be added to the Plan Matrix started in Task 1, with additional criteria added to assist the project team in prioritization of the Plan Recommendations per the categories in Task 4.1. This process will produce a set of Priority Projects or Action Items for near-term implementation by the Village. All Priority Projects identified will have accompanying visualizations, cost estimates, and will have been vetted by FDOT and Miami-Dade County to ensure maximum feasibility, and align projects with requirements needed to seek federal funding for implementation as vetted by both our in-house engineer and Sam Schwartz. The project team will best align Priority Projects with the Village's Capital Improvement Plan. Of the set of Priority Projects, Street Plans will identify 3-5 that could be implemented using the Quick-Build methodology, and will produce alternative concepts inclusive of a "Kit of Parts" of Quick-Build materials to do so.

Task 4.2 Deliverables
Plan Prioritization Matrix by Category
Priority Projects and Action Items (inc. Visualizations, Cost Estimates, and Funding Recommendations)
Quick-Build Alternatives and "Kit of Parts"

TASK 5: ACTION PLAN DOCUMENT

5.1 Draft & Final Document

Street Plans will produce a graphically-rich Action Plan document, with visualizations like infographics, maps, section and plan view drawings, sketches, and photorealistic renderings to reinforce Plan concepts and illustrate recommendations. Through beautiful graphics, the Plan will be both compelling and publicly accessible. The Document will have the following chapters, at a minimum.

Bike Master Plan
Sidewalk Master Plan
Safe Routes to Schools & Parks
Trails & Transit
Reconnecting Communities

Following production of the document, the team will be available for additional presentations or walk-throughs of the Action Plan Document.

Task 5.1 Deliverables
Draft Action Plan
Final Action Plan

Project Timeline



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Tab 5 - Similar Work

SIMILAR WORK

ON-CALL SERVICES JERSEY CITY, NJ

Client:
City of Jersey City (NJ)

Reference:
Barkha Patel, AICP, Director, Dept. of Infrastructure
201-547-5021 | bpatel@jcnj.org

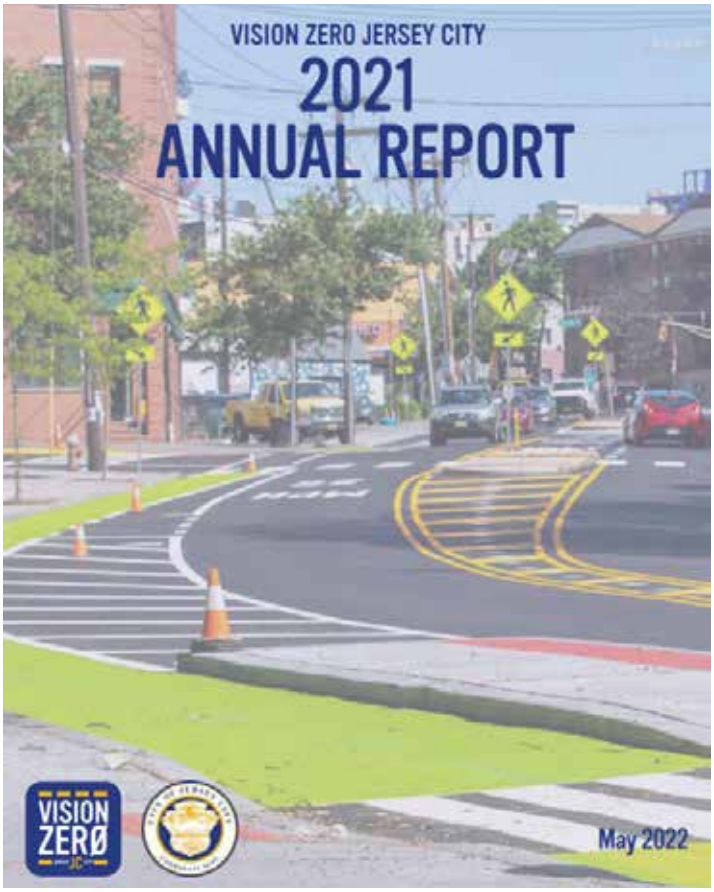
Year: 2018-Current

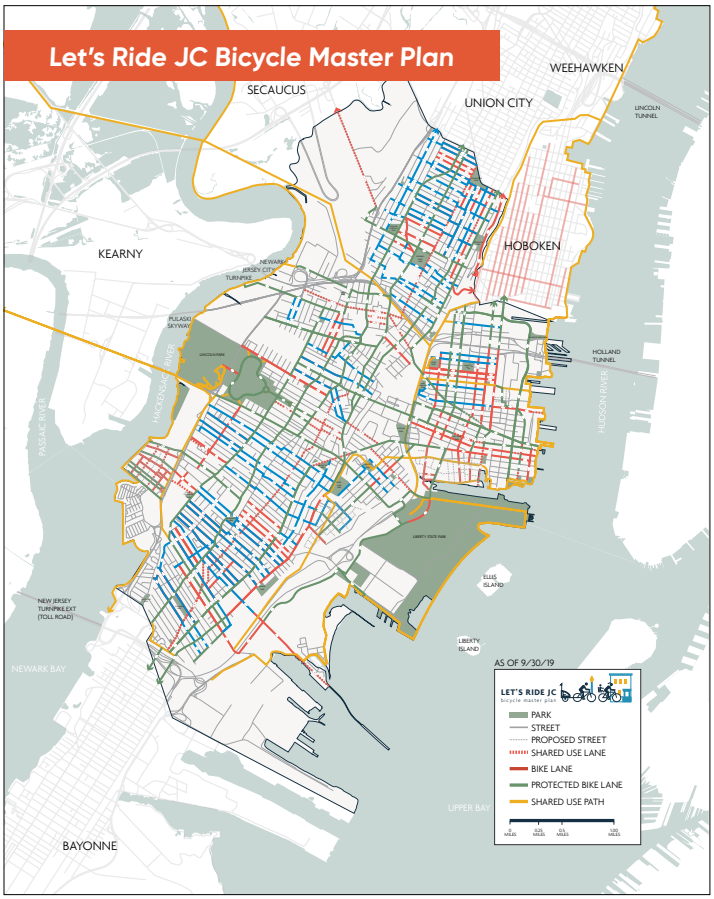
Description:
Street Plans has provided a variety of on-call transportation and public space planning and design services for the City of Jersey City since 2018. Street Plans' first efforts included Let's Ride JC, the city's first bicycle master plan and bicycle design guide, and the JC Walks Pedestrian Enhancement Plan. Adopted in 2019, the final Bike Master Plan includes a 'minimum grid' of protected lanes and a dense network of neighborhood greenways, with the long-term goal of achieving a 55% bicycle network coverage; achieving Vision Zero by 2026; and quadrupling cycling mode share by 2030. These plans have helped the city reach its Vision Zero goal of achieving eliminating fatalities on city roadways in 2022, four years ahead of the Vision Zero Action Plan target.

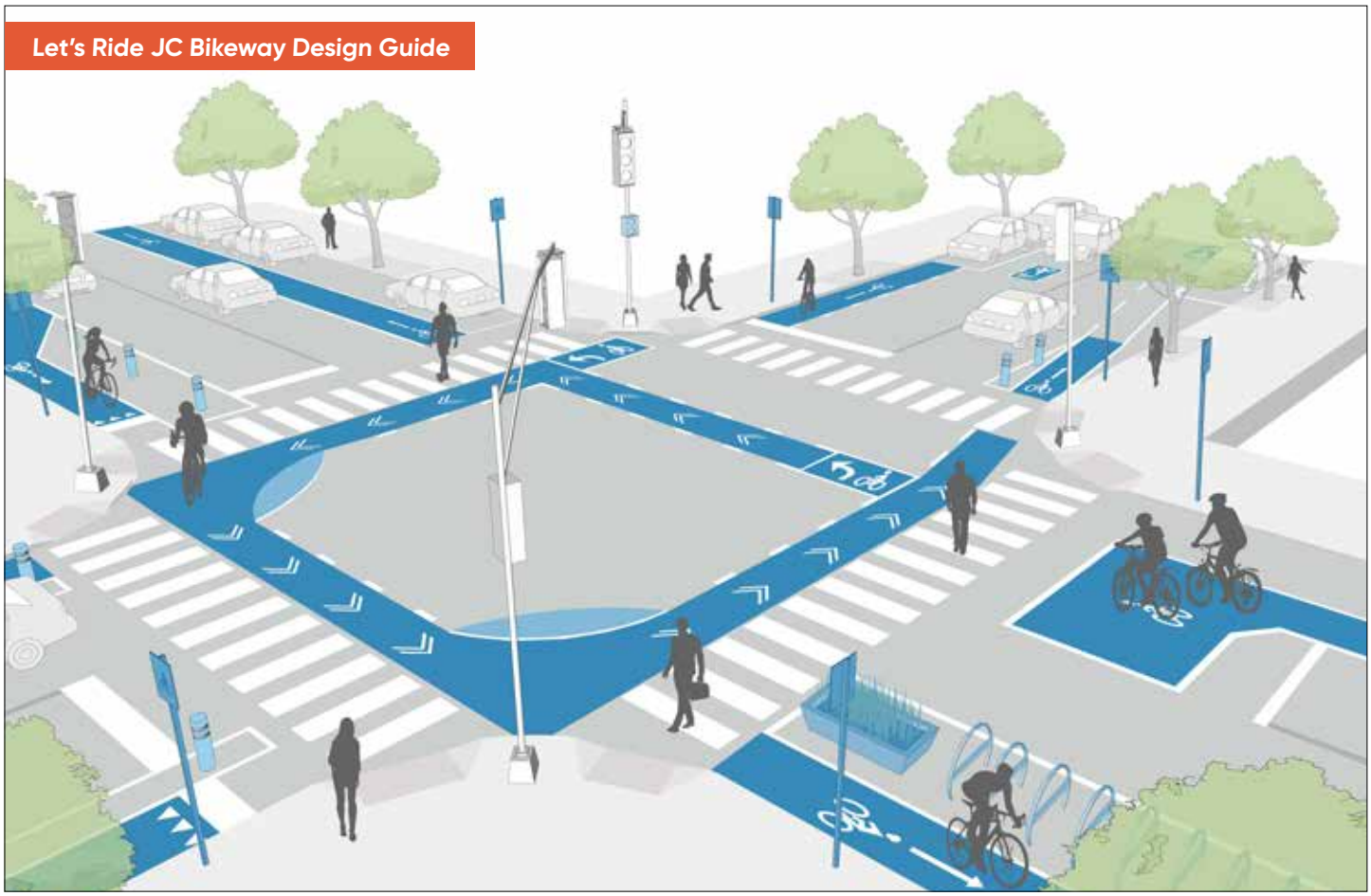
Since the adoption of these plans, Street Plans has been re-engaged by the city for a broad portfolio of work, including production of contractor-ready Quick-Build striping and signage plans; developing advanced street infrastructure plans; reviewing and advising project design plans produce by the city's on-call engineering firms; assisting with public engagement; establishing project evaluation methods; and leading urban design services for priority transportation and public space projects.

Street Plans has thus far produced the Annual Reports for the City's Vision Zero Action Plan, published in 2019 (2019-2020, 2020-2021). For these reports, Street Plans has worked closely with staff to track and evaluate the implementation of the 77 total action items across five themes in the Action Plan, and documented completed Quick-Build and capital projects.

In the 2019-2020 Annual Report, one of the standout completed Vision Zero projects was a corridor that had been identified in the Bike Master Plan (see following page, bottom). Striping plans for this corridor project were produced by Street Plans.







Washington Blvd, Jersey City, NJ



ON-CALL SERVICES NEW HAVEN, CT

Client:
City of New Haven (CT)

Reference:
Sandeep Aysola, Director, Transportation, Traffic, & Parking
203-589-9683 | saysola@newhavenct.gov

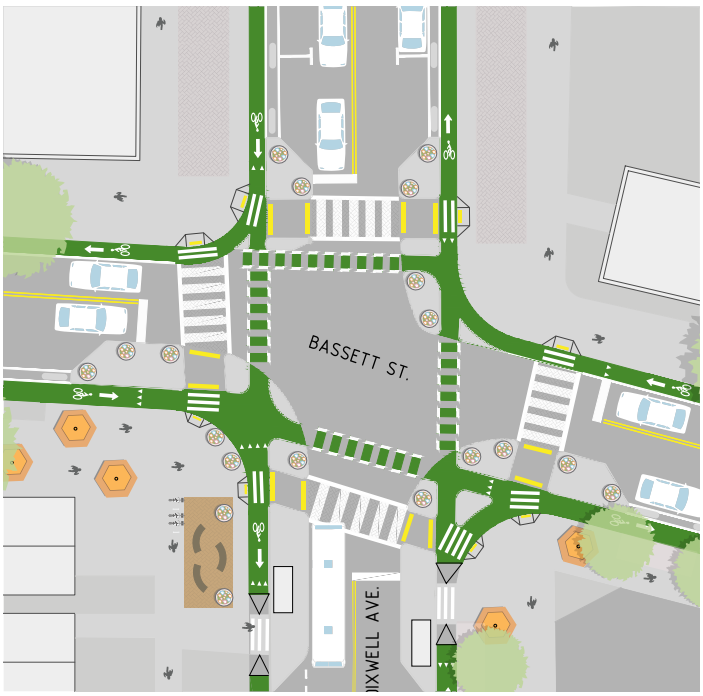
Year: 2017-Current

Description:
Street Plans has provided on-call transportation consulting services to the City of New Haven, CT since 2017. Work in New Haven started with the Downtown Transportation Action Plan, a set of concepts for transforming Downtown's streets to accommodate planned one-to-two-way conversions. Adopted in September 2022, Street Plans produced the City of New Haven's first Active Transportation Plan, a comprehensive analysis and road map for advancing walking, biking, and transit infrastructure in the city in the next 10 years. The Plan includes an Intersection Database documenting the conditions of sidewalks and crosswalks at all 1,500+ intersections in the City, conceptual designs for 11 priority locations, as well as a chapter entirely on Tactical Transit for near-term and low-cost improvements to the City's bus system.

As a follow-up to adoption, and to gain momentum toward Plan implementation, the Street Plans team was re-engaged to deliver a durable, interim pedestrian pilot at one of the priority intersections indentified in the Plan (see following page, top). This project was installed in September 2022 and remains today.

Additional work as a part of Street Plans' on-call engagement includes assistance with the city's FHWA Safe Streets & Roads for All grant application in 2022. From this application, the city was awarded $400,000 to advance priority corridor projects identified in the Plan using the Quick-Build methodology, with Street Plans as the technical asisstant.

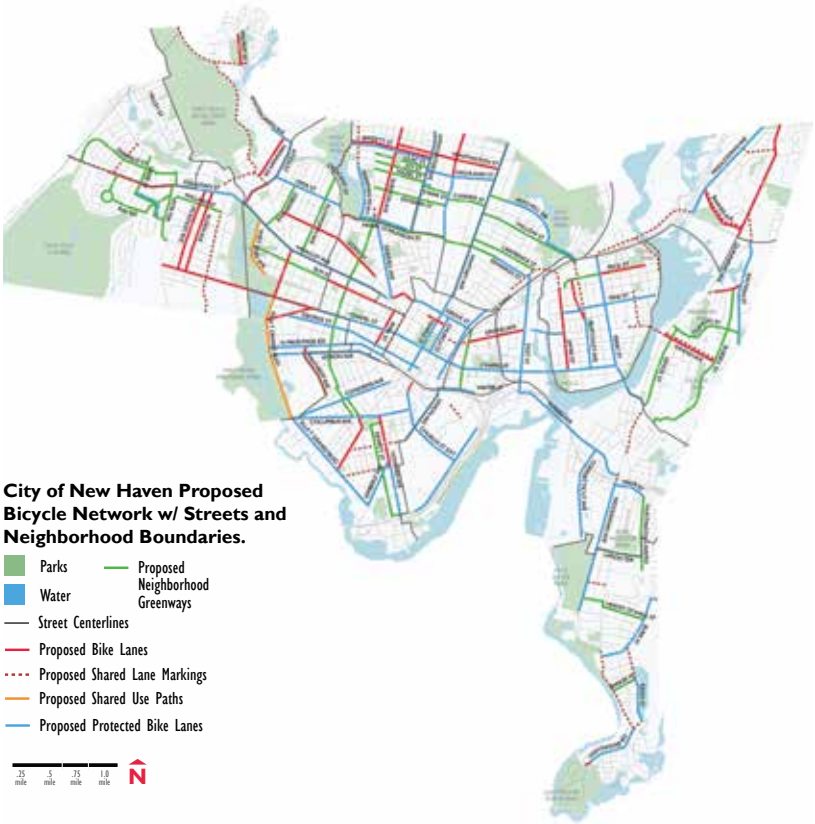
Beyond this, Street Plans has produced striping plans for additional Quick-Build corridor projects throughout the city (see following page, bottom), in 2022 and 2023.



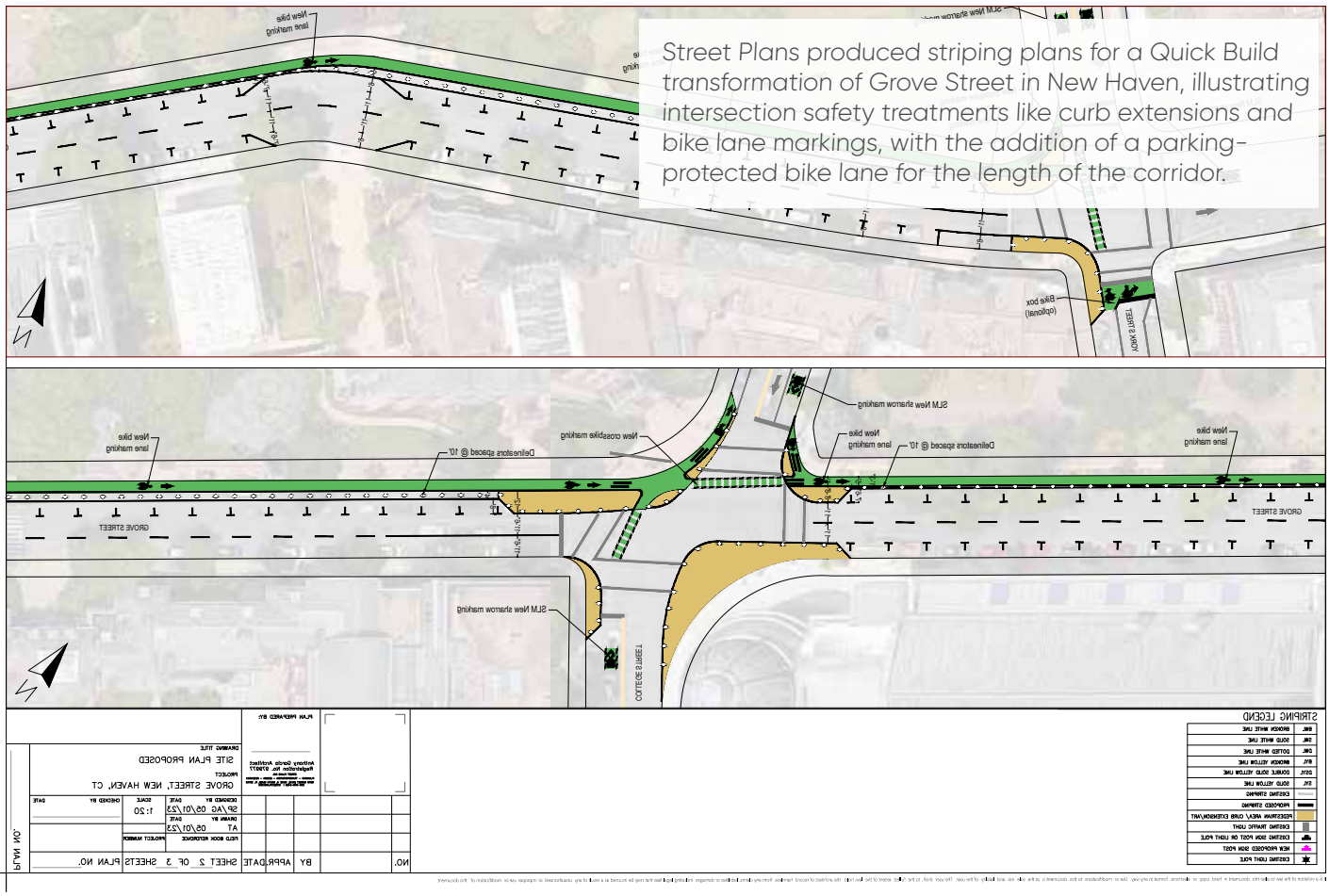
The above concept for New Haven's Dixwell Avenue produced for the Active Transportation Plan illustrates a protected intersection at one of the city's high-crash locations, with the addition of in-lane bus boarding in anticipation of a future BRT route.



For the Active Transportation Plan, Street Plans led a series of Handlebar and Walkabout Surveys as a part of the public engagement and existing conditions analysis.


City of New Haven Proposed Bicycle Network w/ Streets and Neighborhood Boundaries.
Parks
Water
Street Centerlines
Proposed Bike Lanes
Proposed Shared Lane Markings
Proposed Shared Use Paths
Proposed Protected Bike Lanes
Proposed Neighborhood Greenways
N

126


Street Plans produced striping plans for a Quick Build transformation of Grove Street in New Haven, illustrating intersection safety treatments like curb extensions and bike lane markings, with the addition of a parking-protected bike lane for the length of the corridor.
GROVE STREET
New bike lane marking
Delineators spaced @ 10'
New crossbike marking
SLM New sharrow marking
STRIPING LEGEND
SITE PLAN PROPOSED
GROVE STREET, NEW HAVEN, CT
SHEET 2 OF 3 SHEETS

MOVE CULVER CITY CULVER CITY, CA

Client(s): City of Culver City

Summary:
Street Plans was hired by the City of Culver City Transportation Department to develop and implement the MOVE Culver City project. The project included dedicated bus and bike lanes in both directions on a 1.3 mile stretch of Culver Blvd. and Washington Blvd. between Culver Blvd. and Duquesne Ave. and Washington Blvd. and La Cienega Ave.

The mobility lane added new transportation options to connect the downtown Culver City area with both the Arts District and the E-Line station and other transit routes – including Culver CityBus, Big Blue Bus, LA Metro and LADOT (Los Angeles Department of Transportation) bus lines.

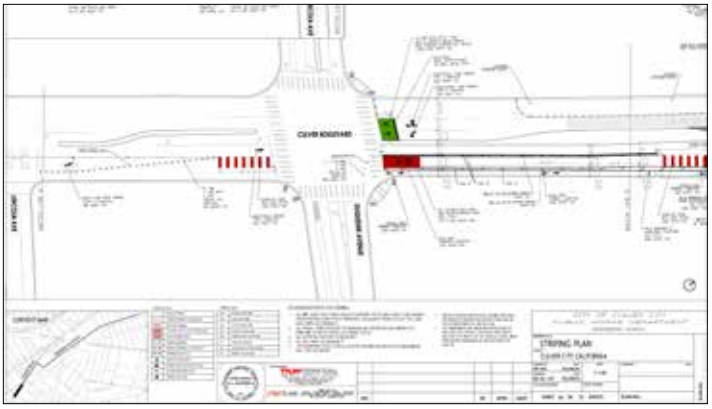
Street Plans led the design, outreach, permitting, procurement, and constuction of the project.

Street Plans held over 20 public workshops as the design was developed and developed striping plans for the mobility lane construction. In addition to enhancing the infrastructure for transit, bikes and scooters, Street Plans also created pedestrian amenities with asphalt art designs inspired by the local flora and fauna of the Ballona Creek on various locations across the corridor.

The 1.3 mile project included dedicated bus lanes, bus priority signals, custom bus and bike boarding platforms, protected bike lanes, new bike signals, micro-mobility parking hubs, the launch of City Ride, a free battery-powered electric minibus to supplement other transit services, and over 30,000 sq. ft. of asphalt art murals.

The installation for the project began in the Fall of 2021, and resulted in double digit increases in walking and biking along the corridor.









Street Plans developed key project elements ranging from a project website to the striping permit plans for the 1.3 mile long mobility lane. The design included more than 30,000 sq. ft. of murals representing the flora and fauna of the nearby Ballona Wetlands, this is the largest asphalt art installation in North America.



NEW YORK CITY TRAILS STRATEGIC PLAN

Client:
Natural Areas Conservancy

Reference:
Elizabeth Jaeger, Deputy Director, Natural Areas NYC
elizabeth.jaeger@naturalareasnyc.org

Year: 2020-2021

Description:
Street Plans was hired by the Natural Areas Conservancy (NAC) to produce a strategic plan for New York City's 300+ miles of nature trails. The overarching goal of the plan is to raise awareness of the trails and increase New Yorkers' engagement with the city's natural areas.

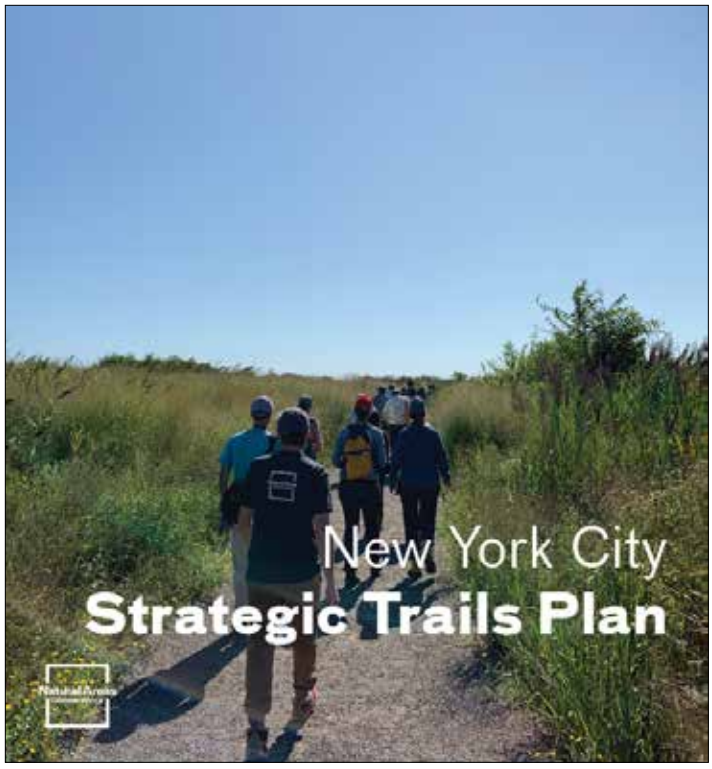
The plan's discovery phase included both existing conditions inventory and stakeholder engagement to uncover opportunities and challenges to the current management and stewardship of the nature trails, and identify key on-and off-street connections to some of the systems largest trail networks.

Street Plans hosted internal focus group discussions with the following five entities:

- Park Rangers
- Trails Team
- Marketing
- Operations and Planning
- Stewardship and Partnership for Parks

Other outreach activities included six "Hikeshops", which engaged over 50 people, an open public workshop with 35 attendees, as well as an internal strategic workshop with 20 NYC Parks and NAC staff. Informed by the existing conditions analysis and public engagements, Street Plans produced a vision statement and six goals for the nature trails systems, supported by a set of over 35 recommendations to reach those goals.

The recommendations included guidance on systematizing nature trail maintenance, evaluation, and improvements, stewardship and volunteering, programming, staffing, and marketing. The Strategic Plan also includes trail design standards and specifications, for the construction/formalization of trails, wayfinding and signage, landscaping, and trail amenities. The plan concludes with core findings from a series of case studies for NAC and NYC Parks to use as a resource for implementation of the plan.





Key to the NYC Trails Strategic Plan was recommending more on-street connections for the 15% of City residents who live adjacent to natural areas with trails, but do not have a direct route to access them on foot or by bike.

HOUSATONIC RAIL TRAIL EXTENSION PLAN

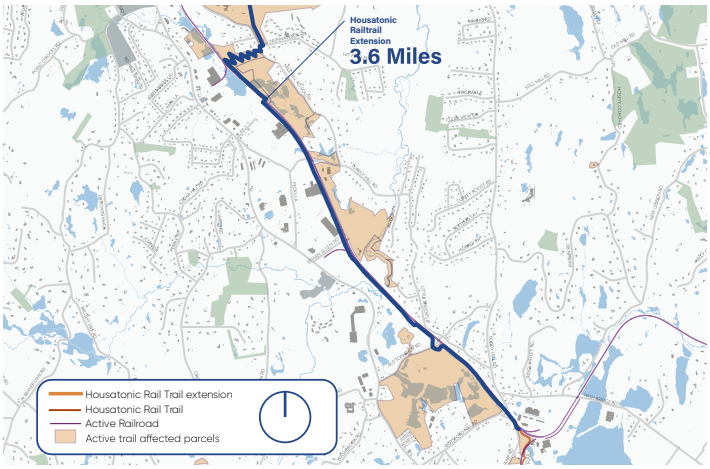
Client:
Connecticut Council Region of Governments

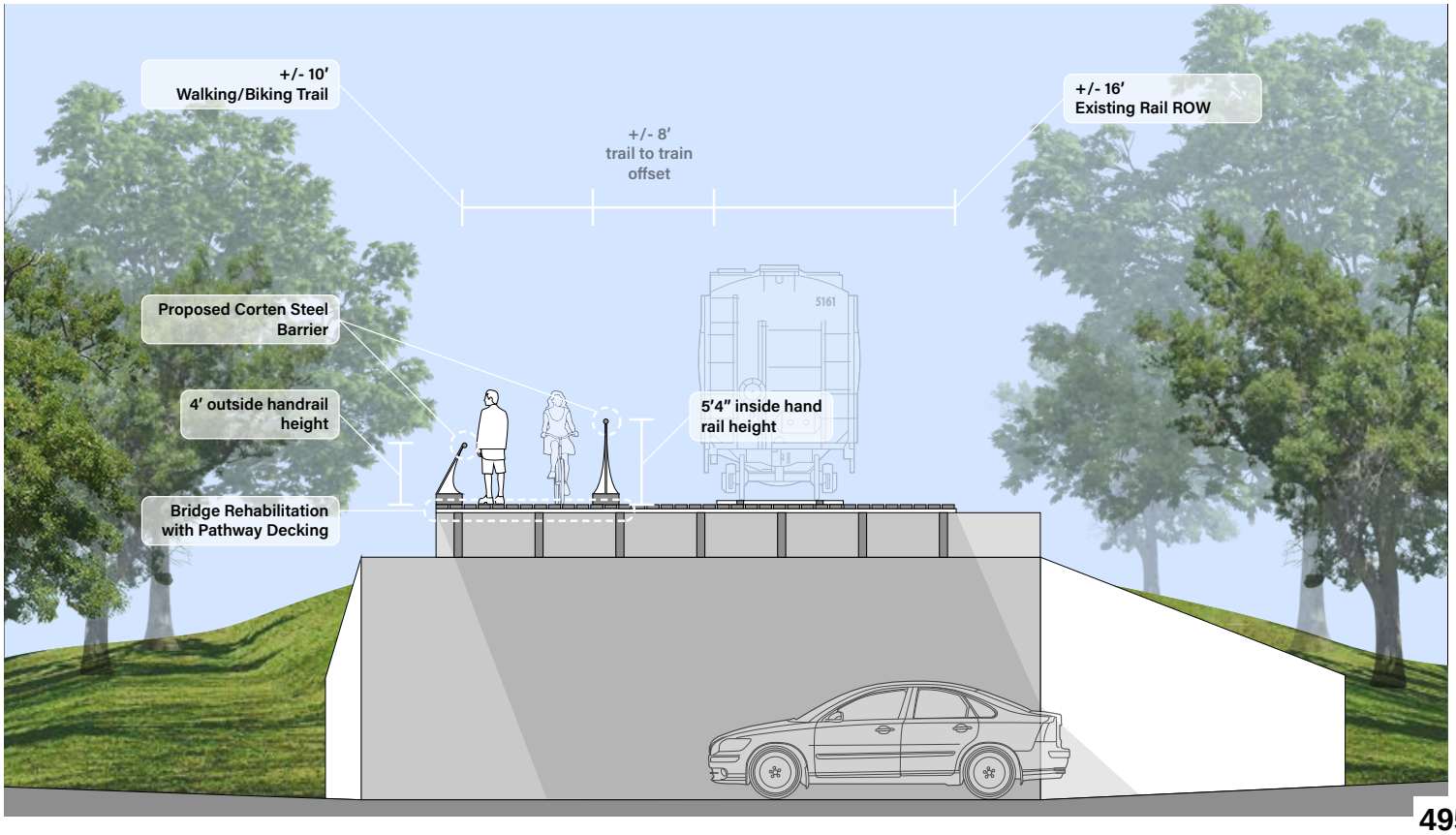
Year: 2021-2022

Description:
The proposed Housatonic Rail Trail Extension Plan is a vision to lengthen the Housatonic Rail Trail from Monroe to Newtown's Fairfield Hills campus. This 3.5 mile extension will help connect Newtown residents to Fairfield Hills, a former psychiatric hospital that Newtown continues to redevelop into a vibrant town center. This trail extension will also give residents an alternate way to travel through Newtown, and increase active mobility opportunities for residents and visitors alike.

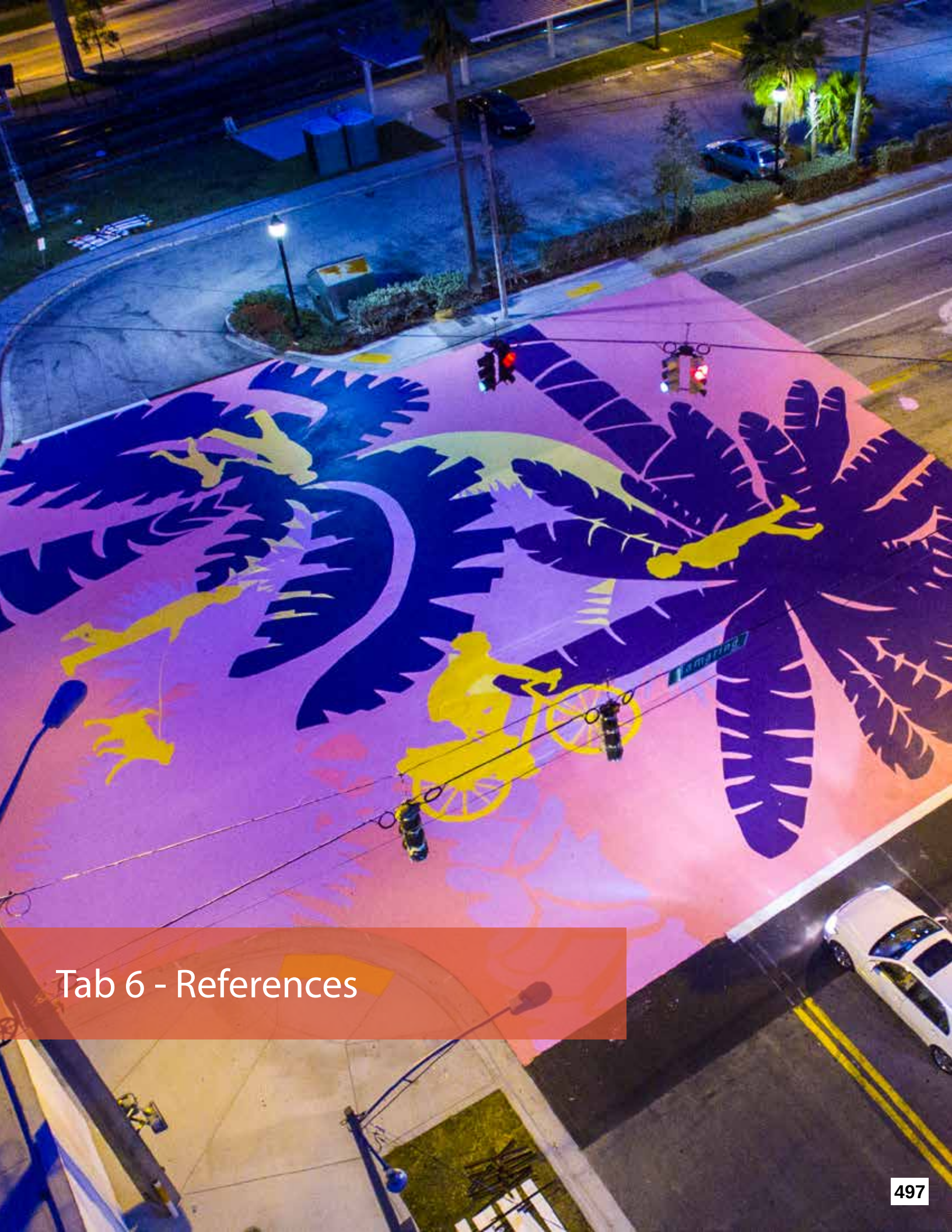
Street Plans worked with the Connecticut Council Region of Governments and the Town of Newtown to develop a routing plan for the rail trail, as well as plan views and sections for three highlight areas along the proposed routing plan. The highlight area drawings demonstrate the feasibility of extending the Housatonic rail-trail by providing potential design solutions and a material "look and feel" for some of the more difficult sections of the proposed right-of-way.







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Tab 6 - References

REFERENCES

Project Name: Safe Routes for All Active Transportation Plan (plan can be found here)
Client: City of New Haven
Client Contact: Sandeep Aysola, Director, Transportation, Traffic, & Parking | saysola@newhavenct.gov | 203-589-9683
Budget: $95,000

New Haven's first Safe Routes for All Citywide Active Transportation Plan was adoped in September 2022 by the city's Board of Alders. The Plan includes a full, 10-year bike network, with Quick-Build alternatives to advance permanent construction of priority projects; an Intersection Database documenting the state of crosswalks and sidewalks at every intersection throughout the city; and recommendations for improvements to the city's bus stops in coordination with its Move New Haven plan for Bus Rapid Transit. For this effort, Street Plans synthesized approximately 10 previous plan documents, as well as existing GIS files on the condition of sidewalks and location of bus stops throughout the city.

Street Plans adopted an equity framework to guide its public engagement strategy and selection of priority projects. The plan's public engagements, including its Handlebar and Walkabout Surveys, were prioritized for the city's Priority Neighborhoods to ensure accessible engagement with the project team. A minimum of half of the priority projects illustrated in the plan are in the Priority Neighborhoods. Street Plans and the city worked closely with CARE, the Community Alliance for Research and Engagement, to ensure distribution of all plan collateral in multiple languages, and direct engagement with community groups and other entities embedded in each Priority Neighborhood.

Since its adoption, Street Plans implemented improvements at a priority intersection identified in the plan using Quick-Build treatments, and assisted the city in receiving a $500,000 2022 Safe Streets & Roads for All federal grant for implementation of additional projects in the plan. Street Plans will be managing this work.

Project Name: Let's Ride JC Bike Master Plan + Bikeway Design Guide (plan can be found here)
Client: City of Jersey City
Client Contact: Barkha Patel, Director, Dept. of Infrastructure | BPatel@jcnj.org | 201-547-5021
Budget: $239,000

Jersey City's first Bicycle Master Plan + Bikeway Design Guide was adopted in September 2019. Included in this plan is the ambitious goal of achieving Vision Zero by 2026, a goal that the city reached in 2022 in large part because of the plan's actionable recommendations, and Street Plans' continued partnership. The plan and proposed network are broken down by Ward, higlighting key network links and projects through visualizations like section and plan view drawings. It contains a project prioritization matrix, with network segments ranked against weighted criteria. Of the priority projects identified, 10 have been implemented using the Quick-Build methodology. Segments of others have been permanently built, all for a total of 24 miles of protected bike lanes since the plan's adoption in 2019.

In collaboration with Equitable Cities, LLC, the plan includes an Equity Action Plan, guided by an Equity Analysis and by the plan's extensive public engagement, focused on the equitable delivery of transportation improvements particularly in the city's Communities of Concern.

Project Name: Move Culver City Tactical Mobility Lane (project reports can be found here)
Client: City of Culver City
Client Contact: Diana Chang | diana.chang@culvercity.org
Budget: $800,000

Street Plans led the public engagement, design, and implementation of a 1.3-mile Quick-Build project on Culver and Washington Boulevards, which included dedicated bus and bike lanes in both directions, and over 30,000 square feet of asphalt art curb extensions. The project was installed in November 2021.

SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company: The Street Plans Collaborative, Inc.

Date: February 8, 2024

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company: The Street Plans Collaborative, Inc.

Date: February 8, 2024

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

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

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of: The Street Plans Collaborative, Inc. the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company: The Street Plans Collaborative, Inc.

Date: 02/12/2024

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of DADE

On this 12 day of DEC 2024 before me, the undersigned Notary Public of the State of Florida personally appeared ANTHONY CARUSO and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

WITNESS my hand and official seal

NOTARY PUBLIC, STATE OF FLORIDA

SWORN STATEMENT PURSUANT TO SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By Anthony Garcia

For The Street Plans Collaborative, Inc.

Whose business address is: 5879 Sunset Drive, Ste 2 South Miami, FL 33143

And (if applicable) its Federal Employer Identification Number (FEIN) is: 27-2163948

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company Name: The Street Plans Collaborative, Inc.

Date: 02/12/2024

ACKNOWLEDGMENT

State of Florida

County of DADE

On this 12 day of 02/2024 before me, the undersigned Notary Public of the State of Florida personally appeared ANTHONY GARCIA and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by: Anthony Garcia, Principal & Co-Founder

(print individual's name and title)

for: The Street Plans Collaborative, Inc.

(print name of entity submitting sworn statement)

whose business address is: 5879 Sunset Drive, Ste 2 South Miami, FL 33143

and (if applicable) its Federal Employer Identification Number (FEIN) is: 27-2163948

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 12101l2213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company: The Street Plans Collaborative, Inc.

Date: 02/12/2024

ACKNOWLEDGMENT

State of Florida

County of DADE

On this 12 day of Feb, 2024, before me, the undersigned Notary Public of the State of Florida personally appeared ANTHONY GARCIA and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC
DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, Anthony Garcia being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

27-2163948

Federal Employer Identification Number (If none, Social Security Number)

The Street Plans Collaborative, Inc.

