

**CONTRACT BETWEEN CITY OF PENSACOLA AND
KIMLEY-HORN & ASSOCIATES, INC.
BASED UPON REQUEST FOR QUALIFICATIONS #22-009**

THIS CONTRACT (“Contract”) is made this ____ day of _____, 2022, by and between the City of Pensacola (“City”), a Florida municipal corporation created and existing under the laws of the State of Florida, located at 222 W. Main Street, Pensacola, Florida 32502, and Kimley-Horn & Associates, Inc., (“Contractor”), a corporation authorized to do business in Florida, located at 2619 Centennial Boulevard, Suite 200, Tallahassee, FL 32315 (the City and Contractor collectively referred to hereinafter as the “Parties”).

WITNESSETH:

WHEREAS, the City solicited a Request for Qualifications #22-009, on December 10, 2021 (“RFQ”), as described in Project Manual/Specifications for Professional Consulting Services for City of Pensacola Active Transportation Plan, as modified by any addendum to the (“Addenda”), all as attached hereto as Exhibit A and incorporated herein by this reference (collectively referred to hereinafter as the “RFQ Documents”); and

WHEREAS, in response to the RFQ Documents, the Contractor submitted to the City a proposal dated January 18, 2022, including a statement of qualifications and experience, and/or any other documents submitted in response to the RFQ Documents (“RFQ Response”) attached hereto as Exhibit B and incorporated herein by this reference; and

WHEREAS, the City has selected the Contractor pursuant to the selection criteria or process as specified in the RFQ Documents based on the Contractor’s RFQ Response and any other requested information, and the Parties have agreed upon negotiated fees and services (“Negotiated Terms”) as attached hereto in Exhibit C and incorporated herein by this reference; and

WHEREAS, the Parties desire the Contractor to perform as described in the RFQ Documents and the RFQ Response, the Negotiated Terms, and pursuant to the terms and conditions of this Contract; and

WHEREAS, the Parties desire to enter into this Contract;

NOW, THEREFORE, in consideration of the work to be performed and the payment for the performance of the work, of the mutual covenants and benefits contained herein, and for other good and valuable consideration, the Parties agree as follows:

Section 1. Recitals.

The recitals contained above are true and correct and are incorporated into this Contract.

Section 2. Contractor's Obligations.

The Contractor shall perform all work and services described in, and in accordance with, the Contract. The Contractor warrants that all equipment, materials, and workmanship furnished, whether furnished by Contractor or its subcontractors or sub-suppliers, will comply with the Contract and any City specifications, drawings, and other descriptions supplied or adopted. The Contractor further warrants that the supplies and workmanship will be new, fit, and sufficient for the purpose for which they are intended, of good materials, design, and workmanship, and free from defects or failure. The City or its duly authorized representative shall at all times have full opportunity to inspect the materials to be furnished and the work to be done under this Contract. The Contractor shall comply with all applicable federal, state, and local laws, ordinances, rules, and regulations pertaining to the performance of this Contract. The Contractor is responsible for and shall indemnify the City against all damage or loss caused by fire, theft, or otherwise to materials, tools, equipment, and consumables left on City property by the Contractor.

Section 3. Term of Contract.

Subject to the right of termination for cause or convenience, the term of this Contract shall be as specified in the attached Quote Documents and Proposal.

Section 4. Payment.

The Contractor agrees to perform all work and services in Section 2 at the rates, costs, and any not-to-exceed amount provided for in the attached Proposal and Attachment B, Payment Schedule. The amount will be paid by the City based on invoices submitted by Contractor and payments approved by the City, only after written acceptance by the City pursuant to the Contract. Such payment shall be in accordance with the Florida Prompt Payment Act. In the event that the Consultant does not fully perform its obligations under the Contract, the City reserves the right to withhold payments for work not performed, to engage an alternative Contractor to complete work not performed, and to withhold such amounts as may be required to hold the City harmless from any claims or damages, direct, indirect or consequential, that may be sustained on account of the Contractor's acts or omissions in the performance of this Contract.

Section 5. Bond.

Is a bond required? Yes No

If yes: Contractor shall provide all bond(s) as required in the Contract. Should the City in the City's sole discretion at any time deem any of the sureties upon such bond to be unsatisfactory or if for any reason such bond shall cease to be adequate security for the City, the Contractor shall within five (5) days of written notice from the City furnish a new or additional bond in full sum and satisfactory to the City. No payment shall be deemed to be due or to be made to the Contractor unless and until such new or additional bond shall be furnished and approved in writing by the City. The premium and all expenses associated with such new or additional bond shall be paid by, and the sole responsibility of, the Contractor.

Section 6. Performance Schedule.

The Contractor shall commence and complete all work and services pursuant to the Contract.

Section 7. Necessary Approvals.

Contractor shall procure all permits, licenses, and certificates and any approvals in performance and completion of this Contract as may be required by federal, state, and local laws, ordinances, rules, and regulations, and in accordance with the Contract.

Section 8. No Waiver.

No waiver, alterations, consent, or modification of any of the provisions of the Contract shall be binding unless in writing and signed by the Mayor or his/her designee.

Section 9. Governing Law.

This Contract is governed and construed in accordance with the laws of the State of Florida. The law of the State of Florida shall be the law applied in the resolution of any claim, actions, or proceedings arising out of this Contract.

Section 10. Venue.

Venue for any claim, actions, or proceedings arising out of this Contract shall be Escambia County, Florida.

Section 11. No Discrimination.

Contractor shall not discriminate on the basis of any class protected by federal, state, or local law in the performance of this Contract.

Section 12. Assignment.

The rights and privileges conferred by this Contract shall not be assigned or transferred without the written consent of the City, which consent shall not be unreasonably withheld.

Section 13. No Other Agreements.

The Parties agree the Contract contains all the terms and conditions agreed upon by the Parties. No other agreements, oral or otherwise, regarding the subject matter of this Contract shall be deemed to exist or to bind either Party.

Section 14. Remedies for Failure to Perform or Breach of Contract.

The City reserves the right to seek all remedies available under law in the event of a failure to perform or other breach of this Contract by the Contractor, and the failure of the City to employ a particular remedy shall not be regarded by the Parties as a waiver of that or any other available remedy.

Section 15. Termination for Convenience.

The City may terminate this Contract without cause upon thirty (30) days prior written notice.

Section 16. Public Records Act.

The parties acknowledge and agree to fulfill all obligations respecting required contract provisions in any contract entered into or amended after July 1, 2016, in full compliance pursuant to Section 119.0701, *Florida Statutes*, and obligations respecting termination of a contract for failure to provide public access to public records. The parties expressly agree specifically that the contracting parties hereto shall comply with the requirements within Attachment "A" attached hereto and incorporated by reference.

Section 17. Mandatory Use of E-Verify System.

In compliance with the provisions of F.S. 448.095, the parties to this contract and any subcontractors engaged in the performance of this contract hereby certify that they have registered with and shall use the E-Verify system of the United States Department of Homeland Security to verify the work authorization status of all newly hired employees, within the meaning of the statute.

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be executed and sealed the day and year first above written.

CONTRACTOR

CITY OF PENSACOLA, FLORIDA

Kimley-Horn & Associates, Inc.
(Contractor's Name)

Mayor, Grover C. Robinson, IV

By Richard R. Barr
Senior Vice President

Attest: _____
City Clerk, Ericka L. Burnett

Richard Barr
(Printed Name)

Approved as to Substance:

Attest [Signature]
Corporate Secretary

Department Director

Legal in form and execution:



City Attorney

Attachment "A"

PUBLIC RECORDS: Contractor shall comply with Chapter 119, Florida Statutes. Specifically, Contractor shall:

- A. Keep and maintain public records required by the City to perform the service.
- B. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
- C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following the completion of the Contract if Contractor does not transfer the records to the City.
- D. Upon completion of the Contract, transfer, at no cost, to the City, all public records in possession of Contractor or keep and maintain public records required by the City to perform the service. If Contractor transfers all public records to the City upon completion of the Contract, Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Contractor keeps and maintains public records upon completion of the Contract, Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request of the City's custodian of public records, in a format that is compatible with the information technology systems of the City.

Failure by Contractor to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Contract by the City.

IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE PUBLIC RECORDS COORDINATOR AT:

THE OFFICE OF THE CITY CLERK, (850) 435-1715

PUBLICRECORDS@CITYOFPENSACOLA.COM

222 WEST MAIN STREET, PENSACOLA, FL 32502

Attachment "B"
PAYMENT SCHEDULE

1. Compensation of Consultant/Vendor/Contractor will be based on (check the appropriate method):

- Lump Sum/Flat Fee
- Hourly Rate(s)
- Other: _____

2. Compensation of Consultant/Vendor/Contractor as described in #1 above will be as follows (attach an additional page if necessary):

- Lump Sum/Flat Fee: \$149,802
- Hourly Rate(s) are: _____
- Other: _____

3. Costs to be reimbursed by the City include (list reimbursable costs or attach reimbursable cost schedule):

N/A

4. Invoice(s) of Consultant/Vendor/Contractor will be paid as follows (check the appropriate method):

- One-time, lump sum at the end of the work/project
- After submission of monthly or periodic invoices
- Other: _____

EXHIBIT A

RFQ DOCUMENTS ON FILE IN THE PURCHSING OFFICE

EXHIBIT B

PROPOSAL

The pages following Exhibit B are the documents comprising the Proposal dated, January 18, 2022, which Contractor submitted in response to the Bid Documents, are hereby incorporated by reference into this Contract. The Proposal includes all attachments and addenda submitted by Contractor in response to the Bid Documents, which are also hereby incorporated into this Contract by reference.

Professional Consulting Services for
City of Pensacola
Active Transportation Plan
RFQ NO.: 21-009

TRTP39045.2021





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Section 1:
Cover Letter

1. Cover Letter

January 18, 2021

City Hall (Lobby)
Attention: Purchasing
222 West Main Street
Pensacola, FL 32502

Kimley»Horn

2619 Centennial Boulevard
Suite 200
Tallahassee, FL 32308
850.553.3500

RE: City of Pensacola Professional Consulting Services for City of Pensacola Active Transportation Plan, RFQ NO.: 21-009

Dear Members of the Selection Committee:

Kimley-Horn is excited about the opportunity to serve the City of Pensacola in the development of an active transportation plan. We understand the City is seeking to create a playbook for the development of a connected network for people to safely walk, bike, and wheel to major destinations and transit. The opportunity is to develop a holistic plan that brings together past streetscape, corridor management plans, and complete streets efforts and provide additional recommendations for multimodal and connections around the City.

As consultants experienced in multimodal transportation planning and engineering, we are fully committed to deliver an active transportation plan that includes implementable solutions for the City of Pensacola. Our team can provide a fresh perspective on multimodal opportunities throughout the City. We will create a plan with a clear path toward implementation without surprises. We have the ability and knowledge to engage the right stakeholders to identify issues early, recognize challenges to implementation, and ensure continual community support. We do this by including a collaborative interdisciplinary team of multimodal transportation planning and engineering experts.

By selecting the Kimley-Horn team, you will secure the following Key Benefits:

Our extensive statewide and national experience on similar projects. We know how to get the job done and we have completed similar award-winning plans around the state and the country. Kimley-Horn has prepared active transportation plans in the last several years for areas such as the City of Tallahassee, Clearwater, St. Petersburg, Broward Metropolitan Planning Organization (MPO), including award winning plans for the Polk County Transportation Planning Organization (TPO) and Miami-Dade County, to name a few. Outside of Florida, we have completed similar plans for Asheville, Austin, and Washington D.C. in the last few years. Combined with our extensive experience serving Florida Department of Transportation (FDOT) in the panhandle and throughout Florida along with our extensive experience with MPOs/TPOs around the state, we are able to effectively partner with participating agencies to create an implementable plan. **Our local, statewide and national expertise and lessons learned on similar award-winning projects will allow us to hit the ground running on the development of the plan.**

Our Innovation. We constantly strive to innovate and bring continuous quality to our clients as recognized experts with a history in active transportation planning. Kimley-Horn wrote the book on how to implement complete streets (*ITE Recommended Practice, Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach (CSS Manual)*). Our team has developed data and visualization solutions for multimodal projects around the country. With this scope of services, we included an online mapping and public survey task using PublicCoordinate, which gathers and facilitates public input. PublicCoordinate also allows community members to draw in their recommendations and identify key connections and locations on a map. **Kimley-Horn will bring unique ideas related to flexible design guidance and public involvement in the development of the active transportation plan.**

We Have Experienced and Passionate Project Leadership. Our project team will be led by **Jared Schneider, AICP, CNU-A** and Deputy Project Manager, **Macy Falcon, AICP, CFM**, who both grew up in Pensacola. They both have a strong foundation in the local context having biked and walked throughout Pensacola as children and adults. They can also

bring Kimley-Horn's expertise in multimodal planning to bear to serve their hometown. With statewide and national experience on similar projects, they will be personally responsible and accountable for the success of your project and have access to the full range of technical resources available within Kimley-Horn. They will be responsible for the day-to-day coordination and assembling of team members to meet the City's needs. **The City will be supported by a passionate team invested in making the plan a benchmark success as you prepare for future growth and development.**

Our interdisciplinary team of experts and responsiveness. In addition to our project leadership, we have included recognized statewide and national special advisors who have excelled on some of the most complex projects around the country. We have also included local partner, **HSA Consulting Group** who will assist with data collection and public involvement. Teaming partner **Civic Eye Collaborative** will provide innovative multimedia outreach techniques if desired.

Our team includes a number of related disciplines that work together to develop actionable recommendations. Within our Tallahassee and Panama City Beach offices we have more than 54 professionals providing a diverse range of services, including multimodal transportation planning and engineering, land planning, landscape architecture/visual representation, GIS/data collection expertise, traffic engineering, sustainability/resiliency experts, and roadway design. We are backed by more than 1,000 employees in Florida and more than 5,400 employees nationwide who can assist with any challenges or questions that may arise. **The benefit to the City is our interdisciplinary team have focused their careers on planning and implementing active transportation networks.**

Our focus on an actionable plan. Kimley-Horn pledges to provide the highest quality of services and technical expertise for the City of Pensacola. We are passionate in creating active transportation networks, as evidenced by our work around the state and country, and we are particularly invested in the success of the City. Kimley-Horn is devoted to developing a long-term relationship founded on trust, respect, and teamwork with the City of Pensacola. We offer unmatched client service from nearby local offices, and our team is dedicated to meeting your needs. We are excited for this important opportunity to serve the City of Pensacola and help shape mobility now and into the future.

Sincerely,

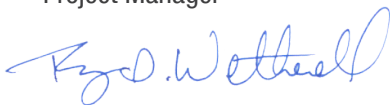
KIMLEY-HORN



Jared Schneider, AICP, CNU-A
Project Manager



Macy Falcon, AICP, CFM
Deputy Project Manager



Ryan Wetherell, P.E.
Vice President



Richard Barr, AICP
Senior Vice President





Section 2:

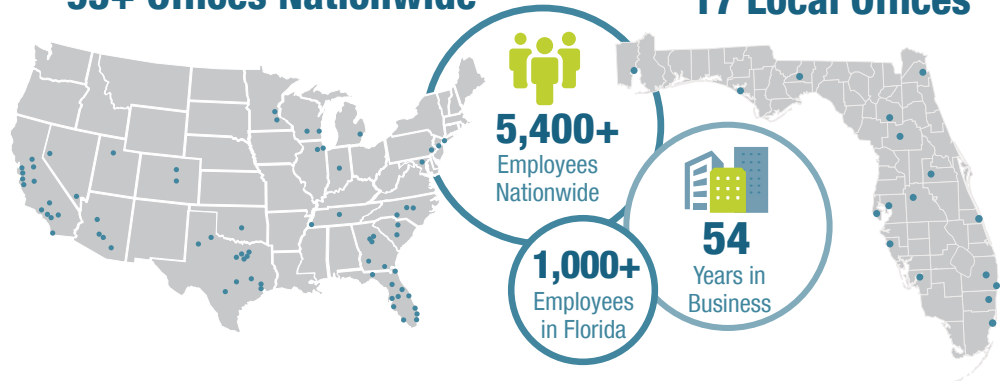
Firm Qualifications

2. Firm Qualifications

We are a multidisciplinary firm with a local touch. Kimley-Horn is a national planning, environmental, and engineering consulting firm that specializes in designing and implementing transportation solutions. Our firm was founded in 1967 and is one of the largest and fastest growing full-service consulting firms in Florida. Our permanent staff is comprised of **more than 5,400 professional, technical, and support staff nationwide, including nearly 1,000 employees in 17 offices throughout Florida and in Mobile, AL.** Kimley-Horn is recognized for the outstanding work of our consulting staff, the quality of our work environment, and our stature as a business enterprise.

95+ Offices Nationwide

17 Local Offices



In 2021, Kimley-Horn was recognized as one of *Fortune* magazine’s “100 Best Companies to Work For” for the fourteenth time. Much of our success extends from the confidence and trust that clients count on us to deliver. Our clients benefit from the resources of a nationally recognized organization while receiving the personal attention and response of a local, dedicated professional team.

LOCAL TEAM

SERVING THE PANHANDLE

We have completed **5,000+** projects and task orders in Florida’s Panhandle

Planning and Engineering Services

- Community Planning
- Comprehensive Planning
- Community Redevelopment
- Grant Writing and Administration
- Community Outreach and Engagement
- Transportation
- Transit
- Parking
- Future Mobility
- Streetscape
- Feasibility and PD&E Studies
- Master Plans
- Land Development
- Development Review
- Site Design
- Entitlements and Permitting
- Due Diligence
- Land Development Codes
- Technology and Resiliency
- Mapping and GIS Services
- Sustainability and Resiliency Planning
- Electric Vehicle Services

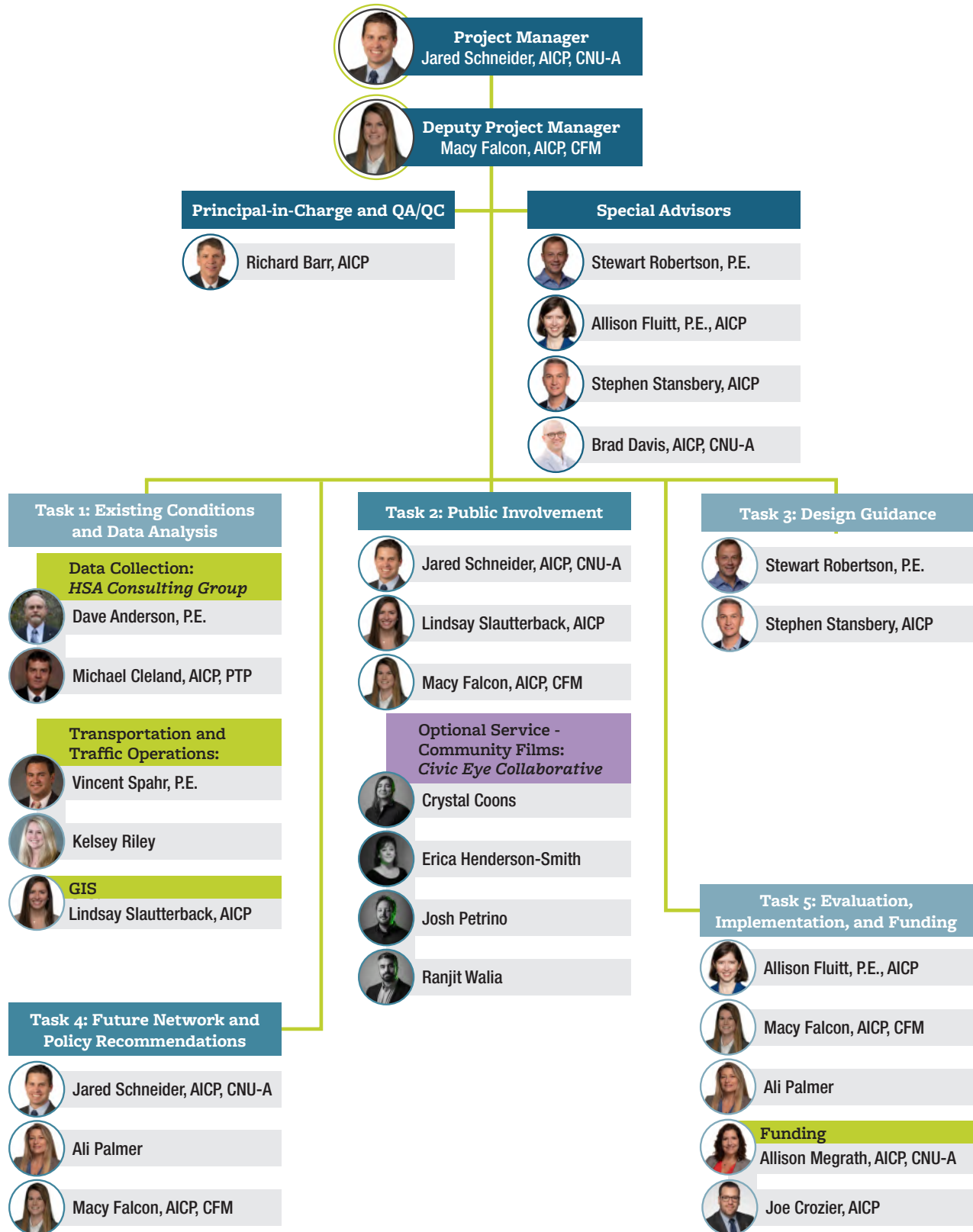




Section 3:

Professional Qualifications

3. Professional Qualifications





Jared Schneider, AICP, CNU-A

Project Manager, Public Involvement, Future Network and Policy
Recommendations

St. Petersburg
Office Location

Professional Credentials

- Master, Urban Planning, Rollins College
- Bachelor of Arts, Business Administration, University of Florida
- Bachelor of Arts, Geography, University of Florida
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, Congress of New Urbanism (CNU)
- Member, Urban Land Institute (ULI)

Jared is a leader in Kimley-Horn's multimodal transportation and planning practice with more than 17 years of professional experience. He has led numerous citywide transportation plans, special area and district plans, Complete Streets, bike/ped master plans, safety studies, and a wide-range of other multimodal transportation plans. These plans have included extensive public involvement that have led to successful recommendations and outcomes. Jared is a member of the Congress for New Urbanism, the American Institute of Certified Planners, and American Planning Association. Jared's professional interests designing contextual appropriate street networks for all people. Jared is a Pensacola native with a strong passion for his hometown.

