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June 1, 2012

Mr. David Vega-Barachowitz
NACTO
55 Water Street, 9th Floor
New York, NY 10041

Re: Request for Proposals, NACTO Urban Street Design Guide

Dear Mr. Vega-Barachowitz,

AECOM, in association with Alta Planning + Design and Hamilton-Baillie Associates Ltd. is pleased to submit this proposal for professional services to assist NACTO in the development of an Urban Street Design Guide. NACTO’s continued emergence as a resource for cities presents exciting opportunities in the reinvestments in riverfronts, downtowns and urban neighborhoods that we continue to see around the United States. AECOM’s Livable Transportation practice is focused on partnering with such cities to marry technical know-how, design creativity and effective communication to create new opportunities.

This manual will add another instrument to cities’ arsenal of tools that enable them to be vibrant, livable economic engines for their regions. We have assembled an experienced team to focus on the diverse issues that this project entails. AECOM is a global company with strong local roots in many of NACTO’s member cities: Matthew Seybert, based in New York, creates multi-disciplinary solutions to complex design challenges. Matthew will be assisted in project leadership by Jennifer Hamann. Matthew and Jennifer will have an experienced project team who can bring unmatched resources to NACTO for this effort.

Paul Moore, a Principal and Transportation Planner with AECOM in Atlanta, has developed numerous street design manuals which are accessible and engaging, while being very specific and comprehensive. As a transportation engineer with an urban design background, Paul will bring his design and engineering skills to the project and provide focused design input throughout the process. The technical team will also include Alta (bike and pedestrian design) and Ian Lockwood, a national leader in street design who has just finished a prestigious Loeb Fellowship at Harvard.

Donna Walcavage has focused on the planning and design of public spaces for over four decades. Her work fuses the design of street spaces for all users and transitions to the private realm. The design creativity and visual communication that she and her team bring to the project will help create materials and information that is accessible and understandable to the largest number of people. Donna’s design team will include Ben Hamilton-Baille, one of the foremost experts in the world in the design and implementation of shared spaces.

We believe the AECOM Team brings the management, experience, talent and capability to NACTO to create a new standard for cities. We are excited about the opportunity to work on this groundbreaking effort and we look forward to meeting with you to talk further about the project.

Sincerely,

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APPROACH & UNDERSTANDING
Streets have always served multiple functions. Early in the twentieth century, they were the primary component of transportation infrastructure, allowing people and goods arriving by rail or riverboat to reach local destinations throughout the city. This led to a variety of street users, and accordingly led to a variety of problems for safety and circulation in the streets. As automobile ownership and use increased dramatically in the decades that followed, most cities accommodated the trend in a variety of ways.

Over time, street design focused primarily on motor vehicle movement, and the emerging discipline of traffic engineering worked to safely integrate cars and trucks into pre-existing urban forms. In some cases, freeways and suburban-style roads were cut through the network. In other cases, car movement was accommodated largely within the space for streets that had already been established. This meant the elimination of on-street parking, conversion to one-way flow and squeezing as many lanes as possible between buildings.

While there were clear benefits to accommodating automobile movement through the city, the negative effects have become increasingly evident over the last forty years. The focus on automobiles has resulted in a different form of land development patterns, namely emphasizing vehicle access (and not person access) to buildings and property, and has come at the expense of other uses of the street and other transportation choices.

**AECOM’s Livable Transportation Practice** is focused on helping cities restore the balance that once existed in their streets through the application of sound engineering, urban design and communication principles. We have developed street design manuals for old, historic cities (Savannah, GA, Pittsburgh, PA) bustling newer metropolises (Atlanta, GA Gainesville, FL), warm cities (Greenville and Beaufort, SC) and cold cities (Erie, PA, Boise, ID). For each of these cities, our job was to work collaboratively with city staff to compile the best research and experience and present it in ways that bridged the communication gaps that currently hampered flexibility in design. We relish the opportunity to partner with NACTO to bring this movement to a national level.

The following paragraphs briefly describe our approach to the tasks which are well described in the RFP:
PHASE I: Project Development

Task 1: Annotated Outline of the Urban Street Design Guide

The AECOM Team has a great deal of experience working with Cities to develop street design manuals. Our process has involved close collaboration with all of the people with roles in the planning and design of streets including:

- City Transportation and Land Use Planners
- City Public Works and Transportation Engineers
- State Departments of Transportation
- Transportation and Site/Civil Consulting Firms

Our work with all of these groups has given our Team a strong sense of the different needs of each of these groups and the different ways in which they communicate. Based on this background, we will work with the oversight committee to develop an outline that will cover the potential content of the design guide, and communication style of the various sections. This outline will be supported by the literature review of existing design guidance for inclusion in the Guide.

Task 2: Web Development Specifications and Mock-Up

The web-based version of NACTO’s Urban Street Design Guide will allow elected officials, city planners, and members of the general public to browse the Design Guide without the need for a paper copy. The website will be a living document that can be expanded and refined over time to better serve the future needs of NACTO. By integrating a variety of images, maps, and other graphics, AECOM strives to develop websites that are visually appealing and highly informative. We also place a premium on the user’s experience. While visiting the website, users should be able to easily find what they’re after and interact with content at their own pace. By developing an intuitive navigation structure and a search feature that catalogs the entire website, AECOM ensures that users do not get lost while navigating the website.

AECOM proposes to prepare design mock-ups of possible website directions. We will work closely with NACTO staff to ensure that these designs complement the current NACTO website and follow the established style guidelines. Once the project oversight group has approved the design,
Task 3: Develop Draft Content for Three Types

Given the number of cities for whom we have developed manuals, our Team has encountered a wide variety of needs and developed accompanying street types. All of our manuals and guidebooks comply with the “Policy on Geometric Design of Highways and Streets” (the Green Book), but take advantage of the flexibility that guidance provides. We utilize newer guidance such as the ITE/CNU “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach” manual and utilize targeted resources from the international body of work (specifically the Netherlands and the UK).

As requested, the AECOM Team will develop draft content for the three street types listed:

1. **Home Zones** – While common in many European cities, streets which prioritize the pedestrian are still rare in the United States. For many cities, their first forays into these designs can be a cause of consternation and controversy. It is important to arm them with facts and precedents (both European and American). Far from being a “free for all,” streets that use contextual cues to drive user behavior can be exceedingly safe environments, when designed properly. Our Team member Ben Hamilton-Baillie will be a key contributor to the content of this type.

![Before Flush Street - West Palm Beach, Florida](image1)

![After Flush Street - West Palm Beach, Florida](image2)

Before Flush Street - West Palm Beach, Florida

After Flush Street - West Palm Beach, Florida
(2) Downtown/CBD Streets – Downtown and CBD Streets typically invite the most diverse mix of users and typically put vulnerable system users (pedestrians and bicyclists) in the mix with cars, buses, trucks and even trains. These streets also very often provide massive stimuli to those users often creating excitement, but sometimes creating distraction and confusion. Given this mix, the design of these streets must put the safety of all users at a premium and must utilize contextual cues to elicit behaviors that reinforce safety while maintaining operability.

These busy environments also create unique challenges for disabled users, therefore attention to detail and design creativity in this regard is also at a premium. Our Team has incorporated both visual and tactile elements in conventional and creative ways.

Finally, the value that often accompanies such streets can create a desire for a higher level of materiality, or activity. Our Team is experienced in both design and implementation so that the fabrication, installation and maintenance issues that might accompany special materials will be considered. We can also incorporate spatial discussions such as the different requirements for café dining while maintaining clear walk zones.
(3) “Retrofit” Public Plazas – Often urban spaces created during another era to facilitate high-speed automobile movement can be repurposed to better meet today’s City needs. These spaces may be wide right turn lanes, diagonal streets across grids, odd-angle intersections, extra-wide cartways or any number of other asphalt configurations that are no longer a priority for vehicular use.

