PROPOSAL PREPARED FOR THE CITY OF ALBANY

COMPLETE STREETS CONCEPTUAL DESIGN AND PLANNING FOR SAN PABLO AVENUE & BUCHANAN STREET

MAY 25, 2012

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NELSON
NYGAARD

May 25, 2012

Jeff Bond
Community Development Director
City of Albany
1000 San Pablo Avenue
Albany, CA 94706

RE: Proposal for Development of Concept Plans and a Complete Streets Planning Effort for San Pablo Avenue and Buchanan Street

Dear Mr. Bond,

On behalf of my colleagues at Nelson\Nygaard Consulting Associates, I am pleased to submit this proposal to assist the City of Albany in developing complete streets conceptual plans for two of the city's most important main roadways: Buchanan Street and San Pablo Avenue.

Since its inception in 1987, Nelson\Nygaard Consulting Associates Inc. has been distinguished by a commitment to planning and designing transportation systems and identifying mobility improvements that help build and support vibrant, sustainable communities. A fully multimodal approach, drawn from the real world experiences of industry specialists, is a hallmark of every Nelson\Nygaard project.

We have assembled an exceptional team of professionals who have been living and breathing Complete Streets since long before the term was widely adopted. We have worked on Traditional Neighborhood Design, Traffic Calming, Context Sensitive Design (then Solutions), Safe Routes to various places, Leadership in Energy and Environmental Design, Street Design Manuals, Better Streets, Walkability Audits, you name it.

Nelson\Nygaard staff includes leaders in the design of Complete Streets, having produced design manuals for cities such as San Francisco and Abu Dhabi, and facilitated complete streets workshops throughout the country. We have designed leading complete streets projects including several that used the same inclusive public involvement charrette process as proposed for this project in Albany.

Joining the Nelson\Nygaard team will be staff from the San Francisco office of Wallace, Roberts, & Todd (WRT), a national collaborative practice of city and regional planners, urban designers, landscape architects, and architects whose work is rooted in the principles of sustainability and dedicated to improving the quality of the natural and built environments.

We hope you agree that we have assembled a team with the national expertise and local knowledge necessary to collaborate with City of Albany staff on this project. Please feel free to contact our proposed Project Manager, Michael Moule, if you need any additional information about our qualifications. Our proposal is submitted in accordance with the terms and conditions outlined in the RFP and will remain in effect for ninety (90) days from the date of this submittal. We look forward to the opportunity to discuss this exciting project with you.

Sincerely,

Paul Jewel, COO and Principal

116 NEW MONTGOMERY STREET, SUITE 500 SAN FRANCISCO, CA 94105 415-284-1544 FAX 415-284-1554
www.nelsonnygaard.com

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City of Albany

Complete Streets Conceptual Design and Planning for San Pablo Avenue and Buchanan Street – PROPOSAL

Submitted by
Nelson\Nygaard Consulting Associates
116 New Montgomery Street, Suite 500, San Francisco, CA 94105
415-284-1544 FAX 415-284-1554

CONTACT: Michael Moule, PE, TE **TITLE**: Principal
EMAIL: **mmoule@nelsonnygaard.com**

QUALIFICATIONS

FIRM PROFILES

Nelson\Nygaard Consulting Associates Inc. is distinguished by its commitment to planning transportation systems and identifying mobility improvements that help build and support vibrant, sustainable communities.

Covering all modes of transportation, we specialize in planning, operations, and implementation, balancing the goals of each community with the advantages provided by each mode including transit, paratransit, pedestrian, bicycle, auto, and parking.

Since its inception in 1987, Nelson\Nygaard has grown into a nationally recognized firm with five offices across North America. Today, our projects span the globe with our staff working with a wide variety of clients including city and county municipal departments, public transit operators, regional and state planning organizations, health organizations, non-profit organizations, and private sector customers.

A Fully Multimodal Approach

Whether the task is a citywide plan, a multimodal neighborhood plan, or a specific intersection design, Nelson\Nygaard maximizes the attractiveness and safety of cycling and walking. We develop design requirements, quantify bicycle and pedestrian levels of service and, most importantly, balance the inevitable tradeoffs between non-motorized transportation, automobiles and other modes. Working with cities, neighborhoods, and public parks, we identify bike and

pedestrian investments that improve public safety and serve larger goals of public health through active transportation, economic development, social equity, and natural resource preservation.

Street redesign demands a blend of technical rigor and political sensitivity. Nelson\Nygaard has successfully mediated projects where improvements stalled over competing interests, antiquated regulations, and inaccurate technical information. Using education, consensus building, and phased approaches to implementation, we have moved plans from dissension to adoption and execution.

We help municipalities understand the complex matrix of changes to existing infrastructure, policies, and design guidelines needed for a functional pedestrian and bike network. We document weak linkages in existing networks, prioritize locations for new infrastructure and amenities, and rewrite municipal codes and standards.

Wallace Roberts & Todd (WRT)

Founded in 1963, Wallace Roberts & Todd (WRT) was immediately recognized for its first projects, which represented the two main directions of WRT's environmental ethos: designing with nature and enriching urbanism. Today, WRT's practice reflects its environmental philosophy at all scales from broad planning strategies to urban design to detailed aspects of architecture and landscape architecture. The firm's practice is based upon understanding the opportunities and responsibilities that come with specific sites and their environment. WRT blends context-responsive and environmentally-sensitive design with a commitment to community participation, providing unique plans and designs that respond to the local environment and culture. WRT is a national firm of approximately 80 professionals with offices in Philadelphia, San Francisco, Miami, Dallas, and Lake Placid. The firm has been recognized with more than 200 awards from clients and professional peers alike, including two national awards that recognize a body of distinguished work that has influenced the direction of the profession: the American Society of Landscape Architects' 2004 Firm Award and the American Planning Association's inaugural National Planning Achievement Award for a Planning Firm in 2011.

WRT has been working in the Bay Area for over 25 years. The firm has served communities such as Emeryville (Powell Street Urban Design Study/Shellmound Street Urban Design Guidelines and Pedestrian Linkage Study), Oakland (Lakeside Drive and Lakeshore Avenue Streetscape/MacArthur BART Pedestrian Improvements and 40th Street Streetscape Design), Richmond (Macdonald Avenue Streetscape), El Cerrito (Central Avenue and Liberty Street Streetscape Improvement Plan), Castro Valley (Castro Valley Boulevard Streetscape Design), Alameda County (Meekland Avenue Streetscape Master Plan/Hampton Road Streetscape Improvement Plan/Hesperian Boulevard Streetscape Design), Vallejo (Georgia Street and Unity Plaza/Wilson Avenue Streetscape Design), and Palo Alto (University Avenue Streetscape Design).

COMPLETE STREETS DESIGN EXPERTISE

By virtue of Nelson\Nygaard's corporate values, all of our street design projects are "Complete Streets Projects" since we consider and design for all modes of transportation in all of our work. We have worked on dozens of complete street design projects, many in communities similar to Albany, including approximately 20 Caltrans planning grant projects, most of which used a charrette format akin to the one outlined in the request for proposals. Therefore, we have the experience to participate in this intense public involvement effort, produce designs during the charrette, and develop conceptual plans and a final report following the charrette.

For this project, the team will draw from their expertise in multimodal facility design in similar corridors and combine it with input from community stakeholders to develop the best possible designs for Albany. Interests such as mobility, safety, accessibility, public health, connectivity, community identity, economic revitalization, street character, ecological systems, and maintenance are common themes that emerge from our analysis and outreach discussions. Most of our projects include varying levels of public involvement, and all of our team members, in particular our proposed project managers, have experience making presentations to the public for this project. Instead of being focused on citizen reaction or response, our public processes are driven by citizen input, involvement, and design; thus we have been very successful in achieving consensus and citizen buy-in.

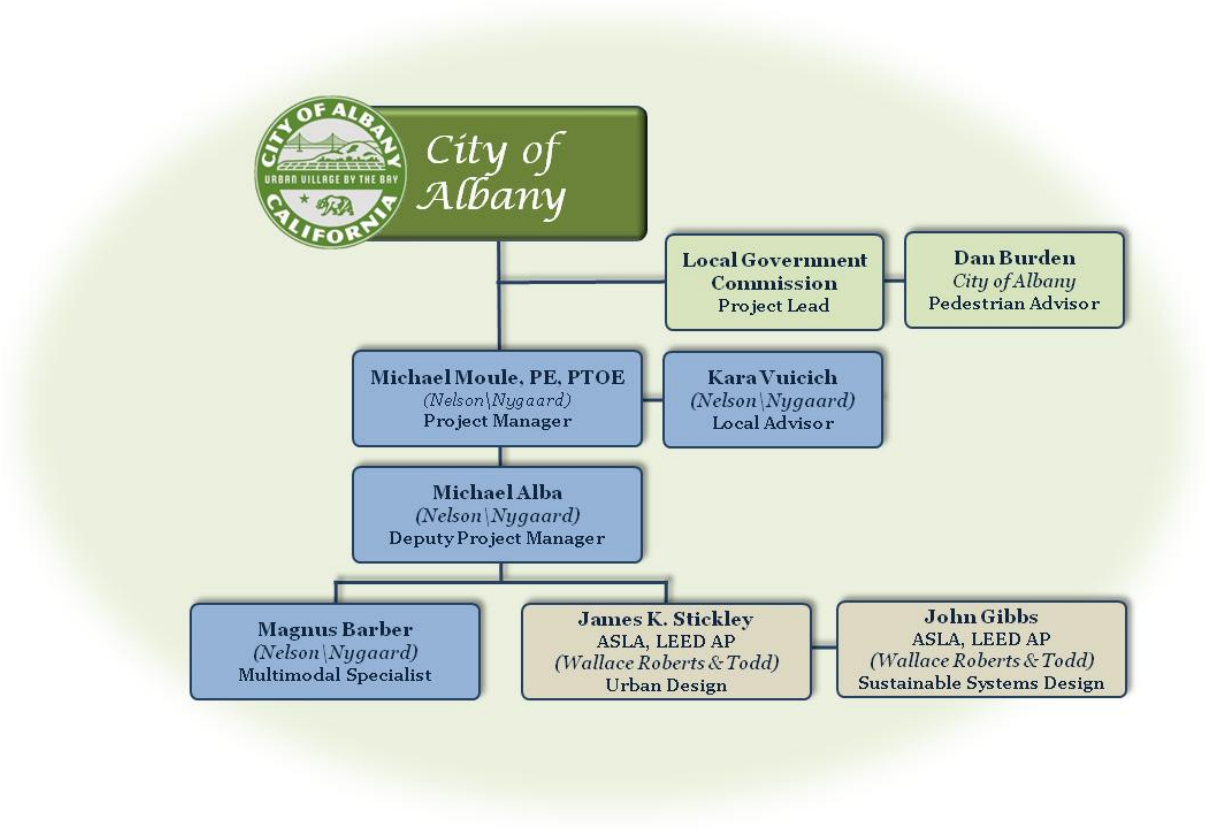
At its core, the Complete Streets movement seeks to plan and design streets in a holistic manner for all users, including bicyclists, pedestrians, motorists, and transit riders. A complete street is one that places values on all modes of travel, is context sensitive, has both quantitative and qualitative performance measures, incorporates “green” elements, encourages connected networks, and contributes to a community’s unique sense of place. WRT takes the industry accepted notion of Complete Streets one step farther, recognizing that in addition to providing the full range of mobility options within the street corridor, a number of additional social, cultural, ecological and other sustainable functions can also be provided. The combination of these elements will be different for every community and corridor but can be a powerful tool in defining a functional balance and culturally distinctive sense of place. Providing for specific kinds of social activities gives rise to appealing forms and design treatments just as providing for specific ecological functions leads to unique landscape expressions. Other sustainable functions such as energy conservation (and even generation), use of recycled / recyclable materials and local food production can also add new dimensions to a public corridor.