Project Experience

- ▶ Dunedin Multimodal Transportation Plan, Dunedin, FL
- ▶ Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL
- ▶ Complete Streets Concept Plan for West Bay Drive, Belleair Bluffs and Largo, FL
- ▶ St. Petersburg Complete Streets Implementation Plan, St. Petersburg, FL
- ▶ Safety Harbor Bicycle and Pedestrian Master Plan, Safety Harbor, FL
- ▶ US 1 Multimodal Corridor Plan, Palm Beach County, FL
- ▶ Polk Complete Streets, Polk County, FL
- ▶ Drew Street Complete Streets, Clearwater, FL
- ▶ Florida-Alabama Transportation Planning Organization (TPO) Regional Transit Authority Study, Pensacola, FL
- ▶ St. Pete Innovation District Streetscape and Connectivity Concept Plan, St. Petersburg, FL
- ▶ Jacksonville Transportation Authority (JTA) Complete Streets Corridor, Jacksonville, FL
- ▶ Lealman Mobility and Complete Street Plan (Linking Lealman Action Plan), Pinellas County, FL
- ▶ Oldsmar Transportation Plan, Oldsmar, FL
- ▶ Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL
- ▶ City of Cape Canaveral Pedestrian and Bicycle Mobility Master Plan, Cape Canaveral, FL
- ▶ 54th Avenue North Complete Streets Concept Planning Project "Linking Lealman," Tampa, FL
- ▶ 9th Avenue NW Complete Streets Concept Plan, Bradenton, FL



Macy Falcon, AICP, CFM

Deputy Project Manager

Tallahassee Office Location

Professional Credentials

- Master of Science, Urban and Regional Planning, Florida State University
- Bachelor of Science, Geography and Environmental Studies, Florida State University
- Certificate in Urban and Regional Planning, Florida State University
- Certified Floodplain Manager
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA) Capital Area Section Chair

Macy has seven years of transportation and resiliency planning experience. She has worked with state agencies and local governments to implement transportation policy and metropolitan planning programs, conduct public engagement for large transportation projects, provide technical training and assistance, and review traffic analyses for comprehensive plan amendments. She has developed handbooks and trainings to support program implementation. Macy has also worked with communities across Florida to build resilience and is experienced in hazard mitigation, resiliency assessment, GIS, grant writing and management, floodplain management, and benefit-cost analysis. Macy is a Pensacola native and is passionate about her community's success.

Project Experience

- ▶ Presidential Streets Vision Plan, Cape Canaveral, FL
- ▶ Local Government Resource Guide, Florida Department of Transportation (FDOT) Office of Policy Planning, FDOT Central Office
- ▶ Interchange Area Planning Guidelines, FDOT Office of Policy Planning, FDOT Central Office
- ▶ Florida Transportation Plan Resiliency Subcommittee, FDOT Office of Policy Planning, FDOT Central Office
- ▶ Public Involvement, FDOT Office of Policy Planning, FDOT Central Office
- ▶ Metropolitan Planning Support, FDOT Office of Policy Planning, FDOT Central Office
- ▶ Growth Management, FDOT District Three
- ▶ Lantana Post Disaster Redevelopment Plan, Lantana, FL
- ▶ TransPlex 2020 Conference Webinar Coordination for Office of Policy Planning, FDOT Central Office
- ▶ US 1 Multimodal Corridor Plan, Palm Beach County, FL



Richard Barr, AICP

Principle-in-Charge and QA/QC

Tallahassee
Office Location

Professional Credentials

- Master of Science, Transportation Planning, Florida State University
- Bachelor of Arts, Business Administration, Furman University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Member, Institute of Transportation Engineers (ITE)

Richard has more than 37 years of experience in transportation analysis and project management of multidisciplinary projects throughout Florida and the Southeast, including partnerships between local public agencies, state agencies, special interests, and private developers. He has managed projects involving all aspects of transportation and land use planning including traffic impact analyses for Developments of Regional Impact (DRIs), long-range transportation plans, Project Development and Environment PD&E studies, access management studies, corridor studies, impact fee studies, concurrency management systems, comprehensive planning, travel demand modeling, and public involvement. Richard is a recognized leader in Florida on growth management issues, including developing public/private partnerships and providing input for legislation. He has also developed and provided training to professionals and agency staff in the areas of comprehensive plan review guidelines.

Project Experience

- ▶ Midtown Area Transportation Plan Phase I and III, Tallahassee, FL
- ▶ Southwest Area Transportation Study, CRTPA/Blueprint Study, Tallahassee, FL
- ▶ Capital Regional Transportation Planning Agency (CRTPA) 2045 Regional Mobility Plan (RMP), Tallahassee, FL
- ▶ Statewide Congestion Management Solutions Consultant, FDOT Central Office
- ▶ US 301 Transportation Alternatives Study, FDOT Central Office, Tallahassee, FL
- ▶ Escambia Scenic Highway Trail Feasibility Study, FDOT District Three
- ▶ FDOT District Three SR 10 (US 90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st, DeFuniak Springs, FL
- ▶ Capital Region Transportation Planning (CRTPA) Trail Feasibility Studies
- ▶ Tallahassee-Leon County Mobility Plan and Fees, Leon County, FL
- ▶ Districtwide Miscellaneous Corridor and Systems Planning Services, FDOT District Three
- ▶ US 90 Corridor Action Plan, FDOT District Three



Stewart Robertson, P.E.

Special Advisor and Design Guidance

Fort Lauderdale Office Location

Professional Credentials

- Master of Science, Civil Engineering, University of Kentucky
- Bachelor of Science, Civil Engineering, University of Kentucky
- Professional Engineer in Florida

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Association of Pedestrian and Bicycle Professionals (APBP)
- Member, Institute of Transportation Engineers (ITE)
- Member, National Society of Professional Engineers (NSPE)

Stewart has 20 years of experience specializing in transportation engineering, with an emphasis in multimodal planning and design and bicycle/pedestrian planning. His experience includes intersection capacity analysis, safety studies, travel demand analysis, pedestrian studies, bicycle corridor studies, bicycle network plans, geographic information systems (GIS), and multimodal master planning. Stewart is currently serving as project manager for the North Miami Bicycle Parking and Transit Feasibility Study and the Stuart-West Palm Beach Express project. For both of these projects, he is providing scope development, client coordination, transit service evaluations, technical reports, and study recommendations. He is currently assisting with transportation engineering services for the oncall South Florida Regional Transportation Authority General Planning Consultant contract. Stewart's experience also includes serving as project manager for the St. Lucie County Transit Choice Ridership Study, the St. Lucie County 2005 Transit Development Plan Update, and the Martin MPO Park-and-Ride Study. In addition, he also provided transportation planning and engineering services for the Miami-Dade MPO Local Municipal Transit Circulator Policy Study, the South Miami Hometown Intermodal Transportation Study, and the South Miami-Dade Corridor Alternatives Analysis Study.

Project Experience

- ▶ Broward Metropolitan Planning Organization (MPO) Complete Streets Initiative, Broward County, FL
- ▶ Kissimmee Bicycle and Pedestrian Master Plan, Kissimmee, FL
- ▶ City of Inverness Bicycle Master Plan, Inverness, FL
- ▶ Little Havana Bicycle and Pedestrian Mobility Plan, Miami, FL
- ▶ Safe Routes to Age in Place, Miami-Dade Age-Friendly Initiative, Miami-Dade County, FL
- ▶ Prospect Road Lane Elimination Analysis, Oakland Park, FL
- ▶ South Miami Intermodal Transportation Plan (ITP), Miami, FL
- ▶ Lake Worth Bicycle Master Plan, Lake Worth, FL
- ▶ The Underline Master Plan, Miami, FL
- ▶ Sarasota Bayfront Master Plan, Sarasota, FL
- ▶ Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL



Allison Fluitt, P.E., AICP

Special Advisor

Raleigh
Office Location

Allison, in her 18 years with the firm, has been recognized as a national specialist in transportation planning, including financial planning, performance-based planning measures, multimodal integration, and public outreach. She is passionate about developing and applying a performance-based planning approach. Allison places an emphasis on blending the best available technical tools-such as travel demand modeling and big data-with public feedback to create equitable and actionable plans.

Professional Credentials

- Master of Science, Civil Engineering, University of Texas, Austin
- Bachelor of Science, Civil Engineering, University of Tennessee
- Professional Engineer in North Carolina
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)

Project Experience

- ▶ Seattle Transportation Plan, Seattle, WA
- ▶ Knox County Transportation and Land Use Plan, Knox County, TN
- ▶ Durham Transit Plan, Durham, NC
- ▶ Charlotte Strategic Mobility Plan, NC
- ▶ Austin Strategic Mobility Plan and Street Design Guide, TX
- ▶ moveDC Mobility Plan Update, Washington, D.C.
- ▶ Dallas Strategic Mobility Plan and Catalytic Projects, TX
- ▶ Columbus Mobility Strategy and Northwest Corridor Plan, Columbus, OH
- ▶ Asheville in Motion Mobility Plan, Asheville, NC
- ▶ Capital Region Transportation Planning Agency (CRTPA) Connections 2045 Regional Mobility Plan, Tallahassee, FL
- ▶ Raleigh Downtown Transportation Plan, NC
- ▶ City of Knoxville Bicycle Master Plan, Knoxville, TN
- ▶ Florida DOT Office of Policy Planning On-Call, Statewide, FL



Stephen Stansbery, AICP

Special Advisor and Design Guidance

Charlotte
Office Location

Professional Credentials

- Master of City and Regional Planning, Ohio State University
- Bachelor of Science, Physical Geography, Florida State University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Member, Congress of New Urbanism (CNU)
- Member, Institute of Transportation Engineers (ITE)

Stephen leads Kimley-Horn's national mobility planning practice, which includes more than 30 practitioners in 10 states working collaboratively to develop mobility strategies that respond to the challenges of the 21st century. His team includes planners, engineers, urban designers, and economists working together to advance economic competitiveness, quality of place, affordability, and equity. Stephen has spent his career assisting communities and helping ensure transportation is thoroughly understood by planning participants and community leadership. He believes that "modern cities don't have the time or resources for plans that create more problems than the challenges they were designed to fix-if you're not contemplating trade-offs, you're not really planning."

This mindset sets Stephen apart and is the reason for his emphasis on informed decision-making. In recent years, he has focused on communities seeking to leverage transit investments to respond to negative trends, while emphasizing actionable strategies. Stephen often is sought for his expertise in facilitation from goal- and priority-setting to task force leadership that paves the way for infrastructure investment programs such as the adopted bond referendum in Austin, TX. He also is a recent co-author of the APA's best practices guide entitled *100 Great Community Engagement Ideas*.

Project Experience

- ▶ Seattle Transportation Plan, Seattle, WA
- ▶ Charlotte MOVES Strategic Mobility Plan, NC
- ▶ moveDC Mobility Plan Update, Washington, D.C.
- ▶ Austin Strategic Mobility Plan (ASMP), TX
- ▶ LinkUS Corridor Mobility Strategy, Columbus, OH
- ▶ Atlanta Downtown Transportation Plan, GA
- ▶ Dallas Strategic Mobility Plan (DSMP), TX
- ▶ Hollywood to Pasadena Bus Rapid Transit, LA Metro, CA
- ▶ Connecting Our Future Upstate Mobility Initiative, Greenville, SC
- ▶ Capital Area Mobility Plan, Baton Rouge, LA
- ▶ Maryland Statewide Transit Plan, MD
- ▶ Tallahassee Regional Mobility Strategy, Tallahassee, FL
- ▶ Central Maryland Transit Plan, MD
- ▶ Point of the Mountain Rapid Transit Corridor Plan, Salt Lake City, UT
- ▶ Guadalupe Transit Corridor Mobility Plan, Austin, TX
- ▶ Central Maryland Regional Transportation Plan (RTP), Baltimore, MD
- ▶ Austin Street Design Guide, TX
- ▶ Phoenix Street Design Guide, AZ



Vincent Spahr, P.E.

Transportation and Traffic Operations

Gainesville

Office Location

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Dayton
- Professional Engineer in Florida

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)

With more than six years of experience, Vincent has managed and assisted with traffic analyses for urban and rural highway projects. He has analyzed crash reports and traffic volumes and created exhibits to summarize safety and operational performance of existing and proposed intersections. Vincent's software experience includes ArcGIS, Synchro, and SIDRA.

Project Experience

- ▶ Kenwood Neighborhood Traffic Study, Fort Walton Beach, FL
- ▶ Quincy Loop South PD&E, Quincy, FL
- ▶ SR 30 (US 98) PD&E Study, Santa Rosa and Okaloosa Counties, FL
- ▶ HSIP Safety Studies, FDOT District Three
- ▶ I-10 & US 231 Interchange Operational Analysis Report, Jackson County, FL
- ▶ US 331 PD&E, Walton County, FL
- ▶ Midtown Area Transportation Plan, Tallahassee, FL
- ▶ Southwest Area Transportation Plan, Tallahassee, FL
- ▶ Lake-Sumter MPO 2045 LRTP and Congestion Management Process
- ▶ Ocala-Marion TPO Congestion Management Process



Kelsey Riley

Transportation and Traffic Operations

Tallahassee
Office Location

Kelsey is a transportation analyst specializing in planning, traffic operations, and mobility planning. She has experience with a variety of traffic analysis projects including corridor, regional, and site level. Kelsey's expertise in traffic includes intersection operations, corridor assessments, safety and crash studies, Complete Streets, bicycle and pedestrian infrastructure, and public engagement. Kelsey is proficient in the use of Synchro/SimTraffic, HCS, ArcGIS, MOVES, CAL3QHC, PAL2.0, and CO Florida 2004.

Professional Credentials

- Master of Science, Civil Engineering, University of Memphis
- Bachelor of Science, Civil Engineering, University of Memphis

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Institute of Transportation Engineers (ITE)

Project Experience

- ▶ Escambia Scenic Highway Trail Feasibility Study, Multiple, FL
- ▶ SR 10 (US90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st Street, DeFuniak Springs, FL
- ▶ Bannerman Road Corridor Study, Tallahassee, FL
- ▶ US 90 Action Plan and Context Classification Complete Street Assessment, Tallahassee, FL
- ▶ US 90 Feasibility Study, Tallahassee, FL
- ▶ Midtown Area Transportation Plan Phase 1 and Phase II, Tallahassee, FL
- ▶ Southwest Area Transportation Plan, Tallahassee, FL
- ▶ Wakulla County Growth Management Review Services, Crawfordville, FL
- ▶ Feasibility Study for 23rd Street (SR 368) from US 98 (SR 30A) to SR 390, Bay County, FL
- ▶ Northeast Gateway Phase 1/Welaunee Road PD&E Study, Tallahassee, FL
- ▶ Livability 2050 Regional Transportation Plan (RTP), Memphis, TN
- ▶ Quincy Loop South PD&E Study from SR 267 to SR 10 (US 90) East, Quincy, FL



Lindsay Slutterback, AICP

GIS, Public Involvement

Tallahassee Office Location

Professional Credentials

- Master of Science, Planning, Florida State University
- Bachelor of Science, International Affairs, Florida State University
- Bachelor of Science, Environmental Studies, Florida State University
- American Institute of Certified Planners (AICP)

Lindsay is a planner with experience in a variety of areas, most notably environmental and transportation services. She has significant experience in materials development and coordination of public engagement events. She is experienced in ArcGIS software. She provides technical support for projects that involve multimodal improvements to existing and planned transportation networks. Notable projects that Lindsay has assisted with include the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, the Southwest Area Transportation Plan, Connections 2045 Regional Mobility Plan, and the Midtown Area Transportation Plan.

Project Experience

- ▶ Tallahassee-Leon County Bicycle and Pedestrian Master Plan, Tallahassee, FL
- ▶ Ocala-Marion County Regional Trails Plan, Ocala, FL
- ▶ Connections 2045 Regional Mobility Plan, Capital Region, FL
- ▶ Midtown Area Transportation Plan, Tallahassee, FL
- ▶ Southwest Area Transportation Plan, Tallahassee, FL
- ▶ Thomasville Road Multi-Use Path Feasibility Study, Tallahassee, FL
- ▶ SR 57 (US 19) Multi-Use Trail Project Development and Environment (PD&E) Study, Monticello, FL
- ▶ SR 10 (US 90) Complete Streets Corridor Assessment from SR 83 (US 331S) to 1st Street, Defuniak Springs, FL



Alessandria Palmer

Future Network and Policy Recommendations

Tallahassee
Office Location

Professional Credentials

- Master, Urban and Regional Planning, Florida Atlantic University
- Bachelor of Science, Social and Political Science, Florida State University

Professional Affiliations

- Board Member, American Planning Association (APA)
- Florida Summit Committee Member, Congress for New Urbanism (CNU)
- Community Catalyst, Knight Creative Communities Institute (KCCI), 2021
- Member, Urban Land Institute (ULI)

Ali has more than 18 years of planning, development, and redevelopment experience in Florida. Prior to joining Kimley-Horn, Ali was in private planning practice with a concentration in land use, local government, zoning, and comprehensive planning in South Florida. She has wide-ranging experience working with local government agencies, including Community Redevelopment Agencies (CRA's). Ali has facilitated and implemented master plans and has extensive knowledge of land use and entitlements, development-related issues, public policy, parks and open space, comprehensive planning, project budgeting, urban design, and form-based codes. She is practiced in coordinating and conducting public meetings and presentations, as well as public engagement and visioning charrettes. Ali has special expertise in growth management and community development. Her professional work includes acquiring development entitlements, project management, writing land development regulations, comprehensive planning, infill redevelopment, as well as master planning for sites over 100 acres. She is a public hearing veteran with experience in both judicial and quasi-judicial hearing procedures, and regularly appears before elected bodies and planning boards, in addition to her experience as a qualified expert witness with respect to land use planning and zoning issues.

Project Experience

- ▶ City of Tallahassee Mobility Plan, Tallahassee, FL
- ▶ City of DeFuniak Springs Comprehensive Plan Update, DeFuniak Springs, FL
- ▶ City of Port Saint Lucie City Center Small Area Plan, Port St. Lucie, FL
- ▶ Town of Greenville General Planning Services, Greenville, FL
- ▶ Town of Lantana Post Disaster Redevelopment Plan, Lantana, FL
- ▶ Town of Sewall's Point Comprehensive Plan Update, Sewall's Point, FL
- ▶ City of Venice Land Development Code Update, Venice, FL
- ▶ West Villages Village District Pattern Plan, Venice, FL
- ▶ Transfer of Development Rights Framework, Hillsborough County, FL
- ▶ Florida Department of Transportation (FDOT) Resource Guide for Local Government



Allison Megrath, AICP, CNU-A

Grant Funding

Gainesville

Office Location

Professional Credentials

- Bachelor of Science, Urban Studies, University of Toronto
- U.S. Department of Housing and Urban Development, CDBG -Part 58, Environmental Review Training Certificate 2017
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, Congress of New Urbanism (CNU)
- Past President, American Planning Association (APA)

Allison has built a strong practice in grant writing and administration based on her 29-year career in community planning. She understands obtaining successful funding from a variety of sources is critical to many public sector projects. Allison works to identify alternative funding strategies for many local governments in Florida. She has experience in all aspects of the grants process from identification, to preparing applications, to tracking award announcements, to administration, and finally successful project implementation and grant award close out. Allison and her team have recently been awarded grants from the St. Johns River Water Management District (\$500,000), Florida Department of Economic Opportunity Community Planning Technical Assistance Grants (multiple around \$40,000 each), Community Development Block Grant Mitigation Grants (\$400,000 and \$3,435,000), and the Florida Department of Environmental Protection Florida Recreation Development Assistance Program (\$165,000). She is the past Vice President for Professional Development/Ethics Officer for APA Florida. In addition, Allison has assembled a database of nearly 400 grant and loan funding programs to identify funding sources for clients.

Project Experience

- ▶ Multiple Grant Preparations, Statewide, FL
- ▶ City of Dunedin Mobility Plan (DEO Grant)
- ▶ City of Temple Terrace Complete Streets and Safety Action Plan (DEO Grant)
- ▶ City of Hollywood Grant Proposal, Liberia-Oakwood Wastewater Collection System Hardening, Hollywood, FL
- ▶ City of Hollywood Grant Proposal, Floodplain Management Plan, Hollywood, FL
- ▶ St. Johns River Water Management District Cost Share Rural and Economic Development Initiative (REDI) Grant, Flagler Beach, FL
- ▶ Economic Development Strategy, Indiantown, FL
- ▶ Union County Florida Recreation Development Assistance Program (FRDAP) Grant Proposal, OJ Phillips Recreation Park, Union County, FL
- ▶ City of Hollywood Grant Proposal, Southern Regional Wastewater Treatment Plant, Hollywood, FL
- ▶ City of Hollywood Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) Grant Application, Southern Regional Wastewater Treatment Plant Upgrades, Hollywood, FL



Brad Davis, AICP, CNU-A

Special Advisor

West Palm Beach Office Location

Professional Credentials

- Master of Science, City Planning, Georgia Institute of Technology
- Bachelor of Arts, Sociology, University of Florida
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Board of Directors and Secretary, Congress of New Urbanism (CNU)
- Founding Member, Association of Pedestrian and Bicycle Professionals (APBP), Georgia Chapter

Brad has more than 12 years of experience working with a variety of municipal clients to address needs related to transportation, redevelopment, recreation, and quality of life. He is a nationally recognized industry leader in Complete Streets policy and design. Brad has focused on synthesizing diverse opinions and interests, along with complex information, into collective visions and action plans for implementation. With all this work, Brad is committed to building healthier communities through better policy, design, and implementation. He is a founding member of the Association of Pedestrian and Bicycle Professionals (APBP) Georgia chapter and sat on the Board of Directors for the Congress for the New Urbanism-Atlanta chapter.

Project Experience

- ▶ Martin Metropolitan Planning Organization (MPO) Vision Zero Action Plan, Martin County, FL
- ▶ Broward County MPO Complete Streets Master Plan Update, Broward County, FL
- ▶ Broward County MPO New Mobility Workshop, Broward County, FL
- ▶ Palm Beach Transportation Planning Agency (TPA) Long Range Transportation Plan (LRTP) Update, Palm Beach County, Palm Beach County, FL
- ▶ Hillsborough MPO Vision Zero Corridor Implementation, Hillsborough County, FL
- ▶ Hillsborough MPO South Coast Greenway Trail Alignment Study, Hillsborough County, FL
- ▶ Okeechobee Boulevard Corridor Study, West Palm Beach, FL
- ▶ Lake Worth Road Multimodal Corridor Improvement, Lake Worth, FL
- ▶ Bonita Springs Multi-Use Path Planning and Design, Bonita Springs, FL
- ▶ Bonita Springs Terry Street Complete Street BUILD Grant Application, Bonita Springs, FL
- ▶ Pine Tree/La Gorce Complete Street Corridor Study, Miami Beach, FL
- ▶ Immokalee Complete Street BUILD Grant Application, Collier County, FL
- ▶ Downtown West Palm Beach Mobility Plan, West Palm Beach, FL
- ▶ Martin County MPO Complete Street Access to Transit and Project Prioritization Study, Martin County, FL
- ▶ North Miami Beach Transit Oriented Development (TOD) Charrette, North Miami Beach, FL
- ▶ University of Georgia Complete Street Corridor Planning, Athens, GA
- ▶ University of Alabama-Birmingham (UAB) Complete Street Master Plan, Birmingham, AL



Joseph Crozier, AICP

Grant Funding

Tallahassee
Office Location

Professional Credentials

- Master of Science, Urban and Regional Planning, Florida State University
- Bachelor of Science, Environmental Studies and Geography, Florida State University
- American Institute of Certified Planners

Professional Affiliations

- Member, American Planning Association (APA)

Joe has more than seven years of professional planning experience working for, or on behalf of, governmental agencies in Florida. He has expertise in comprehensive planning, community development, and transportation planning. Joe has valuable working relationships with the Regional Council and the Florida Department of Transportation Planning Department (FDOT).