The technical know-how inherent in developing each of these types will be complemented by our ability to communicate the basis and logic for designs both verbally and graphically. We can illustrate the relationships between seemingly conflicting street users (cars vs. pedestrians or bikes vs. parked cars) and demonstrate a logical system to improve the safety and livability of the street for all. We can provide exacting detail on specific space considerations (how much space is required for “two-top” sidewalk dining vs. “fourtop” tables?), practical situations (how do you avoid a passenger stepping out of a parked car into a rain garden?) and behavioral cues (what arterial design elements will tend to slow drivers down?).

Our Team also includes Alta in order that the design aspects of bike mobility also be fully included in the Street Design Guide. These guidelines will be incorporated into individual cross-sections and details. As will be the case for all other elements of the manual, recommended treatments will be consistent with state and Federal standards and practices including the MUTCD, AASHTO and the NACTO Cities for Cycling innovative design guidelines. We will prepare an overview that discusses the various guidelines and how they relate to one another, followed by the design guidelines, with specific context-sensitive solutions that are customizable for local conditions.

**Task 4: Develop Draft content for two critical design issues**

The sizing of vehicular travel lanes may be the single most impactful design factor across a number of technical areas. The difference between 12 foot lanes and 10 foot lanes may determine whether bike lanes will fit, may reduce or increase water runoff substantially, can affect vehicle speeds, or can affect parking. Given the magnitude of the lane width dimension, it is imperative that the NACTO guide provide definitive guidance – particularly given the sometimes vague and/or conflicting information available in the existing guidance. The AASHTO Green Book, in the example on the following page, appears to allow 10 foot lanes with no offset to the curb, then deny that same flexibility later on the same page. For even an open-minded City Engineer who is considering...
Part of the role of the NACTO Guide should be to clarify design elements that are not clear from current guidance (such as the above page from AASHTO).

change, such inconsistency can create reluctance. There is a clear opportunity for the NACTO guide to provide clarity on these issues.

The issue of pedestrian crossings is also a significant consideration in the design of cities. Aside from the issue of lane widths and its relationship to pedestrian crossing distances, matters of crosswalk placement, striping type, visibility, accessibility and long term maintenance are all typical considerations. AECOM has the experience with all of the current guidance and with real City issues to incorporate these elements effectively for the ultimate document users.

Task 5: Print Format for Urban Street Design Guide

Of course there are many ways to graphically convey important design information. Our Team has worked with numerous City clients to develop a graphical style and language that breaks down typical communication barriers between engineers, planners, policy makers and members of the public at large.

The manual, when complete, will represent a standard for new streets that are built through redevelopment, a guide to opportunities for reallocating space during restriping or reconstruction projects and a starting point for City negotiations with agencies such as State DOTs. In fact, AECOM has helped state DOTs develop guidelines such as NJDOT and PennDOT’s Smart Transportation Guidebook that sets forth a new path of creating livable streets throughout the States.
PHASE II: Full Content Development & Layout

Task 6: Full Content Development

After concurrence on format and content, the AECOM Team will develop the full content of the Design Guide. The full content will need to deal with a wide array of street operational issues cities may face such as materials maintenance, snow removal/storage, water runoff, large vehicle movements, on-street parking arrangements, deliveries, valet/taxi dropoff, etc. These issues are different for different cities, so the Guide must be comprehensive yet flexible. AECOM has worked in these varied contexts and can guide NACTO through the development of these elements.

Task 7: Development, Testing and Revision of Web Site

Our Team will convert the content to the web site and will go through testing and revision of the site in coordination with NACTO staff.

Task 8: Layout of Print Guide

Based on the communication and layout style decisions made previously, our Team will develop a draft print manual. We will work with staff and the oversight committee to address any revisions and move to a final document.

Task 9: Website Roll-Out Media Work and Support

Our Team will continue to work with staff through the roll-out of the Design Guide and website to assure that all of the technical and messaging needs are met.
PROJECT EXPERIENCE
The AECOM proposal documents that our team has demonstrated the requisite performance necessary for the successful creation and implementation of NACTO Urban Street Design Guide.

The projects included in this section demonstrate our significant experience in Street Design Guidelines and Manuals as well as project websites and graphics.
Connect Atlanta - Street Design Guidelines

These services were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.

Glatting Jackson led a team charged with understanding the City’s current transportation conditions and assessing its needs, developing recommendations for new street design and implementation guidelines. This work was coordinated with the City and the Atlanta Regional Commission to express a community-driven vision for the future of the City’s streets as both multi-modal transportation facilities and addresses.

Glatting Jackson’s effort involved the articulation of how transportation can contribute to Atlanta’s vision for its future. A major part was the development of concepts for streets, especially as they would tie into land use planning and development. These recommendations dealt with street design and connectivity, amenities and utilities, but they also emphasized a need for the city’s streets to accommodate premium transit and to enhance the environment for bicyclists and pedestrians.
These services were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.

Davenport, like many American cities, suffers from transportation decisions made to benefit the automobile alone. Fast downtown streets have been a recipe for sprawl and disinvestment. The City engaged the staff of AECOM as part of a team tasked with altering this imbalance and embracing new notions of mobility. The project involved rethinking the design of streets citywide, with a specific focus on interventions on downtown streets.

Among the recommendations were the restoration of two-way traffic on many downtown streets, the reallocation of asphalt travel lanes to trees and greenspace and better connections to the City’s most valuable resource, the river. Our staff developed a new set of street guidelines intended to make new and retrofitted streets function more sustainably. We also developed a citywide bicycle network that will serve both commuters and recreational users. Currently transportation is a barrier to living the way the citizens wish to live. The guide envisions a city willing to act boldly by investing in transit, modernizing outdated street network, and designing streets for all users (not just cars) to change the trajectory of the past 60 years to create a livable city.
City of Erie Downtown Street Design Manual

These services were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.

The City of Erie has spent the past several years taking a comprehensive look at the various aspects of its downtown. Those efforts have set the stage for the implementation that is now beginning. The “deindustrialization” of the bayfront and the national trend of in-migration have also positioned downtown Erie for dramatic changes and economic growth.

Working with the City staff and downtown stakeholders, Glatting Jackson assessed the downtown to understand the economic and community development objectives (specifically how each street functioned); organizing the streets into a range of typologies based on the individual function, role, land use, and right-of-way. The final product included the development of a Streetscape Master Plan for the 70-block Downtown District as well as the development of a Final Design for the Union Station Opportunity Zone Streetscape, within the Downtown District.

Glatting Jackson provided livable transportation solutions to tame the streets by addressing the needs for sidewalks, pedestrian accessibility, street trees and landscaping, roadway intersection redesign, traffic calming measures including traffic lane reduction and elimination. The streetscape master plan will serve as a detailed “road map” for continuing successful economic development throughout downtown over the course of time and will be utilized as a regulating plan or guiding document for all future streetscape development.

Budget: $3.2 million (6 blocks)
Cost: $240,000 (masterplan for 70 blocks, and construction documents for 6 blocks)
Greenville Downtown Streetscape Design Manual

These services were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.

Glatting Jackson was selected by the City of Greenville to provide planning, design, and engineering services to develop schematic design streetscape plans for nearly ten miles of their downtown streets. As a result of a need identified in their 2008 Downtown Greenville Master Plan, the streets will be re-designed to better accommodate new development, transit, pedestrians, bicyclists, parking and landscape.

Glatting Jackson began with an assessment of the downtown overall to understand how the roads within this scope needed to function; organizing them into a series of basic conceptual typologies in the creation of a streetscape master plan. The streetscape master plan will serve as a detailed “road map” for continuing successful economic development throughout downtown over the course of time. Glatting Jackson also provided livable transportation solutions to tame the streets; addressing the needs for sidewalks, pedestrian accessibility, street trees and landscaping, roadway intersection redesign, traffic calming measures as well as traffic lane reductions or elimination.

Glatting Jackson’s strategy to re-structure the downtown streets and reallocate space for a more balanced solution also included a more sustainable “Green Streets” approach to managing stormwater; adding pervious green space into each block in the form of stormwater planters that will capture stormwater runoff and allow it to percolate naturally as plants and soil help to reduce pollutants. Within this newly master planned streetscape framework two new design elements will bring character and richness to the downtown: a cultural trail that is being proposed to provide an urban multi-use trail to reconnect several downtown venues to their Main Street and a series of “Green Threads” that will “reconnect” residents to the environment and to the Reedy River that runs through Downtown Greenville.