Name of *Entity, Individual, Partners or Corporation*

Doing Business As (If same as above, leave blank)

5879 Sunset Drive, Suite 2 South Miami, FL 33143

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

Full Legal Name	Address	Ownership
Anthony Garcia	6815 SW 57th Terrace Miami, FL 33143	51 %
Mike Lydon	167 Monroe Street, Brooklyn, NY 11216	49 %
		%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

N/A

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company: The Street Plans Collaborative, Inc.

Date: 2/12/2024

ACKNOWLEDGMENT

State of Florida

County of DADE

On this 12 day of 2024, before me, the undersigned Notary Public of the State of Florida personally appeared PUTHONY GARCIA and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

NOTARY PUBLIC, STATE OF FLORIDA

DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

ACKNOWLEDGMENT OF CONFORMANCE
WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We The Street Plans Collaborative, Inc., Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay Safe Streets and Roads for All ("SS4A"), RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of :

_____

(Sub-contractor's Names) to comply with such act or regulation.

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company Name: The Street Plans Collaborative, Inc.

Date: February 8, 2024

Attest: _____

Print Name: Mike Lydon

Attest: _____

Print Name: Alexander Lipnik

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
} SS:
COUNTY OF MIAMI-DADE }

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and The Street Plans Collaborative, Inc. or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: _____

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company Name: The Street Plans Collaborative, Inc.

Date: 02/12/2024

ACKNOWLEDGMENT

State of Florida

County of DADE

On this 12 day of 02 2024 before me, the undersigned Notary Public of the State of Florida personally appeared ANTHONY GARCIA and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

No

Executed on February 8, 2024 at 5879 Sunset Drive, Suite 2 South Miami, FL 33143 under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: 

Name (typed): Anthony Garcia

Title: Principal & Co-Founder

Company Name: The Street Plans Collaborative, Inc.

Date: February 8, 2024

E-VERIFY AFFIDAVIT

STATE OF Florida

COUNTY OF Miami-Dade

I, Anthony Garcia (the individual attesting below), being duly authorized by and on behalf of The Street Plans Collaborative, Inc. (hereinafter "Employer") after first being duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law in accordance with NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee to work in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and that employs 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES _____
   b. NO X
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verify by any and all sub-contractors subsequently hired by Employer.

This 02 day of Feb., 2024

Signature of Affiant

Print or Type Name: ANTHONY GARCIA

State of FL

County of DADE

Signed and sworn to (or affirmed) before me, this the 10 day of 02, 20 24. My Commission Expires: 7-17-24

DEBORA C. ANDRADES
Notary Public, State of Florida
Commission# HH 270823
My comm. expires July 17, 2026

Notary Public

NHCS – E-Verify 081815

Foreign Country of Concern Attestation

Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: Anthony Garcia

Title: Principal & Co-Founder

Signature: _____ Date: February 8, 2024

Form **W-9**
(Rev. August 2013)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)
The Street Plans Collaborative, Inc.

Business name/disregarded entity name, if different from above

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor ☐ C Corporation ☑ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶

☐ Other (see instructions) ▶

Exemptions (see instructions):
Exempt payee code (if any)
Exemption from FATCA reporting code (if any)

Address (number, street, and apt. or suite no.)
5879 Sunset Drive, Suite 2

Requester's name and address (optional)

City, state, and ZIP code
South Miami, FL 33143

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number
			-		-				
			-		-				

Employer identification number
2	7	-	2	1	6	3	9	4	8

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below), and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here Signature of U.S. person ▶ Date ▶ February 8, 2024

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at *www.irs.gov/w9*. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

Cat. No. 10231X Form **W-9** (Rev. 8-2013)

STREETPLANS

Statement of Qualifications for

Safe Streets and Roads for All ("SS4A")

RFQ NO. 2024-00-005

February 16, 2024

T J K M, Inc.
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588

NAYAN AMIN, TE
(408) 410-2977
namin@tjkm.com

Florida Office
100 S. Ashley Drive, Suite 600
Tampa, FL 33602



TJKM

IN ASSOCIATION WITH

GA

TAB 1: TRANSMITTAL LETTER



TJKM

IN ASSOCIATION WITH

GA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

TAB 1 - TRANSMITTAL LETTER

February 16, 2024

Village of Palmetto Bay
Municipal Center
Attention to the Village Clerk
Village Clerk's Office
9705 East Hibiscus Street
Palmetto Bay, FL 33157

Subject: **Statement of Qualifications for the Safe Streets and Roads for All ("SS4A") RFQ NO.: 2024-00-005**

Dear Selection Committee:

T J K M, INC. (TJKM) is pleased to submit our Statement of Qualifications for the Safe Streets and Roads for All ("SS4A") to the Village of Palmetto Bay. TJKM commits to the Village a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the technical, managerial, and schedule challenges to be encountered. The team offered by TJKM is not only unparalleled in each of these areas but has the creativity to develop innovative design approaches to meet any of the Village project goals.

Approach
TJKM will create a tailored approach that encompasses several factors that are unique to the Village. We will incorporate elements such as the safety needs of the corridors, socio economic data sets, roadways within floodplains and their vulnerability to climate change, and the transportation network's role in local economic competitiveness. Upon completion of the project, the Village will have not only an implementable Safety Action Plan but will also have a user-friendly platform that integrates data from several sources and consolidates it in one all-encompassing "Dashboard".

The TJKM Team will bring this relevant knowledge and experience to the Village and will help create a roadmap that is intended to reduce and eliminate serious injury and fatal crashes throughout the Village. ***Over the past three years alone, TJKM has completed oved 50 Local Road Safety Plans for various municipalities, counties, and Metropolitan Planning Organizations.***

Our Project Manager
TJKM commits to the project a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the Village goals. I, Nayan Amin will be leading the team as Project Manager, for this contract. I bring 33 years of professional experience in the areas of local road safety plans, safety projects, transportation planning, traffic impact studies, transportation management plans, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight. The TJKM Team will bring this relevant knowledge and experience to the Village and will help create a roadmap that is intended to reduce and eliminate serious injury and fatal crashes throughout the Village. The TJKM Team is the perfect group of experienced individuals for your project because we have:

- An ideally suited and capable Project Manager and Project Team
- Innovative approach
- Successfully completed numerous relevant projects in a similar setting
- Staff that is fully available and committed to the successful completion of this project
- A strong reputation for technical competence and quality

Statements

TJKM does not have any prior or pending litigation or investigation, either civil or criminal, involving a governmental agency or which may affect the performance of the services to be rendered herein, in which we have been involved in within the last three years.

TJKM has been coordinating subconsultants for over four decades. We have included Calvin, Giordano & Associates on our team for assistance on the Public and Stakeholder Engagement Task.

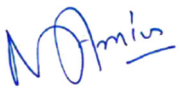
TJKM is received Addendum 1 on February 12, 2024.

TJKM affirms that this Proposals is valid up to 90 days from the date of submittal.

Commitment

As President of the firm, I am authorized to bind TJKM to a contract and you have my personal assurance that all the resources necessary to address the Village's needs will be made available and ready to perform when the opportunity arises. During the proposal process, please feel free to contact me via phone at (408) 410-2977, or via email at namin@tjkm.com or by mailed correspondence to 100 S. Ashley Drive, Suite 600, Tampa, FL 33602 or at our administrative office located at 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

Sincerely,
T J K M, INC.



Nayan Amin, TE, President

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TJKM

IN ASSOCIATION WITH

CGA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

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TAB 3: SUMMARY OF BACKGROUND, QUALIFICATIONS



TJKM

IN ASSOCIATION WITH

CGA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

T J K M, INC. (TJKM) is pleased to submit our Statement of Qualifications for the Safe Streets and Roads for All ("SS4A") to the Village of Palmetto Bay (Village). TJKM will be the prime consultant with supporting services from Calvin, Giordano, & Associates, who will assist our team on public and stakeholder engagement task.

TAB 3 - SUMMARY OF BACKGROUND/QUALIFICATIONS

Team Information

T J K M, INC. (TJKM) | PRIME CONSULTANT

TJKM

TJKM, founded in 1974, is a traffic engineering, transportation planning, and traffic operations firm that provides professional services locally in Florida, California, and Texas. TJKM currently has a staff of over 40 employees with offices in Tampa, Florida; Pleasanton, San Jose, Inglewood, Sacramento, Fresno, and Santa Rosa, California; and Austin, Texas. For nearly 50 years, more than 3,500 satisfied clients have entrusted TJKM with their critical work as their trusted Advisors.

We serve a full range of clients, including municipalities, congestion management agencies, metropolitan planning organizations, transportation agencies, private developers, other consulting firms, and attorneys. TJKM has been involved in more than 8,000 transportation projects and averages about 240 new projects each year. TJKM's primary service categories include traffic safety, transportation planning, traffic operations, multimodal area plans, complete streets, corridor studies, Intelligent Transportation Systems (ITS), and traffic engineering design (including Plans, Specifications, and Estimates [PS&E]).

Our motivation comes from satisfying clients' objectives and improving communities. TJKM has a strong roster of both public and private sector clients and continually builds upon this base.

Our planners and engineers have worked on the public side of the desk for years as municipal engineers, developing superior skills in collaborating with the public and city councils and, more importantly, crafting excellent relationships with the right people.

We have "hands-on" experience and understand the latest requirements, technologies, trends, and standards. Our experience with local agency processes keeps projects moving faster, and our expertise from thousands of engagements helps us complete projects within budget.

T J K M is certified with FDOT as a DBE Enterprise

T J K M is registered with the Department of Business and Professional Regulation

T J K M is registered with the Division of Corporations

SUBCONSULTANT

TJKM has been coordinating subconsultants for over four decades and all of their work on any project is always reviewed by the Project Manager or Quality Assurance/Quality Control Officer. Below is information about the subconsultant we have included on our team.

Calvin, Giordano & Associates, Inc. | Public & Stakeholder Engagement

Calvin, Giordano & Associates, Inc.
A SAFEbuilt COMPANY

Calvin, Giordano and Associates (CGA), founded in 1937, when the company was formed. Over the past 86 years, their focus has remained on servicing the municipal client space in Florida. CGA maintains established offices in Fort Lauderdale, Miami-Dade, West Palm Beach, Port St. Lucie, Estero, and Clearwater. They have been providing municipal planning services for clients since 2001. CGA experience includes being selected to be one of the General Planning Consultants for the Strategic Miami Area Rapid Transit (SMART) Plan South Dade Transitway Corridor

CGA is a wholly owned company of SAFEbuilt, LLC

CGA is registered with the Division of Corporations

Study for Miami-Dade County and assisting the rapidly growing City of Pompano Beach in updating its comprehensive plan. Silva Vargas, the Project Manager for CGA, is certified as a AICP and LEED AP.

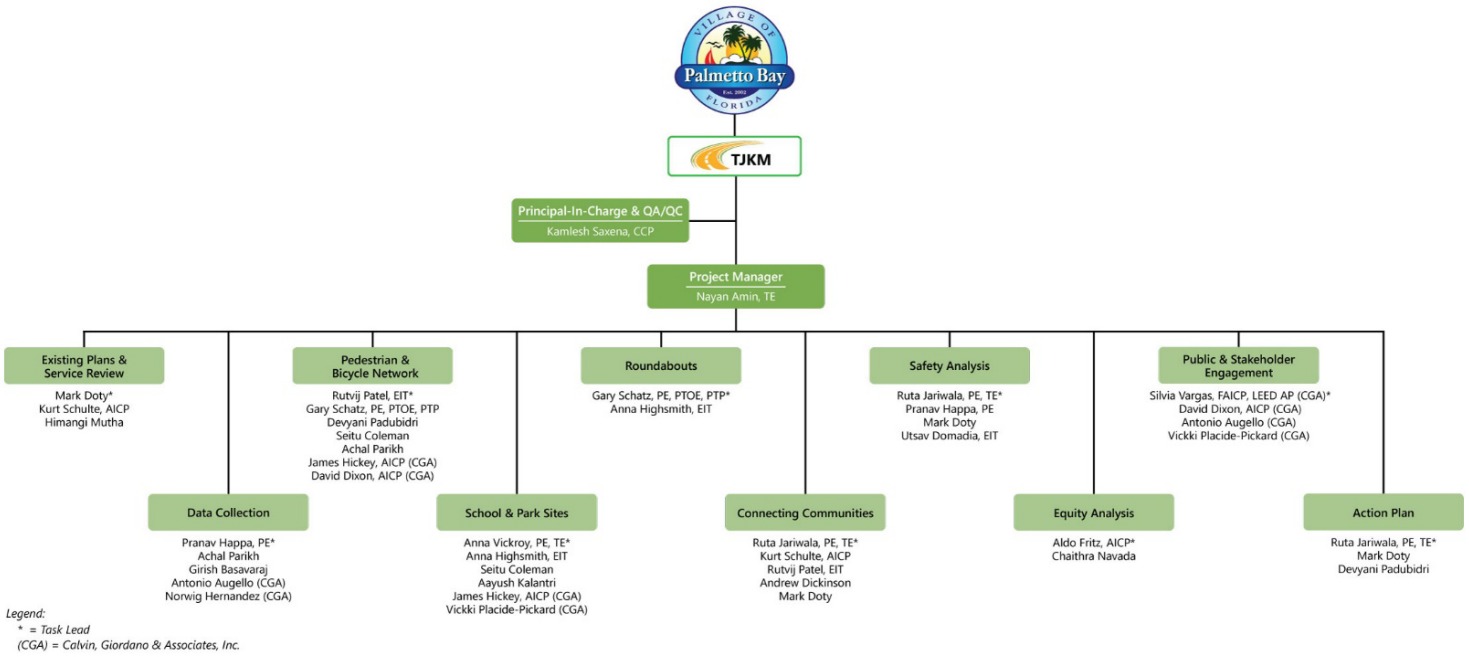
From the beginning, much of their reputation was built on repeat business with clients from the public and private sectors. Their large number of repeat and long-term clients affirm that using a personal approach and delivering quality work is the key to our success. Because of their diversity, CGA can control the entire process, offering a host of professional services as a one-source partner or efficiently tackling time-sensitive individual projects, providing customized solutions with handpicked teams of highly experienced professionals.

Your Project Team

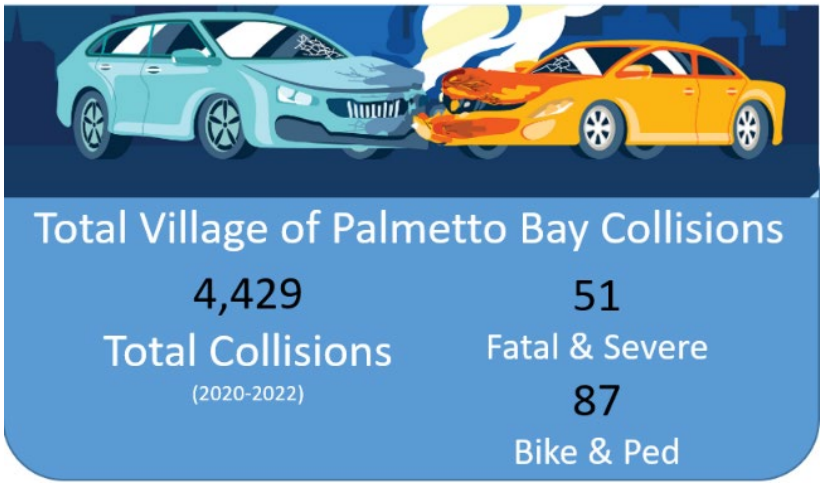
Our Team Organization Chart illustrates our proven "chain of command" for performance on similar projects. The proposed organization is a fully integrated team under the direction of Mr. Nayan Amin, TE, Project Manager.

Work will be conducted under the direct supervision/direction of Mr. Amin and he will be responsible for overall coordination on this contract, maintaining the effectiveness and efficiency of the work, schedule, and ensuring the work products are to the satisfaction of the Village and stakeholders. He will work closely with the Village staff and be available to the Village on short notice.

The team members shown on the Organization Chart have worked together on many similar safety projects in the past. Our team can take your project from concept to completion. The TJKM Team will be available to the Village and stakeholders at a short notice. Our proposed team key members will be made available to the Village for the duration of the project, and will not be substituted without approval from the Village. Below is our Organization Chart showing the clear delineation of roles. Key Staff resumes are included in this section.



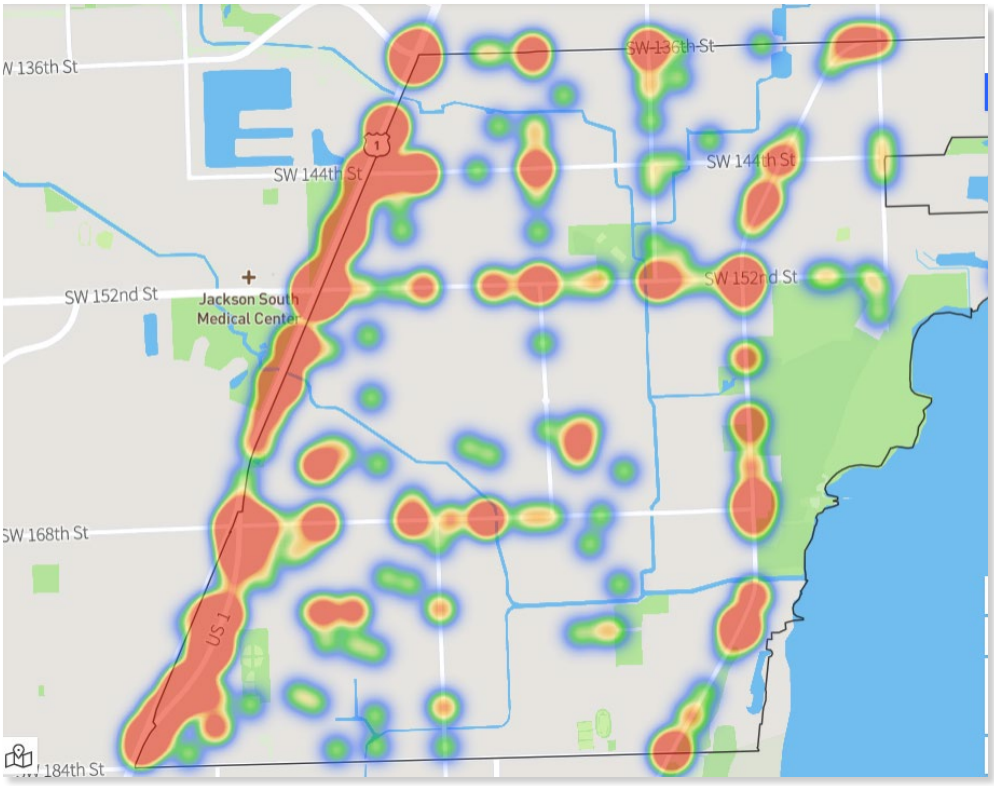
Understanding



Southeast Florida's transportation network is under a lot of stress because of the fast population growth and urban sprawl. Situated near the epicenter of this region's growth is the Village of Palmetto Bay, which has seen a modest +/- 4 percent population increase over the past decade. More people and businesses are moving into the area, which means there is a greater need for quick and dependable transportation choices. During rush hour, major roads like I-95 and the Florida Turnpike often get backed up, which often times results in longer commutes along major roads like US-1, which form as north-south routes that run through and connect Palmetto Bay to nearby cities. The increase in traffic has made it clear that more options and facilities are needed to support the growing population. The hard part is finding a balance between the needs of a growing population and the need to improve and expand the transportation system. This will help promote healthy growth and reduce the strain on the transportation network.

South Florida's regional growth is causing cities and villages like Palmetto Bay to experience a strain on their network. This strain is exemplified by an increase in collisions and more specifically collisions resulting in fatal and severe injuries. Over the past five years, the Village of Palmetto Bay has surpassed ***4,429 collisions*** of which ***51 collisions were considered to be severe and/or fatal and 87 collisions involved bicyclists and/or pedestrians***.

We commend the Village of Palmetto Bay's proactive approach it has taken to curb the increasing trend of collisions it has been seeing over the years. As a result, the Village has decided to develop a Safety Action Plan (SAP). This plan is a powerful way to prioritize safety improvements, justify investment decisions, communicate more clearly with stakeholders, and create chances to access funding opportunities.



HOW DOES TJKM CREATE A SAFETY ACTION PLAN ?



TJKM has extensive experience in developing safety programs and viable safety projects for small, medium, and large cities and counties. The TJKM Team has successfully completed over 50 Local Roadway Safety Plans (LRSPs) for cities of varying sizes and each with their own unique set of dynamics along with multi-jurisdictional LRSPs in the Counties of Kern, Mendocino, and Santa Clara. Very similar to Action Plans, the goal of a LRSP is to improve the overall safety performance of a transportation network by carefully **assessing, identifying, and analyzing possible safety risks, and ways to mitigate or eliminate them**.

Key Highlights of Our Approach

It is our understanding that the Village received SS4A funding under Fiscal Year 2022 to develop a Street Safety Action Plan (SSAP) for all modes of transportation that will include Action Plans to assist the Village in reducing fatal and serious crashes for all roadway users. We understand that the Village is committed to supporting Complete Streets for all and a Vision Zero goal. The SSAP developed for the Village will review, update where needed, and integrate all current transportation master plans for all modes, existing traffic data, industry best practices, FDOT context sensitive classification system, bike-pedestrian master plan, and sidewalk master plan in to one comprehensive plan. This will allow the Village to prioritize actions that can be integrated with land use policies in the Comprehensive Plan and the five-year capital improvements plan.

Based on our background in roadway safety, TJKM understands that developing a SSAP for bikes, pedestrians, and motor vehicles for the Village will require substantial planning, data collection efforts, a monitoring program, the development of a countermeasure toolbox, and revisions to policy and guidelines. The SSAP will establish core principles, strategies, and goals. It will help align policies and develop a series of implementation actions based on proven data-driven methods and community input. The SSAP will create a road map for action and the tools to measure and assess progress toward the goal of reducing fatal and serious injury crashes for all roadway users.

We understand that the safety and mobility enhancements will require that infrastructure improvements include all modes of transportation (automobile, pedestrian, bicyclist, and transit), the non-engineering E's of traffic safety (Engagement, Education, Encouragement, Enforcement, Equity, Empowerment, and Emergency Medical Services) to account for human factors (aggressive driving, driving under the influence, distracted driving or walking, etc.), and the use of the "Safe Systems Approach" principles for the SAP. The SSAP will develop metrics for measuring progress towards collision reduction, a detailed High Injury Network (HIN) that focuses on both roadway segments and intersections, and tools with implementable actions easily adapted for the Village and participating Cities to reach the goal of zero fatal and serious injuries in the future.

The SSAP developed for the Village by the TJKM Team will be built on the following principles:

1. Commitment

The governing body, such as Village Boards and City Councils, must embrace the fact that traffic-related deaths are preventable and that they are committed to eliminating, such fatal and serious injuries from roadways. The Village's vision to provide a safe and secure transportation system for all users shows the Village's commitment to eliminating traffic fatalities and serious injuries from the transportation infrastructure within the Village. A strong commitment to develop and implement a SSAP from various stakeholders is critical to achieving the goals of the Plan.



Source: FHWA.

2. Collaboration

The SSAP are data-driven, actions-oriented plans, to be implemented in collaboration with various departments, residents, businesses, and other external entities that may include first responder agencies, transit agencies, school districts, etc. Coordination and collaboration from these entities is expected at all stages of plan implementation.

3. Equity

The plan must truly reflect the diversity of transportation system users in terms of mode choice, age, physical limitations, and socio-economic background. It should support the safe and convenient accessibility needs of all without compromising the needs of a specific group.

4. Accountability

Development of a SSAP does not guarantee elimination of traffic-related death and injuries without full accountability from all departments and external stakeholders that contribute to various action items. To assure that the agreed-upon targets are met and everyone is held accountable, appropriate Performance Indicators (PI) and targets must be developed and included in the Final SSAP.

TJKM has extensive experience developing safety plans for all modes of transportation and users and neighborhood traffic calming programs that will be instrumental in developing an ambitious yet implementable SSAP for the Village. From our knowledge of similar plans developed by numerous cities and counties, we fully recognize that the SSAP will be unique and may include different elements that best meets the needs of its Village wide community. Our preliminary Scope of Work to developing this plan is outlined in this proposal. We do recognize that with further discussions with Village staff, this approach will be modified as appropriate.

Relevant Expertise

Vision Zero Action Plans

Our team is currently working on developing Vision Zero Action Plans for the **Village of Wellington, FL; Cities of Concord, Cupertino, Dinuba, Livermore, and South Lake Tahoe, CA; and Waco MPO, TX**. On these projects, our team members have assisted in developing a vision statement, policy and guiding principles, analyzed 10 years of fatal and sever injury collision data and Cities' transportation network to identify collision patterns and trends, developed HIN to maximize the impact of future safety improvement projects, and established metrics and targets for year-over-year collision reduction monitoring.

At its core, Vision Zero is a simple philosophy: **All traffic deaths are unacceptable, and all traffic deaths are preventable**.

Through an extensive literature review process, analysis, community outreach, and field observations our team members have identified proven safety countermeasures (used nationally and globally) to decrease roadway conflicts, create networks that are safe for all users and contribute to place making. The demographics of the area were also collected to ensure that the implementation of identified strategies and countermeasures are equitable throughout the city.



Through coordination with city staff, stakeholders, and the community (through online and in-person community outreach events), our team members have helped the cities to form a Vision Zero Task Force Group who is assisting in developing and refining the core strategies and action policies for these Vision Zero initiatives to account for the uniqueness of city. TJKM is also helping the cities to integrate their ArcGIS platform with the collision dashboard, this will help the agencies to continuously monitor the performance of the implemented countermeasures and safety projects. This monitoring mechanism helps the stakeholder advisory group to further fine-tune their safety countermeasures and strategies.

Local Road Safety Plans (LRSP)

Our team has successfully delivered over 50 LRSP's for different Cities, Counties, and MPO's and is currently developing LRSP for the Cities of Gridley, Livermore, Oakley, and the Counties of Santa Cruz, Solano, Merced, Santa Clara, Yuba, and Tulare. TJKM has successfully delivered multi-jurisdictional LRSP's for the Counties of Kern, Mendocino, and Santa Clara. Below is a list highlighting our LRSP experience.

1. **Crescent City**
   - Systemic Safety Analysis Report
2. **Del Norte County**
   - Systemic Safety Analysis Report
3. **Eureka**
   - Roadway Safety Audit Sign Upgrade Project
4. **Mendocino Council of Governments**
   - Local Road Safety Plans
     Mendocino County, Ukiah, Point Arena, Willits, Fort Bragg
5. **San Bruno**
   - Local Road Safety Plan
6. **Milbrae**
   - Local Road Safety Plan
7. **Alameda County**
   - Roadway Safety Audit & Sign Upgrade Project
   - Patterson Pass Road Safety Study
   - Crow Canyon Road Safety Study
   - City of Albany
   - City of Hayward
     - Citywide Intersection Safety Improvement Study
     - Citywide Neighborhood Traffic Management Plan
8. **Contra Costa County**
   - Orinda Local Road Safety Plan
   - Moraga Local Road Safety Plan
   - Danville Local Road Safety Plan
   - Antioch Local Road Safety Plan
   - Pinole Local Road Safety Plan
   - Oakley Local Road Safety Plan
   - Pittsburg Systemic Safety Analysis Report
9. **Atherton**
   - Bike Safety Study
   - Cupertino
   - Campbell
   - Gilroy
   - Los Altos Hills
   - Los Altos
   - Milpitas
   - Monte Sereno
   - Morgan Hill
   - Palo Alto
     - Roadway Safety Audit & Sign Upgrade Project
   - San Jose
   - Santa Clara
   - Sunnyvale
     - Safe Routes to School Projects
10. **Morgan Hill**
    - Roadway Safety Audit & Sign Upgrade Project
11. **Santa Clara County**
    - Countywide Local Road Safety Plan
12. **San Luis Obispo County**
    - Systemic Safety Analysis Report
13. **Glendale**
    - Local Road Safety Plan
14. **Culver City**
    - Local Road Safety Plan
15. **Yorba Linda**
    - Local Road Safety Plan
16. **Napa**
    - Local Road Safety Plan
17. **Williams**
    - Local Road Safety Plan
18. **Solano County**
    - Local Road Safety Plan
19. **Yuba City**
    - Systemic Safety Analysis Report
20. **Yuba County**
    - Systemic Safety Analysis Report
    - Local Road Safety Plan
21. **Folsom**
    - Local Road Safety Plan
22. **Isleton**
    - Local Road Safety Plan
23. **Livermore**
    - Sandia Lab Safety Study
    - Local Road Safety Plan
24. **Manteca**
    - Restoreflective Sign Project CIP No. 16027
25. **Tuolumne County**
    - Roadway Safety Signing Audit
26. **Patterson**
    - Local Road Safety Plan
27. **Merced County**
    - Local Road Safety Plan
28. **Chowchilla**
    - Local Road Safety Plan
29. **Fresno**
    - No Passing Zone Safety Study
30. **Fresno**
    - Systemic Safety Analysis Report
31. **Dinuba**
    - Systemic Safety Analysis Report
    - Local Road Safety Plan
    - Kamm & Greene Safety Improvement
    - Pedestrian & Bicyclist Safety Study
32. **Kettleman**
    - Kettleman City Safe Routes to School
33. **Tulare County**
    - Local Road Safety Plan
34. **Farmersville**
    - Local Road Safety Plan
36. **Kern Council of Governments**
    - Local Road Safety Plans
      Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, Wasco
37. **Pico Rivera**
    - Local Road Safety Plan

The more data that is available, the higher the resulting detail in crash type and risk factor analysis will be. Field data collection is then utilized to augment available databases.

TJKM's approach to safety analysis for Safety Plans is based on the following:

- *Identify crash types* associated with severe and fatal injuries based on system-wide collision data.
- *Identify risk factors* associated with severe crash types that can be used to identify and prioritize other high-risk locations, regardless of location crash history.
- *Determine safety trends* to determine if there are other underlying features contributing to crashes within the network.
- *Identify, map, and prioritize locations* across the roadway network for implementation through HSIP and other available funding mechanisms. TJKM regularly assists jurisdictions with successful HSIP applications.
- *Identify low-cost countermeasures*, from FDOT, that can be implemented at a large number of locations where risk factors are present throughout the county transportation system to maximize the safety investment return.
- *Identify funding sources and assist with Grant Applications*

Systemic Safety Analysis

TJKM has conducted systemic safety analysis for a wide variety of projects spanning multiple jurisdictions. This systemic safety analysis evaluated opportunities to reduce crash risk in transportation networks by looking at interactions, dependencies, environmental, and organizational factors that affect safety for all modes of transportation.

Collision Analysis Dashboard

The TJKM Team developed a Collision Analysis Dashboard based on collision data for the past 10 years for the City of Concord. The Dashboard comprises of an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor a high-injury network. The culmination of these features allows the City to implement resources to best prioritize safety projects with the highest benefit.

The GIS-based mapping tool was designed to connect several attribute charts. The Collision Analysis Dashboard assists the City to work towards achieving the Vision Zero goal. In addition, it is functionality embedded for the network to monitor the performance of implementation of safety measures and help formulate safety policies and procedures.



Grants

TJKM has extensive experience in assisting local agencies in preparation of grants (HSIP, ATP, SS4A, and many more Based on LRSP's completed by TJKM, we assisted our clients with preparing and submitting 50 HSIP applications in HSIP Cycle 11. **Of these, approximately 95 percent of them were funded, totaling over $50M!**

Safe Routes to School



TJKM has evaluated bicyclist and pedestrian safety and design improvements as part of numerous Safe Route to School projects, and our staff is highly cognizant of the dynamics of school route safety through our experience as city traffic engineers. We understand the characteristics of school-age children, as well as the often limited resources available to implement improvement measures.

We strive to balance competing priorities and recommend safety measures that can be implemented in both the short and long term. We work with all project stakeholders to build consensus on improving safety for all students traveling to and from schools.

Traffic Calming Operations & Design





About 20 percent of TJKM's total project experience is derived from traffic studies that include traffic calming recommendations and design elements. Our calming strategies have been implemented time and time again, because we begin these assignments with a careful, thoughtful analysis of existing traffic conditions.

Our success with traffic calming projects comes from years of tried and true experience. **TJKM has written traffic calming policies and guidelines and developed Traffic Calming Toolbox for many Bay Area Cities, including Concord, Redwood City, Fremont, Napa, Millbrae, Hayward, Campbell, Los Gatos, Palo Alto, and San Leandro**.

Many of our municipal contracts are directly related to developing neighborhood traffic calming strategies. TJKM has experts who have been involved in the planning and implementation of traffic calming devices that make for more walkable and bike-able communities. Wider streets are generally a deterrent to non-auto users; we have used various countermeasures (such as curb bulb-outs, road diets, pedestrian refuges, medians, raised intersections, and crosswalks, etc.) that have been adapted to meet the city's specific needs and account for geographic and right-of-way limitations. Our approaches and processes are in place because they have worked well for numerous past projects.

Complete Streets | Bicycle & Pedestrian



At TJKM, we look at each community's unique needs to design safe and efficient transportation alternatives that meet the needs of all users. The goal is to integrate all modes to achieve safer and more accessible communities.

TJKM has conducted traffic operations studies and has prepared preliminary design plans to enhance the network accessibility and provide safe and friendly accommodations for cyclists, pedestrians, and transit users.

Multimodal Planning & Design



TJKM has incorporated bike and pedestrian planning and design in many of its projects. TJKM has prepared trail designs, and trail/roadway intersection designs, along with elaborate Class II bicycle facilities along major streets and at intersections. Based on the individual project, TJKM frequently inventories existing bicycle and pedestrian volumes as a part of multimodal planning studies and design projects, analyzes impacts, develops recommendations and alternatives, conducts outreach, and prepares deliverables.

Public Outreach





TJKM has a combined total experience of about 70 years in the area of stakeholder engagement, including involvement in many meetings and hearings involving substantial areas of conflict among the participants. On any given week, it is common for many of TJKM's staff to attend, present, and answer project questions at city/town council or planning commission meetings or at transportation committee meetings related to our specific projects.

We are comfortable in this setting and skilled in presenting technical content clearly and concisely for a non-technical audience.

TJKM regularly works with stakeholders committees and groups. For instance, in the numerous downtown traffic studies we have conducted, we have surveyed, interviewed, and worked closely with downtown business owners. For neighborhood traffic safety studies, we often will hold neighborhood community meetings to fully evaluate a project's true issues. For school studies, we have met with school groups (PTAs, teacher groups, parents, and student committees) in order to convey the results of our studies.

We value a diversity of views by promoting public engagement and feedback. TJKM specializes in a variety of community outreach methods and strategies to assist our plans and clients, including public workshops, focus groups, hosting walking/biking tours, development of project websites for announcements and to elicit feedback, consent building, pop-up events and tactical urbanism, and intercept and online surveys.

Our team will utilize unique insights from our experience to proactively identify and address potential concerns. Building on those prior lessons learned, we work closely with stakeholders to develop alternatives that meet safety and mobility goals while supporting a community-building approach that is inclusive and responsive.

Roundabouts



The TJKM Team provides roundabout design, related traffic planning, and roadway engineering services to deliver outstanding roundabout projects. TJKM can provide traffic and design services for roundabout installations and modifications including preparing full design PS&E. TJKM provides solutions to complex traffic problems through excellence in roundabout analysis, design, and implementation. We excel at community education and engagement through sketches, renderings, and animations. We even plan and deploy full-size mock-ups for test-driving by emergency responders, solid waste services providers, transit agencies, trucking and hauling companies, and even agriculture and farming interests, to name a few.

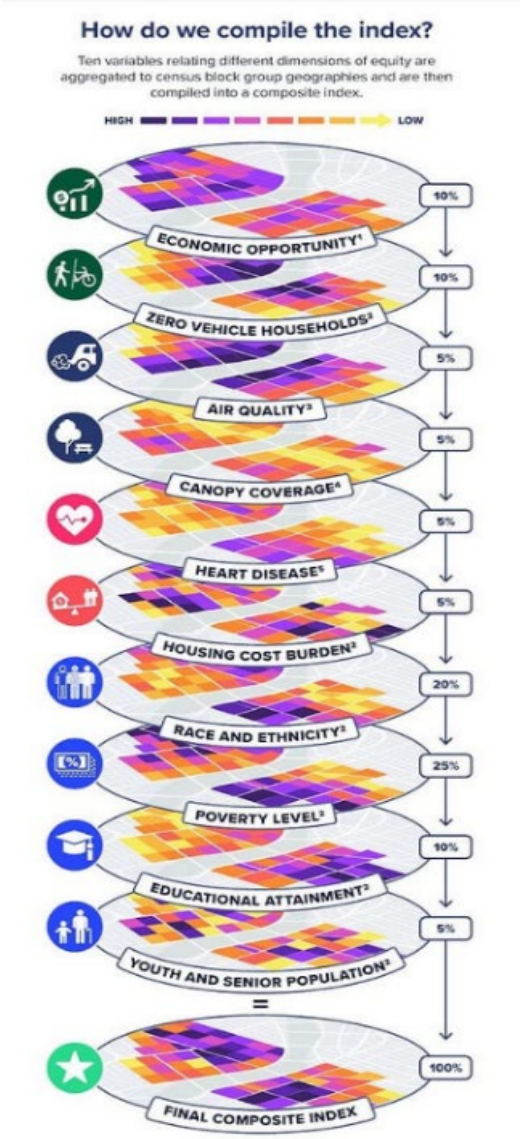
Familiarity with City, State, & Federal Procedures & Processes

TJKM has completed numerous projects that have followed State and Federal procedures and processes. Some of these projects included state and federal Active Transportation Program (ATP) funds, SS4A, HSIP, Congestion Mitigation and Air Quality, and Section 130 funding.

Equity Considerations

Equity is ensuring that SS4A and Vision Zero initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for people with disabilities, low-income populations, Native American peoples, people of color, female, LGBTQ, people whose families speak a language other than English, people experiencing houselessness, and other demographic groups. Analysis of Census data reveals populations which are considered vulnerable, and reaching and including these groups and individuals is paramount to the success of this project.

Our project team is well versed in considering and delivering considerations of equity in all of our efforts. What we find in practice is that different communities have different definitions and concerns regarding equity. TJKM explores the topic of equity and seeks to identify how a particular definition may best represent the needs of the community while at the same time aligning with definitions and expectations of grant funding sources.



Relevant Experience

Below are some on our relevant experience.

Vision Zero Action Plan, Cupertino

Reference: David Stillman | City of Cupertino | (408) 777-3249 | DavidS@cupertino.org



TJKM has been working with the City of Cupertino collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2040. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. To help reach this goal TJKM assisted City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The Plan uses crash data to identify the factors contributing to traffic deaths and serious injuries, and it identifies proven safety countermeasures to address those factors through education, engineering, enforcement, and evaluation. The Vision Zero Action Plan was developed in partnership with key stakeholders through a Vision Zero Task Force. The City plans to take the document for Council Adoption in 2024. The scope of work included:

- Development of a Vision Zero Policy;
- Developing Vision Zero Mission Statement;
- Formation of Stakeholder Advisory Group;
- Robust Public Outreach;
- Collision Data Collection and Analysis;
- Identifying High Injury Network;
- Collision Trends and Collision Profiles;
- Identification of Vision Zero countermeasure toolbox;
- Recommending new or changes to existing policies and programs and design standards;
- Development of a Capital Improvement List for the Action Plan and Action Plan Strategy;
- Development of Educational and Enforcement programs;
- Proposed text for a General Plan Update; and
- Final Vision Zero Action Plan

https://www.cupertino.org/our-city/departments/public-works/transportation-mobility/vision-zero-action-plan

Vision Zero Plan, Livermore

Reference: Joanna Liu | City of Livermore | (925) 960-4556 | xliu@cityoflivermore.net

TJKM is assisting City of Livermore to develop VZP to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP to reduce traffic deaths and severe injury crashes in Livermore by:

- Improving street design and infrastructure to reduce the risk of crashes and create safer environments for all road users.
- Transforming a roadway corridor on a high-injury network into a complete street with safety improvements.
- Supporting the development of bikeway network with bicycle lanes for different roadway volumes and speeds.
- Creating safe routes to school and public transit services.
- Evaluating and improving the safety of intersections by considering innovative design.
- Increasing compliance with traffic laws and reduce dangerous driving behaviors.
- Promoting public education on safe driving practices.
- Prioritizing funding to align with safety/multimodal projects.

The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable actions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and EMS departments; and creating a Draft VZP to be presented to the Council for Adoption.