Design Plans

Our proposed project manager Michael Moule is licensed as both a Traffic Engineer and a Civil Engineer in California, and he has engineering experience through all phases of a project, from concept planning to construction. Thus we are equipped to develop complete streets conceptual designs that are feasible within the constraints present on a project corridor. Our projects often include conceptual design up to 30% or 35% plans, and our team members have assisted with the production of final construction documents as well.

THE NELSON NYGAARD TEAM

Figure 1 Organizational Chart



Michael Moule, PE (CA 77875), TE (CA 2610), Project Manager, is a Principal in our San Francisco office and is licensed as a professional civil engineer and traffic engineer in California. He is a leader nationwide on redesigning streets to accommodate bicyclists and pedestrians. In addition to working on planning and complete streets projects akin to Albany's, he frequently travels the country teaching courses about bicycle facility design and related subjects to other planners and engineers. Michael has been on the design team for 15 charrettes funded by Caltrans planning grants, including 7 charrettes in the past two years while working for Nelson\Nygaard.

Michael has over 18 years of progressive traffic and transportation engineering experience, including traffic calming, conceptual design for "Complete Streets," and planning improved bicycle and pedestrian facilities. His projects accommodate all modes of transportation in order to help cities and states meet their mobility, economic development, safety, and quality of life goals. He has significant innovative design experience and specializes in improving conditions for non-motorized users without degrading motor vehicle capacity. Michael routinely leads community planning processes and training sessions to give citizens the basic skills they need to develop and review street design solutions.

Michael's projects include street redesign projects, multimodal transportation master plans, development of design guidelines and standards, shared use path design, traffic calming, safe

routes to school, and more. Bayshore Boulevard is Tampa's signature waterfront street with thousands of pedestrians, hundreds of bicyclists, and thousands of motor vehicles using the street every day. The Bayshore Boulevard Enhancement Project in Tampa is an example of a recent street redesign project where Michael provided detailed intersection designs to improve safety and accessibility for pedestrians and bicyclists. Michael is a registered professional civil engineer in California, Oregon, Florida, and North Carolina, and is also a registered professional traffic engineer in California.

Michael Alba, Deputy Project Manager, is an Associate Project Planner in our San Francisco office with nearly 7 years of public and private experience as a multimodal transportation planner and designer. Prior to joining Nelson\Nygaard in 2008, Michael worked for the Capital District Transportation Committee in Albany, NY, the region's MPO where he became very familiar with bicycle and pedestrian design, context sensitive solutions and interactive public outreach events.

Over his career, Mike has become proficient in designing, conducting and participating in interactive public workshops and design charrettes that empower stakeholders and the community. Indeed, he has been on the design team for three charrettes funded by Caltrans planning grants since he moved to San Francisco less than a year ago.

Mike excels at incorporating sustainable transportation and community design practices into project and program design. With a keen awareness of multimodal design principles and skilled with cartographic protocols, technical drafting, graphic design and 3D rendering, Mike is able to design and craft compelling visuals that grab the attention of the audience and clearly translate technical designs into stimulating and approachable visual information. In addition to the previous Caltrans planning grant funded projects, Michael has also participated in other charrette-based design projects where he developed design documents, conceptual design renderings and street design guidelines to illustrate roadway redesign features including streetcars, bus lanes, transit priority corridors, bike boulevards, bike lanes, reverse-angle parking, pedestrian bulbouts, and public space enhancements.

Kara Vuicich, AICP, Local Advisor, has 10 years of experience as a transportation planner and has rejoined Nelson\Nygaard as a Senior Associate after working for seven years in the City of Berkeley, California's Public Works Department where she focused on projects and programs to improve the city's bicycle, pedestrian, and transit facilities, including development of the city's first Pedestrian Master Plan. She not only brings her experience working on transportation issues affecting both Berkeley and Albany, but also her firsthand experience as an Albany resident for the past five years. Moreover, she combines her expertise in multimodal transportation with her experience implementing transportation projects and programs to provide communities with effective tools that they can use to achieve their overall vision.

Magnus Barber, Multimodal Specialist, is an Associate Project Planner at Nelson\Nygaard specializing in non-motorized transportation, transit-oriented development, and transportation and parking demand management; with particular experience in pedestrian master plans, bicycle network planning, and designing streets that accommodate all modes. In addition, he has considerable experience with transportation demand management for transit-oriented and mixed use developments. Magnus' background combines strong data management and quantitative analysis skills with an understanding of multimodal planning, in particular for bicyclists and pedestrians. He has previously worked on many non-motorized transportation

projects in the San Francisco Bay Area, most recently on the bicycle component of the Alameda Regional Access Plan, the Fremont Midtown Community Plan, and the Mountain View Pedestrian Master Plan.

James K. Stickley, ASLA, LEED AP, **Urban Design,** is a landscape architect and urban designer with over 30 years of experience in community design and planning. His experience on a number of complex projects has spanned the full spectrum from large-scale urban planning assignments to detailed design and implementation of streetscapes, parks and urban landscapes. Jim has extensive experience in developing plans to enhance urban districts and public open space including complex projects involving community interaction and outreach. Jim's work strives to balance socio-economic, cultural and ecological factors to create unique urban places, rooted in the community's identity.

Jim's recent relevant experience includes streetscape designs for Miller Avenue in Mill Valley, Alameda County's Castro Valley Boulevard, Vallejo's Miller Avenue, and California Pacific Medical Center's Cathedral Hill and Pacific Campuses in San Francisco.

John Gibbs, ASLA, LEED AP, Sustainable Systems Design, is a landscape architect and urban designer with more than 15 years of focus on the planning and design of the public realm, particularly urban streets and parks. John has designed streetscape renovations for more than twelve community corridors. In each instance community objectives have been to promote economic and social vitality, improve public safety, enhance community character, and achieve multimodal balance. John promotes a "green street" approach to streetscape design that also addresses critical community sustainability issues such as stormwater management, water quality, air quality, urban heat island build-up, carbon sequestration, and healthy urban forests. Community outreach is a key component of John's work, and input obtained through stakeholder interviews, focus groups, and interactive workshops has shaped all of his projects.

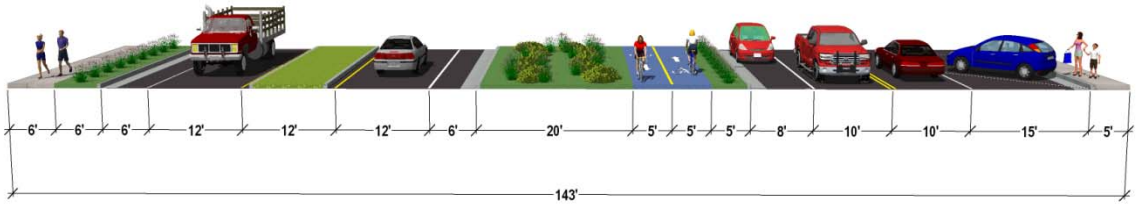
John's recent relevant experience includes major streetscape designs for Miller Avenue in Mill Valley, Richmond's Macdonald Avenue, Pleasant Hill's Contra Costa Boulevard, Alameda County's Castro Valley Boulevard, Oakland's Lakeshore Avenue and Emeryville's Shellmound and Powell Streets, including a Complete Streets strategy to redesign the Powell Street corridor as a multimodal gateway to the City of Emeryville and Eastshore State Park.

PROJECT EXAMPLES

MIDCOAST HIGHWAY 1 SAFETY AND MOBILITY IMPROVEMENT STUDY PHASE II — 2011

San Mateo County, 455 County Center, Redwood City, CA 94063

Contacts: Steve Monowitz, Deputy Director, Planning and Building Department
650-363-4161, smonowitz@co.sanmateo.ca.us
Josh Meyer, Director of Community Planning, Local Government Commission
916-448-1198, jmeyer@lgc.org



Nelson\Nygaard developed conceptual designs for large segments of Highway 1 in San Mateo County, including several intersection designs in small communities along the California coast. These designs were primarily focused on improving safety, mobility, and access for pedestrians and bicyclists to residences, businesses, and transit stops along Highway 1 and in the surrounding neighborhoods. In addition to the road and street design, the project included conceptual layout for enhancing the trail network to provide additional options for pedestrians and bicyclists to travel around the community. Nelson\Nygaard staff provided both high-level conceptual design to address mobility and connectivity issues, as well as more detailed design of intersections and sidewalks to address safety and accessibility issues.

The project was funded by a Caltrans planning grant and was developed using a charrette process that included a series of focus group meetings, public workshops, and intense design efforts by the consultant team. As part of these events, Nelson\Nygaard staff interviewed project stakeholders to identify important background information for use in the design process, and later made presentations at public workshops to describe the design details.

KERMAN—MADERA AVENUE STREETSCAPE MASTER PLAN — 2011

City of Kerman, 942 S. Madera Avenue, Kerman, CA 93630

Contact: Luis Patlan, Director
Planning & Development Services
559-846-9386, LPatlan@cityofkerman.org

In an effort to conduct a comprehensive analysis of the challenges and opportunities posed by the City of Kerman's main street, Madera Avenue (CA-145), the City sought a grant through the California Department of Transportation to prepare the Madera Avenue Master Streetscape Plan. Securing a Caltrans planning grant, the City asked Nelson\Nygaard to be part of the design team for an extensive effort to gather community input, conduct technical analysis on the existing conditions of the Madera Avenue corridor, and develop specific design

recommendations to improve the safety, mobility and access opportunities of the roadway as well as enhance its aesthetic qualities through streetscape improvement. Community participation was central to the analysis and design work. To fully leverage the benefit of community knowledge and creativity, the majority of the work was undertaken over a matter of days during an on-site design charrette process.

The project resulted in specific short, mid, and long-term Complete Streets recommendations to address pedestrian safety and improve mobility through a series of traffic calming measures, bicycle facility proposals, enhanced roadway designs, roundabouts, and pedestrian oriented intersection alterations along the Madera Avenue corridor. In addition to the transportation system changes, the community seeks to tie Madera Avenue corridor together through a unified landscape theme, wayfinding signage, street furniture, lighting, and hardscape features. Project cost estimates and possible funding sources to finance specific design improvements are identified to help the community prioritize the recommendations.