Fee: $250,000
Ludlam Trail Design Guidelines

These services were performed by AECOM professionals during their employment with Glatting Jackson Kercher Anglin.

Glatting Jackson was hired by the Miami-Dade County Park and Recreation Department to develop design guidelines and standards for the Ludlam Trail in partnership with Rails to Trails Conservancy. The Ludlam Trail will serve as a major transportation corridor, linking Miami International Airport to the downtown Kendall area through the addition of over sixty acres of new green-space.

As a regionally significant trail, the guidelines for the Ludlam Trail needed to address several unique yet typical issues. The development of the guidelines included:

- Review of prior reports and long range transportation plans
- Development of Best Practices and Lessons Learned
- Trail Plans and Sections
- Illustrative Perspectives
- Community Outreach Plan
- Presentations to Transportation Planning Committees
- Acquisition strategies (federal and state)
- Preparation of a Final Report

The guidelines will help Miami-Dade County develop public support for the trail, obtain funding and plan future trail projects throughout the county.

Cost: $169,600

Awards: Florida Chapter American Society of Landscape Architects - Award of Honor, 2011
Florida Chapter American Planning Association Gold Coast - Best Report and Best Transportation Plan, 2010
Omaha Street Design Guidelines

AECOM developed street design guidelines for Omaha, Nebraska that are intended to broaden the range of design options for streets in the City. The guidelines were created to maximize the public benefit that streets can offer and are intended to return to creating streets that positively affect quality of life in the communities they serve. As one of its principal objectives, the guidelines seek to restore attention and priority to active modes of transportation (walking, bicycling and transit) while balancing these with Omaha’s needs for vehicular mobility. The manual is also part of living legacy of planning endeavors that seek to manage and reduce Omaha’s environmental impacts and to improve the quality of its built environment.

As such, these guidelines are more than a street design manual. They move beyond the conventional system of functional classification and point to a series of critical community contexts, or dominant land use patterns, that serve as a critical factor in determining specific street design dimensions. At the same time, the technical street design needs that the manual addresses look beyond the typical concerns of road design as discussed in the American Association of State Highway and Transportation Officials’ Policy on the Geometric Design of Highways and Streets (the Green Book). They consider safety as a paramount concern, understanding the multiple users of the urban transportation system.

Project cost: $360,000
Myrtle Avenue Plaza

The Myrtle Avenue Plaza project converts two blocks of an existing service road (Grand Avenue to Emerson Place) into a pedestrian plaza in the Clinton Hill neighborhood of Brooklyn. As part of the NYC Plaza Program, a PlaNYC-initiated program, the project will improve the public realm by reclaiming an underutilized portion of the public right-of-way, transforming an access road into public space. The project will also make crossing Myrtle Avenue safer through a series of pedestrian improvements.

**Design goals:**

- Create a new public plaza and destination for the community, accessible to a diverse range of users.
- Provide a green, social neighborhood gathering space for the Community.
- Integrate public art, by the artist Matthew Geller, through a Percent for Art project component.
- Increase pedestrian safety through curb extensions, widening the narrow sidewalk and median, narrowing the existing service road (between Hall Street and Grand Avenue), and providing infrastructure for a future new signalized crossing at the Grand Avenue intersection.
- Improve site sustainability through the use of permeable paving, establishing planting areas and introducing continuous tree pits to the streetscape; intercepting storm water and reducing the urban heat island effect.

Myrtle Avenue Plaza is designed as an open and flexible space relating directly to the surrounding buildings and the neighborhood fabric. At Grand Avenue the plaza welcomes pedestrians into the space with planting, trees, fixed seating, game and coffee tables, a bus shelter, and permeable concrete pavement. An area in front of Pratt’s art space is left open to preserve views and to relate the plaza/streetscape and gallery visually. Platforms provide social and flexible seating with views of both the plaza and gallery space. A simple bosque of trees next to the platform space provides shade while maintaining an open ground plane for programming flexibility. East of the bosque is a large, flexible open space featuring public art by Matthew Geller. This area is screened from the adjacent Pratt parking area with planting. At Emerson Place, planting areas, trees and seating create an open and welcoming plaza entrance.
Throughout the plaza, permeable concrete is used in areas with tree planting to intercept storm water and make it available for the adjacent plant material. New pedestrian lighting is included as an amenity for the plaza area between Grand Avenue and Emerson Place. This was achieved within the street’s current energy use, through the removal of the plaza-side arm of the double street light poles.

**Sustainability objectives:**

- **Community Connection:** The preliminary plaza design has been informed by the community outreach led initially by the Myrtle Avenue Revitalization Project Local Development Corporation (MARP) starting in 2005. AECOM led two community charrettes in Fall 2010 and Winter 2011 to ensure community participation in the use and care for the plaza space in partnership with MARP and NYC DOT.

- **Water:** The plaza, its planting areas and permeable pavements will decrease the area covered by impervious pavement, reducing storm water flowing into pipes and allowing it to be used in plants and infiltrating into the Long Island aquifer system. Planting materials will be carefully chosen to be drought adapted and resistant species appropriate for the site.

- **Materials and climate:** The plaza introduces new urban forest tree canopy and planting beds, includes increased numbers of plant species, and establishes continuous tree pits to increase the health of new tree plantings. Permeable pavers will connect continuous street tree pits increasing water and air availability to root systems. Materials and furnishings will be chosen for long-term durability and recycled content where appropriate.

- **Operations:** The plaza will be developed to enable efficient and effective maintenance and operations through design, plant material and hardscape selections.
The reconstruction of the Pike and Allen Street Malls will create an enhanced and unified corridor for pedestrian and bicycle movement, as well as a series of green, social and neighborhood spaces that respond to the Lower East Side, two bridges, and Chinatown neighborhoods. As a part of the East River Waterfront Framework Plan, this green corridor strives to create connections between the upland, the city, and the East River Waterfront. 

The Malls will provide a unique park promenade and community park connecting the East River to Houston Street with an integrated bikeway buffered by planted medians. To that end, it is proposed that bikeways flank both sides of the malls. A central pedestrian path connects the malls in a greenway corridor with plazas and open space at certain strategic intersections. The connecting plazas will include seating and planting in an effort to provide usable public space in a neighborhood where such space is limited.

This project presents an opportunity to expand parkland by widening and possibly doubling the footprint of the malls with integrated park, bikeway and planted medians. One of the design goals is to create a renewed street identity and vitality through the development of the new park and bikeways for the neighborhood. The aesthetic of the place takes its cues from both the history of this distinctive neighborhood and from the new design of the East River waterfront. Design will contribute to a new sense of life and a heightened sense of place with paving, curbs, seating, plantings, fencing/barriers, bike racks, and strategies for protecting people from traffic and making them feel safe.

We are also exploring ways to implement high performance guidelines and promote alternative transportation initiatives contained within PlaNYC 2030 and NYC DOT Sustainable Street goals. This may include use of recycled materials, taking stormwater runoff from the bikeway into planting areas on the malls, and increasing the shade provided, thus reducing the heat island effect.

Pedestrian and Bicycle Friendly Corridor.

Creation of an enhanced and unified park and bicycle corridor connecting upland, city and the waterfront.

Addresses Sustainable Street Goals. Address the 2008 NYC DOT Sustainable Streets goal to expand the bicycling network and double bicycle commuting by 2015.

Renewed street identity and vitality. Design took cues from the area’s distinct history.

Implementation of high performance guidelines. Project considered material selection, treatment of stormwater and increased tree canopy coverage to reduce heat island effect.

Reference
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Fulton Mall Streetscape

As a key part of the 2004 Downtown Brooklyn Plan, the redesign of the Fulton Street Mall focuses on place-making and connecting this vibrant social/retail street to the surrounding cultural, academic, civic, and residential communities. AECOM’s redesign incorporates cultural and event programming to draw and capitalize on nearby cultural and educational resources, expanding the user group of the mall by creating a local and regional destination.

