

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
May 20, 2019
1:30 p.m.

MEETING AGENDA

MAY 17 '19 PM 12:52
REC'D CITY SEC OFF

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENT

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- A. Approval of the minutes for the meeting held on April 15, 2019.
- B. Receive public testimony and approve a motion to accept the ranking of firms that submitted proposals in response for the Request for Qualifications (RFQ) issued for the development of the Bicycle Master Plan, approve the selection of a professional services provider, and authorize Staff to enter into negotiations.
- C. Discussion with possible action on presentation by Abrazo Partners on the City of Laredo's Boulevard of the America's Project.

- D. Discussion with possible action regarding the use of smooth hotbase for all TxDOT overlays specific to the shoulders of roads within the Webb County area. (CM. Algelt)
- E. Discussion with possible action to direct TxDOT to commence a Request for Qualifications (RFQ) to design a bike pedestrian facility along the west side of mines road from Villas San Agustin to the IH 35 overpass of FM 1472. (CM. Algelt)
- F. Report by TxDOT on proposed solutions, cost estimates, and funding sources related to the Mines Road Bike Tract, pedestrian and bicycle facilities to safely cross both Loop 20 at the intersection of Del Mar, and the intersection of IH 35 and Del Mar, with discussion and possible action. (CM. Altgelt)
- G. Discussion with possible action on the River Road Project.
- H. Discussion with possible action on Hachar-Reuthinger Road.
- V. REPORT(S) AND PRESENTATIONS (No action required).
 - A. Status report by TxDOT on the Outer Loop Alignment Study.
 - B. Status report by TxDOT on ongoing projects.
 - C. Status report on the Regional Mobility Authority (RMA).

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY MAY 17TH, 2019, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement - This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 900 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra. Vanessa Guerra, en el Departamento de Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales in español se proveerán a petición.

Declaración de Acceso a la Discapacidad: Esta reunión es accesible para sillas de ruedas. Las entradas accesibles están ubicadas en 1110 Victoria y 900 Flores. Las plazas de aparcamiento accesibles se encuentran en el Ayuntamiento, 1110 Victoria.

Información en Español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1613 o comuníquese con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Norma "Nelly" Vielma, City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI
Honorable George Altgelt, City Councilmember, District VII

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Vacant (yet to be appointed)

COUNTY OF WEBB REPRESENTATIVES:

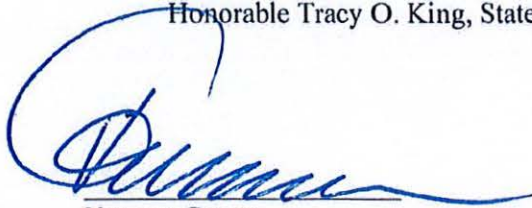
Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

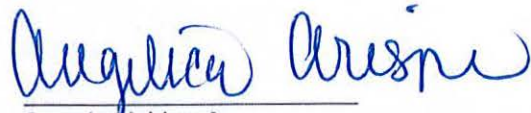
Mr. David M. Salazar, Jr., P.E., District Engineer

**** EX-OFFICIO ****

Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Tracy O. King, State Representative, District 80



Vanessa Guerra
Acting MPO Director



Jose A. Valdez, Jr.
City Secretary

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas



MINUTES OF THE APRIL 15, 2019 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable George Altgelt, City Councilmember, District VII (joined the meeting at 2:10 p.m.)
Honorable Dr. Marte Martinez, City Councilmember, District VI (joined the meeting at 1:47 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
David M. Salazar, Jr., District Engineer

Ex-Officio Members Not Present:

Honorable Richard Raymond, State Representative, District 42
Honorable Judith Zaffirini, State Senator, District 21
Honorable Tracy O. King, State Representative, District 80

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Robert Peña, City of Laredo Traffic Safety Department
Alec Martinez, City of Laredo Traffic Safety Department
Brenda Elizondo, City of Laredo Real Estate Division
Linda Teniente, City of Laredo Real Estate Division
Eduardo Bernal, City of Laredo Transit, El Metro

State: Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Mike Graham, TxDOT
Ana Duncan, TxDOT
Carlos Rodriguez, TxDOT
Eduardo De Leon, TxDOT

County: Luis Perez Garcia, Webb County Engineering
Guillermo Cuellar, Webb County Engineering
Nathan R. Bratton, Webb County

Others: Julia Wallace, Laredo Morning Times
Baltazar Avila, S & B Infrastructure

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 1:39 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, Acting MPO Director, called roll and verified a quorum existed.

CM. Galo made a motion to excuse members not present.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

III. CITIZEN COMMENT

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

Alec J. Martinez, Traffic Safety Department, informed the committee of an upcoming Vision Zero Summit scheduled for May 22nd from 9:00 a.m.-11:00 a.m. He stated Federal Highway Administration (FHWA) would be giving a presentation and formally invited the MPO Policy Committee. He stated representatives from Fire, Police, and TxDOT would also be in attendance.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on March 18, 2019.

CM. Galo made a motion to approve the minutes of March 18, 2019.

Second: CM. Gonzalez

For: 6
Against: 0
Abstained: 0

Motion carried unanimously

B. Receive public testimony and approve Resolution No. MPO 2019-03, adopting the the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):

1. **Addition** of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.
2. **Addition** of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.
3. **Addition** of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.
4. **Addition** of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2021.
5. **Revision** of project CSJ 0922-33-149 for the construction of a pedestrian trail at Chacon Creek. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
6. **Revision** of project CSJ 0922-33-076 for the construction of the re-alignment at the intersection of FM 1472 and Flecha Lane/Las Cruces Drive. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
7. **Revision** of project CSJ 0922-33-093 for the construction of an overpass on Calton Road. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
8. **Revision** of project CSJ 0922-33-177 for the construction of a hike and bike trail from Anna Park to LC Campus. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.

9. **Revision** of the TIP Introduction to include updated Safety, Bridge, Pavement, and Roadway System Performance targets.

CM. Galo made a motion **open** a public hearing.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Dr. Martinez joined the meeting at 1:47 p.m.

Judge Tijerina inquired on the lighting on Cuatro Vientos Road.

Danny Magee, TxDOT, stated TxDOT and the City of Laredo have contracts called Municipal Maintenance Agreements. He stated per those agreements, the City is solely responsible for installing, designing, maintaining, and operating traffic lights that are on the State system inside the City limits.

He further stated the data requested at last month's MPO meeting centered on accidents occurring at night and did not address the traffic signal at Cuatro Vientos.

CM. Vielma asked why the amendments of the projects mainly concerned the fiscal year.

Ms. Guerra stated the amendment of the year was requested because the initiation of the project construction was not ready due mainly to Right-of-Way issues.

Mayor Saenz requested to give status quarterly of projects on the TIP that were amended.

CM. Galo made a motion to **close** the public hearing and **approve** Resolution No. MPO 2019-03, adopting the the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP).

Second: Judge Tijerina
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

C. Receive public testimony and approve Resolution No. MPO 2019-04, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):

CM. Galo made a motion to open a public hearing.

Second: Dr. Martinez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects, Table 12-11, entitled roadway Projects, Figure 13-1, entitled Natural Resources and Federally Funded Projects, Figure 13-2, entitled Cultural Resources and Federally Funded Projects, Figure 13-3, entitled Low Income Areas and Federally Funded Projects, Table 13-1, entitled Federally Funded Projects Environmental Assessment Results,

Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and, Figure 13-4 entitled Colonias and Federally Funded Projects as necessary to incorporate the following revisions:

- a) **Addition** of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.
- b) **Addition** of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.
- c) **Addition** of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.
- d) **Addition** of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2021.

CM. Galo made a motion to **close** the public hearing and **approve** Resolution No. MPO 2019-04, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP).

Second: Judge Tijerina
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

D. Presentation by Susan Chavez from TxDOT, on the National Highway System (NHS) with discussion and possible action.

Susan Chavez, TxDOT, and Travis Norton, Jacobs Engineering, gave a brief presentation on the item.

Ms. Chavez stated that TxDOT has been reviewing the National Highway System (NHS) throughout the state and intended to clean up the network. She stated the NHS was established in the 90's and in 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) added a lot of principal arterials to the network. She stated TxDOT has not done an actual assessment to check if said arterial roads met the NHS criteria. TxDOT is now taking the opportunity to check if those roads meet the NHS criteria for inclusion on the system.

Ms. Chavez stated a workshop with the MPO Technical committee was held earlier that morning to make any recommendations.

Ms. Guerra stated that TxDOT and Federal Highway Administration (FHWA) requested the MPO review the roads on the current NHS network. Criteria has been developed to show if said roads meet or do not meet the criteria.

Ms. Guerra stated that the item was intended to introduce the subject to the MPO committee. Action will be requested at a subsequent meeting.

CM. Altgelt joined the meeting at 2:10 p.m.

Ms. Guerra stated that any roads to be added to the NHS would need to meet the performance criteria.

CM. Altgelt made a motion to send the item back to the Technical committee and reevaluate all arterial roadways in particular, roads that service ports for purpose of NHS designation.

CM. Galo made a motion to **adopt** what was presented.

Second: Dr. Martinez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Ms. Guerra asked Ms. Chavez if projects on the NHS even if funded only through local funds would be required to meet the federal requirements.

Ms. Chavez answered yes.

Ms. Guerra asked if maybe FHWA would be able to send a representative and give a presentation.

Ms. Chavez stated she would get in contact with FHWA.

CM. Vielma requested the definitions of all the functional classification review and factors.

CM. Altgelt made a motion to have the MPO Staff or TxDOT come back to the MPO committee with the pros and cons of designating different roadways outside of what was approved as presented for consideration.

Second: Dr. Martinez
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

E. Report by TxDOT in collaboration with City Traffic, on accident data and proposed lighting alternatives for Cuatro Vientos Road, with discussion and possible action. (Mayor, CM. Altgelt)

Danny Magee, TxDOT, gave a brief presentation on the item.

He stated the accident data on Cuatro Vientos between SH 359 and Mangana was as follows:

	Total Crashes	Rate
2013	40	163.8
2014	33	145.2
2015	43	138.0
2016	39	117.0
2017	36	94.8

CM. Galo left the meeting at 3:08 p.m.

Mayor Saenz left the meeting at 3:11 p.m.

No action was taken on the item.

F. Report by TxDOT on proposed solutions, cost estimates, and funding sources related to the Mines Road Bike Tract, pedestrian and bicycle facilities to safely cross both Loop 20 at the intersection of Del Mar, and the intersection of IH 35 and Del Mar, with discussion and possible action. (CM. Altgelt)

There was neither discussion nor action taken on the item. The item will be placed on next month's MPO agenda.

G. Discussion with possible action on the River Road Project.

There was neither discussion nor action taken on the item. The item will be placed on next month's MPO agenda.

H. Discussion with possible action on Hachar-Reuthinger Road.

Guillermo Cuellar, Webb County Engineering, gave an update on an April 10th, 2019 Stakeholders meeting held with representatives from the County, City of Laredo, and landowners regarding the Reuthinger Project. It was determined that a preferred alignment was needed for the roadway in that area. The County has prepared right of entry forms to get environmentalists to go do work at the property.

He stated hopefully by the end of the year to have the majority of the work done. He specified the environmental will likely take longer.

V. REPORT(S) AND PRESENTATIONS (No action required).

A. Status report by TxDOT on the Outer Loop Alignment Study.

Roberto Rodriguez, TxDOT, stated TxDOT has met with the consultant and are developing the design criteria. He stated TxDOT will be having a utility workshop and contacting all utility companies along the proposed area to see what kind of updated information they have on their existing utilities. He also stated TxDOT will be scheduling a meeting with Kansas City Southern (KCS) to find out of any proposed development along the outer loop. TxDOT has also started working on a constrain map on the entire corridor to find out of any constrains along the outer loop.

B. Status report by TxDOT on ongoing projects.

Carlos Rodriguez, TxDOT, gave an update on TxDOT ongoing projects which included the following:

- SL 20 over KCS Railroad Grade Separation
96% work completed/anticipated completion date-early June 2019
- US 59 over IH 35 Overpass
70% work completed/anticipated completion date-winter 2019
- SH 359 from City of Laredo do Duval County
30% work completed/anticipated work completion date-winter 2020
- US 83 from Dimmit County line to 3.4 miles of SH 44
Work to start in May 2019/anticipated completion date-summer 2022
- FM 1472 from 7.8 miles north of SH 255 to 2.0 miles north
97% work completed/anticipated completion date-May 2019

C. Status report on the Regional Mobility Authority (RMA).

The following update was sent via email by the RMA.

1. Vallecillo Road (FM 1472 to IH 35) – After several months of coordination with the TxDOT Debt Finance Department, the WCCL RMA is moving forward with submitting the draft inter local agreement to the City of Laredo. The WCCL RMA will also be submitting the draft agreement to the Killam Company. Both draft agreements to be released in the next 2 weeks. Meantime, the WCCL RMA will work with their GEC to authorize a Work Authorization for the Pass Through Finance Application.
2. Los Presidentes (Cuatro Vientos to Concord Hills) – Distributing Inter Local Agreement to the City of Laredo on 4/16/19
3. Killam Industrial Blvd. Turn Lanes - Distributing Inter Local Agreement to the City of Laredo on 4/16/19
4. North Laredo Webb County Transportation Planning Study – The Advanced Funding Agreement is executed. The FHWA Funding Authorization Letter has been received. TxDOT to provide a DBE goal for the WCCL RMA to meet. Anticipate execution of the Work Authorization in the next 2 weeks.
5. Distributed Draft Scope of Work for the World Trade Bridge Traffic Study to the Co-City Managers, TxDOT and the City of Laredo Consultant for the World Trade Bridge Expansion.

VI. ADJOURNMENT

CM. Algelt made a motion to adjourn the meeting at 3:24 p.m.

Second: Dr. Martinez
 For: 6
 Against: 0
 Abstained: 0

Motion carried unanimously

Vanessa Guerra,
Acting MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

ACTION ITEM

DATE: 05-20-19	SUBJECT: Motion(s) Receive public testimony and approve a Motion to: accept the ranking of firms that submitted proposals in response to the Request for Qualifications (RFQ) issued for the development of the Bicycle Master Plan, approve the selection of a professional services provider, and authorize Staff to enter into negotiations.	
INITIATED BY: Staff		STAFF SOURCE: Vanessa Guerra, Acting MPO Director
PREVIOUS COMMITTEE ACTION: None.		
<p>BACKGROUND:</p> <p>The objective of the Bicycle Master Plan is to provide detailed recommendations and strategies for creating an environment conducive for recycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. The plan will provide guidance for the development and implementation of an interconnected network of designated on and off street bicycle facilities.</p> <p><u>Request for Qualifications:</u> A Request for Qualification was developed and published on February 15th, 2019.</p> <p><u>Evaluation:</u> A nine member Selection Committee comprised of representatives of the City, TxDOT, El Metro, the MPO, LISD, UISD, and South Texas Development Council, were tasked with evaluating the three submittals.</p> <p><u>Selection Committee Results:</u> <i>(see attached score sheets and ranking matrix)</i> The Selection Committee ranked the submitting firms as follows:</p> <p>Nelson NYGAARD Asakura Robinson Co. Copenhagenize Design Co.</p>		
FINANCIAL IMPACT: The 2019 UPWP allocated \$175,000 for the project		
COMMITTEE RECOMMENDATION: Approval		STAFF RECOMMENDATION: Approval

Project Name: Bicycle Master Plan
Proposal scores/rankings

Point methodology:
 1st = 3 pts
 2nd = 2 pts
 3rd = 1 pt

Ranking Matrix

Selection Committee

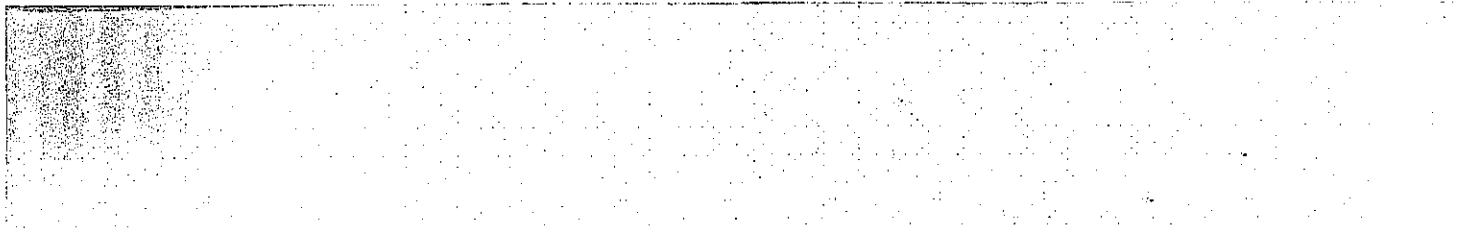
	Asakura Robinson, Co. Raw Rank Pts			Nelson NYGAARD Raw Rank Pts			Copenhagenize Design Co. Raw Rank Pts		
Roberto Rodriguez-TxDOT	93	1st	3	75	3rd	1	88	2nd	2
	73	2nd	2	81	1st	3	65	3rd	1
Claudia San Miguel-Transit, El Metro*	94	1st	3	89	3rd	1	92	2nd	2
	92	3rd	1	98	1st	3	94	2nd	2
Rafael Vidaurri (Planning Dept.) on behalf of Vanessa Guerra, Laredo MPO	80	3rd	1	84	2nd	2	90	1st	3
	76	2nd	2	86	1st	3	71	3rd	1
Esteban Rangel, LISD*				95	1st	3	75	3rd	1
Scores not submitted *									
Total Points	592		14	608		16	575		12

Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Sam Gump</i> Organization:			
CRITERIA						Firm 1	Firm 2	Firm 3
					Weight Points	Asakura Robinson Co.	Nelson NYGAARD	Copenhagense Design Co.
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	30	25	20
Approach	Firm's overall approach to the project and familiarity with the study area.				30	28	20	28
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	15	15	20
Qualifications	Qualification of key individual(s) and or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	20	15	20
				Total	100	93	75	88

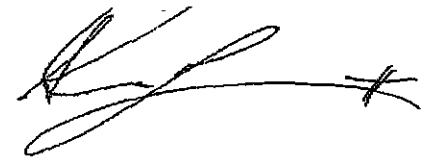
Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Roberto Rodriguez</i> Organization: <i>TxDOT</i>			
CRITERIA					Weight Points	Firm 1	Firm 2	Firm 3
						Asakura Robinson Co.	Nelson NYGAARD	Copenhagenize Design Co.
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	20	20	20
Approach	Firm's overall approach to the project and familiarity with the study area.				30	20	25	15
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	18	18	15
Qualifications	Qualification of key individual(s) and or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	15	18	15
				Total	100	73	81	65



Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Alec Martinez, Bicycle/Pedestrian Coord.</i> Organization: <i>City of Laredo Traffic</i>			
CRITERIA						Firm 1	Firm 2	Firm 3
					Weight Points	Asakura Robinson Co.	Nelson NYGAARD	Copenhagente Design Co.
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	<i>29</i>	<i>27</i>	<i>28</i>
Approach	Firm's overall approach to the project and familiarity with the study area.				30	<i>18</i>	<i>27</i>	<i>27</i>
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	<i>18</i>	<i>18</i>	<i>17</i>
Qualifications	Qualification of key individual(s) and or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	<i>19</i>	<i>17</i>	<i>20</i>
				Total	100	<u><i>94</i></u>	<u><i>89</i></u>	<u><i>92</i></u>



Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Arturo Garcia</i> Organization: <i>Community Development</i>			
CRITERIA						Firm 1	Firm 2	Firm 3
					Weight Points	Asakura Robinson Co.	Nelson NYGAARD	Copenhagenize Design Co.
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	<i>28</i>	<i>29</i>	<i>30</i>
Approach	Firm's overall approach to the project and familiarity with the study area.				30	<i>27</i>	<i>30</i>	<i>25</i>
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	<i>19</i>	<i>20</i>	<i>19</i>
Qualifications	Qualification of key individual(s) and/or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	<i>18</i>	<i>19</i>	<i>20</i>
				Total	100	<i>92</i>	<i>98</i>	<i>94</i>

Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Rafael Vidaurri</i> Organization: <i>City of Laredo Planning & Zoning</i>				
CRITERIA						Firm 1	Firm 2	Firm 3	
					Weight Points	Asakura Robinson Co.	Nelson NYGAARD	Copenhagenize Design Co.	
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	<i>24</i>	<i>22</i>	<i>28</i>	
Approach	Firm's overall approach to the project and familiarity with the study area.				30	<i>23</i>	<i>28</i>	<i>24</i>	
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	<i>17</i>	<i>17</i>	<i>18</i>	
Qualifications	Qualification of key individual(s) and or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	<i>16</i>	<i>17</i>	<i>20</i>	
					Total	100	<i>80</i>	<i>84</i>	<i>90</i>

Consultant Evaluation Form

Project: Bicycle Master Plan					Reviewer Name: <i>Juan E. Rodriguez</i> Organization: <i>South Texas Development Council</i>			
CRITERIA						Firm 1	Firm 2	Firm 3
					Weight Points	Asakura Robinson Co.	Nelson NYGAARD	Copenhagenize Design Co.
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.				30	<i>25</i>	<i>28</i>	<i>25</i>
Approach	Firm's overall approach to the project and familiarity with the study area.				30	<i>23</i>	<i>28</i>	<i>18</i>
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.				20	<i>12</i>	<i>15</i>	<i>13</i>
Qualifications	Qualification of key individual(s) and or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.				20	<i>15</i>	<i>15</i>	<i>15</i>
				Total	100	<i>75</i>	<i>86</i>	<i>71</i>

Consultant Evaluation Form

Project: Bicycle Master Plan		Reviewer Name: <i>Carlos Garcia</i> Organization: <i>WISD</i>			
CRITERIA		Weight Points	Firm 1 <i>Asakura Robinson Co.</i>	Firm 2 <i>Nelson NYGAARD</i>	Firm 3 <i>Copenhagenize Design Co.</i>
Experience	Demonstrated experience of the consultant team(s) or individuals (lead persons only) with the development of similar studies.	30	30	30	30
Approach	Firm's overall approach to the project and familiarity with the study area.	30	20	25	10
Capacity	Capacity of the team (lead persons only) to provide the full range of project management skills and adequately respond to project requirements.	20	20	20	20
Qualifications	Qualification of key individual(s) and/or sub-contractors (lead persons only) proposed to provide these services and evidence of the team's ability to generate creative solutions.	20	15	20	15
Total		100	85	95	75



**The Laredo Urban Transportation Study
Metropolitan Planning Organization**

To: Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Alec J. Martinez, City of Laredo Traffic Safety Department
Claudia San Miguel, Transit, El Metro
Arturo Garcia, Community Development
Juan E. Rodriguez, South Texas Development Council
Esteban Rangel, LISD
Carlos Garcia, UISD

From: Vanessa Guerra, Acting MPO Director
Date: April 16th, 2019

Subject: Bicycle Master Plan

Enclosed please find 3 proposals submitted for the above-mentioned project. We are respectfully requesting that you participate in the selection of a consultant by completing the scoring sheets and returning it to our offices by 5:00 p.m. on April 30th, 2019. Our fax number is 956-794-1624. If you have any questions, or need any additional information, please do not hesitate to contact me at (956) 794-1613. Thank you.



Statement of Qualifications Prepared for the City of Laredo, Texas

Consulting Services for Bicycle Master Plan

April 1, 2019



Printed on 100% recycled paper

N NELSON
NYGAARD

In association with:

Able City
Civic Engineering **Consultants**

March 28, 2019



Mr. Jose A. Valdez, Jr., City Secretary

City of Laredo

City Hall, 3rd Floor

1110 Houston Street

Laredo, TX 78040

RE: Bicycle Master Plan

Dear Mr. Valdez,

On behalf of Nelson\Nygaard Consulting Associates, Inc., I am pleased to submit our qualifications to the City of Laredo (the City) for a Bicycle Master Plan. We are excited about the possibility of working with the City and are committed to the project's success.

People have many things on their minds today—education, job security, housing prices, etc. Many just want to get on their bike and ride, walk to the bus and have it show up, or drive to the parking garage and be able to walk to a variety of stores and restaurants. Our job as urban planners is to develop transportation plans that make it easy to get to and from work, school, places of recreation, and shops by developing road systems that improve access by reducing potential conflicts and increasing reliability and predictability.

Nelson\Nygaard does not approach active transportation plans strictly as ends to themselves; we specialize in an integrated approach. We have seen too many mode-specific plans shelved. We specialize in keeping the overall mobility picture at the forefront. Over the last 10 years, Nelson\Nygaard has completed over 140 projects with a pedestrian or bicycle component. These include discrete pedestrian

BICYCLE MASTER PLAN
City of Laredo, TX

and bicycle action plans, vision zero action plans, safe routes to schools, regional plans, protected bicycle facility designs, bike parking, shared streets, traffic calming, and complete streets design.

Nelson\Nygaard is distinguished by our people, our innovation, and our commitment to quality. To best serve the City of Laredo, we have assembled an excellent team that combines national expertise with local knowledge to complete the study. Our team will be led by our most experienced and knowledgeable consultants—**Meritxell Font, PTP**, who will serve as principal-in-charge; **Drusilla van Hengel, Ph.D.**, as project manager/point of contact; and **Iain Banks, PTP**, as deputy project manager, with support by leading staff from our deep bench of talent. Our team is joined our by Laredo-based subconsultants: **Able City**, an architecture and urban design firm to provide community outreach, and **Civil Engineering Consultants (CEC)**, a civil engineering and surveying firm for data collection. Not only do these firms offer significant local insight on community activity and culture, they also have extensive experience working with the City of Laredo.

We hope you will recognize the strengths of our qualifications, staff capabilities, and firm experience as indications of our capacity to carry out this project. We submit our response in accordance with the terms and conditions outlined in the RFQ document, and our offer will remain in effect for at least ninety (90) days from the date of submittal, April 1, 2019.

If we can provide any additional information about our firm or this submission, please do not hesitate to contact Drusilla van Hengel at dvanhengel@nelsonnygaard.com or 503-488-2231, or me at rweiner@nelsonnygaard.com or 415-284-1544. I am authorized to negotiate with the City of Laredo in connection with this effort.

Sincerely,



Richard Weiner, Principal

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Appendix

Appendix A: Team Resumes

1. QUALIFICATIONS

a. General Firm Qualifications

Nelson\Nygaard Firm Qualifications (Prime/Lead Firm)



Nelson\Nygaard Consulting Associates, Inc. is an internationally recognized firm committed to developing transportation systems that

promote vibrant, sustainable, and accessible communities. Founded by two women in 1987, Nelson\Nygaard has grown from its roots in transit planning to a full-service transportation firm with nearly 130 people in offices across the United States.

In keeping with the values set by our founders, Nelson\Nygaard puts people first. We recognize that transportation is not an end by itself but a platform for achieving broader community goals of mobility, equity, economic development, and healthy living. Our hands-on, national experience informs but doesn't dictate local solutions. Built on consensus and a multimodal approach, our plans are renowned as practical and implementable.

ACTIVE TRANSPORTATION AND SAFETY



Nelson\Nygaard specializes in creating safe, comfortable, and convenient walking and biking networks for people of all ages and abilities.

Our experts understand planning for walking and biking is vital for healthy, thriving communities. Our experience includes active transportation action and master plans, safe routes to school, safety studies, bikeway and walkway concepts, corridor and intersection improvement projects, and bike share planning and evaluation. We believe that streets not only get us where we are going, but also let us enjoy where we are now.

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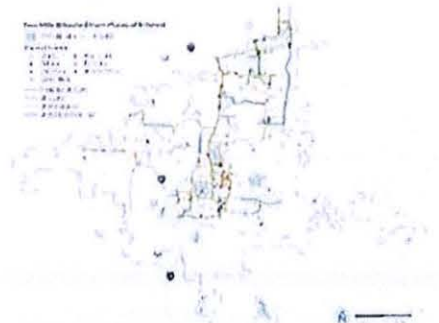
We are creative and bold in our approach to plan for walking and bicycling in a wide variety of transportation networks. We utilize level of traffic stress analyses and community values to prioritize and phase investment recommendations.

We demystify the complex matrix of existing policies and guidelines to prioritize investments that make walking and biking intuitive, everyday activities that support larger goals of economic development, greenhouse gas reduction, social equity, and public health.

Whether the task is a citywide plan, a multimodal neighborhood plan, or a specific intersection design, Nelson\Nygaard maximizes the attractiveness and safety of biking 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.

Master Plans

Working with cities, neighborhoods, and public parks, we identify bike and pedestrian investments that improve public safety and serve larger goals of economic development, social equity, and natural resource preservation.



Traffic Calming and Street Design

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.



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Pedestrian and Bicycle Plans

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 pedestrian networks, prioritize locations for new infrastructure and amenities, and rewrite municipal codes and standards.



Education and Outreach Programs

Nelson\Nygaard has led a broad range of safety education programs including the award-winning Safe Routes to Schools in Marin County, CA and New York City. We also conduct intensive workshops that teach city leaders about the core principles of effective pedestrian and bike planning.



Able City Firm Qualifications (Subconsultant)



Able City is an architecture and urban design firm with 68 years of combined experience. The firm, whose focus is making spaces for people, is experienced in a range of project types that serve as the basis for a well-rounded and

comprehensive perspective when developing solutions for their clients.

Able City's mission is to lead in the creation of places that enable and inspire people to reach the full realization of their cities. They do this by being excellent listeners, catalyzing productive feedback loops. They implement project processes, and management and illustration techniques, that ensure the clear communication of ideas.

With a staff of 20 professionals specialized in a wide range of disciplines, they provide a myriad of resources and assets for their clients. Able City specializes in the development and design of many types of publicly

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funded and commercial building projects, master plans, and assessments. Throughout their history, and especially within the last 10 years, the firm has developed projects with a variety of needs such as, but not limited to, site design, commercial/retail, mixed-use, transit developments, landscaping development, LEED design, office facilities, federal facilities, public facilities, and educational facilities.

CEC Firm Qualifications (Subconsultant)



CIVIL ENGINEERING CONSULTANTS

Incorporated in 1983, **Civil Engineering Consultants (CEC)** has continued to provide its clients with comprehensive, quality civil engineering and surveying services for over 35 years. CEC's ability to provide exceptional quality services lies in the years of experience the firm has in civil engineering and surveying. CEC currently staffs 129 employees including in its Laredo and College Station branch offices. The firm's staff includes licensed professional engineers, registered professional land surveyors, engineers-in-training, surveyors-in-training, and technical and administrative support staff.

CEC's Laredo office, currently staffed with 13 employees, serves a six-county region surrounding the City of Laredo. This group of experienced, multi-disciplinary professionals enables them to provide a balanced, comprehensive approach to design that understands the value of the City's investment in this project. In addition, their team is extremely well-versed with the City's ordinances, Texas Department of Agriculture's CDBG Project Implementation, and ADA rules and regulations. This knowledge can give the City an edge to be the best in every aspect of its mission. CEC pride themselves on the knowledge they bring to the table for each client and they endeavor to improve the quality of life in the neighborhoods and communities they serve.

Each team member is familiar with the geographical area having lived and worked in Laredo. Given that they make their living in Laredo, and with the professional experience they have in the area, CEC feels that

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they would have a high personal regard for the project and would make sure that the City receives a quality completed product, as it directly affects their future in Laredo.

b. Qualifications of Individuals

Nelson\Nygaard is built around a team structure. To ensure our management approach is executed properly and meets the needs of the City, we have assembled a team of experts with relevant experience in designing and implementing a wide range of active transportation planning (pedestrian and bicycle), outreach, and safety projects in cities across the United States. The Nelson\Nygaard team has the firmwide capacity to complete this project, both from the perspective of staff availability and expertise. Brief biographies for our key staff members are presented below. Full team resumes listing education, relevant experience, qualifications, and certifications are provided in **Appendix A**.

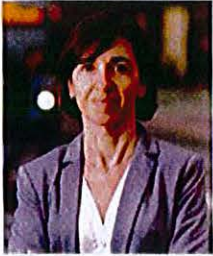


Drusilla van Hengel, Ph.D., Principal | Nelson\Nygaard

Role: Project Manager/Point of Contact | Availability: 30%

Dru has more than 20 years of academic and practical transportation planning and operations experience. Her consulting practice focuses on bicycle and pedestrian master planning and capital project development, project evaluation, healthy communities, and safe routes to schools and parks. Her academic background and public sector work in land development, traffic operations, and community planning provides a unique perspective and rich depth of experience that has benefited communities across the country as they decide how to take their next move toward making walking and bicycling viable options for people of all ages and abilities. Dru's clients get built projects, implementable plans, and innovative practices.

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Meritxell Font, PTP, Principal | Nelson\Nygaard

Role: Principal-in-Charge | Availability: 20%

Meritxell is the head of the firm's New York office, and co-lead of the firm's east coast Design and Engineering sector. With 19 years of experience, she specializes in complete streets, transportation modeling, traffic engineering, transit, and parking. Her project portfolio includes transit systems, multimodal networks, traffic analysis, short- and long-term transportation plans, as well as mobility plans focused on building transit-oriented and sustainable communities. She previously worked on the Fayetteville Mobility Plan, where she led the Street Typology and Street Design Guidelines task, and has led several complete streets projects, including the Route 9 Active Transportation Conceptual Design Plan in Westchester County, NY.



Iain Banks, PTP, Senior Associate | Nelson\Nygaard

Role: Deputy Project Manager | Availability: 35%

Iain is a transportation planner and engineer with 16 years of experience in sustainable transportation. Iain's projects have included campus master plans, citywide bicycle master plans, citywide parking programs, transit development plans, and community planning. He brings experience in both the public and private sectors, previously serving as transportation planner for the City of Annapolis, Maryland where he was responsible for the city's transit system, active transportation networks, parking properties, and development review. Recently he served as project manager for the Williams Drive project in Georgetown, TX, which was the winner of the Central Texas APA Chapter Plan of the Year (2017).

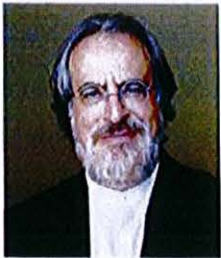
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Alyson Fletcher, Associate | Nelson\Nygaard

Role: Project Designer | Availability: 30%

Alyson is one of Nelson\Nygaard's leading active transportation and complete streets experts, with an inter-disciplinary background in architecture, planning, and landscape architecture. Before joining Nelson\Nygaard, Alyson worked for an architecture firm on civic landscape designs, including stormwater infrastructure projects in Philadelphia and the Neighborhood Bikeways Network in Chicago. Her focus on street design and multimodal improvements includes recent projects in Rogers, AR and Northampton, MA, each of which included deep stakeholder engagement and design work that reflected community goals and objectives.