REVITALIZING THE DURFEE AVENUE/PECK ROAD CORRIDOR 2011-2012

City of South El Monte., 1415 N. Santa Anita Ave., South El Monte, CA 91733

Contact: Manuel A. Mancha, Director, Community Development
626-579-6540, mmancha@soelmonte.org
Paul Zykofsky, Director, Land Use & Transportation Programs, Local Government Commission
916-448-1198 x317, pzykofsky@lgc.org

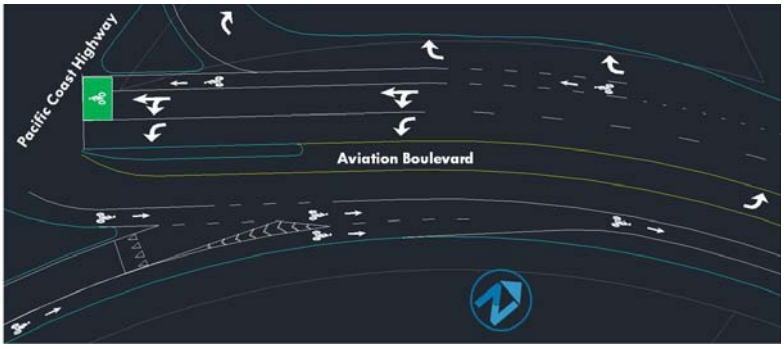
After the City of South El Monte received funding from a Caltrans planning grant, Nelson\Nygaard worked closely with the City and the Local Government Commission to conduct a highly participatory planning charrette to help develop a vision and a plan for improving traffic safety, mobility, and redevelopment opportunities along the Durfee Avenue/Peck Road corridor. This corridor is 4-lane arterial corridor that connects business districts and residential areas in the city with adjacent cities and several freeways within the region, including California Route 60, Interstate 10, and Interstate 605. The charrette process included a series of focus group meetings, public workshops, and intense design efforts by the consultant team. As part of these events, Nelson\Nygaard staff gathered background information in part by meeting with project stakeholders including public agency staff, school staff, and members of the public. Nelson\Nygaard staff presented the initial findings and conceptual designs at public workshops during the charrette. Nelson\Nygaard provided conceptual designs in AutoCAD for Durfee Avenue and Peck Road, including on-road bicycle facilities, narrower travel lanes, raised medians, curb extension to offset the on-street parking, and landscape/streetscape features. The project also included improved street crossing opportunities for pedestrians between existing signalized intersections and improvements to pedestrian features at signalized intersections. The project area included several large suburban intersections, as well as the freeway interchange where Peck Road connects to California Route 60. Nelson\Nygaard staff provided detailed conceptual designs to enhance the safety and mobility

of pedestrians, bicyclists, and motor vehicles at these intersections and interchange. Nelson\Nygaard staff also provided conceptual designs to reconfigure streets at several schools (most notably South El Monte High School) to improve safety and access for pedestrians and bicyclists, and reduce the impact of the high volumes of traffic generated by drop-off and pick-up activity.

AVIATION BOULEVARD BICYCLE LANE PRELIMINARY ENGINEERING STUDY 2011-ONGOING

Healthways, Inc., 701 Cool Springs Blvd. Franklin, TN 37067, www.healthways.com

Contact: Katie McClure, Senior Owner Market Performance, Innovations Team
615-336-1507, Kathrine.McClure@healthways.com



Aviation Boulevard is an important north-south thoroughfare in Los Angeles County, running for seven miles from the Pacific Coast Highway (CA 1) in the City of Hermosa Beach, through numerous municipalities, to the City of Inglewood near Los Angeles International Airport. Here it becomes Florence Avenue and also becomes an east-west thoroughfare. The character of Aviation Boulevard varies considerably, from an auto-oriented 115-foot wide regional arterial carrying over 40,000 vehicles per day near Rosecrans Avenue to a 64-foot wide commercial corridor with on-street parking and approximately 25,000 vehicles per day near Prospect Avenue. The communities along the southern half of Aviation Boulevard expressed an interest in transitioning the auto-oriented arterial into a complete street, with bicycle lanes proposed as the first phase of this transition.

Nelson\Nygaard Consulting Associates was hired to develop a preliminary bicycle lane design and feasibility study for a three-mile stretch from Pacific Coast Highway in Hermosa Beach to Rosecrans Avenue in Hawthorne. The project intended to identify feasible design options and coordinate the design options with the needs and interests of the four municipalities that have jurisdiction over portions of this stretch of roadway.

The project team conducted a thorough evaluation of the corridor to field check the right-of-way to ensure accurate design constraints. During the field visit, the team observed the use of parking to assess the demand for on-street parking throughout the day. Design options were identified that provide bike lanes with minimal need to move existing curbs. In some areas, the design options involved consideration of several tradeoffs, including the loss of on-street parking, the loss of the center turn lane and associated turning movements, and the need to move curbs and have narrower sidewalk buffers.

Coordinating the needs and concerns of four municipalities can prove to be a tricky effort. To address this issue, the project team worked with representatives from each city and conducted public hearings with city commissions and city councils from each city. Working closely with these representatives, the tradeoffs were discussed and preferred designs were identified. A large public workshop with over 60 participants was held to discuss the design concepts and identify destinations and connections served by bicycle lanes on Aviation Boulevard.

DOWNTOWN TIBURON CIRCULATION AND PARKING ANALYSIS 2011

Town of Tiburon, 1505 Tiburon Boulevard, Tiburon, CA 94920

Contact: Scott Anderson, Community Development Director
415-435-7392, sanderson@ci.tiburon.ca.us

As a result of its Downtown Vibrancy project, the Town of Tiburon sought a firm to conduct a system-wide analysis of parking and circulation in Downtown Tiburon, to develop recommendations to maximize the efficiency of the parking supply, and to increase access and safety for all modes of travel. As chronicled in the Downtown Vibrancy project, Downtown Tiburon is currently characterized by an extensive—yet mismanaged—parking supply, a lack of coordinated wayfinding system, inadequate bicycle and pedestrian connections, and a general overreliance on automobiles.

Nelson\Nygaard completed a comprehensive analysis of existing vehicular, pedestrian, and bicycle circulation in addition to an analysis of parking supply, availability, and turnover. As a result of this analysis, Nelson\Nygaard developed a suite of circulation and parking improvements to better manage the parking supply, improve multimodal access, and implement various "complete streets" policies and strategies within the study area, particularly along Tiburon Boulevard, the state highway that bisects the downtown (CA Highway 131). A core recommendation was to initiate negotiations with Caltrans to reclaim jurisdiction of Tiburon Boulevard, which would allow the Town to more easily make decisions about the future of the roadway. Recommended street and intersection configurations along the thoroughfare included new roundabouts, back-in angled parking, widened sidewalks, and buffered bicycle lanes.

The report's recommendations will help to guide both short- and long-term Town action, as well as inform future versions of the Vibrancy plan as "a flexible road map" for successful improvements in Tiburon. When implemented, the recommendations will improve parking availability, increase the customer friendliness of downtown Tiburon, and improve safety, accessibility, and mobility for all user groups.

POWELL STREET URBAN DESIGN STUDY — 2008-2011

City of Emeryville Economic Development & Housing Department
1333 Park Avenue, Emeryville, CA 94608-3517

Contact: Michelle de Guzman, Community Economic Development Coordinator
510-596-4357, mdeguzman@ci.emeryville.ca.us

WRT led a pivotal urban design study to bring civility and multimodal balance to one of the busiest, vehicle-oriented intersections in the Bay Area. The project follows the Complete Streets model and received input from the UC Berkeley Institute of Transportation. As the prime city entry point for regional retail destinations, the corridor offers an opportunity to create a signature entry for residents and visitors alike. Key opportunities identified include making connections to the regional bay shoreline trail, improving transit access, expressing city character, improving pedestrian safety, and guiding private development along the corridor.

MILLER AVENUE STREETSCAPE PLAN — 2010-2011

City of Mill Valley Planning Department, 26 Corte Madera Avenue, Mill Valley, CA 94941

Contact: Mike Moore, Planning Director
415-388-4033, mmoore@cityofmillvalley.org

WRT and Nelson\Nygaard assisted the town of Mill Valley to craft a Complete Street vision for Miller Avenue. A robust and engaging community process resulted in a plan that balances multimodal access, improves ecologically conditions for nearby streams, integrates Safe Routes to Schools, creates plazas and spaces for social activities, and reflects the unique character of this Marin town. Community participation was fostered though online media such as a web page, email newsletters, and Facebook as well as traditional community meetings and focus group conversations. The plan provides schematic level design plans drawn in CAD to guide near term implementation. The expertise of Nelson\Nygaard informed layouts with specific dimensional criteria to best proportion the various street functions. Regulation of parking in the retail main street and improving transit service were additional transportation points that the plan

addressed. Cost estimation and project phasing provided city leadership and public works the tools to plan appropriately for implementation.

CASTRO VALLEY BOULEVARD STREETSCAPE — 2007-ONGOING

Alameda County Community Development Agency
224 W. Winton Avenue, Rm. 110, Hayward, CA 94544

Contact: Eileen Dalton, Redevelopment Director
510-670-6509, edalton@co.alamea.ca.us

The redesign of Castro Valley Boulevard, a former state highway and large, traffic-dominated thoroughfare, will create an exciting new pedestrian-friendly retail main street and town center for this established Alameda County community. This design represents the first step in implementing WRT's Redevelopment Strategic Plan with its parallel initiatives to encourage new commercial uses along the boulevard, centralize public parking, and strengthen the district's "walkability" and "bikeability."

WRT's design combines pedestrian enhancements such as bulb-outs and pedestrian-scaled lights, with highly crafted elements that convey the community's unique identity. Travel and parking lane widths are sized to facilitate safe flow of cars, to calm traffic, and to be in balance with other modes of travel. Bicycle lanes are well marked with colored asphalt to further highlight the non-vehicular roadway functions. WRT creatively employed sustainable measures such as capturing and filtering storm water to prevent erosion of nearby creeks and pollutants from entering the bay.

WILSON AVENUE STREETSCAPE — 2001-2003

City of Vallejo Engineering Department, 555 Santa Clara Street, Vallejo, CA 94590

Contact: Allan Panganiban, Senior Civil Engineer
707-648-4686, apanganiban@ci.vallejo.ca.us

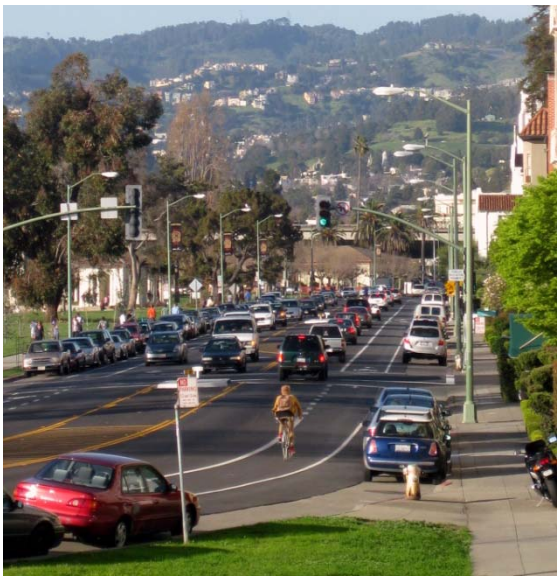
As a follow-up to work done on the Vallejo Waterfront/Downtown Master Plan for Public Space, WRT led the community-based redesign and construction documentation of the Wilson Avenue corridor, a two-mile long city street along Vallejo's Napa River waterfront. Community representatives, city agency staff, and design team members collaborated closely, resulting in the development of design concepts for pedestrian and bicycle circulation, traffic calming measures, transit stops, and gateway elements.