Key to the redesign is the establishment of an enlarged public space at the heart of Albee Square. With the closing of a portion of DeKalb Avenue, this public square now creates a significant public open space and will include a performance area for the Fulton Mall concert series, flexible seating for social gatherings, and landscape plantings to bring color and shade into the space.

The streetscape creates a new vocabulary and palette for lighting, signage, and areas for public seating, and incorporates new New York City Department of Transportation street furniture elements meant to revitalize the area, encourage social interaction, and broaden the retail user group. AECOM explored ways to incorporate sustainable design components including porous paving, and using appropriate plant species.
Ada County Street Design Manual

These services were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.

Glatting Jackson partnered with the Transpo Group to develop this extensive study looking at ways to better link development and transportation investment in the area around Boise, Idaho. The effort involved not only the development of policies and practices, but the development of a long-range street network plan and the development of cross-sectional street design guidelines.

Through a very interactive stakeholder involvement process, Glatting Jackson developed a series of cross-sections for various street functional classifications and land use contexts. These design typologies specified cross-section elements to be completed by the public and private sector partners including lane standards, building relationship, amenities, and landscaping. They also articulated the proper placement and treatment of pedestrian, bicycle and utilities elements.
Ocotillo Wells - California State Parks, CA
http://www.planocotillowells.com

Sustainability Master Plan - City of San Bernardino, CA
http://www.sustainablesanbernardino.org

Glades Reservoir - Hall County, GA
http://www.gladesreservoir.com

Fashion Your District - Los Angeles, CA
http://www.fashionyourdistrict.org
Carnegie State Vehicle Recreation Area - California State Parks, CA
http://www.carnegiegeneralplan.com

Omnitrans - San Bernardino, CA
http://www.omnitranscoa.org

Chicago Park District - Chicago, IL
http://www.chicagoparkdistrict.com

Chicago Public Library - Chicago, IL
http://www.chipublib.org

Additional Web Page Links:
http://www.t2ue.com
http://hwy17corridorstudy.ca
http://www.durhambrt.ca
http://www.georginaroc.ca
http://www.highway407east.com
http://www.7and8corridorstudy.ca
http://highway26transportationstudy.ca
http://www.highway-69.ca
http://niagarafallssustainabletransportation.com
http://www.niagara-gta.com
http://peleeislandstudy.ca/
Teamed with Toronto’s MMM Group, Alta worked with the Ontario Ministry of Transportation to provide a comprehensive update to the provincial Bikeway Planning and Design Guidelines. The effort involves the development of design guidelines and graphics updates that incorporate the latest policy and design concepts from similar manuals in Canada and the United States. Alta’s design work included the development of a comprehensive matrix of bike-facility options for potential incorporation along Provincial roadways, including shared lane markings, wide outside lanes, standard bike lanes, buffered bike lanes, and cycle tracks. The final report includes a recommendation for the most appropriate facility and an evaluation that helped to determine the recommendation.

Client: MMM Group

Year: 2011-2012

Contact: David McLaughlin, (905) 882-4211 x.6520, McLaughlinD@mmm.ca
General Notes

1. Drainage should slope to the street. Drainage grates should be in adjacent travel or parking lane.

2. Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put cyclists clearly in the field of view of motorists.

3. Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.

4. For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 6 m to the cycle track from minor street crossings, and 3 m from driveway crossing.

5. At driveways and minor intersections the crossing should be raised, so that the sidewalk and cycle track maintain their elevation through the crossing. Sharp inclines on either side from road to sidewalk level serve as a speed hump for motor vehicles.

If configured at a height—flush with the sidewalk, color, pavement markings, textured surfaces, landscaping, or other furnishings should be used to discourage pedestrian use of the cycle zone.

2.0 m desired (one-way), 3.0 - 5.0 m desired (two-way).

1 m desired buffer (raised). A raised one-way or two-way cycle track shall be protected from the adjacent motor vehicle travel lane using street furnishings, low vegetation planters or a parking lane.

0.5 m desired buffer (mountable). When placed directly adjacent to a travel lane, one-way raised cycle tracks may be configured with a mountable curb to allow entry and exit from the bicycle lane for passing other bicyclists or to access vehicular turn lanes.

2.0 m desired one-way raised cycle track travel surface width to allow side-by-side riding or passing. Desired minimum width is 1.5 m at intersections and pinch points.

Bicycle lane word, symbol and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgement.
Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians

Alta Planning + Design teamed with Cambridge Systematics to develop a guidebook and training for the California Department of Transportation, “Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians.” Throughout the project, Alta worked closely with a team of stakeholders from different departments in Caltrans. The Guidebook includes descriptions and illustrations of common issues and design solutions for a variety of intersection and interchange types. At the conclusion of the project, Alta developed and led two one-day pilot trainings for Caltrans staff. Recommendations included in the Guidebook are being incorporated into Caltrans revised Highway Design Manual (anticipated in 2011).

Client: Caltrans

Year: 2010

Total Contract Amount: $250,000

Contact: Ryan Greene-Rosel (Cambridge Systematics), (510) 873-8700
NACTO “Cities for Cycling” Urban Bikeway Design Guide

Alta worked with a team of officials from National Association of City Transportation Officials (NACTO) member cities and a team of national and international bikeway design experts to develop the country’s first Urban Bikeway Design Guide. This interactive document provides state-of-the-practice solutions for 21 on-street bikeway treatments based on national and international practices, policies, and programs. It offers solutions developed by cities, for cities, filling a much needed niche: a dynamic web-based platform for information sharing and guidance. The website, found at http://nacto.org/cities-for-cycling/design-guide/, allows a close look at experience gained to date, and will be regularly updated as new information and experience informs practice.

A printed version was recently released, endorsed by US Transportation Secretary Ray LaHood, who stated that the NACTO guide is “an extraordinary piece of work that is long overdue.” Dozens of communities are using it already. Alta has helped lead workshops for APBP and ITE, and is involved in training professionals throughout the country.

Alta is also leading content creation for the 2012 edition of the Urban Bikeway Design Guide with new sections on bicycle boulevard design, colored pavement material guidance, updates and revisions to the exiting content, and contextual guidance.

Client: National Association of City Transportation Officials

Year: 2010–2011

Contact: Linda Bailey, Federal Programs Advisor, NYCDOT, 55 Water Street, 9th Floor. New York, NY 10041, (212) 839-6415, lbailey@dot.nyc.gov

United States Secretary of Transportation, Ray LaHood, flanked by NYC Transportation Commissioner, Janette Sadik-Khan, and Oregon Representative, Earl Blumenauer, lauds the NACTO bike guide.  

*Photo: Darren Flusche, League of American Bicyclists.*
QUALIFICATIONS OF PERSONNEL
Our team collectively brings a diverse set of experience and knowledge covering the tasks required for the Urban Street Design Guidelines.

Organizational Chart
AECOM is a global professional services firm providing integrated design, planning, engineering, environment and program management services to broad range of markets. Formed from some of the world’s leading consultancies, including Glatting Jackson, EDAW, DMJM, ERA and many more, we are configured to address the complex challenges facing our clients as they embark on projects involving land, community or infrastructure. Our purpose is to enhance and sustain the world’s built, natural and social environments.

AECOM’s presence spans 100 countries with the skills of 48,000 dedicated and specialized professionals. We focus this expertise as needed for projects of all scales, assembling the combination that best suits the individual task and site. We blend global knowledge, local experience, technical excellence, innovation and creativity to offer our clients unparalleled possibilities.

How will we design the smart cities of the future? How will we manage and conserve natural resources? How will we reimagine infrastructure? How will we mitigate climate change? AECOM is making deep connections across disciplines to forge new responses for a complex world. Our project teams can address every layer of a site and every phase of its development through a collaborative, systemic approach. Our work bridges grey infrastructure and green infrastructure, land and buildings, economy and ecology, society and nature.

Planning, Design + Development

AECOM creates a holistic approach to placemaking by integrating our capabilities in Architecture, Building Engineering, Design + Planning, Economics and Program + Construction Management. We are architects, interior designers, economists, engineers, transportation planners, environmental and ecological planners, landscape architects, urban planners and designers, and program and construction managers. Through the integrated delivery of our services, we enable clients to transform sites into successful, sustainable, distinctive places, from the scale of a building, to a community, campus or city, to a natural system, to an entire region.