Project Experience

- ▶ Florida Department of Transportation (FDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Application, Tampa Heights Mobility Project
- ▶ Multiple Grant Preparations, Statewide, FL
- ▶ FDOT Grant Federal-State Partnership for State of Good Repair Application, Miami Intermodal Center Capacity Improvements Proposal
- ▶ FDOT Infrastructure for Rebuilding America (INFRA) Application, I-95 North Freight Exchange Proposal
- ▶ FDOT Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Application, Smart St. Augustine Proposal
- ▶ FDOT CARS! Application, District Four Signal Box Improvements Proposal
- ▶ FDOT Statewide Federal Discretionary Program Training Lead
- ▶ Bipartisan Infrastructure Law Legislation Tracking Lead



David Anderson, P.E.

Traffic Engineering



Tallahassee
Office Location

Professional Credentials

- Master of Science, Civil Engineering, Florida State University
- Bachelor of Science, Civil Engineering Technology, Florida A&M University
- Professional Engineer in Florida and Alabama

Professional Affiliations

- Member, American Society of Civil Engineers (ASCE)
- Member, Institute of Transportation Engineers (ITE)

Dave is a Professional Civil Engineer – Project Manager with broad based experience in planning, operations, safety, design and maintenance. Throughout his career he has provided cost effective and innovative solutions to increase mobility and safety to a diverse population of transportation customers. Prior to coming to HSA, Dave served 35 years with the Florida Department of Transportation as the Deputy State Traffic Operations Engineer and State Roadway Maintenance Engineer. He was responsible for all aspects of the traffic control and operations program, including traffic studies, traffic design, traffic control devices, ITS testing and certification program and developing experimental traffic control methods. He was also responsible for coordinating statewide activities for maintenance contracts, asset management, permits, mobile equipment, traffic services and safety devices, maintenance rating programs, and roadside specialty areas, including rest areas. Dave developed several specialized traffic control applications, including standards for audible traffic signals, elder driver applications, and international tourist signing standards. As the Chief Engineer at HSA since 2014, Dave has been the engineer of record for Pedestrian signals, ADA safety compliant features, and lighting designs that facilitate Pedestrian level of service for intersections on numerous contracts with Escambia County, state and local governments, as well as private entities.

Project Experience

- ▶ **Longleaf Drive, Pensacola, Escambia County, FL** – This project is a reconfiguration of Longleaf Drive to add curb and gutter, revised sidewalk, and a new joint use path. One traffic signal is to be reconfigured and highway lighting is included for the entire 1.25-mile segment, consisting of lumineers attached to utility poles, and decorative lighting along the joint use path. The lighting is to be installed through a JPA with Gulf Power. Dave is the designer and engineer of record for the signal and lighting.
- ▶ **District-Wide Traffic Operations Studies and Access Management, FDOT District Three** 5-year task work order driven contract in with HSA as either the prime/sub consultant. HSA conducted all types of Traffic Operations and Safety Studies, including 30 in Escambia County. Examples include traffic impact studies, turn lane analysis, signalized intersection analysis, signal warrant studies, speed zone studies, highway lighting analysis, crash analysis, and corridor reviews throughout District Three. Dave is the Project Manager for this contract.
- ▶ **SR 30A (Back Beach Rd), Florida Department of Transportation, 2021, Panama City Beach, FL** – This project is to add lanes to SR 30A in Bay County, where three intersections with mast arm supported traffic signals required modifications to accommodate the wider roadway. Additional upgrades were required for ADA compliant pedestrian signals, new controllers and signal heads. Dave is the designer and engineer of record on the signals.



Michael Cleland, AICP, PTP

Transportation Planner



HSA Consulting Group

Gulf Breeze
Office Location

Mick has 33 years of experience in transportation planning in both the public and private sectors. His experience includes transportation planning and traffic analysis, transit planning, and comprehensive planning. His background includes a bachelor's degree in natural resources, which has proven beneficial in all aspects of his project experience in transportation planning for corridor analysis, interstate master plan analysis, and improvement alternatives analysis. For three years of post-graduate employment prior to joining HSA in 1991, Mick served on the staff of three MPO's in northwest Florida. He has extensive experience managing large-scale data collection and analysis projects for the Florida Department of Transportation, with expertise in roadway master plans, project development and environment studies, traffic operations studies, and transportation statistics. He also has experience in the collection and analysis of multi-model data, including pedestrian and bicycle counts along roadway corridors.

Professional Credentials

- Master of Public Administration, University of West Florida
- Bachelor of Science, Natural Resources, Ball State University
- American Institute of Certified Planners (AICP)

Professional Affiliations

- Member, American Planning Association (APA)
- Professional Transportation Planner, ITE Transportation Professional Certification Board

Project Experience

- ▶ **Districtwide Annual Traffic Counting Program, FDOT District Three** – Ongoing (Multiple Contracts). Mick serves as Project Manager for this multi-year, multi-task work order contract for conducting annual inventory of traffic counts for FDOT District Three. Services consist of conducting annual volume and classification traffic counts throughout the 16-county area of District. Up to 2000 urban and rural 24-and 48-hour volume and classification counts are be conducted each year. During some years, additional counts were conducted for Long-Range Transportation Plan Updates, requiring several hundred counts to be conducted within a two-week time-frame. HSA also provides planning support services such as Project Traffic Forecasting Reports on an as-needed basis.
- ▶ **Sacred Heart Traffic & Pedestrian Safety Study, Escambia County Pensacola Campus, Pensacola, FL** – HSA conducted a Traffic and Pedestrian Safety Study for Sacred Heart Health System campus in Pensacola, FL to determine safety improvements, traffic circulation, and associated operational efficiencies. A safety analysis of the transportation network was conducted. The impact analysis considered the entire hospital campus and the new Children's Hospital. Mick was the Project Manager on this project.
- ▶ **SR 30 (US 98) Road Safety Audit, Destin, FL** – Mick managed an extensive data collection effort in support of the SR30/US98 Road Safety Audit in Destin. Pedestrian crossing data was collected at key intersections and mid-block locations for peak hours, and for evening hours where later crossing activity was observed. Peak hour turning movement counts were collected for specified intersections. For lighting justification analysis, collision data was analyzed along the corridor to enhance multi model user safety.



Ranjit Walia, AICP

Founder/CEO



Metuchen
Office Location

Professional Credentials

- Master of City and Regional Planning, Rutgers University
- Bachelor of Science, Human Ecology, Rutgers University
- AICP/PP

Professional Affiliations

- Member, Association of Bicycle and Pedestrian Professionals
- Member, American Planning Association (APA)
- Member, New Jersey Bicycle and Pedestrian Advisory Council
- Member, TransAction Conference Steering Committee
- Member, NJ Walks and Bikes Editorial Board

Ranjit Walia is a New Jersey-based urban planner and film producer with experience in the public and private sectors in public policy, civic engagement and transportation planning, focusing on multi-modal transportation planning issues and public outreach. He specializes in incorporating film as a dynamic visual tool for education and outreach and in the development of training films. Mr. Walia focuses on working with clients on establishing a clear vision of a project and using collaborative methods to develop and identify project appropriate messaging and visualization.

Project Experience

- ▶ **Plan Development** - Mr. Walia has contributed to a variety of transportation plans over the course of his career. His experience ranges from statewide safety plans to local bicycle and pedestrian elements. Mr. Walia has experience in analyzing existing conditions data analysis, visioning, concept development, and community outreach. He has produced everything from transportation elements to traffic calming plans.
- ▶ **Communications** - Mr. Walia has produced dozens of films in the last twelve years. He has produced materials ranging from technical training films to community education films. Mr. Walia uses film techniques in production and behavioral analysis that range from the use of drones to GoPros and professional film rigs. Mr. Walia draws on his years of practical planning experience to work with clients in developing community films that lose nothing in translation and yet dynamically portray community issues in an engaging format. Mr. Walia is also asked to present and educate at conferences and webinars nationally and has dozens of appearances over the course of his career.
- ▶ **Training and Outreach** - Mr. Walia has been on numerous teams tasked with developing statewide training materials and delivering technical training on topics as diverse as enforcing pedestrian laws, crossing guard training, complete streets training, senior mobility, and bicycle and pedestrian planning. Mr. Walia understands the technical side of effective education and content development.



Erica Henderson-Smith

Managing Director

Erica Henderson-Smith is a seasoned administrator, evaluator, and educator with 15+ years of experience. Proficiency in event and program planning, financial management, relationship-building, and communications. An independent problem solver skilled in all forms of technology and dedicated to managing details with a creative approach. A life-long learner who seeks out new areas of interests, and excels at innovating and administering through change.



Metuchen
Office Location

Professional Credentials

- Bachelor of Arts, University of Massachusetts
- Academic Achievement Award

Project Experience

- ▶ **Team Management** - Ms. Henderson-Smith has contributed to a variety of events and organizations in coordination and management roles. She has coordinated for regional summits, as well as managed the show order of performances featuring 250 performers. She has also supervised and on-boarded staff and served as a Human Resources Administrator for the National Consortium for Creative Placemaking, LLC.
- ▶ **Public Outreach** - Ms. Henderson-Smith has a strong background with managing communications and marketing information, as well as assembling and assisting with the creation of documentation related therein. She has crafted press releases, fundraising documents, organizational brochures, internal newsletters, and organized a cloud based filing system. Ms. Henderson-Smith has also assisted with the transition of several summits from in-person to virtual. She was a pioneer behind Volunteer Family Network for Fundraising and Friend-raising events for Wide Horizons for Children, Inc. She has experience in creating, assembling, and distributing marketing information and documentation. Ms. Henderson-Smith also assisted with the assessment, development, and execution of the Americans with Disabilities Act Plan with the Board Chair of the National Consortium for Creative Placemaking, LLC.



Josh Petrino

Creative Director

Joshua Petrino is the Creative Director and a digital artist at Civic Eye Collaborative. He is multifaceted with a strong background in producing, motion graphics, marketing, and visual effects for television and film. His experience working for major television and motion picture studios gives Civic Eye Collaborative a premium edge in planning, production, and post production.



Metuchen
Office Location

Professional Credentials

- Entire Adobe Cloud Suite (Premiere, After Effects, Lightroom, Photoshop, Indesign)
- Davinci Resolve Studio 17
- Blender 3D & Cinema4d
- G-Suite
- Twin Motion 2022 (Archviz and Conceptual Design)
- Film Production (All aspects of cinematography and sound)

Professional Affiliations

- Producers Guild of America
- Writers Guild America

Project Experience

- ▶ **Multimedia Content Development** - As Creative Director for CEC, Mr. Petrino takes his passion and experience in the film industry and applies them to community filmmaking. He uses a vetted pre-production process to work with clients in order to find a project's story and message, ensuring they fit the client's goals and objectives. Paramount to Mr. Petrino is creating stories that are engaging and speak to the community audience. This is achieved through a creative process that Mr. Petrino guides the client through which evolves from concept development, to storyboarding, to the final draft of the script. Mr. Petrino develops easily digestible cinematic experiences rather than simply acting as a videographer.
- ▶ Mr. Petrino applies his production expertise by regarding every film as a cinematic experience in which he applies professional production equipment and techniques to create engaging community films. Every project is planned with a shot list that identifies framing and camera movements to meet that goal. Mr. Petrino makes sure that professional cameras, lenses, stabilizers, and lighting are used to achieve community production goals. Whether the film requires a controlled environment or is a documentary style film, Mr. Petrino knows how to organize and run his "set" to get footage with a "wow" factor that is visually and technically sophisticated.
- ▶ An award winning editor, Mr. Petrino applies his storytelling experience to make sure that the editing process results in a film that reflects the goals and messaging established in pre-production. Mr. Petrino is conservant with and applies advanced editing techniques such as visual effects, 3-D animations, motion graphics, music creation, and advanced sound design.
- ▶ In addition to cinematic video content, Mr. Petrino has proficiency in designing multimedia packages that span the gamut from live-streams, webinars, 360 VR videos, and virtual classrooms and outreach.



Crystal Coons

Senior Project Manager

Crystal Coons is a Project Manager for Civic Eye Collaborative. She brings experience ranging from script writing, live performance filming, and sound design to help enhance the final product of any project. She understands the hard work and dedication needed to bring a project to fruition, with a specialty for applying her skills to dynamic environments and projects.



Mutuchen
Office Location

Professional Credentials

- Bachelor of Fine Arts, Creative Writing, Full Sail University
- Davinci Resolve Studio 17
- Adobe Creative Suite (Premiere, Photoshop)
- G-Suite
- Film Production (Cinematography and sound)
- Live event production

Project Experience

- ▶ **Production and Live-streaming** - Ms. Coons has assisted in the compilation and creation of presentations for the training of law enforcement and EMS, as well as assisted with script creation intended for similar audiences. She understands the different facets that need consideration when constructing content that must convey technical information in an understandable manner. She has also managed, moderated, and assisted with live-streaming for multiple live and virtual events.
- ▶ **Technical Knowledge** - Ms. Coons has contributed to various productions over the course of her career, with her experience ranging from independent to company scale environments. She has experience in analyzing and adjusting systems based on existing conditions and changing variables over the course of a project or production. She has recorded a variety of performances throughout her career, ranging from live events to pre-scripted films. Her knowledge of various environments provides a unique view during production, granting her a skill of creative solutions to challenges if and when they arise.



Section 4:

Project Understanding

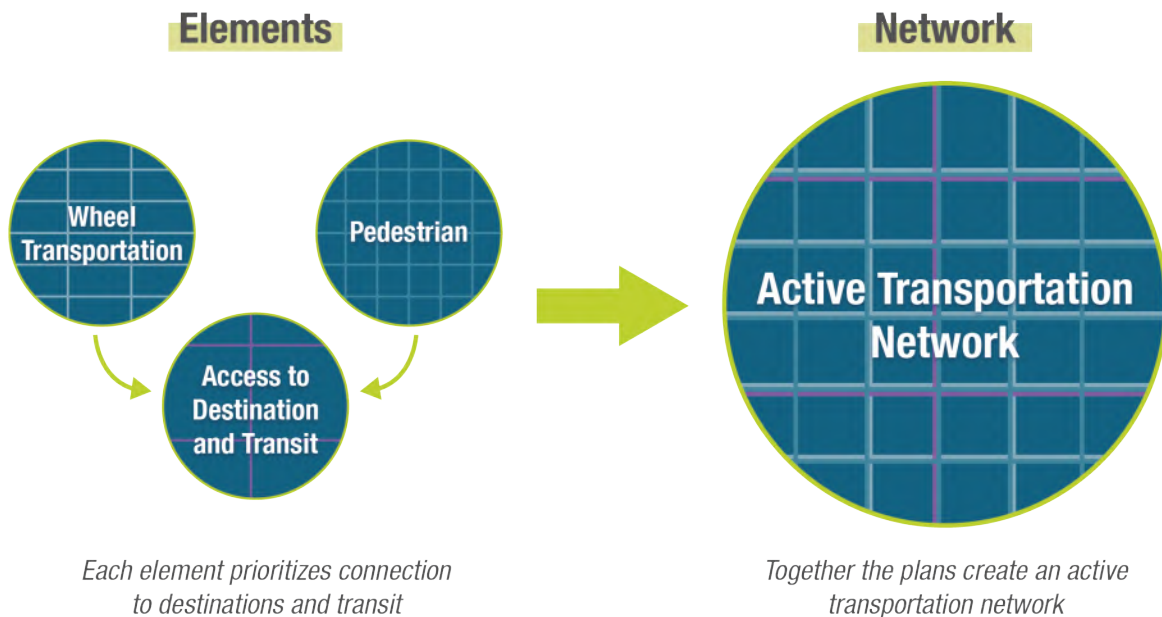
4. Project Understanding

Project Understanding

The City of Pensacola Active Transportation Plan requires a technically sound team well versed in multimodal transportation planning and design. Collectively, our well rounded team will help ensure an implementable plan for the development of a safe, comfortable, and connected network for pedestrians, cyclists, and wheelchair users. Project leads **Jared Schneider, AICP, CNU-A** and Deputy Project Manager, **Macy Falcon, AICP, CFM** are Pensacola natives with experience developing successful transportation plans for municipalities, counties, and metropolitan planning organizations throughout Florida. They are supported by team members recognized for their experience in multimodal transportation throughout the nation. This experience allows the project team to understand local needs and what it takes to integrate planning with practical policy and design solutions.

Pensacola has heavily invested in the redevelopment of downtown and the waterfront and has begun taking steps to develop a safer, more efficient, and accessible transportation system for all users. This project is an opportunity to create an overarching multimodal transportation playbook for the City that builds upon and ties together existing efforts like the “Hashtag Waterfront Connector” project and the Continuous Waterfront Trail described in the Pensacola Waterfront Framework Plan, as well as multimodal urban streetscape projects and corridor management plans, while also setting the framework for future east/west connections and convenient access to major destinations and employment centers throughout the City. We understand that private redevelopment is outpacing investment in transportation infrastructure and the City is poised to prioritize multimodal transportation. We will work with the community to understand the driving forces that will have the greatest future implications.

We also understand that there are different design solutions for various parts of downtown. Downtown Pensacola, Northeast Pensacola, West Pensacola all have different street types/characteristics and surrounding land uses. This understanding will help shape design considerations in creating a holistic network that will connect the people of Pensacola to more easily walk, bicycle and wheel to destinations around the City.





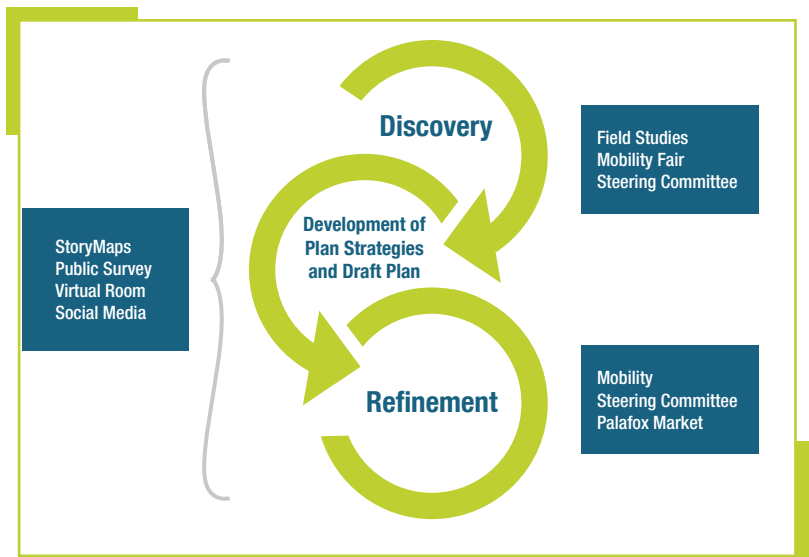
City Streets and Partnership Opportunities

We understand that this plan must take a comprehensive approach considering all agencies and partners that will help make the plan’s vision a reality. Our team has worked with the Florida Department of Transportation District Three for several years as well as within Escambia County and with the Florida-Alabama TPO. Through our current work with District Three, we have a strong understanding and application of the FDOT Complete Streets Policy and are familiar with community’s desire to improve trail connectivity throughout the region. We also understand that there are city streets that the City has control over and can consider more quick build/tactical and pilot projects, while County and State roadways will require partnerships. **The plan will create an action plan for partnering with agencies in the development of a phased active transportation network. We understand that the active transportation plan is just one piece that fits into an overall transportation plan for the City.**

A successful plan will require the appropriate balance of technical data and engagement. The plan development process should spur multi-agency coordination, educate stakeholders, and chart a clear path forward. Our approach builds upon this premise along with the City’s desire to create a plan with a strong vision and achievable objectives.

Our approach to developing an active transportation plan includes three phases. A discovery phase, the initial draft plan development, and the final plan development which incorporates information from the previous phases.

The **DISCOVERY PHASE** includes development of an existing inventory and builds off existing data and plans and through field studies. With the initial **DRAFT PLAN DEVELOPMENT**, we will use information from the discovery phase and engage a range of public outreach techniques, as well as have discussions with staff and the steering committee to help develop a vision, initial design guidance, and policy recommendations. Most importantly, our approach with the **FINAL PLAN DEVELOPMENT** focuses on developing an action plan that includes a project priority methodology, implementation strategy, performance metrics, and potential funding. Innovative techniques, tools, and engagement strategies will be used throughout the course of the project to ensure robust public input.





Section 5:

Project Experience

5. Project Experience

Kimley-Horn has extensive experience assisting communities all over the state and the country with similar plans. We will leverage our local, statewide, and national experience to develop a playbook for designing an active transportation network for the City of Pensacola. In the following pages we provide examples by task of our extensive experience to meet your needs.

Task 1: Existing Conditions and Data Analysis (Data Collection, Transportation and Traffic, GIS)

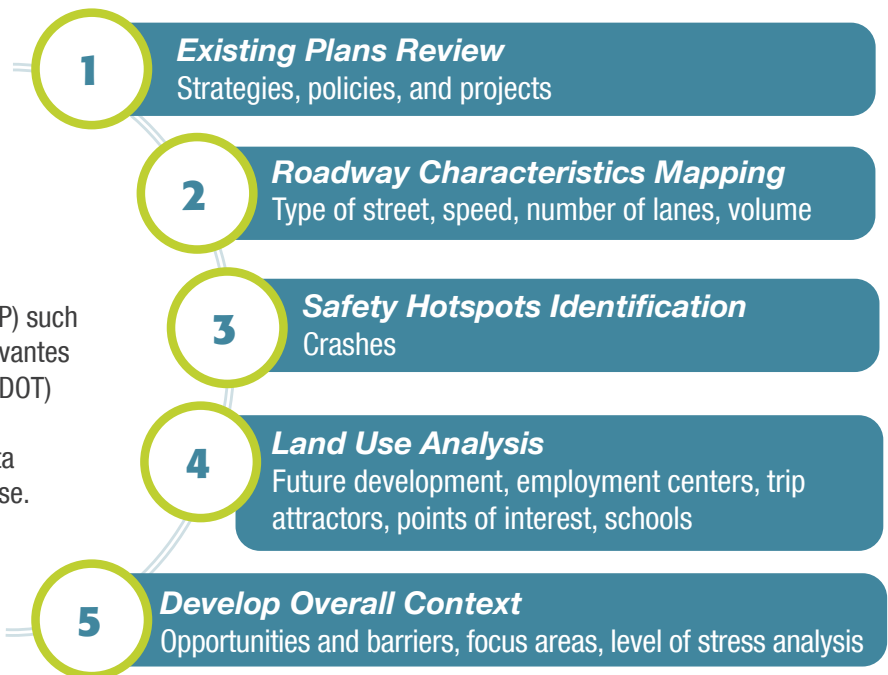
To develop a plan with solutions that improve access, comfort, and safety for pedestrians, cyclists, and other active transportation modes, a variety of data must be analyzed to better understand existing conditions and potential opportunities and barriers. This information will help inform developing strategies to better connect people to the waterfront and improve the mobility of east/west connections. We will complete the following steps to help determine appropriate solutions that foster a network that is comfortable and safe for all user types.