Also developed was a park interface with a meandering multi-use path that respects habitat while strengthening pedestrian connections to and from the adjacent neighborhood and a landscape concept that establishes the corridor as a scenic gateway to the city. After adoption of the design concept, WRT worked with a team to prepare the construction documents.

LAKESIDE DRIVE AND LAKESHORE AVENUE STREETSCAPE 2005-2010

City of Oakland, Public Works Department, Project Delivery Division
250 Frank H. Ogawa Plaza, Suite 4300, Oakland, CA 94612A

Contact: Danny Lau, PE, Supervising Civil Engineer
510-238-7211, dlau@oaklandnet.com



WRT was engaged in the ongoing planning and detailed design of Lake Merritt Park, long considered the "Jewel of Oakland". The award winning Lake Merritt Park Master Plan set clear goals for the restoration of the historic park and the rebalancing of the surrounding streets. For this plan, WRT led a team of consultants including architects, ecologists, and transportation engineers. The process involved extensive interaction with city staff, community stakeholders, and the larger public. Following the master plan, WRT led the detailed design and implementation of over twelve million dollars of infrastructure improvements.

The automobile oriented perimeter roadways, which did not adequately serve pedestrian and bicycle access to this popular recreational destination, became a focus of the improvements. Through extensive traffic modeling and in response to robust community support, the streets were shown to be suitable for a "road diet" and rebalancing of modes. Bicycle lanes, transit stops, and pedestrian crossings were strategically placed to maximize safe connections to neighborhoods and regional circulation routes. Parking regulation was also revisited to better serve park users. The resulting improvements to over two miles of streets have created a profound increase in new users including commuter cyclists, recreational riders, kids, and pedestrian strollers.

PROJECT SCHEDULE

Figure 2 Project Schedule

We have provided the following schedule based on the overall project schedule provided by the City of Albany. However, we believe that there are several areas where the timing of certain tasks can be accelerated, resulting in an overall project time frame four to six months shorter than shown below.

		FY 2012 - 2013												FY 2013 - 2014											
Task	Description	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	Project Planning and Coordination																								
1.5	Kick-off meeting and data collection	M																							
1.6	Pre-charrette Existing Conditions Tour		M																						
1.7	Prepare Base Maps and Charrette Materials			D																					
1.8	Project coordination																								
2	Outreach and Publicity																								
2.1	Technical Advisory Committee Meeting #1		M																						
2.5	Technical Advisory Committee Meeting #2				M																				
3	Charrette Events																								
3.1	Charrette Events					M																			
4	Draft and Final Report																								
4.1	Prepare report outline						D																		
4.2	Technical Advisory Committee Meeting #3 - Report Preparation							M																	
4.3	Administrative draft report									D															
4.4	Draft Report and 1st Presentation to Traffic and Safety Commission										D	M													
4.5	Draft Final Report and 2nd Presentation to Traffic and Safety Commission												D	M											
4.6	Present to City Council															M									
4.7	Final Report																	D							
	M = Meeting																								
	D = Deliverable																								

METHODOLOGY AND APPROACH

PROJECT UNDERSTANDING

This project is close to home for our project team, indeed, we have an Albany resident on the team, giving our team members some familiarity with these project corridors and an understanding of some of the issues that need to be addressed during the project.

Buchanan Street and San Pablo Avenue are two of Albany's key transportation corridors for pedestrians, bicyclists, buses, automobiles, trucks, and emergency vehicles. Buchanan connects the city to I-80 and the Bay Trail to the west, and San Pablo connects Albany to El Cerrito to the north and Berkeley to the south. Although the streets share similar purposes, we are aware that each corridor is distinct in character. San Pablo is a major regional thoroughfare running through the heart of Albany and is home to many retail and neighborhood destinations. Buchanan is a gateway to the City with a mix of land uses from single family residential to parks and institutions, add to its interest and complexity.

The current state of both streets creates challenges for pedestrians and bicyclists, both for users traveling along these streets, and also for users who are trying to cross them, especially at locations away from signalized intersections. For residents in some areas of the city, these streets act as a physical barrier for non-motorized access to other parts of the city. This is a particular problem for residents of the Albany Hill area, who must cross Buchanan to access Ocean View Park and School, UC Village, and other areas to the south. Similarly, Albany Hill residents must cross San Pablo Avenue to access destinations to the east. Residents who live east of San Pablo must cross it to access services, recreational and education facilities, and other amenities to the west.

As the only arterial providing access to I-80 in Albany, Buchanan carries a large volume of traffic. Many north Berkeley residents and visitors also use Buchanan to access the freeway. The design of the street and its function as a key freeway access point contribute to high vehicle speeds that are frequently over the 25 mph speed limit. Few visual or other cues that naturally encourage motorists to drive more slowly are present on Buchanan. Without these subtle cues, to travel the speed limit, drivers must consciously slow down. The street serves as a truck route and is used by two AC Transit Lines (25 and 52). Furthermore, Albany's police and fire stations are located on

the east end of Buchanan, and emergency vehicles use Buchanan Street, Marin Avenue, and San Pablo Avenue as primary emergency access routes.

Buchanan also provides Albany's only access to the Bay Trail and the Albany Bulb, and is the only direct connection from Albany and UC Village to the Target store located on Eastshore Frontage Road. The lack of a sidewalk or bicycle facility on the south side of the street is a significant barrier to pedestrians and bicyclists traveling eastbound on Buchanan (the city is already moving forward on a project to address this issue). Providing improved pedestrian and bicycle facilities on Jackson Street will enable pedestrians and cyclists from the south to more easily and safely access the Bay Trail via the new facility planned for the south side of Buchanan. For pedestrians and cyclists traveling westbound on Buchanan Street from Marin Avenue, the San Pablo Avenue crossing and the current Buchanan/Marin merge just east of the fire station are difficult to navigate, especially when combined with significant motor vehicle traffic. Our team hopes to build on past efforts to reconfigure this intersection to make it safer and easier for all users.

San Pablo Avenue's width and heavy use by automobiles, trucks and buses make it a difficult environment for pedestrians and bicyclists. San Pablo Avenue is also an important emergency vehicle route as well as a state highway (123). It is a primary commercial corridor in Albany, especially near the intersection of Solano Avenue.

As some of the most prominent physical and functional features of the community, there is significant opportunity for the design of these two streets to further enhance the sense of place and unique character of the city, improving livability throughout Albany. Design explorations will define streets that serve a diverse number of land uses and mode types and express a character that is special to Albany while also meeting the functional transportation needs of the area. We will also consider the aesthetics of these corridors, which will include landscaping recommendations. Taking this into account, the recent community initiated native planting is an important feature that could be expanded.

Based on our existing knowledge of the project area, our design team has identified the following key issues as some of the ideas that we hope to address in the planning and design process:

- Improved safety and convenience of bicycle and pedestrian crossings at currently unsignalized locations along Buchanan Street (especially at Taylor Street) and San Pablo Avenue.
- Bicycle access along as well as to and from Buchanan and San Pablo.
- Incorporate design features that discourage motorists from speeding on Buchanan Street.
- Bus operations, particularly northbound on San Pablo Avenue near Solano Avenue.
- Improve pedestrian and bicycle crossings at existing signalized intersections (Buchanan Street at Jackson Street, as well as intersections of San Pablo Avenue with Marin Avenue, Buchanan Street, Solano Avenue).

- Improve overall streetscape and design to enhance the sense of place and livability of the city.
- Exploration of "green street" opportunities similar to those completed elsewhere on San Pablo Avenue. Features that simultaneously add to the streetscape and manage stormwater would have the potential to create a unique character and serve as an ecological connection to the Bay in a manner similar to the transportation linkages we will also strengthen.

Our goal is to build on our existing knowledge of the corridor through the excellent, inclusive public process described in the scope of work, as detailed in our approach below.

APPROACH TO THE SCOPE OF WORK

Nelson\Nygaard staff has worked on many Caltrans planning grant projects with the Local Government Commission (LGC), in cities throughout California. Thus we are very familiar with the design charrette approach that is successful in achieving public participation and support for a project. In our detailed approach below, we have retained the task numbers and basic task descriptions from the scope of work outlined in the RFP, but have included additional details regarding our approach to some of the tasks.

TASK 1 PROJECT PLANNING & COORDINATION

1.5 Kick-off Meeting and data collection

The project team will meet with LGC and City of Albany staff to review and finalize the scope of work, establish communication protocols, coordinate preparation activities, and collect studies, reports, GIS/AutoCAD data, and other information that will be used throughout the project. In coordination with City and LGC staff, the team will conduct a brainstorming session to clarify member roles, meeting schedules, contact information, initial stakeholder contacts, possible community meeting locations, and consistent graphics elements for outreach materials.

This task may also include follow-up contact with city staff and others as needed to obtain all necessary background information.

Meeting: Kick-off

Deliverable: Final scope & schedule

1.6 Pre-charrette Existing Conditions Tour

The project team will take a tour of both study corridors with LGC staff, City staff, and interested Technical Advisory Committee (TAC) members (as approved by the city) to review conditions and discuss likely areas of concern to users of the two corridors. This tour will coincide with the first TAC meeting described in task 2.1, which will preferably take place after the tour so it can function as a debriefing session.