Frank Rotnofsky, AIA, NCARB, Principal | Able City

Role: Project Manager/Community Outreach | Availability: 25%

Frank is a registered architect in Texas and New York with more than 20 years of experience in urban design, master planning, feasibility studies, historical preservation, and institutional and commercial design. Prior to Able City, Frank worked with Gaetano Pesce, Artist, Architect in Venice, Italy, as well as various architectural firms in New York City. In 1996, together with Viviana Frank, he co-founded Frank Architects, Inc. in Laredo, TX. His commitment and perspective in transportation connectivity and mobility issues makes him a key team member in Able City as he explores efficient, environmentally conscious, and unconventional ways to connect people to places.



Viviana Frank-Franco, FAIA, NCARB, LEED AP, CNU-A, Principal | Able City

Role: Community Outreach Lead | Availability: 30%

Viviana is a registered architect in the state of Texas and New York with more than 20 years of experience. She is Congress of New Urbanism accredited and a LEED professional. Her work has been published and exhibited nationally and internationally in the fields of

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architecture, interiors/space planning, and rural and urban design. Her commitment to the firm and its clients is evident through her accessibility, strong leadership, and detail-oriented vision which has resulted in long-standing and favorable relationships with clients. She has a drive for the evolution of cities and the engagement of its citizens. Viviana has guided the firm through notable projects in the public and private sector, practicing a philosophy that connects people to the places they're in.



Mario Peña, AIA, AICP, CNU-A, Principal | Able City

Role: Urban Planner | Availability: 30%

Mario is a registered architect in the state of Texas and Florida, and a licensed planner with more than 16 years of experience, eight of which have been as principal of a design firm. Mario has focused on creating and leading teams of professionals with a passion for design, sensibility for creative and sensible problem solving, and unwavering customer service. He has continued to enhance his professional skills broadening his expertise in the areas of retail development and urban planning.



Jeffrey Puig, PE, RPLS, Principal | CEC

Role: Surveying | Availability: 50%

Jeffrey has more than 22 years of experience in civil engineering and surveying in the Laredo area. His leadership skills for integrating the resources of the CEC team and the diversity of their divisions involved on the project will allow for an exceptional design product that prove the value of selecting our team.

Jeffrey has served as a project principal, project manager, or design engineer for numerous projects in and around Laredo, Webb County. He has also completed many site design projects in the surrounding counties of Duval, Zapata, Jim Hogg, and Starr. Such design work has also been performed for Laredo and United ISDs as well as other school districts in South Texas. Jeffrey's many years of experience include everything from CADD drafting and surveying, planning, and feasibility to design and construction management. He

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has extensive experience in planning and design for pedestrian access routes, walking paths, small vehicle traveled ways, access roadway, and parking lot designs. Jeffrey continues to provide ongoing experienced planning and development for many of CEC's local design projects like this project.



Melissa Byler, PE, Principal | CEC

Role: ADA Regulations | Availability: 25%

Melissa has more than 18 years of experience working on roadway facilities and hike & bike trails, as well as utility coordination, work zone traffic control, and developing proposed cross sections. She has extensive experience in the guidelines set forth in AASHTO's Design Guides for Bicycle and Pedestrian Facilities as well as the Texas Accessibility Standards and National ADA guidelines. Her experience includes roadway design, sidewalk design, signing and traffic signal layouts, traffic control plans, utility coordination, hydraulic analysis, design of culverts and bridge class drainage structures, retaining wall design, SW3P, and assembly of all related PS&E items such as cost estimates, construction time estimates, and road closure notifications. Melissa also has several TxDOT Certifications, including Bicycle & Pedestrian Facility Development (9.1.1).



Humberto Gonzalez, Jr., PE, Senior Project Manager | CEC

Role: Roadway Design | Availability: 35%

Humberto has more than 13 years of experience working in the civil engineering industry, including four years of experience in roadway construction inspection as a project field engineer for TxDOT. His areas of expertise include major highway overpass/direct connectors, pavement restorations, roadway widening and rehabilitations, bridge (culvert & span) widening/replacements, overlays, bridge rail replacements, and sealcoats. His experience also includes eight years of experience in transportation roadway/bridge-class culvert/hydraulic & hydrologic design with extensive knowledge of AASHTO, TxDOT Roadway Design Manual, TxDOT Hydraulic Design Manual,

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TxDOT Bridge Rail Manual, and Texas Manual on Uniform Traffic Control Devices. He also specializes in creating bidding documents such as cost estimates, construction time schedules, and specifications.

c. Relevant Experience and References

Nelson\Nygaard has served hundreds of clients, and we are proud of our record of positive relationships with clients, enjoyed both during and after completion of project engagements. The references provided can speak to our team's high-quality project management and deliverables, communication, experience, and expertise.

Client	Contact	Project	Duration
Nelson\Nygaard			
Capital Area Metropolitan Planning Organization (CAMPO)	Kelly Porter, AICP Regional Planning Manager 512-215-8225 kelly.porter@wilco.org	Williams Drive Study, Georgetown, TX	2016 – 2017
Village of Irvington, NY	Andrew Ratzkin Chair, Route 9 Steering Committee 201-450-7584 andrew.ratzkin@gmail.com	Route 9 Active Transportation Conceptual Design Plan, Westchester County, NY	2017 – 2018
Monterey Bay Economic Partnership	Bud Colligan Co-Chair 650-804-1080 bud@colligan.com	The Great Santa Cruz Trail Study, Santa Cruz, CA	2016 – 2017
City of Alexandria, VA	Steve Sindiong Project Manager 703-746-4047 steve.sindiong@alexandriava.gov	Alexandria Pedestrian and Bicycle Master Plan Update, Alexandria, VA	
Seattle Department of Transportation	Kevin O'Neill Deputy Director 206- 386-4556 kevin.oneill2@seattle.gov	Seattle Bicycle Master Plan, Seattle, WA	2012 – 2013
Able City			
City of Laredo, TX	Rosario Cabello Co-City Manager 956-791-7300 rcabello@ci.laredo.tx.us	Plan Viva Laredo Comprehensive Plan, Laredo, TX	2016 – 2017
City of Laredo, TX	Rosario Cabello Co-City Manager 956-791-7300 rcabello@ci.laredo.tx.us	District 3& 4 Viva Laredo Neighborhood Action Plan, Laredo, TX	2018 – Ongoing

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Client	Contact	Project	Duration
City of Laredo, TX	Rosario Cabello Co-City Manager 956-791-7300 rcabello@ci.laredo.tx.us	San Bernardo Ave Bike Lane, Laredo, TX	2018
CEC			
City of San Antonio, TX	David McBeth, PE Capital Projects Manager 210-207-6342 david.mcbeth@sanantonio.gov	San Antonio Mission Trails, San Antonio, TX	2006 – Ongoing
City of San Antonio, TX	David McBeth, PE Capital Projects Manager 210-207-6342 david.mcbeth@sanantonio.gov	Eagleland Hike & Bike Phase & Eagleland Pedestrian Phase, San Antonio, TX	2000– 2011

2. PROJECT APPROACH

After decades of population decline, cities in the United States have made a comeback. The population of urban areas grew by 12.1% from 2000 to 2010, compared to 9.7% in the rest of the country. As of 2010, more than 80% of the country’s population lives in urban areas and that percentage continues to rise. Vital cities attract people



looking for walkable neighborhoods, social living, and a vibrant job market. The City of Laredo has seen significant growth in recent years, and projections indicate continuous population increase through 2046. Implementation of the Laredo Bicycle Master Plan will support directing future growth as envisioned by community leaders and recent plans and policies.

Mayors and city leaders around the nation are doubling down on urban growth as the cornerstone of economic health and resilience. Competition to attract industry and the brightest, most skilled employees has moved from outlying areas to downtowns. Cities are investing in urban infrastructure and services that will

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move them to the front of the “livability” race. For all generations, reliable transportation options, vibrant streets, and safe and abundant opportunities for walking and biking top the list of desirable urban attributes.

As the City of Laredo continues to transform, so do the needs of its residents, workforce, and visitors.

Through the Viva Laredo Comprehensive Plan, the Parks and Open Space Master Plan, Laredo Downtown Master Plan, the Metropolitan Transportation Plan, and other relevant transportation plans, the City has a strong foundation and the support to pursue the development of a comprehensive transportation network, including the development of a Bicycle Master Plan.

Given the emphasis on a comprehensive and inclusive walking, bicycle, and transit network,

Nelson\Nygaard is ideally suited to lead this plan. We have a strong track record of collaboratively developing active transportation strategies and implementation plans on a variety of scales, and facilitating productive stakeholder engagement processes that appeal to a wide range of community members, providing the tools for discussing tradeoffs and priorities, and building consensus around how to implement community priorities. Our approach recognizes that the demands on non-motorized networks are as varied and diverse as the people who use them. Appreciating this diversity as part of the engagement planning efforts will ensure that this process addresses the safety and access concerns of all stakeholders. We will set up productive platforms for these needs to be considered in tandem with the concerns of people who primary self-identify as business or property owners, transit operators, people who bicycle, or motorists.

To effectively deliver solutions for the City, we will collaborate with a firm with strong knowledge of the study area and public outreach that will help us deliver a strong plan. We are with Able City in this effort – Able City is a Laredo-based urban design studio with experience in the design of parks, plazas, vision, and master plans for both cities and institutions. The studio is dedicated to city making that creates positive change through cross-disciplinary collaborations and the development of equitable, sustainable, multimodal and remarkable places. The studio was a key lead in the development of the Viva Laredo Comprehensive Plan and has recently been part of the project team working with the City of Laredo on the Boulevard of the

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Allies. Critically, Able City has also been a leading participant in BikeLaredo and also worked with Laredo Main Street to establish the City's first certified Farmers' Market.

We are also pleased to team with CEC, a locally based civil engineering firm who will assist in the delivery of the plan, ensuring that the inventory of the existing conditions and identification of gaps is thorough and complete. Additionally, CEC's knowledge of the City's ordinances combined with their experience with TxDOT will be a critical element in the vetting of future network connections, potential funding opportunities, and strict adherence to ADA guidelines. They have recently played key roles in the San Antonio Mission Trails project and the Eagleland projects related to the Hike & Bike phase as well as the Pedestrian phase.

National best practices for bicycle and pedestrian planning have evolved in the last decade. While the latest analysis methodologies pinpoint priorities and critical infrastructure gaps, our design standards focus on building comfortable facilities for a wider range of users, and the toolbox of potential bike and walk improvements is much larger. Nelson\Nygaard will carefully consider these shifts in the formulation of this plan, ensuring that it incorporates the latest best practices, methodologies, and changes in local conditions.

The Bicycle Master Plan will identify specific infrastructure recommendations and an implementation strategy to identify a comprehensive bicycle (and walking) network and to make the city a more walking and bicycle-friendly place.

Our unique active transportation project experience has shown that walk and bike infrastructure works best when it is integrated seamlessly with other modes. To ensure that residents, employees, and visitors of all ages can access all destinations, we will prioritize improvements that facilitate access to key transportation hubs, ensuring that intermodal transfers are convenient and seamless. Our approach to the active transportation network development is based on the most recent empirical research that demonstrates how key indicators such as traffic volumes, lane widths, vehicular travel speeds, collision frequency, continuous sidewalks, and on-street bike facilities are likely to influence one's willingness to bike and walk. This plan

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will provide an up-to-date analysis of collision hotspots where pedestrian and bikers were involved, and will identify high priority locations for safety improvements. Physically protected bike lanes, bicycle boulevards, continuous sidewalks, protected crossings, and intersection treatments present another important opportunity to update and integrate with existing local active transportation infrastructure. These facilities provide people with physical separation from vehicular traffic and are essential to creating a network safe for every type of rider. Nelson\Nygaard has extensive experience designing and implementing these facilities according to the most current NACTO guidelines; we have strong knowledge of these guidelines as we developed the national street design guidelines relevant to cities for the NACTO Urban Street Design Guide. We will also make use of available data and recommendations included in previous plans. Our project approach is guided by the following key tenets:

1. **Be technically based and cost effective.** The team we have assembled for this project reflects a unique depth and breadth of technical bicycle and pedestrian planning experience. At the same time, we understand that resources are constrained, and a cost-effective approach is needed. Our proposed scope is thorough, yet realistic. Our primary goal is to facilitate a planning process that balances a progressive bicycle and pedestrian vision with financial reality.
2. **Be guided by best practices, while exploring innovative solutions.** Our team has years of experience implementing bicycle and pedestrian planning “best practices” and has pioneered many of the innovative design solutions that are reshaping cities nationwide into walkable communities.
3. **Connect the built environment and public health.** Rooted in an extensive body of empirical research, our team understands that health outcomes are closely tied to land use and transportation decisions. In addition to individual health benefits that accrue from built environments that are supportive of walking and biking, physical activity provides fiscal and societal benefits by reducing health care costs and lost productivity. Regular exercise through walking has been shown to decrease the risk of cancer, heart

BICYCLE MASTER PLAN
City of Laredo, TX

disease, stroke, diabetes, and several other diseases. It has also been shown to strengthen mental health and increase energy.

4. **Empower people walking and biking through an equity-based approach.** Our approach emphasizes safety improvements to improve walking and biking conditions for the most vulnerable road users. Nelson\Nygaard’s research with Transportation4America found that people of color and older adults are overrepresented among pedestrian deaths, and the pedestrian death index (PDI) is correlated with median household income and rates of uninsured individuals. Specifically, Native Americans and African Americans, as well as adults 65 years and older, are all at much higher risk of being struck and killed by a car while walking than people in other demographics.¹ We are focused on reducing health and wealth disparities through active transportation.

5. **Develop solutions that respond to local conditions.** Our team considers every project a unique planning effort. Our design solutions and policy guidelines will not be “cookie cutter” recommendations, but specifically tailored to the needs of people who walk, ride bicycles, and drive in the City of Laredo. As we have done in similar projects, we will take our maps and discussions to targeted stakeholders, advisory groups, and the broader community, giving a wide range of stakeholders multiple opportunities—in different venues and times of day—to voice and draw from their experiences walking and biking around the study area. This insight is essential for helping the project team and the City understand how best to proceed with context-sensitive solutions, helping to inform the plan.

¹ <https://smartgrowthamerica.org/dangerous-by-design/>

A

Appendix A: Team Resumes



Drusilla van Hengel, PhD

Principal



Dru has more than 20 years of academic and practical transportation planning and operations experience. Her consulting practice focuses on bicycle and pedestrian master planning and capital project development, project evaluation, healthy communities, and safe routes to schools and parks. Her academic background and public sector work in land development, traffic operations, and community planning provides a unique perspective and rich depth of experience that has benefited communities across the country as they decide how to take their next move toward making walking and bicycling viable options for people of all ages and abilities. Dru's clients get built projects, implementable plans, and innovative practices.

EDUCATION

- M.B.A., Sustainable Business, Bainbridge Graduate Institute, WA, 2008
- Ph.D., Social Ecology, University of California, Irvine, CA, 1996
- M.A., Social Ecology, University of California, Irvine, CA, 1993
- B.A., Psychology and Biology, Dartmouth College, CT, 1985

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.
Principal, 2014-present

- **Route 9 Active Transportation Conceptual Design Plan, Village Consortium, (Hastings to Tarrytown, NY) 2017-2018.** Dru advised the project management team on this project, which provided the opportunity to consider with the communities, how some of the pressures of Route 9 between Hastings and Sleepy Hollow can be relieved by providing safe, connected, and attractive active transportation infrastructure that best supports the transportation challenges of the future.
- **Santa Monica Complete Streets Network Planning and Implementation, City of Santa Monica (Santa Monica, CA) 2016-2017.** Dru is the project Manager for this project. The work includes providing recommendations for forward-leaning policies and actions to be included in the Downtown Community Plan; updating the Bicycle Action Plan; designing protected bike lanes on 17th Street; and drafting a Complete Streets policy and implementation guidance. .
- **LA Vision Zero Conceptual Design and Project Support, Los Angeles Department of Transportation (Los Angeles, CA) 2017.** Dru is the Project Manager for the Los Angeles Department of Transportation L.A. Vision Zero project. Nelson\Nygaard is collaborating with multiple consultants to help LADOT reach its immediate 20% collision reduction targets through the implementation of 40 Vision Zero corridor projects.
- **Silicon Valley Bike Vision, Joint Venture Silicon Valley (San Jose, CA) 2017.** Nelson\Nygaard conducted a high-level bikeway analysis of existing conditions in San Mateo and Santa Clara Counties, including mode share metrics, a collision analysis, an inventory of existing bikeways, and a summary of key gap typologies and opportunities. Policy and program criteria developed by the study will help the region accomplish greater biking mode share and achieve the community benefits also outlined in the study. Nelson\Nygaard debuted the report in a presentation at the 2017 State of the Valley Conference. Dru was the project manager.
- **Connect Downtown, City of Des Moines (Des Moines, IA) 2016-Ongoing.** Dru is serving as project advisor on this forward thinking project that is re-examining roadway circulation patterns downtown. Her work includes network analysis, bikeway design and walkability strategies for creating a more vibrant downtown.