Part A: Collect Data

We will gather existing plans and policies for analysis, including the City of Pensacola Comprehensive Plan, the Escambia County Comprehensive Plan, City of Pensacola, Code of Ordinances, Ordinance #06-21, the Florida-Alabama TPO Pedestrian Bicycle Master Plan and Long Range Transportation Plan, corridor management plans (CMP) such as the North Palafox CMP, Main Street CMP, West Cervantes CMP, and the Florida Department of Transportation (FDOT) Complete Streets policy, among other relevant plans and ordinances. Our project team will also gather data related to roadway characteristics, safety, and land use.

Part B: Review and Analyze Data

Building upon Part A, we will review plans for relevant policies, procedures, and projects and develop a matrix to demonstrate overlap, connections, and possible inconsistencies between plans and ordinances. Furthermore, we will map roadway characteristics and safety hotspots and identify existing planned facilities, future development, trip attractors, areas with equity concerns including lower percentage of car ownership, and key points of interest (such as commercial areas, areas with high employment, transit stops, parks, and schools). The project team will complete an opportunities and gaps analysis as well as a level of stress analysis using roadway characteristic data to gauge levels of comfort on the roadway system and to support identifying street improvements that will have a positive impact on pedestrian and bicycle facilities. Analyzing plans and data will lead to identification of opportunities and barriers, as well as focus areas. Analysis of existing conditions may show that areas have different factors impacting context for design standards.



The following projects demonstrate Kimley-Horn’s experience in innovative methods to analyze and visualize data to better understand current conditions, user needs, and network constraints.

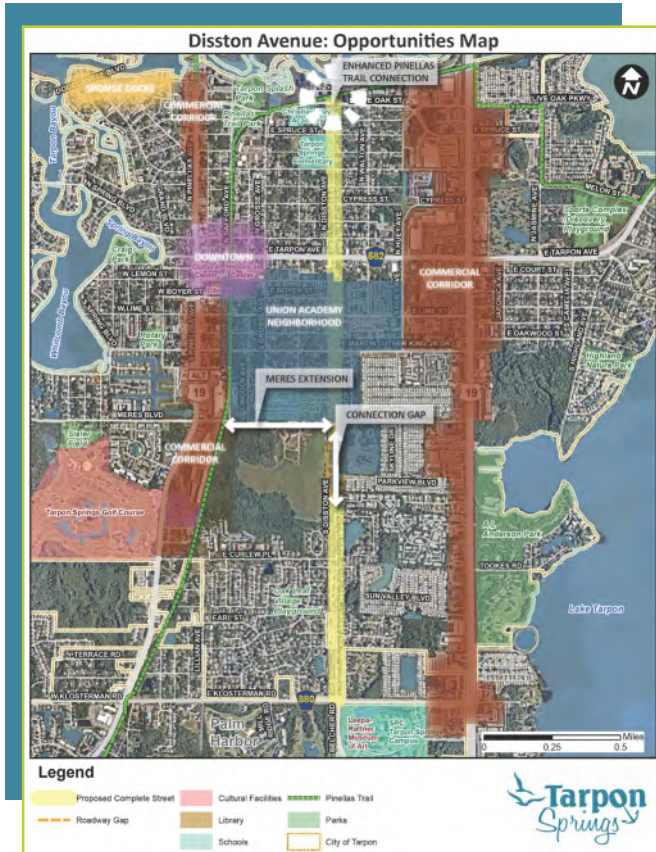


Figure 1. Opportunities Map, Disston Avenue Complete Streets Concept Plan

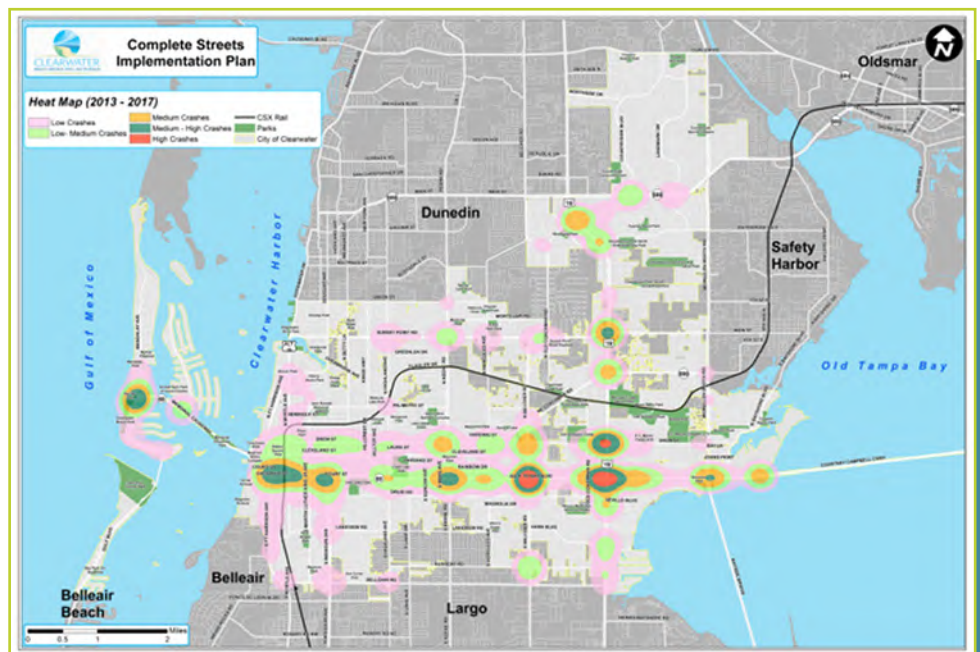


Figure 2. Traffic Crash Hot Spots, Clearwater Complete Streets Implementation Plan

Multimodal Transportation Planning Experience

City of Tallahassee Bicycle and Pedestrian Master Plan, Tallahassee, FL

Kimley-Horn completed the update to the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, which included a strong focus on existing conditions and what those conditions mean for encouraging cycling and walking, public input focused in key areas of the community, and prioritizing projects that will help make better east/west and north/south connections within Leon County.

A robust GIS analysis was completed to determine the Bicycle Comfort Level on every road within the County. This innovative methodology utilized FDOT and Tallahassee-Leon County data to arrive at cyclist levels of comfort on the roadway system. This allowed the project team to strategically identify routes with viable facilities and to specifically identify where roadway improvements will have a positive impact on the study area's bike network.

The bicycle comfort level, or level of traffic stress, was based on the following roadway characteristics:

- Speed limit
- Number of travel lanes
- AADT
- Existing designated on-street bicycle facilities
- Elevations

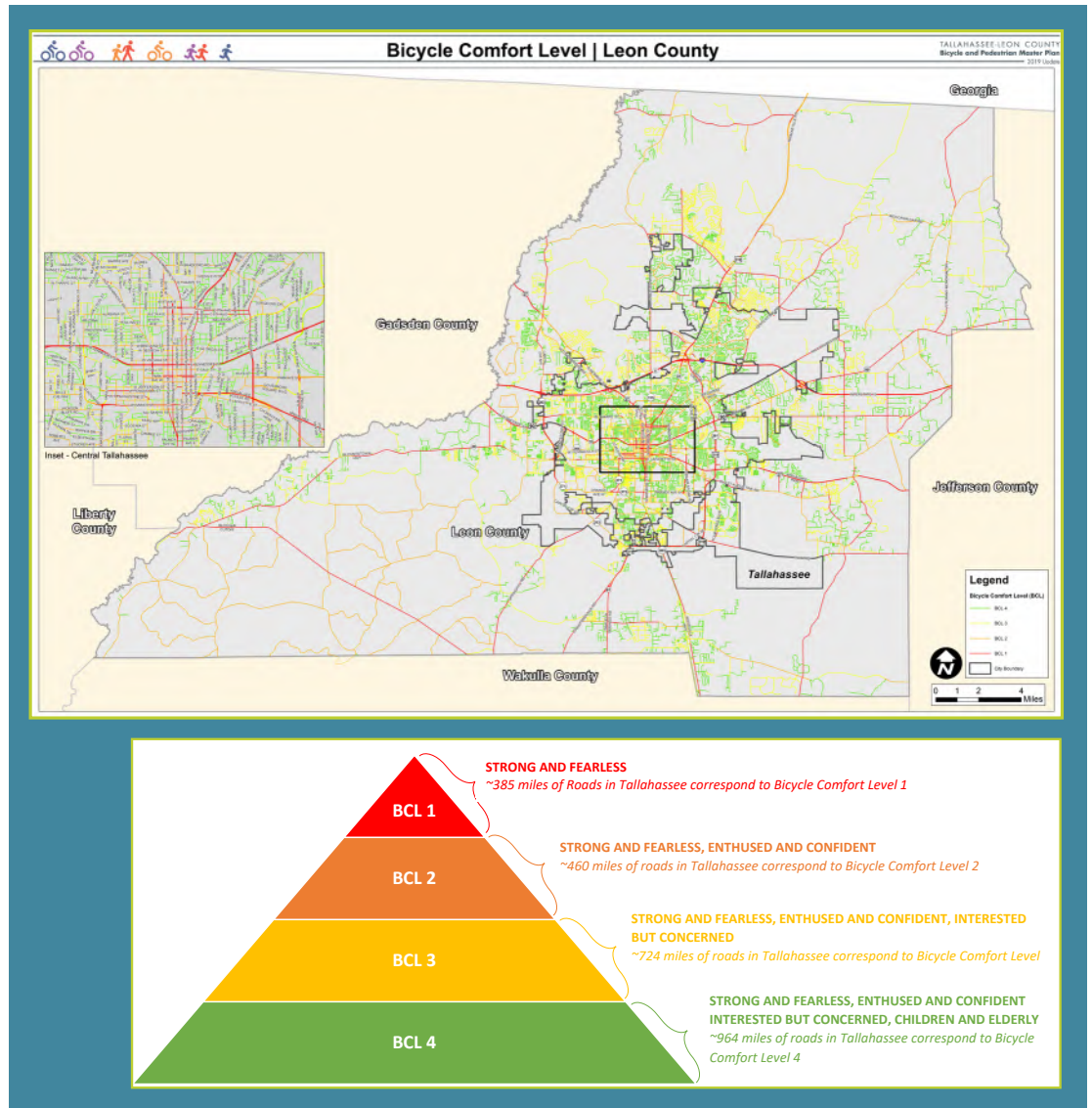


Figure 4. Level of Stress Analysis, Tallahassee Bicycle and Pedestrian Master Plan

ADDITIONAL EXPERIENCE

- Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL
- Disston Avenue Complete Streets Concept Plan, Clermont, FL
- Escambia Scenic Highway Trail Feasibility Study, FDOT District Three
- FDOT District Traffic Safety Studies, FDOT District Three

Task 2: Public Involvement

Kimley-Horn's greatest strength is our ability to understand our client's end goal, determine what steps are needed to reach the goal, and then chart a path that builds support along the way. From inception, we delve deeply into a project to best understand the potential challenges and opportunities, we then build a strategy to address them by identifying and working closely with key stakeholders. We accomplish this by doing our homework, working closely with the City, and then relying on our expert facilitators to execute public engagement. This capability allows us to consistently be successful on bicycle, pedestrian, and active transportation plans.



Kimley-Horn is unmatched when it comes to public outreach. An important part of public outreach that cannot be overlooked is the compliance with provisions of Title VI, which bars intentional discrimination under any program or activity receiving Federal financial assistance and the Environmental Justice Orders. In addition, we are experts at handling social media. Social media is another element of outreach which can be a powerful tool and can go hand in hand with the “branding” of a project.

The public will be involved in this project through a variety of engagement techniques intended to share information and gather feedback on programs, policies, and priorities. Our team will begin by meeting with the project manager to establish a Steering Committee and develop a public outreach campaign strategy. The following public engagement activities are anticipated:

- **Project Landing Page:** Our team can use StoryMaps to develop a project landing page.
- **Public Outreach Survey:** Before the public meetings, we will develop an online and hardcopy survey to obtain public input and support plan development. The online surveying tool includes an interactive map created by Kimley-Horn called *PublicCoordinate* or *MetroQuest*. A hardcopy survey will be made available at public libraries, City Hall, and other public spaces or events, like the Palafox Market, to encourage participation regardless of accessibility.
- **Steering Committee:** A Steering Committee will be formed of relevant stakeholders that represent a cross section of community interests including the transportation disadvantaged. Steering Committee members may include City of Pensacola Planning Services, Public Works & Facilities, Parks & Recreation, and Police and Fire Departments, Florida-Alabama TPO, Escambia County Area Transit (ECAT), Escambia County, FDOT District Three, and local organizations, such as Bike Pensacola, and business leaders. At least three meetings with the Steering Committee will be conducted to gain feedback at various point in the project.
 - » **Meeting 1:** Provide information on the project approach. Input will be solicited to inform development of the project's guiding principles
 - » **Meeting 2:** Provide an update on public outreach activities and potential design guidance and the active transportation network
 - » **Meeting 3:** Review and build consensus on the draft plan

We will work with City staff to determine the makeup of the steering committee and the number of meetings.



- **Field Visits:** We will conduct two field visits with the project team to visit hotspots of activities/priority corridors and collect field data. ArcGIS Collector may be used during these field visits to verify existing conditions and inform project discovery.
- **Mobility Fair:** Our team may conduct two charrettes, or public meetings, in either the east/west or north/south areas of Pensacola to present information discovered through data collection and analysis and obtain input from the public. These meetings are an opportunity to listen and learn where people may like to see improvements and the types of improvements they are most interested in.
- **Mobility Forum:** A final public meeting will be held to present the draft plan and gather feedback.
- **Graphics and Social Media:** Kimley-Horn has graphics and social media experts that can help craft effective images and messages that make an impact. Our team can help create media releases and social media messages and hardcopy collateral with QR codes to increase awareness of the online survey.



Optional Activities:

- Following the mobility fair, our team will visit the Palafox Market to reach members of the public that may not have access to the online survey or the time to attend public meeting during the week.
- Refined concepts will be presented at a virtual engagement event coordinated through CivicCon.

Midtown Area Transportation Plan Phase I and Phase II, Tallahassee, FL

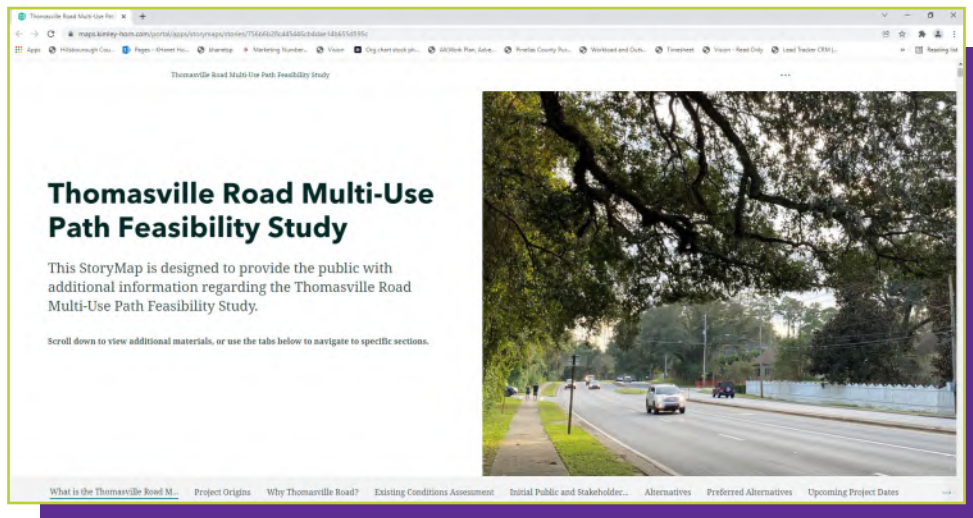
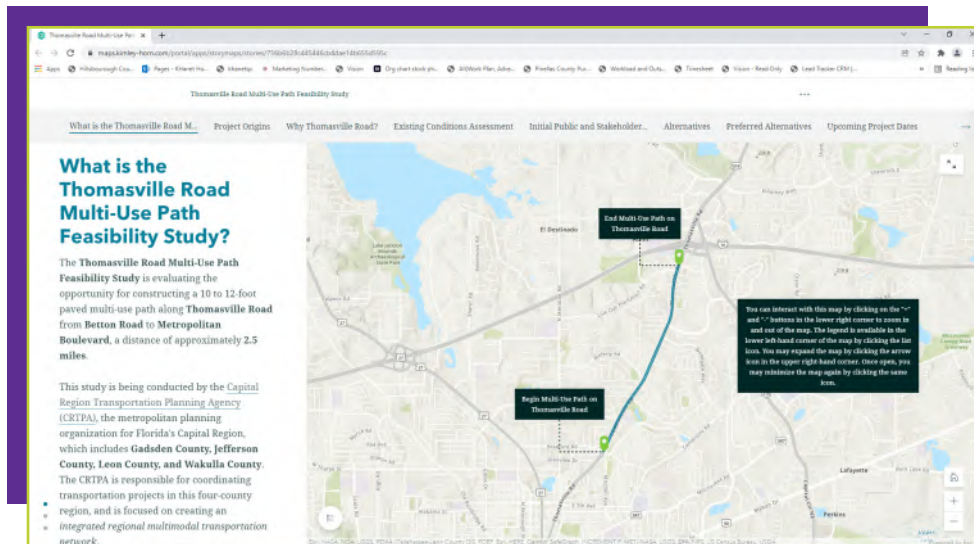
Located just north of downtown Tallahassee, the Midtown area provides a vibrant mixture of commercial uses surrounded by close-in neighborhoods. As the area has grown in vibrancy, increased private sector investment has occurred as has public sector transportation proposals to improve the mobility of the area. The Midtown Area Transportation Plan built upon the above efforts by identifying and reviewing potential changes to the transportation complete street network to enhance Midtown’s mobility.



Phase I provided a traffic operations study to gain a better understanding of the travel patterns in and around the Midtown, as well as the identification and evaluation of potential mobility improvements. Phase II built upon the options identified and evaluated in Phase I. The intent of Phase II was to gather significant public input regarding the multi-modal improvements needed to make walking, bicycling, and transit use both easier and more pleasant in the Midtown area. Ultimately, the plan focused on the implementation of these multimodal improvements in a way that reduces impacts and maintains the character of Midtown.

Thomasville Road Multiuse Trail Feasibility Study, Tallahassee, FL

The Thomasville Road Multi-Use Path Feasibility Study is examining the feasibility of constructing a paved 10 to 12-foot multi-use path on Thomasville Road from Betton Road to the Market District in Tallahassee, for a total of approximately 2.5 miles. This segment of Thomasville Road serves as a direct connection between the Midtown and the Market Districts in Tallahassee, and allows opportunities for connectivity in the larger Leon County. Having kicked off the project prior to the COVID-19 pandemic, public engagement had to pivot in addition to expand due to rising public interest. Kimley-Horn provided high quality online engagement tools including a virtual room and ArcGIS Storymap. In addition to these online tools, the team also conducted strategy pop-up events, advertised through Mailchimp, and held a successful open house with COVID precautions in place.



ADDITIONAL EXPERIENCE

- Long-Rang Multimodal Transportation Plan (moveDC) and moveDC 2021 Update



Award: This project has received regional and national accolades, including those from elected city leadership, and honors, including the National Planning Excellence Award for Transportation Planning from the American Planning Association, national and regional recognition from the American Council of Engineering Companies, and the Innovative Transportation Solutions Award from WTS-D.C.

Task 3: Design Guidelines

Kimley-Horn will develop design guidance that is context sensitive and will provide implementable multimodal options and alternatives for the City of Pensacola. We will take into consideration past plans, number of lanes, rights-of-way, surrounding context, and desired vehicular speed, and much more.

Understanding Existing Context and Best Practices: Our approach in developing design guidance includes reviewing existing City of Pensacola policies (as identified in Task 1) and standards. We will utilize our extensive statewide and national expertise in planning, design, and implementation of an active transportation network which include best practices such as:

- Florida Department of Transportation (FDOT) Design Manual
- National Association of City Transportation Officials (NACTO) Guides
- The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)
- USDOT Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach and *Implementing Context-Sensitive Design on Multimodal Corridors: A Practitioner's Handbook*.

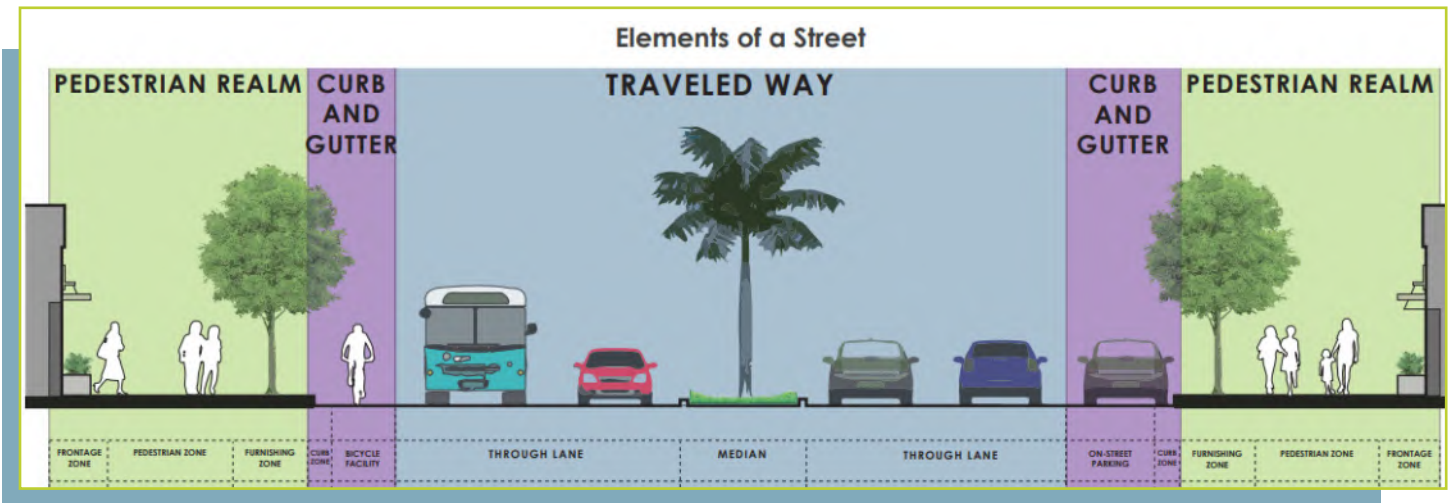
Decision making matrix: A decision making matrix will be developed to help assess a toolkit of multimodal elements. The purpose of the matrix is to help guide future decisions on the options and multimodal treatments available for given situations. Specific treatments will include pedestrian elements, bicyclist elements considerations for scooters and wheelchairs, such as neighborhood greenways, reallocation of pavement, further access to transit, intersection improvements, and traffic calming measures. We will build off past efforts we have successfully developed for other cities and further calibrate for the City of Pensacola based on the context of streets in different areas. The design guidelines will also include general guidance with summary text and pictures with potential application on corridors.