The project team will conduct an on-site conditions assessment while considering the following six general issues:

1. **Connectivity:** The street corridors should provide overall connectivity. This means a continuous network with frequent street-crossing opportunities that do not require people to travel out of their way to reach destinations. Where travelers reach a crossing, a clear series of design characteristics are evaluated by our team: clarity, predictability, visibility, permanence, exposure, and obstructions.
2. **Safety:** Sight distance and sight lines are key considerations, especially at points of curvature or ascending grade. Other considerations include lighting adequacy, block length, right-of-way width, proximity and frequency of curb-cuts, and driveway design.
3. **Accessibility:** To ensure that pedestrian facilities are universally accessible to all users, Americans with Disabilities Act (ADA) requirements should be met and proper consideration should be given to the needs of individuals with physical or mental limitations. This is particularly critical in curb ramp and driveway design, but also important with respect to sidewalk clearance and surfacing as well as street crossings and traffic signals. Facilities that are in compliance with ADA generally result in more accommodating facilities for able users as well.
4. **Traffic Engineering Elements:** Traffic elements such as crosswalks, lane markings, curb ramp treatments, signing, and signals should be designed with non-motorized travelers in mind and should maximize convenience, comfort, and safety levels.
5. **Landscaping and Aesthetics:** Aesthetics play an important role in supporting non-motorized environments. The project corridors should be visually appealing and physically inviting. Appealing streetscape design can be an effective means of announcing the uniqueness of the crossing environment, giving motorists clear visual cues to increase their vigilance as they approach.
6. **Convenience:** Crossing desire lines are directly influenced by the connections leading to them. Therefore, streets and sidewalks should be well maintained, safe, and well-lit, and broad to comfortably handle the expected non-motorized volumes. Signage should be adequate to lead individuals, especially those unfamiliar with the area, to all major destinations. Traffic signal displays and timing are elements that can have a significant effect on the convenience of users, but enhancements for non-motorized users are often overlooked.

Meeting: Existing conditions walking tour

1.7 Prepare Base Maps and Charrette Materials

In preparation for the charrette, the team will use the existing conditions data obtained during Tasks 1.5 and 1.6 to prepare visuals for design purposes and to aid in the public input discussions of issues surrounding San Pablo Avenue and Buchanan Street. An accurate base drawing will provide a solid foundation for design. The team will utilize available drawing information from the City to prepare a scaled base map in AutoCAD for each project area. This will serve as the basis for charrette exploration and the concept plans.

For this effort we understand a CAD drawing with topographic data will be provided. At a minimum, the provided drawing should show extent of ROW, curbs, property lines, general face of building, major trees, and driveways. The Nelson\Nygaard team has experience using this level of base map detail to develop concept, preliminary design, and 35% plans for street design

projects. We have included a small budget to add selected additional information such as aerial imagery, travel lanes, and curbside storm drains.

This task will include the production of base maps for use by charrette participants. Although the exact list is flexible and the actual list will be determined during the kick-off meeting and the first TAC meeting, the base maps will likely include the following:

- Existing vehicular, transit, walking and biking networks
- Key intersections and crosswalks
- Known deficiencies
- Pedestrian and bicycle amenities
- Landscape features
- Constraints and obstructions

Deliverables: Large format base maps for charrette activities
Maps and digital files for consultant team design

1.8 Project coordination

Michael Moule, Project Manager, will provide oversight throughout the duration of the project. He will guarantee that the City of Albany receives a quality product by assuring that:

- The Scope of Work is produced, adhered to, and revised if mutually agreed to with the City of Albany Project Manager
- The City of Albany is regularly informed of project status and is an active partner in the execution of the project
- Meeting materials and all deliverables are of the highest quality

TASK 2 OUTREACH & PUBLICITY

The keys to a successful public involvement process are clarity and continuity. Clarity implies that the public understands the purpose of the meetings they are asked to participate in, the expected outcome of each meeting, and how meetings relate to one another. Continuity implies that there is a logical sequence to the meetings and that the information is traceable from meeting to meeting. When these two conditions are met, trust and goodwill are created in the participants as a result of process transparency as well as a clearer understanding of the issues at hand.

For this project, the LGC will lead the outreach and publicity tasks identified in the overall project schedule and scope. However, the Nelson\Nygaard team has significant experience with public involvement, and we will assist LGC staff in these efforts, including participating in the advisory committee meetings in Task 2 and the charrette events discussed in Task 3. Although LGC staff will prepare the outreach materials for the public involvement events, Nelson\Nygaard team members will be available as needed to provide input on these materials.

2.1 Technical Advisory Committee Meeting #1

The first meeting with the TAC will occur on the day of the pre-charrette existing conditions tour, preferably after the field visit so that items identified during the field visit can be discussed at the meeting. This meeting will serve to introduce team members to critical stakeholders and introduce TAC members to our team and our project approach. The overall schedule will be

discussed, preliminary goals established, and potential topical and scheduling issues identified. In addition to the project coordination goals, this is an opportunity for the TAC to call attention to specific issues and concerns with the corridors of interest. This meeting will also include an opportunity to identify additional players and resources to pursue for neighborhood improvements, and to determine strategies to maximize community participation and ensure engagement of all segments of the community.

Meeting: Technical Advisory Committee #1

2.5 Technical Advisory Committee Meeting #2—Charrette Preparation

Once LGC has prepared the outreach materials (working as needed with the Nelson\Nygaard team), another Technical Advisory Committee meeting is anticipated in order to jump-start the process of getting the word out to the public. The LGC will lead this meeting, but Nelson\Nygaard will participate in order to provide additional ideas on communicating information about the charrette events to the public.

Meeting: Technical Advisory Committee #2

TASK 3 CHARRETTE EVENTS

Our team will employ a comprehensive design and planning charrette for the Buchanan Street and San Pablo Avenue corridors. Nelson\Nygaard has had great success developing consensus for complex transportation decisions using the charrette process. As opposed to a simple workshop or presentation to the public, a charrette is a multiple day iterative process that fosters diverse and locally-sourced design ideas for a given study area among any array of stakeholders.

While the charrette is a rigorous and inclusive planning process, it is not intended that participants attend the entire process. Various focus groups and break-out sessions, continuous design development, regular open-houses or “pin-ups,” and collaborative workshops allow brief inputs by stakeholders to continuously evolve to an implementation plan without exhausting participants.

Key principles that define a charrette include:

- Involve all interested stakeholders, whether they be supportive or in opposition.
- Develop project designs across all design and involvement specialties concurrently, including engineering, landscape architecture, accessibility, planning, economics, safety, human factors, urban design, etc.
- Use short feedback loops that advance designs through proposal, review, changes, and follow-up reviews in the span of hours and not weeks to avoid misperceptions that develop between typical outreach steps.
- Develop detailed designs that address all potential concerns simultaneously.

Our team will bring together planning, engineering, landscape architecture, and urban design professionals to moderate the charrette and lead the design development. Stakeholders and community members can be added to this core team at any time if appropriate or at the City's discretion. The charrette should be run out of a central location within the study area to be most accessible to stakeholders and the public.

Sample Complete Streets 3D Rendering

Source: Nelson\Nygaard. Seattle Transit Master Plan, Seattle, WA. 2012

The charrette process will include the following events:

Focus Group Meetings

These meetings are intended to allow small groups of stakeholders to provide their local knowledge of the project area and discuss their concerns and issues with the project team. Each focus group is typically focused around a specific segment of stakeholders, such as business interests, schools, public agency staff, emergency responders, etc. A total of four (4) to six (6) one-hour focus group meetings are anticipated to occur during the first two days of the charrette. At least two (2) members of the Nelson\Nygaard team will attend each focus group to listen and participate in the discussion, along with LGC staff and Dan Burden.

Opening Community Presentation

This workshop serves as a welcome and public kick-off for the project, and typically includes a presentation about the goals and objectives for the project including the principles of livability and complete streets. This workshop also provides the first opportunity for public input, in the form of exercises to identify the vision and values of the community, and prioritize these items for consideration by the design team. We understand that LGC staff and Dan Burden will lead the presentation elements of this workshop. However, the Nelson\Nygaard team has several members who are well-versed in the issues to be presented, and would be available to make these presentations as well. Team members will also be on hand to help facilitate and observe the visioning and prioritization exercises.

Community Workshop

This workshop (anticipated to take place on a Saturday) is where the majority of the general citizen input is received. After a brief introduction by a public official, the first activity is a walking audit of the project corridor, where one or more groups of citizens walk the corridor with an expert from the design team. Citizens and design team members discuss problems and solutions for improving safety and mobility for all users of the streets. Nelson\Nygaard team members have conducted dozens of walking audits in communities throughout California and the United States. Because we expect that Albany residents are highly interested in public improvement on projects, we can have several team members available to lead groups during the Audit.

Identifying Issues

We have learned that users and local stakeholders are the best source for a thorough conditions assessment and often have some of the best solutions in mind. Given this experience, participants in focus group meetings, the opening public meeting, and the community workshop will be asked to write down their ideas and concerns and use maps to indicate specific conflicts and needs.

The next phase of the workshop includes a presentation on design principles that serves to educate the public about possible ideas that have been proven to improve conditions for all modes of transportation. We understand that this presentation will likely be led by Dan Burden, but our team members, particularly our project manager Michael Moule, have successfully given similar presentations during charrettes, so we are available to assist as needed.

The final phase of this workshop is the community design session, when participants sit around tables in small groups and mark up maps with their recommendations for improving access, safety, and mobility on San Pablo Avenue and Buchanan Street. The Nelson\Nygaard team will have several members on hand to float between design tables, answering questions from the public and listening to the discussion. When citizens "report back" their findings and recommendations, all team members present will carefully listen to the recommendations and ask any questions necessary for clarification.

On Site Production

During a 3-day intense design effort, the design team will develop recommendations and design concepts. These concepts will be based on the ideas and recommendations of stakeholders and the general public, and draw upon the our years of practical experience and our national database of best practices. The design team will test potential strategies against the constraints and opportunities identified during the data-gathering task. Some of our designers also have traffic engineering and analysis expertise, so we will also perform traffic analysis as needed to test the proposed solutions.

The design team will explore design concepts graphically using a variety of media and tools. Hand drawings on trace paper will be used to quickly test and communicate broad concepts and site specific alternatives. These drawings may be enhanced with color and labels or redrawn with more accuracy for use in presentations. Once broad concepts are conceived, SketchUp will be utilized to create a 3-D model. We believe this technique will be valuable for San Pablo Avenue to test lane configurations, median placement, and overall streetscape over a several block length. For Buchanan, a typical 100' segment can effectively demonstrate to community members how the multimodal mobility components are organized.

During the workshop, we will begin drawing the preferred concept in AutoCAD to refine the layout using higher accuracy. From the SketchUp model or using photographs along the corridor, we may use Photoshop to create photo-simulations to further express how the concepts will look. The production days will include open studio hours for "pin-ups" of our work-in-progress. This will allow stakeholders and members of the public to join us in our workspace to view our initial ideas and provide their comments and recommendations.

There are many possible strategies for providing complete streets and improving safety, access, and mobility on San Pablo Avenue and Buchanan Street. The Nelson\Nygaard team has incorporated many of the following strategies on other charrette projects:

Crossing Signalization

- Bicycle detection
- Countdown indications
- LED signal heads
- Passive pedestrian phase actuation
- Timed recall actuation
- Bicycle indications

Signing & Pavement Markings

- Wayfinding
- High-visibility crosswalk markings
- Yield to pedestrians signs
- Advanced yield lines and signs
- Bicycle lane markings and signs
- Bicycle shared lane markings and signs
- Pedestrian crossing warnings (e.g. rectangular rapid flash beacons)

Physical Measures

- Curb extensions
- Raised medians (with ped refuges)
- Crossing islands
- Raised crossing
- Additional street or path lighting
- Narrowed cross-sections
- Widened sidewalks & landings
- Wide ramps with bollards
- Trees and streetscape features
- Realigned intersections
- Corner radii reductions
- Roundabouts

Closing Presentation

The final evening of the charrette will include a closing presentation to showcase the preliminary vision plan and design concepts. Nelson\Nygaard team members will join Dan Burden and LGC staff in presenting the concepts in a captivating highly-visual PowerPoint presentation with many graphics and images representing the many possible strategies for providing complete streets and improving safety, access, and mobility on San Pablo Avenue and Buchanan Street.