Drusilla van Hengel, PhD

Principal

- **Bicycle and Pedestrian Master Plan, City of Lomita (Lomita, CA) 2016-Ongoing.** Dru is the Principal in Charge for the first active transportation plan for Lomita. She plays an active role in project recommendations, network connectivity, and policy development.
- **Chico Bicycle Master Plan, City of Chico (Chico, CA) 2016-Ongoing.** The City of Chico is developing an update to its bicycle master plan to initiate the development of a bike network that will appeal to people of all ages and abilities. Dru is the project manager for this plan, emphasizing completion of priority bike networks, implementation of a variety of facility types, and accessible communication of recommendations through the use of a visual language applied to the project website, public service announcements, and planning documents.
- **The Great Santa Cruz Trail Feasibility Analysis, Confidential Client (Santa Cruz, CA) 2016.** Nelson\Nygaard was hired by local advocates for the development of a multi-use trail along a county-owned rail corridor. Nelson\Nygaard analyzed the feasibility and articulated the group's vision for the future bicycle and pedestrian corridor. The analysis included on-street connectivity to the trail. Dru served as Project Manager for this effort and leads the analysis and visioning of the recommendations.
- **Vital Streets, City of Grand Rapids (Grand Rapids, MI) 2017.** Holistic multimodal transportation framework plan and guidelines uniting complete street design, green infrastructure, parking and transportation demand management with a consciousness toward enhancing social equity and success of all residents. Dru was the project advisor for integrating bicycle networks in the plan.
- **Safe Mobility Santa Ana Plan, City of Santa Ana (Santa Ana, CA) 2016.** This project aims to improve the safety of Santa Ana roads, with a focus on vulnerable roadway users. Completed in 2016, it includes a detailed analysis of crash data to identify trends and contributing factors in order to identify a list of locally suitable engineering, education and enforcement actions. The final plan includes a table of recommended projects as well as more detailed project cut sheets for 20 high priority locations. Dru served as project manager.
- **Bicycle Master Plan Update, Seattle Department of Transportation (Seattle, WA) 2014.** Dru was the deputy project manager for the citywide Bicycle Master Plan Update. Her work enabled the delivery of the draft and final plans, which focus on staff and community response to recommended strategies to increase ridership, comfort, and safety for cyclists of all abilities. Nelson\Nygaard provided project evaluation and prioritization framework by establishing a unique multimodal corridor framework to determine bikeway route selection and weigh difficult modal tradeoffs on corridors with competing demands and limited space.
- **Design Consulting Services for Various Bikeway Projects, City of Calgary (Calgary Alberta, Canada) 2016.** Dru provided design support services for ten projects and led the conceptual design for five corridors (Bowness Road NW, Edmonton Trail NW, Northmount Drive NW, 20 Street NW, and Mount Royal University). The work also included facilitation at city stakeholder meetings, development of design options, multi-modal evaluation, and peer review.

CERTIFICATIONS

- League Cycling Instructor, #1133
- National Safe Routes to School Instructor

PROFESSIONAL AFFILIATIONS

- American Planning Association
- Association of Pedestrian and Bicycle Professionals
- Institute of Transportation Engineers
- Bicycle Friendly America National Advisory Group Member
- City Orators Toastmasters, Past President

Meritxell Font, PTP

Principal



Meritxell Font is a Principal at Nelson\Nygaard, head of the firm's New York office, and co-lead of the firm's east coast Design and Engineering sector. With 19 years of experience, she specializes in complete streets, transportation modeling, traffic engineering, transit, and parking. Her project portfolio includes transit systems, multimodal networks, traffic analysis, short- and long-term transportation plans, as well as mobility plans focused on building transit-oriented and sustainable communities. She previously worked on the Fayetteville Mobility Plan, where she led the Street Typology and Street Design Guidelines task, and is currently managing the Rochester, NY Comprehensive Accessibility and Mobility Plan, as well as several Complete Streets projects, including the Route 9 Active Transportation Conceptual Design Plan and the Route 119 Complete Streets Conceptual Design Plan in Westchester County, NY.

EDUCATION

M.S./B.S., Civil Engineering (emphasis in Transportation Planning), Polytechnic University of Catalonia, Barcelona, Spain, 2001

Certificate, Business Planning, Esade Business School, Barcelona, Spain 2002

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Principal, 2018-Present; Senior Associate, 2016-2017

- **Rochester Comprehensive Access and Mobility Plan (Rochester, NY) 2018-Ongoing.** Meritxell is performing as the deputy project manager for this effort and is also leading the street typologies and design guide tasks.
- **Route 119 Complete Streets Conceptual Design Plan, Village Consortium/Town of Greenburgh (Greenburgh, NY) 2017-Ongoing.** Meritxell is serving as the deputy project manager for this project to provide a new design for Route 119 from Tarrytown NY to White Plains NY to accommodate all transportation modes and provide different transportation options to its users.
- **Route 9 Active Transportation Conceptual Design Plan, Village of Irvington (Hastings-on-Hudson to Tarrytown) 2017-Ongoing.** Meritxell is serving as the project manager for this project to provide a conceptual design plan of a dedicated lane from Sleepy Hollow to Hastings-on-Hudson for pedestrians and bicyclists throughout the corridor, to improve the walking experience, and to make transit more accessible and attractive.
- **Lake Avenue Bicycle Infrastructure Plan, City of Lakewood (Lakewood, OH) 2018-Ongoing.** Principal-in-Charge for a study of bicycle enhancements on Lake Avenue, a priority bike route that connects multiple communities on the west side of Cleveland. Scope includes parking and traffic analysis of the corridor, generating recommendations for cross-sections and intersection alignments.
- **Lorain Road Corridor Study, City of Fairview Park (Fairview Park, OH) 2018-Ongoing.** Principal-in-Charge for a study of multimodal enhancements on Lorain Rd, including parking and traffic analysis of the corridor, generating recommendations for cross-sections and intersection alignments.
- **JEDCO Master Plan Development, JEDCO (New Orleans, LO) 2018-Present.** As part of a team led by Perkins+Will. Meritxell has been involved in drafting the transportation networks and mobility options to improve access to the Master Plan.
- **NYC Curbside Management Study and Parking Blueprint, NYC DOT (New York, NY) 2015-2016.** Meritxell was responsible for the data-driven analysis to classify NYC DOT on-street parking metered areas based on the neighborhood socioeconomic, transportation and land-use characteristics using cluster analysis.



Meritxell Font, PTP

Principal

- **Peekskill Downtown Parking Study, City of Peekskill (Peekskill, NY) 2017-2018.** Meritxell managed the data-driven analysis to understand the demand and supply of downtown Peekskill and based on that, she led the proposal of several short and long term recommendation to optimize the parking resources and improve wayfinding.
- **Dallas High-Speed Rail Station Master Plan, TCP (Dallas, TX) 2017.** Meritxell performed as the deputy project manager and participated in the definition of the transportation networks that would serve the planned Dallas High-Speed Rail station. The team was led by Perkins+Will.
- **Fayetteville Multimodal Transportation Plan, City of Fayetteville (Fayetteville, AR) 2015-Ongoing.** Deputy project manager. The Plan objective is to meet increased capacity needs while establishing clear links between all transportation modes, encouraging more transit use and operational efficiency, through network analysis and public engagement.
- **Columbus Downtown Strategic Development Plan, City of Columbus (Columbus, IN) 2017-Ongoing.** Meritxell is serving as the project manager for this effort, which includes planning document review; an existing conditions analysis of the street hierarchy, traffic volumes, and the pedestrian and bicycle network; public engagement; recommendations for creating efficient transit, safe and inviting pedestrian and bicycle environments, and employer-based TDM programs.
- **Forest Park Great Streets, East-West Gateway Council of Governments (St. Louis, MO) 2016-Ongoing.** Meritxell is the traffic lead of the transportation networks analysis and proposals in and around Forest Park., providing multimodal transportation management and improved street designs that will enhance safety and access to and from the park and its many institutions.
- **Commuter Fast Ferry Infrastructure Gap Analysis, Northern Virginia Regional Commission Regional (Various Locations) 2017-Ongoing.** Meritxell is responsible for the ridership forecast of the ferry service, the update the MWCOG travel demand model using the data gathered from the infrastructure gap assessment, and the incorporation of a new mode in the model to accommodate consideration of ferries as part of the modeled network.
- **Belmont High School Traffic Consultant, Town of Belmont (Belmont, MA) 2017-2018.** Meritxell served as the project manager for the existing conditions analysis and traffic impact analysis for Belmont High School.
- **Master Plan Traffic Impact Study (Nexus Analysis), NV5, Paradise Valley Estates (Fairfield CA) 2016-Ongoing.** Meritxell is the project manager and traffic lead for the analysis on the impact of new traffic linked to the extension of PVE to the nearest transportation networks, including road intersection, transit and non-motorized networks, as well as measures to mitigate those impacts.
- **East Palo Alto Transportation Impact Fee, City of East Palo Alto (Palo Alto, CA) 2016-Ongoing.** As project manager, Meritxell performed traffic impact analysis of long-term development forecast for the City of East Palo Alto, CA, in order to finance multimodal transportation improvements as part of the city's General Plan Update. Proposed trip-based and VMT-based methodologies for allocating impact fees to potential developers.
- **I-280 Railyards Alternatives and I-280 Boulevard Feasibility Study, Caltrain (San Francisco, CA) 2017.** Meritxell evaluated the alternative alignments for the connection taking Caltrain to the Transbay Terminal based on a forecast ridership model she developed.

CERTIFICATIONS

Certified Professional Civil Engineer in Spain

Certified Professional Transportation Planner in the US

Iain J. Banks, PTP

Senior Associate



Iain is a transportation planner and engineer with 14 years of experience in sustainable transportation. Iain's projects have included campus master plans, development project reviews, citywide bicycle master plans, citywide parking programs, transit development plans, capital improvement programs, community planning and data analysis. He brings experience in both the public and private sectors, most recently serving as transportation planner for the City of Annapolis, Maryland where he was responsible for the city's transit system, active transportation networks, parking properties, and development review. Iain is an expert in transportation demand management, having completed numerous projects for the Maryland State Highway Administration, the District of Columbia, and Prince George's County. He is currently Project Manager for the Durham Downtown Parking Study.

EDUCATION

M.S., Transportation Engineering and Planning, University of Southampton, England, 2001
B.A., Geography, University of Portsmouth, England, 2000

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.
Senior Associate, 2014-present

- **Bicycle & Pedestrian Master Plan Update, City of Alexandria (Alexandria, VA) 2016.** Senior Associate. The Transportation Master Plan to reflect changes that have occurred since 2008, including the Complete Streets policy, Capital Bikeshare program, and a move toward implementing on-street bicycle facilities. In addition, the City has developed an accompanying Complete Streets Design Guidelines Manual.
- **Williams Drive Study, Capital Area Metropolitan Planning Organization (Georgetown, TX) 2017.** Project Manager. This study was the first to consider both transportation and catalytic development sites along the corridor, prioritizing the safe and convenient travel of vehicles, transit riders, bicyclists, and pedestrians along with development visions. It proposes context sensitive multimodal operational improvements, streetscape changes, and mixed-use development concepts that will transform how people travel and live within and along the corridor.
- **West Main Street Project, City of Charlottesville (Charlottesville, VA) 2017.** Senior Associate. Implementation of a complete street solution to sustain and strengthen local businesses, enable and promote environmentally preferable modes of travel, respect the historic character and institutions, and permit and accommodate planned growth. Services provided for the project included street design, traffic engineering, parking evaluation, bicycle facility design, and public engagement.
- **Brookland -Edgewood Livability Study, District Department of Transportation (Washington, DC) 2015.** Project Manager. Community plan to address and preserve local neighborhood safety, vitality and community access in a core downtown area inundated by commuter and truck traffic. Plan enhances place, environment and community while preserving regional network.
- **Downtown Durham Parking Study, City of Durham (Durham, NC) 2017-Ongoing.** Project Manager. Comprehensive parking management plan to implement strategies for on- and off-street parking resources to maximize access, and improve overall mobility in the city leveraging the multimodal networks and in Downtown Durham.



Iain J. Banks, PTP
Senior Associate

- **Circulation & Parking Study, Town of Chapel Hill (Chapel Hill, NC) 2017-Ongoing.** Project Manager. The study is preparing a downtown circulation study and parking review collaborating with past Mobility Studies to provide a package of strategic mobility recommendations.
- **Edina Grandview District Transportation Study, City of Edina (Edina, MN) 2016.** Senior Associate. Developed a set of multimodal transportation projects and policies to support the near, mid-, and long-term vision for a transit-oriented Grandview District. Improvements address safety, operations, and accommodation for growth, in addition to ensuring accessibility to connections within the district, the city, and neighboring Minneapolis.
- **Public Square Design and Implementation, (Cleveland, OH) 2016.** Senior Associate. Analysis and modeling of roadway and transit system impacts associated with new development and transit enhancements; expansion of current and planned bicycle facilities and walk networks to support vibrant central place.
- **University Circle Transportation & Mobility Study, University Circle, Inc. (Cleveland OH) 2015.** Senior Associate. Analysis and modeling of the existing and future roadway network with recommendations for enhanced mobility within the University Circle neighborhood; review and impact of future development growth.

City of Annapolis Dept. of Transportation, Annapolis, Maryland

Personal Transportation and Parking Specialist/Transportation Planner, 2009-2014

- Project Manager for the City's first Bicycle Master Plan. This included procurement of the grant to fund the plan as well as managing the project from community interaction to finalization and Council approval.
- Project Manager for the implementation of the City's shuttle service linking the downtown City Dock with the City owned parking facilities.
- Implementation and analysis of the City's Transit Development Plan for its fixed route transit system.
- Management, administration and reporting of the Department's Federal and State Grant Funding program, overseeing a budget of \$2.0 million in grant funds.
- Development, management and administration of the Department's annual \$5 million budget covering all facets of the department's services - transit, parking, taxi services, bicycle & pedestrian planning.

O.R. George & Associates, Inc., Lanham, MD

Senior Traffic Engineer/Transportation Planner, 2004-2009

- Master Plan studies and assessments for a number of public sector development projects.
- Traffic management and transit-oriented development planning for construction/development phases on new and existing sites.
- Corridor-wide data collection, analysis and documentation for State Highway facilities.

CERTIFICATIONS/PROFESSIONAL AFFILIATIONS

- Certified Professional Transportation Planner (TPCB/ITE)
- Member, Institution of Transportation Engineers (ITE)

Alyson Fletcher

Associate



Alyson Fletcher focuses on bike-ped, street design and multimodal transportation studies, which encompass best practices for integrating modes. Alyson has an inter-disciplinary background in architecture, planning and landscape architecture. Before joining Nelson\Nygaard, Alyson not only worked for an architecture firm in Boston but also worked on civic landscape designs for stormwater infrastructure projects in Philadelphia and on the Neighborhood Bikeways Network for the Active Transportation Alliance in Chicago. Alyson's Chicago work became part of a thesis presented at the Transportation Research Board's 2012 Urban Street Symposium and the 2012 Velo-City in Vancouver, B.C.

EDUCATION

M.C.R.P., Cornell University, NY 2014

M. Landscape Architecture, Cornell University, NY 2014

M.A., Art & Art History, Literary & Cultural Studies, College of William & Mary, VA 2007

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.
Associate, 2014-Present; Intern, 2013-2014

- **Tulsa Downtown Walkability Study, Tulsa Downtown Coordinating Council (Tulsa, OK) 2016-2017.** Alyson served as the project manager for this walkability study in downtown Tulsa that addressed the principal factors determining driver speed and pedestrian exposure, both of which discourage walking. The project included a corridor analysis that included a review and compilation of existing conditions and the development of preliminary, planning-level recommendations for an improved street network, identifying the number and direction of all driving lanes within the study area.
- **Forest Park Great Streets, East-West Gateway Council of Governments (St. Louis, MO) 2016-2018.** Alyson is providing walking and biking within the park and improved street designs that will enhance safety and access to and from the park and its many institutions.
- **New Rochelle Complete Streets, City of New Rochelle (New Rochelle, NY) 2013-2014.** Alyson prepared designs, sketches and cross section graphics for complete street corridor redesigns, for improved sidewalks, biking and transit facilities.
- **Route 9 Corridor Design, Village of Irvington (New York, NY) 2017-Ongoing.** Alyson managed a parking evaluation process to understand what parking space could be used for bike facilities. Alyson also designed trail crossing interfaces with the corridor.
- **Santa Cruz Rail Trail (Santa Cruz, CA) 2016-2017.** Developed designs and photosimulation visualizations for world class rail trail, incorporating best practice separated facility designs for walking and biking, intersection crossings, landscape and signage, paint and pavement treatments.
- **Newton Multimodal Transportation Strategy, City of Newton (Newton, MA) 2016-2017.** Alyson created citywide strategy for active transportation, transit, vehicular circulation and parking.
- **Separated Bikeway Designs, Rochester Destination Medical Community Services (Rochester, MN) 2014-2016.** Alyson provided designs for this urban design, infrastructure, and transportation improvement plan to create an accessible destination community. Created renderings of options for cycle track, light rail and bus rapid transit in existing right of way.



Alyson Fletcher
Associate

- **Reimagining Broadway - Downtown Chelsea (Chelsea, MA) 2015-2017.** Project manager for a main street area multimodal redesign process. Led design production, created workshop exhibits and activities, and ran parking study to assess demand patterns in the Broadway neighborhood of Chelsea to support the eventual programming and phasing of the multimodal redesign. Includes conceptual designs for improved sidewalks, urban design, and separated bike facilities.
- **Amherst Multimodal Transportation Plan, Amherst Department of Public Works (Amherst, MA) 2014-2016.** Alyson assisted in the preparation of this town-wide multimodal transportation plan. She analyzed bicycle and pedestrian network gaps, proposed best practices for bike and pedestrian infrastructure and prioritized areas for maintenance and improvement for all modes.
- **Northampton Main Street Intersection Design, Northampton Office of Planning and Development (Northampton, MA) 2013-2014.** Alyson assisted in developing 30% construction documents for redesign options allowing optimal traffic flow, truck turning, while also improving conditions for those who walk and those who bike, including new pedestrian refuges and enhanced wheelchair accessibility.
- **Hermann Park Master Plan, Hermann Park Conservancy (Houston, TX) 2015-2016.** Alyson provided planning and conceptual design input to prime on Hermann Park's transit access, trails, bikeshare, walking and corridors.
- **Binghamton University Transportation and Parking Study, Binghamton University (Binghamton, NY) 2013.** Alyson helped conduct a transportation and parking study for the Main Campus, the Innovative Technology Center, and connecting off-campus students to campus.