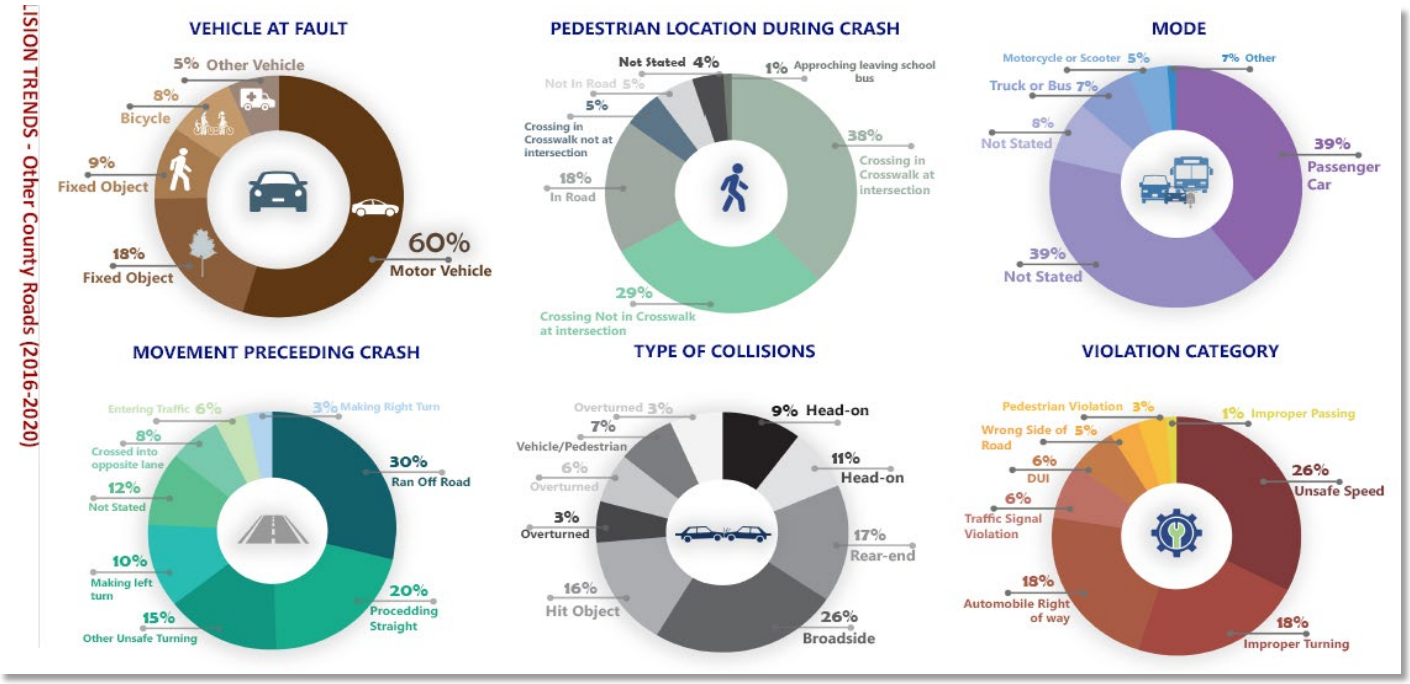




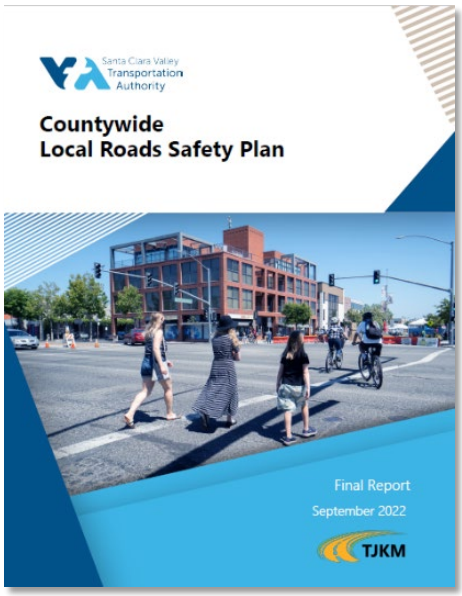


VTA Countywide Local Roadway Safety Plan, Santa Clara County

Reference: Eugene Maeda | Santa Clara Valley Transportation Authority | (408) 952-4298 | Eugene.maeda@vta.org



TJKM assisted Santa Clara Valley Transportation Authority in preparing a multi-jurisdictional Countywide Local Roads Safety Plan (CLRSP) for nine of its 16-member agency jurisdictions (Cities of Campbell, Gilroy, Los Altos, Milpitas, Monte Sereno, Morgan Hill, Palo Alto, Santa Clara, and Town of Los Altos Hills). The Plan was a collaborative effort through the Systems Operations and Management Working Group, comprised of local agency transportation engineers and planners, and input from the local communities. The purpose was to provide high-level solutions to address traffic safety on a countywide basis and prepare Santa Clara County's local agencies to apply for HSIP Cycle 11 funding.



The CLRSP followed Caltrans' Strategic Highway Safety Plan data-driven approach by addressing the 5 E's of traffic safety: Engineering, Engagement, Enforcement, Education, and Emergency Services. The CLRSP is used as a guidance document for short and medium-term planning, designing, funding, and implementing safety projects. The CLRSP also developed a process for tracking the progress of the plan itself, as well as monitoring the effectiveness of the installed projects.

The Safety Plans provided nine jurisdictions with a systematic process for reducing and eventually eliminating fatal and serious injury collisions on the local roadway network. The process included a framework for engaging communities and stakeholders, analyzing collisions by causes and severity, equity evaluation for disadvantaged communities utilizing the CalEnviroscreen 4.0 poverty percentile, recommending countermeasures and safety projects, and prioritizing the implementation of safety measures with schedules. TJKM worked with seven cities that have already prepared LRSPs and incorporated their findings into the countywide plan to ensure it reflects the needs of all cities within the County.

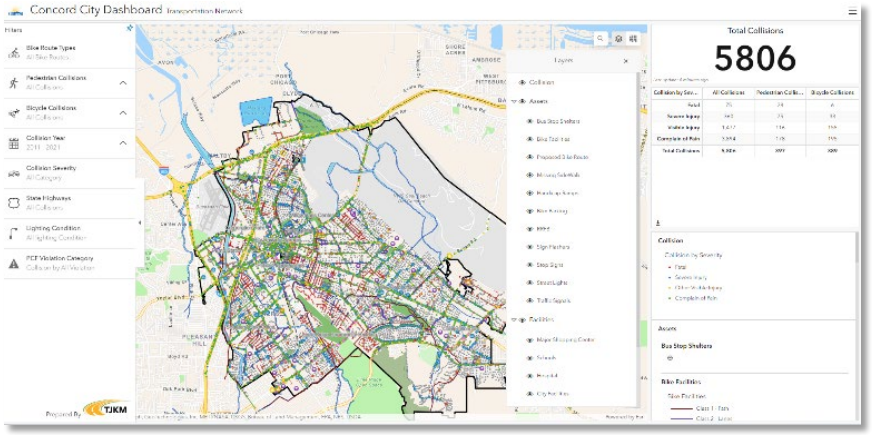
Based on the submitted applications by the TJKM Team in September 2022, the County secured $3.2M in HSIP Grant funding.

Collision Analysis Dashboard, Concord

Reference: Abhishek Parikh | City of Concord | (925) 671-3031 | abhishek.parikh@cityofconcord.org



TJKM had developed a Collision Analysis and Asset Management Dashboard based on at least 10 years of collision data for numerous agencies. A sample above illustrates Dashboard that was prepared for the City of Concord, CA. The Dashboard comprised an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allowed Concord to implement resources that prioritized safety projects with the higher benefits.



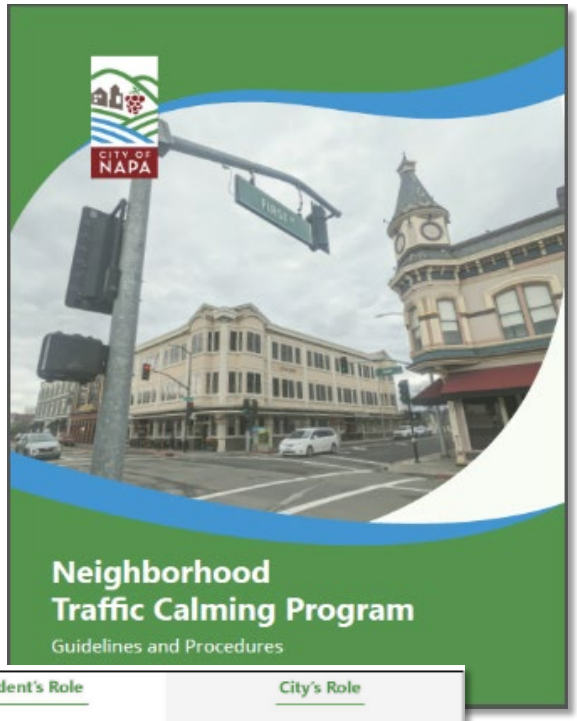
The GIS-based mapping tool had been designed to connect several attribute charts. The Collision Analysis Dashboard had assisted Concord with working towards achieving their Vision Zero goal. In addition, it had embedded functionality that monitored and analyzed the network's performance of implemented safety measures, which helped Concord formulate and manage safety policies and procedures. The integration of the collision analysis Dashboard with their ArcGIS asset management platform had helped the City to enhance safety within the City by not only monitoring the implemented projects but also by prioritizing and identifying the potential future projects and pursuing appropriate Grant Funding opportunities.

Recently, Concord was awarded $400K under SS4A funding to enhance the Dashboard and Update their Vision Zero Policy Document to VZAP due to the prior work completed on this project.

Neighborhood Traffic Calming, Napa

Reference: Lorien Clark | City of Napa | (707) 257-9398 | leclark@cityofnapa.org

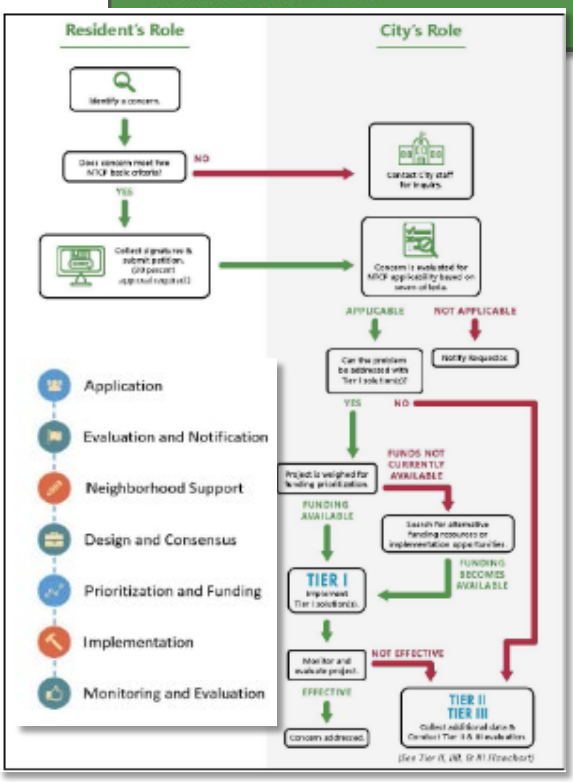
TJKM developed a comprehensive Neighborhood Traffic Calming Program for the City of Napa envisioned to eliminate current inconsistency in the application of traffic calming strategies and provide a well-defined toolkit to utilize the most proper and effective solutions with community outreach and collaboration.



The program was developed to serve as a guide for the City Staff, elected officials, and residents to become acclimated to the policies and procedures for successful implementation of traffic calming solutions that will benefit City's residents and businesses with a variety of traffic safety related concerns. A robust community outreach (15meetings) were conducted through the process to build consensus.

The project aimed to assess City's current traffic related concerns and challenges, research various traffic calming strategies deployed by cities and states across the nation, and develop a robust traffic calming toolkit that will assist the City in addressing these issues.

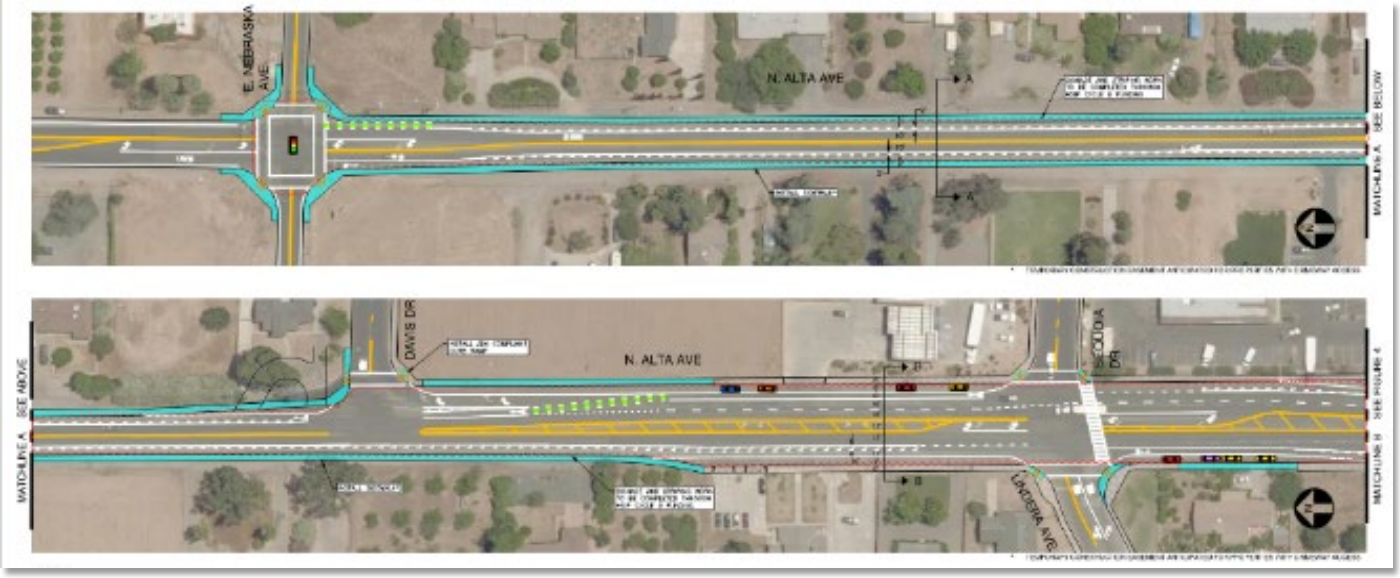
Key elements of the toolkit included: the adoption of the 4 E's approach – Education, Empowerment, Enforcement, and Engineering. The program included to expand the available strategies and tools to address neighborhood traffic safety concerns; engineering criteria on the feasibility of each traffic calming measures; effective policies to be applied consistently throughout the City for reviewing traffic related complaints and making necessary improvements; community engagement in the decision-making and implementation process; and identifying funding options.



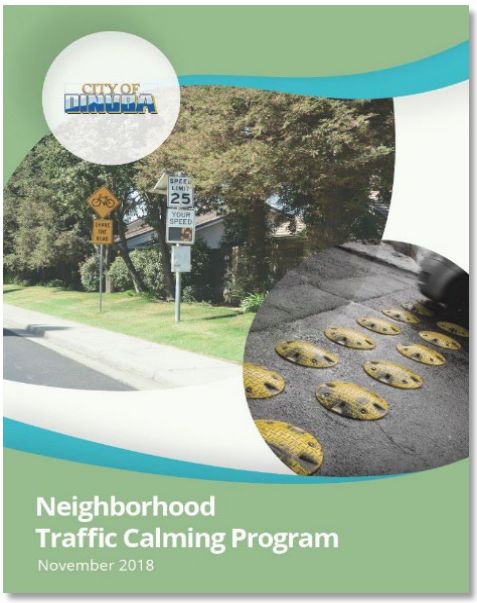
As a part of the project, TJKM also developed countermeasures toolbox.

Pedestrian & Bicyclist Safety & Connectivity Study, Dinuba

Reference: Ismael Hernandez | City of Madera (Formerly with City of Dinuba) | (559) 661-5466 | ihernandez@madera.gov



The City of Dinuba selected TJKM to provide planning and engineering services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. The project objective of the project was to conduct a comprehensive analysis of safety concerns, travel patterns, and infrastructure to improve walking and bicycling for its residents. TJKM conducted an assessment of existing conditions by obtaining and reviewing relevant existing data, studies, and reports related to active transportation policies and guidance; reviewed existing transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined data available from Statewide Integrated Traffic Record System (SWITRS) and the Dinuba Police Department.



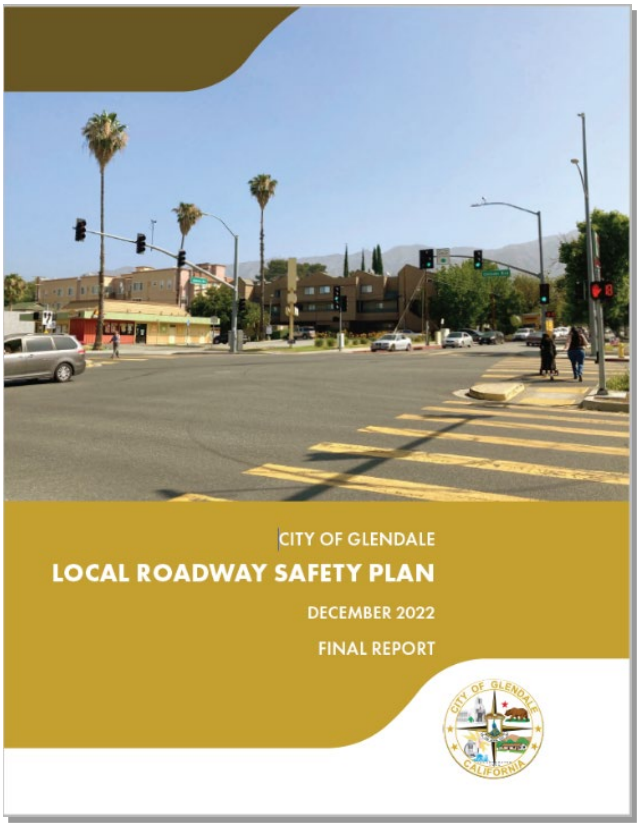
Extensive public participation was conducted through the hosting of Stakeholder Advisory Group meetings, community meetings, City Council meetings, development of an interactive project website to engage the community to submit ideas, concerns, priorities, and desired facility and streetscape elements. A walking/bicycling tour was conducted as part of public outreach process.

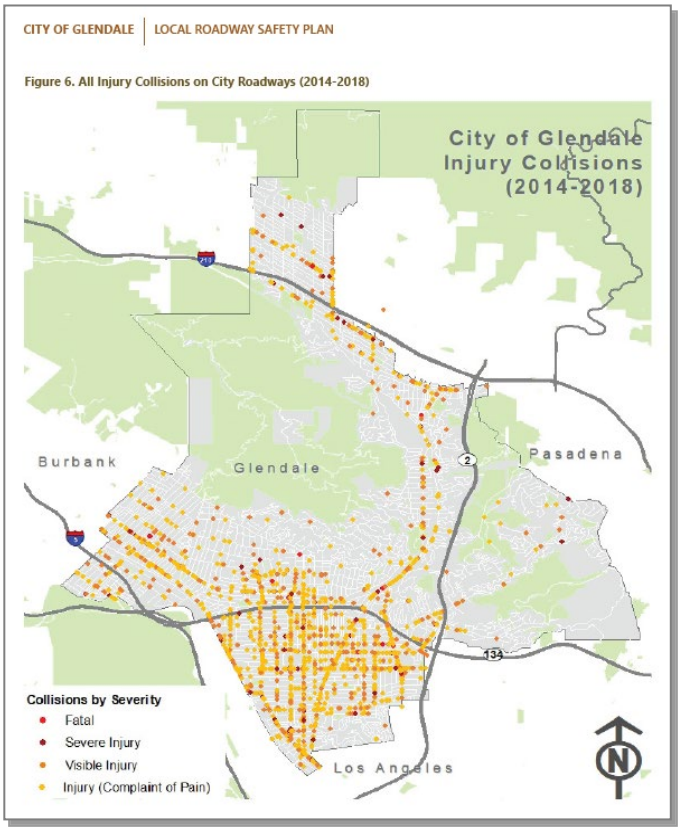
TJKM developed a Needs and Demand Analysis, which assessed needs for enhancement, mobility, and safety for all modes of transportation. The assessment addressed: 1) the physical attributes of existing facilities; 2) the potential for vehicle trip reductions and air quality benefits; 3) potential for increased walking and bicycle usage; and 4) the needs of all users of the corridor. The assessment also identified opportunities for improvement for all modes of transportation, identify gaps and deficiencies within the existing system, and suggested locations where improvements should be prioritized. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.

Based on the work completed for the project, the City of Dinuba applied for funding under the Caltrans HSIP and received $1.6M funds to implement the recommendations. In addition, based on the work completed under this project; and LRSP, Neighborhood Traffic Management Plan, and Complete Streets Plan, TJKM assisted the City of apply for ATP grant and was successful to receive $18M.

Local Roadway Safety Plan, Glendale

Reference: Pastor E. Casanova | City of Glendale | (818) 548-3945 | pcasanova@Glendaleca.gov





TJKM assisted the City of Glendale in developing an LRSP. This living document included Systemic Safety Approach involving following steps:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Safety Action Plan
- Prepare the LRSP

Involvement of safety partners was critical for the City and played a major role in the success of the LRSP. For the City of Glendale, this included numerous City departments, as well as other governmental agencies, community organizations, and Glendale residents. Groups that participated in the LRSP stakeholder meetings included City staff, the Glendale Police Department, Glendale Fire Department, Glendale Water and Power, Glendale Transit, LA Metro, Metrolink, Glendale Memorial Hospital, Kaiser Permanente, Adventist Health, Glendale Community College, Glendale Unified School District, Drive Safe Glendale, and various business and community/neighborhood organizations. Four virtual stakeholder meetings were held as part of this project: two were held with City of Glendale staff and two were held with outside organizations and City staff. The final report was submitted to the City in July 2022.

As part of the project, TJKM prepared and submitted four HSIP applications for Cycle 11 on behalf of the City in September 2022. Based on the submitted applications the TJKM Team helped the City to secure $6.5M in HSIP Grant funding.

Local Road Safety Plan, Santa Cruz County

Reference: Russell Chen | County of Santa Cruz | (831) 454-2149 | Russell.Chen@santacruzcountyca.gov

TJKM is assisting Santa Cruz County in developing a comprehensive Countywide Local Road Safety Plan (LRSP). The LRSP will provide a framework for identifying, analyzing, and prioritizing roadway safety improvements on local county-maintained roads. This plan will enable the County to enhance traffic safety for all modes of transportation and for all ages and abilities.

The goal will be to develop a successful LRSP by analyzing historic collision databases and creating a decision-making process that relies on public outreach and a partnership with stakeholders using the five "E's" of traffic safety: Engineering, Enforcement, Education, Equity, and EMS.

Additional components of the LRSP include; document review, collision history data collection, collision data analysis, countermeasures, safety projects, cost estimates and BCR, and draft and final reports.

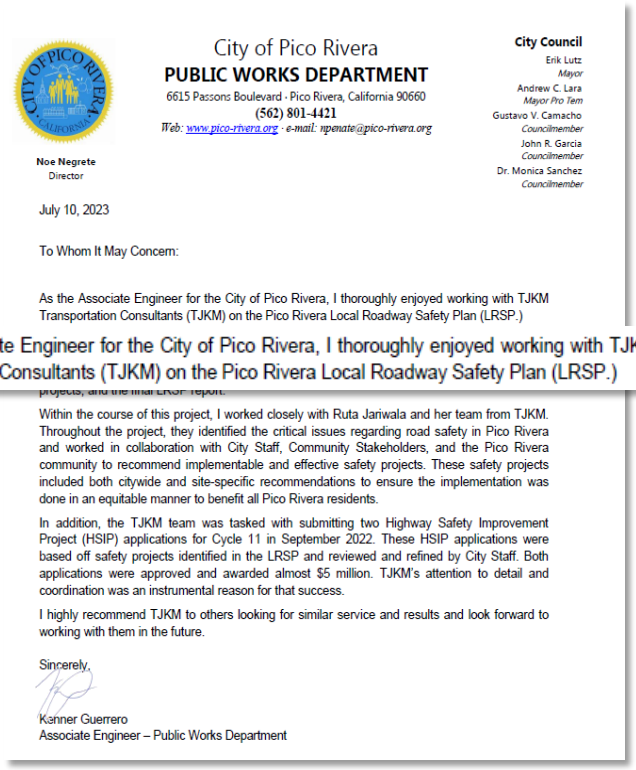
In addition, a project specific website was created with an interactive map input tool that allowed citizens and other interested parties to point out specifically trouble areas and provide additional feedback and comment that the data analysis might not identify. This comments and areas will be utilized in the development of the safety projects.



Local Roadway Safety Plan, Pico Rivera

Reference: Kenner Guerrero | City of Pico Rivera | (562) 801-4351 | kguerrero@pico-rivera.org

The City of Pico Rivera's Local Road Safety Plan (LRSP) was a comprehensive plan that created a framework to systematically identify and analyze traffic safety related issues and recommend projects and countermeasures. It aims to reduce killed and severe injury (KSI) collisions through a prioritized list of improvements that can enhance safety on local roadways. This document summarizes an analysis of collisions that occurred in Pico Rivera, identifies high-injury locations, and recommends countermeasures at each of these high-risk locations.



City of Pico Rivera
PUBLIC WORKS DEPARTMENT
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(562) 801-4421
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City Council
Erik Lutz, *Mayor*
Andrew C. Lara, *Mayor Pro Tem*
Gustavo V. Camacho, *Councilmember*
John R. Garcia, *Councilmember*
Dr. Monica Sanchez, *Councilmember*

Noe Negrete
Director

July 10, 2023

To Whom It May Concern:

As the Associate Engineer for the City of Pico Rivera, I thoroughly enjoyed working with TJKM Transportation Consultants (TJKM) on the Pico Rivera Local Roadway Safety Plan (LRSP.)

As the Associate Engineer for the City of Pico Rivera, I thoroughly enjoyed working with TJKM Transportation Consultants (TJKM) on the Pico Rivera Local Roadway Safety Plan (LRSP.)

Within the course of this project, I worked closely with Ruta Jariwala and her team from TJKM. Throughout the project, they identified the critical issues regarding road safety in Pico Rivera and worked in collaboration with City Staff, Community Stakeholders, and the Pico Rivera community to recommend implementable and effective safety projects. These safety projects included both citywide and site-specific recommendations to ensure the implementation was done in an equitable manner to benefit all Pico Rivera residents.

In addition, the TJKM team was tasked with submitting two Highway Safety Improvement Project (HSIP) applications for Cycle 11 in September 2022. These HSIP applications were based off safety projects identified in the LRSP and reviewed and refined by City Staff. Both applications were approved and awarded almost $5 million. TJKM's attention to detail and coordination was an instrumental reason for that success.

I highly recommend TJKM to others looking for similar service and results and look forward to working with them in the future.

Sincerely,

Kenner Guerrero
Associate Engineer – Public Works Department

Letter of Recommendation

Viable Safety Projects

A set of six safety projects were created for the high-risk intersections and roadway segments. **The federal grant funding ($5M) was awarded to two of these safety projects (Project 4 and Project 6) through the HSIP program in March 2023.**

- Project 1: Signalized Intersections: Install striping through intersection, Install raised median on approaches.
- Project 2: Unsignalized Intersections: Install Traffic Signals, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)), install Rectangular Rapid Flashing Beacon (RRFB).
- Project 3: Citywide Signal Timing: Improve signal timing (coordination, phases, red, yellow, or operation), Install emergency vehicle pre-emption systems.
- Project 4 (HSIP Application): Citywide Signal Upgrade: Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number. Install pedestrian countdown signal heads. Install advance stop bar before crosswalk (Bicycle Box).
- Project 5: Roadway Segments: Install dynamic/variable speed warning signs, Install delineators, reflectors and/or object markers.
- Project 6 (HSIP Application): Citywide Sign Upgrade: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning).

Citywide Multimodal Improvement Plan, Mountain View

Reference: Eric Anderson | City of Mountain View | (650) 903-6306 | anderson@mountainview.gov



TJKM, as a prime consultant, assisted the City of Mountain View in developing an Area-wide Multimodal Improvement Plan. Elements of the Multimodal Improvement Plan were drawn from several recent studies and plans analyzing future conditions and provides potential improvement strategies and projects. More than 50 study intersections and 50 roadway segments were evaluated as part of the study to identify deficiencies, and improvements to enhance operations for all modes of transportation. The Plan intended to help reduce vehicle miles of travel/greenhouse gas emissions and help meet mode shift goals. As a part of the project, TJKM prepared conceptual layouts for the recommended improvements. TJKM also prepared the Citywide Multimodal Nexus Study. The plan with the Nexus Fee was adopted by the City Council.

Strategic Miami Area Rapid Transit (SMART) PLAN, Miami | CGA

Reference: Jeannine Gaslonde | Miami-Dade Transportation Planning Organization | (305) 375-1739 | Jeannine.Gaslonde@miamidade.gov

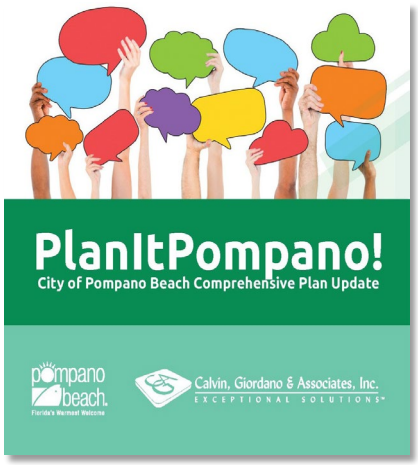




CGA was selected to be one of the General Planning Consultants for the Strategic Miami Area Rapid Transit (SMART) Plan for Miami-Dade County. Of the six rapid transit corridors identified by the County, CGA is responsible for the South Dade Transitway Corridor Study; which extends approximately 20 miles from the Dadeland South Metrorail Station south to Florida City. CGA is providing professional traffic engineering, transportation planning and transit planning and design services to supplement the Miami Dade TPO's efforts in conducting the transportation planning process for the SMART Plan. CGA has assisted in developing a Land Use Scenario Plan, conducted transit planning and transportation related technical activities; Charrettes; 3D Modeling; and, public outreach. One of the primary goals of these services is to develop transit supportive land use scenarios with the ultimate goal of addressing the overall mobility of Miami-Dade County.

PlanIt, Pompano!, Pompano Beach | CGA

Reference: Jennifer Gomez, AICP, LEED AP ND | City of Pompano Beach | (954) 786-4640 | Jennifer.Gomez@copbfl.com





CGA is assisting the rapidly growing City of Pompano Beach in updating its comprehensive plan. The update is focused on addressing the City's climate vulnerability through resiliency planning, leveraging redevelopment opportunities in a near built-out community, improving multimodal mobility, and expanding housing choice. CGA worked with the City on project branding and public education. We conducted extensive public outreach through the City's mass email list and social media platforms, distributing flyers and palm cards and displaying project posters at key public locations. CGA also designed and maintained the project website as a repository of information and to capture input. Public engagement activities included stakeholder meetings, focus groups and several rounds of hands-on workshops and open houses.

Resumes

On the following pages are resumes of our key staff.



Mr. Saxena brings an unparalleled record serving national and international clients in their infrastructure design and transportation technology needs. Mr. Saxena directs software and system engineering activities for TJKM's traffic, freeway, and Intelligent Transportation Systems (ITS) projects. His experience includes program management involving all phases of ITS, freeway, and traffic control systems, including planning, design, specifications, implementation, and construction. He is a specialist in the design and integration of system hardware and software. Mr. Saxena has 48 years of experience managing numerous computerized control system projects throughout the US and abroad, through the phases of feasibility, planning, design, construction, and implementation. He has held numerous lead roles in professional organizations and led the team that developed the US Congress mandated first National ITS Program Plan. Mr. Saxena has a master's degrees in Physics and in Management Science/Information Systems.

Kamlesh Saxena, CCP

DIRECTOR OF CORPORATE AFFAIRS

Project Role: Principal-In-Charge & QA/QC

AREAS OF EXPERTISE

- Intelligent Transportation Design
- ITS Planning
- Traffic Control Systems
- System Hardware & Software Design & Integration

YEARS OF EXPERIENCE

48

REGISTRATIONS & CERTIFICATIONS

Certified Computer Professional
940075

PROFESSIONAL HISTORY

TJKM	2020-Present
Kimley-Horn	1993-2019
AECOM	1987-1993
Unisys Corporation	1975-1987
Dun & Bradstreet	1973-1975

EDUCATION

M.S., (Management) University of Miami, FL
M.S., (Physics), University of Delhi, India
B.S., (Physics), University of Delhi, India

Project Experience

Mountain House Communications Master Plan, San Joaquin County, CA, Mountain House Community Services District, 2019-2021, $48K: Principal-In-Charge and QA/QC. The team assisted the District to develop a Fiber layout map. The map identifies all fiber optic trunk lines and branch cabling, communication hub locations, splice vaults/closures, and communications equipment at Town Hall. Guidelines were developed for how splicing of all fiber back-bone is to occur and identifies tubes for City facilities, traffic signals, Closed-circuit television, security cameras and future ITS equipment usage. Maps were developed for the existing traffic signal layout and all the proposed signals to be getting installed as the District builds out, identifying the communication equipment required at each location. The master plan identifies strategic locations of Dynamic Message Signs, License Plate Readers, and Security Cameras. Conducted vendor interviews to identify who would be best suited to help the District build out the communication infrastructure.

HSIP Citywide Traffic Signal Hardware Upgrade, Concord, CA, City of Concord, 2020-Ongoing, $273K: Technical Advisor. The team assisted the City with preparing an HSIP grant application for upgrading citywide signal hardware at all the City's signalized intersections as part of Cycle 9 HSIP grant call for projects. The City was successful in being awarded $2.4M in funding for the citywide improvements. The team is assisting the City with receiving NEPA clearance, preparation of PS&E documents, and bid and construction support services. TJKM will assist the City with obtaining E-76 permit approval through Caltrans Local Assistance Program.

HSIP Traffic Signal Improvement Project, Pittsburg, CA, City of Pittsburg, 2020-Ongoing, $164K: Technical Advisor. The team assisted the City with preparing an HSIP grant application for upgrading citywide signal hardware at all the City's signalized intersections as part of Cycle 9 HSIP grant call for projects. The City was successful in being awarded $1.6M in funding for the citywide improvements. The team is assisting the City with receiving NEPA clearance, preparation of PS&E documents, and bid and construction support services. TJKM is also assisting the City with

obtaining E-76 permit approval through Caltrans Local Assistance Program.

Miami-Dade County Advanced Traffic Management System Project, Miami-Dade County, FL, 2004-2019, $19.5M: Principal for the design and implementation of a county-wide ATMS budgeted at $100+ million in capital program for 2,800 intersections. The KITS implementation integrated existing Model 170 controllers and provide a platform for the integration of a new advanced traffic controller in the future. The KITS software capabilities were expanded as part of this project to provide VAL-based emergency and transit priority operations. The KITS implementation will be part of a larger project that includes design services related to the upgrade of the County's infrastructure.

Electronics & Security Systems Consulting Services, Palm Beach County, FL, 2015-2017, $1.5M: Served as Principal-In-Charge. The first task under this contract was a security system upgrade for the Palm Beach County Courthouse, including upgrades to court audio/visual systems, security systems, and correctional facilities. Scope of work included planning support, design support, construction plans development, procurement management, and construction administration services.

Broward County Transit Signal Priority (TSP) Implementation, Broward County, FL, Florida Department of Transportation District Four, 2009-2010, $75K: As a task order under a Districtwide Modal Development contract, served as technical advisor for the 50 intersection Transit Signal Priority pilot project along two major corridors in Broward County that were implemented as part of the 95 Express Managed Lanes project on Interstate 95 in Broward and Miami-Dade counties. As team advisor, provided vast national communications and ITS experience that guided the development of the concept of operations plan and technical specifications for the Transit Signal Priority equipment.

Computer Aided Dispatch/ Automated Vehicle Locator Replacement Project & Kendall Drive Signalization, Miami-Dade County, FL, Miami-Dade County, FL, 2006-2007, $300K: Served as Principal-In-Charge for services to provide detailed design and integration for development of a transit signal priority interface with the County's existing advanced traffic management system. Services include software development to provide transit signal priority functionality along six major corridors in the County. Also, provided training for the new software, support factory acceptance testing, mini-fleet testing, and system acceptance testing.

Fort Lauderdale Executive Airport (FXE) Fort Lauderdale, FL, General Engineering Consultant, 2003-2005, $500K: Provided QC/QA review for the team retained by the City of Fort Lauderdale under a general services contract for their Executive Airport. Aviation specialists used their nationwide expertise to assist the Airport with a variety of improvement projects and studies. Provided general airport consulting services, including master planning, airspace studies, design/build criteria documents, and airfield design.

Statewide ITS Architecture & Standards Development, Statewide, FL, Florida Department of Transportation Central Office, 2000-2002, $400K: Project manager on this project for the Florida Department of Transportation Central Office to develop a statewide ITS architecture compliant with the national ITS architecture. This project will also formalize Florida's approach to NTCIP and other critical ITS standards.

KITS Advanced Traffic Management System, Dallas, TX, City of Dallas, 1994-1996, $400K: For the unique needs in Dallas, the implementation of ESCORT, a state of the art Advanced Traffic Management System, included simultaneous use of multiple communication mediums-bandwidth on the cable television system, city-owned twisted-pair cable, and wireless/Radio Frequency (RF) communication. ESCORT's ability to use RF communication was especially beneficial along North Central Expressway, since the corridor was under major reconstruction. Dallas traffic engineers created "portable" controller cabinets and custom-designed RF modems, which enabled ESCORT to maintain communication during construction.

Regional Computerized Traffic Signal System, Houston, TX, Houston-Galveston Area Council, 1995-1996, $500K: Provided communications software design in support of 2,800-intersection signal system, expandable to 4,000 intersections, for the metropolitan Houston area. Features include fiber-optics for communications, which integrate advanced traffic sensors, signaling devices, and advanced travel information subsystems with an open architecture, modular, integrated traffic control center for the metropolitan area. The system uses advanced algorithms for establishing and managing (in real-time traffic) corridor flow through a traffic grid for a large geographic area. Geographic Information Systems standards are used for both management display and advanced traveler information dissemination. ETTM technology is utilized for probe vehicle and public transit vehicle management.

Jacksonville ITS Early Deployment Study, Florida Department of Transportation District Two, Jacksonville, FL, FDOT District 2, 1997-1998, N/A: Project manager on this long-range study for the deployment of intelligent transportation systems in the Northeast Florida region. This study includes consideration of multimodal alternatives to enhance mobility in the region.



Mr. Amin has 33 years of both public and private sector experience. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects include planning, design, and construction oversight for ITS. Many of his projects seek to implement equity and resiliency by conducting thorough community impact assessments to identify and address disparities in access to transportation services, while also designing infrastructure with a focus on climate resilience, such as integrating green and sustainable features to mitigate the effects of climate change and enhance long-term infrastructure viability. This approach ensures that transportation projects not only serve diverse communities equitably but also withstand environmental challenges for the benefit of all.

Integrated throughout the project is an extensive quality control and assurance regimen, led by Mr. Amin. He brings a non-biased oversight of data, assumptions, and deliverables.

Nayan Amin, TE

PRESIDENT

Project Role: Project Manager

AREAS OF EXPERTISE

- Transportation Planning
- Traffic Impact Studies
- Transportation Management Plans
- Traffic Operations
- Transit Priority
- Freeway & Arterial Management Studies
- Multimodal Studies

YEARS OF EXPERIENCE

33

REGISTRATIONS & CERTIFICATIONS

CA TR 2290 (Traffic)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
TJKM	1996-2000
VK Patel	1990-1996

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA

B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Principal-In-Charge. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Principal-In-Charge. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Collision Analysis Dashboard, Concord, CA, City of Concord, 2023, $70K Principal-In-Charge. Oversaw the Collision Analysis Dashboard based on at least 10 years of collision data for numerous agencies. The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and

develop and monitor high-injury networks. The culmination of these features allows Concord to implement resources that prioritizes safety projects with the higher benefits. The GIS-based mapping tool was designed to connect several attribute charts. The Dashboard assists with working towards achieving their Vision Zero goal. In addition, it has functionality that monitors and analyzes the network performance of implemented safety measures, which helps formulate and manage safety policies and procedures. The integration of Dashboard with their ArcGIS asset management platform helps the City to enhance safety by not only monitoring the implemented projects but also by prioritizing/identifying the future projects and pursue Grant Funding.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, $71K: Principal-In-Charge and QA/QC overseeing the team preparing the City of Folsom's Local Road Safety Plan (LRSP) comprised of data--driven and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety: Engineering, Enforcement. Education, and Emergency Services.

Local Road Safety Plan, Culver City, CA, City of Culver City, 2020-2021, $66K: Principal-In-Charge and QA/QC oversaw the project to assist the City with conducting the Local Road Safety Plan for enhancing safety on city roadways for all travel modes. TJKM customized effective measures under the various 4 E's. The team also prepared Highway Safety Improvement Program applications on behalf of the City aiming for Cycle 10 submission.

Local Road Safety Plan, County of Yuba, CA, County of Yuba, 2021–2022, $80K: Principal-In-Charge that oversaw the County project to develop a Local Road Safety Plan to identify, analyze, and address traffic safety issues on suburban and rural County roads. The Local Road Safety Plan is developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety, along with a countermeasure toolbox, safety projects, and an implementation strategy. TJKM provided the County with an implementable LRSP that ensured the County could apply for two HSIP Cycle 11 applications in September 2022. The County was notified of funding of the HSIP applications in March 2023.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022, $200K: Principal-In-Charge for Local Roadway Safety Plan s for four local agencies in Mendocino County as one single contract, including cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included Highway Safety Improvement Program application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

Countywide Local Road Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-2022, $119K: Principal-In-Charge for Valley Transportation Authority's Countywide LRSP that analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and prepare Santa Clara County's cities and towns to apply for Highway Safety Improvement Program Cycle 11 funding.

Local Roadway Safety Plan, Glendale, CA, City of Glendale, 2020-2022, $80K: Principal-In-Charge on team who assisted the City of Glendale in developing a Local Roadway Safety Plan. The Glendale Local Roadway Safety Plan is a living document that included systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. As part of the scope, TJKM prepared and submitted three Highway Safety Improvement Program applications for Cycle 11 on behalf of the City.

Local Road Safety Plan Yorba Linda, CA, City of Yorba Linda, 2021-2022, $63K: Principal-In-Charge that oversaw the project for the City of Yorba Linda that prepared their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Prepared two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City.

Local Road Safety Plan Pittsburg, CA, City of Pittsburg, 2021-Ongoing, $79K: Principal-In-Charge. The City of Pittsburg is located in East Contra Costa County in the San Francisco Bay Area and has a population of approximately 71,000. As a follow up to the City's Systemic Safety Analysis Report, assisting the City of Pittsburg in preparing its first Local Road Safety Plan. The project is being funded through the Caltrans LRSP grant program. Tasks include document review, systemic collision analysis, emphasis areas, countermeasure selection, and safety projects. Also, will prepare two HSIP grant applications based on the results of the Local Road Safety Plan and submit on behalf of the City.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-2022, $562K: Principal-In-Charge. The team prepared the Local Roadway Safety Plans for nine Cities in Kern County as one single contract, including Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope included two Highway Safety Improvement Program application preparations for each City.