Sample Complete Streets Cross Section

Source: Nelson\Nygaard. Bridge Street Corridor Transportation Network, Dublin, OH. 2011

Meeting: Multi-day charrette

Deliverable: Graphics and other content for the closing presentation

TASK 4 DRAFT & FINAL REPORT

4.1 Report Outline

Our team will work with the LGC, Albany staff and the TAC to develop an outline for the report based on the results of the charrette. The team will also develop a list of questions, concerns, or issues that emerge during the charrette or after the charrette. This outline and list will be circulated to City and Caltrans staff as well as other stakeholders identified the City, to seek direction/guidance for preparing the draft report.

Deliverable: Report outline and list of questions, concerns and issues

4.2 Technical Advisory Committee Meeting #3 - Report Preparation

We will meet with City staff, Caltrans staff, and the TAC to discuss the report outline and pending concerns, resolve any remaining issues, and review the proposed concepts from the charrette process. The result of this meeting will be a final report outline.

Meeting: Technical Advisory Committee #3

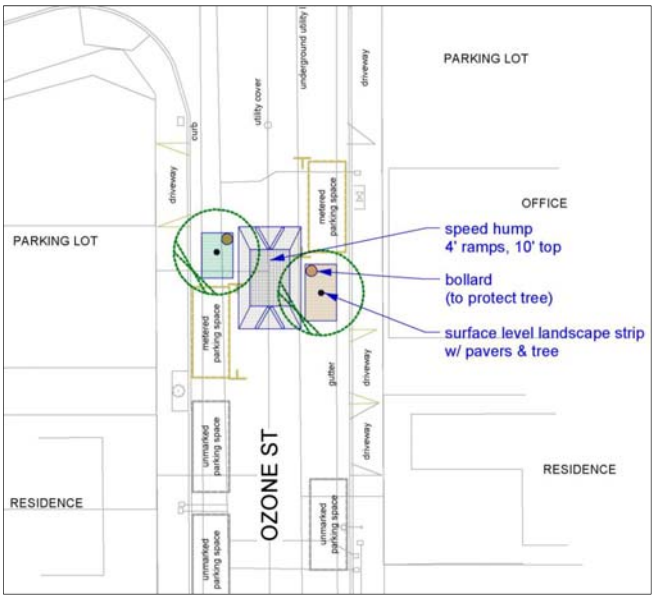
4.3 Administrative Draft Report

Nelson\Nygaard will compile all findings and drawings, and cost estimates into a succinct report that frames the discussion regarding preferred alternatives. It will detail the findings from the data collection, conceptual design alternatives, document the public input, and explain the rationale for proposed treatments. The document will be a concise statement about the preferred conceptual design and the recommended steps toward implementation. Graphics will consist of plans and illustrations developed during the charrette and refined as part of production of the

report. The document will be prepared in Microsoft Word or Adobe InDesign and submitted as a PDF.

Based on the results of the charrette, the team will further develop the preliminary layout drawing in AutoCAD. We intend the drawing to demonstrate feasibility for proposed mobility and streetscape enhancements. Proposed solutions to better accommodate all users (pedestrians, bicyclists, transit, and motor vehicles) will be shown, including features such as curb-and-gutter, bulb-outs, medians, lane markings, parking space marks, crosswalks, driveways, sidewalks, bike lanes and other bike facilities, transit facilities, streetscape features, and major plantings. Labels and dimensions will be provided. Accuracy will be dependent on the accuracy of the base information received. The plan view drawing will be assembled on a sequence of sheets at a size and scale to be determined. Each sheet will include a title block and scale. The plan sheets are proposed to be included as an appendix to the report.

Sample Schematic Designs



The report and plan sheets will be sufficient for use in applying for grants for funding to finalize plans, specifications, cost estimates, environmental documentation, and construction.

The following items will be included in the report:

- A record of the charrette process
- Descriptive narrative and bullets for issues and solutions
- Schematic plans and cross-sections of proposed solutions
- 3-D renderings and photo-simulations
- Supporting pictures/graphics as necessary
- An implementation section with proposed and prioritization
- A section identifying potential funding sources

Deliverable: Administrative draft report in electronic format

Task 4.4 Draft Report and First Presentation to Traffic and Safety Commission

The draft report will be submitted to the City and TAC for review. Nelson\Nygaard will make one (1) round of revisions based on a single set of non-conflicting comments. *(The City project manager will coordinate, compile, and consolidate comments from City staff and the TAC prior to transmitting the comments to Nelson\Nygaard).*

The Nelson\Nygaard Team will prepare a presentation highlighting the key considerations to present the draft report to the Traffic and Safety Commission.

Deliverable: Draft report in electronic format

Meeting: Presentation to Traffic and Safety Commission

Task 4.5 Draft Final Report and Second Presentation to Traffic and Safety Commission

Nelson\Nygaard will make one (1) round of revisions based on a single set of non-conflicting comments following the presentation of the draft report to the Traffic and Safety Commission. *(The City project manager will coordinate, compile, and consolidate comments from the Traffic and Safety Commission and others prior to transmitting the comments to Nelson\Nygaard).* Following the revisions to the draft report, Nelson\Nygaard will submit the draft final report to the City for review prior to document production.

The draft final document will go through Nelson\Nygaard's Creative Services department to create an attractive and robust professional document suitable for public use.

Nelson\Nygaard will prepare a presentation based upon the draft final report highlighting the key considerations for the City Council. We will first present these materials to the Traffic and Safety Commission, which will then make a recommendation to City Council.

Deliverable: Draft final report in electronic format

Meeting: Presentation to Traffic and Safety Commission

Task 4.6 City Council Presentation

Nelson\Nygaard will present the draft final report to the City Council with the goal of gaining official approval of the complete streets designs for Buchanan Street and San Pablo Avenue. It is anticipated that the City Council will adopt by reference or amendment to other policy documents and regulations, for incorporation into work programs.

Meeting: Presentation to City Council

Task 4.7 Final Report

Nelson\Nygaard will make one (1) final round of revisions based on a single set of non-conflicting comments following the presentation of the draft report to the City Council. *(The City project manager will coordinate, compile, and consolidate comments from the Commission and Council prior to transmitting the comments to Nelson\Nygaard).*

Deliverable: Final report in electronic format

Albany Complete Streets
Proposed Project Budget

		Nelson\Nygaard Costs							Subconsultant Costs						
									WRT						
		Michael Moule Project Manager	Kara Vuicich Local Advisor	Michael Alba Deputy Project Manager	Magnus Barber Multimodal Specialist	Additional Support			Jim Stickley Principal Design Advisor	John Gibbs Senior Urban Designer	Yeon Tae Designer			Total Hours	Total Cost
	Total Billing Rate	$187.00	$137.00	$120.00	$120.00	$97.00	Hours	Cost	$225.00	$145.00	$75.00	Hours	Cost		
Task	Description														
1	Project Planning and Coordination														
1.5	Kick-off meeting and data collection	4		2		6	12	$1,570		4	6	10	$1,030	22	$2,600
1.6	Pre-charrette Existing Conditions Tour	6					6	$1,122		6		6	$870	12	$1,992
1.7	Prepare Base Maps and Charrette Materials	2	2	2	6	8	20	$2,384			30	30	$2,250	50	$4,634
1.8	Project coordination	8		8			16	$2,456		8	8	16	$1,760	32	$4,216
	Task Total	20	2	12	6	14	54	$7,532	0	18	44	62	$5,910	116	$13,442
2	Outreach and Publicity														
2.1	Technical Advisory Committee Meeting #1	4					4	$748		4		4	$580	8	$1,328
2.5	Technical Advisory Committee Meeting #2	4					4	$748		4		4	$580	8	$1,328
	Task Total	8	0	0	0	0	8	$1,496	0	8	0	8	$1,160	16	$2,656
3	Charrette Events														
3.1	Charrette Events	42	18	32	8		100	$15,120	8	42	32	82	$10,290	182	$25,410
	Task Total	42	18	32	8	0	100	$15,120	8	42	32	82	$10,290	182	$25,410
4	Draft and Final Report														
4.1	Prepare report outline	4	6	6			16	$2,290	1	4	8	13	$1,405	29	$3,695
4.2	Technical Advisory Committee Meeting #3 - Report Preparation	4	2				6	$1,022		4		4	$580	10	$1,602
4.3	Administrative draft report	10	24	8	8	10	60	$8,048		12	34	46	$4,290	106	$12,338
4.4	Draft Report and 1st Presentation to Traffic and Safety Commission	8	6	6			20	$3,038		8	10	18	$1,910	38	$4,948
4.5	Draft Final Report and 2nd Presentation to Traffic and Safety Commission	8	6	6			20	$3,038		8	10	18	$1,910	38	$4,948
4.6	Present to City Council	4					4	$748		4		4	$580	8	$1,328
4.7	Final Report	8	6	6			20	$3,038		8	10	18	$1,910	38	$4,948
	Task Total	46	50	32	8	10	146	$21,222	1	48	72	121	$12,585	267	$33,807
	TOTAL HOURS	116	70	76	22	24	308		9	116	148	273		581	
	TOTAL COST	$ 21,692	$ 9,590	$ 9,120	$ 2,640	$ 2,328		$ 45,370	$ 2,025	$ 16,820	$ 11,100		$ 29,945		$ 75,315

								NN Direct Costs					Subconsultant I Direct Costs			
Direct Expenses																
	Communication/Postage															
	Printing/Reproduction/Supplies								$ 265					$ 300		
	Meeting Materials															
	Subtotal - Direct Expenses								$ 285					$ 300		
	Total Cost by Firm (Labor + Direct Expenses + G&A)								$ 45,655					$ 30,245		$ 75,900

We propose to perform the work on a time and materials basis, thus we will invoice only for the hours and direct costs you actually need. While we anticipate that the staff shown in the above cost proposal will perform the majority of the work on the project, we have included our entire schedule of rates below.