PREVIOUS EXPERIENCE

Pennsylvania Horticultural Society

Public Landscapes Design and Management Intern, 2012

- Alyson developed concept designs for the implementation of innovative stormwater infrastructure throughout the city for the Philadelphia Water Department. Tasks included collaborating with civil engineers to discern the feasibility of implementation on six different sites, diagramming existing conditions, developing concept designs and renderings, and pulling together a public report on the project.

Active Transportation Alliance

Neighborhood Bikeways Campaign Intern, 2011

- Alyson researched existing literature and policy on protected bike lanes. Crafted innovative outreach tactics and education materials to inform the public. Project turned into planning thesis setting up methods to evaluate the impact and conflicts of protected bike lanes on behavior with those who walk and those who drive.

David Perlmutter

Associate



David specializes in multimodal networks and transportation master plans. Since joining Nelson\Nygaard, he has served as a project analyst on a variety of multimodal and Complete Streets projects, including a bike and pedestrian campus master plan at California State University-Channel Islands; a study of intersection improvements to optimize bus transit in Westchester County, New York; and public outreach surveys to support Marin County's Strategic Vision Plan. David's skill in bike/pedestrian collision mapping supported a citywide, multimodal transportation master plan in Newton, Massachusetts. In addition, David played a key role in developing multimodal travel demand forecasts to support a Downtown Parking Management Plan in Santa Rosa, California.

EDUCATION

M.S., Urban Planning, Columbia University, New York, NY - 2015
B.A., Geography, University of Washington, WA - 2010

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
Associate, 2015-Present

- **Rochester DMC Parking TMA Implementation Study, City of Rochester, MN (Rochester, MN) 2016-Ongoing.** This study evaluated the feasibility of multimodal "mobility hubs" situated at key remote/peripheral parking facilities of the downtown campus of Rochester's Mayo Clinic. The intent of a mobility hub is to facilitate seamless multimodal trips by co-locating various modal access points with a combination of infrastructure and programmatic investments. The study analyzed the viability of various shared mobility options at each proposed hub location and provided cost estimates and implementation guides for each.
- **TAM Strategic Vision Plan, Transportation Authority of Marin (Marin County, CA) 2016-2017.** Evaluated and supported public outreach efforts to support TAM's Strategic Vision Plan, a countywide transportation master plan emphasizing funding and implementation strategies for a variety of transportation projects, including bike and pedestrian improvements. This project included a public opinion survey of Marin residents and employees with over 4,000 responses. Results from the survey were carefully analyzed to reveal the community's mobility-related values and tradeoffs that are incorporated the Strategic Vision Plan.
- **Santa Rosa Downtown/Railroad Square Parking Management Plan, City of Santa Rosa (Santa Rosa, CA) 2016-2017.** Technical Lead. As the project's lead technical analyst, David evaluated current and future parking demand in the vicinity of a planned commuter rail station in Santa Rosa, CA. The study evaluated current parking inventory, near-term real estate development forecasts, and rail ridership forecasts to predict future parking shortfalls/surpluses under various scenarios. To mitigate anticipated parking shortages under a scenario with higher rail ridership, the study proposed mitigating travel demand management strategies such as performance-based pricing for on-street parking, further reductions in minimum parking requirements for developers, public-private shared parking agreements, and partnerships with shared mobility services to help riders make first and last mile connections. The most substantial of these recommendations, a performance-based parking pricing program, was approved for implementation by the Santa Rosa City Council in late 2017.
- **Newton Transportation Strategy, City of Newton (Newton, MA) 2015-2016.** Developed supporting maps and graphics for the Newton Transportation Strategy, a comprehensive review of multimodal transportation indicators for the municipality. Themes included bicycle and pedestrian conditions, demographic analysis, transit service patterns, and traffic congestion.



David Perlmutter

Associate

- **Dallas High-Speed Rail Station Area Plan, Texas Central Partners (Dallas, TX) 2017.** Evaluated bus rapid transit, light rail, circulator, bike, pedestrian, and vehicular access alternatives to enhance multimodal access to the planned high-speed rail station in Downtown Dallas. Developed street hierarchies (arterial/collector/local), transit station and route alignments, and integrated these plans with Texas Central Partners' ridership and parking demand forecasts.
- **East Palo Alto Transportation Impact Fee Nexus Analysis, City of East Palo Alto (East Palo Alto, CA) 2016.** Deputy Project Manager. Performed traffic impact analysis of long-term development forecast in order to finance multimodal transportation improvements as part of the city's General Plan Update. Proposed trip-based and VMT-based methodologies for allocating impact fees to potential developers.
- **Dublin Mobility Study, City of Dublin (Dublin, OH) 2016–Ongoing.** Deputy Project Manager. Assisted with an extensive stakeholder engagement process to articulate a shared Mobility Vision to guide near-term and long-term transportation investments in a mid-size Columbus suburb. The Study focused particularly on enhancing first and last mile connections to transit through partnerships with mobility service providers (MSPs), as most of the community lies well outside the range of COTA fixed-route transit service. In following phases of the project, David has assisted the City in plans to implement on-demand circulator and dockless bike-share services in the downtown area.
- **Milwaukee Regional Medical Center Master Plan, City of Wauwatosa (Wauwatosa, WI) 2015–2016.** Deputy Project Manager. As Deputy Project Manager, David developed a transportation policy framework for a major medical campus in Wauwatosa, WI, undergoing rapid expansion. The Milwaukee Regional Medical Center is in the midst of a shift from largely auto-oriented access management policies to a more multimodal approach, a transformation made urgent by the upcoming completion of a Bus Rapid Transit service connecting the campus with Downtown Milwaukee. After preparing a 10-year travel demand forecast to evaluate parking and vehicular access conditions, the Master Plan prepared a suite of parking management policies, transportation demand management programs, and bike/pedestrian improvements to improve campus access and mobility. The most significant of these recommendations was the creation of a Transportation Management Association, a staffed non-profit organization tasked with implementing and managing various mobility programs on behalf of campus stakeholders.
- **Belmont High School Traffic Study, Town of Belmont (Belmont, MA) 2017–2018.** This study evaluated site access conditions at a rapidly growing public high school campus, including vehicular, bike, transit, and pedestrian access. Working with Perkins + Will designers, the study identified pinch points and outlined intersection and site access improvements to reduce congestion during peak-periods.
- **CSU-CI Parking and TDM Plan, CSU-Channel Islands (Camarillo, CA) 2016.** David developed a chapter of bike and pedestrian-oriented strategies aimed at commute trip reduction for a rural university campus setting with few existing alternatives to private vehicular travel. This project explored administrative policy changes to support biking and walking to campus, street design typologies, bike parking, bike-share feasibility, and parking pricing strategies to improve the distribution of parking demand throughout the day.

AFFILIATIONS

Secretary/Treasurer, American Planning Association, LGBTQ in Planning Division

Member, Young Professionals in Transportation, NYC Chapter

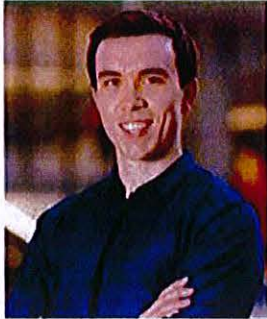
Member, Young Professionals in Transportation, NYC Chapter

AWARDS

NYU Rudin Center, Emerging Leaders Fellowship, 2017

Matthias Neill

Associate/Junior Designer



Matthias thinks holistically about making transportation more sustainable, and understands the importance of big and small solutions to pressing transportation challenges. Having experienced transport systems around the world, he works to implement global best practices successfully in local contexts. He believes strongly in reducing car dependence and giving people greater transportation choices. Matthias is also a member of the firm's Visual Communications team, and is able to present complex ideas through compelling visuals. His work is informed by experience in multiple built environment disciplines. At rail planning agencies in his native Switzerland, he optimized schedules and improved service patterns for European rail operators. At architecture and real estate firms in New York City, he worked at the intersection of tech and urban planning to visualize complex zoning policies, and in London, he worked for a major engineering and design firm.

EDUCATION

M.S. Urban Planning, Columbia University, 2017

BSc. Urban Planning, Design & Management, University College London, 2015

EXPERIENCE

Nelson\Nygaard Consulting Associates, Inc.
Associate / Junior Designer, 2017-Present

- **Route 119 Complete Streets Plan, Town of Greenburgh (Westchester County, NY) 2017-Ongoing.** Matthias is carrying out design and analysis work for this complete streets project and will handle most related graphic production. The plan will assess the current conditions of Route 119, a major arterial in Westchester County, and recommend solutions to improve safety, accessibility, and functionality for all road users along the route corridor.
- **Route 9 Active Transportation Plan, Village of Irvington (Hastings to Tarrytown, NY) 2017-Ongoing.** Matthias is involved in outreach and design work for this complete streets project. The plan assesses current limitations of Route 9 for pedestrians and bicyclists and proposes design interventions at key locations to enhance safety and make the entirety of the route accessible to non-drivers.
- **WMATA Columbia Pike, Washington Metropolitan Area Transit Authority, (Arlington, VA) 2017-Ongoing.** Matthias analyzed the operational and financial impacts of proposed bus route and schedule modifications along Columbia Pike, an important bus corridor. The project aims to improve bus service and operations along the corridor as an alternative to a light rail plan.
- **Expedia Bellevue HQ Relocation, Expedia (Seattle, WA) 2017-Ongoing.** In support of Expedia's relocation from Bellevue to Seattle, Matthias analyzed existing ferry services and infrastructure to evaluate the viability of a ferry to the new campus. His work fed into larger efforts to minimize the amount of employees commuting by car to Expedia's future headquarters.

PREVIOUS EXPERIENCE

Envelope City Inc., New York City, NY
Intern, Design & Zoning Analysis 2016-2017

SMA & Partners, Zürich, Switzerland
Intern, Rail Planning - 2015

Arup, London, UK
Intern, Urban Planning Team - 2015



Matthias Neil
Associate/Junior Designer

Philadelphia Redevelopment Authority, Philadelphia, PA
Intern, GIS and AutoCAD - 2014

Swiss Federal Railways, Bern, Switzerland
Intern, Rail Planning - 2013

Syngenta, Basel, Switzerland
Intern, Logistics Team - 2012

PUBLICATIONS

- Cutting Back the Car: Lessons on Reducing Suburban Car Dependence - Master's Thesis

Michael Carraher

GIS Analyst



Michael Carraher has a background in GIS with the ability to create, design, and maintain geographic databases and information across disciplines. He is experienced in field surveying, data acquisition with Trimble devices, and the interplay between mobile and desktop user interface concerning GIS. Michael creates visually compelling cartographic maps and graphics to convey complex ideas in a clear and concise manner.

EDUCATION

B.A., Geography, Vassar College, Poughkeepsie, NY, 2014

EXPERIENCE

Nelson\Nygaard Consulting Associates Inc.
GIS Analyst, 2014–Present

- **Route 9 Active Transportation Study, Village of Irvington (Irvington, NY) 2017–Ongoing.** Lead GIS Analyst of Complete Streets corridor study. Performing network analyses to study multimodal travel flows along the corridor and identify key areas of concern and for improvement. Led community outreach component which included developing a public input web map for residents to submit ideas and issues. Designing the reimagined corridor to serve all modes of travel.
- **Route 119 Complete Street Design, Town of Greenburgh (Irvington, NY) 2017–Ongoing.** Lead GIS Analyst of Complete Streets corridor study. Performing network analyses to study multimodal travel flows along the corridor and identify key areas of concern and for improvement. Led community outreach component which included developing a public input web map for residents to submit ideas and issues. Designing the reimagined corridor to serve all modes of travel.
- **New Rochelle Complete Streets Study, City of New Rochelle (New Rochelle, NY) 2016–Ongoing.** Lead GIS Analyst in identifying roadways for the city's Complete Streets conceptual designs. Analyzing existing roadway, bicycle, and pedestrian infrastructure conditions, desire line patterns, origin-destination pairs, and the relationship between biking and walking with transit access and parking. Developing conceptual designs of proposed streets.
- **NYCDOT Curbside Management and Parking Blueprint, NYCDOT (New York, NY) 2015–Ongoing.** Overseeing the design and creation of a complete spatial geodatabase of New York City's curbside parking inventory, and the use of this data in GIS and SPSS analyses to understand and recommend a metered parking plan throughout the city.
- **Montclair Parking Study, Township of Montclair (Montclair, NJ) 2015–Ongoing.** Mapped on-street and off-street parking trends at various times of the day/day of the week to study parking demand. Developed and mapped alternatives to existing parking conditions.
- **SCTA Transit Mode Shift Action Plan, Sonoma County Transit Authority (Santa Rosa, CA) 2015–Ongoing.** Conducted a complete demographic and existing transportation conditions analysis of Sonoma County, CA. Performed raster analysis to map and identify areas of optimal carshare and bikeshare expansion.
- **Ann Arbor Downtown Parking and TDM Study, City of Ann Arbor (Ann Arbor, MI) 2015–Ongoing.** Led the GIS analysis and mapping of existing conditions and inventory of parking, transit, biking, and walking access. Created service areas of each mode to calculate existing coverage and recommend areas for expansion.



Michael Carraher
GIS Analyst

- **Downtown Charlottesville Parking Consultant, City of Charlottesville (Charlottesville, VA) 2014–2015.** Performed a comprehensive study of on-street parking supply and demand throughout the downtown area. Used raster analysis to identify 'hot spots' of high demand, turnover, and duration, among other variables.
- **MNDOT Southeast Minnesota Travel Study, MNDOT (Rochester, MN) 2015–Ongoing.** Managed GIS analysis and mapping components of the regional transit plan. Conducted analysis examining demographic trends, existing transit service performance, and potential travel patterns and ridership.
- **Palo Alto Shuttle Evaluation, City of Palo Alto (Palo Alto, CA) 2015–Ongoing.** Lead the GIS analysis of existing transit access in Palo Alto by creating detailed walk sheds from all transit stops in the city. Identified areas of high need, mapped service alternatives, and calculated the potential benefits of service in terms of population and job access.
- **SFCTA Late-Night Transit Demand Analysis, San Francisco Transit Authority (San Francisco, CA) 2016–Ongoing.** Developed and implemented a methodology in GIS to score areas for late night travel demand in the Bay Area down to the census tract level of geography. Performed ridership analysis of major carriers in the area, and used this data in conjunction with the late night travel demand scores to recommend specific service expansions.
- **Boston Mobility Action Plan, City of Boston (Boston, MA) 2014–Ongoing.** Developed an innovative GIS modelling workflow to score publically suggested projects based on criteria to improve accessibility through all modes within the city of Boston. Results are feeding into the mayor's comprehensive transit plan for 2030.
- **Eastport Traffic Study, City of Annapolis (Annapolis, MD) 2015–Ongoing.** Managed the collection of existing street inventories (sidewalks, curb cuts, ADA ramps, etc.) and conditions (good, poor, etc.) into GIS format for mapping and coverage analysis.

PREVIOUS EXPERIENCE

Risk Management Solutions, Hoboken, NJ
Model Development Intern, June 2014–August 2014

- Member of Hurricane Sandy Field Study Project that aimed to assess building flood vulnerability in metro NYC area for insurance companies
- Photographed and collected detailed inventory of physical building data and land usage of at-risk areas

NYS Department of Transportation, Poughkeepsie, NY
GIS Intern, October 2013–May 2014

- Within the Planning Department and utilizing ArcGIS10x technology, updated and maintained region-wide asset inventory data to accuracy
- Authored instruction manual for statewide field data collection with Trimble GeoXT devices; created bike routes geodatabase for planning and public use; produced maps for internal and commercial use
- Presented a statewide webinar of As Built borehole workflow, field data acquisition, and documentation

FRANK ROTNOFSKY, AIA, NCARB

ABLE CITY PARTNER/ PRINCIPAL



BIOGRAPHY

Frank Rotnofsky is a registered Architect in Texas and New York with over 20 years of experience in urban design, master planning, feasibility studies, historical preservation, institutional and commercial design. Prior to Able City, Frank worked with Gaetano Pesce, Artist, Architect in Venice, Italy, as well as various architectural firms in New York City. In 1996, together with Viviana Frank, he co-founded Frank Architects, Inc. in Laredo, TX. His commitment and perspective in transportation connectivity and mobility issues makes him a key team member in Able City as he explores efficient, environmentally-conscious, and unconventional ways to connect people to places.

SELECTED PROJECTS

- Viva Laredo Comprehensive Plan- Laredo, TX
- TAMIU- Athletic Field Master Plan- Laredo, TX
- Haynes Wellness Center and Ground Master Plan- Laredo TX
- Rio Grande River Vega Master Plan- Laredo, TX
- Oak Street District Master Plan- Laredo, TX
- James & Maria Haynes Recreational Center- Laredo, TX
- LCC- South Health Science Center
- LISD Alma Pierce Elementary School
- LISD Cigarroa High School Track and Field
- LISD VMT School of Communications and Fine Arts
- TAMIU Canseco Hall Renovation
- TAMIU Fine Arts Theater Project
- UISD Barbara Fasken Elementary
- UISD New United High School
- UISD Lamar Bruni Vega Middle School
- I-35 Adelante Development- Laredo, TX
- Bridge of the Americas Master Plan- Laredo, TX
- Webb County Justice of the Peace Courthouse
- U.S. Border Patrol Administration Project- Carrizo Springs, TX
- Bethany House Homeless Coalition Project- Laredo, TX
- Webb County Youth Village- Laredo, TX
- Villa Antigua Heritage Museum- Laredo, TX

EDUCATION

Columbia University, New York

Graduate School of Architecture, Planning, and Preservation, New York, N.Y., May 1988
Master of Science in Architecture and Building Design.