VISION CORRIDORS	Causeway Boulevard	Downtown CRA	Douglas Avenue	Patricia Avenue	State Road 580
Pedestrian Improvements					
Sidewalks	•				
Pedestrian Lighting	•				•
Crosswalks	•		•		
Bicycle Improvements					
Shared Lane Markings	•				
Bike Lane	•				
Protected Bike Lane					
Multi-use Path			•*	•	
Transit Improvements					
Stop Improvements (Shelter, lighting, wayfinding, post, pathway, etc.)			•	•	•
Micro-mobility Improvements					
Autonomous Vehicles	•				
Golf Cart Crossings		•			
Shared Golf Cart Use					
Bike Share		•			
Traffic Calming Tools					
Enhanced Landscaping/Street Trees	•			•*	
Medians			•	•	
Pedestrian Safety Islands				•	
Pinpoints					
Chicanes					
Curb Radii Reduction					
Raised Intersection					
Lane Width Reduction					
Roundsabout					
Neighborhood Traffic Circles					
Signal Progression					•*
On-street Parking		•			
Speed Hump/Table					
Safety Improvements					
Reduce Speed Limit				•	
RRFBs/Midblock Crossings	•		•	•	
Access Management/Driveway Consolidation	•			•	•
Placemaking					
Gateway Signage	•		•	•*	•
Wayfinding					
Painted Intersections/Crosswalks		•			

*Also identified in other City plans

Context Based Cross Sections: To provide more specific design guidance and illustrations, context-based street sections will be developed with facility widths and dimension based on guidance from our best practices. We will provide flexibility with ranges for bicycle or pedestrian facility widths and facility types. Our team strives to provide typical and constrained street widths that include the desired minimum design elements that should be provided on streets.



Alternative Context - Design Matrix

	Level 1		Level 2		Level 3		Level 4	
	Desired		Desired		Desired		Desired Range	
ROW	70'		80'		100'		125'	
Pedestrian Zone								
Subsection Width	13'-21'		12'-27'		15'-27'		15'-27'	
Toolbox:	MIN	CONSTRAINED	MIN	CONSTRAINED	MIN	CONSTRAINED	MIN	CONSTRAINED
<i>Open Ditch/Swale</i>	16'	8'	15'	12'	20'	15'	20'	15'
<i>Shared Use Path</i>	n/a	n/a	12'	10'	12'	10'	12'	10'
<i>Sidewalk</i>	5'	5'	n/a	n/a	n/a	n/a	n/a	n/a
Bicycle and Street Edge Zone								
Subsection Width	n/a		4'-8'		4'-8'		8'-10'	
Toolbox:	MIN	CONSTRAINED	MIN	CONSTRAINED	MIN	CONSTRAINED	MIN	MIN
<i>Shoulder</i>	n/a	n/a	8'	4'	8'	4'	10'	8'

Broward Metropolitan Planning Organization (MPO) Complete Streets Design Guidelines 2.0, Broward County, FL

Kimley-Horn team supported, continued, and furthered complement current Complete Streets efforts as well as direct development of additional tasks that enhanced the Broward MPO's Complete Streets Initiative. Duties included facilitating the Complete Streets Advisory Committee Meetings (CSAC), developed a template for Walking Audits using the platform, Typeform, conducted and lead the Walking Audits, prepared the Broward Complete Streets Guidelines 2.0 which is an update of the technical content and graphics of the manual used by local governments to implement Complete Streets, and prepared the Broward Complete Streets Master Plan.

Miami-Dade County Complete Streets Design Guidelines, Miami-Dade County, FL

Kimley-Horn prepared the Miami-Dade Complete Streets Design Guidelines, which is the unifying design document for local governments in Miami-Dade County to be able to identify and incorporate Complete Streets elements into road projects. We collaborated with local government staff to identify and incorporate key principles into the documentation – Safety, Health, Modal Equality, Context Sensitivity, and Sustainability. We led the development of a unique Street Typology specific to Miami-Dade streets and land use types to structure design guidance and criteria. Preferred and minimum widths and dimensions were established for key street design elements including sidewalks, furnishing/landscaping zones, frontage zones, bicycle facilities, transit lanes, general purpose travel lanes, turn lanes, and medians.

Additional guidance was developed on a range of topics including bus stops, access to transit, landscaping type and spacing, bike parking, traffic calming, goods movement and deliveries, accommodating transportation network entities (TNEs), and preparing for autonomous vehicles (AVs).

We invite you to scan the QR code below to learn more about our Complete Streets Guidelines 2.0



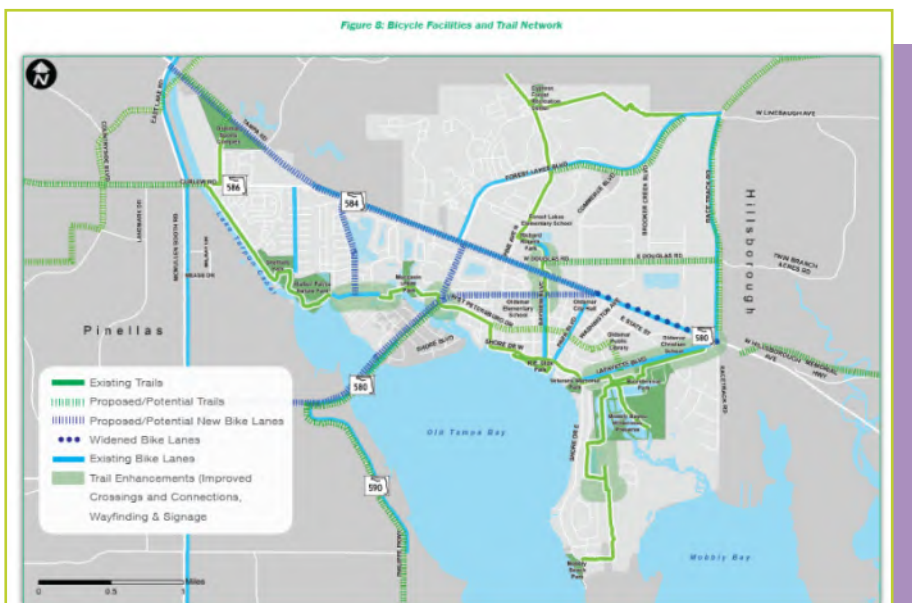
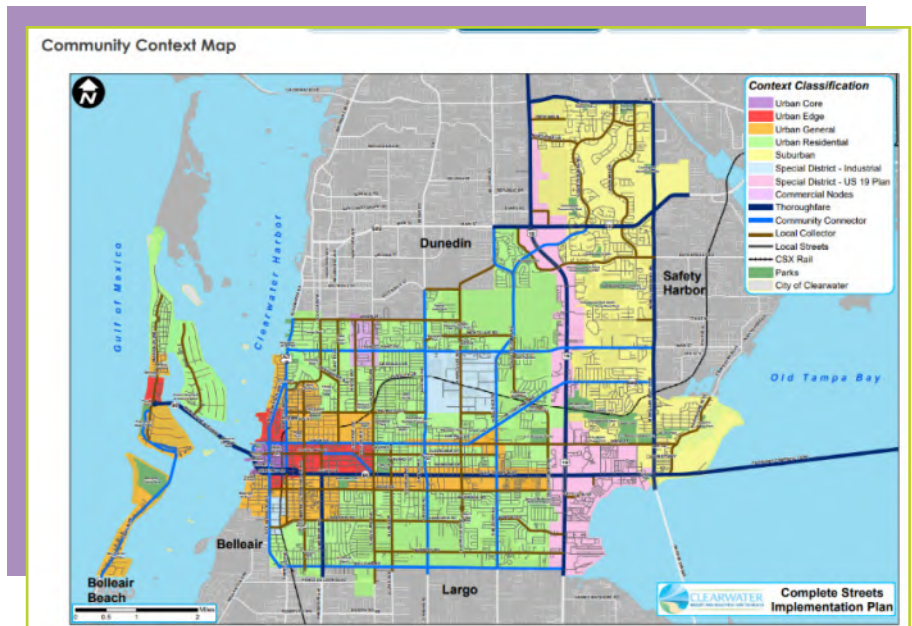
Task 4: Future Network and Policy Recommendations

Kimley-Horn will utilize the previous tasks to develop a future active transportation network for the City that builds off of, and holistically encompasses, past work such as the downtown corridor management plans, downtown hashtag connector, and other planning efforts. The development of the network will help set the stage for partnerships with other agencies, as well as to identify the vision of the City for when private development occurs adjacent to the network. Specifically, the active transportation plan will identify priorities with any new development downtown. This task will also include developing guiding principles/policies to help influence change.

Future Network Development: The active transportation network will be developed using the following steps:

- Developing context classification and street type and modal priority maps for different parts of the City to help inform the potential multimodal transportation options.
- Reviewing potential options for major roadways to develop a network of low stress streets for those of all ages and abilities to feel comfortable. Special attention will be given to posted speeds and major roadways that do not have a protected or low stress option for those biking, walking, wheeling, and accessing transit. We will also take into consideration a connected network that would run parallel to major roadways to provide access to commercial destinations, parks, schools, and more.
- In developing a draft network, we will build onto the opportunities and gaps mapped, review of existing conditions and planned facilities, as well as the review of past plans from Task 1. We will also utilize input from the steering community and the public involvement, particularly the online mapping exercises to identify connections and priority routes. **The product will be a GIS map of future active transportation network.**

Policies and Framework: Kimley-Horn will also identify guiding principles/policies to be documented in the implementation plan. The purpose is to provide a cohesive



plan that identifies the overall priority for streets and aids partnership opportunities and transparency with other agencies and the development community.

- *Policy and Regulatory enhancements* that build onto efforts the City has already conducted such as the complete streets ordinance. Improvements could include development checklists and potential additional recommendations for updates to the comprehensive plan and codes that encourage vision zero and complete streets.
- *Plan Project Delivery and Process enhancements* such as interdepartmental review process, annual priority list, and training/education/promotion of the active transportation network. The plan will also highlight streets that the City solely controls and can implement improvements without coordination as well as County and State streets that would require coordination with the County, Florida Department of Transportation (FDOT), and the Florida-Alabama Transportation Planning Organization (TPO). Additional partnerships with local groups and other agencies such as Escambia County Area Transit will also be identified.

Palm Beach TPA Complete Streets Design Guidelines, Palm Beach County, FL

Kimley-Horn developed Complete Streets Guidelines to encourage the development of walkable, bikeable, and transit-friendly communities through an integrated approach to planning the County's transportation networks. The County's goal was to incorporate Complete Streets elements into all phases of roadway planning, design, construction, and maintenance. Deliverables included a Complete Streets Design Guidelines document that directs engineers and planners on how to plan and design Complete Streets elements into all types of transportation and land development projects. Complete Streets Design Guidelines also provided guidance regarding construction and maintenance practices that encourage walking, biking, public transit use, and promote safety and accommodation for all users.

Clearwater Citywide Complete Streets Implementation Plan, Clearwater, FL

The City of Clearwater selected Kimley-Horn to develop a Citywide Complete Streets Implementation Plan to set the foundation for a street network that encourages mobility in the City. As part of the Citywide Complete Streets Implementation Plan, Kimley-Horn defined complete street guiding principles; developed a Complete Streets Citywide GIS Database/Facilities Inventory; documented

a baseline of existing challenges and barriers; conducted public outreach and engagement; identified context classifications and street typologies with associated street design guidance, including a matrix of improvements/cross section elements by classification; developed recommendations for how the City of Clearwater can develop complete street projects, including project prioritization guidance, project delivery framework, and evaluation criteria/performance metrics, and provided a summarized Action Plan for Implementation (Policy considerations, project prioritization and project delivery, design guidance, physical list of improvements identified, funding options, and performance metrics and next steps).

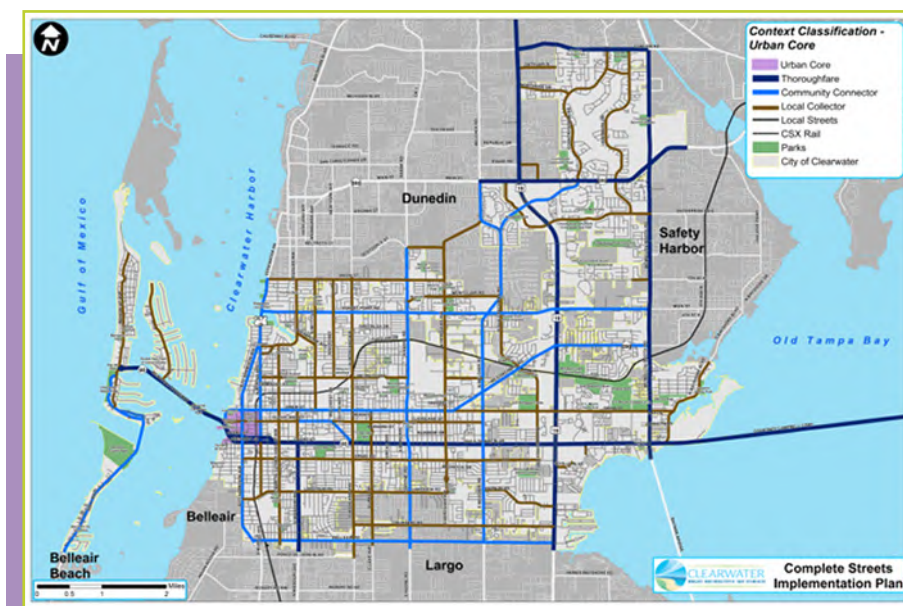


Figure 3. Urban Core Context Classification, Clearwater Complete Streets Implementation Plan

Task 5: Evaluation, Implementation, and Funding

Our planning services are fully integrated with implementation strategies and innovative approaches to key components, such as grants/financing. The expertise of the Kimley-Horn team will enable you to successfully achieve your vision.

We are passionate about developing plans that are implementable with clear actions. The purpose is to develop a plan that highlights a playbook for creating an active transportation plan network moving forward. The opportunity is to also create a plan that is flexible and will live-on.

The implementation plan will identify clear actions and strategies with timeframes, responsible parties, and key considerations. The timeframes will consist of short-term, mid-term, and long-term action. Potential quick build or tactical project ideas will also be highlighted as part of the short-term recommendations. The plan will include, but not be limited to, the following:

- Executive Summary and “How To Use” guide
- Guiding Principles
- Overview of existing plan review/existing conditions
- Summary of stakeholder and public outreach and engagement
- Action Plan for Implementation
 - » Design Guidelines: Recommendations and guidance for an active transportation network
 - » Policy, Programs, and Project Delivery Considerations
 - » Physical Improvements: Active transportation network, improvements and projects, with planning costs and potential phasing
 - » Funding Options and Strategies: Including partnerships/multi-disciplinary coordination (i.e. Schools, Public Health, law enforcement)
 - » Initial Performance Metrics and Next Steps: How the City will define success into the future

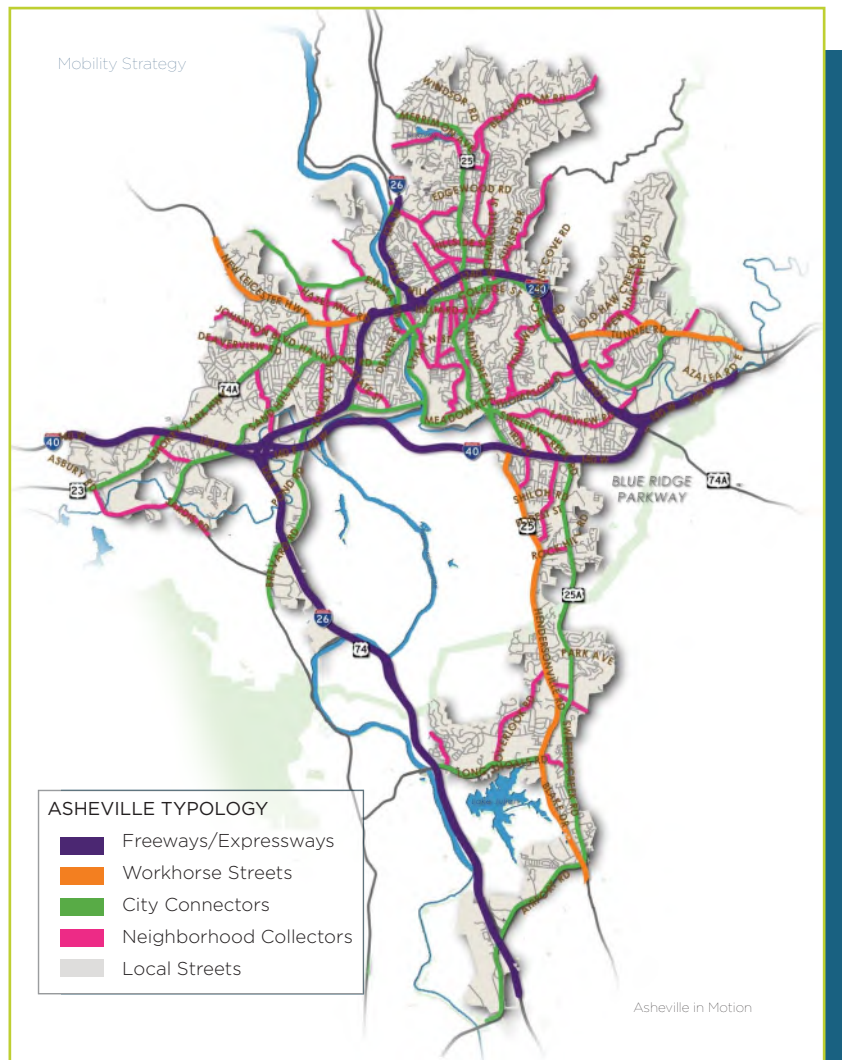
With our implementation plans we include an extensive list of funding sources from our grants team that assist local governments in bridging the gap between planning and implementation, allowing projects to become reality. We have assisted numerous local agencies in obtaining grant funding assistance from a variety of sources, including state and federal dollars for high priority projects from our plans.



Asheville in Motion: Mobility Plan, Asheville, NC

Kimley-Horn assisted the City of Asheville through the process of developing a Mobility Plan. The process included a progressive approach that blends land use, urban form, and mode split aspirations into an integrated strategy. Emphasis was placed on the development of decision tools that helped refine the design of improvements as well as strategies for different context areas of the community. A new street typology, priority design matrix, and community-types coupled with priority tools—such as mobility indexing and the creation of a mobility district—will influence future decision making and ensure compatibility with other community initiatives. Simply put, Asheville in Motion (AIM) was able to reconcile the plans of the past with the needs of the future in a way other plans don't. Cities around the country are facing similar challenges—affordable housing, inefficient expansion, and the competition for space in constrained corridors. Rather than creating yet another plan, the City devised a strategy to align their transportation investments with the mobility and community objectives of the future.

In a constrained setting like Asheville, the need for a compact and connected community with a variety of mobility choices remains the most viable response to the changing landscape. Most significant was the observation that AIM didn't shy away from addressing the inherent competition for space and dollars. Instead, the process introduced a coordinated strategy that offers decision-makers a method to balance those competing interests. By embracing imperfection in a way that is uniquely Asheville, transportation is now viewed as a supportive measure to community diversity—rather than a means to an end.



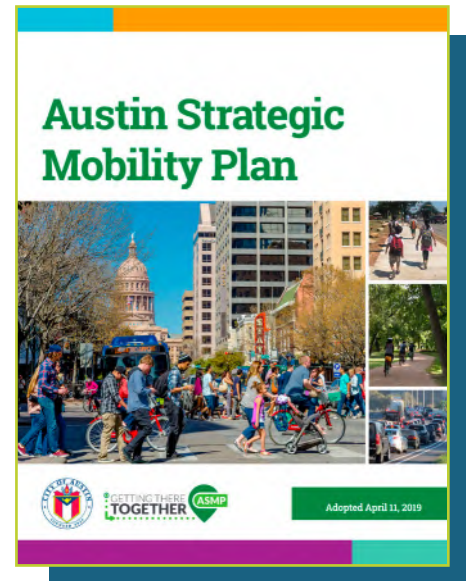
Awarded the 2016 NC Marvin Collins Planning Award in the Large Community Outstanding Planning Award category.

Austin Strategic Mobility Plan (ASMP), Design Guide, and Code Next, Austin, TX



Kimley-Horn led the City of Austin's Strategic Mobility Plan (ASMP). This effort involved coordinating a vision for the transportation facilities associated with several long-range planning initiatives, including the transportation element of the comprehensive plan, the urban rail program, and the downtown plan. To do this, the Kimley-Horn team updated the City's street network plan, which integrates with the City's form-based code (CodeNext) and advances their Complete Streets program. The ASMP required an innovative approach to consider how transportation investments would affect a variety of City priorities. For the first time, the City of Austin has a series of tools that include a mobility strategy and street design guide that aligns with the City's comprehensive plan and development code and leverages their transit, parking, and affordable housing initiatives. Our team also conducted a complete policy diagnostic that set the stage for policy modernization. The resulting policy changes are intended to work with infrastructure investments to achieve a shared vision.

Kimley-Horn developed a scenario-driven process organized around community-identified priorities, including affordability, travel choices, commuter delay, economic prosperity, sustainability, health and safety, placemaking, and innovation. The public engagement strategy Kimley-Horn developed for the ASMP has been nationally recognized for its innovation and inclusivity of historically excluded, underrepresented, or underserved populations in the community.



Additional Project Experience

FDOT District Three Growth Management/System Planning General Planning Consultant

Kimley-Horn has had ongoing GPC contracts with District Three since 1998. Our team has been re-selected for several contracts to provide professional planning and engineering services in support of the District's transportation planning programs. Activities under this contract include system and/or corridor growth management planning; systems planning and engineering studies; developing/analyzing/monitoring potential revisions of the District's Florida Strategic Intermodal System (SIS); modal development; metropolitan planning organization (MPO) assistance along with MPO and regional traffic model calibration/analysis/updates/enhancements; State-mandated transportation program implementation; corridor planning; and environmental management including updating, monitoring, and data entry into the Efficient Transportation Decision Making (ETDM) process. Each of these tasks begin with scope development working closely with staff. Specific projects include:

- Growth Management Reviews
- Growth Management Training Program
- Bicycle-Pedestrian Safety Studies
- Bicycle-Pedestrian Map
- I-10 Master Plan and Update
- Corridor Feasibility Studies Throughout the District
- Multi-Use Trail Feasibility Studies – Escambia Scenic Highway, Mexico Beach

Lealman Mobility Plan, Pinellas County, FL

Kimley-Horn was retained by Pinellas County to create the Linking Lealman Action Plan to encourage mobility in Lealman with complete street and context sensitive improvements. The plan provided a road map for mobility and complete street improvements in Lealman to be programmed as part of the Pinellas County Capital Improvement Program (CIP). The intent was to provide a continuous network of streets, sidewalks, bike lanes and trails, and upgraded pedestrian and transit amenities. The Linking Lealman Action Plan project included multimodal improvements within the study area as well as an inventory and assignment of street context/typologies, conceptual improvements for context types, and the development of design concepts for several focus corridors.

Kimley-Horn actively engaged the public to collect valuable information and gain support for the project. We hosted several public workshops and meetings with the Lealman CRA advisory committee. Our activities at the workshops included introductions, presentations, and interactive exercises to best understand community priorities. The interactive exercises included a break-out of several sessions comprising funding games – prioritizing where to spend dollars and measles map identification of specific issues and where they are located. We also worked closely with County staff to prepare flyers for residents and preparing subject matter content for the County website.