AREAS OF EXPERTISE

- Signal Coordination
- Project Management
- Traffic Impact Studies
- Freeway Operations
- Traffic Operations
- Traffic Planning

YEARS OF EXPERIENCE

24

REGISTRATIONS & CERTIFICATIONS

CA CE C73840 (Civil)
CA TE TR2465 (Traffic)
TX CE 135281 (Civil)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
Autodesk	1999-2001

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
B.S., Civil Engineering, Bombay University, Mumbai, Maharashtra, India

Ms. Jariwala has 24 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, and intelligent transportation systems planning, design and construction oversight. She has extensive experience in managing and successfully delivering projects related to traffic safety studies, complete streets planning, neighborhood traffic calming plans, safety action plans, vision zero plans, comprehensive multimodal plans, active transportation plan, pedestrian and bicycle master plans, public outreach and grant writing. *In the last three years, she has lead and completed over 50 comprehensive safety plans, and helped over 20 agencies (local and regional) to apply for various grant-funding opportunities, which include HSIP applications and ATP applications.* Due to her extensive experience in working with safety plans she and her team developed am Interactive Safety Dashboard that could generate safety related analysis including equity based data analysis in no time. The planning studies that Ms. Jariwala manages include significant community engagement and consensus building. She is charged with demonstrating equity by making meaningful connections with otherwise underserved or overlooked communities and individuals. She strongly advocates for improvements, programs, and policy revisions that will better serve these groups. Examples include numerous Local Road Safety Plans (LRSP's) that led to successful grant applications and active Vision Zero Action Plans with numerous communities. Her skills with developing and using matrixed databases coupled with GIS allows for successful equity and resiliency analysis of communities.

Ruta Jariwala, PE, TE

PRINCIPAL

Project Role: Connecting Communities, Safety Analysis, & Action Plan Task Lead

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Project Manager. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Project Manager. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero

countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Collision Analysis Dashboard, Concord, CA, City of Concord, 2023, $70K: Project Manager. Oversaw the Collision Analysis Dashboard based on at least 10 years of collision data for numerous agencies. The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allows Concord to implement resources that prioritizes safety projects with the higher benefits. The GIS-based mapping tool was designed to connect several attribute charts. The Dashboard assists with working towards achieving their Vision Zero goal. In addition, it has functionality that monitors and analyzes the network performance of implemented safety measures, which helps formulate and manage safety policies and procedures. The integration of Dashboard with their ArcGIS asset management platform helps the City to enhance safety by not only monitoring the implemented projects but also by prioritizing/identifying the future projects and pursue Grant Funding.

Local Roadway Safety Plan, San Bruno, CA, City of San Bruno, 2021-Ongoing, $80K: Project Manager for the San Bruno LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-Ongoing, $86K: Project Manager for the Cupertino LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Local Roadway Safety Plan, Millbrae, CA, City of Millbrae, 2021-Ongoing, $45K: Principal-In-Charge. TJKM is assisting the City of Millbrae in preparing its first LRSP. Tasks on the project include document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects. As part of the scope, we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.

Local Roadway Safety Plan, Pinole, CA, City of Pinole, 2021-Ongoing. $40K: Principal-In-Charge. TJKM is developing the City of Pinole's first LRSP aiming at enhancing traffic safety on local roads for all modes of transportation. Tasks on the project will include document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects.

Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-2022, $119K: Project Manager for VTA's Countywide Local Roads Safety Plan, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding. The project is in the beginning stages.

Local Roadway Safety Plan, Napa, CA, City of Napa, 2021-Ongoing, $80K: Project Manager for the Napa Local Roadway Safety Plan, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP Cycle 11 call for projects. The project is in the beginning stages.

Local Roadway Safety Plan, Williams, CA, City of Williams, 2021-Ongoing, $39K: Principal-In-Charge for the Williams LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP Cycle 11 call for projects.

Local Roadway Safety Plan, Isleton, CA, City of Isleton, 2021-Ongoing, $75K: Principal-In-Charge. TJKM is assisting the City of Isleton in preparing their first LRSP. Isleton is a small community located in the heart of the Delta region on the Sacramento River. It experiences a high amount of recreational traffic on State Route 160, which serves as the main thoroughfare in Isleton. Tasks on this project include a review of the transportation system, systemic collision analysis, identification of high-risk locations, Emphasis Areas development, countermeasure selection (including 4E's strategies), and safety project development. It will also include stakeholder/community outreach, as well as a project website with an interactive mapping tool.

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021, $43K: Principal-In-Charge for a Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects. The report will also include the preparation of HSIP Cycle 11 grant ready materials.



AREAS OF EXPERTISE

- Complete Streets
- Pedestrian Safety
- Safe Routes to Schools
- Traffic Calming Techniques

YEARS OF EXPERIENCE

35

REGISTRATIONS & CERTIFICATIONS

PTOE 1758
PTP 519
FL PE 94378 (Civil)
KS PE 19340 (Civil)
MO PE 2007022332 (Civil)
NM PE 18835 (Civil)
OK PE 16849 (Civil)
TX PE 80895 (Civil)

PROFESSIONAL HISTORY

TJKM	2022-Present
Mobility Planning & Engineering, LLC	2015-2022
City of Austin, TX	2010-2014
Walter P Moore	2006-2009
City of Houston, TX	1996-2006
Oklahoma DOT	1988-1996

EDUCATION

Master of Urban Planning, Texas A&M University, College Station, TX
B.S., Civil Engineering, University of Oklahoma, Norman, OK

With over 35 years of transportation planning and engineering experience in both public and private sector, Mr. Schatz continues to advance the tenants of community resiliency and sustainability, complete streets, and context-sensitive, people-centric solutions. As former manager for two different city engineering departments, he is no stranger to the inner workings and dynamics of local government.

Mr. Schatz is also well versed in equity and resiliency analysis. He recently earned his Master of Urban Planning degree from Texas A&M University. Electives included Disaster Recovery and Hazard Mitigation, Urban Public Transportation Planning, and Designing Sustainable Transportation.

His master's paper, *Considering Modern Roundabouts in Planning for Community Resiliency,* demonstrates the nexus between safety, mobility, resiliency, and sustainability for any community considering modern roundabouts. The traffic calming programs he crafted and managed included extensive focus on equity and resiliency. Study area boundaries were designed to be inclusive, not exclusive, and included legal review for possible discriminatory impacts. Ranking for funding criteria included low to moderate income and disadvantaged status considerations. Mr. Schatz's experience focuses strongly on transportation safety planning, design, and implementation

Gary Schatz, PE, PTOE, PTP

SENIOR TRANSPORTATION ENGINEER

Project Role: Roundabout Task Lead

Project Experience

Local Road Safety Plan, Napa, CA, City of Napa, 2021-2022, $80K: Task lead responsible for developing Crash Diagrams for the Napa Local Road Safety Plan that analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. Also included grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-Ongoing, $562K: Task lead for responsible for developing Crash Diagrams for preparing LRSPs for nine cities in Kern County as one single contract, including cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope includes two HSIP application preparations for each city.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022 $200K: QA/QC and technical guidance for various components. Project prepared LRSPs for four local agencies in Mendocino County as one single contract, including Cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

Local Roadway Safety Plan, Chowchilla, CA, City of Chowchilla, 2021-Ongoing, $45K: QA/QC and technical guidance for various components currently assisting the City of Chowchilla in developing the City's first LRSP. State Route 233 runs through its downtown which is considered a major thoroughfare serving local traffic. As part of the scope we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-Ongoing, $86K: Task Lead for the Cupertino LRSP,

which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Task Lead. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. Task Lead duties include: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; development of policies and programs; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Modern Roundabouts

John Kimbrough Boulevard & Olsen Boulevard Roundabout, College Station, TX, Texas A&M University/Mobility Planning & Engineering, LLC, 2021, $25K: Transportation Engineering Consultant. Developed conceptual design for a single-lane roundabout with Dutch-style cycle tracks to replace existing all-way stop controlled intersection. Included significant internal stakeholder engagement with Texas A&M University departments, campus architect, and Texas A&M Transportation Institute.

Woodville Road Roundabout, Bryan, TX, City of Bryan/Mobility Planning & Engineering, LLC, 2017-2018, $350K: City Transportation Engineering Consultant. Provided technical direction to a consulting engineer to develop Plans, Specifications and Estimates for two roundabouts implemented as part of a street reconstruction project.

William J. Bryan Parkway/Farm to Market Road 158 Roundabouts, Bryan, TX, City of Bryan/Mobility Planning & Engineering, LLC, 2017-2018, $350K: City Transportation Engineering Consultant. Provided technical direction for the development of schematic designs for Bryan's first two multi-lane roundabouts deployed along a major thoroughfare and state highway.

Esther Boulevard Mini-Roundabouts, Bryan, TX, City of Bryan/Mobility Planning & Engineering, LLC, 2017-2018, $140K: City Transportation Engineering Consultant. Planned and designed three mini-roundabouts for traffic calming. Performed field engineering and construction management for one of the three roundabouts; the other two roundabouts were not deployed pending evaluation of the one that was installed. Included extensive community engagement.

Broadmoor Drive & Janice Trail Mini-Roundabout, Bryan, TX, City of Bryan/Mobility Planning & Engineering, LLC, 2017-2018, $10K: City Transportation Engineering Consultant. Planned and designed a mini-roundabout for traffic calming. Included extensive community engagement and laying out the proposed design with spray paint in the intersection.

Broadmoor Drive & Nash Street Roundabout, Bryan, TX, City of Bryan/Mobility Planning & Engineering, LLC, 2015-2018, $347K: City Transportation Engineering Consultant. Planned, designed, and deployed a temporary roundabout and led stakeholder engagement efforts and technical analysis; guided design of the permanent roundabout and provided construction inspection support.

Pressler Road Extension Conceptual Plan, Austin, TX, City of Austin, 2013-2014, $1.2M: City Traffic Engineer. Developed a people-centric context-sensitive conceptual design for a roadway extension through a city park that included a modern roundabout at the terminus of Pressler Road with Cesar Chavez Boulevard Included rain gardens with interpretive learning stations. Included significant community engagement and presentations to City Council and various Boards & Commissions.

Berkman Drive & E. 51st Street Roundabout, Austin, TX, City of Austin, 2013, $25K: City Traffic Engineer. Developed a conceptual design for a modern roundabout to better connect the Mueller development with neighborhoods north of E. 51st Street and eliminate the need for a traffic signal. Required voluntary right of way dedication from developer.

Aldrich Street & Mueller Boulevard Roundabout, Austin, TX, City of Austin, 2013, $15K: City Traffic Engineer. Developed conceptual designs for the modification of an existing roundabout to better align with current state of the practice for improved traffic operations.

Davis Lane & Leo Street Roundabout, Austin, TX, City of Austin, 2013-2014, $450K: City Traffic Engineer. Directed the geometric design of the extension of Davis Lane and a roundabout at its intersection with Leo Street. Design remained within existing right of way and resulted in a net reduction of an acre of impervious cover within an aquifer recharge zone. Included buffed bike lanes and rain gardens.

Riverside Drive at Auditorium Shores, Austin, TX, City of Austin, 2013, $10K: City Traffic Engineer. Developed conceptual designs for the modification of an existing roundabout to better align with current state of the practice for improved traffic operations and provide better special event support via outboard bus pullouts.

Barton Skyway & Garden Villa Lane Roundabout, Austin, TX, City of Austin, 2012-2013, $65K: City Traffic Engineer. Developed a conceptual design for a roundabout as part of a neighborhood traffic calming project. Included deployment of a full size mock-up of the roundabout in a parking lot for test-driving by AFD fire apparatus and CapMetro buses. Included significant community engagement.



AREAS OF EXPERTISE

- Traffic Operations
- Traffic Handling
- Pavement Delineation
- Signage Plans
- Bicycle & Pedestrian Implementation
- Complete Streets
- Safe Routes to School
- Traffic Signal Design
- Intelligent Transportation Design
- ITS Planning

YEARS OF EXPERIENCE

16

REGISTRATIONS & CERTIFICATIONS

CA EIT 154117

PROFESSIONAL HISTORY

TJKM	2013-Present
URS	2007-2012

EDUCATION

B.S., Civil Engineering, San Jose State University, San Jose, CA

Mr. Patel has 16 years of professional experience in transportation/traffic engineering and design. He has provided support on traffic impact studies, highway operation analysis, signal coordination projects, and highway design plans, specifications and estimates (PS&E) packages. Mr. Patel has worked on various electrical design projects which include street lighting, traffic signal, and intelligent transportation system design plans, as well as the preparation of traffic handling, signage, and striping plans.

Mr. Patel has worked with various jurisdictions in the San Francisco Bay Area, Tri-Valley, Central Valley, and Northern California and is very familiar with their different standards and requirements. This knowledge often leads to minimal need for plan check comments during the design phase. For all projects, Mr. Patel has developed project estimates, specifications to accompany the full plan set. He has met with clients for comment review meetings, assisted cities on answering contractor Requests for Information (RFI's) on design work, and have met with them onsite to resolve any design questions.

Rutvij Patel, EIT

SENIOR PROJECT MANAGER

Project Role: Pedestrian & Bicycle Network Task Lead

Project Experience

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021, $43K: Task Lead for a Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects. The report will also include the preparation of HSIP Cycle 11 grant ready materials.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-Ongoing, $562K: Project Engineer assisting in preparing LRSPs for nine cities in Kern County as one single contract, including cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope includes two HSIP application preparations for each city.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-Ongoing, $309K: Project Engineering assisting in preparing LRSPs for four local agencies in Mendocino County as one single contract, including cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope includes HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

Local Road Safety Plan, Glendale, CA, City of Glendale, 2020-Ongoing, $80K: Project Engineer assisting the City of Glendale in developing a LRSP. The Glendale LRSP will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. As part of the scope, TJKM will prepare and submit three HSIP applications for Cycle 11 on behalf of the City.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, $71K: Project Engineer on team who assisted the City of Folsom's LRSP comprised of data and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety: Engineering, Enforcement. Education, and Emergency Services.

Local Road Safety Plan, Antioch, CA, City of Antioch, 2020-Ongoing, $72K: Task Lead on project to assist the City of Antioch in developing a LRSP. The project is currently in progress of public and stakeholder outreach in order to gather public input with regard to traffic safety concerns the citizen encounters on a daily basis.

Local Road Safety Plan, Farmersville, CA, City of Farmersville, 2020-2021, $72K: Task Lead on team who assisted the City of Farmersville in developing its LRSP. We identified the high-risk intersections and roadway segments for determining the most feasible countermeasures. Some of the next steps included identification of countermeasures, priority safety projects, and emphasis areas.

Local Road Safety Plan, County of Yuba, CA, County of Yuba, 2021-Ongoing, $80K: Task Lead assisting the County in developing a Local Road Safety Plan to identify, analyze, and address traffic safety issues on suburban and rural County roads. The Local Road Safety Plan will be developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It will contain strategies from the 4 E's of traffic safety: Education, Enforcement, Engineering, and Emergency Medical Services, along with a countermeasure toolbox, safety projects, and an implementation strategy. This will leave the County with an implementable LRSP that will ensure the County is prepared to apply for Highway Safety Improvement Program Cycle 11 funding. Also, will assist with applying for the funding.

Local Roadway Safety Plan, San Bruno, CA, City of San Bruno, 2021-Ongoing, $80K: Task Lead for the San Bruno LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-Ongoing, $86K: Task Lead for the Cupertino LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-Ongoing, $119K: Task Lead for VTA's Countywide Local Roads Safety Plan, which will analyze traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project will include collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan is to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding. The project is in the beginning stages.

Local Road Safety Plan Yorba Linda, CA, City of Yorba Linda, 2021-Ongoing, $63K: Task Lead assisting the City of Yorba Linda in preparing their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project will include a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Also, will be preparing two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City. The project is currently ongoing.

County Local Road Safety Plan, Solano County, CA County of Solano, 2021-Ongoing, $95K: Task Lead assisting the County of Solano with preparing a Local Roadway Safety Plan, focusing on the County's unincorporated rural roadways. Tasks will include document review, stakeholder outreach, systemic safety analysis, selection of rural road countermeasures, and safety projects with cost estimates. The LRSP will also address areas of the county where rural roads are experiencing high volumes of cut-through traffic from nearby congested freeways. The project is in the beginning stages and is expected to be completed in summer 2022.

Local Roadway Safety Plan, Williams, CA, City of Williams, 2021-Ongoing, $39K: Task Lead for the Williams Local Roadway Safety Plan, which will analyze traffic collisions on the City's roadways and recommend solutions. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP Cycle 11 call for projects.

Local Roadway Safety Plan, Chowchilla, CA, City of Chowchilla, 2021-Ongoing, $45K: Task Lead assisting the City of Chowchilla in developing the City's first LRSP. State Route 233 runs through its downtown which is considered a major thoroughfare serving local traffic. As part of the scope we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.

Local Road Safety Plan Pittsburg, CA, City of Pittsburg, 2021-Ongoing, $79K: Task Lead. The City of Pittsburg is located in East Contra Costa County in the San Francisco Bay Area and has a population of approximately 71,000. As a follow up to the City's Systemic Safety Analysis Report, assisting the City of Pittsburg in preparing its first LRSP. The project is being funded through the Caltrans Local Road Safety Plan grant program. Tasks include document review, systemic collision analysis, emphasis areas, countermeasure selection, and safety projects. Also, will prepare two Highway Safety Improvement Program grant applications based on the results of the Local Road Safety Plan and submit on behalf of the City.



Mr. Fritz has 18 years of professional experience in the redevelopment of local and regional centers along with the revitalization of economically distressed neighborhoods. His roles on projects consist of providing guidance in the creation and implementation of concise measurable objectives that can allow for the implementation of wide scale redevelopment with a focus on equity and resiliency. He focuses on creating a roadmap with an emphasis on fostering economic and cultural vitality whether on a regional, city, neighborhood, or downtown scale. For many projects, Mr. Fritz has provided in-depth land use/economic analysis, management of public outreach initiatives, GIS support, land sale coordination, project management, and led master planning efforts. Mr. Fritz is currently pursuing his Ph.D. in Urban and Regional Planning from the University of Texas at Arlington. His thesis is Correlation between Transportation Equity and Urban Development

Aldo Fritz, AICP

DIRECTOR OF BUSINESS DEVELOPMENT (TEXAS & FLORIDA)

Project Role: Equity Analysis Task Lead

AREAS OF EXPERTISE

- Planning & Design
- Public Policy
- Land Use Planning & Zoning
- Transit Oriented Development
- Downtown Development
- Neighborhood Revitalization
- Urban Development
- Community Outreach

YEARS OF EXPERIENCE

18

REGISTRATIONS & CERTIFICATIONS

American Institute of Certified Planners
026930

PROFESSIONAL HISTORY

TJKM	2019–Present
Downtown Arlington Business Improvement District	2017–2018
JCPenney	2016–2017
City of Dallas	2009–2016
Florida DOT	2008–2009
HDR Architecture	2006–2008
Broward County	2005–2006

EDUCATION

Masters in Real Estate, University of Texas at Arlington, TX
Masters in Urban & Regional Planning, Florida Atlantic University, FL
Bachelors of Arts, Communications, Florida Atlantic University, FL

Project Experience

Sylvan Avenue Bike Lane Redesign, Dallas, TX, Circuit Trail Conservancy/ City of Dallas, 2022 $50K: Project Manager responsible to evaluate the project's impacts to the pedestrian network, transit accessibility, bicycle safety and overall accessibility on Sylvan Avenue between Irving Boulevard and Singleton Boulevard. Deliverables for the project included a multimodal analysis, traffic impact analysis, and assistance with design of intersections along the corridor.

Abram Street Redevelopment, Arlington, TX, Downtown Arlington Business Improvement District, 2019, $26M: President and CEO for Downtown Arlington Business Improvement District. Project entailed extensive overall of a major corridor and spine running through Downtown Arlington and expanding across city boundaries. Construction included roadway and utilities improvements to Abram between Cooper and Collins streets and added on-street parking, enhanced landscaping, public art and pedestrian amenities that aimed to create a more vibrant, welcoming atmosphere for Downtown shoppers, diners, and visitors. Served as primary contact and liaison between the Downtown Arlington Stakeholders, business, property owners, City of Arlington, and Construction Project Managers.

Comprehensive Plan Update: Transportation Element, San Marcos, TX, City of San Marcos, 2020-2021, $300K: Served as Project Manager. Tasked to update the Transportation Element of the city's comprehensive plan. Focused on analysis of future demand on the transportation system based on preferred land use scenarios and recommended improvements. The results of the analysis will create a roadmap prioritizing and demonstrating how to achieve each task. The Plan will encompass multimodal circulation and connectivity while addressing different aspects like land use; parking inventory, and circulation, connectivity, streetscape design, and wayfinding. The project will also result in the development of critical area plans and recommendations/ policies to guide the future of the City of San Marcos.

Brays Oaks Livable Center Study, Brays Oaks, TX, Houston Area Galveston Council, 2021, $60K: Project Manager/Transportation Task Lead. Assisted with strategic tasks and provide transportation planning and engineering expertise, particularly aimed at developing context sensitive recommendations and projects that will result in successful implementation. Also analyzed the existing transportation

infrastructure, assess opportunities for complete streets throughout the district, promote multimodal access, and provide for realistic recommendations with a focus on Equity.

Economic Development Strategic Plan, Cedar Hill, TX, City of Cedar Hill, 2020, $80K: Project Manager for the Transportation Element of the City's Strategic Economic Development Plan. Responsible for a comprehensive assessment of multimodal circulation conditions, opportunities, constraints, and developing mobility opportunities to support community land use and economic development goals, including complete street feasibility assessment.

Downtown Arlington Master Plan, Arlington, TX, Downtown Arlington Business Improvement District, 2018, $200K: Served as Downtown Arlington Master Plan Advisory Committee member helping to establish a strategic framework and specific action items to guide the next generation of development of Downtown Arlington. The Plan builds on the substantial public and private investment in Downtown in the last several years.

Downtown Arlington Strategic Action Plan 2019-2024, Arlington, TX, Downtown Arlington Business Improvement District, 2018: Served as President and CEO for the Downtown Arlington Business District and the overall project manager for the implementation of the Downtown's Strategic Action Plan. The Plan outlined the planning process, vision, goals, objectives, action items and established performance metrics to track the organization's progress. The Plan was to serve as an immediate roadmap to the redevelopment of and establishing the Downtown as a destination. The Plan primarily focused around the enhancement of two major corridors while focusing integration of multimodal transportation, Economic Development Initiatives, Marketing Efforts, and overall Beautification.

Housing Texas Regional Housing Assessment, Dallas, TX, University of Texas at Arlington, 2018, $1M: Served as research assistant on a consortium team that was made up of more than 20 Dallas-Fort Worth cities and housing authorities. The consortium was formed to respond to the U.S. Department of Housing and Urban Development's (HUD) requirement to complete an Assessment of Fair Housing (AFH) pursuant to the new rule on "Affirmatively Furthering Fair Housing (the "AFFH Rule") The Assessment entailed conducting a variety of quantitative analyses examining the intersection of poverty, transportation, segregation and housing to create an informed and balanced picture of the fair housing landscape in Dallas and North Texas.

Housing Texas Regional Housing Assessment, Dallas, TX, University of Texas at Arlington, 2018, $1M: Served as research assistant on a consortium team that was made up of more than 20 Dallas-Fort Worth cities and housing authorities. The consortium was formed to respond to the U.S. Department of Housing and Urban Development's (HUD) requirement to complete an Assessment of Fair Housing pursuant to the new rule on "Affirmatively Furthering Fair Housing (the "AFFH Rule") The Assessment entailed conducting a variety of quantitative analyses examining the intersection of poverty, transportation, segregation and housing to create an informed and balanced picture of the fair housing landscape in Dallas and North Texas.

Fresno County Coordinated Public Transit-Human Services Transportation Plan, Fresno County, Fresno County Council of Governments, 2023, $15K: Project Manager. Role was to assist with bilingual public outreach efforts. The Fresno County Coordinated Public Transit-Human Services Plan (CPT-HSTP) examines current transit funding, equipment, and operational resources and how those resources can effectively address current and future public transportation needs and gaps, as well as to identify improvement strategies, or public-driven transportation projects and needs that may be implemented over time. TJKM led the bilingual public outreach campaign that encompassed a variety of different mediums of communications including virtual interaction. In addition, TJKM served as lead for all GIS analysis and mapping for the project.

Midland-Odessa Regional Coordinated Transportation Plan, Midland-Odessa Urban Transit District, TX, 2021, $15K: Project Manager. Role was to assist with bilingual public outreach efforts. The Midland Odessa Urban Transit District serves as the lead agency for the Regionally Coordinated Transportation Plan stakeholder group for Texas Department of Transportation Planning Region 9. It is responsible for the maintenance and update of the five-year Regionally Coordinated Transportation Plan. The intent of the Regionally Coordinated Transportation Plan is to serve as a public transit human services plan that will provide the most effective and efficient public transportation services.

South East Texas Regional Coordinated Transportation Plan, South East Texas Regional Planning Commission, TX, 2021, $19K: Served as Project Manager. The primary role was to assist with bilingual public outreach efforts along with Geographic Information Systems analysis and mapping. Upon completion of the plan, a Public Transit-Human Services Transportation Plan will be submitted to the South East Texas Regional Planning Commission to use as a roadmap for the next five years. The project required a bilingual public outreach campaign that encompasses a variety of different mediums of communications including virtual interaction.

Lower Rio Grande Valley Public Transportation Coordination Plan, Lower Rio Grande Valley, TX. 2021, $8K: Served as Project Manager. Assisted with bilingual public outreach efforts and provide Geographic Information Systems mapping & analysis. The purpose of the project was to develop a major update to the region's current Public Transportation Coordination Plan. This updated document is intended to provide strategic guidance to area transit providers and health and human services agencies. The Final Plan will direct future work plans and provide a framework for funding transit projects through various sources.



Mr. Happa has more than 17 years of transportation planning/engineering experience, and specializes in subarea and corridor planning, feasibility study, major investment grade study, traffic engineering study and traffic signal timing study. His technical skills include travel demand forecast modeling, travel demand surveys, Geographic Information System (GIS), transportation planning and analysis, micro-simulation analysis and highway capacity analysis.

Mr. Happa specializes in Traffic and Revenue Study, travel demand modeling using TransCAD and Cube. He also specializes in traffic operations analysis using VISSIM, and Synchro/SimTraffic.

Pranav Happa, PE

PROJECT MANAGER

Project Role: Data Collection Task Lead

AREAS OF EXPERTISE

- Traffic Capacity Analysis
- Transportation Planning
- Urban Street
- Traffic Safety Design
- Accident & Crash Analysis
- Corridor Operation Studies
- Rail Grade Crossing
- Traffic Impact Studies
- Traffic Signal Optimization
- Travel Demand Modeling

YEARS OF EXPERIENCE

17

REGISTRATIONS & CERTIFICATIONS

TX 119973 (Civil)
TxDOT Pre-Certified, ESN 23644

PROFESSIONAL HISTORY

TJKM	2019-Present
Atkins	2013-2019
C&M Associates	2012-2013
CDM Smith	2006-2012
TxDOT	2006-2007

EDUCATION

M.S., Civil Engineering, University of Texas at Arlington, Texas
B.E., Civil Engineering, Gujarat University, Gujarat, India

Project Experience

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera 2022-2023, $115K: Task Lead assisted in the preparation of the City of Pico Rivera's Local Roadway Safety Plan. Tasks included; system review, stakeholder/public outreach, collision analysis, emphasis areas, countermeasure selection, safety projects, and final Local Roadway Safety Plan. TJKM prepared two Highway Safety improvement Program Cycle 11 applications on behalf of the City that were awarded in March 2023.

Countywide Local Roads Safety Plan, Santa Clara County, CA, VTA, 2021-2023, $117K: Task Lead for VTA's Countywide Local Roads Safety Plan, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-2022, $86K: Task Lead for the Cupertino LRSP, which analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the HSIP call for projects.

Local Road Safety Plan, Yorba Linda, CA, City of Yorba Linda, 2021-2022, $63K: Task Lead assisted the City of Yorba Linda in preparing their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Alsoprepared two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City.

Local Roadway Safety Plan, Orinda, CA, City of Orinda, 2022-Ongoing, $44K: Task Lead assisting the City of Orinda in preparing its first Local Roadway Safety Plan. Tasks include document review, collision analysis, emphasis area identification, countermeasure selection, traffic calming toolkit, and safety project development. In addition to this, stakeholder outreach and the development of an interactive map input tool will be included. The project

includes grant ready materials for the Highway Safety Improvement Program Cycle 11 call for projects.

VTA 2020-2024 CMP Monitoring & Conformance Reports, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-Ongoing, $720K: Transportation Planner. Assisting with analyzing each intersection in VISTRO software to calculate the LOS. He is also supporting VTA in transitioning their preferred analysis software for the CMP monitoring efforts from TRAFFIX to VISTRO. Additional as needed tasks include assisting VTA with incorporating VMT into their CMP process, and updating their traffic impact analysis guidelines.

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Task Lead. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Task Lead. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

State Route 91 Transmodeler Microsimulation Model Toll Operations Upgrade, Orange County, CA, OCTA, 2020-2022, $200K: Project Planner assisted the Orange County Transportation Authority (OCTA) who has developed a Caliper TransModeler microsimulation model for the State Route 91 (91 Model) between State Route 57 and Interstate 15. As part of this project, the 91 Model was upgraded to account for existing and planned managed lane operations.

Toll Collection System & Toll Services for the Interstate 10 Corridor Dynamic Pricing Simulation Modeling, San Bernardino, CA, TransCore, 2019-Ongoing, $845K: Task Lead assisting with developing, calibrating, and supporting the Dynamic Pricing Simulation Model (DPSM) in advance of system delivery to simulate the traffic conditions on both the express lanes and general purpose lanes along the Interstate 10 corridor. The DPSM will serve the following major purposes:

- To test the Dynamic Pricing Algorithm (DPA) and configurable features and functionality
- Evaluate whether the logic of the DPA is coded properly, prior to installing it in the toll system
- Evaluate the effectiveness and versatility of the DPA in managing traffic on the Interstate 10 corridor
- Assess the balance between revenue generation and operational traffic volumes
- Provide insight regarding the ability of the DPA to generate revenue
- Identify the key parameters within the DPA that are most closely related to revenue generation potential
- Update the DPSM regularly to inform future pricing decisions

Based on the evaluation and assessment, the tolling algorithm will be developed to be implemented for the Express Lane Project.

Jacksonville Parkway Extension, Raleigh, NC, NCDOT, 2018-2019, $50K: Performed capacity analysis and traffic operational analysis of Jacksonville Parkway using SYNCHRO North Carolina Department of Transportation (NCDOT). Utilized the Capacity Analysis for Planning of Junction (Cap-X) tool for providing alternative design for mitigation measures at congested locations. Compared five alternative innovative intersection designs.

M25 Junction 25 Improvements, London, UK, Highway England, 2018-2019, $300K: Worked on microsimulation model for operational analysis of signalized roundabout for the proposed design for Highway England, evaluated construction phase impact on M25 J25 junction, performed traffic operational analysis, and utilized VISSIM.

A2 Bean Junction & Ebbsfleet Junction Improvement, Ebbsfleet, UK, Highway England, 2018-2019, $250K: Worked on microsimulation model for alternative analysis Highway England. Developed alternative models for microsimulation, analyzed operational performance, summarized the results, and provided recommendations. Utilized VISSIM.



Mr. Doty has over 17 years of experience in both the private and public sector with the majority of that time served as a planner or director for major cities in North Texas. Mr. Doty is an accomplished senior-level planner and project manager with broad stakeholder, community and government relation expertise, team leadership, strategic development and media outreach experience in the public and private sectors. ***In the last two years, he has worked on six LRSP projects and is currently working on two Vision Zero Action Plan Development***. Among the many initiatives and projects Mark has worked on include; monthly commission and board meetings, stakeholder and other community outreach, parking management, wayfinding signage, impact fee studies, downtown place making, economic development fund review and administration, historic designation, code writing and review.

Mark Doty

SENIOR TRANSPORTATION PLANNER

Project Role: Existing Plans & Service Review Task Lead

AREAS OF EXPERTISE

- Stakeholder Engagement
- Government & Community Relations
- Urban & Community Design, & Long Range Planning
- Parking Management Studies
- Wayfinding Signage
- Historic Preservation
- Economic Development
- Code Drafting, Review & Interpretation
- Historic Research & Writing

YEARS OF EXPERIENCE

17

PROFESSIONAL HISTORY

TJKM	2021-Present
City of McKinney, Texas	2019-2021
City of Dallas, Texas	2006-2019

EDUCATION

B.A., Architecture, Texas Tech University, Lubbock, TX

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, $84K: Task Lead. Assisting the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. Task Lead duties include: formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, $79K: Task Lead. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. Task Lead duties include: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; development of policies and programs; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Road Safety Plan, Isleton, CA, City of Isleton, 2021-2022, $75K: Task Lead. Assisted the City of Isleton in preparing their first Local Road Safety Plan. Isleton is a small community located in the heart of the Delta region on the Sacramento River and it experiences a high amount of recreational traffic on State Route 160, which serves as the main thoroughfare in Isleton. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of high-risk locations, emphasis areas development, countermeasure selection (including 4 E's strategies), and safety project development. It also included stakeholder/community outreach, as well as a project website with an interactive mapping tool. In addition, two Highway Safety improvement Program applications were submitted for Cycle 11 in September 2022. Both applications were approved in March 2023.

Local Road Safety Plan, Gridley, CA, City of Gridley, 2023-Ongoing, $35K: Deputy Project Manager assisting the City of Gridley in developing a Local Road Safety Plan. The Gridley Local Road Safety Plan will be a living document

including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Road Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-Ongoing, $151K: Deputy Project Manager assisting the City of Gridley in developing a Local Road Safety Plan. The Gridley Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Road Safety Plan, Pittsburg, CA, City of Pittsburg, 2021-2023, $80K: Task Lead that assisted the City of Pittsburg in developing a Local Road Safety Plan. The Pittsburg Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera 2022-2023, $115K: Task Lead assisted in the preparation of the City of Pico Rivera's Local Roadway Safety Plan. Tasks included; system review, stakeholder/public outreach, collision analysis, emphasis areas, countermeasure selection, safety projects, and final Local Roadway Safety Plan. TJKM prepared two Highway Safety improvement Program Cycle 11 applications on behalf of the City that were awarded in March 2023.

Local Road Safety Plan, Albany, CA, City of Albany, 2022-2023, $47K: Task Lead. Assisted the City of Albany in developing a Local Road Safety Plan. The Albany Local Road Safety Plan is a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Roadway Safety Plan, Orinda, CA, City of Orinda, 2022- Ongoing, $44K: Task Lead. Assisted the City of Orinda in preparing its first Local Roadway Safety Plan. Tasks included document review, collision analysis, emphasis area identification, countermeasure selection, traffic calming toolkit, and safety project development. In addition to this, stakeholder outreach and the development of an interactive map input tool was included.

Local Roadway Safety Plan, Patterson, CA, City of Patterson 2022-2023, $72K: Task Lead assisting the City of Patterson to develop a Local Roadway Safety Plan. The Local Roadway Safety Plan will be required for applying in the Cycle 11 call for projects and in future grant cycles. The overarching goal of a LRSP is to reduce fatalities and severely injured cases attributed to roadway collisions. The Local Roadway Safety Plan will include at a minimum: a literature review, safety (collision) analysis, emphasis areas (with 4 E's strategies), countermeasure toolbox, viable safety projects, and an implementation plan.

Nevada City Downtown & Seven Hills Parking Study, Nevada City, CA, City of Nevada City, 2022-2023, $64K: Project Manager responsible for assisting the City of Nevada City on conducting a parking availability and suitability analysis that analyzed existing and potential parking capacity in the Downtown and Seven Hills Business District area, and provided implementable strategies that balance parking utilizations for all users, including residents, business owners, business employees, and visitors. The study contained extensive data collection and analysis in downtown as well as stakeholder outreach meetings. The final report was presented and accepted by the City Council in June 2023.

Cupertino Memorial Park, Cupertino, CA, City of Cupertino, 2022-Ongoing, $30K: Project Manager responsible for assisting Gates + Associates and the City of Cupertino on conducting a parking study and strategic plan for Memorial Park in Cupertino. An inventory and analysis of the parking system will be conducted as well as an evaluation of the existing parking capacity now, and in the future. A review of current and future events and festivals will be included. The creation of a parking plan will take into consideration current and future technologies and provide cost estimates for construction, operating, and maintenance.

Old Town & Downtown Parking Study, Eureka, CA, City of Eureka, 2021-2022, $80K: Project Manager responsible for assisting the City of Eureka on conducting a parking availability and suitability analysis to analyze existing and potential parking capacity in the Old Town and Downtown area, and to provide implementable strategies that balance parking utilizations for all users, including residents, business owners, business employees, and visitors. This study contains extensive data collection and analysis in downtown as well as stakeholder outreach meetings. The final report has been submitted and accepted by the City.

Parking Action Plan, McKinney, TX, City of McKinney, 2021, $100K: Project Manager and Parking Action plan for downtown McKinney. Served as the project manager and reviewer for a Parking Action Plan for historic downtown McKinney. Working with a consultant, the plan included counts of available parking, extensive downtown stakeholder and greater community outreach, which included surveys and other media communications in order to develop recommendations for better parking use, including options for digital parking availability and timed parking options for surface lots and on-street parking. The plan was presented, endorsed, and accepted by City Council in April 2021 with implementation started in tandem with other city department initiatives, projects, and initiatives.



Ms. Vickroy is a Professional Civil and Traffic Engineer licensed in the State of California with 13 years of engineering experience, mostly working for public agencies. She has worked on a variety of projects, from the planning and design stages to construction and maintenance of facilities. As a faculty lecturer at San Jose State University in 2002, she developed the curricula for the Traffic Calming Design and Designing for Bicyclists and Pedestrians courses in the Graduate Program. Her background includes traffic impact studies, warrant studies, active transportation master plans, traffic calming policy and design, and Safe Routes to School. She is passionate about improving transportation safety and encouraging active transportation modes.

Anna Vickroy, PE, TE

SENIOR TRANSPORTATION ENGINEER

Project Role: School & Park Sites Task Lead

AREAS OF EXPERTISE

- Transportation Planning
- Transportation Safety & Traffic Calming
- Traffic Impact Studies
- Congestion Management Programs

YEARS OF EXPERIENCE

13

REGISTRATIONS & CERTIFICATIONS

CA TR 2081 (Traffic)
CA CE 63547 (Civil)

PROFESSIONAL HISTORY

TJKM	2022-Present
City of Livermore	2005-2009
City of San Leandro	2003-2005
San Jose State University	2002-2003
City of Livermore	1999-2003

EDUCATION

M.S., Civil Engineering emphasis in Transportation & Advanced Certificate in Urban Transportation Planning, San Jose State University, CA – 1998

B.S., Civil Engineering with emphasist in Transportation, California Polytechnic University, San Luis Obispo, CA - 1996

Project Experience

Safe Routes to School Annual Study, Livermore, CA, City of Livermore 2005-2009: Conducted site observations for all the schools to evaluate safety or efficiency issues, coordinate with school administration and design improvements.

Bicycle & Pedestrian Master Plan, Livermore, CA, City of Livermore, 2002: Managed the development of the City's Bicycle and Pedestrian Master Plan including feasibility of proposed facilities and design requirements. Staffed Bicycle & Pedestrian Advisory Committee and made presentation to City Council.

Neighborhood Traffic Calming Program, Livermore CA, City of Livermore, 2005: Developed the City's Traffic Calming Program including description and implementation criteria of potential measures with input from citizen advisory committee and presentation to City Council.

Congestion Management Monitoring Report, Santa Clara Valley Transportation Authority, 2021–2023, $720K: Task lead reviewing the data, compiling the analysis, and writing the annual Congestion Management Monitoring Report. Performed review the analysis to determine trends in levels of congestion and compliance with VTA and State Congestion Management Program policies.

Congestion Management Monitoring Report, Walnut Creek, CA, Contra Costa Transportation Authority, 2023, $125K: Task Lead on reviewing the data, compiling the analysis, and writing the annual Congestion Management Monitoring Report. Performed review of the analysis to determine trends in levels of congestion and compliance with Contra Costa Transportation Authority and State Congestion Management Program policies.

Traffic Collision Analysis, Livermore, CA, City of Livermore, 2005-2009, N/A: Special Projects Coordinator. Reviewed collision reports on an on-going basis and monitored trends to determine safety concerns, evaluated and designed safety improvements.

School Congestion Traffic Study, San Ramon, CA, TRAFFIX, 2023, $99K: As Project Manager, this study evaluated school related traffic congestion at 33 schools in the district for the purpose of providing effective school bus service. Metrics used were level of service analysis at 64 intersections, average system delay at each school using SimTraffic analysis to determine potential impact of bus service, and on-site school observations during morning arrival and afternoon departures. Also, developed bus routing catchment maps for potential implementation of bus routes. Final result is a prioritized list of schools with the greatest need for congestion

reduction and bus routes that would provide the most traffic delay reduction.

Livermore Isabel Transit Oriented Development Focused Traffic Impact Study, Livermore, CA, Harridge Development, 2022-2023, $35K: As Task Lead, conducted a focused traffic study of a 1,200 unit residential development near a future transit station that included analysis of site access, queuing, internal circulation, reviewed design to accommodate vehicles, buses, and active transportation modes.

Hickey Boulevard Redevelopment Traffic Impact Analysis Report, Daly City, CA, King Asset Management, 2022-2023, $53K: As Task Lead, conducted a Traffic Impact Analysis Report for a redevelopment project in Daly City. The Report included two potential development scenarios, level of service analysis with mitigations, queuing analysis, intersection improvements, and multimodal safety evaluation in the vicinity of the project.

Starbucks Queuing Study, Fairfield, CA, Greenberg Farrow Architecture, Inc, 2023, $13K: As Project Manager, conducted a queuing study of several drive-thru coffee establishments in the vicinity and compared data with other studies in the greater bay area, to determine adequate queuing.