Pratt Institute, Brooklyn

Bachelor of Architecture

LICENSES & CERTIFICATIONS

Registered Architect with the State of Texas

License No. 15540

Registered Architect with the State of New York

License No. 25332-1 (Number of years licensed: +23yrs)

Certified, NCARB, National Council of Architectural Registration Boards

PROFESSIONAL EXPERIENCE +29 YRS

Able City

CEO/ Principal/Owner: 2017- present

Frank Architects

Principal/Owner: 1986- present

UTSA School of Architecture

Professor: 1990-1994

BICYCLE COMMUNITY LEADERSHIP EXPERIENCE & CERTIFICATIONS

Texas Department of Transportation's Bicycle Advisory Committee

Member, Bikeway Design Working Group Member: 2018- present

Bike Laredo (Mayor's Wellness Council) - Founder and Member: 2017- present

Bike Texas - Member: 2017- present

League of American Cyclists - Member: 2017- present

Texas A&M International University Recreational Sports Fitness

Indoor Cycling Instructor: 2012- present

Aerobics and Fitness Association of America Group Fitness Certification

Keiser Indoor Cycling Certification

Stages Indoor Cycling Certification

VIVIANA L. FRANK-FRANCO, FAIA, NCARB, LEED AP, CNU-A

ABLE CITY PARTNER/ PRINCIPAL



BIOGRAPHY

Viviana Frank is a registered Architect in the state of Texas and New York with over 20 years of experience. She is Congress of New Urbanism accredited and a LEED Professional. Her work has been published and exhibited nationally and internationally in the fields of architecture, interiors/space planning, rural and urban design. Her commitment to the firm and its clients is evident through her accessibility, strong leadership, and detail-oriented vision which has resulted in long-standing and favorable relationships with clients. She has a drive for the evolution of cities and the engagement of its citizens. Viviana Frank has guided the firm through notable projects in the public and private sector, practicing a philosophy that connects people to the places they're in.

SELECTED PROJECTS

- Viva Laredo Comprehensive Plan- Laredo, TX
- TAMU- Athletic Field Master Plan- Laredo, TX
- Haynes Wellness Center and Ground Master Plan- Laredo TX
- Rio Grande River Vega Master Plan- Laredo, TX
- Oak Street District Master Plan- Laredo, TX
- James & Maria Haynes Recreational Center- Laredo, TX
- LCC- South Health Science Center
- LISD Alma Pierce Elementary School
- LISD Cigarroa High School Track and Field
- LISD VMT School of Communications and Fine Arts
- TAMU Canseco Hall Renovation
- TAMU Fine Arts Theater Project
- UISD Barbara Fasken Elementary
- UISD New United High School
- UISD Lamar Bruni Vega Middle School
- I-35 Adelante Development- Laredo, TX
- Bridge of the Americas Master Plan- Laredo, TX
- Webb County Justice of the Peace Courthouse
- U.S. Border Patrol Administration Project- Carrizo Springs, TX
- Bethany House Homeless Coalition Project- Laredo, TX

EDUCATION

Columbia University, New York

Masters of Science in Architecture and Building Design

Pratt Institute, Brooklyn

Bachelor of Architecture, With Honors

University of Colorado,

Siena, Italy

LICENSES & CERTIFICATIONS

Registered Architect with the State of Texas

License No. 18185

Registered Architect with the

State of New York

License No. 28985

Number of years licensed: +23yrs

Certified, NCARB, National Council of

Architectural Registration Boards

The Congress for New Urbanism

CNU: Accredited Member

LEED Accredited Professional

American Institute of Architects

PROFESSIONAL EXPERIENCE +29 YRS

Able City

CEO/ Principal/Owner: 2017- present

Frank Architects

Principal/Owner: 1986- present

Bilingual in English and Spanish

MARIO A. PEÑA, AIA, AICP, CNU-A

ABLE CITY PARTNER/ PRINCIPAL



BIOGRAPHY

Mario A. Peña is a registered Architect in the state of Texas and Florida, and a licensed Planner with over 16 years of experience, eight of which have been as principal of a design firm. Mario has focused on creating and leading teams of professionals with a passion for design, sensibility for creative and sensible problem solving, and unwavering customer service. He has continued to enhance his professional skills broadening his expertise in the areas of retail development and urban planning.

With a keen interest in urbanism and smart-growth, Mario understands the need to create urbanism that has an appropriate density that is connected and that contributes to the quality of our places. He is particularly passionate about place-making and promoting codes and policies that enable places designed for people to thrive and that will stand the test of time.

Mario has successfully led design teams on municipal buildings, higher education facilities, aviation facilities, residential facilities, and urban planning. His ultimate goal is to find solutions that exceed the expectations of our clients while creating a positive impact a project will have on its users and its surroundings.

Mario has been a contributor to the Laredo Morning Times and Laredos News commenting on urban planning and walkability. You can also find him on the Rivard Report as it covered Mario's presentation on SA Tomorrow's impact on neighborhood master plans and equity planning. Texas Architect Magazine (Nov/Dec 2018) featured Mario's work on community outreach as the basis of visioning transformative comprehensive plans.

SELECTED PROJECTS

- Viva Laredo Comprehensive Plan- Laredo, TX
- El Metro Phase 1 & 2- Laredo, TX
- Paseo Casa Blanca Master Plan – Laredo, TX Winfield Shoppes- Laredo TX
- Imaginarium of South Texas- Laredo, TX
- FIS at Laredo Airport - Federal Inspection Station- Laredo, TX
- Building N Warehouse- Laredo, TX
- Garden Ridge Municipal Complex- Garden Ridge, TX

EDUCATION

University of Colorado at Boulder

Bachelor in Architecture

Harvard University

Early College Credits

Instituto Tecnológico de Estudios

Superiores, Monterrey

Architecture Study Abroad

Registered Architect with the State of Texas

License No. 20580

Number of years licensed: +9yrs

CERTIFICATIONS

The Congress for New Urbanism

CNU: Accredited Member

International Council of Shopping Centers, Certified Construction, Design, & Development Professional

PROFESSIONAL EXPERIENCE: +16yrs

Able City

Principall/Owner 2017 - present

Hickey Peña Architects

Principall/Owner 2008 - present

Turner, Hickey & Associates

Associate Partner 2001 - 2008

Bilingual in English and Spanish

LESLIE ABOUMRAD, AIA

ABLE CITY STAFF



BIOGRAPHY

Leslie holds over 18+ years experience in urban planning, architecture and citizen engagement projects. Leslie is a place-maker, creating connections between architecture, urban planning, engineering, and the needs of the general public. She takes data and culture to inform design. From housing to historic preservation, Leslie leads projects from research and schematic design through to construction and completion. She holds a Bachelor in Architecture from Instituto Tecnológico de Monterrey and has specialized in illustration.

SELECTED PROJECTS

Viva Laredo Comprehensive Plan | *Laredo, TX*

Boulevard of The Americas Master Plan | *Laredo, TX*

City of Laredo District VII Plan Workshop: Mobility, Public Space, and Complete the Neighborhood | *Laredo, TX*

City of Cotulla Historic District Master Plan | *Laredo, TX*

Rancho Treviño Uribe Interpretive Center | *San Ygnacio, TX*

EDUCATION

Instituto Tecnológico de Estudios Superiores de Monterrey
Bachelor of Architecture

LICENSES & CERTIFICATIONS

Graduate School UNAM, Mexico
Light Structures Certificate

Bilingual in English and Spanish

SMRITIKA SRINIVASAN, CNU-A
HICKEY PEÑA COLLABORATOR URBAN DESIGNER



BIOGRAPHY

Smritika has lived in India, Qatar and U.S., her exposure to different cities and cultures prompted a passion for Urban Design. She is an accredited member of the Congress of the New Urbanism and has a growing interest in understanding the complexities and design of public spaces along with a focus on transportation and mobility. Coming from a culture that centers around the community, she places a great value on human connections and creating inclusive and vibrant spaces for people.

EDUCATION

- School of Architecture and Planning, Anna University, Chennai-India**
Bachelors of Architecture
- Georgia Institute of Technology, Atlanta**
Master of Science in Urban Design

PROFESSIONAL EXPERIENCE

- Able City, LLC**
Urban Designer
- Hickey Peña Architects**
Assistant Project Manager/ Urban Designer

ORGANIZATIONS

- The Congress of New Urbanism**
CNU-Accredited Member
- Ride El Metro, Laredo, TX**
Organizer/ Community Outreach

SELECTED PROJECTS

- District 3 & 4 Neighborhood Action Plan- *Laredo, TX*
- Russell Terrace Walkability- *Laredo, TX*
- The Coves Town Planning Center- *Laredo, TX*
- Urban Renewal Project Laredo Housing Authority- *Laredo, TX*

Jeffrey Puig, P.E., R.P.L.S. | Surveying



EDUCATION

Bachelor of Science, Civil Engineering, Texas A&M University, 1994

REGISTRATIONS

Professional Engineer: Texas 86352

Professional Land Surveyor: Texas No. 5961

EXPERIENCE

Experience: 25 years

OFFICE LOCATION

Laredo, Texas

Professional Experience

Mr. Puig has over 22 years of surveying experience in the Laredo area. He has completed design surveys ranging from site topography and utility surveys to drainage easements and construction staking. Mr. Puig has extensive surveying experience in land development and has completed numerous boundary, topographic and improvement surveys that support the design engineers. In addition to being a licensed surveyor, Mr. Puig is also a registered professional engineer; thus, he understands the needs required for design related surveying. He has been responsible for a variety of surveys, including residential, ranch boundaries, elevation certificates, ALTA, and construction surveys.

Project Experience

Port Drive Roadway Extension - Laredo, Texas

This project involved the platting and design of approximately 0.84 miles of a 49' B/B (5 Lane) roadway through undeveloped Killam property to connect the Union Pacific Railroad with the Unitec Industrial Park. CEC was involved in all aspects of planning, alignment, right-of-way acquisition, traffic, utilities, drainage and construction surveying.

Kansas City Southern Laredo Embargo Yard Survey - Laredo, Texas

This project involved the extensive topographic surveying and deed research of over 25 City blocks and encompassing right-of-way along the stretch of KCS railroad right-of-way and property within their Embargo Yard. The purpose of the project was to determine the extents of the railroad right-of-way and to determine the extents of the KCS property ownership within the Embargo Yard area. The deed research involved reviewing deeds that were over 100 years old along with the review of many blocks of City streets. CEC was involved with the all aspects of deed research, topographic surveying, boundary surveying, and construction surveying on the project.

Flecha – Las Cruces Realignment - Laredo, Texas

This project involved the design of approximately 0.4 miles of a 49' B/B roadway through undeveloped various landowner's properties to connect Las Cruces Drive with Flecha Lane and Mines Road intersection. CEC was involved in all aspects of deed research, surveying, creation of easements, right-of-way acquisition, planning, design, traffic analysis, utility coordination, utility relocation, drainage, and environmental on the project. The project was a joint effort between the City of Laredo and TxDOT.

Bulldog Blvd. and Mayela Dr. ROW Dedication Plat - Laredo, Texas

This project involved the extension of Mayela Dr. and the dedication of Bulldog Blvd. from Mayela Dr. to Del Mar Blvd. adjacent to Alexander High School. The project included deed research, topographic surveying, construction surveying, right-of-way acquisition, planning and design of the roadways, along with expansion of Del Mar Blvd. and the addition of a right turn lane.

Camino Nuevo Dr. ROW Dedication Plat - Laredo, Texas

This project involved the extension of Camino Nuevo Dr. to provide access to the UISD property. The project included deed research, topographic surveying, construction surveying, right-of-way acquisition, planning and design of the roadway.



EDUCATION

Bachelor of Science, Civil Engineering, Texas A&M University Kingsville, 1999

REGISTRATIONS

Professional Engineer: Texas 107221

EXPERIENCE

Experience: 20 years

OFFICE LOCATION

San Antonio, Texas

Professional Experience

Ms. Byler has more than twenty years of experience working on roadway facilities and hike & bike trails, as well as utility coordination, work zone traffic control, and developing proposed cross sections. Ms. Byler has experience in the guidelines set forth in AASHTO's Design Guides for Bicycle and Pedestrian Facilities as well as the Texas Accessibility Standards and National ADA guidelines. Her experience includes roadway design, sidewalk design, signing and traffic signal layouts, traffic control plans, utility coordination, hydraulic analysis, and assembly of all related PS&E items such as cost estimates, construction time estimates, and road closure notifications. Ms. Byler also has several TxDOT Certifications, including Bicycle & Pedestrian Facility Development.

Project Experience

Redland Road (Loop 1604 to Jones Maltsberger – San Antonio, Texas
CEC provided civil engineering services on this 0.70-mile project to reconstruct Redland Road from a two-lane uncurbed section to a four-lane section with a variable width center median (13' to 40'), bike lanes and sidewalks. The 40' wide median served to address sight distance issues due to the rolling terrain. Project improvements also include a storm drainage system, traffic-signal improvements, and design of pedestrian/bike facilities for safe crossing over the Loop 1604 bridge.

Nacogdoches Road (FM2252) to Loop 1604 – San Antonio, Texas
CEC provided engineering services for the reconstruction of 1.7 miles of FM 2252 which was widened from a 2-lane rural section to a 4-lane curbed section, raised center median, bike lanes and sidewalks. Design also included roadside ditches, storm drain system and design of outfall at the Cibolo Creek.

St. John's Pocket Park – Austin, Texas

CEC provided prepared a Preliminary Engineering Report to provide general park improvements consistent with the City of Austin's Park Master Plan. Planned improvements included demolition of a derelict pool, site improvements, landscaping, ADA accessibility, infrastructure, signage and site furnishings.

Roland Avenue – San Antonio, Texas

This project consists of hydrologic and hydraulic studies for the Salado Creek Watershed, including design of two bridge structures designed for the 100-year event, design of roadway, storm drain, modifications to linear creekway trail, utility coordination, SW3P, illumination, and traffic control plans and details, and design of water and sanitary sewer facilities for SAWS.

San Antonio Mission Trails Package 4 & 5, San Antonio, Texas.

This enhancement project involved the reconstruction of a city street, Mission Road, from E. Mitchell to Underpass (Roosevelt) with a separated hike and bike trail and various landscaping and roadway improvements. Mission Road was widened from a two-lane roadway to a two-lane roadway with bike lanes. The bike lanes taper out from the roadway midway through the project. At this point a separate hike and bike trail runs parallel to the roadway for several hundred feet before intersecting an existing trail that was constructed as part of the Mission Reach Projects.

Humberto Gonzalez, Jr., P.E. | Roadway Design



EDUCATION

MBA, Management, Texas A&M International, 2010

Bachelor of Science, Civil Engineering, Texas A&M University, 2003

REGISTRATIONS

Professional Engineer: Texas 100252

EXPERIENCE

Experience: 25 years

OFFICE LOCATION

Laredo, Texas

Professional Experience

Mr. Gonzalez has more than 13 years of experience working in the civil engineering industry. This experience consists of 4 years of experience in roadway construction inspection, as a Project Field Engineer for TxDOT. His areas knowledge includes major highway overpass/direct connectors, pavement restorations, roadway widening and rehabilitations, bridge (culvert & span) widening/replacements, overlays, bridge rail replacements and sealcoats. His experience also includes 8 years of experience in transportation roadway/bridge-class culvert/hydraulic & hydrologic design with extensive knowledge of AASHTO, TxDOT Roadway Design Manual, TxDOT Hydraulic Design Manual, TxDOT Bridge Rail Manual, and Texas Manual on Uniform Traffic Control Devices. He also specialized in creating bidding documents such as cost estimates, construction time schedules, and specifications.

Project Experience

TxDOT Loop 20/Spur 400 Overpass - Laredo, Texas

Mr. Gonzalez was the Design Engineer in charge of completing the schematic for this \$32 Million intersection bridge overpass project which included roadway design, utility coordination, and cross-sections. He later served as the Project Manager for the Consultant that put together the complete PS&E for the project.

TxDOT US 83 Roadway Widening - Pharr, Texas

Mr. Gonzalez designed 15.5 miles of widening and rehabilitation of a rural roadway to interstate standards. He was responsible for the roadway design, traffic control plan, utility coordination, SW3P, cross sections (positive drainage), signing and pavement markings.

TxDOT La Salle Co Safety Rest Area(s) - Laredo, Texas

Mr. Gonzalez served as the roadway/site civil engineer on this project consisting of two separate building locations. He designed new location off-ramps & on-ramps on northbound/southbound IH 35 to provide access to this new location. He also was responsible for the design of all parking lot areas, parking spaces, ADA accessibility (ramps/sidewalks), a nature trail, and drainage of all green space area consisting of grate inlet, culverts and storm sewer pipes.

Meadow & Saunders St. Northbound Right Turn Lane- Laredo, Texas

Mr. Gonzalez provided design and construction services for the addition of a right-turn lane on Meadow Avenue at Saunders Street (US59). The design required 350 LF of vehicle queuing storage and a 50 LF of a transition with a 12' lane. He also coordinated with all utilities, and ensured compliance with all City, State, and Federal regulations.

Southside Safety Improvements- College Station, Texas

This project included the rehabilitation of Park Place, Glade, Holik, and Anna Streets surrounding Oakwood Intermediate School. Mr. Gonzalez assisted in the design of upgrading the existing infrastructure for approximately 2,500 LF of streets with new pavement, curb & gutter, minimum of 5-foot sidewalks on both sides of each street, and underground storm sewer system.