Hollywood Bicycle Mobility Plan, Hollywood, FL

Kimley-Horn created a framework for a citywide network of safe and comfortable bicycle corridors. The City of Hollywood's Bike Mobility Plan was developed in response to growing public interest in identifying and prioritizing bicycle mobility improvement projects and advancing Complete Streets principles in key commercial corridors. Kimley-Horn conducted extensive community outreach throughout the lifecycle of the project, including the use of virtual tools to gather location-specific input from residents. The resulting Plan makes the most of funding opportunities available to add over 100 miles of designated bicycle facilities throughout the City. The bike network also includes Loop Routes in each of the city's residential neighborhoods to provide healthy and safe mobility options to all residents and visitors alike.

Palm Beach TPA Complete Streets Design Guidelines, West Palm Beach, FL

Kimley-Horn developed Complete Streets Guidelines to encourage the development of walkable, bikeable, and transit-friendly communities through an integrated approach to planning the County's transportation networks. The County's goal was to incorporate Complete Streets elements into all phases of roadway planning, design, construction, and maintenance. Deliverables included a Complete Streets Design Guidelines document that directs engineers and planners on how to plan and design Complete Streets elements into all types of transportation and land development projects. Complete Streets Design Guidelines also provided guidance regarding construction and maintenance practices that encourage walking, biking, public transit use, and promote safety and accommodation for all users.

Dallas Strategic Mobility Plan (SMP), Dallas, TX

The City of Dallas selected Kimley-Horn to lead the DSMP, a plan that established the five-year strategic vision for transportation in Dallas. The DSMP determined the driving principles for transportation in Dallas; developed baseline data that informs policy, program, and project investment decisions; established a framework for evaluating the impact of transportation investments; and identified preferred transportation investment strategies for the City that advance integrated transportation, land use, housing, equity, environmental, and economic decision-making. The Kimley-Horn team provided integrated transportation, land use, and economic development modeling, community outreach, scenario planning, and innovative transportation policy development services.

Charlotte Moves Mobility Plan, Charlotte, NC

The Charlotte Strategic Mobility Plan defines a five to ten-year strategic vision to enhance mobility, leveraging transportation investments to support overarching community goals, and modernize transportation policy to respond to Charlotte's 21st Century mobility challenges. The Charlotte Strategic Mobility Plan will consider all modes of transportation and will emphasize the integration of transportation decision-making with housing, economic development, safety, equity, and environmental sustainability.

Escambia Scenic Highway Trail Feasibility, Escambia County, FL

Kimley-Horn is conducting a Trial Feasibility Study for SR 10A (US 90) Scenic Highway from Perry Avenue to State Road 10 (US 90A) North Davis Highway. The feasibility Study is to provide documented information necessary to determine fatal flaws, logical termini, purpose and need, and corridors or alternatives that meet performance metrics identified in the purpose and need. Kimley-Horn is analyzing and assessing the project's impact on the social, economic, cultural, natural, and physical environment, in order to develop the location and design concept in accordance with FDOT policy procedures, and requirements. The purpose of the multi-modal trail is to improve regional connectivity through Escambia County and throughout the State with reference to FDOT's Suntrail network. The feasibility study will result in feasible alternatives to be considered for future phases and to leverage future funding of the trail.

FDOT District Three US 90 Action Plan

Kimley-Horn was retained by FDOT District Three for the US 90 Action Plan to perform engineering and planning services. The plan analyzed improvement alternatives, defined and recommended capacity improvements, defined corridor management

plan, and provided information to determine the design concept to support future project development actions. Also right-of-way recommendations regarding acquisition priorities including limited access rights and right-of-way protection priorities were initiated, as appropriate, by FDOT and local governments. In addition the plan identified the context classifications of the corridor segments and identified how each segment addressed all modes of transportation and based on the context classification provided suggested improvements for multi-modal design considerations to better serve the community.

Subconsultant Project Experience

HSA Consulting Group

City of Pensacola Traffic Counts (2010 – present)

HSA has conducted approximately 150 traffic counts (primarily neighborhood speed counts using road tubes) on an as-needed basis for the City of Pensacola since 2010.

Ascension/Sacred Heart Traffic and Pedestrian Safety Study, Pensacola, FL

This study addressed traffic circulation and pedestrian transportation on the Pensacola campus of Ascension Sacred Heart Hospital. Data collection included turning movement counts, pedestrian counts, delay studies, speed studies, and crash data. Parking spaces were inventoried, and parking usage was monitored. Recommendations were made for improvements, including pavement markings, signage, and new crosswalks.

SR 196 Bayfront Parkway Feasibility/Planning Study for Operational Improvements (from Tarragona Street to SR 30 (US 98), Pensacola, FL

HSA conducted data collection and prepared the Existing Conditions report. Data collection included 24-hour volume and classification counts, four-hour turning movement counts, and crash data. Information was also collected on roadway characteristics, including functional class, number of lanes, facility type and posted speed. Level of service analysis was conducted for roadway segments and intersections using Synchro. Multi-modal level of service was also determined for bicycle and pedestrian modes and for transit.

Florida Department of Transportation (FDOT) District Three Districtwide Contracts

HSA has held the Districtwide Traffic Counts and Projections contract for many years, which has included conducting hundreds of volume and classification counts in Escambia County and the City of Pensacola. In addition, HSA was the District's Roadway Characteristics Inventory (RCI) consultant for a number of years and has extensive experience in collecting and compiling all types of roadway data.

Longleaf Drive Redesign, Escambia County, FL

The Longleaf Drive project is an Escambia County project to increase safety along the subject roadway by converting a 1.25-mile segment of mixed two/three lane roadway to three lanes with curb and gutter, adding sidewalk to the south side and a separated joint use path on the north side. HSA is providing services to upgrade pedestrian features at the existing traffic signal at Community Drive, and design lighting along the highway and joint use path. The joint use path will utilize decorative lighting poles and fixtures.



Section 6:

Current Workload and Ability to Deliver Projects On Time and Within Budget

6. Current Workload and Ability to Deliver Projects On Time and Within Budget

Current Workload

Kimley-Horn has a long history of achieving successful project completion through a combination of effective project management and technical expertise. Our success comes from providing the highest level of service to our clients, and that philosophy has been instilled in our employees. Our team is known in the marketplace as results-oriented, and our employees are respected for the quality of their work.

Kimley-Horn's proactive management process facilitates the availability of firmwide and Florida-based resources for project staffing requirements. This management process, called "cast-aheads," forecasts our workload over a six-month period, and can identify work overloads and/or shortfalls for each office and discipline. The cast-ahead process verifies that sufficient staff and effort-hours are available to meet project schedules. Based on a review of our cast-aheads, we know that the Kimley-Horn staff members selected for this team are available immediately to serve the City of Pensacola and are in excellent position to handle the workload required to complete the scope of work to prepare detailed drawings and specifications for the Active Transportation Plan.

Our passion is to serve the City of Pensacola on this important endeavor and we will bring our full resources to bear.

Ability to Deliver Projects on Time and Within Budget

Kimley-Horn has a proven record of performing on time and within budget. The key to our success is managing the right resources at the right time. We emphasize project management using bi-monthly effort reports that give our project managers up-to-date staffing and expense information related to their projects. This information enables them to continuously monitor the status of project cost, cost control effectiveness, and schedule. Kimley-Horn often schedules bi-monthly telephone meetings with our clients to communicate the project's progress.

Frequent communication and a clear definition of the responsibilities of team members are critical elements in maintaining schedules. With that in mind, our project specific work plan identifies critical project milestones and deliverable dates. We then will actively manage our team resources to meet the agreed-upon schedules and keep your project on track.



Section 7:

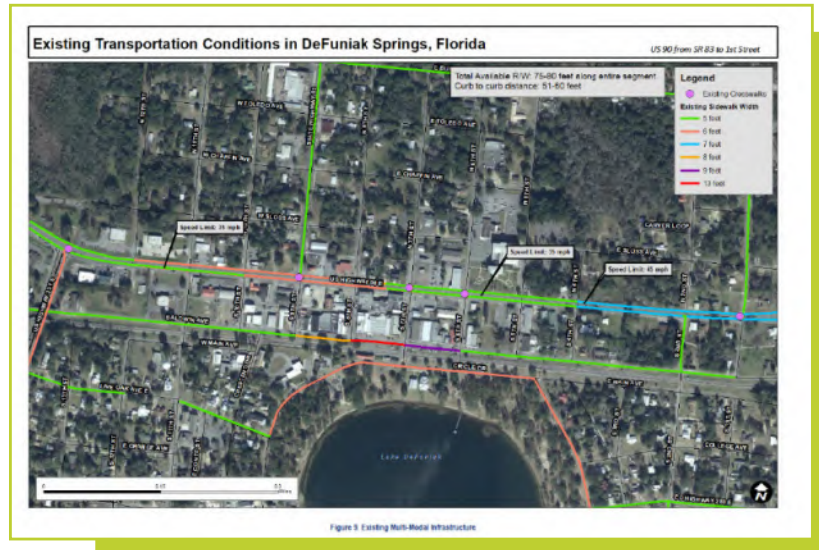
Innovative Approaches and Solutions

7. Innovative Approaches and Solutions

Kimley-Horn prides itself on our ability to stay innovative. We strive to create unique solutions that separate us from our competitors. We have listed some of our innovative approaches and solutions for the fundamental tasks on the active transportation plan below.

Innovative Solutions for Existing Conditions and Data Analysis

The ArcGIS Collector collects and inventories field data efficiently and reliably. This innovative approach starts with creating a customized map and input form that is specific to the project. Field staff will use mobile devices, cell phones, or tablets to enter and/or edit data sets and can view their current geospatial position in the context of the map overlays. These processes have offered great advantages to our plans in accessing active transportation networks that help inform improvements.



Innovative Solutions for Public Involvement

Kimley-Horn is known for developing innovative approaches to involving the public throughout the planning process. The best planning processes include community leaders, landowners, citizens, and stakeholders. The challenge is finding an appropriate balance between technical information, community values, and public sentiment. Kimley-Horn tailors a flexible public involvement and engagement strategy for each plan and will monitor outreach continuously to course correct if a particular segment of the population is not involved.

Our team believes in providing a number of different channels for the public to engage, which is more important than ever today. Our team has successfully obtained feedback through in-person and virtual meetings through various platforms. The different channels will also provide several opportunities to provide information to the community.

Kimley-Horn employs a variety of effective in-person techniques including steering committees, small group meetings, workshops, charrettes, and mobility forums/meetings as methods where the tangible exchange of ideas occur. We have also specialized in walk audits and safety audits on similar plans to help tailor active transportation recommendations.

The ever-increasing demand for participant time also requires us to be experts in social media, online surveys, and virtual online engagement techniques. Our award-winning approach to community engagement has led to industry recognition, local adoption, and endorsement of a plan or design. We also know that people are busy and may not have availability in their schedule to attend in person meetings, so Kimley-Horn has specialized in creating online components available to the public for City meetings.



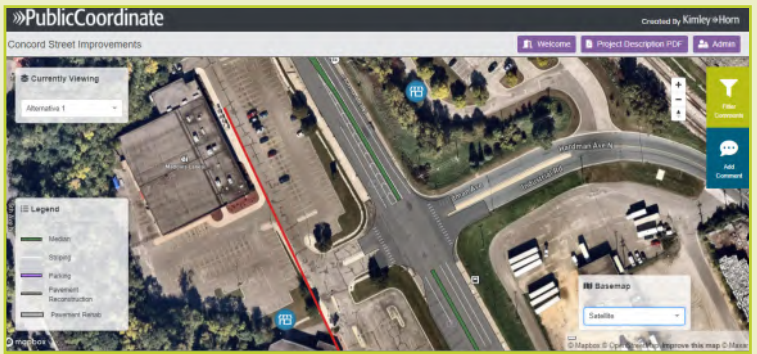
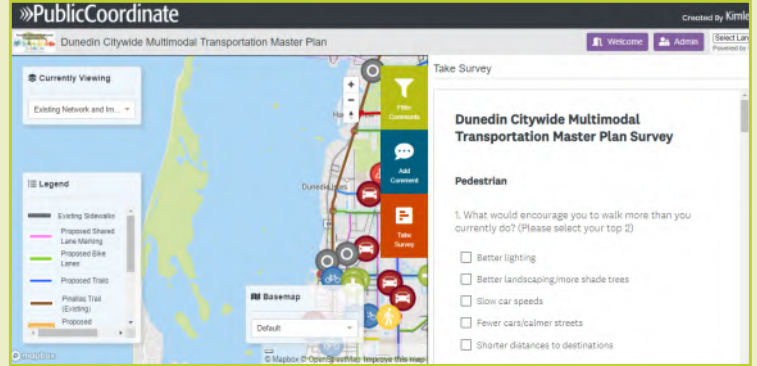
PublicCoordinate

Public Engagement Made Easy

PublicCoordinate is an interactive survey tool and map-based platform where public agencies can share project information with the public to gather feedback. The City can customize it to their own projects, translate into multiple languages, upload project photos to the map, and export fully formatted reports with summary analytics. PublicCoordinate is a useful tool for active transportation plans as existing pedestrian and bicycle networks can be displayed and the public can draw their ideas on the maps. Survey questions can also be included for citizens to answer on their computer or mobile device. We have successfully conducted surveys this way through the use of QR codes found on websites and through other printed collateral.



PublicCoordinate



Virtual Room

Public input on concepts may also be solicited through a virtual room. Kimley-Horn has become a leader in innovative outreach as our projects demanded extensive public engagement under conditions where it was not safe to meet face to face. Our team can create a virtual engagement room that allows viewers to learn about the project through graphics and renderings and provide feedback in environment similar to in person public meetings.



Innovative Solutions for Design Guidelines, Future Network, and Policy Recommendations

Kimley-Horn takes pride in planning with an eye on implementation. In conjunction with public outreach, we believe high-quality visualization techniques and graphic representation is critical for successfully communicating design guidance and plan concepts to the community, policy makers, and other stakeholders. Our staff creates realistic visualizations including three-dimensional (3D) animations that help tell the story. This is especially vital when trying to communicate the interconnected nature of our transportation and land use decisions. Providing visualization tools can help the public and stakeholders better understand the results of our decisions, policies, and guidelines. We are also able to gain valuable insights and feedback that influence and enhance our plans.

Recent examples include several corridors that have improvements constructed or under design from the Polk Complete Street corridor plans. Other recent examples include a lane reduction and traffic calming study of Central Avenue in Naples, which has now been designed and implemented. St. Petersburg Drive in Oldsmar included a concept as part of the Oldsmar Mobility plan which is now under design.

Kimley-Horn can create fly-through concepts that allow the public to put themselves on a street in a virtual environment and experience the walking or biking in the designed space with picture improvements. In addition, we have successfully used drones and photography to show realistic before and after pictures.



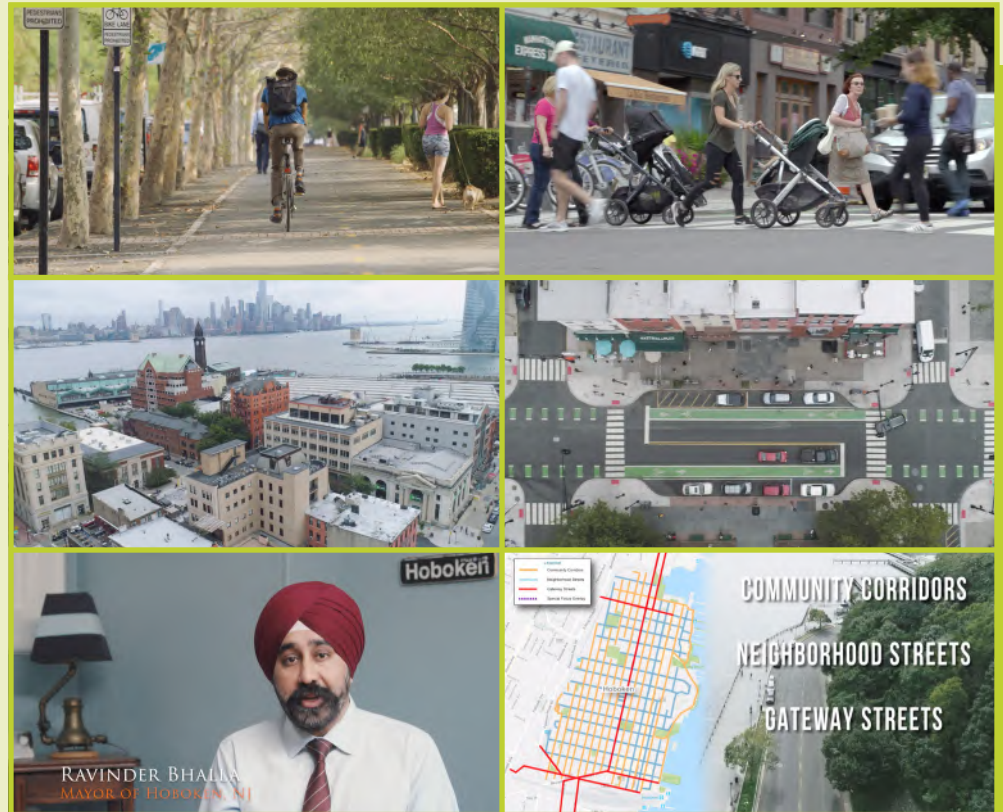
Project films are another way to quickly communicate a project’s vision and goals. Our team has worked with Civic Eye Collaborative to develop project films.

Civic Eye Collaborative — **OPTIONAL SERVICE**

Outreach Film series – City of Hoboken Complete Streets Design

Length of Performance: August 2018 - May 2019

Civic Eye Collaborative worked with the City of Hoboken to create a project film that visually illustrates and explains the Complete Streets effort in Hoboken. The film was broken down into three discrete sub-films so that the themes covered in the film(s) can be released in a timely fashion over the course of the project rather than waiting until the end for one final film. These sub-films introduce and educate viewers on the concept of Complete Streets as a policy and a practical approach that will advance equity, mobility, and community livability. The films are designed to inform the community by showcasing the benefits of Complete Streets in a way that is easily digestible through motion graphics, aerial photos, and example footage.





Innovative Solutions for Evaluation, Implementation, and Funding

Kimley-Horn understands that an interactive website is an important part of transparent communication for a public transportation project or program. They help convey key ideas, generate understanding, create excitement, and build consensus. Our team includes specialists at developing interactive websites that are designed to seamlessly integrate with an agency’s existing brand, attract users, keep content fresh, and maintain interest in the project. Web-based tools such as interactive maps and polling are great ways to keep citizens and stakeholders engaged with the site. One option is to provide the active transportation plan online as a flexible plan that will live on and can be updated as progress is made. We will work closely with staff to identify and deploy the best interactive tools for the desired outcomes.

Our websites are built, managed, and maintained using the WordPress Content Management System (CMS). This popular CMS gives users control over custom design and content, with no need to write complex computer code, and uses a variety of feature plugins to enhance the site’s functionality. WordPress allows websites to incorporate unique graphics and branding while maintaining current web best practices including: responsive design for mobile friendliness, web-safe fonts, and search engine optimization. It also allows for the creation of different user access levels, which facilitates the review of the site before changes are made public.

Kimley-Horn has created the following websites:



VDOT

-  www.virginiadot.org/innovativeintersections
-  www.virginiadot.org/projects/stars.asp

FHWA

-  www.safety.fhwa.dot.gov/roadway_dept/night_visib/







Virginia

-  www.belmontbridge.org
-  www.easthighstreetscape.org

Other

-  www.laconnect-it.com

Multimodal/Transportation

-  www.wemovedc.org
-  www.16thstreetnwbus.com
-  www.seboulevard.com
-  www.theforksstreets2045.org
-  www.hennepindowntown.com
-  www.fresnoairportsmasterplan.com

We are also experienced in conveying plan performance as part of our project reports or via websites. Many cities such as Pensacola utilize dashboards to convey results to citizens and we can help provide that service to the City to integrate data from the plan with your existing information. The key opportunity is to not create a static plan but one that will live on that can be continually assessed.

US 90 ACTION PLAN

North Duval Street to I-10

C5 – Urban Center

US 90 from N Monroe St to S Gadsden St has a speed limit of 35 mph. The segment is operating at a LOS E or worse. There are sidewalks on both sides of the roadway. There are marked cross walks at all the signalized intersections. The lane widths are approximately 10 ft.



Potential Complete Street Improvements

- Look for areas to include a buffer between the pedestrians and the travel way.
- There are no bicycle facilities along this corridor but because of the volume it may not be appropriate to include a bicycle facility.
- Call St is a parallel facility connecting to Florida State University that contains shared lane bicycle markings on roadway that contains a lower volume. Call St can be used to access Park Ave bicycle lanes connecting to Tom Brown Park. Additional north-south connections of bicycle facilities could be implemented to move bicycles to the parallel facilities.
- There are transit stops along the corridor, but they do not contain amenities that may increase the attractiveness of the mode. Improvement to transit stops should be considered.
- Promote usage of parallel corridors to reduce congestion.

Roadway ID	BMP	Begin Description	EMP	End Description
55020000	0.000	US 27/N Monroe Street	0.140	CR 1557/S Gadsden Street



View facing west at US 90 and Calhoun



View facing east looking toward S Gadsden St



Typical Section: US 27/N Monroe St to S Gadsden St

Example of Potential Improvements



Improvements to Transit Stops



Pedestrian Buffer

	Pedestrian	
	Bicyclist	
	Car	
	Transit	
	Freight	

Existing Condition by Mode

FDOT

US 90 Action Plan Report | 41



Section 8:
**M/WBE, DBE,
and SDVOSB**

8. M/WBE, DBE, and SDVOSB

Utilization of Minority/Women Business Enterprises and SWOSB as part of our contracts is a matter of corporate philosophy at Kimley-Horn. We seek to involve minority subconsultants in meaningful roles. Moreover, when clients have established specific goals for minority involvement, we have typically met or exceeded them.

We believe this speaks well of Kimley-Horn’s efforts to involve minority firms in our business. We will continue our longstanding practice of partnering with minority firms on future projects and on this contract. Given our ongoing commitment, the implementation process remains the same on a project-to-project basis firmwide. We offer our continued commitment to minority participation for this project as well.

Kimley-Horn is including the following MBE/WBE/SDVOSB firms for this pursuit:

HSA Consulting Group



HSA Consulting Group

**Woman-owned certified Disadvantaged Business Enterprise (DBE)
 Small Business Enterprise (SBE)**

HSA Consulting Group, Inc., established in 1990, is a professional service organization providing the highest quality, professional transportation planning, transportation engineering and land use planning consulting services available. Our corporate philosophy is founded on the importance of understanding our clients’ objectives, as well as their technical requirements. We believe our commitment to quality is best demonstrated by delivering products which are technically sound, reflect our client’s goals and contain attention to detail consistent with our internal quality control procedures. Whether in a capacity as a prime or sub-consultant contractor, we serve governmental clients at the federal, state, regional and local levels, in addition to a diverse range of private entities. With offices located in Gulf Breeze, Chipley, and Tallahassee, Florida our primary service area is Northwest Florida and additionally includes other areas of the state and region facing infrastructure and growth management challenges.