Reviewed over 100 Development Projects in the Cities of Livermore (1999-2003 & 2005-2009) & San Leandro (2003-2005): Reviewed all the traffic studies submitted as part of development projects for adherence to City policy, environmental review and safe and effective transportation systems. This included level of service analysis, on-site circulation, determination of queuing issues, roadway design and design of pedestrian and bicycle access and facilities.

SILVIA E. VARGAS, FAICP, LEED AP

Principal Planner



Silvia is a professional planner with vast experience throughout the U.S. and abroad. After starting as a public sector planner in the Florida Keys, Silvia's subsequent private practice spans planning projects at every scale, in urban, suburban and rural contexts. She has directed numerous region-wide, county, and municipal comprehensive plans, many of which have received national or state awards for planning excellence from APA and other professional organizations. Silvia has also led community visioning processes, parks and open space plans, regulatory codes and design standards, university campus master plans, community revitalization processes, and placemaking initiatives. Silvia is a skilled Project Manager and an imaginative, dynamic facilitator, and storyteller who specializes in designing and executing creative public engagement processes. Her background and experience give her great competence and sensitivity toward the challenges of collaborating with diverse stakeholders in the planning process.

YEARS WITH THE FIRM

5

YEARS OF EXPERIENCE

30

EDUCATION

Master of Urban Planning, University of Kansas (1993)

Bachelor of Arts, Architectural Studies, University of Kansas (1991)

CERTIFICATIONS AND LICENSES

American Institute of Certified Planners (AICP) No. 087875

LEED Accredited Professional (Legacy)

PROFESSIONAL ASSOCIATIONS

American Planning Association (APA)

U.S. Green Building Council (USGBC)

HONORS

Fellow of the American Institute of Certified Planners (AICP), Class of 2020

Distinguished Alumna, University of Kansas School of Architecture and Design, Class of 2017

LEADERSHIP

APA Board of Directors, Director at Large 2022 - Present

AICP Commissioner, Region III (2016 - 2020)

RELEVANT EXPERIENCE

Future City: NoMi Beyond the Centennial

The Future City planning process celebrates the City of North Miami's first 100 years while seeking to prepare the City for its next centennial. The plan update focuses on community health and wellness, climate response and resilience, housing affordability, and technology infrastructure and access. The document is dynamic, user friendly and visually rich.
North Miami, FL

Future Land Use Element (FLUE) and Future Land Use Map (FLUM) Update

Led a public participation-driven process to correct severe inconsistencies identified in the Miami Shores Village's FLUE and FLUM, and to update the FLUE in preparation for a Comprehensive Plan Evaluation and Appraisal Review (EAR) process.
Miami Shores, FL

North Bay Village Planning Services
Serves as the Village's Planning and Zoning Official providing day-to-day planning and zoning service, as well as well as leading special assignments such as an annexation study or an EAR-based Comprehensive Plan process.
North Bay Village, FL

Town Center North Overlay Re-Visioning
Led the execution of a values-driven public engagement re-visioning project for the City
Sunny Isles Beach, FL

Indiantown Land Development Code
Developed and implemented the public outreach and information program for CGA-led Land Development Code preparation process - the Village's first
Indiantown, FL

Urban Form and Density Study
Conceptualized the public engagement activities for this CGA study, which examined Wilton Manors for the potential to accommodate additional density in select parts of the City with appropriate form recommendations to maintain compatibility and protect existing single-family residential neighborhoods
Wilton Manors, FL

Zoning Code Update
Developed the public outreach and engagement plan for this CGA project which involves updating the City's 50-year old Zoning Code
Pembroke Pines, FL

PlanIT, Pompano!
Designed and executed the public engagement strategy for the City of Pompano Beach's recent Comprehensive Plan Update
Pompano Beach, FL

Transit-Oriented Development District (TODD)
Led the preparation of an amendment to modernize the City of South Miami's TODD zoning district, including testing the proposed amendments through massing studies
South Miami, FL

Land Use Plan, Major Street Plan and Ordinances Update
Assisted the City of Mobile in updating the City's Future Land Use Plan and Major Street Plan
Mobile, AL

SILVIA E. VARGAS, FAICP, LEED AP, PAGE 2

Comprehensive Plan and LDC Analysis
Reviewed and made recommendation regarding the effect of existing policies and regulations on the City's economic vitality
Winter Park, FL

Universidad de la Sabana Campus
Master Plan
Chia, Colombia

Treasure Coast Research Park (TCERDA)
Master Plan
St. Lucie County, FL

University of South Florida Tampa Research Campus
Master Plan Update
Tampa, FL

University of South Florida Tampa 2005
Campus Master Plan Update
Tampa, FL

Florida Gulf Coast University Campus
Master Plan
Fort Myers, FL

University of Miami School of Medicine
Master Plan
Miami, FL

Plan Houston
Managed the preparation of goals, policies and strategies as part of the consulting team which developed the award-winning Plan Houston — the first general plan for the City of Houston
Houston, TX

PlanLafayette
Project Manager for an ambitious, award-winning planning initiative in Lafayette Parish which aligned land use, transportation and utility planning through a new Future Land Use Map in order to consume less land, reduce the cost of service provision, and encourage more livable development patterns
Lafayette Parish and Lafayette, LA

TAB 4: PROJECT APPROACH/TIMELINE



IN ASSOCIATION WITH

TJKM

GA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

TAB 4 - PROJECT APPROACH/TIMELINE

Project Approach

Holistically speaking, the intent of a SSAP is pretty clear, ***"to reduce and eliminate serious injury and fatal crashes"*** *(Source: US Department of Transportation*). A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then provide a methodical approach to addressing them. Ultimately a SSAP seeks to answer three questions: ***1) What are the potential risks and hazards?; 2) How can these risks be mitigated and prevented?; and 3) What should be done in the event of an incident?.***

TJKM's approach is not just "crunching numbers", but also involves community interaction and engagement to allow for the true area experts - the residents, to provide their unique perspective of what are the issues along the roadways. We listen to the community's aspirations and concerns. We empathetically strive to understand, acknowledge, and validate the related concerns. During the community engagement process, TJKM merges the technical information and community information to form the basis of our conclusions and recommendations.

Along with the Public Outreach and Comprehensive Analysis, the TJKM Team will be incorporating two distinct analysis methods, Equity and Land Use. The equity analysis will explore historic barriers to Transportation Accessibility and determining any correlation between transportation funding allocations and marginalized neighborhoods. The information will be based on the Environmental Protection Agency's (EPA) environmental justice mapping and screening tool that provides the EPA with a nationally consistent dataset and approach for combining environmental and demographic socioeconomic indicators. Lastly, the Land Use analysis will study its relationship with Land and the transportation network to determine if there is any cohesion between the two and if there are any barriers. The intent is the results of the Land Use Analysis can be used to help guide future Land Use efforts the Village may embark in the future.

During our analysis, TJKM will create a Dashboard tailored for the Village. This dashboard will integrate data from a variety of sources like Florida Highway Safety and Motor Vehicles (FLHSMV) Traffic Crash Reports, Florida Injury Surveillance Sand Transportation Injury Mapping System (TIMS), EPA's Environmental Justice Information, and other sources.

The dashboard will be delivered to the Village after the project is completed, for continued use. ***It will include capability to analyze collisions and help to monitor the performance of the implemented countermeasures, which will assist the Village to identify metrics to assess progress over time, and fulfills one of the criteria to apply for SS4A implementation grant.***

We understand the Village is looking to solidify the SSAP within 12 to 18 months from Notice-to-Proceed. Using this deadline as the guide, we have created a timeline that will allow the project to be completed so it will be ready to be used to submit an implementation grant through SS4A's next round of funding after the project is complete.

Our overall approach is broken down into seven tasks: 1) ***Project Management, 2) Literature Review, 3) Public Engagement, 4) Safety Analysis, 5) Equity and Land Use Analysis, 6) Project Selection, and 7) Safety Action Plan and Implementation Grant Assistance.***

Upon completion of the project, the Village will have a Final SSAP developed by TJKM Team, vetted by stakeholders and the project steering committee, and the Village policy board. The document will represent a shared understanding and consented direction for the Village to follow. In addition, the Village will have a safety toolkit that lists different countermeasures for future projects, an interactive Dashboard that integrates different types of data to help guide future projects, and a grant application for the SS4A implementation grant and other safety related grants.

Realistically, almost any and all projects may run into issues that may cause a project to either slow down or come to a complete halt. The one major concern for a SSAP is a slow down due to lack of community and/or political consensus. In order to avoid this issue from happening, TJKM on proactive basis provides complete transparency throughout the project including how the project selections were chosen, explanation of the methodology used, and overall consistent communication with all users and stakeholders. Although not a guarantee, it does help mitigate this type of miscommunication and build consensus.

Our proposed Scope of Work is based on numerous successful relevant projects completed by our team and integrating/incorporating the Village's goals and objectives listed on Page 17 through 19 of the Request for Qualifications for the project dated January 16th, 2024.

Scope of Work

TASK 1 PROJECT MANAGEMENT

Subtask 1.1 Project Kick-Off Meeting

The TJKM Team will schedule a Kick-Off Meeting in a week's time following receiving Notice to Proceed. We will prepare a meeting agenda, sign-in sheets, handouts, and a brief PowerPoint presentation to ensure meeting productivity. We anticipate the following discussions:

- Project goals and objectives
- Scope of Work and Schedule
- Confirm critical data needs and data sharing protocol
- Community/Stakeholder Outreach/Engagement Plan
- Internal meeting schedule, invoicing, and progress updates
- Other relevant information

Subtask 1.2 Monthly Reporting/Invoicing

TJKM will prepare monthly invoices and progress reports in accordance with the Village invoicing and reporting methodologies. TJKM will obtain any templates or protocols from Village staff, as available. Most importantly all reporting will follow the ***Federal Highway Administration (FHWA) SS4A reporting requirements.*** Each progress report will include, at a minimum: summary, FHWA SS4A Information, progress narrative, description of tasks completed, project schedule describing the percentage of each task/deliverable/ milestone, summary of costs incurred per task/milestone, schedule and schedule tracking narrative, list of deliverable items, and bi-monthly meetings.

Subtask 1.3 Regular Project Management Meetings

The TJKM Team will facilitate bi-weekly meetings with the team and relevant staff. TJKM also proposes to maintain all the meeting notes, agenda and action items through google docs, which will be living document throughout the life of project, which provides open and up-to-date communication platform. We will provide agendas in advance and meeting notes immediately following each meeting. We collaborate and document our discussions utilizing Google Docs so that all project participants has access to both historical and current information.

Deliverables*: Project Kick-off meeting with staff; Finalize detailed Budget and Schedule; Project scope revisions and seven month schedule with milestones; Project team meeting calendar with milestones and monthly progress updates; and Established SSAP Steering Committee/Stakeholder/Community group contact list*

TASK 2 LITERATURE REVIEW

Subtask 2.1 Assessment of Existing Policies, Programs, & Practices

The purpose of this task is to ensure the SSAP visions and goals are aligned with prior planning efforts and are consistent with local and regional policies and guidelines. The TJKM Team will review at a minimum the following documents, but not limited to: relevant SSAP (developed within the last five years), award-winning and notable "safety" or "Vision Zero" documents, County and Local Jurisdiction General Plan's, Specific Plans, Bicycle and Pedestrian Master Plans, Design Guidelines, Engineering Standard Plans, Capital Improvement Programs, Regional Transportation Plan, Federal Transportation Improvement Program, and Safe Routes to Schools Initiative. We will summarize contents and key transportation and safety elements of the aforementioned documents in a Technical Memorandum in addition to highlighting current "best-practices" related to collisions, data collection, and how to implement potential countermeasures.

Subtask 2.2 Vision & Goal Development

Based on assessment of existing programs, policies, and other relevant documents, input from the stakeholders and committees, and in consultation with Village staff, the TJKM Team will develop a Statement and Guiding Principle Goals and Objectives plan at the onset of the project.

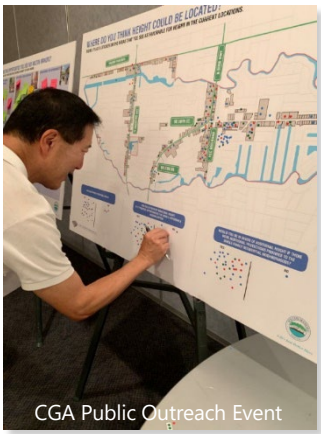
Deliverables*: Technical Memorandum with a Summary of literature review highlighting current "best-practices", summarizing suggested methodology, and past relevant projects and initiatives, vision and goal for the Safety Action Plan; Short-term, mid-term, and long-term action list of projects and programs from your existing documents*

TASK 3 ENGAGEMENT & OUTREACH

Our team specializes in creating educational materials for all engagement efforts so technical language is easy to understand. We have staff that speak Spanish and can provide outreach materials in different languages, as needed. Our team plans workshops, meetings, and pop-ups (in-person) where people frequently go so we can meet people where they already are, thus reducing the barriers to attend. We are also particularly skilled in creating online engagement that is inclusive of all people and provided through easy-to-use tools so everyone is comfortable in providing comments.

We enjoy working closely with the stakeholders and community to help build trust within the community so the planning efforts are something the residents can take ownership.

Ultimately, our team members develop responsive infrastructure recommendations with documented community support, creating projects, which are competitive for grant funding.


CGA Public Outreach Event

We do not consider public participation as simply another "phase" or "task" of any scope of work, but as the thread that ties together all aspects of the project. We use a community-tailored, iterative public engagement model that seeks to inject authenticity/transparency into the process to nurture trust, find common ground, and facilitate compromise on difficult issues. The three-fold goal of our approach is to value participants' time, be informative, and give everyone a voice. Equity and inclusiveness are vital components of this approach. Our public engagement strategy is developed at the inception of each project and identifies all project stakeholders and explores multiple ways to ensure equitable access to the process by everyone who should be engaged. To implement our goals, we follow several simple principles:

- Start with a detailed and tailored Communication and Engagement Strategy (CES). Address "who should be here?" but also be mindful of "who is not here?"
- Do not expect the community to come to you; instead seek to meet participants where they already are, or where they are comfortable meeting you.
- Consider accommodations that will make it easier to participate (food, transportation, childcare, language translation, etc.).
- Produce outreach materials that echo, visually and narratively, the community's demographic composition.
- Enlist trusted community voices to advice our team on the best ways to reach intended audiences, and to augment our outreach to the community.
- Listen and do not shy away from difficult conversations that revolve around core community issues.
- Simplify presentations and methods for providing feedback, getting away from content-heavy communications and jargon whenever possible.

We draw on each public participation event to inform each next step in the process. We advocate the use of innovative engagement approaches, including the application of new technologies, when appropriate to expand the reach of public participation, and the use of visuals to communicate difficult concepts and make dry, technical information and documents more user-friendly.

Subtask 3.1 Outreach Plan

In general, our engagement process is structured to take participants through five main stages of involvement:

1. Raising awareness of the process (kickoff phase)
2. Providing information and educating participants about key issues (data and analyses phase)
3. Open opportunities to decide the future (vision and goals choices phase)
4. Facilitating consensus on actions and priorities (plan development phase)
5. Nurture plan advocacy (adoption and implementation phase)

These stages are common, but each project and each community are different. Therefore, we know that reaching and engaging all of Palmetto Bay's residents, employers, business owners, workers, landowners, developers, institutions, and civic groups will require customization and adaptability.

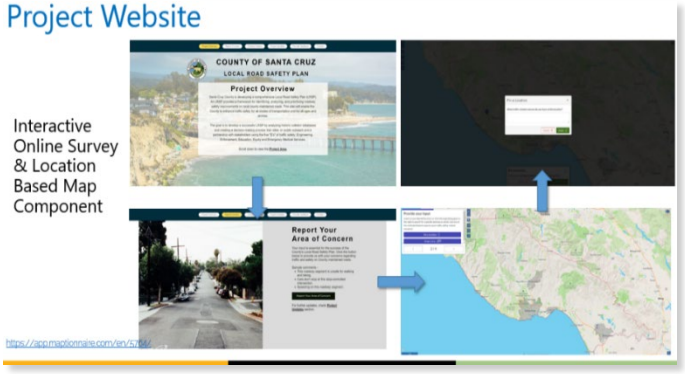
To develop a tailored Communications and Engagement Strategy for this project, we will do our homework, gathering demographic and socio-economic data and listening to and working with staff, community leaders and representatives. While developing cohesive messaging, we will adapt the communications, outreach, and engagement toolkit to address each community stakeholder's needs using different strategies.

Under this task, the TJKM Team in consultation with the Village staff and based on the outline develop during the Project Kick-off Meeting will develop an outreach plan, which will include scheduled steering committee, stakeholder and public outreach meetings, data gathering methods and incorporating information collected from the community. The outreach plan will also include a plan to engage residents from various communities like historically marginalized, Black, Indigenous, and Other People of Color (BPIOC), economically disadvantaged, or even underrepresented. The plan will layout a detailed approach to seek and gain authentic and meaningful

input from community and various communication methods to engage them and empower them.

Subtask 3.2 Project Website

Under this task, to solicit feedback and communicate data and information to the public, we will develop a SSAP Webpage on either Village website or as a stand-alone website. We propose to use an ***interactive GIS mapping web base tool*** that will provide an overview of the SSAP and its principles, purpose, goals, and objectives with complete instructions for using the tool. The webpage will include but not be limited to project overview, events, project updates (presentations, upcoming meetings, reports, etc.), comment boxes, contact information, and a public draft review section, in addition to the interactive GIS mapping and interactive input.



The TJKM Team will work with the Village staff to promote the project website on the Village official website and social media. The TJKM Team will incorporate results of public outreach and engagement into SSAP plan.

Subtask 3.3 Action Plan Steering Committee (APSC)

This task includes identifying and recruiting an APSC made up of representatives whom should be involved in the development of the SSAP process. We have scoped for ***three meetings*** during the Plan development. At the Kick-Off Meeting, TJKM will work with Village staff to obtain a roster of potential Steering Committee and begin the recruitment process of the Steering Committee Group. Members in the committee could include Village staff, Police and Sheriff Department, Fire Protection District, School District, FDOT, community members, businesses, and others. The Outreach Plan will include the schedule for these meetings, the materials, and presentation contents to be shared and strategically identify the timeline for when these meetings should be held to get valuable feedback from the committee, which will be then incorporated, into the SSAP plans and final documents.

Subtask 3.4 Community Engagement

A well-designed and robust public outreach approach is key to effectively identifying the outcomes that are most desired by the community. Our Team strives to create visually exciting and easy to understand public outreach and meeting materials and deliverables. More than 86% of adults in the US are connected to the Internet, and their attention span has shrunk by about 50% in the last decade. To ensure our project deliverables remain flexible and relevant to the public we offer our clients innovative, alternative final formats, including fully web-friendly plans (such as this report for the City of Sunny Isles Beach's Town Center North), implementation- focused toolkits, and glossy, magazine-style documents.

In Person & Virtual Public Outreach

We have long recognized that many people cannot or will not attend in-person meetings. From experience, we know residents tend to respond well to dynamic activity formats, such as walkshops, pop-up outreach events, games, and instant (live results) polling, etc. On the other hand, certain groups (e.g., development community) can make a lot of progress through focused activities such as committee representation, roundtables or topical learning sessions, small group discussions, and similar activities.

For this reason, we have been using a flexible approach to the public outreach process – one that combines both online and in-person participation and the ability to mix or shift techniques as conditions may require, as was done in Sunny Isles Beach. We use an iterative engagement model to inject transparency into the process by allowing participants to see how their input is used and how it influences decision-making as the process moves forward.

Our starting point is the CES, a vehicle that allows us to tailor and detail every project's events, agendas, activities, goals, content, format, techniques, and tools of every outreach and engagement opportunity. We work closely with the client's media/public information/public relations group, if available, to instill logistical and financial practicability into our recommendations and to ensure cultural and political acceptability.

Our public engagement kit includes an array of high-touch, low-tech, and high-tech tools. They range from "portable meeting kits" that can downloaded from a website to conduct meetings within the safe space of their own socially-distanced "bubbles" (family, friends, or coworkers) to social media-based mini-surveys and/or text-based teaser campaigns (like the one we prepared to create awareness about our Land Development Code update in Pembroke Pines); from walkshops and

"kitchen-table"-scale meetings to interactive games and crossword puzzles; and from pop-up outreach events to using instant-voting digital tools (as we did in our Town Center North Re-Envisioning process in Sunny Isles Beach).

Interviews with Key City Personnel & Officials.
Early understanding of issues and opportunities is essential for setting in motion a successful comprehensive plan update. In addition to the workshop meeting, well-structured, productive interviews with elected officials and Board members are suggested to gain the necessary understanding of the unique perspectives and knowledge Village staff as well as appointed and elected officials possess of issues, concerns, and opportunities that have a bearing on the process of the Project. We will coordinate with Village Staff to discuss this process and establish a list key staff, the Mayor, Vice-Mayor and Village Council Members, Planning Board members, other appropriate board members, and key community stakeholders.

These interviews, as part of the discovery process, will focus on distilling common priorities among the various stakeholders. Appropriate Village Staff are encouraged to participate in the interview process along with our team members to gain insight and understanding of the information being shared and discussed with the Mayor, Council members, board members, or key stakeholders.

Inclusiveness & Accessibility
Our inclusive public outreach and engagement approach commits us to providing information and deliverables that are accessible to all. The CES, developed at the inception of the project, explores ways to ensure equitable access to the engagement process by disadvantaged populations and those traditionally marginalized in the planning process. This approach includes taking into consideration factors such as the degree of inclusiveness of locations and timing for meetings and the need, as may be determined, to provide childcare, transportation, refreshments and/or interpreters.



Our team follows ADA compliance guidelines. In fact, in recent years our in-house digital experts have become recognized leaders in accessibility compliance. Not only do these experts assist our planning, engineering and design professionals in ensuring that documents, presentations and other deliverables



meet the standards for accessible design; they are also increasingly called on to help agencies and jurisdictions bring their websites into compliance and convert key documents into a compliant format, using current professionally accepted methods, thereby expanding access for new audiences and reducing legal exposure. We make sure that meetings and other engagement activities are accessible to persons with disabilities.

Deliverables: *Outreach Plan; Project Website; Stakeholder Contact List/Participant confirmation; Form Action Plan Steering Committee; Facilitate and Attend six APSC meetings; Detailed timeline and meeting schedule for APSC; Engagement with inter- and intra-governmental agencies; three Virtual and three in-person Community Meetings; PDF copies of presentation materials; Draft and Final Technical Memorandum summarizing the high collision potential location, treatment, and B/C ratios; Concurrence from the TAC and Policy Board (attend total of four meetings); Agenda, Comment and Feedback Matrix, and Meeting Notes; and Workgroup and Public outreach calendar/schedule, Maps, visuals and collateral, and meeting notes/summaries for all meetings*

TASK 4 IDENTIFY LOCATIONS WITH HIGH POTENTIAL FOR COLLISIONS

Subtask 4.1 Collection & Analysis of Collision Data

Consolidate Collision Data

TJKM will obtain the latest three-five years of crash data from various sources including FLHSMV Traffic Crash Reports, Florida Injury Surveillance Sand TIMS and locally maintained databases. We have extensive experience working in various databases and the interrelations among attributes. In addition, we will reference supplemental information from cities or county records, such as complaint database, local enforcement reports if available. We will also obtain statewide statistics and collision data for comparison. The informal sources include complaint databases, concerns received from residents and businesses at different meetings as well as field observations from traffic patrol unit, paramedic and street maintenance teams.

TJKM will augment these formal and informal sources with its own extensive field observations that will confirm, clarify and extend the level of data gathering and analysis efforts. Our extensive experience managing similar records gathering and analysis has showed that not all collision reports have all necessary information and in many cases, some collisions do not make it to the records. Therefore, detailed review and analysis of the available records and field observations are extremely important before initiating crash analysis.

Data for Identifying Crash Types & Location Characteristics

Minimum Data

- System type
- Crash type
- Facility type
- Crash location type
- Location characteristics

Additional Data for Identifying Risk Factors

- Traffic Volumes for segments and intersections
- Roadway features
- Intersection features

Identify Crash Types & Risk Factors

- Focus on Crash Types
- Focus on Facilities
- Identify and Evaluate Risk Factors

Utilizing collision data, we will identify locations and/or corridors that have a high potential for collisions; analysis should consider active transportation modes in addition to automobile safety concerns. Newly identified locations will be backed up with historical collision data when reported. The TJKM Team will conduct interview with local jurisdictions to obtain compiled traffic/travel safety information identifying locations with safety issues on their maintained roadways developed by local jurisdiction engineers.

TJKM values multi-modalism and strives to improve accessibility and safety for all modes of transportation, and for all ages and socio-economic groups. As we begin our analysis, we will closely examine all available crash data, details of field observations and input from various stakeholders who may have knowledge of crash events and safety issues such as Police Departments and Paramedics. Key features of our analysis will include the following:

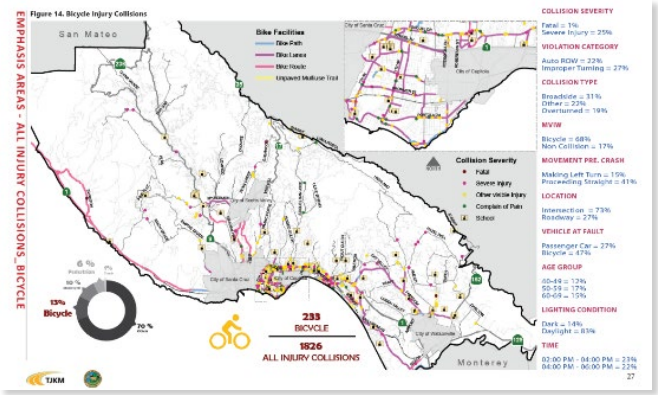
- Extensive review of all crashes for the last five years. The review will include all aspects including crash types, collision factors, age, mode, weather, and field equipment conditions, other apparent and non-apparent factors, etc.
- Review geometric conditions, field equipment, existing traffic control devices, striping and roadway marking, visibility, lighting, etc. that could aid or limit a user's accessibility and safety while traversing a roadway.
- Develop analytical tools that clearly communicate the data analysis and conclusions.

Based on the review of the data collected and analysis, the TJKM Team will identify problem locations within the Village and identify locations with high potential for collisions. The locations will be summarized considering jurisdictional boundaries.

Safety Analysis

TJKM will conduct a collision analysis for all collisions, with an emphasis on Killed and Severely Injury (KSI) collisions. An analysis of systemic and specific safety needs will be performed as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). The analysis will include all roadways within the Village. This will be a data-driven process including the following steps:

- **Collision Trend:** Analyzing and summarizing collision distribution including severity, travel mode, trend over time, lighting conditions, weather conditions, time of day, demographics of the victims and parties at-fault, collision type, and violation category.
- **Collision Profile:** Combining collision factors to identify prominent collision types.
- **Near Miss Analysis:** A "near miss" is an incident or event where a potential accident or harm was narrowly avoided.



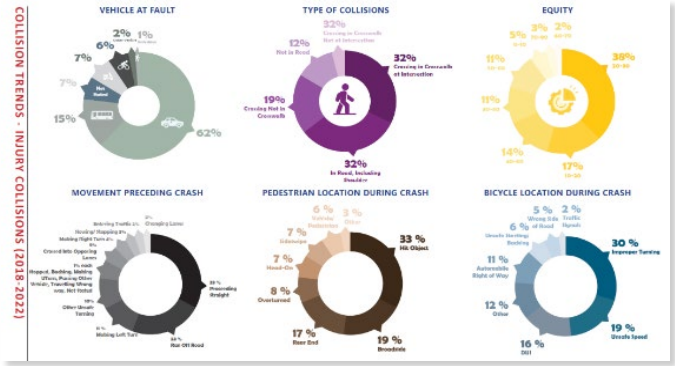
We will produce GIS-based mappings, charts, and other visualizations to help inform the decision making process. We will summarize the collision analysis and maps in a Technical Memorandum.

TJKM will identify the top three to 10 collision types responsible for the fatalities and/or severe injuries occurring on each member agencies roadway network. TJKM will also briefly discuss top crash types occurring on the overall network and similarities.

Identify High Injury Network (HIN)

This is a critical step to identify locations throughout the Village and sphere of influence that are collision-prone, so that future collisions can be prevented. Primarily, TJKM will identify HIN by ranking collision rates over roadway network. These are corridors responsible for KSI on roadways. In addition, the TJKM Team proposes to employ the Sliding Window Algorithm (SWA) to pinpoint collision-prone locations that can be oftentimes neglected from a simple HIN ranking process. The SWA partitions the roadway system into comparable segments and is used to ensure the corridor ranking is based on normalized collision rate calculation. Our collision rate calculations will be in compliant with FHWA guidelines and the Highway Safety Manual.

TJKM will identify the top three to 10 high-risk corridors and the top five to 20 intersections responsible for KSI occurring on the roadway network. TJKM will also discuss high-risk corridors/intersections on the overall network. The final number will be determined based upon the initial collision data review and input from the Village staff.



Dashboard

TJKM has developed for past clients and projects a web-based tool to conduct collision analysis using GIS maps, implementable actions, and performance measure for cities and counties across several geographic boundaries. ***We propose to develop a similar tool to conduct the collision analysis for this project***. This Dashboard will not only allow agencies to keep track of all the collisions but will also help them to identify HIN for different queries and needs analysis. The process for identifying HIM corridors, intersections, emphasis areas, and preliminary counter measures for specific issues will be automated. It will provide a functionality that will assist the Village Staff to generate the data in graphical format for easy of presentations at Councils and public meetings. It will also embed the equity impact analysis based on the equity definition as stated by the Village.



The dashboard can remain active for ongoing analysis and administration by the Village staff. Another added service is integrating the dashboard with the GIS dashboard we propose to develop as part of the project based on the GIS layers we will collect from the Village. We will field verify the information related to transportation infrastructure received from the Village in the field and incorporate in the GIS Dashboard. The GIS Dashboard we will develop with help us to identify the gaps and deficiencies within the pedestrian, bicycle and transit network at the same time circulation around the schools, parks, recreational areas and senior facilities. Based on the gaps and deficiencies identified we will develop improvements and strategies for safe and efficient transportation network for all modes of transportation.

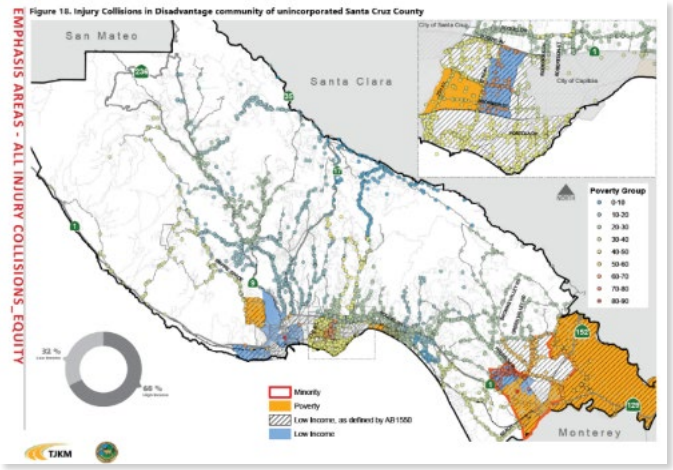


Deliverables: *Document the analytical tools developed and used in the analysis and list of location with high potential for collisions summarized by jurisdictional boundaries; Summary of collision data collected through local law enforcement and problem locations through member government engineers; List of locations with high potential for collisions; Summary of Analysis of Collision Data, identification of HIN GIS Map, and Emphasis Areas for each jurisdiction; Spreadsheet, charts, graphics, and mapping that will communicate clearly and meaningfully with diverse audiences – professional staff, elected officials, and residents; and Dashboard (collision and transportation network)*

TASK 5 EQUITY & LANDUSE ANALYSIS

Subtask 5.1 Equity Analysis

TJKM will conduct a Disproportionate Environmental Justice analysis that focuses on transportation equity. The goal of this analysis will be to determine limitations to accessibility to transportation for specific racial, socioeconomic, and geographic groups within the region. Information from the EPA's Environmental Justice Screening and Mapping Tool will help determine specific target areas with limitations to socio-economic mobility. This tool uses thirteen environmental indicators, seven socio-economic indicators, thirteen environmental justice indexes, and thirteen supplemental indexes. The TJKM Team will integrate these indicators into the analytical platform that integrates this information along with additional traffic safety and environmental factors, both built and natural.



Subtask 5.2 Land Use Analysis

The TJKM Team recommends integrating land use with transportation safety considerations to evaluate physical elements (built and natural) that can serve to create barriers to transportation improvements or limit the potential impact transportation projects may bring to an area. Elements of the physical environment that are incorporated into this analysis can include but not limited to: presence and dimensions of multimodal facilities (sidewalks, bike facilities, transit lanes, etc.), development patterns, growth projections, land use map, zoning ordinances, parking ordinance, right of way design, etc.

The intent of the Land Use analysis is that it will help guide development in the future creating synergy between transportation network and land use rather than conflicting against each other.

Deliverables: *Technical Memorandum summarizing Disproportionate Environmental Burden analysis summary and Land Use Analysis*

TASK 6 SUGGEST INTERVENTIONS FOR LOCATIONS WITH HIGH POTENTIAL FOR COLLISIONS

Building on FHWA's *Proven Safety Countermeasures* TJKM will build an ***automated countermeasure selection toolkit*** for selecting feasible countermeasures based on numerous data attributes, e.g., roadway characteristics: number of lanes, pavement conditions, and traffic control types; and collision information: collision types, collision locations, and primary collision factors.

The toolkit will successfully assisted the project team to narrow down feasible countermeasures proposed for numerous jurisdictions. We will use the FHWA Crash Modification Factor Clearinghouse and other published research to evaluate crash reduction factors and the effectiveness of each countermeasure. We place emphasis on HSIP eligible countermeasures applications and other countermeasures associated with various grants.

As we explore solutions for enhancing safety and operations within the Palmetto Bay area, the TJKM Team will utilize our team's combined experience of over 130 years with developing traffic calming strategies, Complete Streets solutions, roadway safety improvements, and bicycle and pedestrian facilities enhancements. We will also consider the safety improvements identified by local jurisdictions, county and sphere of influence at high risk locations, improvements that have been implemented and their effectiveness in enhancing safety and operations. Key highlights of our evaluation and recommendations are shown below:

Focus on 4 E's: We recognize that not all traffic safety concerns can be addressed by "engineering" solutions. Most engineering solutions require studies, extended time and funding, and are not feasible in many situations. Hence, we have exceled at developing a wide variety of solutions based on other E's such as education, enforcement, encouragement, empowerment, and emergency response. Village of Palmetto Bay SSAP will focus primarily on 4 E's. We will develop effective solutions in all four areas with input and active participation from service providers in each of the four areas. We will bring proven strategies that have been already tried and proven; such as Street Smarts and Vision Zero programs in many cities across the Nation.

Although our data-driven analysis and evaluations will encompass all modes and all types of crashes, special attention will be given to the safety concerns identified by Village staff.

State and National Guidelines and Research: TJKM strives to strike a balance between innovations and proven practices. This approach keeps us constantly engaged with various regional, state and national transportation and safety related institutes and research organizations. Our safety enhancing solutions for Village of Palmetto Bay will be consistent with the following:

- Emerging trends being considered or recently implemented in other jurisdictions, and lesson learned from similar projects throughout the nation.
- State and National safety and design manuals such as MUTCD, Highway Design Manual, Local Roadway Safety Manual, NACTO (Urban Street Design Guide and Urban Bikeway Design Guide), FHWA Green Book, etc.
- Latest data, research findings and publications from entities such as FDOT, Institute of Transportation Engineers, American Planning Association, NHTSA, Health Services, AAA, and others relevant to accessibility, multi-modalism, health, safety, and sustainability matters.

As we develop effective and feasible safety solutions for each location, we will utilize well-established *Implementation Approaches* identified in the Local Roadway Safety Manual. This will be a combination of Systemic Approach, Spot Location Approach, and Comprehensive Approach.

Depending upon the crash history and analysis, our recommendations for a specific location may include the following: Traffic signal equipment upgrades (e.g. signal hardware, countdown signal heads, etc.), Signal timing revisions, Addition or relocation of traffic control devices, New signage and striping revisions, Channelization and turn restrictions, Advance warning devices (e.g. flashing beacons, radar speed feedback signs, etc.), Geometric improvements, Crosswalks treatments, Road diet strategies, Addition of bike lanes, bike boxes, Transit related improvements (e.g. bus stop relocation, transit signal preemption, etc.), and Emergency vehicle preemption.

Our effort will result in compilation of a prioritized list of safety improvements for each location and estimated costs for each solution. This list will provide relevant and useful information such as project justification, beneficiary mode, implementation time frame, and potential implementation partners. We will identify near-term and mid-term improvements, and prioritize based on the documented need and level of safety benefit achieved.

We will expand on each recommendation after receiving input and guidance from the Village staff. All recommended improvements will be summarized in a Technical Report and displayed on maps for easy reference. The TJKM Team will conduct benefit cost (B/C) ratio calculation for each countermeasures based on the B/C Calculation Tool. B/C ratios for each identified location will be calculated and summarized for the Village.

Deliverables: *Draft and Final Technical Memorandum summarizing benefit-cost ratios based on suggested countermeasures at locations*

TASK 7 DEVELOP PRIORITIZED LIST OF SAFETY PROJECTS

Based on the work completed under earlier tasks and feedback received from the APSC and Village Policy Board (PB), the TJKM Team will develop a prioritized list of safety projects. TJKM proposes to develop a prioritized list of safety projects based on agreed upon criteria for enhancing safety and operations. Creating a list of criteria for each focus type will provide a means to consistently assign countermeasures to focus on type of collisions, facility, and locations. Some of the criteria to be included but not limited to are funding, programmed projects, time to develop project plans, expected crash reduction, environmental and right of way constraints. TJKM will develop list of criteria to be considered for prioritization of projects and present to APSC and the PB. Upon receiving feedback, list of criteria will be revised and projects will be evaluated based on the final list of criteria. Prioritized list of projects will identify projects that are eligible for various upcoming grant funding opportunities. ***Conceptual plans using Google Maps will be developed for the prioritized list of projects.***

Deliverables: *Draft and Final Technical Memorandum summarizing prioritized list of safety projects for each jurisdiction; clearly identifying which projects are eligible for HSIP and SS4A funding*

TASK 8 DEVELOP A SAFETY ACTION PLAN

Based on the work completed, TJKM will prepare a SSAP Report that aligns with State and Federal Highway Standards and meets the Village requirements. The SSAP will identify automobile safety and active transportation safety locations.

TJKM will produce a data-driven final document, which includes an identification of safety issues in the Village planning area as well as an inclusion of historical trends, contributing factors, crash patterns, and an exploration of near-miss data and unrealized risk.

This analysis of conditions and needs will be provided within the context of Village of Palmetto Bay.

TJKM will develop document that will have a highly visual and clean appearance that is concise and engaging. A list of proposed safety projects and strategies will be included.

The Draft and Final SSAP at a minimum will include the following sections:

- Executive Summary
- Data Utilized for Safety Analysis
- Data Analysis Techniques and Results
- Highest Occurring Crash Types
- High-Risk Locations
- Countermeasures
- Prioritized List of Safety Enhancement Projects
- Evaluation Process
- Other Relevant Information

Upon receipt of comments/suggestions from the Village staff, Final Report will be developed to incorporate the comments/suggestions and submitted for approval. The Final Report will place the Village of Palmetto Bay on a competitive edge for future regional and state funding opportunities.

Upon final project completion, TJKM will provide a high-resolution document in PDF format. TJKM will also provide the Village with all data and study products. All meeting summaries and technical analyses will be included as an appendix of the study.

Deliverables: *Village of Palmetto Bay Safety Action Plan*

TASK 9 ATTEND APSC MEETINGS & POLICY BOARD MEETINGS

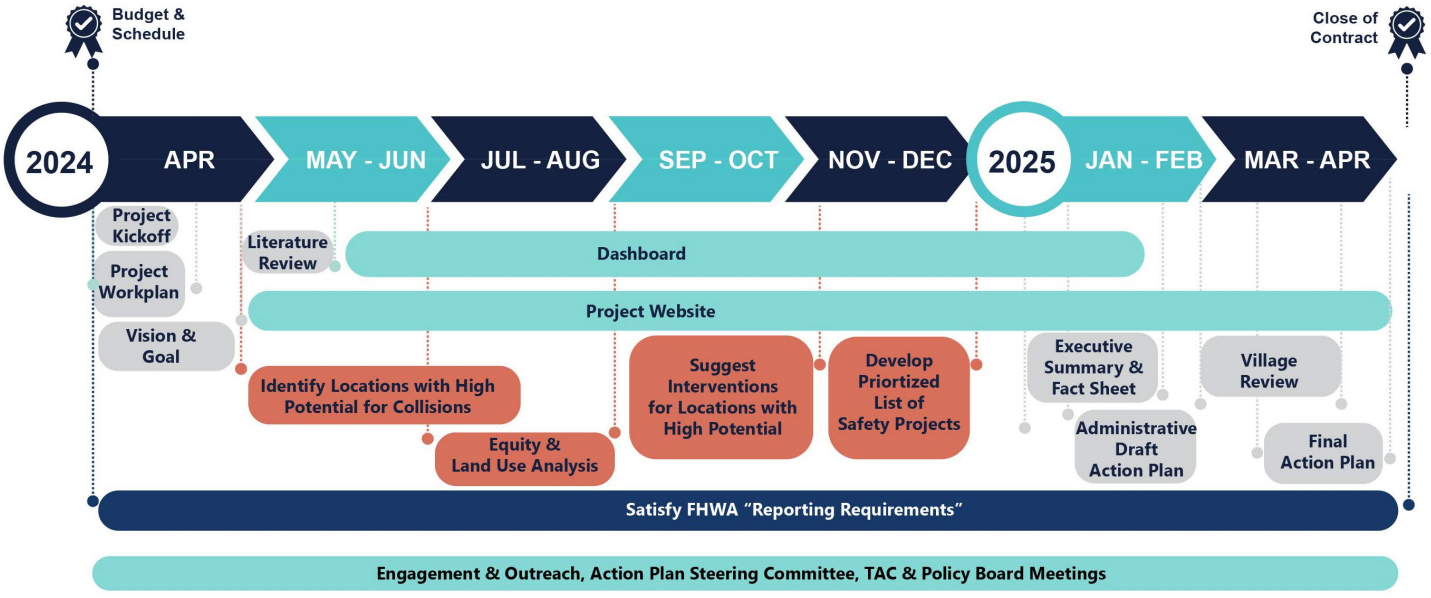
The TJKM Team under this task will attend two meetings with the APSC, and two with the Village Policy Board throughout the duration the Project. The TJKM Team has accounted attendance at meetings with Village staff to review data, at key milestones and receiving concurrence in our level of effort for the project.