AECOM capabilities include:

- Architecture
- Building Engineering
- Design + Planning
- Economics
- Energy
- Environment
- Government Services
- Program + Construction Management
- Transportation
- Water
Hamilton-Baillie Associates Ltd is a small company providing specialist knowledge and experience of innovative solutions for reconciling traffic movement with quality public spaces in cities, towns and villages.

Based in Bristol, Hamilton-Baillie Associates Ltd provides practical advice and policy development work to combine urban design, traffic engineering and safety improvements. Clients include highway authorities, government agencies, developers, community groups and design teams in architecture, urban and landscape design, planning, regeneration, transport and traffic engineering.

Hamilton-Baillie Associates’ work draws on extensive research and observations of best practice in mainland Europe, North America and across the UK.

Ben Hamilton-Baillie qualified as an architect, and worked in the fields of housing, transport and planning before setting up the company in 2003. He has had a lifelong interest in improving the quality of streets and public spaces, and finding new ways to promote safety, economic vitality and civility. He has specialised in exploring a range of practical measures and principles to develop and refine innovative street design, especially in the emerging field of "shared space". He serves on a number of regional design panels, and is a visiting lecturer at the University of Bath and the University of the West of England.

Dedication
Alta staff are at the forefront of the sustainable transportation movement. We strive to make biking, walking, and mass transit an integral part of our daily lives. Alta is proud to be a founding partner of the NACTO (National Association of City Transportation Officials) Cities for Cycling Project, for which we helped develop the Urban Bikeway Design Guide. We are active in the Association of Pedestrian and Bicycle Professionals, the Institute of Transportation Engineers, the Transportation Research Board, and are conducting national studies for the U.S. Department of Transportation.

Alta Planning + Design is North America's leading multi-modal transportation firm that specializes in the planning, design and implementation of bicycle, pedestrian, greenway, and trail corridors and systems. Founded in 1996, Alta has grown to over 90 staff in 20 offices and an international workload. Alta's mission is to create active communities where bicycling and walking are safe, healthy, fun, and normal daily activities.

Services
Alta provides a full range of services including:

- Master plans (bicycle, pedestrian, trail, open space and park)
- Safe Routes to School studies and plans
- Bicycle/Pedestrian integration with transit
- Landscape architecture & project design
- Greenway/Corridor plans
- Bicycle/Pedestrian facility design guidelines
- Counts, surveys and demand analysis
- Complete streets
- Bicycle parking design
- Trail safety and sustainability audit
- Signage and wayfinding plans
- GIS and mapping services
- Construction documents
- Public involvement
- Technical assistance and training
- Education and personal travel encouragement
- Project funding

Experience
Now more than ever, communities are realizing the inherent value that well-designed streets and streetscapes have as the centers of economic and social life in our neighborhoods and downtown areas. Alta's landscape architects, planners, and engineers work to create holistic solutions for urban transportation corridors that maximize capacity and quality of service for all modes, using the latest models and methods. Alta's expertise in innovative bicycle facilities and parking, streetscape design, pedestrian safety and circulation, on-street parking management, and neighborhood greenway planning and design informs our design guidelines, providing easy to understand and useful information for city agency staff.
Paul Moore, P.E.
Principal-in-Charge
Transportation Planner
AECOM

Education
Bachelor of Civil Engineering, Georgia Institute of Technology, 1989

Years of Experience
With AECOM: 7
With Other Firms: 16

Mr. Moore is involved in the oversight and management of major urban design, land use and transportation planning and engineering projects. Mr. Moore’s work recognizes the interrelationship between land use and transportation and broadens the definition of transportation planning to focus on the movement of people – by automobile, transit, bicycling, and walking. Mr. Moore has over 20 years of experience in developing major transportation and transit planning projects, small area planning and redevelopment studies, traffic engineering and design manuals and studies, and livable transportation solutions.

Relevant Project Experience

Connect Atlanta Plan, Atlanta, GA
Project Manager for Atlanta’s first-ever comprehensive transportation plan. Led a team charged with understanding current conditions and assessing needs, developing recommendations for new investment, and analysis and prioritization of recommended projects for future implementation. This work expresses a community-driven vision for the future of the transportation system and how it contributes to the health of the Atlanta region.

Transportation Master Plan, Omaha, NE
Project Manager for a citywide plan dealing with transportation and land use policy and investment. Funded through public health grants, the project goals included not only health, but mobility, sustainability and economic development.

GRTA Northwest Connectivity Study, Atlanta, GA
Project manager for an alternatives analysis and environmental study for a 25 mile corridor. This study explored numerous alignments, transit technologies and resulted in a locally preferred alternative.

Davenport In Motion, Davenport, IA
Transportation lead for street design and bike/ped elements of this citywide plan. The recommendations include the conversion of several streets from one-way to two-way and lane reductions of several others to promote walkability.

Downtown 21 Master Plan, Mississauga, ON
Transportation planner for this project aimed at converting a suburban edge district into a coherent and urban downtown. The process included complicated stakeholder work with both public and private partners to understand goals, timeframes and finance.

MOVEPGH, Pittsburgh, PA
Project Manager for a citywide transportation master plan. Goals of the project include developing a more sustainable pattern of development and investment and creating more modal options for travel. This effort includes extensive outreach to develop buy-in.

Transportation/Land Use Integration Study, Boise, ID
Lead Transportation Planner for development of a process to integrate land use and transportation planning in Ada County, ID. The project included development of corridor study methodologies, connectivity and access management and development of a design manual.

Context Sensitive Design Manual, Savannah, GA
Project Manager for the CSD Manual which provides a framework to guide future roadway design and corridor development in Savannah, GA.

Downtown Parking and Transit Study, Erie, PA
Led a study to identify the supply, management and pricing of parking and its relationship to current and potential transit service in the downtown area.

Context Sensitive Design Manual, Savannah, GA
Project Manager for the CSD Manual which provides a framework to guide future roadway design and corridor development in Savannah, GA.

Downtown Streetscapes Master Plan, Greenville, SC
Principal Engineer for the master planning and schematic design of over 10 miles of downtown corridors. Plans include ‘dieting’ several roads to achieve pedestrian, transit and cycling enhancements designed to promote downtown’s livability and connectivity to the close-in neighborhoods.
Matthew Seybert, Assoc. AIA, LEED AP
Associate
Urban Designer
AECOM

Education
Master of Science, Columbia University, Architecture and Urban Design, 2006
Bachelor of Science (Honors College), Ball State University, 2005
Bachelor of Architecture, Ball State University, 2005

Years of Experience
With AECOM: 5.5
With Other Firms: 0

Matthew Seybert is an urban designer who utilizes professional experience in architecture, planning and landscape architecture to help coordinate the production of multi-disciplinary solutions to complex design challenges. Mr. Seybert has worked on a wide range of project types from the construction of streetscapes and individual buildings to the creation of new visions for global cities. His diverse design background allows him to engage each project at a range of scales to create design solutions that are socially equitable, environmentally responsible and economically sound.

Relevant Project Experience

Vision Long Island, Hicksville Transit-Oriented Development (TOD), Long Island, NY
AECOM provided urban design, transportation planning and real estate development support to advance a revitalization plan around the existing commuter rail station in downtown Hicksville. Mr. Seybert was responsible for developing land use strategies and providing graphic support.

Reconstruction of the Pike Allen Street Malls Streetscape, New York, NY
Guided by the City of New York Department of Parks & Recreation, the reconstruction of the Pike and Allen Street Malls will create an enhanced and unified corridor for pedestrian and bicycle movement as well as a series of green, social and neighborhood spaces that respond to the Lower East Side and Chinatown neighborhoods. Mr. Seybert was responsible for the urban design of this effort.

World Trade Center Public Realm Master Plan, New York, NY
AECOM is creating the public realm for the World Trade Center (excluding the Memorial) in vibrant Lower Manhattan, catering to millions of tourists, visitors, commuters and residents. The project, which comprises the streets, plazas and parks within ‘Ground Zero,’ will unify and complete a 16-acre redevelopment project that includes five world class skyscrapers, a performing arts center, a regional multi-modal transportation hub and a state-of-the-art vehicle security center.