Areas of expertise offered by HSA cover a wide range of transportation engineering and urban planning specialties. They range from various transportation, land use and safety studies, multimodal traffic analysis, forecasting and modeling, feasibility and PD&E studies, conducting capacity analyses, developing build/no-build alternatives, state of the art data collection, inventory, and GIS mapping solutions; to minor roadway signing and pavement marking, ITS, signalization and lighting.

HSA is fully prequalified with the Florida Department of Transportation in minor design, transportation planning, traffic engineering and component design work categories. We are a woman-owned certified Disadvantaged Business Enterprise (DBE) and a Small Business Enterprise (SBE).

Kimley-Horn’s Performance in using M/WBE and DBE Firms over the Past Five Years:	Year	Total Paid
	2020	\$49.4 million
	2019	\$41.5 million
	2018	\$23.5 million
	2017	\$22.3 million
	2016	\$16.4 million



Civic Eye Collaborative



**Disadvantaged Business Enterprise (DBE)
Small Business Enterprise (SBE)**

Civic Eye Collaborative (CEC) is an urban planning and multimedia firm located in New Jersey. CEC uses its background in community planning and workshop development to produce community films and training resources that resonate with the public, practitioners and community professionals. With over 15 years of combined hands-on experience, CEC is uniquely positioned to translate complex community issues into structured but visually engaging media resources. CEC focuses on using the latest technology and carefully considered outreach to enhance learning, public participation, and an improved understanding of complex policy issues. Our multidisciplinary team leads training workshops and community outreach, produces educational films and multimedia projects, and provides consulting services on community planning and public policy



Section 9:
Licenses

9. Licenses

State of Florida Department of State

I certify from the records of this office that KIMLEY-HORN AND ASSOCIATES, INC. is a North Carolina corporation authorized to transact business in the State of Florida, qualified on April 24, 1968.

The document number of this corporation is 821359.

I further certify that said corporation has paid all fees due this office through December 31, 2021, that its most recent annual report/uniform business report was filed on April 24, 2021, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Twenty-sixth day of April,
2021*



Ronald R. Lee
Secretary of State

Tracking Number: 6274349232CU

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

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

Kimley-Horn has renewed this document and is waiting to receive the new certificate.

2021 FOREIGN PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# 821359

Entity Name: KIMLEY-HORN AND ASSOCIATES, INC.

Current Principal Place of Business:

421 FAYETTEVILLE STREET
 SUITE 600
 RALEIGH, NC 27601

Current Mailing Address:

421 FAYETTEVILLE STREET
 SUITE 600
 RALEIGH, NC 27601 US

FEI Number: 56-0885615

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

CT CORPORATION SYSTEM
 1200 SOUTH PINE ISLAND ROAD
 PLANTATION, FL 33324 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

Officer/Director Detail :

Title DIRECTOR
 Name GOOD, BRIAN A.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name COLVIN, SCOTT W.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name DVORAK, WILLIAM E. JR.
 Address 111 WEST JACKSON BLVD.
 SUITE 1320
 City-State-Zip: CHICAGO IL 60604

Title DIRECTOR
 Name MUTTI, BRENT H.
 Address 7740 N 16TH STREET
 SUITE 300
 City-State-Zip: PHOENIX AZ 85020

Title VP
 Name MCENTEE, DAVID L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title TREASURER
 Name MCENTEE, DAVID L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title ASSISTANT SECRETARY
 Name MCENTEE, DAVID L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title PRESIDENT
 Name LEFTON, STEVEN E.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Continues on page 2

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: RICHARD N. COOK

SECRETARY

04/24/2021

Electronic Signature of Signing Officer/Director Detail

Date

Officer/Director Detail Continued :

Title CEO
 Name LEFTON, STEVEN E.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title CFO
 Name FLANAGAN, TAMMY L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title SENIOR VICE PRESIDENT
 Name COOK, RICHARD N.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name BLAKLEY, STEPHEN W.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name MONTANYE, EMMELINE F.
 Address 817 WEST PEACHTREE STREET,
 NW, SUITE 601
 City-State-Zip: ATLANTA GA 30308

Title DIRECTOR
 Name LEFTON, STEVEN E.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name BARBER, BARRY L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title VP
 Name FLANAGAN, TAMMY L.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title DIRECTOR
 Name DANIELSON, PAUL B.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title SECRETARY
 Name COOK, RICHARD N.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601

Title CHAIRMAN
 Name ATZ, JOHN C.
 Address 421 FAYETTEVILLE STREET
 SUITE 600
 City-State-Zip: RALEIGH NC 27601


Title DIRECTOR
 Name HALL, JAMES R.
 Address 12750 MERIT DRIVE, SUITE 1000
 City-State-Zip: DALLAS TX 75251

Title DIRECTOR
 Name PEED, BROOKS H.
 Address 445 24TH STREET
 SUITE 200
 City-State-Zip: VERO BEACH FL 32960

Title DIRECTOR
 Name ATZ, JOHN C.
 Address 1920 WEKIVA WAY
 SUITE 200
 City-State-Zip: WEST PALM BEACH FL 33411

On October 1, 2019, HB827/SB616 went into effect, creating the rules for Administrative Code 61G15, which removes the requirement that engineers obtain a separate engineering business license (certificate of authorization) for their engineering firm.

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION



HOME CONTACT US MY ACCOUNT

10:33:17 AM 12/14/2021

ONLINE SERVICES

- Apply for a License
- Verify a Licensee
- View Food & Lodging Inspections
- File a Complaint
- Continuing Education Course Search
- View Application Status
- Find Exam Information
- Unlicensed Activity Search
- AB&T Delinquent Invoice & Activity List Search

LICENSEE DETAILS

Licensee Information

Name:	KIMLEY-HORN AND ASSOCIATES, INC. (Primary Name) KIMLEY-HORN AND ASSOCIATES, INC. (DBA Name)
Main Address:	421 FAYETTEVILLE STREET SUITE 600 RALEIGH North Carolina 27601
County:	OUT OF STATE

License Information

License Type:	Registry
Rank:	Registry
License Number:	35106
Status:	Current
Licensure Date:	05/10/2021
Expires:	

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION



HOME CONTACT US MY ACCOUNT

ONLINE SERVICES

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- Continuing Education Course Search
- View Application Status
- Find Exam Information
- Unlicensed Activity Search
- AB&T Delinquent Invoice & Activity List Search

Licensee

Name:	KIMLEY-HORN AND ASSOCIATES INC	License Number:	
Rank:	Landscape Architecture Business Info	License Expiration Date:	
Primary Status:	Current	Original License Date:	07/30/1990
Secondary Status:	Active		

Related License Information

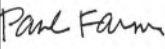
License Number	Status	Related Party	Relationship Type	Relation Effective Date	Rank	Expiration Date
LA0001428	Current, Active	MINGONET, MILTON SCOTT DBA:KIMLEY-HORN AND ASSOCIATES INC	Landscape Architect	06/19/2020	Registered Landscape Architect	11/30/2023

This certificate hereby qualifies

Jared R. Schneider, 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 024814



Paul Farmer, FAICP
Executive Director and CEO



Paul Inghram, AICP
President



The American Planning Association's Professional Institute
American Institute of Certified Planners
 Making Great Communities Happen

This certificate hereby qualifies

Macy Fricke, 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: 31549



Joel Albizo, FASAF, CAE
Chief Executive Officer
American Planning Association



Deborah Lawlor, FASCP, PP
AICP President
American Institute of Certified Planners



American Institute of Certified Planners
 Creating Great Communities for All

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This certificate hereby qualifies


Richard Barr, 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: 050510



Joel Albizo, FASAF, CAE
Chief Executive Director



Mitchell J. Silver, FAICP
President



American Institute of Certified Planners
 Creating Great Communities for All

Ron DeSantis, Governor

STATE OF FLORIDA



BOARD OF PROFESSIONAL ENGINEERS

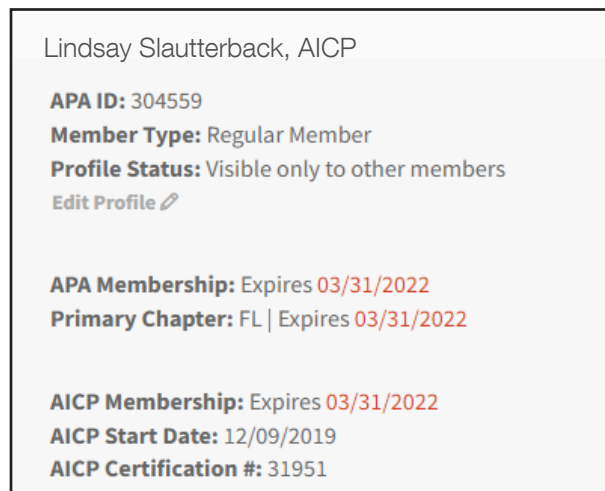
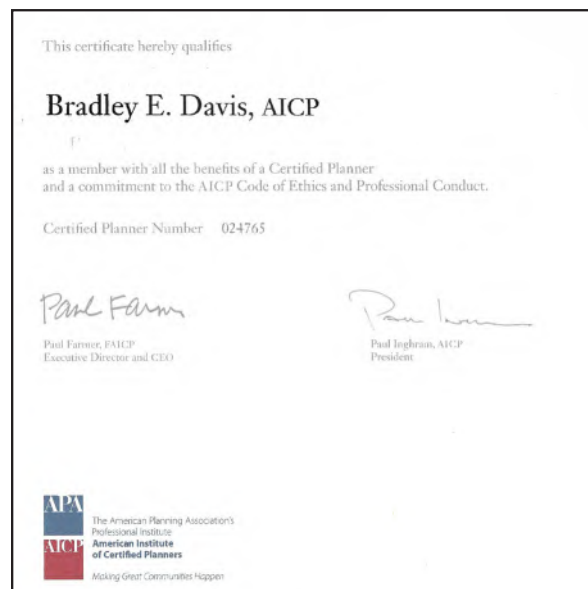
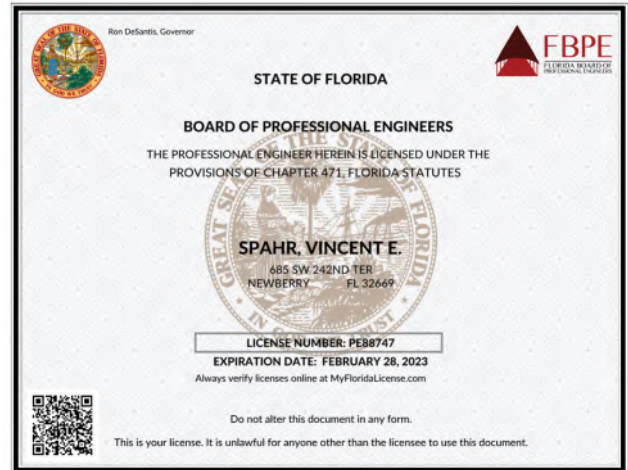
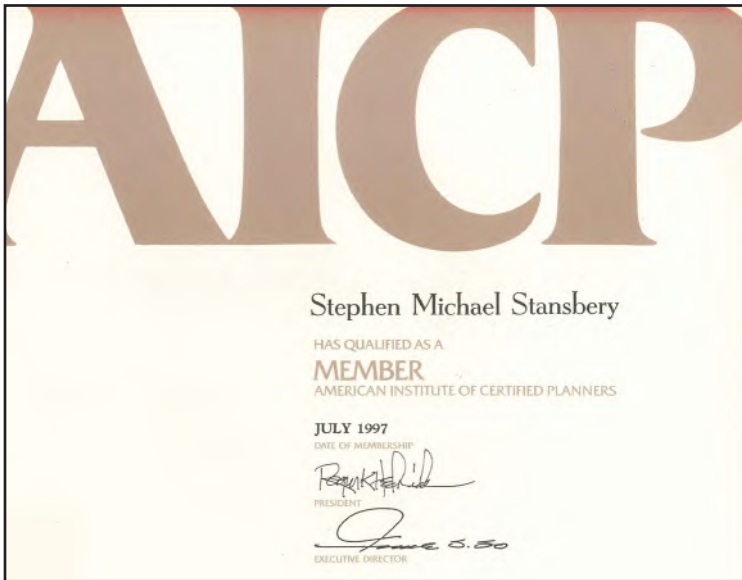
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 47L, FLORIDA STATUTES

ROBERTSON, STEWART E
 215 SE 8TH AVENUE
 APT 2630
 FORT LAUDERDALE, FL 33301

LICENSE NUMBER: PE69939
 EXPIRATION DATE: FEBRUARY 28, 2023
 Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
 This is your license. It is unlawful for anyone other than the licensee to use this document.



Kimley-Horn's Proof of Insurance

Client#: 25320	KIMLHORN															
ACORD	CERTIFICATE OF LIABILITY INSURANCE	DATE (MM/DD/YYYY) 3/27/2021														
<p>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.</p> <p>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 any rights to the certificate holder in lieu of such endorsement(s).</p>																
<p>PRODUCER Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022</p>	<p>CONTACT NAME: Jerry Noyola PHONE (A/C, No, Ext): 770-220-7699 FAX (A/C, No): E-MAIL ADDRESS: jerry.noyola@greyling.com</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:80%;">INSURER(S) AFFORDING COVERAGE</th> <th style="width:20%;">NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : National Union Fire Ins. Co.</td> <td style="text-align: center;">19445</td> </tr> <tr> <td>INSURER B : Allied World Assurance Company (U.S.)</td> <td style="text-align: center;">19489</td> </tr> <tr> <td>INSURER C : New Hampshire Ins. Co.</td> <td style="text-align: center;">23841</td> </tr> <tr> <td>INSURER D : Lloyds of London</td> <td style="text-align: center;">085202</td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table>		INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : National Union Fire Ins. Co.	19445	INSURER B : Allied World Assurance Company (U.S.)	19489	INSURER C : New Hampshire Ins. Co.	23841	INSURER D : Lloyds of London	085202	INSURER E :		INSURER F :	
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INSURER E :																
INSURER F :																
<p>INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601</p>																
COVERAGES	CERTIFICATE NUMBER: 21-22	REVISION NUMBER:														
<p>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.</p>																
INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS										
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:		GL5268169	04/01/2021	04/01/2022	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$										
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY		CA4489663	04/01/2021	04/01/2022	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$										
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$10,000		03127930	04/01/2021	04/01/2022	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000 \$										
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A	WC015893685 (AOS) WC015893686 (CA)	04/01/2021 04/01/2021	04/01/2022 04/01/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000										
D	<input checked="" type="checkbox"/> Professional Liab		B0146LDUSA2104949	04/01/2021	04/01/2022	Per Claim \$2,000,000 Aggregate \$2,000,000										
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies.																
CERTIFICATE HOLDER				CANCELLATION												
Sample Certificate				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 												
© 1988-2015 ACORD CORPORATION. All rights reserved.																
ACORD 25 (2016/03) 1 of 1		The ACORD name and logo are registered marks of ACORD			JNOY1											
#S2657676/M2652684																

Subconsultant Licenses

HSA Consulting Group

**State of Florida
 Department of State**

I certify from the records of this office that HSA CONSULTING GROUP, INC. is a corporation organized under the laws of the State of Florida, filed on March 6, 1991.

The document number of this corporation is S36648.

I further certify that said corporation has paid all fees due this office through December 31, 2021, that its most recent annual report/uniform business report was filed on January 6, 2021, and that its status is active.

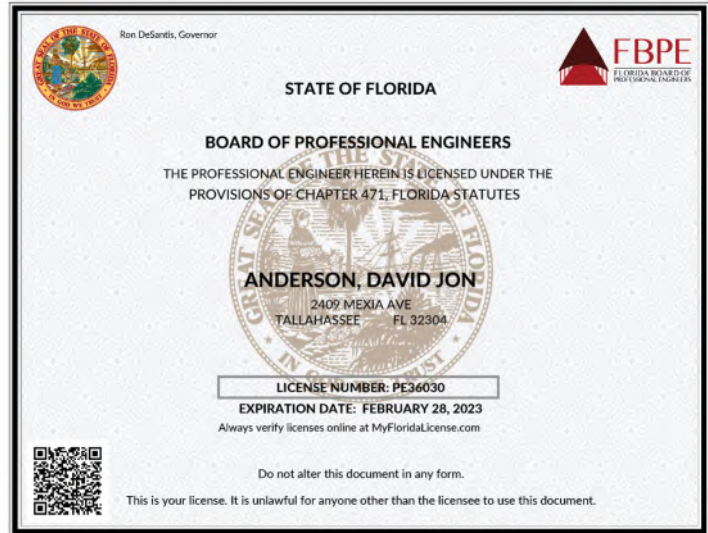
I further certify that said corporation has not filed Articles of Dissolution.

*Given under my hand and the
 Great Seal of the State of Florida
 at Tallahassee, the Capital, this
 the Sixth day of January, 2021*



Samuel Febris
 Secretary of State

Tracking Number: 07603663CC
 To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.
<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>





Section 10:
Forms

QUALIFICATION NO. 22-009

Professional Consulting Services for
City of Pensacola Active Transportation Plan

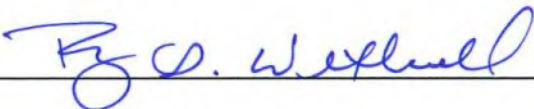
Signature Sheet

The undersigned, as Vendor, does declare that no other persons other than the Vendor herein named has any interest in this proposal or in the contract to be taken, and that it is made without any connection with any other person or persons making a proposal for the same articles, and it is in all respects fair and without collusion or fraud. The undersigned further declares that he has carefully examined the specifications and is thoroughly familiar with their provisions and penalties.

Legal Name of Firm: Kimley-Horn and Associates, Inc.

Address: 2619 Centennial Boulevard, suite 200

City: Tallahassee State: FL Zip: 32308

Signature: 

Name (type/print): Ryan Wetherell, P.E.

Title: Vice President

Telephone: 407.789.225 Fax No.: _____ Date: 1/14/2022

Email Address Ryan.Wetherell@kimley-horn.com

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

**52.209-5 FAR Certification Regarding Debarment, Suspension,
Proposed Debarment, and Other Responsibility Matters**

The Offeror certifies, to the best of its knowledge and belief, that the Offeror and/or any of its Principals:

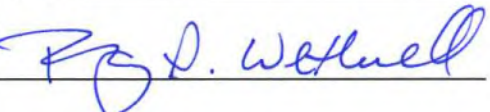
- A. Are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency.
 - B. Have not, within a three-year period preceding this offer, been convicted of or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; and
 - C. Are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph 1-B of this provision.
2. The Offeror has not, within a three-year period preceding this offer, had one or more contracts terminated for default by any Federal agency.

A. "Principals," for the purposes of this certification, means officers; directors; owners; partners; and, persons having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a subsidiary, division, or business segment, and similar positions).

This Certification Concerns a Matter Within the Jurisdiction of an Agency of the United States and the Making of a False, Fictitious, or Fraudulent Certification May Render the Maker Subject to Prosecution Under Section 1001, Title 18, United States Code.

- B. The Offeror shall provide immediate written notice to the Contracting Officer if, at any time prior to contract award, the Offeror learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- C. A certification that any of the items in paragraph (a) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Offeror's responsibility. Failure of the Offeror to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Offeror nonresponsible.
- D. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by paragraph (a) of this provision. The knowledge and information of an Offeror is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- E. The certification in paragraph (a) of this provision is a material representation of fact upon which reliance was placed when making award. If it is later determined that the Offeror knowingly rendered an erroneous certification, in addition to other remedies available to the Government, the Contracting Officer may terminate the contract resulting from this solicitation for default.

Company Name: Kimley-Horn and Associates, Inc. Date: 1/17/2021

Authorized Signature:  Printed Name: Ryan Wetherell, P.E.

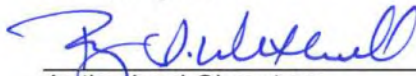
THIS FORM MUST BE INCLUDED IN SUBMITTAL.

52.209-6 FAR Protecting the Government's Interest When Subcontracting with Contractors Debarred, Suspended, or Proposed for Debarment

1. The Government suspends or debars Contractors to protect the Government's interests. The Contractor shall not enter into any subcontract in excess of \$25,000 with a Contractor that is debarred, suspended, or proposed for debarment unless there is a compelling reason to do so.
2. The Contractor shall require each proposed first-tier subcontractor, whose subcontract will exceed \$25,000, to disclose to the Contractor, in writing, whether as of the time of award of the subcontract, the subcontractor, or its principals, is or is not debarred, suspended, or proposed for debarment by the Federal Government.
3. A corporate officer or a designee of the Contractor shall notify the Contracting Officer, in writing, before entering into a subcontract with a party that is debarred, suspended, or proposed for debarment (see FAR 9.404 for information on the Excluded Parties List System). The notice must include the following:
 - A. The name of the subcontractor.
 - B. The Contractor's knowledge of the reasons for the subcontractor being in the Excluded Parties List System.
 - C. The compelling reason(s) for doing business with the subcontractor notwithstanding its inclusion in the Excluded Parties List System.
 - D. The systems and procedures the Contractor has established to ensure that it is fully protecting the Government's interests when dealing with such subcontractor in view of the specific basis for the party's debarment, suspension, or proposed debarment.

Kimley-Horn and Associates, Inc.

Company Name



Authorized Signature

Ryan Wetherell, P.E.

Printed Name

1/17/2021

Date

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

**VETERAN BUSINESS ENTERPRISE PARTICIPATION
FORM**

In order to foster economic development and business opportunities for service-disabled veterans and wartime veterans who have made extraordinary sacrifices on behalf of the nation, the City of Pensacola has adopted a Veteran Business Enterprise (“VBE”) Preference. For further information regarding this program, please refer to Section 3-3-12 AND 3-3-13 of the Code of the City of Pensacola.

In order for a respondent to receive credit for being VBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia or Santa Rosa County and be certified as a veteran business enterprise by the State of Florida Department of Management Services (“DMS”) as set forth in Section 295.187 of the Florida Statutes as of the date set for submittal of bids. For purposes of the City’s VBE Program, the respondent’s principal place of business must be within Escambia County, FL, or Santa Rosa County, FL.

There shall be no third party beneficiaries of the Veteran Business Enterprise Preference provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Veteran Business Enterprise Preference Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

If the Respondent is a qualifying VBE, please complete the boxes below:

Respondent’s Name:	Respondent’s Principle Place of Business	Florida Certification Number as issued by State of Florida DMS:

THIS FORM MUST BE SUBMITTED WITH RESPONSE.

MINORITY AND WOMEN BUSINESS ENTERPRISE PARTICIPATION FORM
(RFP OR RFQ)

The City has implemented a Minority/Women Business Enterprise (MWBE) program to assist certified minority- and women-owned businesses with identifying and participating in City of Pensacola procurement and construction opportunities as set in the Code of the City of Pensacola, Ordinance No. 4-15.

In order for a respondent to receive credit for being a MWBE vendor, it must perform useful business functions on the contract, have its principal place of business in Escambia, Santa Rosa, Okaloosa, Walton County in Florida or Mobile, Alabama, and have received a certification letter issued from the City of Pensacola.