Deliverables: *Attendance at least two meetings with the APSC and two with the Village Policy Board; and PDF copies of presentation materials*

Proposed Schedule

Our proposed team is an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to the satisfaction of Village of Palmetto Bay. Our proposed team has a proven track record of successful similar projects and is dedicated to providing high-quality products. With our available resources and experience, TJKM is equipped to provide the level of responsiveness required by the Village, all while providing professional and quality services. We will develop an individualized approach for each task that, combined with an active project management and team-oriented approach, will ensure the delivery of timely, high-quality services.

The personnel listed in our organization chart are available to work on the project for the entire duration of the project. Our proposed staff has the availability to accept and complete this key project on schedule and within budget. TJKM is committed to complete this project in accordance with the schedule shown below.



TAB 5: SIMILAR WORK



IN ASSOCIATION WITH

TJKM

CGA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

TAB 5 - SIMILAR WORK

DEMONSTRATED EXPERIENCE & KNOWLEDGE

Since 2017, we have successfully delivered safety projects for numerous cities and counties. Our work on coordinating with agencies to prepare realistic deliverables is our specialty. TJKM explores the topic of equity and seeks to identify how a particular definition may best represent the needs of the community while at the same time aligning with definitions and expectations of grant funding sources. In the last three years, we have had a growing demand from local agencies requesting us to help prepare numerous transportation grant applications. Through coordination with the agencies, we prepared grant applications that included nearly 30 HSIP applications for agencies across the US. In 2020, we were able to secure over $25 million funds for our clients. With the latest HSIP cycle (March 2023), we were able to secure almost $50 million in funds.

Our team has successfully completed over 50 LRSP's and currently have several progress for multiple agencies preparing their LRSP's. In addition, we are currently working on developing the Vision Zero Action Plans for the ***Village of Wellington, FL; Cities of Concord, Cupertino, Dinuba, Livermore, and South Lake Tahoe, CA; and Waco MPO, TX***. Very similar to the Safety Action Plans, we have years of experience preparing LRSP's and SSAR is to improve the overall safety performance of a transportation network. TJKM has extensive experience in developing safety programs for projects for small, medium, and large cities/counties. We are confident that the Plan developed by us, will allow the Village to achieve its goal to enhance safety. ***We have successfully delivered more than 50 LRSP's and SSAR's, which have assisted our clients to receive grant funding for more than $75M in the last two years.***

Nearly 85 percent of our clients are repeat clients. Prompt service, attention to detail, strict adherence to schedule requirements, and commitment to our clients' goals are among the reasons for this steady client base.

Our objective on every assignment is to provide the most cost-effective product that meets the specific needs and criteria of each client within the planned schedule and budget. ***Our team strongly believes in delivering projects that are implementable, our philosophy is to get the projects from "paper to pavement".***

Also, we historically have assisted and will continue to help our clients with any reports needed on projects to help stay within compliance.

APPROACH TO COMPLETE STUDIES/REPORTS

We bring valuable experience in our approach to analyzing existing documents and plans. We inventory existing conditions, develop base maps, analyze impacts, develops recommendations and alternatives, and conduct outreach. We use the comments and any determined needed improvements to prepare plans and/or studies that encompass all the needed data to make it easy for our clients to review the data. In addition, for the Village we can create a safety toolkit that lists different countermeasures for future projects and an interactive Dashboard that integrates different types of data to help guide future projects.

Ultimately, the TJKM Team develops recommendations while prioritizing a list of feasible alternatives as a goal.

The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allows you to implement resources that prioritizes safety projects with the higher benefits.

The projects listed below will show you that we have a track record of preparing projects according to the original schedule and budget we have set up with the agency. We encourage the Village to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us.

We encourage the Village to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us.

LOCAL ROADWAY SAFETY PLAN, GRIDLEY | TJKM

TJKM developed the City's first LRSP aimed at enhancing safety on local roads for all modes of transportation. Tasks on the project included: document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, recommended emphasis areas using the 5 E's strategy, stakeholder outreach, and safety projects. The final report was adopted by the City Council and approved in December 2023.

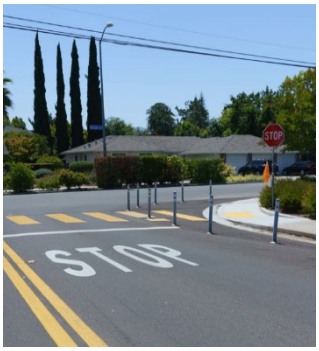
Reference: Dave Harden
City of Gridley
685 Kentucky Street, Gridley, CA 95948
(530) 906-1806 | dharden@ben-en.com
Dates: 2023 (completed on time)
TJKM Fee: $35K (completed within budget)

VISION ZERO & ACTION PLAN, CUPERTINO | TJKM

TJKM is assisting City of Cupertino to develop a VZAP to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZAP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes:

- Development of a Vision Zero policy, formation of Stakeholder Advisory Group
- Public outreach; collision data collection and analysis
- Identification of Vision Zero countermeasures
- Development of policies and programs
- Development of a Capital Improvement List for the Action Plan and Action Plan Strategy
- Development of educational and enforcement programs
- Proposed text for a General Plan update
- Draft and Final Vision Zero Action Plan





Reference: David Stillman
City of Cupertino
10300 Torre Avenue, Cupertino, CA 95014
(408) 777-3249 | DavidS@cupertino.org
Dates: 2022-Ongoing (on schedule)
TJKM Fee: $79K (currently on budget)

VISION ZERO PLAN, LIVERMORE | TJKM

TJKM is assisting the City of Livermore to develop VZP to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes:

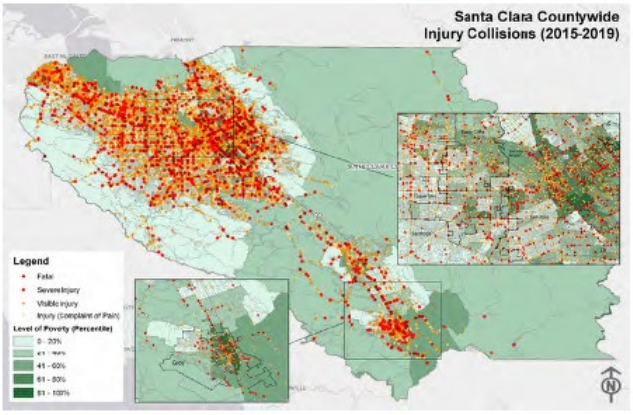
- Assessment of existing policies, programs, and practices
- Formation of a Stakeholder Advisory Group
- Communicating data and information to the public on social media and on the city's website
- Providing project recommendations after collecting information from community engagement and stakeholder work groups
- Creating a Draft VZP to be presented to the Council for Adoption
- Collection of collision data and analysis, implementable actions and performance measures
- Developing educational material for transportation system users of all ages
- Coordinating with the city to identify most at-risk population and working with local police and EMS departments



Reference: Joanna Liu
City of Livermore
1052 S Livermore Avenue, Livermore, CA 94550
(925) 960-4556 | xliu@cityoflivermore.net
Dates: 2023 (completed on time)
TJKM Fee: $84K (completed within budget))

VTA COUNTYWIDE LOCAL ROAD SAFETY PLAN, SANTA CLARA COUNTY | TJKM

TJKM assisted VTA in preparing a multi-jurisdictional CLRSP for nine of its 16-member agency jurisdictions (Cities of Campbell, Gilroy, Los Altos, Milpitas, Monte Sereno, Morgan Hill, Palo Alto, Santa Clara, and Town of Los Altos Hills). The Plan was a collaborative effort through the Systems Operations and Management Working Group, comprised of local agency transportation engineers and planners, and input from the local communities. The purpose was to provide high-level solutions to address traffic safety on a countywide basis and prepare Santa Clara County's local agencies to apply for HSIP Cycle 11 funding.



The CLRSP followed Caltrans' SHSP data-driven approach by addressing the 5 E's of traffic safety: Engineering, Engagement, Enforcement, Education, and EMS. The CLRSP is used as a guidance document for short and medium-term planning, designing, funding, and implementing safety projects. The CLRSP also developed a process for tracking the progress of the plan itself, as well as monitoring the effectiveness of the installed projects. The Safety Plans provided nine jurisdictions with a systematic process for reducing and eventually eliminating fatal and serious injury collisions on the local roadway network. The process included a framework for engaging communities and stakeholders, analyzing collisions by causes and severity, equity evaluation for disadvantaged communities utilizing the CalEnviroscreen 4.0 poverty percentile, recommending countermeasures and safety projects, and prioritizing the implementation of safety measures with schedules. TJKM worked with seven cities that have already prepared LRSPs and incorporated their findings into the countywide plan to ensure it reflects the needs of all cities within the County.

Reference: Eugene Maeda
Santa Clara Valley Transportation Authority
3331 N. First Street, San Jose, CA 95134
(408) 952-4298 | Eugene.maeda@vta.org
Dates: 2021-2023 (completed on time)
TJKM Fee: $119K (completed within budget)

COLLISION ANALYSIS DASHBOARD, CONCORD | TJKM

TJKM had developed a Collision Analysis and Asset Management Dashboard based on at least 10 years of collision data for numerous agencies. A sample above illustrates Dashboard that was prepared for the City of Concord, CA. The Dashboard comprised an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allowed Concord to implement resources that prioritized safety projects with the higher benefits.



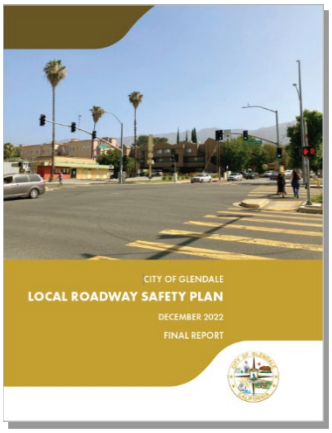
The GIS-based mapping tool had been designed to connect several attribute charts. The Collision Analysis Dashboard had assisted Concord with working towards achieving their Vision Zero goal. In addition, it had embedded functionality that monitored and analyzed the network's performance of implemented safety measures, which helped Concord formulate and manage safety policies and procedures. The integration of the collision analysis Dashboard with their ArcGIS asset management platform had helped the City to enhance safety within the City by not only monitoring the implemented projects but also by prioritizing and identifying the potential future projects and pursuing appropriate Grant Funding opportunities. ***Recently, Concord was awarded to $400K under SS4A funding to enhance the Dashboard and Update their Vision Zero Policy Document to VZAP due to the prior work completed on this project.***

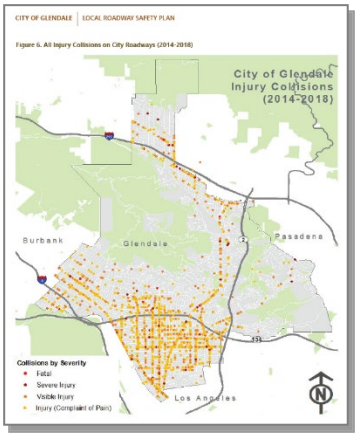
Reference: Abhishek Parikh
City of Concord
1950 Parkside Drive, Concord, CA 94519
(925) 671-3031 | abhishek.parikh@cityofconcord.org
Dates: 2023 (completed on time)
TJKM Fee: $70K (completed within budget)

LOCAL ROADWAY SAFETY PLAN, GLENDALE | TJKM

TJKM assisted the City of Glendale in developing an LRSP. This living document included Systemic Safety Approach involving following steps:

- Prioritize countermeasures/projects
- Safety Action Plan
- Prepare the LRSP
- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies





Involvement of safety partners was critical for the City and played a major role in the success of the LRSP. For the City of Glendale, this included numerous City departments, as well as other governmental agencies, community organizations, and Glendale residents. Groups that participated in the LRSP stakeholder meetings included City staff, the Glendale Police Department, Glendale Fire Department, Glendale Water and Power, Glendale Transit, LA Metro, Metrolink, Glendale Memorial Hospital, Kaiser Permanente, Adventist Health, Glendale Community College, Glendale Unified School District, Drive Safe Glendale, and various business and community/neighborhood organizations. Four virtual stakeholder meetings were held as part of this project: two were held with City of Glendale staff and two were held with outside organizations and City staff. The final report was submitted to the City in July 2022.

Reference: Pastor E. Casanova
City of Glendale
633 E. Broadway, Room 205, Glendale, CA 91206
(818) 548-3945 | pcasanova@Glendaleca.gov
Dates: 2020-2022 (completed on time)
TJKM Fee: $80K (completed within budget)

As part of the project, TJKM prepared and submitted four HSIP applications for Cycle 11 on behalf of the City in September 2022. Based on the submitted applications the TJKM Team helped the City to secure $6.5M in HSIP Grant funding.

LOCAL ROAD SAFETY PLAN, YUBA COUNTY | TJKM

TJKM assisted the County in developing a LRSP to identify, analyze, and address traffic safety issues on suburban and rural County roads. The LRSP was developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety: Education, Enforcement, Engineering, and EMS, along with a countermeasure toolbox, safety projects, and an implementation strategy. TJKM provided the County with an implementable LRSP that ensured the County could apply for two HSIP Cycle 11 applications in September 2022. ***The County was notified of funding of the HSIP applications in March 2023***.



Reference: Samuel L. Bunton
County of Yuba
915 8th Street, Marysville, CA 95901
(530) 565-6693 | sbunton@co.yuba.ca.us
Dates: 2021-2023 (completed on time)
TJKM Fee: $80K (completed within budget)

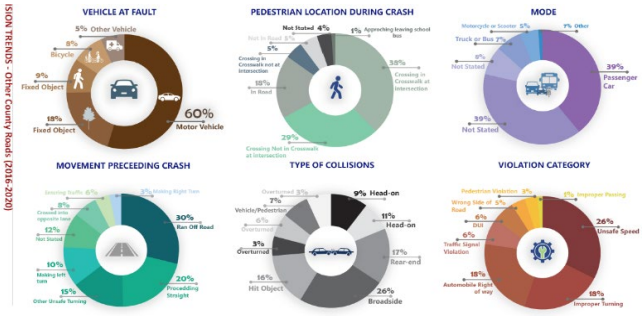
PEDESTRIAN & BICYCLIST SAFETY & CONNECTIVITY STUDY, DINUBA | TJKM



Reference: Ismael Hernandez
City of Madera (Formerly with City of Dinuba)
1030 S. Gateway Drive, Madera, CA 93637
(559) 661-5466 | ihernandez@madera.gov
Dates: 2018-2019 (completed on time)
TJKM Fee: $157K (completed within budget)

The City selected TJKM to provide planning and engineering services to complete the Study. The project objective of the project was to conduct a comprehensive analysis of safety concerns, travel patterns, and infrastructure to improve walking and bicycling for its residents. TJKM conducted an assessment of existing conditions by obtaining and reviewing relevant existing data, studies, and reports related to active transportation policies and guidance; reviewed existing transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined data available from SWITRS and the Police Department. Extensive public participation was conducted through the hosting of Stakeholder Advisory Group meetings, community meetings, City Council meetings, development of an interactive project website to engage the community to submit ideas, concerns, priorities, and desired facility and streetscape elements. A walking/bicycling tour was conducted as part of public outreach process. TJKM developed a Needs and Demand Analysis, which assessed needs for enhancement, mobility, and safety for all modes of transportation. The assessment addressed: 1) the physical attributes of existing facilities; 2) the potential for vehicle trip reductions and air quality benefits; 3) potential for increased walking and bicycle usage; and 4) the needs of all users of the corridor. The assessment also identified opportunities for improvement for all modes of transportation, identify gaps and deficiencies within the existing system, and suggested locations where improvements should be prioritized. The project also involved the development of a neighborhood traffic calming program and a complete streets policy. ***Based on the work, the City applied for funding under the Caltrans HSIP and received $1.6M funds to implement the recommendations. In additionTJKM assisted the City of apply for ATP grant and was successful to receive $18M.***

COUNTYWIDE LOCAL ROAD SAFETY PLAN, SANTA CLARA COUNTY (UNINCORPORATED ROADWAYS & EXPRESSWAYS) | TJKM

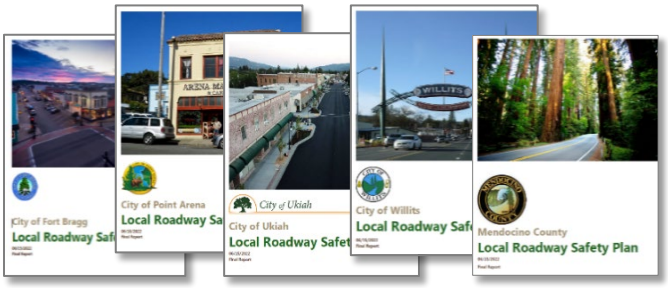


Reference: Clarence Salim, PE
County of Santa Clara, Roads & Airports
1505 Schallenberger Road, San Jose, CA 95131
(408) 494-1338 | Clarence.Salim@rda.sccgov.org
Dates: 2021-Ongoing
TJKM Fee: $90K (currently on budget)

TJKM assisted County to develop a comprehensive LRSP for the County's unincorporated roadways in urban, suburban, and rural/mountainous settings. Based on HSIP guidelines, a LRSP is required to apply in the Cycle 11 call-for-projects and in future cycles. The goal was to reduce fatal and severe injury traffic collisions. The LRSP scope included literature review, safety (collision) analysis, countermeasure toolbox, viable safety projects, and an implementation plan. The LRSP implemented a holistic approach incorporating the 5E's of traffic safety that will enhance safety for all modes of transportation. This Plan also identified viable safety projects with reasonable cost estimates and phasing. The CLRSP is used as a guidance document for short and medium-term planning, designing, funding, and implementing safety projects. It developed a monitoring mechanism to evaluate effectiveness of the plan itself. The Plan was a collaborative effort through the Task Force Working Group, which included representatives from 16 cities within the county, which included local agency transportation engineers and planners, and input from the local communities. The purpose was to provide high-level solutions to address traffic safety on a countywide basis, prepare Santa Clara County (unincorporated area) to apply for HSIP Cycle 11 funding.

LOCAL ROADWAY SAFETY PLANS, MENDOCINO COUNTY | TJKM

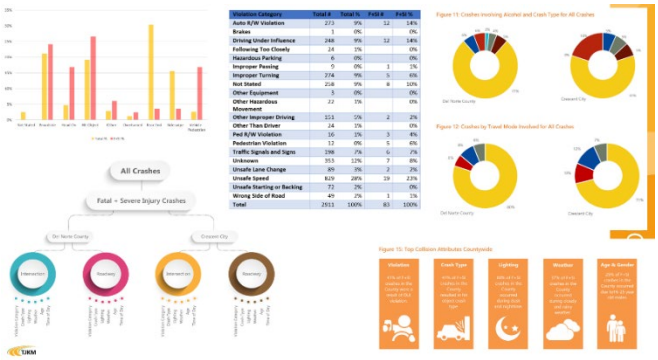
TJKM prepared an LRSP for five agencies (Cities of Ukiah, Willits, Fort Bragg and Point Arena and Mendocino County) for Mendocino Council of Government as one single contract, which including the unincorporated area within the County and the above listed cities. Each LRSP included system review, collision analysis, identification of high-risk locations, recommendation of emphasis areas using a five traffic safety E's strategy, countermeasure selection, and safety projects. The scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach. A robust outreach plan was developed for each agency, in total 12 stakeholder meetings (two per agency) were conducted to review project goals and findings and track the plan throughout the process. Separate public outreach were held for each agency and was also supplemented with a project website and map input platform at the onset of the project to keep the community informed of the regular updates and give them an opportunity to raise their concerns, comments and issues at every step throughout the process. ***TJKM prepared eight HSIP applications as a part of this project. Based on the submitted applications the TJKM Team helped the County secure $4.6M in HSIP Grant funding.***



Reference: Loretta Ellard
Mendocino Council of Governments
525 South Main Street, Ukiah, CA 95482
(707) 234-3434 | lellard@dbcteam.net
Dates: 2021-2022 (completed on time)
TJKM Fee: $309K (completed within budget)

LOCAL ROADWAY SAFETY PLANS, KERN COUNTY | TJKM

TJKM assisted Kern COG in developing comprehensive services to conduct a LRSP to identify, prioritize, and recommend future safety projects. TJKM utilized the most recent five-year collision history available to identify emphasis areas, analyze current configurations and traffic safety devices, recommend strategies, and prioritize potential projects. ***Under this contract, TJKM prepared the LRSP's for nine Cities in Kern County as one single contract, Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco.***



Reference: Robert "Rob" Ball
Kern Council of Governments
1401 19th St., Bakersfield, CA 93301
(661) 635-2902 | rball@kerncog.org
Dates: 2021-2022 (completed on time)
TJKM Fee: $562K (completed within budget)

The overarching goal for the Kern COG LRSP was to proactively improve safety on collision-prone roadways and intersections with high Benefit-Cost Ratio, HSIP-eligible countermeasures, and non-engineering E's strategies to lower or eliminate the probability of collisions in the future. The LRSP developed by the TJKM Team included literature review, safety (collision) analysis, identification of high-risk locations, community/stakeholder outreach, emphasis areas with 4 E's strategies, equity analysis, countermeasures and toolbox, viable safety projects, and an implementation plan. The scope also included the preparation of two HSIP applications for each city. The LRSP identified countermeasures to enhance safety for all modes of transportation through a holistic approach through the E's strategies that will enhance safety for all modes of transportation. It will also identify viable safety projects with reasonable cost estimate and phasing with a monitoring mechanism to evaluate effectiveness of the plan itself. ***Based on the submitted applications the TJKM Team helped these Cities to secure $3.2M in HSIP Grant funding.***

TRAFFIX – SCHOOL TRAFFIC CONGESTION ANALYSIS, SAN RAMON | TJKM

The Measure J Traffic Congestion Relief Agency (dba TRAFFIX) operates a 22-bus student transportation service at three high schools, two middle schools, and six elementary schools within the boundaries of the San Ramon Valley Unified School District. This important study provides a framework for TRAFFIX to make cost-effective decisions that address two primary conditions. One is to provide information on current traffic congestion levels and circulation in the vicinity of the 33 schools. The second is to provide information to evaluate and prioritize potential schools that would benefit from student bus service.



Reference: Kellie Fahey
City of San Ramon
7000 Bollinger Canyon Road
San Ramon, CA 94568
(925) 553-6253 | kfahey@sanramon.ca.gov
Dates: 2023 (completed on time)
TJKM Fee: $99K (completed within budget)

To evaluate current levels of traffic congestion, the LOS was calculated at 68 key intersections and this data was compared with previous years LOS. Additionally, on-site observations were made at all 33 schools during the morning drop-off and afternoon pick-up periods. These observations provided qualitative analysis of ingress and egress flow, loading zone operations as well as parking lot circulation. These observations provided valuable context to the LOS results as well as recommendations for improvements to traffic circulation.

SimTraffic model was developed with 33 school zones to determine total vehicle delay in the vicinity of the school currently. These results were compared with a scenario that removed some vehicles from the network with the implementation of two school bus routes. To determine potential effectiveness of bus service for each school, the total delay with bus routes was compared to the existing scenario. Lastly, to prioritize schools to receive bus service, each of these metrics were given a scoring method to rank the schools based on prioritizing those with greater congestion, and greater potential impact on improving traffic delays.

COMPREHENSIVE MODAL PLAN, MOUNTAIN VIEW | TJKM

The purpose of the Comprehensive Modal Plan was to consolidate and integrate City's existing and current transportation plans, studies and services into a single, cohesive, coordinated and comprehensive plan. The objective of the Comprehensive Modal Plan was to identify the City's primary transportation network serving all modes with a focus on priority corridors and first-mile/last-mile connections and establish a priority list of improvements with associated costs and anticipated funding sources.



Reference: Lorenzo Lopez
City of Mountain View
500 Castro Street, Mountain View, CA 94041
(650) 903-6311 |
lorenzo.lopez@mountainview.gov
Dates: 2019-2020 (completed on time)
TJKM Fee: $295K (completed within budget)

Preparation of this plan involved all the major stakeholders including VTA, Caltrans, the County of Santa Clara, and Caltrain. The Comprehensive Modal Plan provides a path forward for developing and implementing transportation networks, facilities, and services that are connected, coordinated, and comprehensive, and that are safe, accessible, and attractive to all transportation modes and people of all incomes, ages, and abilities within the.

TJKM task included project management, collection of existing and future condition data, developing GIS data base, identifying gaps, and recommendations.

STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN, MIAMI | CGA

CGA was selected to be one of the General Planning Consultants for the Strategic Miami Area Rapid Transit (SMART) Plan for Miami-Dade County.

Of the six rapid transit corridors identified by the County, CGA is responsible for the South Dade Transitway Corridor Study; which extends approximately 20 miles from the Dadeland South Metrorail Station south to Florida City.

CGA is providing professional traffic engineering, transportation planning and transit planning and design services to supplement the Miami Dade TPO's efforts in conducting the transportation planning process for the SMART Plan.

CGA has assisted in developing a Land Use Scenario Plan, conducted transit planning and transportation related technical activities; Charrettes; 3D Modeling; and, public outreach. One of the primary goals of these services is to develop transit supportive land use scenarios with the ultimate goal of addressing the overall mobility of Miami-Dade County.

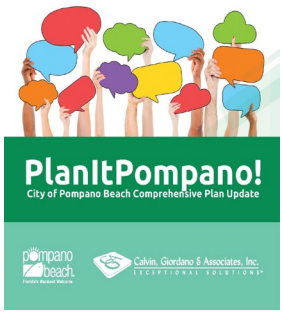


Reference: Jeannine Gaslonde
Miami-Dade Transportation Planning Organization
150 West Flagler Street, Suite 1900, Miami, Florida 33130
(305) 375-1739 |
Jeannine.Gaslonde@miamidade.gov
Dates: Ongoing

PLANIT, POMPANO!, POMPANO BEACH | CGA

CGA is assisting the rapidly growing City of Pompano Beach in updating its comprehensive plan. The update is focused on addressing the City's climate vulnerability through resiliency planning, leveraging redevelopment opportunities in a near built-out community, improving multimodal mobility, and expanding housing choice.

CGA worked with the City on project branding and public education. We conducted extensive public outreach through the City's mass email list and social media platforms, distributing flyers and palm cards and displaying project posters at key public locations. CGA also designed and maintained the project website as a repository of information and to capture input. Public engagement activities included stakeholder meetings, focus groups and several rounds of hands-on workshops and open houses.





Reference: Jennifer Gomez, AICP, LEED AP ND
City of Pompano Beach
100 West Atlantic Boulevard, Pompano Beach, FL 33060
(954) 786-4640 | Jennifer.Gomez@copbfl.com
Dates: 2019- Ongoing
TJKM Fee: $110K (currently on budget)

TAB 6: REFERENCES



TJKM

IN ASSOCIATION WITH

CA GA

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

TAB 6 – REFERENCES

Nearly 85 percent of our clients are repeat clients. Prompt service, attention to details, strict adherence to schedule requirements, and commitment to our clients' goals are among the reasons for this steady client base. Our objective on every assignment is to provide the most cost-effective product that meets the specific needs and criteria of each client within the planned schedule and budget. We encourage the Village to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us.

VISION ZERO PLAN, LIVERMORE

TJKM is assisting City of Livermore to develop VZP to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes:

- Assessment of existing policies, programs, and practices
- Formation of a Stakeholder Advisory Group
- Communicating data and information to the public on social media and on the city's website
- Providing project recommendations after collecting information from community engagement and stakeholder work groups
- Creating a Draft VZP to be presented to the Council for Adoption
- Collection of collision data and analysis, implementable actions and performance measures
- Developing educational material for transportation system users of all ages



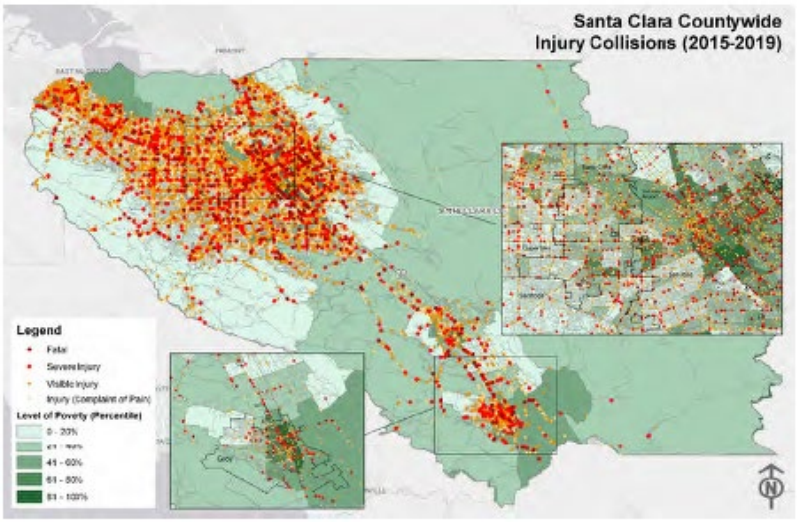
Reference: Joanna Liu
City of Livermore
1052 S Livermore Avenue, Livermore, CA 94550
(925) 960-4556 | xliu@cityoflivermore.net
Dates: 2023 (completed on time)
TJKM Fee: $84K (completed within budget)

Coordinating with the city to identify most at-risk population and working with local police and EMS departments.

https://www.livermorevisionzero.org/

VTA COUNTYWIDE LOCAL ROAD SAFETY PLAN, SANTA CLARA COUNTY

TJKM assisted Santa Clara Valley Transportation Authority in preparing a multi-jurisdictional Countywide Local Roads Safety Plan (CLRSP) for nine of its 16-member agency jurisdictions (Cities of Campbell, Gilroy, Los Altos, Milpitas, Monte Sereno, Morgan Hill, Palo Alto, Santa Clara, and Town of Los Altos Hills). The Plan was a collaborative effort through the Systems Operations and Management Working Group, comprised of local agency transportation engineers and planners, and input from the local communities. The purpose was to provide high-level solutions to address traffic safety on a countywide basis and prepare Santa Clara County's local agencies to apply for HSIP Cycle 11 funding.



Reference: Eugene Maeda
Santa Clara Valley Transportation Authority
3331 N. First Street, San Jose, CA 95134
(408) 952-4298 | Eugene.maeda@vta.org
Dates: 2021-2023 (completed on time)
TJKM Fee: $119K (completed within budget)

The CLRSP followed Caltrans' Strategic Highway Safety Plan data-driven approach by addressing the 5 E's of traffic safety: Engineering, Engagement, Enforcement, Education, and Emergency Services. The CLRSP is used as a guidance document for short and medium-term planning, designing, funding, and implementing safety projects. The CLRSP also developed a process for tracking the progress of the plan itself, as well as monitoring the effectiveness of the installed projects.

The Safety Plans provided nine jurisdictions with a systematic process for reducing and eventually eliminating fatal and serious injury collisions on the local roadway network. The process included a framework for engaging communities and stakeholders, analyzing collisions by causes and severity, equity evaluation for disadvantaged communities utilizing the CalEnviroscreen 4.0 poverty percentile, recommending countermeasures and safety projects, and prioritizing the implementation of safety measures with schedules. TJKM worked with seven cities that have already prepared LRSPs and incorporated their findings into the countywide plan to ensure it reflects the needs of all cities within the County.

Based on the submitted applications by the TJKM Team in September 2022, the County secured $3.2M in HSIP Grant funding.

https://tjkmweb.wixsite.com/vtalrsp

https://d250c782-7e5b-4e38-b841-e8286bb13bc5.filesusr.com/ugd/a24bce_064ca2d5319a4334a7344f512239f0d6.pdf

COLLISION ANALYSIS DASHBOARD, CONCORD



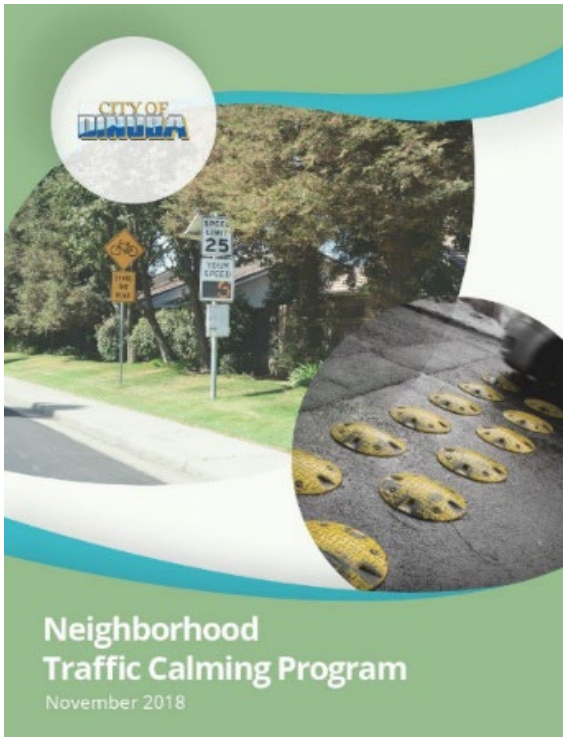
TJKM had developed a Collision Analysis and Asset Management Dashboard based on at least 10 years of collision data for numerous agencies. A sample above illustrates Dashboard that was prepared for the City of Concord, CA. The Dashboard comprised an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allowed Concord to implement resources that prioritized safety projects with the higher benefits.

Reference: Abhishek Parikh
City of Concord
1950 Parkside Drive, Concord, CA 94519
(925) 671-3031 | abhishek.parikh@cityofconcord.org
Dates: 2023 (completed on time)
TJKM Fee: $70K (completed within budget)

The GIS-based mapping tool had been designed to connect several attribute charts. The Collision Analysis Dashboard had assisted Concord with working towards achieving their Vision Zero goal. In addition, it had embedded functionality that monitored and analyzed the network's performance of implemented safety measures, which helped Concord formulate and manage safety policies and procedures. The integration of the collision analysis Dashboard with their ArcGIS asset management platform had helped the City to enhance safety within the City by not only monitoring the implemented projects but also by prioritizing and identifying the potential future projects and pursuing appropriate Grant Funding opportunities. ***Recently, Concord was awarded to $400K under SS4A funding to enhance the Dashboard and Update their Vision Zero Policy Document to VZAP due to the prior work on this project.***

PEDESTRIAN & BICYCLIST SAFETY & CONNECTIVITY STUDY, DINUBA

The City of Dinuba selected TJKM to provide planning and engineering services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. The project objective of the project was to conduct a comprehensive analysis of safety concerns, travel patterns, and infrastructure to improve walking and bicycling for its residents. TJKM conducted an assessment of existing conditions by obtaining and reviewing relevant existing data, studies, and reports related to active transportation policies and guidance; reviewed existing transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined data available from Statewide Integrated Traffic Record System (SWITRS) and the Dinuba Police Department.



Extensive public participation was conducted through the hosting of Stakeholder Advisory Group meetings, community meetings, City Council meetings, development of an interactive project website to engage the community to submit ideas, concerns, priorities, and desired facility and streetscape elements. A walking/bicycling tour was conducted as part of public outreach process.

TJKM developed a Needs and Demand Analysis, which assessed needs for enhancement, mobility, and safety for all modes of transportation. The assessment addressed: 1) the physical attributes of existing facilities; 2) the potential for vehicle trip reductions and air quality benefits; 3) potential for increased walking and bicycle usage; and 4) the needs of all users of the corridor. The assessment also identified opportunities for improvement for all modes of transportation, identify gaps and deficiencies within the existing system, and suggested locations where improvements should be prioritized. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.

Reference: Ismael Hernandez
City of Madera (Formerly City of Dinuba)
1030 S. Gateway Drive, Madera, CA 93637
(559) 661-5466 | ihernandez@madera.gov
Dates: 2018-2019 (completed on time)
TJKM Fee: $157K (completed within budget)



Based on the work completed for the project, the City of Dinuba applied for funding under the Caltrans HSIP and received $1.6M funds to implement the recommendations. In addition, based on the work completed under this project; and LRSP, Neighborhood Traffic Management Plan and Complete Streets Plan, TJKM assisted the City of apply for ATP grant and was successful to receive $18M.

APPENDICES



IN ASSOCIATION WITH

Village of Palmetto Bay Statement of Qualifications for Safe Streets and Roads for All ("SS4A")

Appendix A
Forms

ADDENDUM NO. 1

Date: February 12th, 2024

To: All Interested Parties

From: Alessia Bencomo, Procurement Specialist
Village of Palmetto Bay
9705 E. Hibiscus Street
Palmetto Bay, Florida 33157

Re: Request for Qualifications No. 2024-00-005
Safe Streets and Roads for All ("SS4A")

This Addendum forms part of the Request for Qualifications (RFQ) Package advertised on January 16th, 2024, and with a proposal opening date of February 16th, 2024, with any amendments and/or additions noted below.

Question: I am writing to seek clarification regarding the Safe Streets and Roads for All ("SS4A") re-advertisement. Specifically, I am interested in understanding whether there have been any changes in the scope of work between the old bid and the new bid. Our team is eager to gain insight into the reasons for the project's readvertisement, as this will enable us to thoroughly prepare for the upcoming resubmittal.

Response: *Please be advised that no specific changes have been made to the scope of work. The reason for the readvertisement was to state that all packages must be clearly labeled to the attention of the Village Clerk which may be referenced on page 3 and 23.*

Question: We have a question regarding the pre-submission meeting. Will there be a dial in number for those not able to attend the site visit?

Response: *Please be advised that there will not be a dial in number option during the pre-submission meeting.*

Question: Are there any new priorities that were included in this RFQ that were not included in the previous RFQ?

Response: *No changes in the priorities from the Village or the grant agency.*

Thank you,

ABencomo

Alessia Bencomo
Procurement Specialist

ACKNOWLEDGEMENT OF ADDENDUM SOLICITATION

Amendment/Modification No: 1

Amendment of RFQ No: 2024-00-005

Title: Safe Streets and Roads for All ("SS4A")

Name of Proposer T J K M, INC.

Date Addendum Received 02/12/2024

Total Pages of Addendum including Acknowledgement 2

Print Name Nayan Amin

Signature

All other terms and conditions stipulated in the original Village of Palmetto Bay Request for Qualifications shall remain in force. All addenda created will be incorporated into the final contract and must be acknowledged in all proposals. This acknowledgement form must be included in the response and failure to sign and submit this form may result in rejection of your proposal.

SECTION 6.0: Required Proposal Submittal Forms

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two or more proposals, which are equal with respect to price, quality, and service, are received by the Village for the procurement of commodities or contractual services, a proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie proposals will be followed if none of the tied companies have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3) Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in Subsection (1).
4) In the statement specified in Subsection (1), notify the employees, that, as a condition of working of the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employee of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this Company complies fully with the above requirements.

Signature of Official: N Amin

Name (typed): Nayan Amin

Title: President

Company: T J K M, INC.

Date: 02/07/2024

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Company warrants that it is willing and able to comply with all applicable Village laws, rules and regulations.

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

C. Company warrants that it will not delegate or sub-contract its responsibilities under an agreement without the prior written permission of the Council.

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

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

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

Signature of Official: _____

Name (typed): Nayan Amin

Title: President

Company: T J K M, INC.

Date: 02/07/2024

NON-COLLUSIVE AFFIDAVIT

STATE OF FLORIDA }
} SS:
COUNTY OF MIAMI-DADE }

Nayan Amin being first duly sworn, deposes and says that:

(1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of:
T J K M, INC. the Company that has submitted the attached proposal;

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

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

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

Signed, sealed and delivered
In the presence of

Signature of Official: N Amin

Name (typed): Nayan Amin

Title: President

Company: T J K M, INC.

Date: 2/12/24

Continued Next Page

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

See attached California acknowledgment
2-12-24
Renee L. Toney

California All Purpose Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Alameda

On February 12, 2024, before me, Renness L. Tomley, Notary Public,

personally appeared Nayan Amiri who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Renness L. Tomley (Seal)

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

----------Optional----------

Description of Attached Document

Title or type of document: Non-Collusive Affidavit

Document date 2-12-2024

SWORN STATEMENT PURSUANT TO SECTION 287.133 (3)(a) FLORIDA STATUES, 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 the Village of Palmetto Bay, Florida

By Nayan Amin, President

For T J K M, INC.

Whose business address is: 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
100 S. Ashley Drive, Suite 600, Tampa, FL 33602

And (if applicable) its Federal Employer Identification Number (FEIN) is: 94-2239515

2. I understand that a "public entity crime" as defined In Paragraph 287.133(1)(g), Florida Statutes ,and as may be amended means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or Contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(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 or a jury verdict, non-jury trial, or entry of a plea or guilty or nab contenders.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and 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 and who has been convicted of a public entity crime. The term "affiliate" includes 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, ore pooling of equipment or income among persons when not for fair market value under

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

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

Signed, sealed and delivered in the presence:

Signature of Official: NA min

Name (typed): Nayan Amin

Title: President

Company Name: T J K M, INC.

Date: 2/12/24

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared _____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

See attached California Acknowledgment 2-12-2024 Kimmes L. Toney

California All Purpose Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Alameda

On February 12, 2024, before me, Renness L. Tomley, Notary Public,

personally appeared Nayan Amin who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

Signature Renness L. Tomley (Seal)

----------Optional----------

Description of Attached Document

Title or type of document: Sworn Statement Pursuant to Section 287.133(3)(a) Florida Statutes, on Public Entity Crimes

Document date 2-12-2024

AMERICANS WITH DISABILITIES ACT (ADA)
DISABILITY NONDISCRIMINATION STATEMENT

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

This sworn statement is submitted to the VILLAGE OF PALMETTO BAY, FLORIDA

by: Nayan Amin, President

(print individual's name and title)

for: T J K M, INC.