New York City Economic Development Corporation (NYCEDC), East Midtown Waterfront Esplanade and Greenway, New York, NY
Urban designer for the East Midtown Waterfront Esplanade and Greenway, a project that provides a critical piece in completing Manhattan’s greenway and bikeway system from 38th Street to 60th Street along the East River.

New York City Economic Development Corporation (NYCEDC), Sunset Park Comprehensive Vision Plan, Brooklyn, NY
AECOM prepared the vision plan for the 2.5 mile long industrial waterfront. The plan is to examine the potential to create a sustainable industrial waterfront that capitalizes on the presence of substantial heavy rail and marine transportation infrastructure. Mr. Seybert was an Urban Designer on this project and was responsible for the preparation of conceptual urban design alternatives.

Fort Monmouth BRAC Study, Fort Monmouth, NJ
The proposed development on the site includes office, retail, educational and transit uses. The planning concepts for the alternatives focused on creating a transit oriented development, maximizing historic preservation and adaptive re-use, establishing a traditional town center and preserving and improving natural resources. Mr. Seybert served as the Urban Designer for this effort.

North Village Detailed Master Plan, Konstantinovo, Russia
For Detailed master plan for a 415 hectare mixed-use community as part of a larger development plan located southeast of Moscow, Russia. In addition to designing a compact, walkable community, AECOM is focused on creating a multi-modal transit center, sustainable stormwater management strategies and habitat preservation zones. Mr. Seybert contributed to the urban design for this effort.
Jennifer Hamann,
LEED AP
Landscape Designer
AECOM

Education
BA, Landscape Architecture, Purdue University, 2007

Years of Experience
With AECOM: 5
With Other Firms: 0

As a graduate from Purdue University with a degree in Landscape Architecture, Jennifer is balanced with the capacity for good design and the skills needed to stay on the cutting edge of technology to create an elegant product. She has worked on a range of projects from streetscape to neighborhood planning and has seen projects through all stages. Ms. Hamann is passionate about the "green" movement and all things that will help projects have a low impact on the natural environment. She hopes that her enthusiasm for design in combination with a passion for preserving the our natural surroundings will help her contribute beautiful and sensitive ideas to enhance every project.

Relevant Project Experience

The Port Authority of New York & New Jersey (PANY & NJ), World Trade Center Public Realm Master Plan, Lower Manhattan, NY
AECOM is creating the public realm for the World Trade Center (excluding the Memorial) in vibrant Lower Manhattan, catering to millions of tourists, visitors, commuters and residents. The project, which comprises the streets, plazas and parks within 'Ground Zero,' will unify and complete a 16-acre redevelopment project that includes five world class skyscrapers, a performing arts center, a regional multi-modal transportation hub and a state-of-the-art vehicle security center. Ms. Hamann was a Landscape Designer for this project.

New York City Department of Parks & Recreation, Mullaly Park, Bronx, NY
Redesign of a heavily used park to make it greener and more usable for park activities such as basketball, waterplay, and children’s activity. Plan included a new synthetic turf soccer field, basketball courts and softball field irrigation system. Ms. Hamann was responsible for the landscape design and construction administration support.

New York City Economic Development Corporation (NYCEDC), WNYC Transmitter Park, Brooklyn, NY
Design of a new waterfront park, including a new pier, and removal of the existing relieving platform and redesign of water’s edge that appears more natural and is supportive of East River fauna. Ms. Hamann was a Landscape Designer.

New York State Department of Transportation (NYSDOT), Gowanus–Prospect ITS, New York, NY
Mitigation design for steep landscape embankments along 1.7 miles of the Gowanus Expressway from 92nd Street to 67th Street. The protection and restoration of existing landscape encompass over 200 established trees that deserved careful attention with the installation of Advanced Traffic Management System. Ms. Hamann was a Landscape Designer.

Village of Hempstead, Nassau County, Franklin Avenue Streetscape, Hempstead, NY
Conceptual design for the enhancement of the Franklin Avenue streetscape. Prepared hand sketches of a conceptual design presented to the Nassau Country Public works. Ms. Hamann was a Landscape Designer on the project.

Mehat Abouzeid Egyptian Consulting House, 7th of October University, Misratah Branch, Libya
Landscape master plan for a new university in Libya’s third largest city. AECOM is also developing sustainable practices to allow the campus to rest lightly on its desert site. Secondary water use, native plantings and preservation of major landforms compose the foundation of the sustainability plan. Principles guiding the master plan include prioritizing pedestrian movement, integrating architecture and site, and creating outdoor environments for 24 hour comfort. Ms. Hamann was a Landscape Designer on the project.
Donna Walcavage, FASLA, RLA, LEED AP  
Principal/Vice President  
Landscape Architect  
AECOM

Education  
Pennsylvania State University, Bachelor of Science, Landscape Architecture, (BSLA) 1968  
New York University, Urban Planning

Years of Experience  
With AECOM: 3  
With Other Firms: 44

Donna Walcavage has focused on the planning and design of public spaces across New York City for over four decades. Her commitment to high quality sustainable design has earned a reputation of excellence among her peers. With a concentration on dense urban areas, Donna has been in the lead of key initiatives that have had a lasting impact on the social and physical fabric of New York City and the practice of landscape architecture in the urban environment as a whole. Streetscapes, urban waterfront redevelopment, bikeway and pedestrian facilities and public realm open spaces have been key areas of her practice.

She has advanced the quality of public space by collaboration with artists to make art a publicly accessible and integral component of design projects. She has worked with such artists as Siah Armajani, Mark Gibian, and Brian Tolle, serving as an advocate for incorporating public sculpture into both privately and publicly funded open space.

Relevant Project Experience

New York City Economic Development Corporation (NYCEDC), East Midtown Waterfront Esplanade and Greenway, New York, NY  
Principal-in-charge/landscape architect for the East Midtown Waterfront Esplanade and Greenway, a project that provides a critical piece in completing Manhattan’s greenway and bikeway system from 38th Street to 60th Street along the East River. Key design goals include creating new waterfront open space, connecting pedestrian and bicycle access at the river’s edge, and establishing sustainable systems.

New York City Economic Development Corporation (NYCEDC), Stuyvesant Cove Planning and Design, New York, NY  
The project included the reconfiguration of an exit from the FDR Drive, the redesign of the surface roadway, and the construction of a major link in the East River Bikeway. As the principal-in-charge on the project, Ms. Walcavage led a team that included civil engineers, economic planners, architects as well as landscape architects.

New York City Department of Design & Construction (NYCDDC), The Reconstruction of Myrtle Avenue, Brooklyn, NY  
The Reconstruction of Myrtle Avenue, part of NYC DOT’s Plaza Program, will convert two blocks of an existing service road into a vital public plaza. The project also includes the complete reconstruction of four blocks of roadway and sidewalks. Ms. Walcavage serves as the principal-in-charge and landscape architect on the project.

New York City Department of Parks & Recreation, Reconstruction of the Pike and Allen Street Malls, New York, NY  
The reconstruction of the Pike and Allen Street Malls will create an enhanced and unified corridor for pedestrian and bicycle movement as well as a series of green, social and neighborhood spaces that respond to the Lower East Side and Chinatown neighborhoods. Ms. Walcavage served as the principal-in-charge.

New York City Economic Development Corporation (NYCEDC), East River Outboard Detour Roadway, New York, NY  
The East River Greenway provides an important missing link in realizing a continuous bikeway and esplanade. Existing structures will support the new two-lane bikeway and pedestrian esplanade between East 53rd Street and East 59th Street. As the principal-in-charge, Ms. Walcavage was responsible for guiding the conceptual design.