Figure 4 Billing Rates

NELSON\NYGAARD BILLING RATES

Title	Base Rate	Overhead 140%	Profit 10%	Total Billing Rate
Principal X	$118.94	$166.51	$28.54	**$314.00**
Principal IX	$110.98	$155.37	$26.64	**$293.00**
Principal VIII	$94.70	$132.57	$22.73	**$250.00**
Principal VII	$84.09	$117.72	$20.18	**$222.00**
Principal VI	$75.38	$105.53	$18.09	**$199.00**
Principal V	$70.84	$99.17	$17.00	**$187.00**
Principal IV	$64.77	$90.68	$15.55	**$171.00**
Principal III	$60.61	$84.85	$14.55	**$160.00**
Principal II	$56.06	$78.48	$13.45	**$148.00**
Senior Associate II	$51.89	$72.65	$12.45	**$137.00**
Senior Associate I	$49.63	$69.48	$11.91	**$131.00**
Associate Project Planner	$45.46	$63.64	$10.91	**$120.00**
GIS	$45.46	$63.64	$10.91	**$120.00**
Creative Services	$45.46	$63.64	$10.91	**$120.00**
Associate II	$36.74	$51.44	$8.82	**$97.00**
Support (Admin, Pubs, etc)	$36.74	$51.44	$8.82	**$97.00**
Associate I	$26.52	$37.12	$6.36	**$70.00**
Intern	$18.18	$25.45	$4.36	**$48.00**

Appendix A

Michael Moule, PE, TE, PTOE

Principal

Michael has over 18 years of progressive traffic and transportation engineering experience, including traffic calming, conceptual design for "Complete Streets," and planning improved bicycle and pedestrian facilities. His projects accommodate all modes of transportation in order to help cities and states meet their mobility, economic development, safety, and quality of life goals. He has significant innovative design experience and specializes in improving conditions for non-motorized users without degrading motor vehicle capacity. Michael routinely leads community planning processes and training sessions to give citizens the basic skills they need to develop and review street design solutions.

EDUCATION

BSE, Civil Engineering, Princeton University, 1993

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Principal Transportation Engineer, 2010-Present

GENERAL PROJECT EXPERIENCE

Michael Moule has completed the following projects since 2002:

- **Training Courses related to Bicycle and Pedestrian Transportation issues** for the Federal Highway Administration, state Departments of Transportation, Metropolitan Planning Organizations, and local governments. These courses include Bicycle Facility Design; Pedestrian Facility Design; the Safe Routes to School National Course; Designing for Pedestrian Safety; Complete Streets workshops; Developing Pedestrian Safety Action Plans; and Designing Pedestrian Facilities for Accessibility.
- **Design Guidelines and Standards** including the update of the AASHTO Guide for the Development of Bicycle Facilities; the update of FHWA's Roundabouts: an Information Guide, Los Angeles County Complete Streets Design Guidelines, and Livable Communities Design Guidelines for Florida Department of Transportation District 6. Mr. Moule was the primary author of several sections of these documents. Mr. Moule was also on the review panel for ITE's Neighborhood Street Design Guidelines: An ITE Recommended Practice.
- **Pedestrian Master Plans and Bicycle Master Plans** for communities in various parts of the country including Seattle, Washington; Mountain View, CA; Santa Monica, CA; Asheville, North Carolina; Oxford, Mississippi; and Marina, California. These projects involve reviewing conditions for bicyclists and/or pedestrians and identifying locations for shared use paths, on-road bicycle facilities, sidewalks, and enhanced street crossing opportunities. On some of these projects, Mr. Moule developed innovative designs to accommodate bicyclists or pedestrians.
- **Street Design and Reconstruction Projects** in urban areas where it is critical to address the needs of both non-motorized and motorized users. On these projects, Mr. Moule works to balance the needs of all users, often designing typical cross sections; pedestrian safety features; bicycle facilities; intersection geometry details; and signal timing, phasing, and displays. Example projects include the **Sarasota Pedestrian Sleeves Project** in Sarasota, Florida; the **Bayshore Boulevard Enhancement Project** in Tampa, Florida; **Non-Motorized Traffic Improvements at Intersections** in Columbia, Missouri; and the **Grove Park Neighborhood Sidewalk Project** in Asheville, North Carolina.
- **Shared Use Path Design** including basic geometric design, mitigation of impacts of existing constraints and obstructions, and the development of treatments to enhance the safety and convenience of path users where paths cross minor and major roadways. Example projects include **West Street Pathway** in Berkeley, CA; **Providence Trail and Stadium Trail** in Columbia, Missouri; **54th Avenue Trail** in St. Petersburg, Florida; and **Upper Tampa Bay Trail** in Hillsborough County, Florida.
- **Traffic Calming Projects** which typically included significant public involvement where Michael Moule conducted public meetings to gauge public support and obtain residents' suggestions on the appropriate

traffic calming features for their neighborhoods. Following the public meetings, Mr. Moule used the neighbors' ideas to select appropriate traffic calming measures and design comprehensive traffic calming plans for the neighborhoods. Example projects include the **Hillsborough County Traffic Calming Management Program** in Florida; the **Grove Park Neighborhood Traffic Calming Project** in Asheville, North Carolina; **Highland Pines Traffic Calming and Crosswalk** in Tampa, Florida, and the **South Neighborhood Traffic Calming Project** in Tampa, Florida.

PREVIOUS EXPERIENCE

Livable Streets, Inc.
Founder and President, 2002 - 2011

- Michael Moule formed Livable Streets, Inc. to assist state and local governments in transforming street and highway networks to efficiently accommodate all modes of transportation.

City of Asheville, NC
City Traffic Engineer, 1999 - 2002

- Mr. Moule joined the Asheville Engineering Department to provide a balanced approach to transportation engineering for the city. He used his specific experience in non-motorized transportation combined with an overall background in traffic and civil engineering to provide the City with a transportation system that serves all users.

Oregon Department of Transportation (ODOT)
Associate Transportation Engineer, 1993 - 1999

- **Project Coordinator/Pedestrian and Bicycle Coordinator - Region 4, Bend, Oregon.** Transferred to Region 4 to design and administer construction of the downtown portion of the Bend Parkway, an urban expressway constructed through Bend. He used his expertise in pedestrian and bicycle accommodation to minimize the negative impacts that this new facility and other projects in Region 4 have on non-motorized users.
- **Bicycle & Pedestrian Facility Specialist, Bicycle & Pedestrian Program, Salem, Oregon.** Primary responsibility was to ensure that all construction projects on Oregon's highways included appropriate accommodations for pedestrians and bicyclists. His secondary responsibility was to work with local governments to improve conditions on their roads.

REGISTRATIONS AND CERTIFICATIONS

- Professional Engineer:
  - California (Number 77875)
  - Oregon (Number 51066)
  - North Carolina (No. 25342)
  - Florida (Number 59611)
- California Traffic Engineer (2610)
- Professional Traffic Operations Engineer (PTOE)

AFFILIATIONS

- Association of Pedestrian and Bicycle Professionals; past President
- National Committee on Uniform Traffic Control Devices; Member
- Institute of Transportation Engineers; Member
- League of American Bicyclists; Member and LCI #1150

Michael M. Alba

Associate Project Planner

Michael Alba has nearly seven years of public and private sector experience specializing in the analytical techniques used in conducting multimodal transportation and land use studies. Mike is proficient in conducting and participating in interactive public workshops that empower stakeholders and the community. Michael specializes in incorporating sustainable transportation and community design practices into project and program design, and is an expert in synthesizing complex data into easily understandable visuals.

EDUCATION

Master of Regional Planning, Urban Policy Certificate, University at Albany, Albany, NY
B.A. Geography and Planning, University at Albany, Albany, NY

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Associate Project Planner, 2010–Present ; Associate, 2008-2010

Streetscape, Pedestrian and Bicycle Design, and Charettes

- Aviation Boulevard Bicycle Lane Design, Cities of Hermosa, Redondo and Manhattan Beach, CA, 2012
- Tiburon Parking & Circulation Plan, Tiburon, CA, 2012
- Madera Avenue Streetscape Design Charrette, Kerman, CA, 2011
- Half Moon Bay Coastal Design Charrette, San Mateo, CA, 2011
- Main & King Street Design Charrette, Northampton, MA, 2011

Transit, Transportation Demand Management & Sustainable Transportation

- BART Alameda Transit and Access Study, Alameda, CA, 2012
- Seattle Transit Master Plan, Seattle, WA, 2012
- Essex Town Transportation Plan, Essex, CT, 2010

Parking Demand Management

- Canyon Lodge Parking and Transit Circulation Review, Mammoth Lakes, CA, 2011
- Mueller Town Center Parking Study, Austin, TX, 2010
- Nantucket Downtown Parking Management Implementation Program, Nantucket, MA, 2010

PREVIOUS EXPERIENCE

Capital District Transportation Committee, Albany, NY
Graduate Intern, 2005–2008

The Purple Path: A Multi-Use Path for the University at Albany Community, Albany, NY
Project Manager, 2005-2006

PROFESSIONAL AFFILIATIONS & ACCOLADES

- Member of the Association of Pedestrian and Bicycle Professionals
- Member of the Congress for New Urbanism
- Awarded Outstanding Student Project, American Planning Association, NY Upstate Chapter, 2006
    - The Purple Path: A Multi-Use Path for the University at Albany Community

Kara Vuicich, AICP

Senior Associate

Kara Vuicich, AICP, has 10 years of experience as a transportation planner and has rejoined Nelson\Nygaard after working for seven years in the City of Berkeley, California's Public Works Department where she focused on improving the city's bicycle, pedestrian and transit facilities and programs. She combines her expertise in multimodal transportation with her experience implementing transportation projects and programs to provide communities with effective tools that they can use to achieve their overall vision.

EDUCATION

M.C.P., City and Regional Planning, UC Berkeley
B.A., Environmental Chemistry, UC San Diego

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Senior Associate, 2011-Present

- **South I-25 Urban Corridor Last Mile Study.** Evaluating transit access needs for six light rail stations in the Denver, CO area and recommending pedestrian, bicycle and ADA-accessibility improvements.
- **Guidebook for Estimating the Cost of Non-Rail Infrastructure Upgrades Due to Passenger Rail Implementation.** Currently managing development of a guidebook to provide cost estimates for rail station access improvements, including pedestrian, bicycle and ADA-accessible facilities.

PREVIOUS EXPERIENCE

City of Berkeley Public Works Department, Transportation Division
Associate Planner, 2004–2011

- **Bicycle and Pedestrian Planning.** Pedestrian Master Plan & bicycle facility design & implementation.
- **Downtown Berkeley BART Plaza and Transit Area Improvements.** Pedestrian and bicycle access improvement conceptual designs to the Downtown Berkeley station. Transportation for Livable Communities grant awarded for $1.8M to fund additional design work.
- **Plan Review.** Policy & technical review for pedestrian, bicycle and transit policies and design guidelines for the Downtown Area Plan, Downtown Streets and Open Space Improvement Program and the West Berkeley Circulation Master Plan.

Nelson\Nygaard Consulting Associates
Senior Associate, 2002-2004

- **City of Sacramento Pedestrian Master Plan.** Reviewed the codes, policies, standards, and guidelines suggesting improvements aimed at enhancing the safety, quality and attractiveness of walking.
- **Marin County Transportation Vision and Sales Tax Expenditure Plan.** Facilitated Community Advisory Committee meetings for four different geographic subareas during the development of the Comprehensive Transportation Vision Plan.