(print name of entity submitting sworn statement)

whose business address is: 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588 & 100 S. Ashley Drive, Suite 600, Tampa, FL 33602

and (if applicable) its Federal Employer Identification Number (FEIN) is: 94-2239515

I, being duly first sworn state: That the above named Company, corporation or organization is in compliance with and agreed to continue to comply with, and assure that any sub-contractor, or third party contractor under this project complies with all applicable requirements of the laws listed below including, but not limited to, those provisions pertaining to employment, provision of programs and services, transportation, communications, access to facilities, renovations, and new construction.

The American with Disabilities Act of 1990 (ADA), Pub. L. 101-336, 104 Stat 327, 42 USC 1210112213 and 47 USC Sections 225 and 661 including Title I, Employment; Title II, Public Services; Title III, Public Accommodations and Services Operated by Private entities; Title IV, Telecommunications; and Title V, Miscellaneous Provisions, and as any may be amended.

The Florida Americans with Disabilities Accessibility Implementation Act of 1993, Section 553.501-553.513, Florida Statutes:
The Rehabilitation Act of 1973, 229 USC Section 794;
The Federal Transit Act, as amended 49 USC Section 1612;
The Fair Housing Act as amended 42 USC Section 3601-3631.

Continued Next Page

Signature of Official: NA min

Name (typed): Nayan Amin

Title: President

Company: T J K M, INC.

Date: 2/12/2024

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

See attached California Acknowledgment 2.12.2024 Ramiro L. Jones

California All Purpose Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Alameda

On February 12, 2024, before me, Renness L. Tomley, Notary Public,

personally appeared Nayan Amin who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Renness L. Tomley (Seal)

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

----------Optional----------

Description of Attached Document

Title or type of document: Americans with Disabilities Act, Non-Discrimination Statement

Document date 2-12-2024

BUSINESS ENTITY AFFIDAVIT

Proposer hereby recognizes and certifies that no elected official, or employee of the Village of Palmetto Bay (the "Village") shall have a financial interest directly or indirectly in this transaction or any compensation to be paid under or through this transaction, and further, that no Village employee, nor any elected or appointed officer (including Village board members) of the Village, nor any spouse, parent or child of such employee or elected or appointed officer of the Village, may be a partner, officer, director or proprietor of Proposer and further, that no such Village employee or elected or appointed officer, or the spouse, parent or child of any of them, alone or in combination, may have a material interest in the proposal. Material interest means direct or indirect ownership of more than five percent (5%) of the total assets or capital stock. Any exception to these above-described restrictions must be expressly provided by applicable law or ordinance and be confirmed in writing by Village. Further, Proposer recognizes that with respect to this proposal, if any Proposer violates or is a party to a violation of the ethics ordinances or rules of the Village, the provisions of Miami-Dade County Code Section 2-11.1, as applicable to Village, Village Charter Section 7.6 (Lobbyist), or the provisions of Chapter 112, part III, Fla. Stat., the Code of Ethics for Public Officers and Employees and as may be amended, such Proposer may be disqualified from furnishing the goods or services for which the proposal is submitted and may be further disqualified from submitting any future proposals for goods or services to Village.

Accordingly, Proposer completes and executes the Business Entity Affidavit form below. The terms "Proposer," as used herein, include any person or entity making a proposal herein to Village or providing goods or services to Village.

I, Nayan Amin being first duly sworn state:

The full legal name and business address of the person(s) or entity contracting or transacting business with the Village of Palmetto Bay ("Village") are (Post Office addresses are not acceptable), as follows:

94-2239515

Federal Employer Identification Number (If none, Social Security Number)

T J K M, INC.

Name of Entity, Individual, Partners or Corporation

Doing Business As (If same as above, leave blank)

4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
100 S. Ashley Drive, Suite 600, Tampa, FL 33602

Street Address Suite Village State Zip Code

OWNERSHIP DISCLOSURE AFFIDAVIT

1. If the contact or business transaction is with a corporation, the full legal name and business address shall be provided for each officer and director and each stockholder who holds directly or indirectly five percent (5%) or more of the corporation's stock. If the Contract or business transaction is with a trust, the full legal name and address shall be provided for each trustee and each beneficiary. All such names and addresses are (Post Office addresses are not acceptable), as follows:

Full Legal Name	Address	Ownership
Nayan Amin	4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588	50%
Ruta Jariwala	4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588	50%
		%

2. The full legal names and business address of any other individual (other than sub-contractors, material men, suppliers, laborers, or lenders) who have, or will have, any interest (legal, equitable, beneficial or otherwise) in the Contract or business transaction with the Village are (Post Office addresses are not acceptable), as follows:

N/A

Signature of Official: NAmin

Name (typed): Nayan Amin

Title: President

Company: T J K M, INC.

Date: 2/12/2024

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____

NOTARY PUBLIC, STATE OF FLORIDA

See attached California Acknowledgment
2-12-2024
Linus L. Jones

California All Purpose Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Alameda

On February 12, 2024, before me, Renness L. Tomley, Notary Public,

personally appeared Nayan Amin who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Renness L. Tomley (Seal)

RENNESS . . EY
Notary Public - . . ia
Alameda C.
Commission # 2 .
My Comm. Expires M. . 25

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

----------Optional----------

Description of Attached Document

Title or type of document: Business Entity Affidavit

Document date 2-12-2024

ACKNOWLEDGMENT OF CONFORMANCE WITH OSHA STANDARDS

To the Village of Palmetto Bay,

We T J K M, INC., Proposer, hereby acknowledge and agree that we, as the Prime Company for Village of Palmetto Bay, Village of Palmetto Bay Safe Streets and Roads for All (SS4A), RFQ# 2024-00-005, as specified, have the sole responsibility for compliance with all the requirements of the Federal Occupational Safety and Health Act of 1970 and as may be amended, and all State and local safety and health regulations, and agree to indemnify and hold harmless the Village of Palmetto Bay, against any and all liability, claims, damages losses and expenses they may incur due to the failure of :

N/A

(Sub-contractor's Names) to comply with such act or regulation.

Signature of Official: _____

Name (typed): Nayan Amin

Title: President

Company Name: T J K M, INC.

Date: 02/07/2024

Attest: _____

Print Name: _____

Attest: _____

Print Name: _____

VILLAGE OF PALMETTO BAY
ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA }
}
COUNTY OF MIAMI-DADE } SS:

I, the undersigned, hereby duly sworn, depose and say that no portion of the sum herein proposal will be paid to any employees of the Village of Palmetto Bay, its elected officials, and T J K M, INC. or its employees, as a commission, kickback, reward or gift, directly or indirectly by me or any member of my Company or by an officer of the corporation.

Signature of Official: NAmin

Name (typed): Nayan Amin

Title: President

Company Name: T J K M, INC.

Date: 2/12/2024

ACKNOWLEDGMENT

State of Florida

County of _____

On this _____day of, 20___, before me, the undersigned Notary Public of the State of Florida personally appeared_____ and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

_____
NOTARY PUBLIC, STATE OF FLORIDA

See attached California acknowledgment
2-12-24
Ramiro L. Jones

California All Purpose Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Alameda

On February 12, 2024, before me, Renness L. Tomley, Notary Public,

personally appeared Nayan Amin who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Renness L. Tomley (Seal)

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

----------Optional----------

Description of Attached Document

Title or type of document: Village of Palmetto Bay Certi/Kickback Affidavit

Document date 2-12-2024

STATEMENT OF PAST CONTRACT DISQUALIFICATIONS

The Proposer shall state whether it or any of its officers or employees who have a proprietary interest in it, has ever been disqualified, removed, or otherwise prevented from proposing on, or completing a federal, state, or local government project because of the violation of law, a safety regulation, or for any other reason, including but not limited to financial difficulties, project delays, or disputes regarding work or product quality, and if so to explain the circumstances.

Do you have any disqualification as described in the above paragraph to declare?

Yes or No, If yes, explain the circumstances.

No - N/A

Executed on 02/07/2024 at Alameda County under penalty of perjury of the laws of the State of Florida, that the foregoing is true and correct.

Signature of Official: NO Amin

Name (typed): Nayan Amin

Title: President

Company Name: T J K M, INC.

Date: 02/07/2024

E-VERIFY AFFIDAVIT

STATE OF California

COUNTY OF Alameda

I, Nayan Amin (the individual attesting below), being duly authorized byand on behalf of T J K M, INC. (hereinafter "Employer") after firstbeing duly sworn hereby swears or affirms as follows:

1. Employer understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent programused to verify the work authorization of newly hired employees pursuant to federal law in accordancewith NCGS §64-25(5), and as the same may be amended.
2. Employer understands that Employers Must Use E-Verify. Each employer, after hiring an employee towork in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a), and as the same may be amended.
3. Employer is a person, business entity, or other organization that transacts business in this State and thatemploys 25 or more employees in this State. (Mark "Yes" or "No")
   a. YES ✓
   b. NO _____
4. Employer's sub-contractors will comply with E-Verify, and Employer will ensure compliance with E-Verifyby any and all sub-contractors subsequently hired by Employer.

This 12 day of February, 20 24

Nayan Amin

Signature of Affiant

Print or Type Name: Nayan Amin

State of California

County of _____

Signed and sworn to (or affirmed) before me, this the _____day of_____, 20____.My Commission Expires: _____

_____

Notary Public

NHCS – E-Verify 081815

See attached California Jurat
2-12-24
Teresa L. Tormey

California Jurat Certificate

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Alameda

Subscribed and sworn to (or affirmed) before me on this 12th day of February, 2024,
by Nayan. Amin
proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature Renness L. Tomley (seal)
Renness L. Tomley

My commission expires 3-7-2025.

RENNESS L. TOMLEY
Notary Public - California
Alameda County
Commission # 2345678
My Comm. Expires Mar 7, 2025

----------OPTIONAL----------

Description of Attached Document

Title or type of document: E-Verify Affidavit

Document date: 2-12-2024

Foreign Country of Concern Attestation

Capitalized terms used herein have the definitions ascribed in section 287.138, F.S.

Name of Company is not owned by the government of a Foreign Country of Concern, is not organized under the laws of nor has its principal place of business in a Foreign Country of Concern, and the government of a Foreign Country of Concern does not have a Controlling Interest (twenty five percent (25%) or more) in the Company.

Under penalties of perjury, I declare that I have read the forgoing statement and that the facts stated in it are true.

Printed Name: Nayan Amin

Title: President

Signature: _____ Date: 02/07/2024

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

► **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See **Specific Instructions** on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

T J K M

2 Business name/disregarded entity name, if different from above

TJKM Transportation Consultants

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☑ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ►

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

4305 Hacienda Drive, Suite 550

Requester's name and address (optional)

6 City, state, and ZIP code

Pleasanton, CA 94588

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–		–				

or

Employer identification number

9	4	–	2	2	3	9	5	1	5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** ► [signature] | **Date** ► 01/02/2024

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*



CALIFORNIA | FLORIDA | TEXAS
Corporate Office 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
925.463.0611 | www.TJKM.com

AGENDA ITEM NO. 14.B

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Nick Marano, Village Council
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, DIRECTING THE VILLAGE MANAGER TO COORDINATE WITH MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) FOR THE INSTALLATION OF TRAFFIC CIRCLES AND ARTWORK AT THREE INTERSECTIONS ON SW 87 AVE AND SW 82 AVE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody)*
SUGGESTED ACTION:	

ATTACHMENTS:
Reso-Traffic Circle-SC

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, DIRECTING THE VILLAGE MANAGER TO COORDINATE WITH MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) FOR THE INSTALLATION OF TRAFFIC CIRCLES AND ARTWORK AT THREE INTERSECTIONS ON SW 87 AVE AND SW 82 AVE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Steve Cody, Councilmember District 2)*

WHEREAS, on February 2, 2021, the Miami-Dade County Board of County Commissioners passed a Resolution directing the County Mayor to take all actions necessary to construct a bridge over the C-100 canal, extending SW 87th Avenue from SW 164th Street to SW 163rd Terrace; and,

WHEREAS, on March 22, 2021, the Village Council voted unanimously to invoke the Florida Governmental Dispute Resolution Act to contest the action of the Miami-Dade County Board of County Commissioners in the approval of the SW 87 Ave bridge construction; and,

WHEREAS, irrespective of the results from continuing litigation over the process, the Village has a responsibility desire to maintain safe neighborhoods for all residents; and,

WHEREAS, the Village has an active Arts in Public Places Program to promote the general welfare by encouraging pride in the community, increasing property values, enhancing the quality of life through artistic opportunities, uniting the community through shared cultural experiences, and creating a cultural legacy for future generations through the collection and exhibition of high-quality art pieces that reflect diverse styles, chronicling history through the collection of artifacts, documents and memorabilia that will acknowledge the past and create programs and activities that will further these goals; and,

WHEREAS, the Village Council expressly desires to keep traffic flowing on section line and half section line roads to minimize the cut-through traffic through quiet neighborhoods and beautify neighborhoods.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. That the above recitals are incorporated as if set forth in full.

Section 2. That the Village Council directs the Village Manager to examine the feasibility of traffic roundabouts with Miami-Dade County DTPW, the County Mayor's Office and the District 8 Commissioner at the following locations:

a. SW 160 St & SW 87 Ave,

b. SW 152 St & SW 87 Ave,

c. SW 152 St & SW 82 Ave.

Section 3. That the Village Council further directs the Village Manager to examine all other intersections on SW 87 Ave and SW 82 Ave for enhancements that will keep traffic flowing.

Section 4. The Village Council desires that one of the traffic circles have artwork that honors the innocent Jewish victims of Holocaust and the Village Manager is directed to begin the process for that selection and installation.

Section 5. This Resolution is effective immediately upon passage.

PASSED AND ADOPTED this ___ day of May, 2024.

ATTEST:

_____	_____
Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore ____

Council Member Steve Cody ____

Council Member Marsha Matson ____

Vice-Mayor Leanne Tellam ____

Mayor Karyn Cunningham ____

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AGENDA ITEM NO. 14.C

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Council
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER TO REVIEW TRAFFIC STUDIES AND CURRENT CONDITIONS FOR THE AREA BETWEEN SW 136 STREET AND SW 141 STREET, EAST OF SW 77 AVENUE; AND TO PREPARE OPTIONS FOR THE VILLAGE COUNCIL ALONG WITH THE COST OF OPTIONS FOR THE REGULAR COUNCIL MEETING ON JULY 1, 2024; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*

SUGGESTED ACTION:

ATTACHMENTS:

Reso-Review Traffic Studies-KC

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER TO REVIEW TRAFFIC STUDIES AND CURRENT CONDITIONS FOR THE AREA BETWEEN SW 136 ST AND SW 141 ST, EAST OF SW 77 AVE AND TO PREPARE OPTIONS FOR THE VILLAGE COUNCIL ALONG WITH THE COST OF OPTIONS FOR THE REGULAR COUNCIL MEETING ON JULY 1, 2024; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*

WHEREAS, recently, Miami-Dade County created a no left turn on SW 136 St and Farmer Road to limit cut through traffic to SW 144 St during peak evening hours; and,

WHEREAS, residents have noticed an increase in left hand turn traffic resulting in increased cut-through on streets further west including SW 74 Ct; and,

WHEREAS, residents have indicated safety concerns including difficulty safely pulling out of their driveways during peak traffic hours because of the volume and speed of traffic on SW 74 Ct; and

WHEREAS, the Village of Palmetto Bay has data in the form of traffic studies that have been conducted in the area and will provide information to assist in determining potential solutions to traffic issues on 74 Ct.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. That the above recitals are incorporated as if set forth in full.

Section 2. The Village Mayor and Council direct the Village Manage to review studies and current conditions and to prepare options for the Village Council along with the cost of said options. for the Regular Council Meeting on July 1, 2024. These options will include but are not limited to: traffic calming street design, speed

tables, lowering of speed limit, participation in Safe Streets to School, and signage.

Section 3. The Village Mayor and Council direct the Village Manager to confer with Miami-Dade County Public Works Department to see the feasibility of placing a designated left turn lane in the westbound direction of SW 136 St at SW 77 Ave.

Attest:

_____ _____

Missy Arocha **Karyn Cunningham**
Village Clerk **Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

AGENDA ITEM NO. 14.D

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Council
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER HOLD A COMMUNITY-WIDE TOWNHALL DURING WHICH RESIDENTS, PALMETTO BAY VILLAGE CENTER (PBVC) REPRESENTATIVES, VILLAGE COUNCILMEMBERS, AND VILLAGE STAFF INFORM RESIDENTS AND EACH OTHER ABOUT PBVC DEVELOPMENT, AND INVITE ALL PARTIES TO CONTRIBUTE THEIR SUGGESTIONS ABOUT PBVC DEVELOPMENT, UNDER SEC. 2-50 OF THE VILLAGE OF PALMETTO BAY CODE, STYLED "COUNCIL MEEETING AGENDA ITEMS – OTHER BUSINESS;" AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*
SUGGESTED ACTION:	

ATTACHMENTS:

Memo-PBVC Townhall Request-MM.doc
Reso-PBVC Townhall Request-MM
Attorney Legal Opinion-Village Center Statement

M E M O R A N D U M

To: Nick Marano, Village Manager

Date: May 6, 2024

From: Marsha Matson, Village Councilmember District #3

Re: Request for action by the Village Manager to call a community-wide townhall about Palmetto Bay Village Center development, per Sec. 2-50 of the Village of Palmetto Bay Code

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER HOLD A COMMUNITY-WIDE TOWNHALL DURING WHICH RESIDENTS, PALMETTO BAY VILLAGE CENTER (PBVC) REPRESENTATIVES, VILLAGE COUNCILMEMBERS, AND VILLAGE STAFF INFORM RESIDENTS AND EACH OTHER ABOUT PBVC DEVELOPMENT, AND INVITE ALL PARTIES TO CONTRIBUTE THEIR SUGGESTIONS ABOUT PBVC DEVELOPMENT, UNDER SEC. 2-50 OF THE VILLAGE OF PALMETTO BAY CODE, STYLED "COUNCIL MEEETING AGENDA ITEMS – OTHER BUSINESS;" AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

BACKGROUND AND ANALYSIS:

Recently, Palmetto Bay Village Center (PBVC) won its lawsuit against the Village of Palmetto Bay and can proceed to develop its property at 17777 Old Cutler Road. Residents have asked for information on the details of the successful lawsuit and have requested a townhall to offer their suggestions about PBVC development. Currently, PBVC representatives have asked to meet with Village Councilmembers to discuss the development without Councilmembers receiving the benefit of community input in the form of a townhall. As PBVC representatives have asked to meet with individual Councilmembers, it is essential for Councilmembers to hear residents' suggestions and concerns at a publicly-noticed townhall, so that all interested persons can participate, which may lead to a more harmonious relationship among neighbors, including PBVC.

The Village of Palmetto Bay Code Sec. 2-50 allows a Councilmember to make a request for preparation of policy, legislation, or action by the village as follows:

> **Sec. 2-50. - Council meeting agenda items** *Other business.* A council member may make a request for the preparation of policy, legislation or action by the village manager or village attorney under this section of the agenda. A signed written memorandum or form provided for this purposes shall state the purpose of the item or action, the major points to be covered, the reasons why action is necessary, and the action desired by the council member. The document shall be provided to the village manager and, or village attorney prior to the deadline for closing the agenda. The request shall not be acted upon until it is approved by a vote of a majority of the council.

Sec. 2-50 of the Village Code requires the following information:

Purpose of the action:
Inform residents about the status of PBVC development and engage residents, PBVC representatives, Councilmembers, and Village staff in discussion and exchange suggestions for PBVC development;

Together as a community, all parties have the opportunity to propose, discuss, and make suggestions for PBVC development.

The major points to be covered:
Development details won in PBVC's successful lawsuit against the Village of Palmetto Bay, including but not limited to the number of apartment units, shopping center, wetlands, the 22 acres, and Ludovici Park parking lot;

Residents' suggestions for PBVC development;

Village Councilmembers' suggestions for PBVC development;

Village staff's suggestions for PBVC development;

PBVC's suggestions for its development;

Consensus for PBVC development.

The reasons why action is necessary:
Officials and lobbyists for PBVC are requesting meetings with Village Councilmembers and staff without the Village's providing detailed information to residents and without garnering community suggestions about PBVC development.

The action desired by Councilmember Marsha Matson:

I request a townhall during which residents, PBVC representatives, Councilmembers, and Village staff are informed about the status of PBVC development, contribute their ideas, and together as a community provide suggestions for PBVC development.

RECOMMENDATION:
Council approval of request for townhall on PBVC development.

FISCAL IMPACT FOR FY-BUDGET 2023-2024:
Cost of Sunshine notice and a townhall meeting at Village Hall

Attachments:
PBVC v. VPB Lawsuit
Appeals
PBVC zoning application

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING THE VILLAGE MANAGER HOLD A COMMUNITY-WIDE TOWNHALL DURING WHICH RESIDENTS, PALMETTO BAY VILLAGE CENTER (PBVC) REPRESENTATIVES, VILLAGE COUNCILMEMBERS, AND VILLAGE STAFF INFORM RESIDENTS AND EACH OTHER ABOUT PBVC DEVELOPMENT, AND INVITE ALL PARTIES TO CONTRIBUTE THEIR SUGGESTIONS ABOUT PBVC DEVELOPMENT, UNDER SEC. 2-50 OF THE VILLAGE OF PALMETTO BAY CODE, STYLED "COUNCIL MEEETING AGENDA ITEMS – OTHER BUSINESS;" AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Marsha Matson)*

WHEREAS, recently, Palmetto Bay Village Center (PBVC) won its lawsuit against the Village of Palmetto Bay and can proceed to develop its property at 17777 Old Cutler Road; and,

WHEREAS, residents have asked for information on the details of the lawsuit and have requested a townhall to offer their suggestions about PBVC development, while PBVC representatives have asked to meet with Village Councilmembers to discuss the development without Councilmembers receiving the benefit of community input in the form of a townhall; and,

WHEREAS, because PBVC representatives have asked to meet with individual Councilmembers, it is essential for Councilmembers to hear residents' suggestions at a publicly-noticed townhall, so that all interested persons can provide suggestions, leading to a more harmonious relationship among neighbors, including PBVC; and,

WHEREAS, the Village of Palmetto Bay Code Sec. 2-50 allows a Councilmember to make a request for preparation of policy, legislation, or action by the Village Manager; and,

WHEREAS, the purpose of the action is to inform residents about the status of PBVC development, to engage residents, PBVC

representatives, Councilmembers, and Village staff in discussion about PBVC development, and to exchange suggestions for PBVC development; and,

WHEREAS, the major points to be covered at a townhall are development details won in PBVC's lawsuit against the Village of Palmetto Bay, including but not limited to the number of apartment units, shopping center, wetlands, the 22 acres, and Ludovici Park parking lot; residents' suggestions for PBVC development; Village Councilmembers' suggestions for PBVC development; Village staff's suggestions for PBVC development; PBVC's suggestions for its development; and consensus for PBVC development; and,

WHEREAS, the reason why action is necessary is because officials and lobbyists for PBVC are requesting meetings with Village Councilmembers and staff without the Village's providing detailed information to residents and without garnering community suggestions about PBVC development; and,

WHEREAS, the action requested is a townhall during which residents, PBVC representatives, Councilmembers, and Village staff are informed about the status of PBVC development, contribute their ideas, and together provide suggestions for PBVC development.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. That the above recitals are incorporated as if set forth in full.

Section 2. The Village Council directs the Village Manager to hold a community-wide townhall to inform residents and interested parties about the details of the Palmetto Bay Village Center lawsuit and to elicit suggestions about PBVC development from residents, Councilmembers, Village staff, and PBVC representatives.

PASSED and **ADOPTED** this 6th day of May, 2024.

Attest:

_____	_____
Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

April 22, 2024

To: Mayor and Council
Village Manager

Re: May 6th Council Agenda Item

From: Village Attorney

I have received from Council Member Matson a proposed Resolution for the May 6th Council meeting regarding the Village Center property. For the following reasons, and with respect to the Council Member's authority under the Charter and Code of Ordinances, it is my opinion that the item should not be heard, and if it is moved and seconded, it should be denied.

While the Council Member has the prerogative of placing Resolutions and Ordinances on the agenda, this Resolution is at best premature, and could place the Village in a legally compromised position.

Although the most recognizable matter with the developer of the property is the recently decided lawsuit regarding eighty-five units, that case styled *17777 Old Cutler Road, LLC v. The Village of Palmetto Bay*, in which the Third District ruled against the Village. There are two other ongoing cases with this property. The most significant is the "Bert J. Harris" takings claim, *17777 Old Cutler Road, LLC v. The Village of Palmetto Bay,* in which the developer is seeking more than Twelve Million ($12,000,000.00) Dollars. The second matter, similarly styled as *17777 Old Cutler Road, LLC v. The Village of Palmetto Bay,* involves a challenge concerning the Village's Comprehensive Plan. If this second case is ruled in favor of the developer, it could have a profound effect on the Bert J. Harris claim.

The reason for my opinion not to hear the matter is straightforward: this proposed Resolution potentially places the Village in a disadvantaged legal position, particularly regarding a potential Bert J. Harris claim. At this point we are not certain which direction 1777 Old Cutler Rd, LLC will take in terms of development or litigation and it is vital we not take any steps which may jeopardize our position.

The time to consider a Resolution such as this would be if 17777 Old Cutler Rd, LLC submits a site plan different from the one received by the Village on October 5, 2017.

AGENDA ITEM NO. 14.E

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Policing Unit
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO THE POLICE DEPARTMENT; APPROVING THE PURCHASE OF FOUR (4) VIGILANT MOBILE LPR 2-CAMERA L5M KITS WITH GPS UNIT AND (8) VETTED CUSTOM MAGNET MOUNT FOR MOBILE LPR SYSTEMS; AUTHORIZING THE VILLAGE MANAGER TO APPROVE A PURCHASE ORDER IN THE AMOUNT OF FIFTY-TWO THOUSAND, NINE HUNDRED AND TWENTY-NINE DOLLARS AND EIGHTY CENTS ($52,929.80); AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Major Mari Guerra)*
SUGGESTED ACTION:	

ATTACHMENTS:

Reso-License Plate Reader-Police

Exhibit A-LPRs

RESOLUTION NO. 2024-___

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO THE POLICE DEPARTMENT; APPROVING THE PURCHASE OF FOUR (4) VIGILANT MOBILE LPR 2-CAMERA L5M KITS WITH GPS UNIT AND (8) VETTED CUSTOM MAGNET MOUNT FOR MOBILE LPR SYSTEMS; AUTHORIZING THE VILLAGE MANAGER TO APPROVE A PURCHASE ORDER IN THE AMOUNT OF FIFTY-TWO THOUSAND, NINE HUNDRED AND TWENTY-NINE DOLLARS AND EIGHTY CENTS ($52,929.80); AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Major Mari Guerra)*

WHEREAS, the Village of Palmetto Bay recognizes the importance of enhancing public safety and security within its jurisdiction; and

WHEREAS, license plate readers (LPRs) have been proven to be effective tools in aiding law enforcement agencies in identifying stolen vehicles, locating missing persons, and apprehending suspects involved in criminal and traffic activities; and

WHEREAS, the Village's Policing Unit has identified a need for additional license plate readers to improve the Village's law enforcement capabilities; and

WHEREAS, the Village's Policing Unit has identified a need for additional license plate readers to improve the Village's law enforcement capabilities; and

WHEREAS, the pricing for the LPRs and magnet mounts have been negotiated with the vendor which is the approved vendor for Miami-Dade Police Department.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. That the Village Manager is directed to approve a Purchase Order to purchase the (4) LPRs and (8) magnet mounts for mobile LPR systems in the amount of $52,929.80, as attached as "Exhibit A".

Section 2. The funding for the purchase shall be allocated from the Village's General Fund.

Section 3. The Village of Palmetto Bay's Policing Unit shall ensure that the selected LPRs comply with all applicable laws, regulations, and policies governing the use of such technology, including privacy considerations.

Section 4. This Resolution shall become effective upon approval.

PASSED and ADOPTED this 6th day of May, 2024.

Attest:

_____	_____
Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore ____

Council Member Steve Cody ____

Council Member Marsha Matson ____

Vice-Mayor Leanne Tellam ____

Mayor Karyn Cunningham ____

PURCHASE ORDER

VILLAGE OF PALMETTO BAY
9705 E. Hibiscus Street
PALMETTO BAY, FL 33157
PH: 305-278-4000 **FAX: 305-278-4019**

FY 2023-24 Budget

Date:	Requisition No.
3/29/2024	
Requested by:	Department:
G. Valenzuela	Police

Vendor Name: Vetted Security Solutions
Address: 4185 35th ST N
City, State, Zip: Saint Petersburg, FL 33714
Contact Information: (727) 440-3245

SHIP TO:
Village of Palmetto Bay Policing Unit
9705 E. Hibiscus Streeet
Palmetto Bay, FL 33157

BILL TO:
Village of Palmetto Bay Policing Unit
9705 E. Hibiscus Streeet
Palmetto Bay, FL 33157

QTY	Description	Unit Cost	Total Cost
4	Vigilant Mobile LPR 2-Camera 'L5M' kit with GPS Unit - Includes Qty=2 12mm lenses - High-Definition L5M Cameras (BOGO)	$10,000.00	$20,000.00
8	Vigilant LPR Basic Service Package for Hosted/Managed LPR Deployments - Priced per camera per year for over 60 total camera units - SaaS	$275.00	$2,200.00
4	Vigilant Partner System Start Up & Commissioning of 'In Field' LPR system - Applies to each mobile and fixed LPR system	$995.00	$3,980.00
4	Mobile Installation	$750.00	$3,000.00
4	Vigilant Shipping Charges - Required per mobile system	$230.00	$920.00
8	Vetted Custom Magnet Mount for Mobile LPR Systems; Supports one Camera Per mount	$224.91	$1,799.28
4	Vetted Mobile Kit Hardended Case Upgrade; For use with VLP Mobile Kits; Includes Fans for air circulation, and DC Power Cord; Supports up to 4 Cameras	$1,057.63	$4,230.52
4	2-Camera Mobile LPR System - Extended Hardware Warranty - Years 2 through 5	$4,200.00	$16,800.00
	PO TOTAL		$52,929.80

Account No. Account Description:

Authorized by:

Department Head Date

Verification of Funds Available Date

Finance Director Date

Village Manager Date

Delivery Verification Signatures:

Received by Date

Vetted Security Solutions
4185 35th St N
Saint Petersburg, FL 33714
Office Phone: (727) 440-3245

Purchaser: Roberto Dominguez
Purchaser Phone Number: 305-439-1776
Purchaser Email: rdominguezjr@mdpd.com
Quote Name: Village of Palmetto Bay (FL) - Mobile LPR (4-Systems) - Buy-One-Get-One Special
Quote #: Q-09958-2
Job Number: 9019
Date: 2/13/2024
Expires On: 3/13/2024

Ship To
Village Of Palmetto Bay (FL)
9705 East Hibiscus Street
Palmetto Bay, FL 33157
USA

Bill To
Village Of Palmetto Bay (FL)
9705 East Hibiscus Street
Palmetto Bay, FL 33157
USA

PROJECT QUOTATION

We at Vetted Solutions are pleased to quote the following systems for the above referenced project:

SALESPERSON	Phone Number	EMAIL	DELIVERY METHOD	PAYMENT METHOD
Mike Reese	(727) 902-1173	mreese@vettedsecurity.com	Ground	Net 30

Mobile LPR

QTY	PART #	DESCRIPTION	UNIT PRICE	DISC. AMOUNT	NET UNIT PRICE	EXTENDED PRICE
4.00	CDM-2-33--L5M	Vigilant Mobile LPR 2-Camera 'L5M' kit with GPS Unit - Includes Qty=2 12mm lenses - High-Definition L5M Cameras	$10,000.00	$5,000.00	$5,000.00	$20,000.00
8.00	VSBSCSVC-04	Vigilant LPR Basic Service Package for Hosted/Managed LPR Deployments - Priced per camera per year for over 60 total camera units - SaaS	$275.00	$0.00	$275.00	$2,200.00
4.00	SSUPSYS-COM	Vigilant Partner System Start Up & Commissioning of 'In Field' LPR system - Applies to each mobile and fixed LPR system	$995.00	$0.00	$995.00	$3,980.00
4.00	VSS-MOBILE-INSTALL	Mobile Installation	$750.00	$0.00	$750.00	$3,000.00
4.00	VS-SHP-01	Vigilant Shipping Charges - Required per mobile system	$230.00	$0.00	$230.00	$920.00
8.00	VSS-MAG-MNT	Vetted Custom Magnet Mount for Mobile LPR Systems; Supports one Camera Per mount	$224.91	$0.00	$224.91	$1,799.28
4.00	VSS-CASE-VLP	Vetted Mobile Kit Hardended Case Upgrade; For use with VLP Mobile Kits; Includes Fans for air circulation, and DC Power Cord; Supports up to 4 Cameras	$1,057.63	$0.00	$1,057.63	$4,230.52

Mobile LPR TOTAL:	$36,129.80

Optional Extended Hardware Warranty

QTY	PART #	DESCRIPTION	UNIT PRICE	DISC. AMOUNT	NET UNIT PRICE	EXTENDED PRICE
4.00	CDMS24HWW	2-Camera Mobile LPR System - Extended Hardware Warranty - Years 2 through 5	$4,200.00	$0.00	$4,200.00	$16,800.00

Optional Extended Hardware Warranty TOTAL:	$16,800.00

Scope of Work
VSS to provide and install (4) Mobile LPR units on customer provided vehicles with (2) cameras on each. Customer ITD to support network connectivity, client installation, and camera visibility onto local network.

Notes
-The mobile kits include a discount based on the buy-one-get-one promotion
-Qualifying orders must be received by Vetted Security during the promotional period set by the manufacturer or the promotional pricing is invalid and will not be applied

Terms & Conditions
1. All prices are quoted in USD and will remain firm and in effect for 30 days.
2. This Quote does not include anything outside the above-stated bill of materials.
3. There will be a 3.5% processing fee for credit card payments.
4. Complete system includes 1-year parts/labor warranty, extended warranty options are available.
5. The expected lead time for hardware and installation is 30-60 days.
6. Connectivity is assumed Cellular on department supplied cell card to the MDC for real-time connectivity to LEARN database.
7. CLK fees are shown for budget purposes only. Please DO NOT issue PO to Vetted Security Solutions for renewals of CLK fees.
8. For all Investigative Data Platforms & Intelligence Lead Policing Commercial Data subscriptions fees increase annually by 4% each year.
9. Any use tax, sales tax, excise tax, duty, custom, inspection or testing fee, or any other tax, fee, or charge of any nature whatsoever imposed by any governmental authority, on or measured by the transaction between Vetted Security Solutions and Purchaser shall be paid by Purchaser in addition to the price quoted or invoiced. In the event Vetted Security Solutions is required to pay any such tax, fee, or charge, Purchaser shall reimburse Vetted Security Solutions, therefore, or, in lieu of such payment, Purchaser shall provide Vetted Security Solutions at the time the Contract is submitted an exemption certificate or other document acceptable to the authority imposing the tax, fee, or charge.
10. A 20% deposit is required at the time of purchase for quotes that exceed $50,000.00. Upon receipt of a purchase order and/or signed quote Vetted Security Solutions will invoice for the deposit amount (due upon receipt).
11. Hardware, software, installation materials, and services will be invoiced at the time of delivery. A signed proof of delivery form will be provided.

Project Total: $52,929.80

Signature: _____ **Effective Date:** ____/____/____

Name (Print): _____ **Title:** _____

Please sign and email to insidesales@vettedsecurity.com
THANK YOU FOR YOUR BUSINESS!

AGENDA ITEM NO. 14.F

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Council
ITEM TYPE:	Report
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO SECTION 21-52, NAMING, RENAMING AND CO-DESIGNATING VILLAGE ROADS, STREETS, OR PUBLIC WAYS; CO-DESIGNATING EAST HIBISCUS STREET BETWEEN FRANJO ROAD AND SOUTH DIXIE HIGHWAY AS "BE STRONG WAY"; PROVIDING FOR THE INSTALLATION OF APPROPRIATE SIGNAGE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*
SUGGESTED ACTION:	

ATTACHMENTS:
Reso-Be Strong-Street Co-Designation

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATED TO SECTION 21-52, NAMING, RENAMING AND CO-DESIGNATING VILLAGE ROADS, STREETS, OR PUBLIC WAYS; CO-DESIGNATING EAST HIBISCUS STREET BETWEEN FRANJO ROAD AND SOUTH DIXIE HIGHWAY AS "BE STRONG WAY"; PROVIDING FOR THE INSTALLATION OF APPROPRIATE SIGNAGE; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Mayor Karyn Cunningham)*

WHEREAS, Village Code (Chapter 21, Article II, Sec. 21-52(5)), allows for the co-designation of roads, streets and public ways within Village boundaries for individuals or organizations that have "made a significant contribution to the community, thereby furthering the Village's good name and image", and further stating that, "the contribution may demonstrate achievement through volunteerism, leadership, public service, and/or other services considered extraordinary or long term in nature"; and

WHEREAS, Be Strong International, a non-profit organization has been a vital contributor to our community, providing invaluable services and support to individuals in need; and

WHEREAS, Be Strong International mission has been to foster meaningful relationship connections and effective communication skills, also known as Heart Skills, which empowers families to make informed decisions concerning relationships, money, work, and family life while collaborating with institutions to provide resources such as food drives and back-to-school supply drives; and

WHEREAS, known for its transformational workplace culture, Be Strong International has been selected as one of the Best Places to Work by the South Florida Business Journal and provides Healthy Culture trainings to corporations and universities; and

WHEREAS, the organization's location at 9730 E. Hibiscus Street has become a beacon of hope and assistance for many within our community, particularly across from Village Hall Municipal Center; and

WHEREAS, renaming the street in front of Be Strong International's location would serve as a fitting tribute to their dedication and positive impact on our community; and

WHEREAS, the Village Council is proud to support those organizations whom have provided extraordinary service to the Village of Palmetto Bay and has had good fortune to have backing for these endeavors from the entire community.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The Village Council hereby approves the renaming of the street in front of Be Strong International's location at 9730 E. Hibiscus Street to "Be Strong Way".

Section 2. Be it further resolved that the necessary steps be taken by the appropriate Village departments to implement this street renaming, including updating official records and signage accordingly, pursuant to Chapter 21, Article II, Sec. 21-52(5), of the Village code, and that a street naming unveiling ceremony be organized to commemorate the unveiling of the new street name and to celebrate Be Strong International's continued commitment to the well-being of our community.

Section 3. The Village Manager is authorized to spend an amount not to exceed $500.00 to purchase and install the required signage to commemorate “Be Strong Way” as well as the initiative of a street naming ceremony to initiative the inauguration of the signage.

Section 4. This Resolution shall become effective upon adoption.

Section 5. Upon adoption of the Resolution, the Village Clerk shall provide a certified copy of the adopted Resolution to the Village’s Building and Planning Department, the Village’s Public Services Department, the Miami-Dade County Public Works Department, and the United States Postal Service.

PASSED and ADOPTED this 6th day of May 2024.

Attest:

_____	_____
Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY, FLORIDA ONLY:

_____
John C. Dellagloria, Esq.
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore ____

Council Member Steve Cody ____

Council Member Marsha Matson ____

Vice-Mayor Leanne Tellam ____

Mayor Karyn Cunningham ____

AGENDA ITEM NO. 14.G

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Missy Arocha, Village Council
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AUTHORIZING THE VILLAGE MANAGER TO EXPEND UP TO TWENTY-FIVE HUNDRED ($2,500.00) DOLLARS TO PURCHASE SMALL, CLOTH AMERICAN FLAGS TO BE DISTRIBUTED AT THE VILLAGE'S ANNUAL JULY 4TH CELEBRATION; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody)*
SUGGESTED ACTION:	

ATTACHMENTS:
Reso-Cloth American Flags-SC

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AUTHORIZING THE VILLAGE MANAGER TO EXPEND UP TO TWENTY-FIVE HUNDRED ($2,500.00) DOLLARS TO PURCHASE SMALL, CLOTH AMERICAN FLAGS TO BE DISTRIBUTED AT THE VILLAGE'S ANNUAL JULY 4TH CELEBRATION; AND PROVIDING FOR AN EFFECTIVE DATE. *(Sponsored by Councilmember Steve Cody)*

WHEREAS, every July 4th, the Village of Palmetto Bay hosts the most popular – and important- community event of the year, the annual July 4th Independence Day Celebration; and

WHEREAS, the Village Council wishes to provide for the citizens to enjoy participating in a sea of hand-waving flags to celebrate and enjoy that special day.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. That the above recitals are incorporated as if set forth in full.

Section 2. The Village Council authorizes the Village Manager to purchase small, cloth American flags to be handed out at the Village's annual July 4th Independence Day celebration.

Section 3. The Village Council authorizes the Village Manager to spend up to $2,500.00 on the flags.

PASSED and **ADOPTED** this 6th day of May, 2024.