LAREDO URBAN TRANSPORTATION STUDY

LAREDO BICYCLE MASTER PLAN

April 1, 2019

ASAKURA ROBINSON

1902 Washington Ave., Suite A Houston, TX 77007 | 713.337.5830 | asakurarobinson.com



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1902 WASHINGTON AVE., SUITE A
HOUSTON, TX 77007

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

P 713.337.5830
W ASAKURAROBINSON.COM



April 1, 2019

City of Laredo
1110 Houston Street
Laredo, TX 78040

Re: Request for Qualifications for Laredo Bicycle Master Plan

Dear Evaluation Committee:

It is a great delight to respond to an RFQ that offers the opportunity to facilitate the development of a balanced and integrated multimodal network and make a meaningful impact on communities in our region. Asakura Robinson, along with Toole Design Group, is pleased to submit its qualifications for the Laredo Urban Transportation Study. We admire Laredo's commitment to providing a safe, integrated mobility network and are excited to build upon these efforts with fresh ideas to fulfill the goals of this project. Our team is thrilled to potentially contribute in helping Laredo become a model bike-friendly community in a vital gateway between two interdependent sister-cities and nations. Our firms have partnered on several bicycle and pedestrian planning projects in Texas, including plans for the Longview and Tyler MPOs.

Our firms have long been champions of sustainable transportation that serve our communities by providing more mobility options for people, reducing household expenses, and supporting local businesses while continuing to improve air quality and natural resource conservation. The Urban Transportation Study is a personal project for us as well as a professional one. Our team members bring first-hand experience as pedestrians, cyclists, and transit riders. We leverage our personal insight and previous experiences in transportation planning and engineering to develop high-quality plans that drive implementation. Our project manager, Luis Guajardo, is a native-resident of the Rio Grande Valley and understands both the complexity and opportunity with active transportation in Borderland communities -- be it environmental, political, and social. His regional familiarity will be instrumental in grounding our team's expertise.

Asakura Robinson, along with Toole Design Group, brings an innovative approach, based on the belief that public engagement and multi-disciplinary collaboration are the cornerstone of any project. By working alongside the MPO, member cities, stakeholders, residents, and businesses, our team's technical knowledge is guided by local experience and understanding throughout the process -- from developing a case for action and project goals, network planning, mode integration, and working through the fine details of the funding and implementation strategy. These efforts will help the Laredo MPO provide guidance to member jurisdictions on safe road design, identify where prioritization can make a bigger impact to people who rely on walking and biking as their primary mode of travel, and assist with a phased implementation of high-comfort bike facilities.

The resulting Urban Transportation Study will reflect the diversity of needs and national best practices in sustainable transportation planning and engineering, through multifaceted solutions (i.e. projects, policies, and programs) that identify essential partners and catalyst opportunities in the Laredo MPO. We aim to position the MPO to implement built projects, anticipate infrastructure needs, enhance technical and educational resources for local jurisdictions, and promote and initiate programs that enhance safety and integrated mobility choices for all.

Sincerely,



Matt Rufo, Principal
Asakura Robinson Company



FIRM
QUALIFICATIONS

FIRM QUALIFICATIONS

About

We have assembled a team internally that is particularly attuned to working on multi-disciplinary projects that encompass multiple scales from a system level down to site design. Asakura Robinson will be leading efforts throughout the project but recognizes the many diverse strengths of our team as an opportunity to weave collaboration into every project task.

ASAKURA ROBINSON

Asakura Robinson is a planning, urban design, and landscape architecture firm which strengthens environments and empowers communities through innovation, engagement, stewardship, and an integrated design and planning process.

Founded in 2004 by Keiji Asakura and Margaret Robinson, our firm has built a solid reputation

for sustainable design solutions and design excellence. We strive to assist visionary clients to spur positive change through a collaborative design process. We focus on engaging communities in ever more diverse project contexts while maintaining a high level of creativity and collaboration in every endeavor, always guided by three key values: Interaction, Diversity, and Innovation.

TOOLE DESIGN GROUP

Toole Design is North America's leading planning, engineering, and landscape architecture firm specializing in bicycle and pedestrian transportation. Their mission is to develop cost-effective solutions that move people safely and efficiently, support livable communities, and improve health, quality of life, and economic vitality for everyone.

Asakura Robinson and Toole Design group bring a strong

portfolio of successful transit, bicycle and pedestrian projects in Texas, including:

- Harris County METRO Bike & Ride Access and Implementation Plan and Transit System Reimagining
- City of Houston Bicycle Master Plan and Southeast Houston Mobility Study
- Transit Studies for the cities of Cedar Park, Huntsville, and Sherman-Denison
- Collaborations with TDG including Ped/Bike plans for Tyler and Longview, and Austin Safe Routes to School.
- Alamo Area Regional Bicycle and Pedestrian Study and Bike Share Master Plan
- CAMPO (Austin area MPO) Regional Active Transportation Plan
- Lower Rio Grande Valley Active Transportation and Tourism Plan

Unique Qualifications

PED/BIKE PLANNING

Our team brings significant expertise in mobility planning, transit planning, bicycle/pedestrian planning, and Complete Streets. Our work focuses on creating corridors that give residents options as to how they want to commute; corridors that reflect the unique character of the neighborhood they reside in; and corridors that promote successful residential and small businesses development in urban core areas. We also understand the need to mitigate traffic congestion issues through thoughtful design and planning, and to encourage increased transit usage by increasing convenience and possibly establishing expanded route options for riders. Our process for bicycle and pedestrian planning begins with in depth experiential investigations of the corridors, preferably engaging stakeholders, community members, and project team members. We



find that these walks and bike rides allow us to focus on shared experiences that help to build consensus and focus designs on key opportunities and barriers. In addition to standard walks, we also add additional elements (or props), such as a stroller or a wheelchair that help participants build empathy with other high-need corridor users. Using this shared experience as a base, our planners apply a deep knowledge of other aspects of urban design, planning, engineering and landscape architecture to build innovative design solutions for cyclists and pedestrians.

METRO Bike & Ride Access & Implementation Plan

Asakura Robinson was hired by the Houston-Galveston Area Council to determine how to accommodate the increasing number of bicycles taken onto Harris County METRO buses.

After the identification of trends and the research of best practices, Asakura Robinson developed location-specific recommendations to connect bicycle infrastructure to transit facilities, operational standards for bike parking and on-board accommodations, and implementation priorities based on research findings.

Clear Lake Ped/Bike Plan

This Houston-Galveston Area Council funded plan sought to engage local residents and stakeholders in the Clear Lake area of Houston in providing a framework for improved bicycle and pedestrian connectivity in the district.

Asakura Robinson was engaged to assist in the development of conceptual and implementation plans and to develop and lead public charrettes, which included leading bike rides and walks within the neighborhood. The project included a series of meetings with local stakeholders and residents to assess current conditions, concerns and needs which were the basis of our recommendations.

Houston Bike Plan

The City of Houston has undertaken a process to increase quality cyclist infrastructure and enforcement through an update of the City's 1993 Comprehensive Bikeway Plan. As part of this effort, Asakura Robinson worked



with Traffic Engineers and the City of Houston to build upon the existing and ongoing local and regional efforts to establish a comprehensive bikeway policy and network that can be utilized by pedestrians & bicyclists alike, for transportation and recreational use, in a safe and efficient

manner. Asakura Robinson supported Traffic Engineers with transportation planning and led public outreach with the team to build a public conversation around exciting and realistic options and visions for cycling in Houston.

WORKING TOGETHER

Asakura Robinson and Toole Design Group share an excitement for transformative projects and working with visionary clients. Our firms have collaborated on bicycle and pedestrian plans throughout Texas, in communities with varying challenges and opportunities. We thrive on unique challenges and approach each project with a renewed interest in testing and refining our active transportation expertise. Our team members have a long-standing relationship and a strong track record of delivering successful projects together. This allows us to work seamlessly with our clients and the community on all aspects of a planning project. This means our clients' budgets is used more efficiently to deliver value on the most critical issues. Our collaborative approach also brings the best people together to do the best thinking, leading to better outcomes for our clients.



Longview Ped/Bike Plan

Asakura Robinson worked with Toole to establish a comprehensive transportation network for the metropolitan area, while promoting walkability and connectivity in an efficient and safe environment. As part of the consultant team,

Asakura Robinson coordinated public meetings, designed outreach materials and engaged the area's Spanish-speaking community. Asakura Robinson also conducted walking audits of high traffic areas and school zones, and conducted intercept surveys.

Active Tyler

Asakura Robinson and Toole Design Group partnered in the development of a long-range bicycle and pedestrian plan for the metropolitan area. These include community engagement, field data collection, mapping, best practice research, and crafting of strategic goals, objectives and implementation actions.



Austin Safe Routes to School

Asakura Robinson and Toole Design Group are collaborating on a study for Austin area elementary and middle schools to determine various improvements and upgrades to commonly used routes. Through on-going evaluations and safety analysis using the mobile form-builder and data collection app Fulerum, the team identified recommendations for infrastructure improvements tailored to each school's needs, such as sidewalks, traffic-calming devices, protected bicycle facilities, and urban trails.



A photograph of a tall, ornate Art Deco skyscraper, likely the Chrysler Building, captured at dusk. The building's facade is illuminated, showing its intricate architectural details and many windows. A white rectangular frame is superimposed over the central part of the building. The text "INDIVIDUAL QUALIFICATIONS" is written in a large, white, serif font across the middle of the image, partially overlapping the building and the white frame. The sky is a deep blue, and a traffic light is visible in the lower right corner.

INDIVIDUAL QUALIFICATIONS

INDIVIDUAL QUALIFICATIONS

KEY TASKS

- 0 Project Management
- 1 Existing Conditions
- 2 Bike Network & Priority
- 3 Improvement Profiles & Phasing
- 4 Recommendations & Implementation Plan
- 5 15 Year Plan
- 6 Public Engagement
- 7 Presentations & Outreach

MATT RUFO, AICP // PRINCIPAL-IN-CHARGE // ASAKURA ROBINSON

Commitment: 6 hrs/ wk | Participation Level: Primary | Key Tasks: 0,1,2,3,4,5,6,7

Mr. Rufo brings over 14 years of professional experience with expertise in corridor, neighborhood and citywide transportation planning and implementation; bicycle, pedestrian, and transit planning and facility design; parking policy and management; shared mobility system policy; housing and transportation market analysis; public engagement; and the Americans with Disabilities Act. He applies a creative, collaborative and action-oriented approach to solving complex problems and is particularly successful at objective data analysis, visualization techniques and written communications.

RELEVANT PROJECTS

Austin Safe Routes to School, TX	Tyler Active Transportation Plan, TX	Jefferson Transit Strategic Plan, LA
Longview Ped/Bike Master Plan, TX	Cedar Park Transit Study, TX	NOLA RPC Complete Streets, LA

LUIS GUAJARDO, AICP // PROJECT MANAGER // ASAKURA ROBINSON

Commitment: 12 hrs/ wk | Participation Level: Primary | Key Tasks: 0,1,3,4,5,6,7

A native of the Texas border in the Rio Grande Valley, Luis is a bi-lingual senior planner who brings a personal connection to the South Texas Border. Since receiving his MS in Community and Regional Planning from the University of Texas at Austin, Luis has held public and private sector experience in transportation and regional planning with an emphasis on corridor studies, international sustainable development planning, bicycle and pedestrian plans, and parking studies. Luis is currently leading several efforts for mobility and transportation planning projects throughout Texas.

RELEVANT PROJECTS

Tyler Active Transportation Plan, TX	METRO Bike & Ride Implementation, TX	City of Austin Corridor Studies, TX
Longview Ped/Bike Master Plan, TX	UH Transportation Study, TX	Manhaca/ Johnny Morris Corridor Studies, TX

KADENCE HAMPTON // DEPUTY PROJECT MANAGER // ASAKURA ROBINSON

Commitment: 24 hrs/ wk | Participation Level: Primary | Key Tasks: 0,1,2,3,4,5,6,7

Kadence Hampton is an urban planner who brings a focus in active transportation, sustainable community development, and inclusive community engagement processes. She completed her master's degree in urban and regional planning at the University of Minnesota's Humphrey School of Public Affairs in 2014 and has since worked in a variety of non-profit, public, and private sector roles, primarily facilitating outreach and engagement efforts around transit lines, bicycle and pedestrian projects, and comprehensive plan updates.

RELEVANT PROJECTS

Houston Southeast Mobility Study, TX	MnDOT Safe Routes to School, MN	Nice Ride Minnesota Outreach Team, MN
Huntsville Active Transportation Plan, TX	Oak Creek Safe Routes to School, WI	Green Line (Southwest) LRT, MN

ZAKCQ LOCKREM, AICP // PRINCIPAL ADVISOR - URBAN DESIGN // ASAKURA ROBINSON

Commitment: 4 hrs/ wk | Participation Level: Secondary | Key Tasks: 1,3,4,5

Zakcq Lockrem focuses on the experience of public space and the role of movement through the city in shaping civic engagement and built form. As a principal and the director of planning for Asakura Robinson, he brings over 15 years of broad project experience from the gulf coast, New England, California, southeast and east Asia, Mexico, and West Africa working on issues from transit planning to disaster recovery to affordable housing.

RELEVANT PROJECTS

Houston Bike Plan, TX	METRO Transit System Reimagining, TX	Lamar Corridor Study, TX
METRO Bike & Ride, TX	New Orleans RTA Mobility Plan, LA	Manchaca Corridor Study, TX

ADAM WOOD // PROJECT MANAGER // TOOLE DESIGN GROUP

Commitment: 8 hrs/ wk | Participation Level: Primary | Key Tasks: 1,2,3,4,6

Adam is a certified planner and native Texan with diverse experience in multimodal transportation, land use, and urban design consulting. During his career, he has worked with more than 40 clients across the country and has led efforts on bicycle, pedestrian, and trail master plans in Texas totaling more than 2,000 miles of on-street bikeways and shared-use paths in both urban and rural contexts.

RELEVANT PROJECTS

Longview Ped/Bike Master Plan, TX	McKinney Parks Master Plan, LA	People for Bike Big Jump NOLA, TX
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WENDY PHELPS// PLANNER// TOOLE DESIGN GROUP

Commitment: 16 hrs/ wk | Participation Level: Primary | Key Tasks: 1,2,3,4,6

Wendy is a Transportation Planner with experience in bicycle and pedestrian master plans, bike share feasibility studies, Complete Streets guidelines and Safe Routes to School (SRTS) programs. Prior to joining Toole Design, she worked for the City of Charlottesville, VA on active transportation initiatives including preliminary concepts for Complete Streets projects, gathering data to evaluate accessibility and the quality of the pedestrian environment, as well as education and outreach campaigns.

RELEVANT PROJECTS

Austin Safe Routes to School, TX Arapahoe County Bicycle Plan, CO Charlottesville Bicycle Master Plan, VA
Key West Bicycle Master Plan, FL

ASHLEY HAIRE// SENIOR ENGINEER// TOOLE DESIGN GROUP

Commitment: 6 hrs/ wk | Participation Level: Secondary | Key Tasks: 3,4

Ashley has extensive experience in transportation engineering and planning with a focus on multimodal accessibility and bicycle mobility. She has created and implemented bicycle master plans, performed academic research on multimodal transportation, and taught university courses. In her past position as Bicycle Engineer with the City of Dallas, Ashley managed the City's on-street bike program and designed over 50 miles of bicycle facilities.

RELEVANT PROJECTS

Longview Ped/Bike Master Plan, TX Dallas On Street Bike Lane Design, TX SH 199 Corridor Master Plan, TX

GALEN OMERSO// GIS SPECIALIST// TOOLE DESIGN GROUP

Commitment: 6 hrs/ wk | Participation Level: Secondary | Key Tasks: 1,2

Galen has over a decade of experience using ESRI and open-source platforms to manage geospatial data and perform complex GIS analysis. He has a passion for producing high-quality map products, which is enhanced by his acute attention to detail and eye for general aesthetics.

RELEVANT PROJECTS

Fort Worth Active Transportation Plan, TX Austin Safe Routes to School, TX Arkansas State Bike Plan, AR

A blue-tinted photograph of a person in silhouette standing in front of a building. The person is on the left, facing right, with their arms slightly out. The building in the background has a sign that reads "LINDA M. FASHIONS" and "602" below it. The scene is framed by a white border with a dotted pattern on the left side. A white rectangular box is superimposed over the center of the image, containing the word "APPROACH" in white serif font.

APPROACH

APPROACH

Our team is made up of experienced leaders in social and environmental design across numerous areas of practice: from economic and community development to housing policy and development, transportation planning, sustainability, urban design, and landscape architecture. Our ability to bring multiple perspectives within a compact and seasoned team of planners and designers allows us to deliver projects efficiently and to bring creativity and custom approaches to every plan.

Our projects include successful plans and designs developed for urban, suburban, and rural contexts. They encompass all types of planning work, from long-range strategic plans to focused interventions such as detailed designs for streets, parks, and trails. The common thread in our work is an emphasis on engaging stakeholders, residents and businesses in developing a shared identity and public realm that is stronger than the sum of individual properties.

We offer a unique methodology, based on the belief that public engagement and multi-disciplinary collaboration are the cornerstone of any project. We believe that implementation happens when the community takes ownership of the planning and design process and deliberately build that into our engagement activities. As such, we take the role

of active listeners, translating community desires and stakeholder goals into implementable projects.

Furthermore, we focus on building capacity throughout each project to ensure that stakeholders and residents can translate knowledge into action.