There shall be no third party beneficiaries of the Minority and Women Business Enterprise provisions of this solicitation or resulting contract. The City of Pensacola shall have the exclusive means of enforcement of the Minority and Women Business Enterprise Ordinance and any contract terms. The City of Pensacola is the sole judge of compliance. All solicitations and submittals awarded will be evaluated in accordance with the Code of the City of Pensacola.

Respondent's Name:	Respondent's Principal Place of Business
Kimley-Horn and Associates, Inc.	Tallahassee, FL

If your firm is partnering with or subcontracting with a certified M/WBE, please provide the information requested below.

	<u>NAME OF M/WBE FIRM</u>	<u>PARTNER OR SUBCONTRACTOR</u>	<u>% OF CONTRACT PERFORMANCE</u>
1.	HSA Consulting Group	Subcontractor	10
2.			
3.			
4.			
5.			
6.			

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

CITY OF PENSACOLA
SMALL BUSINESS ENTERPRISE STATEMENT

The Pensacola City Council adopted a Small Business Enterprise Ordinance #61-89. This ordinance encourages participation of small business in the City procurement process. Participation goals will be provided on a project by project basis, based on the availability of certified small businesses.

A Small Business is defined as an independently owned and operated business employing 50 or fewer permanent full-time employees and having a net worth of not more than \$1 million. The business must be located in Escambia or Santa Rosa County.

You must provide the following information sought in the accompanying forms for your submittal to be considered responsive:

RFQs **with** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire, Sub-contractor Solicitation, SBE Intent to Perform as a Sub-contractor and SBE Participation forms.

RFQs **without** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire form only.

BIDDER QUESTIONNAIRE

Name of Business Civic Eye Collaborative, LLC

Address 55 McCoy Avenue, Metuchen, NJ 08840

Owner's Name Ranjit Walia Phone 908-403-5688

If your company has been awarded a bid by the City of Pensacola as a prime or sub-contractor in the past five years, please list those projects.

	<u>PROJECT NAME</u>	<u>YEAR</u>	<u>DOLLAR AMOUNT</u>	<u>PRIME OR SUB.</u>
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

CITY OF PENSACOLA
SMALL BUSINESS ENTERPRISE STATEMENT

The Pensacola City Council adopted a Small Business Enterprise Ordinance #61-89. This ordinance encourages participation of small business in the City procurement process. Participation goals will be provided on a project by project basis, based on the availability of certified small businesses.

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RFQs **without** a specified Small Business Enterprise (SBE) goal will include a Bidder Questionnaire form only.

BIDDER QUESTIONNAIRE

Name of Business HSA Consulting Group, Inc.

Address 1315 Country Club Road, Gulf Breeze, FL 32563

Owner's Name Racheal G Smith Phone 850-934-0828

If your company has been awarded a bid by the City of Pensacola as a prime or sub-contractor in the past five years, please list those projects.

<u>PROJECT NAME</u>	<u>YEAR</u>	<u>DOLLAR AMOUNT</u>	<u>PRIME OR SUB.</u>
1. <u>Government St Signal Warrants</u>	<u>2021</u>	<u>\$ 4,350.00</u>	<u>Prime</u>
2. <u>Government St. All-Way Stop Design</u>	<u>2021</u>	<u>\$ 10,605.00</u>	<u>Prime</u>
3. _____			
4. _____			
5. _____			
6. _____			

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

DRUG-FREE WORK PLACE CERTIFICATE

IDENTICAL TIE BIDS - Pursuant to Section 287.087, Florida Statutes, preference shall be given to business with Drug-Free Work Place Programs. Whenever two or more bids which are equal with respect to price, quality, and service are received for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a Drug-Free Work Place Program shall be given preference in the award process. Established procedures for processing tie bids will be followed if none of the tied vendors have a Drug-Free Work Place Program. In order to have a Drug-Free Work Place 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 work place 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 work place, the business's policy of maintaining a Drug-Free Work Place, 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 bid 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 on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer 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 work place 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 work place through implementation of this section.

AS THE PERSON AUTHORIZED TO SIGN THE STATEMENT, I CERTIFY THAT THIS FIRM COMPLIES FULLY WITH THE ABOVE REQUIREMENTS.



Signature

Ryan Wetherell, P.E.

Printed Name

THIS FORM MUST BE INCLUDED IN SUBMITTAL.

EXHIBIT C
NEGOTIATED TERMS

**City of Pensacola
Active Transportation Plan (ATP)**

SCOPE OF SERVICES

The City of Pensacola Active Transportation Plan (ATP) will encourage multimodal transportation with context sensitive improvements. The purpose is to identify critical infrastructure investments that improve access, comfort, and safety for people walking, bicycling, and using other self-propelled modes of transportation. An emphasis will be on connections within and to major destinations and transit stops. For this Plan, active transportation is defined as using one's own power to get from one place to another, including but not limited to, walking, biking, skateboarding, in-line skating/rollerblading, jogging, running, and non-motorized wheel chairing.

The ATP will include the following project values and expectations:

- Build on the appropriate mapping and analysis collected as part of previous studies in tandem with public involvement to understand bicycle and pedestrian needs within the City,
- Document a baseline of existing challenges and barriers,
- Define guiding principles,
- Maximize the involvement of stakeholders (city officials, staff, residents, businesses) and utilize a range of strategies to capture public input,
- Identify context classifications and street typologies with associated street design guidance, including a matrix of improvements/cross section elements by classification to inform design guidance for future development and street improvements,
- Develop recommendations for how the City of Pensacola can create a multimodal network of streets, including a project delivery framework that will include evaluation criteria, and
- Summarize an Action Plan for Implementation (Policy considerations, project prioritization and project delivery, design guidance, physical list of improvements identified, funding options, and reasonably achievable objectives and next steps to prepare for the future).

Task 1: Existing Conditions and Data Analysis

Kimley-Horn will review and analyze existing conditions information as described below:

1.1: Existing Plan Review: City staff will provide relevant documents and a summary of previous recommendations and concepts developed to build upon in the development of the ATP, including the following:

- a) City of Pensacola land use and redevelopment plans from the CRA
- b) City of Pensacola land development code related to streetscape standards
- c) City of Pensacola Comprehensive Plan (Transportation Element)
- d) City of Pensacola Ordinance #06-21
- e) City of Pensacola Corridor Management Plans (CMP) including the North Palafox CMP, Main Street CMP, and West Cervantes CMP
- f) City of Pensacola Capital Improvement Program

- g) Florida-Alabama TPO Pedestrian Bicycle Master Plan, Transportation Improvement Program (TIP), Congestion Management Plan, and Long-Range Transportation Plan (LRTP)
- h) FDOT's Work Program
- i) Previously completed engineering and traffic studies conducted by the City

1.2: Existing Conditions Mapping: The City of Pensacola staff will provide existing multimodal and land use information in GIS format as available to aid in the development of the ATP to include the following. Kimley-Horn will develop a maps series (up to ten maps) to summarize existing multimodal and land use information provided for the opportunities and constraints analysis and aid in the development of ATP recommendations. Kimley-Horn will utilize existing information and creation of additional datasets is considered additional services.

- a) Crash Information: Vehicular, Pedestrian, and Bicycle crashes within the City for the last five (5) years will be mapped. Trends relative to crash frequency, crash type, and other relevant contributing circumstances such as lighting condition, pavement condition, and time of day will be considered when identifying potential design guidance
- b) Street Characteristics:
 - Street Jurisdiction: City, County, FDOT jurisdiction (including functional classification)
 - Volumes: Annual Average Daily Traffic and level of service at the segment level (where available)
 - Street Configuration: Number of travel lanes (existing and proposed), curb to curb street widths (if available)
 - Other street characteristics: Posted speed limits (where available), traffic signal locations, areas with street lighting (if available), and truck route identification
 - Non-motorized facilities (existing and planned) to include streets with sidewalks, on-street bikeways and facilities by type, trails, major crossings, and mid-block crossings
 - Transit routes, stops (boarding/alighting information), major transfer locations, ridership
- c) Land use context:
 - Property lines/parcels
 - Major activity centers, trip attractors, employment areas, or redevelopment areas
 - Socio-economic and Demographics: Population and employment density (from LRTP), areas with low vehicle ownership, household income, population with disabilities, and a higher percentage of income spent on transportation
 - Other points of interest (i.e., post office, health clinics, grocers, etc.)
 - Schools, Parks and Open Space
 - Boundaries: City limits, CRA Boundaries, Neighborhood boundaries, future land use, zoning, historic districts

1.3: Opportunities and Constraints Analysis: Using the information above, the mobility opportunities and constraints in the City will be summarized and mapped into three areas of the City. Kimley-Horn will develop a higher-level roadway network suitability GIS map (level of stress analysis map for bicyclists and pedestrians) based on available information collected as part of this task.

Deliverables:

- Analysis of existing plans
- Map series of multimodal transportation (existing/planned bicycle and pedestrian facilities) and land use information (up to ten maps)
- A summary of existing conditions chapter in the ATP
- A summary of opportunities and constraints (up to three maps) as well as level of stress map (two maps)

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 2: Public Involvement

The public will be involved in this project through various engagement techniques intended to share information and gather feedback on programs, policies, and priorities. This task outlines the process to incorporate the public into the project. Kimley-Horn will meet with the City's project manager to establish a Steering Committee, determine meeting dates and locations, and coordinate the distribution of public outreach materials. City staff will contact members of the Steering Committee. City staff will review public outreach materials before distribution to the public. Reviews by the City staff will result in a consolidated list of comments to Kimley-Horn. The following public engagement activities will be included for this task.

2.1 Project Landing Page: A separate project website will not be developed. The City of Pensacola will host a page on its website that will convey project information and provide key deliverables to the public. Kimley-Horn will develop a project logo, color scheme, and slogan. Information about public meetings will be provided to the City's Public Information Office (PIO) at least 2 weeks prior to the event to ensure PIO has adequate time to notify the public.

2.2 Public Outreach Survey: Kimley-Horn will develop an online survey, including an interactive mapping tool (allows for the community to add points or routes), and a hardcopy survey. Kimley-Horn will also create a postcard with a QR Code for the online survey for City staff to distribute to nearby neighborhoods and businesses. The City will be responsible for printing hardcopy surveys and mailing the postcard (if mailed). City staff will assist the team in making the hardcopy survey available at locations such as public libraries, City Hall, other public spaces or events, or with mailings.

2.3 Steering Committee Formation and Presentations: A Steering Committee will be formed representing a cross section of community interests, including the transportation disadvantaged. Kimley-Horn will work with the City's project manager to determine the makeup of the Steering Committee, likely to include the City of Pensacola Planning Services, Engineering, Public Works & Facilities, Parks & Recreation, and Police and Fire Departments, Florida-Alabama TPO, Escambia County Area Transit (ECAT), Escambia County, FDOT District Three, and local organizations, citizens, and business leaders. City staff will be responsible for contacting the Steering Committee.

Up to three (3) meetings with the Steering Committee will be conducted to gain feedback at various points in the project, including the development of guiding principles. Kimley-Horn will up to two (2) meetings through virtual methods and one (1) meeting in-person. City staff will be responsible for contacting and setting up the Steering Committee meetings.

- Meeting 1 Intent: to provide information on the project approach. Input will be solicited to inform the development of the project's guiding principles
- Meeting 2 Intent: to provide an update on public outreach activities, potential design guidance, and the active transportation network, and project priorities.
- Meeting 3 Intent: to review and build consensus on the draft plan, including the project

2.4 Field Visits: Kimley-Horn will conduct two (2) field visits with City staff, and stakeholders if desired, to visit hotspots of activities/priority areas and collect field data on constraints. Information gathered during these field visits will be used to verify existing conditions and inform project discovery. Through this task, the team will build upon the mapped opportunities and gaps, review of existing conditions and planned facilities, and review of past plans. Input from the Steering Committee and public survey will support identifying connections and priority areas to visit.

2.5 Mobility Fairs: Kimley-Horn will prepare and conduct up to three (3) public workshops at different locations in the City determined in coordination with the project manager. City of Pensacola staff will setup the hybrid option and record the presentation given during the workshops. Kimley-Horn will provide workshop materials to City staff to post onto the website. The meetings will also include in-person activities. The intent of each meeting is outlined below.

- Public Meeting 1 and 2 Intent: to present information discovered through data collection and analysis and obtain input from citizens. These meetings are also an opportunity to listen and learn where people may like to see improvements and the types of improvements of interest.
- Public Meeting 3 Intent: to present the draft plan and gather feedback.

Meetings may be coordinated with existing events. Kimley-Horn will prepare meeting materials such as agendas, handouts, presentation boards and provide to City staff to be used for the workshops and additional events. City staff will secure meeting spaces and prepare notices, media releases, newspaper advertisements, and social media posts. Meeting materials will be sent to the City's Public Information Office for review and approval prior to distribution. Kimley-Horn will not be responsible for the cost of meeting space.

2.6 Stakeholder Meetings: In coordination with City staff, Kimley-Horn will conduct up to four (4) stakeholder meetings through virtual meeting methods. Stakeholder groups may include:

- CNAPP groups/neighborhood associations
- Business owners/organizations
- Chamber of commerce
- Elected officials
- Schools
- City agencies

Kimley-Horn will also conduct meetings with City staff virtually at key milestones.

Deliverables:

- Content for the project landing page
- Online and hardcopy public survey; survey postcard
- Up to three (3) Steering Committee meetings

- Up to two (2) field visits
- Up to three (3) public meetings
Up to four (4) stakeholder interviews
- Meeting materials and summary notes
- GIS maps and graphics

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 3: Design Guidance

3.1: Toolkit of preferred treatments: Kimley-Horn will develop a toolkit for use with future changes to streets based on private development or planned projects. The design guidance will be context-sensitive and will identify tools available for different parts of the City through a series of pictures. The toolkit will identify higher-level complexity for the tools and include quick build and tactical opportunities. The following will be reviewed in the development of design guidance.

- Florida Department of Transportation (FDOT) Design Manual and FDOT Greenbook
- National Association of City Transportation Officials (NACTO) Guides
- The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)
- USDOT Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach and Implementing Context-Sensitive Design on Multimodal Corridors: A Practitioner's Handbook
- Existing City of Pensacola standard

3.2: Flexible Street Design Guidance matrix: Kimley-Horn will develop a flexible design matrix that shows preferred improvements/cross section elements by street typology/context classification. The matrix will include minimum and desired target facility widths and dimension standards utilizing the guidance described in Task 3.1 and help guide future decisions on the options and multimodal treatments available for given situations. Specific treatments will include target vehicular speeds, pedestrian elements, bicyclist elements considerations for scooters and wheelchairs, such as neighborhood greenways, pavement reallocation, further transit access, intersection improvements, and traffic calming measures.

Along with the matrix a decision-making framework will be summarized as part of a chapter of the ATP to help the City decide how to deviate from the standards when there are constraints.

One (1) meeting will be held with City staff (including different departments) to present the matrix, toolkit, and typology mapping. Kimley-Horn will update the matrix once based on feedback received.

3.3: Context Based Cross Sections: Kimley-Horn will develop street sections with facility widths and dimensions based on guidance from our best practices to provide more specific design guidance and illustrations on applying the flexible design guidance. Kimley-Horn will provide

flexibility with ranges for bicycle or pedestrian facility widths and facility types. Up to three (3) renderings will be developed to illustrate the street typologies and provide alternatives for constrained conditions. City staff will provide one (1) round of comments.

Deliverables:

- Toolkit of preferred multimodal options
- Flexible street design guidance matrix with decision making framework to be documented as a chapter in the ATP
- One (1) City staff review meeting
- Context based cross sections: Up to three (3) renderings

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 4: Future Network and Policy Recommendations

4.1: Street typology/context-sensitive mapping: In conjunction with Task 3, Kimley-Horn will identify street typologies and land use context classification for the City to help inform modal priority for different street types and parts of the City. FDOT's complete street standards, guidance, and terminology will be considered and consistent for state roadways. The task will build onto previous tasks and will include the following.

- A map series (up to five maps) will be developed to show the context classification and street types. Arterials, collectors, and local roads will be assigned a context classification and a street type (for roads shown in the Comprehensive Plan, Transportation Element. For local streets, the flexible street guidelines will focus on facilities for priority local streets that complete the active transportation network).

4.2: Priority network development: Kimley-Horn will develop a proposed system of facilities, which will include the items below. The priority network and criteria will be vetted through the Steering Committee and developed using the previous tasks:

- A GIS map of the future priority bicycle and pedestrian network will be identified to develop a network of low stress streets. The map will highlight streets that the City solely controls and can implement improvements without coordination and county and state streets that would require coordination with the County, Florida Department of Transportation (FDOT), and the Florida-Alabama Transportation Planning Organization (TPO). Potential lane modifications will be highlighted for streets with potential changes to assist in the development of a priority network.
- A project priority methodology will be developed with the help of the steering committee, stakeholders and public to help develop prioritization criteria and prioritize top priority projects on the priority network. Kimley-Horn will utilize available information from the previous tasks and City staff will review for constructability/feasibility. The development of costs is considered additional services.
- Posted speed versus desired speed: one (1) map showing a differential between posted speeds and target speeds will be developed.

4.3 Policies and Framework: Kimley-Horn will also identify guiding principles/policies to be documented as a chapter in the ATP, which will include the following:

- Policy and Regulatory enhancements: Recommendations for updates to the Comprehensive Plan and land development code to encourage vision zero and complete streets will be summarized in a matrix. Text and graphical updates to the Comprehensive Plan and land development code are considered additional services.
- Plan Project Delivery and Process: A summary will be developed as part of a chapter in the ATP of potential enhancements to help develop a playbook for creating a network of low stress streets. The summary will include recommendations such as interdepartmental actions, including a development checklist, project priority methodology, training/education/promotion, and partnerships.

Deliverables:

- Street typology/context-sensitive mapping: Up to five (5) maps
- Priority network development: and one (1) desired speed map and potential lane modification
- Policy recommendations

City staff will provide one round of comments and Kimley-Horn will address the comments before deliverables are made available to the public.

Task 5: Evaluation, Implementation, Funding

Kimley-Horn will develop a full report to identify actions, timeframes, responsible parties, and key considerations. One (1) meeting will be held with City staff, the Steering Committee, and Kimley-Horn staff to review the draft document and actions. Kimley-Horn will also prepare for and present the draft plan at one (1) City Council meeting. Up to two (2) rounds of comments will be provided, and Kimley-Horn will revise the document and re-submit a Final Report to the City project manager. It is envisioned that the Plan will include the following:

- Executive summary and “How To Use” guide
- Guiding Principles
- Overview of existing plan review/existing conditions
- Summary of stakeholder and public outreach and engagement
- Action Plan for Implementation
 - Design Guidelines: Recommendations and guidance for an active transportation network
 - Priority network mapping with pilots, quick build or tactical ideas
 - Policy, Programs, and Project Delivery Considerations
 - Project Priority Methodology and top priority projects
 - Funding Options and Strategies: Funding sources to include local, state, and federal funding options (including grant opportunities), partnerships/multi-disciplinary coordination (i.e., Schools, Public Health, law enforcement)
 - Evaluation and Performance Metrics for monitoring the Plan
 - Next Steps: How the City will define success in the future
- Appendices

Deliverables:

- One (1) meeting with City staff and the Steering Committee
- Prepare for and present at one (1) Council Board meeting

- Draft plan (up to two rounds of edits)
- Final Plan (digital)

Services Not Included

Services not specifically provided for in the above scope will be considered additional services. Additional services that can be provided include, but are not be limited to, the following:

- Transportation analysis such as traffic counts (tube counts), turning movement counts, operational analysis, creation of new datasets
- Design, Permitting, and Construction
- Council one-on-one briefings
- Survey or detailed utility assessment
- Additional public outreach or meetings not identified in this scope
- Development of project costs and detailed opinion of probable costs
- Detailed parking demand and inventory study
- Updates to the Comprehensive Plan or land development code
- Project videos
- Website development
- Marketing collateral such as brochures or fliers

SCHEDULE

The project schedule for this contract scope is up to twelve (12) months upon receipt of written notice to proceed from City staff. This schedule may be modified based on agreement between the City of Pensacola project manager and Kimley Horn project manager.

COMPENSATION

For work under Tasks 1 through 5, the City of Pensacola will compensate Kimley-Horn for services rendered based off monthly invoices with support documentation demonstrating continued progress on deliverables stated in each task, and percentage complete of said task(s). A timeline of deliverable due dates will be established soon after a notice to proceed. Attachment A provides a detailed budget, including staff and hours.

Task Description	Fee
Task 1: Existing Conditions and Data Analysis	\$19,038
Task 2: Public Involvement	\$50,632
Task 3: Design Guidance	\$24,387
Task 4: Future Network and Policy Recommendations	\$26,165
Task 5: Evaluation, Implementation, Funding	\$29,580

Total	\$149,802
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Attachment A: Pensacola ATP Budget

Task Description	Project Manager	Deputy Project Manager/ Task Lead	Project Director	Senior Engineer	Senior Planner	Project Planner	Planner	Designer	Admin	Total Hours	Total Fee
	\$243.00	\$160.00	\$315.00	\$280.00	\$225.00	\$140.00	\$125.00	\$190.00	\$90.00		
Task 1: Existing Conditions and Data Analysis	16	16	2	0	0	21	70	0	3	128	\$19,038
1.1 Existing Plan Review	6	6					6		1	19	\$3,258
1.2 Existing Conditions Mapping	5	5				12	32		1	55	\$7,785
1.3 Opportunities and Constraints Analysis	5	5	2			9	32		1	54	\$7,995
Task 2: Public Involvement	64	54	0	0	0	64	96	26	6	310	\$50,632
2.1 Project Landing Page	1	2					4	9	1	17	\$2,863
2.2 Public Outreach Survey	6	4				12	13	4	1	40	\$6,253
2.3 Steering Committee Formation and Presentations	18	18				20	30	9	1	96	\$15,604
2.4 Field Visits	4	4							1	9	\$1,702
2.5 Mobility Fairs	26	26				32	40	4	1	129	\$20,808
2.6 Stakeholder Meetings	9						9		1	19	\$3,402
Task 3: Design Guidance	19	27	2	4	12	18	52	9	3	146	\$24,387
3.1 Toolkit of Preferred Treatments	6	18	1			18	18		1	62	\$9,513
3.2 Flexible Street Design Guidance Matrix	9	9	1	4	4		18	9	1	55	\$10,012
3.3 Context Based Cross Sections	4				8		16		1	29	\$4,862
Task 4: Future Network and Policy Recommendations	30	18	2	8	0	32	67	0	3	160	\$26,165
4.1 Street Typology/Context Sensitive Mapping	9	5		4		8	27		1	54	\$8,692
4.2 Priority Network Development	9	4				12	20		1	46	\$7,097
4.3 Policies and Framework	12	9	2	4		12	20		1	60	\$10,376
Task 5: Evaluation, Implementation, and Funding	30	18	2	4	0	36	80	10	8	188	\$29,580
5.1 Draft Action Plan	16	9	1	2		18	48	5	4	103	\$16,033
5.2 Final Action Plan	14	9	1	2		18	32	5	4	85	\$13,547
Total	159	133	8	16	12	171	365	45	23	932	\$149,802