Attest:

_____	_____
Missy Arocha	**Karyn Cunningham**
Village Clerk	**Mayor**

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____

John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiore _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

AGENDA ITEM NO. 14.H

Item Cover Page

REGULAR COUNCIL AGENDA ITEM REPORT

DATE:	May 6, 2024
SUBMITTED BY:	Fanny Carmona, Parks and Recreation
ITEM TYPE:	Resolution
AGENDA SECTION:	RESOLUTIONS WITH PUBLIC COMMENT
SUBJECT:	A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING PARKS AND RECREATION; AUTHORIZING THE USE OF THALATTA ESTATE AT NO COST TO SOUTH DADE WOMEN VETERANS ALLIANCE, INC., FOR THE PURPOSE OF CONDUCTING A FUNDRAISER- FASHION SHOW EVENT TITLED "LET IT GO - WALKING IN MY FREEDOM"; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Administration and Prepared by Parks & Recreation Director, Fanny Carmona)*
SUGGESTED ACTION:	

ATTACHMENTS:

Memo-SDWVA
Reso-SDWVA
Attachment A-SouthDadeWomenVeteransAlliance

To: Honorable Mayor and Village Council

Date: May 6, 2024

From: Nick Marano, Village Manager

Re: Fee Waiver –South Dade Women Veterans Alliance, Inc. Fundraiser Fashion Show at Thalatta Estate

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING PARKS AND RECREATION; AUTHORIZING THE USE OF THALATTA ESTATE AT NO COST TO SOUTH DADE WOMEN VETERANS ALLIANCE, INC., FOR THE PURPOSE OF CONDUCTING A FUNDRAISER- FASHION SHOW EVENT TITLED "LET IT GO - WALKING IN MY FREEDOM"; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Fanny Carmona, Parks & Recreation Director)*

BACKGROUND AND ANALYSIS:

The South Dade Women Veterans Alliance, Inc. was created by its founder, Julie Robison, an Army Veeran. Having a desire to advocate on behalf of other women veterans living with Military Sexual Trauma and Intimate Partner Violence, Julie navigated through the VA Healthcare System to understand firsthand to complexities of its process. With this gained knowledge she has set out to make the process of navigating this system much easier and possible for her veteran sisters.

The South Dade Women Veterans Alliance, Inc. focus is on military women, past and present; providing advocacy, support, and resources for them to heal, grow, and build resilient lives building strong families and communities. The Sunshine State is home to 1,492,000 veterans of whom 164,000 are women veterans. Women are one of the fastest growing demographics in the veteran population with 2.5 million currently serving in active duty.

The South Dade Women Veterans Alliance, Inc. would like to host a Fundraiser Fashion Show titled "Let it Go - Walking in My Freedom"; and is requesting a waiver of all fees in utilization of Thalatta Estate and associated amenities.

FISCAL/BUDGETARY IMPACT:
It is estimated that the formal revenue loss from renting the needed park space would not exceed $5,850.00; and staff costs to work the event will not exceed $200 a total of $6,050.00.

RECOMMENDATION:
Approval is recommended

Attachments (3):

- Event/Facility Use Request Questionnaire
- Incorporation Status
- Thalatta Summary of Fees

RESOLUTION NO. 2024-_____

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING PARKS AND RECREATION; AUTHORIZING THE USE OF THALATTA ESTATE AT NO COST TO SOUTH DADE WOMEN VETERANS ALLIANCE, INC., FOR THE PURPOSE OF CONDUCTING A FUNDRAISER- FASHION SHOW EVENT TITLED "LET IT GO - WALKING IN MY FREEDOM"; AND PROVIDING AN EFFECTIVE DATE. *(Sponsored by Fanny Carmona, Parks & Recreation Director)*

WHEREAS, the South Dade Women Veterans Alliance, Inc. was founded in November of 2018 to address and support the needs of women veterans in our community; and

WHEREAS, the focus of the South Dade Women Veterans Alliance, Inc. is on military women, past and present; providing advocacy, support, and resources for them to heal, grow, and build resilient lives building strong families and communities; and

WHEREAS, the Sunshine State is home to 1,492,000 veterans of whom 164,000 are women; and

WHEREAS, women are one of the fastest growing demographics in the veteran population, with 2.5 million women currently serving in active duty; and

WHEREAS, the South Dade Women Veterans Alliance, Inc. would like to host a Fundraiser Fashion Show titled "Let it Go - Walking in My Freedom"; and is requesting a waiver of all fees in utilization of Thalatta Estate and associated amenities.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PALMETTO BAY, FLORIDA, THAT:

Section 1. The South Dade Women Veterans Alliance, Inc. is hereby authorized to use Thalatta Estate, for the purpose of conducting

a Fundraiser Fashion Show titled “Let it Go - Walking in My Freedom”, on June 8, 2024.

Section 2. Any and all established user fees are hereby waived, and South Dade Women Veterans Alliance, Inc. shall have use of the needed park amenities on June 8, 2024 at no cost; with the proviso that the recipient comply with all applicable rules, regulations and ordinances.

Section 3. This resolution shall take effect immediately upon its adoption.

PASSED and **ADOPTED** this _____ day of May 2024.

Attest:

_____	_____
Missy Arocha	Karyn Cunningham
Village Clerk	Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY, FLORIDA ONLY:

_____
John C. Dellagloria
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Patrick Fiori _____

Council Member Steve Cody _____

Council Member Marsha Matson _____

Vice-Mayor Leanne Tellam _____

Mayor Karyn Cunningham _____

Event/Facility Use Request Questionnaire

Date: 4/10/24

Event Name: "Let it Go" - Walking in My Freedom

Name of Organization: South Dade Women Veterans Alliance, Inc. (SDWVA)

Name of Organizer: Julie Robison-SDWVA - Rose Martin- Women History Coalition, Nina Roque- MDC Commission for Women - Vanessa Thomas Florida Department of Veteran Affair, Mary E. Scheryl - DAR - Gina Ali (DAR) MACY'S

How many years have you conducted this event at our park? 0

At least (3) Proposed Date(s)/Time(s) in order of Preference:

Date #1: June 8th 5pm - 8pm

Date #2: June 1st 5pm - 8pm

Date #3: June 22nd 5pm-8pm

Estimated Attendance: 200 Park: Thalatta Estates

What Type of Event? (Run/Walk, Fundraiser, Concert, etc.)

Fundraiser - Fashion Show

Organization's Mission/Vision/Purpose: Making the Invisible Visible Our mission is to unite and empower women veterans in Miami-Dade, fostering a sense of camaraderie that provides advocacy, ongoing support, and access for resources.

Required Documents:

I. **Detailed Site Plan.** *Please upload the diagram of the set-up for the event. Show as much detail as possible. Show crowd flow, seating, parking, etc. Also show configuration and sizes of stage, booths/ tent(s) location, portable toilets, inflatables, games, etc.* ***Once the event is approved, a site meeting will be required with the Park Supervisor.***

CLICK HERE TO UPLOAD THE SITE MAP

II. Please include the Certificate of Liability Insurance. *****Required once event is approved via Resolution***

Name the Village of Palmetto Bay as additional insured-9705 East Hibiscus Street Palmetto Bay, FL 33157

III. Not-for-Profit Documents with Federal Tax ID # 88-1550023

CLICK HERE TO UPLOAD NON-PROFIT DOCUMENTS

****

General:

Yes	No	
☐	☑	Is this event open to the general public?
☑	☐	Will there be an admission fee? If yes, please provide amount(s): $50.00 Tickets
☑	☐	Will you have music? Live ☐ Taped ☐ DJ ☑
☐	☑	Will there be on-site registration?
☑	☐	Will there be sponsors or vendors on-site? If yes, please list them below.

Please review Noise ordinance. ***You will be required to face the speakers in a certain direction depending on the park where your event is being hosted.***

Will your event require tents? Size:_____ Quantity: _____ NO.

If tent is larger than 10'X10', please explain how the tent(s) will be grounded?

**Tents larger than 10' x10'require a separate permit from the building department.*

Event Description (please be very specific with all the activities being conducted. If possible, provide a timeline). **Note:** ***You will not be permitted to conduct any additional activities, add new event components, unless your request for new items goes back to Village Council for approval.***

Fashion Show/ Silent Auction / Women In the Military Display/ Food + Beverages

Will your event require a stage, or platform? Size:_____Quantity: _____ NO.
**Will require a separate permit from the building department.*

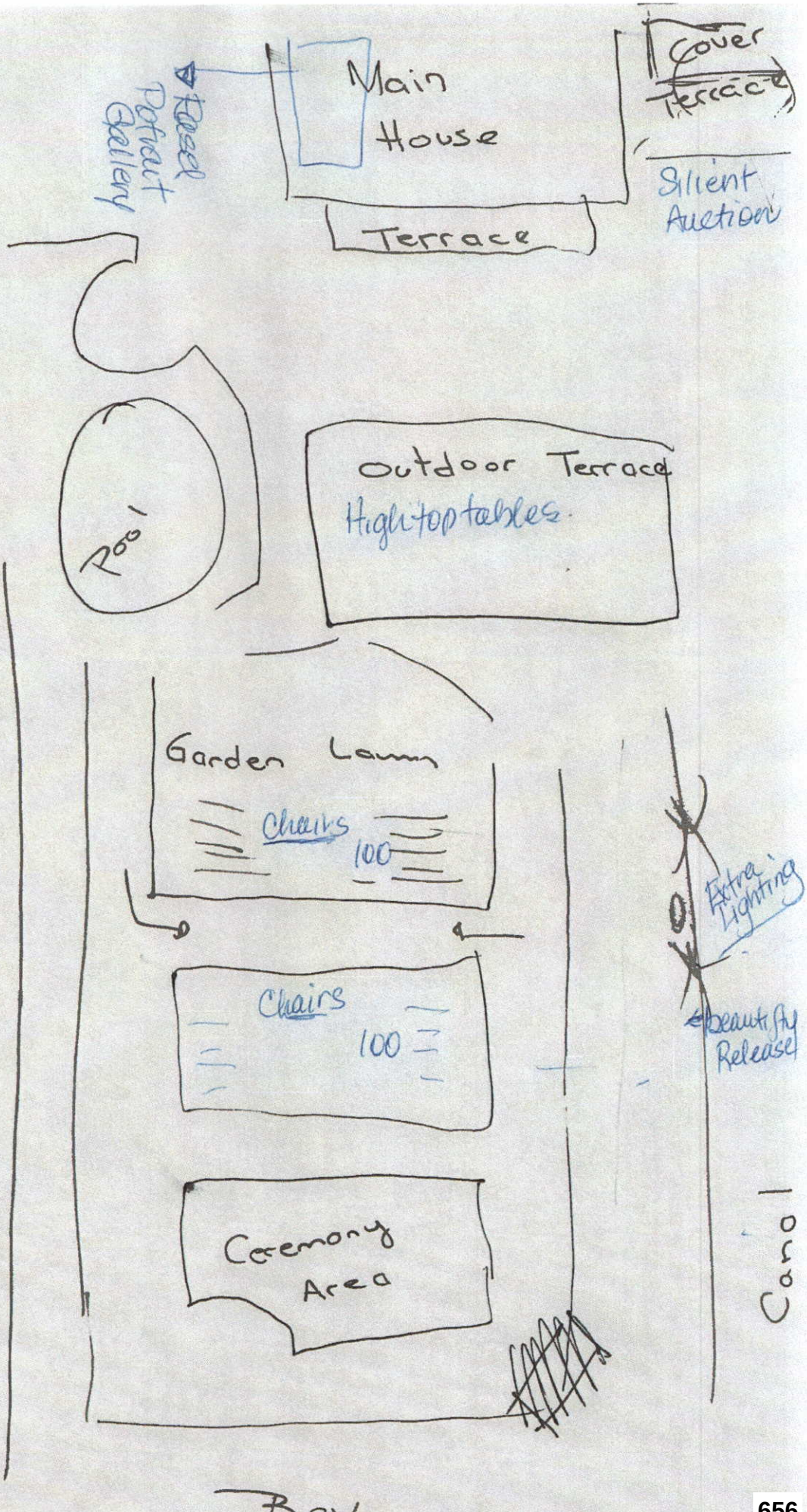
Insert Image of Stage HERE (if applicable):

Area/Amenity of park to be used: *(Please check all that apply)*

☐ Recreation Room	☑ Gazebo/Pavilion	☐ Meditation Garden	☐ Picnic Area	☐ Ball Field #____
☐ Soccer Field	☐ Football Field	☐ Open Field Area	☐ Volleyball Courts	☐ Playground
☐ Basketball Courts	☐ Skate Park	☐ Amphitheater	☑ Covered Terrace	☑ Open Terrace
☐ Tennis Courts	☐ Racquetball Courts	☑ Walking/Jogging Trails	☐ Entire Park	☑ Other _____

Vendors: Include names and check all that apply. All vendors must provide insurance certificate naming the Village as additional insured, have a Business Tax Receipt and a catering license from the State of Florida-Division of Hotels & Restaurants

- ☑ Caterer _____
- ☐ Food Trucks _____
- ☐ Amusement Rides (Bounce House, Mechanical etc.) _____
- ☑ Other DJ _____


Cover
Terrace
Main
House
Easel
Portrait
Gallery
Silent
Auction
Terrace
Pool
Outdoor Terrace
High top tables
Garden Lawn
Chairs
100
Extra
Lighting
Chairs
100
Beautify
Release
Neighbor
Ceremony
Area
Canal
Bar

Sunbiz.org DIVISION of CORPORATIONS an official State of Florida website

Detail by Entity Name

Florida Not For Profit Corporation
SOUTH DADE WOMEN VETERANS ALLIANCE, INC.

Filing Information

Document Number	N22000003660
FEI/EIN Number	88-1550023
Date Filed	04/04/2022
State	FL
Status	ACTIVE
Last Event	AMENDMENT AND NAME CHANGE
Event Date Filed	11/15/2022
Event Effective Date	NONE

Principal Address

10720 Caribbean Blvd #320
Miami, Florida
#320
Cutler Bay, FL 33189

Changed: 03/10/2023

Mailing Address

10720 Caribbean Blvd #320
Miami, Florida
#320
Cutler Bay, FL 33189

Changed: 03/10/2023

Registered Agent Name & Address

ROBISON, JULIE
14661 HARRISON STREET
MIAMI, FL 33176

Officer/Director Detail

Name & Address

Title P

OLLER, VIRAMA
28910 SW 193 AVENUE
MIAMI, FL 33032

Title VP

SOBALVARRO, CARLOS
13274 SW 265TH STREET
HOMESTEAD, FL 33032

Title CEO/Executive Director

Robison, Julie
14661 HARRISON STREET
MIAMI, FL 33176

Title Director

Phillips, Tyra
15201 SW 216st
Miami, FL 33170

Annual Reports

Report Year	Filed Date
2023	01/24/2023
2023	03/10/2023
2024	02/08/2024

Document Images

02/08/2024 -- ANNUAL REPORT	View image in PDF format
03/10/2023 -- AMENDED ANNUAL REPORT	View image in PDF format
01/24/2023 -- ANNUAL REPORT	View image in PDF format
11/15/2022 -- Amendment and Name Change	View image in PDF format
04/04/2022 -- Domestic Non-Profit	View image in PDF format

Village of Palmetto Bay
Parks & Recreation Department

Thallata Estate at Village of Palmetto Bay
Administrative Fee Waiver for Not-For-Profit and Community Groups

Name of Organization: South Dade Women Veterans Alliance, Inc.

Contact Person: Julie Robison FEI/EIN # 88-1550023

Title within Organization/Community Group: Founder & CEO

Address: 10720 Caribbean Blvd. #320

City: Cutler Bay State: FL Zip Code: 33189

Telephone: 305-964-5661 Web Site Address: www.sdwva.org

E-Mail: southdadeveteransalliance@gmail.com

Open to the Public: ✓ Open to Group Members Only: Women Veterans Annual Membership Dues: $ -0-

Date Room Requested: Tal Thalatta Estates Function Time: From 5pm to 8pm.

Number of Hours: 3 Estimated Attendance: 200 Food/Catering: ✓ Yes ____ No

Room Rental Purpose: Fashion Show/Fundraiser

Please provide a brief outline of your Organization/Community Group and indicate its objectives/services:

Women Veterans Program - Provides advocacy for women support, and resources for them to heal, grow, and build resilient lives

Please provide a written statement of need explaining why fee waiver is being request: Non-Profit Agency.

I have read, understand and agree to abide by the VOPB Park Rules & Regulations and Facility Rules & Regulations. I attest the applicant organization is eligible and meets the criteria for fee waiver as established in Ord. 2012-12. I understand that the Village has first priority for use of the Edward and Arlene Feller Community room over any nonprofit organization or community group, and the organization or community group will be required to move their meeting to another time and/or date to accommodate the Village's use of the room. Should the nonprofit organization or community group requesting and/or receiving an administrative waiver of the rental fees conduct a fund raising activity in the Edward and Arlene Feller Community Room, the organization or group will be required to pay the full rental amount. A request for waiver of the rental fees must be issued at least ten (10) days prior to the requested day of use. The Edward and Arlene Feller Community room can only be used for up to ten (10) hours a week by community groups or nonprofits. The Edward and Arlene Feller Community Room is limited to once per week by nonprofit organizations and community groups who are seeking use through administrative waiver of rental fees. I will assume full responsibility for cleaning the facility and returning the furnishings to their original position and otherwise have the facility ready for inspection following the rental. I understand and acknowledge that I am the representative of applicant organization and assume complete responsibility for any damage done to the facility or its furnishings during the period of my reservation. I understand the deposit may be refunded if facility is returned to its original condition. The Village of Palmetto Bay values and recognizes the role of community groups and organizations within the Village and I acknowledge the Village Manager shall review the request and award the room rental fee waiver. I understand this decision is final and not subject to appeal.

Village of Palmetto Bay
Parks & Recreation Department

Thalata Estate at Village of Palmetto Bay
Administrative Fee Waiver for Not-For-Profit and Community Groups

Name of Organization: _____

Contact Person: _____ FEI/EIN # _____

Title within Organization/Community Group: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ Web Site Address: _____

E-Mail: _____

Open to the Public: _____ Open to Group Members Only: _____ Annual Membership Dues: $ _____

Date Room Requested: _____ Function Time: From _____ to _____

Number of Hours: _____ Estimated Attendance: _____ Food/Catering: _____ Yes _____ No

Room Rental Purpose: _____

Please provide a brief outline of your Organization/Community Group and indicate its objectives/services: _____

_____

_____

Please provide a written statement of need explaining why fee waiver is being request: _____

_____

I have read, understand and agree to abide by the VOPB Park Rules & Regulations and Facility Rules & Regulations. I attest the applicant organization is eligible and meets the criteria for fee waiver as established in Ord. 2012-12. I understand that the Village has first priority for use of the Edward and Arlene Feller Community room over any nonprofit organization or community group, and the organization or community group will be required to move their meeting to another time and/or date to accommodate the Village's use of the room. Should the nonprofit organization or community group requesting and/or receiving an administrative waiver of the rental fees conduct a fund raising activity in the Edward and Arlene Feller Community Room, the organization or group will be required to pay the full rental amount. A request for waiver of the rental fees must be issued at least ten (10) days prior to the requested day of use. The Edward and Arlene Feller Community room can only be used for up to ten (10) hours a week by community groups or nonprofits. The Edward and Arlene Feller Community Room is limited to once per week by nonprofit organizations and community groups who are seeking use through administrative waiver of rental fees. I will assume full responsibility for cleaning the facility and returning the furnishings to their original position and otherwise have the facility ready for inspection following the rental. I understand and acknowledge that I am the representative of applicant organization and assume complete responsibility for any damage done to the facility or its furnishings during the period of my reservation. I understand the deposit may be refunded if facility is returned to its original condition. The Village of Palmetto Bay values and recognizes the role of community groups and organizations within the Village and I acknowledge the Village Manager shall review the request and award the room rental fee waiver. I understand this decision is final and not subject to appeal.

_____ 4/25/24

Signature Date

Approved: ☐ Denied: ☐

_____ _____

Nick Marano, Village Manager Fanny Carmona Gonzalez, Parks Director

Deposit $500 Check #: _____ Received by: _____

FACILITY RENTAL RULES & REGULATIONS

Edward and Arlene Feller Community Room and Amphitheater at Ludovici Park

Thank you for considering the Village of Palmetto Bay as the venue for your event. Throughout this document, you shall be referred to as the Permittee, which shall at all times herein be defined as the party holding the event at the Village of Palmetto Bay. This agreement permits and facilitates rentals; sets governing terms and conditions; and identifies compliance guidelines regarding user rules and regulations as established by the Village of Palmetto Bay.

Facilities and Fees

Community Room:

Accommodates up to 50 people; includes use of light-food/ beverage prep area. All Community Room rentals are subject to prior written approval from Village Manager.

Weekdays 8:00 am to 5:00 pm: $75.00 per hour, with a minimum three (3) hour rental requirement; Daily rate: 8:00 a.m. to 5:00 p.m. = $375.00

Nights 5:00-11:00 pm, Weekends/Holidays 8:00 am to 11:00 pm: $100.00 per hour, with a minimum three (3) hour rental; Daily rate weekends/holidays = $500.00

*** AV equipment (set-up/break down by Village personnel only!)**

Amphitheater:

Weekdays: $75.00 per hour, with a four (3) hour minimum; Daily rate: $450.00.

Weekends/Holidays: $100.00 per hour; four (3) hour minimum; Daily rate: $600.00.

Sound equipment (set-up/break down by Village personnel): $100.00 per hour; Daily rate: $600.00.

Gazebo:

Weekdays: $50.00 per hour, with a three (3) hour minimum; Daily rate: $300.00.

Gazebo with use of event/grass area: $75.00 per hour, with a three (3) hour minimum; Daily rate: $450.00.

Weekends/Holidays: $75.00 per hour, with a three (3) hour minimum; Daily rate: $450.00.

Gazebo with use of event/grass area: $100.00 per hour; three (3) hour minimum; Daily rate: $600.00.

* Sound system fees and related needs same as noted under Amphitheater.

Amphitheater/Gazebo/Event area:

Weekdays: $100.00 per hour, with a four (3) hour minimum; Daily rate: $600.00

Weekends/Holidays: $150.00 per hour; Daily rate: $900.00

- $500.00 refundable damage/clean-up deposit for any of the above rentals
- If security officer service is required, permittee is to utilize the Security Services of the Village's authorized vendor, who is under contract to provide security services. Security officer services may be required at the discretion of the Village Manager, in consultation with the Village's Police Department.
- If valet service is required, Permittee must obtain valet service through company currently under contract to provide such service for the Village of Palmetto Bay.
- All fees are subject to applicable sales tax.
- Weekends include Friday, Saturday, Sunday and all Village recognized holidays.
- Permittee acknowledges that fees are subject to change.

Reservation and Payment

1. All rental agreements, which agreement shall be uniform as developed by the Village Attorney, shall be arranged through the Parks & Recreation Department and are subject to the approval of the Director of the Parks & Recreation Department in his/her sole discretion.

2. Reservations for rentals are on a first come first serve basis.

3. A signed, rental permit application and a rental deposit equal to fifty percent (50%) of the TOTAL Rental Fee is due from Permittee two (2) weeks after Permittee requests the event date. If payment and fully executed Facility Rental Agreement is not received within the deadline the Village of Palmetto Bay will automatically remove the Permittee's reservation from the calendar.

4. The rental deposit equal to fifty percent (50%) of the total Rental Fee is refundable within the first 60 days (provided the request for refund is not within 59-days of event date) after the Permittee has signed the rental agreement. Any notice of cancellation must be received in writing to the Village of Palmetto Bay prior to the expiration of the 60 day time period in order to receive a refund. Refund checks will be mailed to the Permittee within four (4) to six (6) weeks of receipt of cancellation.

5. Permittee must pay the outstanding balance for an event a minimum of thirty (30) days prior to the event.

6. All payments should be made to "The Village of Palmetto Bay." Any payments accepted within 30 days prior to the event must be made in the form of cashier's check, money order or credit card. The Village of Palmetto Bay reserves the right to retain deposit and cancel any events that have unpaid balances 30 days prior to the event date. For cancellations made within 30 days of the event date, Permittee is financially responsible for total amount of rental fee, and no refunds will be granted.

Vendors/Subcontractors

7. Permittee is responsible for the actions of all subcontractors and/or vendors, which may include but are not limited to party planners, entertainers, florists, caterers, musicians, etc. All subcontractor's and/or vendors are required to be registered with the Village of Palmetto Bay. Said vendor registration process requires submittal of contact information; a certificate of liability insurance naming the Village of Palmetto Bay as additional insured, including general, automotive, liquor and/or products liability coverage's based on provided services; copy of licenses (as may be required for profession and/or business); description of vehicles; description of uniforms employees will be wearing; and execution of the Village's standard form indemnification agreement – indemnifying the Village.

8. Permittee is responsible for ensuring that all subcontractors and vendors are aware of The Village's Rules and Regulations.

Event Set Up

9. Permittees are responsible for ensuring that their subcontractors and/or vendors provide sufficient extension cords, electrical panels, etc. to cover the event's electrical needs. Extension cords must be taped-down/coverage to prevent tripping, ensuring the safety of guest and/or event patrons/staff. Any electrical modifications to electrical panel must be submitted in writing and detailed by a licensed electrician or contractor for Village review and approval. Permits may be required as applicable.

10. Failure to notify the Parks & Recreation Department of electrical requirements may result in inadequate power or power failure and repairs will be at the expense of the Permittee.

11. Permittee or Permittee's Representative must be on-site to accept deliveries and oversee set up. **The Village staff will not act as Permittee Representative and will not accept or sign for deliveries.**

12. Emergency exits, doors, windows, driveways, stairs, or ramps to and from the public areas must not be blocked at any time.

Parking

13. If valet service is required, Permittee is to utilize the valet service of the Village's authorized vendor that has a contract to provide such service for the Village of Palmetto Bay. Permittee is to advise the Parks and Recreation Department at least ten (10) days prior to the event of the use a chartered bus service, which service would be used to facilitate attendee drop-off and parking. No Parking is allowed on private property of neighboring residents or within the swale areas of the Village.

Time Restrictions

14. Weddings, receptions, parties and special events must comply with the Village's noise ordinance #04-24 and amplified music must conclude by 11:00 p.m. No time extensions will be granted the evening of the event.

15. Alcoholic beverages service must conclude at least one (1) hour prior to an event's ending time.

Fundraising

16. Village Manager or designee must approve any auction, sale, games of chance, or other such fundraising ventures in accordance with applicable Village, County and/or State laws/ordinances/ statutes.

17. A permit to conduct business on the Village of Palmetto Bay's park property may be required.

Alcohol Use

18. If liquor is sold, and/or consumed during event, an appropriate liquor license must be obtained by Permittee and be in the name of Permittee or contracted vendor and displayed at event. Prior to the event, Permittee must provide the Parks & Recreation Director or designee with a copy of the liquor license together with a liquor liability insurance policy in the amount of $1,000,000 which names the Village of Palmetto Bay as an additional insured. Alcoholic beverages shall not be consumed by anyone less than 21 years of age. Violation of this term shall be grounds for immediate termination of this Permit and forfeiture of any security deposit or monies paid. Additionally, Permittee assumes responsibility for his/her guest and/or attendees, gated or otherwise invited, regarding the amount of alcoholic beverages consumed to ensure no one departs the events impaired and unable to safely operate a vehicle and may endanger himself/herself or others.

Note: Policy shall allow alcohol to be served at approved functions at Ludovici Park and Thalatta Park, upon the prior written authorization of the Village Manager or designee.

Restrictions and Prohibited Items

19. Painting, spray painting, the spraying of cleaning solutions, pesticide, or aerosols is not permitted.

20. Smoking is not permitted at any Village park facility, including any open area of the park facility.

21. Fireworks or open flames (tiki torches) are not permitted on any part of park property.

22. Decorations shall in no way damage the property, buildings, or furnishings and artifacts. Furniture, artwork, and display items may not be moved. Any and all costs for damages to property, buildings, furnishings, artwork, or display items will be charged against the security deposit and additional charges may be assessed against Permittee.

23. No alteration, trimming, or cutting of any plants or trees, including sea grasses is allowed. Tree climbing is not permitted. Hunting, fishing, handling, harassing, or disturbing the wildlife is not allowed.

24. Only service animals for persons with disabilities are permitted at park facility.

25. Placement of any item on the grass is subject to the approval of the Parks & Recreation Director or designee. Failure to adhere to this rule may result in additional charges, suspension of privilege of hosting the event or a loss of the security deposit.

26. No dumping of any substance is allowed on the grounds, or surrounding areas.

27. All matters of set-up, decorations, etc shall be coordinated through the Village's Program and Events Coordinator and/or designated staff person.

Event Clean Up and Breakdown

28. Permittee is responsible for all event clean up. Permittees are responsible for ensuring that their contracted vendors are aware of all rules and clean up responsibilities. When Permittee leaves the park facility, the facility should look as it did when Permittee arrived. Failure to adhere to clean up rules may result in additional charges, and/or a loss of the security deposit. (Permittees are encouraged to obtain a private vendor and/or contractual services to accommodate litter control, etc during the event, as well as post-event clean-up. Any labor required by The Village personnel to clean the event site will be done so at an additional charge of $200.00 per hour, deductible from the security deposit. Any balance over the security deposit amount due to clean up shall be invoiced to the Permittee.

29. The Village will provide trash cans and liners as needed. All trash must be removed and dumped in appropriate dumpsters located on the property. The Village hourly clean-up fee as described in Paragraph 28 above shall be imposed for failure to properly dispose of trash/trash bags.

Building Condition and Appearance

30. Permittee agrees to accept the event site in "as-is" condition. By executing this Permit, Permittee shall be deemed to have accepted the event site in acceptable order, condition.

Property Damage Repair and/or Replacement

31. Any Village property, which is damaged or destroyed during Permittee's event, will be subject to repair, replacement, or recompense at the sole cost to the Permittee. **Where necessary, the security deposit will fund repair, replacement, or recompense to damaged or destroyed property. Where necessary, the Village reserves the right to collect from Permittee any charges and/ or damages not covered by the security deposit. Permittee agrees to reimburse the Village within 30 days upon proof from the Village of damages, repairs made, and costs incurred in effectuating the repairs.**

Inclement Weather

32. The Permittee should establish a back up plan in case of inclement weather. At no time shall the Village of Palmetto Bay be responsible or liable for inclement or bad weather that may in any way affect Permittee's events at Village Park. Upon issuance of a Tropical Storm and/or Hurricane Watch or Warning for Miami-Dade County, the Village of Palmetto Bay closes to the public and prepares for the approaching storm. **Events scheduled for evenings in which a Storm Watch or Warning is issued for Miami-Dade County will be cancelled.** The Permittee may select an alternate available date on which to hold their event at the Village Park. If the Permittee chooses to fully cancel their event at the Village Park due to its closing by a Storm Watch or Warning, a refund of monies paid by the Permittee will be granted upon written notification of cancellation by Permittee to the Village. The Village of Palmetto Bay shall in no way be held responsible for any costs resulting from a closure due to inclement weather, including a Storm Warning or Watch.

Additional Terms and Conditions

33. Permittee agrees to adhere to all instructions of the Village of Palmetto Bay's staff and/or representatives.

34. Permittee agrees to abide by all federal, state, and local laws.

35. The Village of Palmetto Bay reserves the right to remove from premises any person(s) behaving in a manner considered to be potentially harmful or detrimental to the Village of Palmetto Bay and/or other event guests.

36. The Village of Palmetto Bay reserves the right to cancel this Permit at any time, with or without notice, in the event that any term, condition, or promise in this Permit has been or is being violated. In such event, there will be no reimbursement or credit towards any fee previously paid or any fee still owing and the Village of Palmetto Bay will not be responsible for any consequential damages. The Village also reserves the right to cancel this Permit in the interest of public safety or in the event of an emergency. The Village will in no way be responsible for any consequential damages resulting from a closure decision due to an emergency or a closure decision made in the interest of public safety.

37. Permittee shall indemnify and hold harmless the Village of Palmetto Bay and its officers, employees, agents and instrumentalities from any and all liability, losses, or damages, including attorneys' fees and costs of defense, which the Village or its officers, employees, agents, or instrumentalities may incur as a result of claims, demands, suits, causes of actions, or proceedings of any kind or nature arising out of, relating to or resulting from the performance of this Permit by the Permittee or its employees, agents, servants, partners, principals, subcontractors, or vendors. Permittee shall pay all claims and losses in connection therewith and shall investigate and defend all claims, suits or actions of any kind or nature in the name of the Village, where applicable, including appellate proceedings, and shall pay all costs, judgments, and attorney's fees which may issue thereon.

38. Application is not accepted and date is not reserved unless this document is signed and submitted along with the attached Original Permit Application and required deposits.

I Tillie Robinson, **have read and understand these rules and regulations and accept the terms of the rental permit.**

Permittee Signature

Dated 4/26/24

Print Name Tillie Robinson

South Dade Womens Veterans Alliance

Homestead, FL

Is this your nonprofit?

Claim your profile for free

Learn about benefits

Mission

This organization has not provided GuideStar with a mission statement.

Ruling year

2022

Main address

3497 SE 1st St
Homestead, FL 33033

EIN

88-1550023

Subject area

Special population support

NTEE code

Military/Veterans' Organizations (W30)

IRS filing requirement

This organization is required to file an IRS Form 990-N.

Chat with Candid

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Programs and results

What we aim to solve

This profile needs more info.

If it is your nonprofit, add a problem overview.

Update Now

This organization has not yet reported any program information.

Financials

We do not have financial information for this organization.



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Unlock nonprofit financial insights that will help you make more informed decisions. Try our monthly plan today.

- Analyze a variety of pre-calculated financial metrics
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Chat with Candid

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Learn more about GuideStar Pro.

Operations

The people, governance practices, and partners that make the organization tick.

Candid.

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Foundation Center and GuideStar are Candid.

Chat with Candid

Fresno Service Center
Fresno CA 93888

In reply refer to: 3552884911
Feb. 02, 2024 LTR 4168C 0
88-1550023 000000 00
00029314
BODC: TE

SOUTH DADE WOMENS VETERANS ALLIANCE
% JULIE ROBISON
10720 CARIBBEAN BLVD STE 320
CUTLER BAY FL 33189-1244

010404

Employer ID number: 88-1550023
Form 990 required: YES

Dear Taxpayer:

We're responding to your request dated Jan. 26, 2024, about your tax-exempt status.

We issued you a determination letter in May 2022, recognizing you as tax-exempt under Internal Revenue Code (IRC) Section 501(c)(3).

We also show you're not a private foundation as defined under IRC Section 509(a) because you're described in IRC Section 509(a)(2).

Donors can deduct contributions they make to you as provided in IRC Section 170. You're also qualified to receive tax deductible bequests, legacies, devises, transfers, or gifts under IRC Sections 2055, 2106, and 2522.

In the heading of this letter, we indicated whether you must file an annual information return. If you're required to file a return, you must file one of the following by the 15th day of the 5th month after the end of your annual accounting period:

- Form 990, Return of Organization Exempt From Income Tax
- Form 990EZ, Short Form Return of Organization Exempt From Income Tax
- Form 990-N, Electronic Notice (e-Postcard) for Tax-Exempt Organizations Not Required to File Form 990 or Form 990-EZ
- Form 990-PF, Return of Private Foundation or Section 4947(a)(1) Trust Treated as Private Foundation

According to IRC Section 6033(j), if you don't file a required annual information return or notice for 3 consecutive years, we'll revoke your tax-exempt status on the due date of the 3rd required return or notice.

You can get IRS forms or publications you need from our website at www.irs.gov/forms-pubs or by calling 800-TAX-FORM (800-829-3676).

If you have questions, call 877-829-5500 between 8 a.m. and 5 p.m., local time, Monday through Friday (Alaska and Hawaii follow Pacific

THALATTA ESTATE SUMMARY OF RENTAL FEES

STEP 1: RENTAL COST

Monday		Tuesday		Wednesday		Thursday	
Ceremony Area	$ 195.00	Ceremony Area	$ 195.00	Ceremony Area	$ 195.00	Ceremony Area	$ 195.00
Garden Lawn	$ 825.00	Garden Lawn	$ 825.00	Garden Lawn	$ 825.00	Garden Lawn	$ 825.00
Outdoor Terrace	$ 1,375.00	Outdoor Terrace	$ 1,375.00	Outdoor Terrace	$ 1,375.00	Outdoor Terrace	$ 1,375.00
Covered Terrace	$ 550.00	Covered Terrace	$ 550.00	Covered Terrace	$ 550.00	Covered Terrace	$ 550.00
Bride/Groom Suite	$ 250.00	Bride/Groom Suite	$ 250.00	Bride/Groom Suite	$ 250.00	Bride/Groom Suite	$ 250.00
Education Room	$ 150.00	Education Room	$ 150.00	Education Room	$ 150.00	Education Room	$ 150.00
String Lights-One Set	$ 350.00	String Lights-One Set	$ 350.00	String Lights-One Set	$ 350.00	String Lights-One Set	$ 350.00
String Lights-Two Sets	$ 550.00	String Lights-Two Sets	$ 550.00	String Lights-Two Sets	$ 550.00	String Lights-Two Sets	$ 550.00
Package Rate (all areas*)	$ 2,750.00	Package Rate (all areas*)	$ 2,750.00	Package Rate (all areas*)	$ 2,750.00	Package Rate (all areas*)	$ 2,750.00
Friday		**Saturday 6/8/24**		**Sunday**		**Observed Holidays**	
Package Rate Only	$ 4,600.00	Package Rate Only	$ 4,600.00	Ceremony Area	$ 605.00	Ceremony Area	$ 605.00
Includes all areas*		Includes all areas*		Garden Lawn	$ 1,457.00	Garden Lawn	$ 1,457.00
String Lights-One Set	$ 550.00	String Lights-One Set	$ 550.00	Outdoor Terrace	$ 2,475.00	Outdoor Terrace	$ 2,475.00
String Lights-Two Sets	$ 750.00	String Lights-Two Sets	$ 750.00	Covered Terrace	$ 1,100.00	Covered Terrace	$ 1,100.00
				Bride/Groom Suite	$ 550.00	Bride/Groom Suite	$ 550.00
				Education Room	$ 350.00	Education Room	$ 350.00
				String Lights- One Set	$ 550.00	String Lights-One Set	$ 550.00
				String Lights-Two Sets	$ 750.00	String Lights-Two Sets	$ 750.00
				Package Rate (all areas*)	$ 4,600.00	Package Rate (all areas*)	$ 4,600.00

*Package rate includes the entire facility except the string lights

STEP 2: FACILITY SERVICE FEE

Guest count:	200
Facility Service Fee at a rate of $2.50 per guest (to be determined and added at final payment)	$500

STEP 3: VALET COST

** All events over 50 guests are required to have valet services for the duration of their event. No exceptions!

4 Hour Service	5 Hour Service	6 Hour Service	7 Hour Service	8 Hour Service
Guest Count 50-80	Guest Count 50-80	Guest Count 50-80	Guest Count 50-80	Guest Count 50-80
2 attendants & 1 Supervisor $368.08	2 attendants & 1 Supervisor $460.10	2 attendants & 1 Supervisor $552.12	2 attendants & 1 Supervisor $644.14	2 attendants & 1 Supervisor $736.16
Guest Count 81-115	Guest Count 81-115	Guest Count 81-115	Guest Count 81-115	Guest Count 81-115
3 attendants & 1 Supervisor $487.92	3 attendants & 1 Supervisor $609.90	3 attendants & 1 Supervisor $731.88	3 attendants & 1 Supervisor $853.86	3 attendants & 1 Supervisor $975.84
Guest Count 116-150	Guest Count 116-150	Guest Count 116-150	Guest Count 116-150	Guest Count 116-150
4 attendants & 1 Supervisor $607.76	4 attendants & 1 Supervisor $759.70	4 attendants & 1 Supervisor $911.64	4 attendants & 1 Supervisor $1,063.58	4 attendants & 1 Supervisor $1,215.52
Guest Count 151-185	Guest Count 151-185	Guest Count 151-185	Guest Count 151-185	Guest Count 151-185
5 attendants & 1 Supervisor $727.60	5 attendants & 1 Supervisor $909.50	5 attendants & 1 Supervisor $1,091.40	5 attendants & 1 Supervisor $1,273.30	5 attendants & 1 Supervisor $1,455.20
Guest Count 186-200	Guest Count 186-200	Guest Count 186-200	Guest Count 186-200	Guest Count 186-200
6 attendants & 1 Supervisor $847.44	6 attendants & 1 Supervisor $1,059.30	6 attendants & 1 Supervisor $1,271.16	6 attendants & 1 Supervisor $1,483.02	6 attendants & 1 Supervisor $1,694.88

STEP 4: SECURITY GUARD COST

** All events require a minimum of one (1) security guard. All events over 50 guests are required to have two (2) security guards for the duration of their event. No exceptions!

4 Hour Service	5 Hour Service	6 Hour Service	7 Hour Service	8 Hour Service
1 guard (<50 guests) $93.09	1 guard (<50 guests) $116.36	1 guard (<50 guests) $139.64	1 guard (<50 guests) $162.91	1 guard (<50 guests) $186.18
2 guards (50+ guests) $186.18	2 guards (50+ guests) $232.73	2 guards (50+ guests) $279.27	2 guards (50+ guests) $325.82	2 guards (50+ guests) $372.36

STEP 5: ADD ALL COSTS

South Dade Women Veterans Fundaiser Saturday, June 8, 2024

Hours of Service Valet: 4:30-8:30

Hours of Service Security: 4:30-8:30

Event Hours: 5-8 PM

Rental Amount (combine all areas required)	$ 4,600.00	WAIVED
Bride/Groom Suite		
Education Room		
String Lights	$ 750.00	WAIVED
Facility Service Fee	$ 500.00	WAIVED
7% Taxes		
Valet Event Services Cost	$ 368.08	
C-100 Parking Lot Fee ($321 inlcudes tax)	$ 321.00	
Security Event Services Cost	$ 186.18	
TOTAL DUE:	$ 6,725.26	
50% Rental Amount Deposit Due (Check or Money Order)		
2.25% Credit Card Processing Fee (non-refundable)	$ -	
50% Rental Amount Deposit due - if paying with credit card	$ -	
Balance Due 30 days prior to Event (Check or Money Order)	$ 6,725.26	
2.25% Credit Card Processing Fee (non-refundable)	$ 151.32	
Final Balance Due - if paying with credit card	$ 6,876.58	

Agreed and Accepted by: **Date:**

I have read, understand and accept the terms of the rental summary of fees. Thalatta Estate's summary of fees agreement is null and void without an accompanying signed rental application agreement.

Updated and prepared by Vanessa Leycegui Portes as of April 1, 2024

All information is kept confidential and used only for the purposes as noted above.