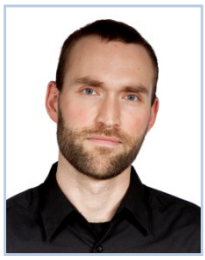
Dyett & Bhatia, Urban and Regional Planners
Planner, 2001-2002

AFFILIATIONS

- American Institute of Certified Planners and American Planning Association
- Association of Pedestrian and Bicycle Professionals
- Women's Transportation Seminar
- Congress for New Urbanism

Magnus Barber

Associate Planner



Magnus Barber specializes in active transportation, transit-oriented development, and transportation and parking demand management, with particular experience in pedestrian and bicycle master plans, and designing streets that accommodate all modes. Magnus' background combines strong data management and quantitative analysis skills with an understanding of planning for bicyclists and pedestrians. He has previously worked on many active transportation projects, most recently on the bicycle component of the Seattle Central Waterfront Design, the Genentech Bicycle Master Plan, the bicycle component of the Alameda Regional Access Plan, and the Mountain View Pedestrian Master Plan.

EDUCATION

Master of Automotive Engineering, Loughborough University, England

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Associate Planner, 2008–Present; Intern, 2007

Bicycle Master Plans

- **Genentech Bicycle Master Plan, South San Francisco, CA**. To encourage and accommodate increases in bike mode share on campus, the master plan was developed to improve on-road and end-of-trip facilities for both commuters coming from surrounding communities and for bikeshare users traveling between different destinations on campus. Diverse areas such as bicycle parking, wayfinding, signage design, commute routes, and online employee information were covered.

Bicycle Facility Design

- **Alameda Transit and Access Study, Alameda, CA.** Developed street design plans to incorporate the addition of bicycle and rapid bus facilities into the existing road network, while maintaining sufficient capacity for current and anticipated future traffic volumes.

Pedestrian Master Plans

- **Mountain View Pedestrian Master Plan, Mountain View, CA.** Developed and led pedestrian & bicycle surveys for the City of Mountain View, mapped facilities, planned outreach in public meetings and online, and recommended policy changes and potential infrastructure improvements.

Multimodal Traffic Impact Analysis for Mixed-Use Developments.

- Assessed current and future multimodal transportation, trip generation and parking demand for mixed-use transit-oriented developments and traditional neighborhood developments in the rail corridor within San Mateo County, CA, by using standard trip generation tools as well as the traffic mitigation component of URBEMIS.

Corporate Campus Parking and Transportation Demand Management.

- **Genentech Corporate Campus Parking and Transportation Demand Management, San Francisco, CA.** Assisted Genentech in managing their comprehensive, multimodal, transportation demand management programs. Planned and managed multimodal cordon counts and parking surveys of commuters entering campus.

Commuter Greenhouse Gas Emissions.

- **Sustainable Community Plan, Tahoe, CA**. Developed a detailed model of greenhouse gas emissions to help corporations understand the climate impact of their employees' commuting habits, as part of a larger transportation demand management program.

PROFESSIONAL MEMBERSHIPS AND AFFILIATIONS

- Association of Pedestrian and Bicycle Professionals (APBP)
- San Francisco Planning + Urban Research Association (SPUR)

James K. Stickley, ASLA, LEED AP

PRINCIPAL / LANDSCAPE ARCHITECT + URBAN DESIGNER

Jim Stickley is a landscape architect and urban designer with over 30 years of experience in community design and planning. His experience has spanned the full spectrum from large-scale urban planning assignments to detailed design and implementation of parks, streets and urban landscapes. Jim has extensive experience in developing plans to enhance urban districts and public open space including complex projects involving community interaction and outreach. Jim's work strives to balance socio-economic, cultural and ecological factors to create unique urban places, rooted in the community's identity.

EDUCATION

The Ohio State University, *Bachelor of Science in Landscape Architecture*

PROFESSIONAL REGISTRATIONS

CA Landscape Architect #4251
FL Landscape Architect #965
NJ Landscape Architect #AS001006
American Society of Landscape Architects
Urban Land Institute
San Francisco Planning and Urban Research Association (SPUR)

TEACHING EXPERIENCE

Instructor for "Professional Practice in Landscape Architecture"; UC Berkeley Extension Landscape Architecture Program; Fall 2002, Fall 2003

PUBLICATIONS / PRESENTATIONS

"Tools for Reducing GHG from Transportation: Climate Action Plans" – SF State Case Study, UC/CSU/CCC Sustainability Conference, June 2009
"CEO Roundtable — Emerging Professionals Forum", ASLA Minneapolis Conference, October 2006
"Inside the LA Studio," ASLA San Francisco Conference, October 2007
"Expressing Culture and Ecology in the Urban Landscape – A Driver for Revitalization", ASLA San Francisco Conference, October 2007
"Engage the Public — Energize the Project", Presentation to the Joint Ventures — Partnerships in Stewardship Conference, Los Angeles, Nov, 2003
"Eye of the Dragon," Landscape Architecture, Volume 88, January 1998
"Suzhou: Shaping an Ancient City for the New China", Spacemaker Press, 1998

SELECTED PROJECTS

NUMBER OF AWARDS

Castro Valley Boulevard Streetscape Design
Castro Valley, CA

Cloverdale Boulevard Streetscape Design
Cloverdale CA

California Pacific Medical Center:
Cathedral Hill Campus & Pacific Campus Streetscape Master Plans
San Francisco, CA

Georgia Street / Unity Plaza Design
Vallejo, CA

Lakeside Drive and Lakeshore Avenue Streetscape
Oakland, CA

Miller Avenue Streetscape Design
Mill Valley, CA

Mission Street Urban Design Study
Santa Cruz, CA

Powell Street Urban Design Study
Emeryville, CA

San José State University
7th, 9th & San Carlos Pedestrian Malls
San José, CA

University Avenue Streetscape Design
Palo Alto, CA

Wilson Avenue Corridor Study & Streetscape Design
Vallejo, CA

Docks Area Specific Plan
Sacramento, CA

Eugene Downtown Waterfront Plan
Eugene, OR

Lafayette Downtown Strategy & Specific Plan
Lafayette, CA

Sacramento Riverfront Master Plan ❶
Sacramento, CA

Richmond Civic Center Renovation ❹
Richmond, CA

Windsor Town Green ❶
Windsor, CA

Berryessa Creek Park
San Jose, CA

Brisbane Baylands Specific Plan
Brisbane, CA

Castro Valley Redevelopment Strategic Plan
Castro Valley, CA

California Polytechnic University, San Luis Obispo
Poly Canyon Student Housing Landscape
San Luis Obispo, CA

La Colina Park
San Jose, CA

Lake Merritt Park / Oakland Waterfront Master Plan ❶
Oakland, CA

Lake Merritt Park Implementation ❷
Oakland, CA

Mid-Town Park
San Jose, CA

Palo Alto Urban Design & Implementation
Palo Alto, CA

Redwood Shores Library
Redwood City, CA

San José State University - City of San José Martin Luther King, Jr. Joint-Use Library
San José, CA

San Marcos Creek "Riverwalk" Specific Plan
San Marcos, CA

Vallejo "Triangle" Transit-Oriented Redevelopment
Vallejo, CA

Vallejo Waterfront / Downtown Master Plan for Public Space ❶
Vallejo, CA

John Gibbs, ASLA, LEED AP

SENIOR ASSOCIATE / LANDSCAPE ARCHITECT + URBAN DESIGNER

John Gibbs is a registered landscape architect and urban designer with more than 15 years of focus on the planning and design of the public realm, particularly urban streets and parks. John has designed streetscape renovations for more than twelve community corridors. In each instance community objectives have been to promote economic and social vitality, improve public safety, enhance community character, and achieve multi -modal balance. John promotes a "green street" approach to streetscape design that also addresses critical community sustainability issues such as stormwater management, water quality, air quality, urban heat island build-up, carbon sequestration, and healthy urban forests. Community outreach is a key component of John's work, and input obtained through stakeholder interviews, focus groups, and interactive workshops has shaped all of his projects.

John's recent relevant experience includes major streetscape designs for Richmond's Macdonald Avenue, Alameda County's Castro Valley Boulevard, and Emeryville's Shellmound and Powell Streets, including a "Complete Streets" strategy to redesign the Powell Street entry corridor to the City of Emeryville, California.

EDUCATION

University of California, Berkeley
Master of Landscape Architecture
University of California, Davis
Bachelor of Landscape Architecture

PROFESSIONAL REGISTRATIONS

CA Landscape Architect #4417
American Society of Landscape Architects

TEACHING EXPERIENCE

Frequent Design Critic to UC Berkeley
"Landscape Urbanism: A New Environmental-ism for Design" Lecture UC Berkeley
LARE (CA License) Preparatory Course 2001-2005
Teaching Assistant to Michael Southworth, 1999, UC Berkeley
Teaching Assistant to Linda Jewell, 2000, UC Berkeley

HONORS & AWARDS

2010 CPFS Preservation Design Award Richmond Memorial Civic Center
2010 APWA Northern CaliforniaProject of the Year,Lake Merritt Municipal Boathouse
2010 ABAG Building a Better Bay Area – Urban Design, Richmond Memorial Civic Center
2009 ABAG Building a Better Bay Area – Urban Design, David Brower Center Oxford Plaza
2009 US Green Building Council's Green Super Heroes Award, David Brower Center Oxford Plaza

SELECTED PROJECTS

NUMBER OF AWARDS

Powell Street Urban Design Study
Emeryville, CA

Shellmound Street Urban Design Guidelines and Pedestrian Linkage Study
Emeryville, CA

Lakeside Drive and Lakeshore Avenue Streetscape
Oakland, CA

Miller Avenue Streetscape Design
Mill Valley, CA

Wilson Avenue Streetscape
Vallejo, CA

Casto Valley Boulevard Streetscape Design
Castro Valley, CA

Castro Valley Redevelopment Strategic Plan
Castro Valley, CA

Central Avenue and Liberty Street Streescape Improvements
El Cerrito, CA

Cloverdale Boulevard Streetscape Design
Cloverdale, CA

Contra Costa Boulevard Streetscape Design
Pleasant Hill, CA

Georgia Street / Unity Plaza Enhancement
Vallejo, CA

Hampton Road Streetscape Improvement Plan
Alameda County, CA

Hesperian Boulevard Streetscape Design
San Lorenzo, CA

MacArthur BART Pedestrian Improvements / 40th Street Streetscape Design
Oakland, CA

Macdonald Avenue Streetscape Design
Richmond, CA

Meekland Avenue Streetscape Master Plan
Alameda County, CA

Creekside Park Master Plan
Hercules, CA

David Brower Center and Oxford Plaza Housing Landscape ❸
Berkeley, CA

Eastshore State Park General Plan + EIR ❸
San Francisco Bay Area, CA

Hercules Bayfront Intermodal Station Plaza Design
Hercules, CA

Hercules Waterfront Public Spaces Master Plan
Hercules, CA

Dunsmuir Hellman Historic Estate Conceptual Interpretive Plan and Grant
Oakland, CA

Richmond Civic Center ❹
Richmond, CA

Oakland Estuary Channel Feasibility Study
Oakland, CA