New York City Economic Development Corporation (NYCEDC), Flatbush Avenue Streetscape, Downtown Brooklyn, NY  
Redesign of the streetscape of one of the main entries to Brooklyn via the Manhattan Bridge to make it into a pedestrian-friendly boulevard and to support the rezoning for the area. As the principal-in-charge on the project, Ms. Walcavage was responsible for streetscape design, coordination of the team and all stakeholder outreach. The design includes new medians, green and inviting sidewalk spaces with stormwater management, and redesigned triangles of open space.
Ian Lockwood, PE
Principal
Urban Designer &
Transportation Engineering
AECOM

Education
Master of Civil Engineering, Carleton University, 1995
Bachelor of Civil Engineering, Carleton University, 1987

Years of Experience
With AECOM: 11
With Other Firms: 15

Starting with his high school paper “Bicycles, the Ultimate Mode of Urban Transportation” and continuing with decades of work to advance inclusive public realms, multi-modalism, and community health, Mr. Lockwood has dedicated his life to livable transportation. He is known nationally as a pioneer in context-sensitive design, walkability, and traffic calming. With fluency in community involvement and urban design, Mr. Lockwood succeeds at collaborating with stakeholders to develop and advance community visions into real projects. Through practical policy and technical direction, Mr. Lockwood has helped private clients, transit agencies, campuses, towns, cities, and states turn conventional processes and projects into ones that are healthier and more successful financially, environmentally, and socially. Mr. Lockwood also is an accomplished road cyclist and enjoys photography, drawing, and canoeing.

Relevant Project Experience

Downtown Falls Church Transportation & TOD Plan, Falls Church, VA
Principal planner and designer for the downtown street network, parks, squares, and transit strategy; with the goal of achieving the vision of a walkable, vibrant, transit-friendly downtown.

Downtown Mississauga Urban Design Plan, Mississauga, Ontario, Canada
Principal planner and urban designer for the downtown plan involving all aspects of downtown-making: the street network, open space plan, land use strategy, transit strategy (light rail, bus rapid transit, city bus, and five transit stations), environmental strategy, and public outreach; the project involved shared spaces, road diets, a college campus design, retooling a suburban mall, interchange design, main street design, and park and trail design. The goal was to provide general guidance over the next 50 years to evolve the large suburban area into a dense, vibrant, walkable downtown with detailed guidance for the first decade in the catalytic main street focus area.

Route 29 Urban Boulevard Planning & Urban Design, New Jersey Department of Transportation, Downtown Trenton, NJ
Principal planner for the coordinated land use transportation plan for the downtown; the project involved the replacement of the limited-access Highway 29 with an at-grade boulevard and urban street network, park and trail system, parking strategy, flood mitigation planning, historic preservation, stakeholder involvement, and attracting reinvestment and development; with the goal to create a walkable, beautiful, and valuable downtown and state capital.

Route 31 Corridor Plan, New Jersey DOT, Flemington, NJ
Principal lead on a series of exploratory planning and design meetings with local stakeholders, elected leaders, and the New Jersey DOT to gauge interest in replacing a planned highway bypass and series of interchanges with a “Smart Growth” project, employing a network of streets and at-grade intersections; this led to one of the largest stakeholder involvement efforts ever sponsored by the NJDOT and resulted in an integrated transportation and land use plan supported by developers, property owners, business operators, various jurisdictions, active living proponents, and other stakeholders; the project won the ITE Project of Year for 2009.

Downtown Master Plan, Howell, MI
Principal planners for the publicly-driven downtown master plan, which included transportation planning, economic development, streetscapes, and implementation strategies; the effort included an arterial road diet/calming plan for Grand River Avenue, the City’s main commercial street; the team collaborated with key stakeholders and conducted walking audits to understand the history and community values.

Main Street Concept Plan, Michigan DOT, Benton Harbor, MI
Principal designer for the main street through the entire city and a variety of contexts including the downtown and neighborhoods; the project included the public outreach and the design of an arts district and a public square; the goal of the project was to use the main street design to foster social exchange, investments, pride, walkability, and identity for the city.
Mr. Bishop is a landscape architect involved in land planning and landscape architecture in the Atlanta office of AECOM. Specialized in urban planning and design, Eric has over ten years of experience in the design, management, and delivery of urban public realm projects. His project experience includes planning and design for urban revitalization, streetscapes, parks, adaptive re-use and infill projects and transit oriented development. Eric has a strong interest in the integration of urban form and infrastructure with natural systems to create resilient cities.

Relevant Project Experience

**Peachtree Street Streetscapes 10th – I-85, Atlanta, GA**
Project Manager. Pedestrian streetscape improvements and road diet along Peachtree Street through the Midtown Arts District from 10th Street up to the bridge at I-85. The challenge was to create a unique sense of place for the Midtown Arts District while continuing the Peachtree Street Corridor from Downtown through Midtown to Buckhead. Parking analysis for the corridor including a needs assessment for buses at the Woodruff Arts Center and loading spaces for adjacent businesses.

**Peachtree Street Streetscapes 3rd to 10th, Atlanta, GA**
Project Manager. Preparation of construction documents to include pedestrian streetscape improvements, a new furniture zone to include street lighting, trees, and furniture for a seven block stretch of Peachtree Street.

**West Peachtree Street Streetscapes, Atlanta, GA**
Project Manager. Streetscape improvements and road diet uniquely designed for West Peachtree Street from North Avenue to 14th Street in Midtown. The design creates a unique sense of place and enhances the pedestrian and bicycle environment for this main north-south corridor.

**Decatur Street Pedestrian Improvements, Atlanta, GA**
Project Manager. Design of road diet and streetscape improvements that enhance and reinforce pedestrian circulation and traffic calming, along with creating a main street/distinct identity for this urban campus.

**Piedmont Street Pedestrian Improvements, Atlanta, GA**
Project Manager. Design of road diet and streetscape improvements that enhance and reinforce pedestrian circulation and traffic calming, and links a new university housing project to the main campus.

**Peachtree Street Vision Plan, Atlanta, GA**
Project Manager. Conceptual design for improvements to 6 major intersections of Peachtree Street in Midtown Atlanta.

**Simpson Street and West Peachtree Street Streetscape Improvements, Atlanta, GA**
Project Manager. Landscape + hardscape design for streetscape improvements that will enhance the pedestrian experience between the Civic Center MARTA Rail Station and the new Georgia Aquarium and World of Coca-Cola attractions.

**MARTA Transit-Oriented Development Guidelines, Atlanta, GA**
Urban Designer. Development of TOD Guidelines for MARTA and those local jurisdictions surrounding MARTA stations.

**Ashley Drive Corridor Enhancement, Tampa, FL**
Project Manager. Design of streetscape improvements that enhance and reinforce pedestrian circulation and traffic calming on the Ashley Drive corridor.

**Atlanta Beltline Northeast Sub-Area 6 Master Plan, Atlanta, GA**
Landscape Architect. An integrated planning study for one of 10 sub-areas along a 22 mile rail, trail, and park corridor.

**Atlanta Beltline Northeast Sub-Area 5 Master Plan, Atlanta, GA**
Project Manager. An integrated planning study for one of 10 sub-areas along a 22 mile rail, trail, and park corridor.
John Holst
Multimedia Designer, Marketing
AECOM

Training + Certifications
Zbrush 3D Digital Sculpting
Toronto School of Art 2011
Kelby Solutions, Advanced user ADOBE PHOTOSHOP CS5 Masters Edition Training, 2010
Kelby Solutions, Advanced user ADOBE INDESIGN CS3 Training Seminar, 2009
Entourage Arts, Mastering Sketch-up Essentials 1&2 Training Seminar, 2007

Years of Experience
With AECOM: 5
With Other Firms: 6

Mr. Holst is a multimedia designer with over 10 years experience. He has worked with leading creative agencies to develop and implement many design solutions and is able to effectively apply his previous experience to new challenges. Mr. Holst’s experience includes interactive web site design and development, flash animation, corporate branding/logo design, printed and digital media advertising, signage/way-finding solutions, magazine publication, television-based animation/graphics, and 3D architectural renderings.

In 2002, having built much of his portfolio in the healthcare and entertainment sectors, Mr. Holst began focusing his creative efforts towards the tourism industry. His work involved corporate branding at municipal and national levels and the creation of many marketing initiatives including web-based projects, printed publications, billboard advertising, transit advertising and way-finding solutions. His work can be seen throughout Ontario, Manitoba, Korea, the Philippines, and in the Caribbean, where he helped to develop marketing strategies for The Port of Sint Maarten, Sint Maarten Eco Tours, and the Youth Democratic Party of Sint Maarten.

Relevant Project Experience

(AECOM) Greenscreen
Designed web-based user interface of Greenscreen. Greenscreen is a proprietary application, a user friendly and meaningful project sustainability assessment tool. The software is a web based application that walks the user through various triple bottom line prompts that result in a list of prioritized, project specific opportunities to increase the project’s sustainability. The software is used internally by our project team and clients in a workshop setting or through webinars. Holst also branded, and designed all marketing collateral for the project.

Georgina Recreational Outdoor Campus, Georgina, Ontario
Developed all supporting graphics from initial proposal material to final graphic boards. Work included detailed master plan illustrations, conceptual 3D renderings and the development of the project’s branding solutions and all resulting collateral including the project’s website and way-finding signage. In addition to the online presence, Holst developed and managed the project’s social media components including twitter, facebook and blog initiatives.

Selected Web Development Experience
- Ben Franklin Park Project Website
  Ottawa Ontario
  Design/Development

- Greenscreen AECOM Sustainability Tool
  CMS Software Interface Design / Promotional
  Website Design / Development

- Georgina Recreational Outdoor Campus
  Georgina Ontario
  Design/Development

- Flin Flon Community Health Project Website
  Flin Flon Manitoba
  Branding/Design/Development

- Mighty Bubble Health Care Project Website
  Flin Flon Manitoba
  Branding/Design/Development

- Western Vaughan Transportation Improvements IEA
  Vaughan Ontario
  Website Redevelopment and Content Management

- Durham BRT
  Durham Region Ontario
  Design/Development

- Cobourg Tourism
  Cobourg Ontario
  Design/Development/CMS
Joe Gilpin
Principal

Joe Gilpin brings a diverse background, including international perspectives, in bicycle and pedestrian advocacy, education, design, and planning to Alta. Joe provides technical and analytical research and writing, fieldwork and site analysis, mapping, data analysis, facility design, and creative services to the firm.

Joe is one of Alta’s experts in bicycle facility design and has worked both as a project designer on numerous projects, and as a planner analyzing network connectivity and corridor planning. Joe currently manages projects in the Rocky Mountain States including Utah, Colorado, Montana, Idaho, and Alaska.

Recent Projects

- **National Association of City Transportation Officials (NACTO) - Cities for Cycling Urban Bikeway Design Guide**
  Joe is working as project manager to develop the second module for the Urban Bikeway Design Guide for NACTO. The guide was a groundbreaking effort to create a new toolbox of America’s best bicycle infrastructure solutions, and serves as an urban version of the federal and state processes by creating solutions developed by cities, for cities. The website version of the guide allows a close look at experience gained to date, with regular content updates created collaboratively with NACTO bicycle program professionals. As part of the NACTO guide, Joe helped develop design guidelines for cycle track facilities based on numerous existing installations. These guidelines are the first resource on cycle track design in the United States for urban practitioners.

- **Agency Design Guidelines (Various Locations)**
  Joe has overseen the production of specific design guidance for bicycle, pedestrian, trail and complete streets treatments for a variety of clients including: Los Angeles (CA), Chicago (IL), Salt Lake County (UT), Provo (UT), the Province of Ontario, Leon (Mexico), Guadalajara (Mexico), and Dubai (UAE).

- **Los Angeles County Bikeway Master Plan, CA**
  Alta was commissioned in 2004 to lead the update of Los Angeles County's Bicycle Master Plan. As part of the project, Alta evaluated twelve major transit hubs within the County and proposed improvements to the existing bicycle infrastructure to facilitate bicycle-transit transfers. Joe led development of the ‘City of Los Angeles Bicycle Facility Technical Design Handbook’, a stand-alone document of design guidelines that will help City and DOT engineers implement the recommendations contained within the Bikeway Master Plan. This document provided a comprehensive set of guidelines for the myriad of design challenges faced by project designers in the Los Angeles Area, from signal detection to bike boxes and cycle tracks.

- **Chicago Streets for Cycling 2020**
  Joe led Alta's efforts to create a user guide for Chicago area residents to understand the purpose of, and to instruct proper use for the new bicycle facilities including cycle tracks, bike boxes, etc. The guide provides guidance from the perspective of drivers and bicyclists.

Professional Highlights

- Alta Planning + Design, 2007-
- Planner, RRM Design Group, 2004-2006
- Executive Director/Board President, San Luis Obispo County Bicycle Coalition, 2003-2006
- Bicycle Coordinator, SLO Regional Transit Authority, 2003-2004

Education

- MS, Transportation Planning, Oxford Brookes University, United Kingdom, 2002
- BS, Civil Engineering, California Polytechnic State University, San Luis Obispo, California, 2001

Selected Presentations

- “Planning for Pedestrians and Bicycles” May 2008, IES-APA Conference, Priest Lake, ID
- “A Bike Runs Through It” October 2005, APA Conference, Yosemite, CA
- “Bike Trails for Planners - a mobile workshop” October 2005, APA Conference, Yosemite, CA
- “Take a Walk on the Wild Side! Exploring New Techniques in Walkable Communities” September 2005 California Downtown Association Conference, Palm Springs, CA
- “Bike First Incentive Program” September 2005 Walk & Roll California (CBC), Ventura, CA
<table>
<thead>
<tr>
<th>Task</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>Task 1: Annotated Outline of Urban Street Design Guide</td>
<td>$15,000</td>
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<tr>
<td>Task 2: Web Development Specifications and Mock-Up</td>
<td>$15,000</td>
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<tr>
<td>Task 3: Develop Draft Content for Three Treatments</td>
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<td>Task 4: Develop Draft Content for Two Critical Design Issues</td>
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<td>Task 5: Print Format for Urban Street Design Guide</td>
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<tr>
<td>Task 6: Full Content Development (please estimate cost per type and total)</td>
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<table>
<thead>
<tr>
<th>Streets</th>
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<tbody>
<tr>
<td>Boulevards</td>
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<tr>
<td>Downtown/CBD Streets</td>
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<td>Neighborhood Commercial Streets</td>
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<td>Neighborhood Connectors</td>
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<td>Residential Streets</td>
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<td>Pedestrian Priority Commercial Streets</td>
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<td>Green Alleys</td>
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<tr>
<td>Sidewalk Cafes and Alternative Curbside Uses</td>
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<tr>
<td>Travel Lane Width</td>
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<td>Design and Operating Speed (incl. Speed Limits)</td>
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<tr>
<td>Design Vehicle/wheel base (including emergency vehicle access)</td>
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<tr>
<td>Traffic Capacity/Number of Travel Lanes (including Level of Service and Peak Hour Parking Restrictions)</td>
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<td>Roadside Clear Zones</td>
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<td>Building/Frontage Zone</td>
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<td>Legal Standing and Liability</td>
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<tr>
<td>Bus Stop Placement and Design</td>
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<td>Transit Lane Design and Placement</td>
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<table>
<thead>
<tr>
<th>Intersections</th>
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<tr>
<td>General Intersection Design Principles</td>
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<td>“Retrofit” Public Plazas and Intersections</td>
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<td>Intersections near Transit Hubs and Stations</td>
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<td>Task Description</td>
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<td>Intersections near schools, parks, waterfronts, and key destinations</td>
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<td>Design Vehicle/Wheel Base: Corner Radii</td>
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<td>Pedestrian Crossing Warrants</td>
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<td>Curb Extensions/Crossing Distance and Visibility</td>
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<td>Right-of-Way/Yield Control vs. Stop/Signal Control</td>
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<td>Turn Restrictions</td>
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<td>Alternative Intersection Performance Measures (other than peak hour vehicle delay)</td>
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<td>Task 7: Development, Testing and Revision of Web Site</td>
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<td>Task 8: Layout of Print Guide</td>
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<td>Task 9: Website Roll-Out Media Work and Support</td>
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<td><strong>GRAND TOTAL</strong></td>
<td><strong>$330,000</strong></td>
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