We understand how transportation networks advance economic development, public health, and quality of life goals while also meeting mobility objectives. To support cities, transportation departments and transit agencies in their missions, we strive to bring balanced and integrated, multimodal transportation networks that enhance mobility, accessibility, connectivity, and safety for all users -- enhancing residents' commuting choices and supporting sustainable economic development.

AASHTO recently released a revised Guide for the Development of Bicycle Facilities and the City of Laredo has recently adopted NACTO's widely recognized Urban Bikeway Design Guide. Much of the advancement has centered on facilities that create greater separation between motorists and non-motorized traffic, such as cycle tracks, which appeal to a wider spectrum of existing (and potential) cyclists and frequent walkers. Enhanced intersection design, advances in signaling technology, and abundant end-of-trip facilities, such as bike lockers and showers, also

help make walking and cycling more attractive. These new-wave facilities and amenities have the power to bend the arc of mobility in automobile-dependent communities toward walking and cycling.

Through whole community engagement, we will educate Laredo's citizens of these new trends, and use graphic-rich presentations, documents and online materials to help them envision how these new facility types could fit into Laredo's streets. The result will be residents and public officials whose interactions with the planning process leave them inspired and energized by what is possible in their very own community.

For this assignment, we have partnered with Toole Design Group, who will bring services and national expertise on successful policies and programs, prioritization, traffic engineering, and cost estimates for capital improvements of high-comfort bicycle facilities. Asakura Robinson's mobility planning services, tactical urbanism expertise and bilingual public engagement complement Toole Design Group's innovative approaches to traffic engineering and building safer streets.

In addition, our team offers numerous technical capabilities to support and convey the results of these services:

GRAPHICS SERVICES

People from all walks of life are faced with ever increasing sources of distraction and competition for attention. In this environment, it is essential for agencies to communicate their plans succinctly, with an emphasis on visuals. Our firm takes pride in our ability to distill complex information and convey it to a broad audience. A range of design methods are at our disposal, including project branding, document design, infographics creation, and large-format display production.

GIS AND MAPPING

Creation of clear, informative and useful maps is among our graphic services through our staff's capacity in Adobe Creative Suite. However, we use ArcGIS to conduct rigorous spatial analyses of demographic, economic and environmental trends and opportunities. Applications include population projections, cluster analyses, and network analyses. Asakura Robinson leverages our ArcOnline platform to make interactive GIS maps that members of the public may view and provide comments.

EXISTING CONDITIONS & SWOT

Plan Review

Our team will review existing plans, including but not limited to those described in the RFQ, for their relevance to the planning process. The team will develop a summary matrix that shows

recommendations that relate to walking and bicycling, their original plan source, year proposed, work completed to date, and relevance to future planning in order to incorporate key elements into the Urban Transportation Plan.

Data Collection

A comprehensive and accurate set of existing walking and biking infrastructure and count data will supplement knowledge and information gained from the public, MPO staff, and stakeholders. This data is critical in assessing the needs for improvement of the non-motorized system, and our Team will approach the collection and organization of data with the utmost respect and integrity. The data will be organized consistently with the prioritization rubric to ensure consistency from the get-go and align the MPO's criteria with the existing conditions analysis. We propose a multi-faceted approach to ensuring there is a complete and accurate data set of existing conditions (i.e. software and hardware or programs, policies, and physical infrastructure), including an inventory of the supply and demand for walking and bicycling facilities. All collected data will be organized and summarized in GIS in preparation for the needs analysis.

Needs Analysis

While our team builds a deep understanding of existing facilities - the bicycle and pedestrian supply - we will also map the demand for walking and biking.

By overlaying these two datasets, the most pressing needs begin to emerge - where infrastructure gaps are highest. Our team will work closely with the MPO to ensure the right inputs are being considered for the needs analysis. In addition, we will evaluate existing bikeway facilities by level of comfort in the needs analysis to ensure recommendations are consistent with the user experience.

BIKE NETWORK PRIORITY

Our team has extensive experience working with quantitative and qualitative data to prioritize projects. Toole Design Group developed the state-of-the-practice ActiveTrans Priority Tool for the National Cooperative Highway Research Program (NCHRP), and frequently take on bicycle and pedestrian project prioritization plans around the country. Recommended pedestrian and bicycle facility improvements are ranked by combining public and agency stakeholder input, their team members' expertise, and a weighted prioritization method. They understand that priorities must combine readiness and cohesion with already-planned projects, and that they must come with an understanding of which connections are most critical to improving the walking and biking networks in a community. Toole works with their clients to find the right balance between these factors, and they incorporate that input into their prioritization models.

RECOMMENDATIONS AND IMPLEMENTATION PLAN

The Three “P’s”

Much of our work engages with the reality that most plans today involve multiple stakeholders and implementers, from Cities, to non-profits, to developers, to community stakeholders acting on their own. As such, we have developed an approach that utilizes the three “P’s”: policies, projects, and programs. Through this approach, we are able to develop plans that address all types of capital: social, political and financial, to allow all stakeholders to play a role in reaching the community’s vision. Our implementation plan will consider bikeway recommendations’ level of comfort and provide tools to analyze bike facility selection by the MPO and local jurisdictions.

Finally, we help clients prioritize capital projects by balancing public and stakeholder interests with data-driven analysis of current and future mobility needs and gaps. We often do this by creating decision-making matrixes to evaluate project fulfillment of established goals and priorities, including mobility, public safety, public health, economic impact, and fiscal sustainability. Our team will collaborate with the MPO to design the inventory of bicycle and pedestrian “software/hardware” metrics -- and, simultaneously, ensure alignment with categories in the prioritization criteria (i.e. safety, efficacy, community, consistency, and feasibility). We’ll assist the MPO in determining

a phased approach to project recommendations, including first steps on projects, policies, and program recommendations. This includes Asakura Robinson’s unique experience leading tactical urbanism events – low-cost, temporary changes to public places - that test design ideas by revealing potential improvements for a better urban experience, and build momentum and support necessary for long-term change. Our experience includes reimagining underutilized right-of-way and vacant properties with vibrant public spaces, pop-up businesses, and complete streets interventions, in addition to providing expertise through educational presentations and toolkits for community leaders.

PUBLIC ENGAGEMENT

Bilingual Approach

Asakura Robinson is well known for taking on projects in challenging contexts. A robust toolkit of traditional and outside-the-box public engagement strategies is key to our success -- including condensing complex transportation jargon into clear and informative Spanish and/or bilingual graphics in native-proficiency. Our approach to engagement also seeks to ensure that the ownership of the plan lies with the community. By working closely with stakeholders and community members, our public engagement methods spark ideas, build partnerships, and serve as a catalyst to implementation. We have successfully engaged communities that are part of rapidly growing

Approach

regions, such as the Austin metropolitan area, Houston and Las Vegas.

Tailored Translation

Our translation approach rests on two steps focused on promoting quality and accessibility to the user. First, we calibrate Spanish material to be consistent with Spanish terminology used in news articles, published research literature, and official planning documents from the predominant country-of-origin's Spanish speakers in a given community. This helps [re]introduce concepts in a familiar way to the audience and promotes consistency in terminology -- rather than making up new terminology based on a direct translation. Second, delivery of Spanish material is then tested with our client [or stakeholder group if the client does not speak native-Spanish] and revised as needed, before it is shared, to reduce barriers to participation and ensure that materials are accessible to the intended audience.

Outreach

Our outreach strategies are multifaceted and tailored to resonate with different generations, ethnicities, and socioeconomic groups to encourage involvement and interaction with all members of the public. We make a point of walking the streets and plugging into existing community events, using social media and digital outreach platforms, and organizing demonstration projects like "better block." These proactive methods help us reach communities and age groups that may

not otherwise participate in planning processes, develop a greater consensus on project goals and recommendations, and build momentum towards implementation.

We begin by identifying key community members and work closely with these stakeholders to create a vision and to enhance the capacity to drive this vision forward. Through this process of public engagement, we will seek to actively involve local stakeholders and leaders, such as Bike Laredo, the Mayor's Wellness Council, and Laredo Active Living, through events and programming, allowing the planning process itself to be the catalyst for the future plan. Opportunities for public engagement include the following:

- Individual or small-group interviews with key stakeholders
- Design charrettes
- Online surveys and materials or other online outreach methods
- Stakeholder meetings with potential project implementers
- Working sessions with leadership team made of up city staff and elected officials
- Public workshops
- Intercept surveys
- Safety audits

Through these efforts, we seek to gain input from the public on their vision for Laredo, and how they hope to grow as a community.



APPENDIX



MATTHEW RUFO, AICP

PRINCIPAL

ROLE: PRINCIPAL-IN-CHARGE

Matthew Rufo, AICP is a Principal with Asakura Robinson. Mr. Rufo helps government, nonprofits and businesses make their communities healthier, wealthier and more resilient communities. He provides clients policy and design strategies that are data-driven, evidence-based, publicly supported and feasible to implement. He has presented at numerous conferences in the U.S. and abroad and his work has been published by the Institute for Transportation and Development Policy. He holds a Bachelor of Arts in Urban Studies from Brown University and a Master of City Planning degree and Certificate in Urban Design from the University of Pennsylvania School of Design.

EDUCATION

Master of Urban Planning,
University of Pennsylvania,
School of Design

Bachelor of Arts, Urban Studies,
Brown University

CERTIFICATIONS

Certificate of Urban Design,
University of Pennsylvania,
School of Design

American Institute of Certified
Planners, (#26416)

PROFESSIONAL AFFILIATIONS

American Planning Association,
National & Louisiana Chapter,
Member

EXPERIENCE

TRANSPORTATION

Cedar Park Transit Study, Cedar
Park, TX

Jefferson Transit Strategic Plan,
Jefferson Parish, LA

Austin Safe Routes to School
Infrastructure Plan, Austin, TX

Longview Pedestrian & Bicycle
Master Plan, Longview, TX

Tyler Active Transportation Plan,
Tyler, TX

New Orleans Regional Planning
Commission Complete Streets
Workshop Series, Hammond &
Ponchatoula, LA

University of Houston
Main Campus Parking &
Transportation Study, Houston,
TX

Houston Active Living Plan,
Houston, TX

New Orleans Regional Transit
Authority Strategic Mobility Plan,
New Orleans, LA

SMALL AREA PLANNING

Westchase District Livable Centers
Study, Houston, TX

Lafreniere Subarea Plan, Jefferson
Parish, LA

Kashmere Gardens Livable Centers
Study, Houston, TX

Main Street Resilience Plan, New
Orleans, LA*

* Previous Firm Experience

CONTACT

504.300.0830
matt@asakurarobinson.com



LUIS GUAJARDO, AICP

SENIOR PLANNER

ROLE: PROJECT MANAGER

Luis is a senior associate with the planning, urban design and landscape architecture firm Asakura Robinson in Houston, Texas. He is a native of the Texas border in the Rio Grande Valley though was born in Houston and has resided most of his adult life in the Bayou City. Luis has public sector experience in transportation and regional planning since 2010. His private sector portfolio includes practicing at the intersection of transportation and land use, with experience in small area plans, corridor studies, downtown and district planning, international sustainable development, bicycle and pedestrian plans, parking studies, affordable housing and commercial revitalization strategies. In addition, he also follows the impact of state and fiscal policy on metropolitan land development.

EDUCATION

Master of Science, Community and Regional Planning,
University of Texas, Austin

Bachelor of Arts, Political Science, University of St. Thomas

CERTIFICATIONS

American Institute of Certified Planners. (#028648)

PROFESSIONAL AFFILIATIONS

American Planning Association

AWARDS

40 Under 40, Next City Vanguard, 2015

MEMBERSHIPS/ COMMUNITY INVOLVEMENT

American Planning Association, Texas Chapter, Houston Chapter Board of Directors (2017-present)

Blueprint Houston Board of Directors (2018-present)

CONTACT

713.337.5830

luis@asakurarobinson.com

EXPERIENCE

TRANSPORTATION

Tyler Active Transportation Plan, Tyler, TX

Longview Pedestrian & Bicycle Master Plan, Longview, TX

City of Austin Johnny Morris Corridor Study, Austin, TX

City of Austin Lata Drive Brush County Corridor Study, Austin, TX

City of Austin North Lamar Corridor Study, Austin, TX

City of Austin Manchaca Corridor Study, Austin, TX

University of Houston Parking & Transportation Study, Houston, TX

Lower Rio Grande Valley Regional Public Transportation Coordination Plan, Weslaco, TX *

METRO First and Last Mile Planning Guide, Houston, TX *

METRO Bike & Ride Access & Implementation Plan (project implementation), Houston, TX *

SMALL AREA PLANNING
Plan Downtown, Houston, TX

Westchase District Livable Centers Study, Houston, TX

Connect Community Gulfton-Sharpstown Action Plan, Houston, TX

* Previous Firm Experience



KADENCE HAMPTON

PLANNER

ROLE: DEPUTY PROJECT MANAGER

Kadence Hampton is an urban planner from Austin, Texas who is interested in active transportation, sustainable community development, and inclusive community engagement processes. She completed her master's degree in urban and regional planning at the University of Minnesota's Humphrey School of Public Affairs in 2014 and has since worked in a variety of non-profit, public, and private sector roles, primarily facilitating outreach and engagement efforts around transit lines, bicycle and pedestrian projects, and comprehensive plan updates. Originally from Austin, Kadence received her B.S. in Environmental Science and Policy from St. Edward's University and is especially passionate about the intersections between regional equity, environmental justice, and meaningful community-driven engagement strategies.

EDUCATION

Master of Urban and Regional Planning, University of Minnesota

Bachelor of Science, Environmental Science and Policy, St. Edward's University

PROFESSIONAL AFFILIATIONS

American Planning Association, Member

Association of Pedestrian and Bicycle Professionals (APBP), Member

AWARDS & RECOGNITION

Jemberg Award, Humphrey School of Public Affairs, 2014

Scholarly Excellence in Equity and Diversity (SEED) Award, University of Minnesota, 2013

EXPERIENCE

TRANSPORTATION

Southeast Houston Mobility Study, Houston, TX

Huntsville Active Transportation Plan, Huntsville, TX

MnDOT Safe Routes to School (SRTS) Planning Assistance, Minnesota*

Oak Creek Safe Routes to School, Oak Creek, WI*

Nice Ride Minnesota Outreach Team, Minneapolis & St. Paul, MN*

Green Line (Southwest) LRT Environmental Impact Statements, Minnesota*

SMALL AREA PLANNING

Historic Walker Lake Revitalization Plan, St. Louis Park, MN

Minneapolis 2040 Comprehensive Plan Community Engagement, Minneapolis, MN*

* Previous Firm Experience

^ Award Winning

© Green Infrastructure

CONTACT

612.702.2453

kadence@asakurarobinson.com



ZAKCQ LOCKREM, AICP

PRINCIPAL | DIRECTOR OF PLANNING

ROLE: PRINCIPAL ADVISOR

Zakeq Lockrem focuses on the experience of public space and the role of movement through the city in shaping civic engagement and built form. As a principal and the director of planning for Asakura Robinson, he brings over 15 years of broad project experience from the gulf coast, New England, California, southeast and east Asia, Mexico, and West Africa working on issues from transit planning to disaster recovery to affordable housing. In addition, Zakeq develops cutting-edge public participation strategies to build the capacity of project stakeholders. He is a co-founder of Social Agency Lab, a collaborative of urban planners and designers who engage in public art and creative urban interventions. Zakeq is one of the 2015 Next City Vanguard, a group of 40 urban thought leaders under 40 and is a sought after speaker on urban topics.

EDUCATION

Master of Urban Planning, Harvard University Graduate School of Design

Bachelor of Science, Urban Affairs, Boston University

CERTIFICATIONS

American Institute of Certified Planners, (#027316)

PROFESSIONAL AFFILIATIONS

American Planning Association

Harvard University Graduate School of Design, Alumni Council

Austin Pedestrian Advisory Council, Alternate, 2015-2017

Houston/Harris County Obesity Prevention Collaborative Steering Committee, 2012-2014

Next City Vanguard, 2015

EXPERIENCE

TRANSPORTATION

Houston Bike Plan, Houston, TX ^A

New Orleans RTA Strategic Mobility Plan, New Orleans, LA

METRO Transit System Reimagining, Houston, TX

Downtown Austin Parking Strategy, Austin, TX ^A

METRO Bike & Ride Access & Implementation Plan, Houston, TX

North Lamar Corridor Study, Austin, TX

Manhaca Corridor Study, Austin, TX

SMALL AREA PLANNING

Connect Communities Gulfton/Sharpstown Needs Assessment, Houston, TX

Plan Downtown, Houston, TX

South Central Waterfront Vision Framework, Austin, TX ^A ^G

Kashmere Gardens Livable Centers Study, Houston, TX

Fifth Ward/ Buffalo Bayou/ East End Livable Centers, Houston, TX

Washington Avenue Livable Centers Study, Houston, TX

CONTACT

612.702.2453

zakeq@asakurarobinson.com

^A Award Winning
^G Green Infrastructure



ADAM WOOD, AICP

SENIOR PLANNER

ROLE: PROJECT MANAGER

Adam is a certified planner and native Texan with diverse experience in multimodal transportation, land use, and urban design consulting. During his career, he has worked with more than 40 clients across the country and has led efforts on bicycle, pedestrian, and trail master plans in Texas totaling more than 2,000 miles of on-street bikeways and shared-use paths in both urban and rural contexts. The breadth of Adam's experience includes conceptual design for Complete Streets projects, developing cost estimates for urban and rural bikeway projects, planning regional and statewide bicycle and pedestrian transportation systems, and developing project scoping and accommodations policies. He also has experience with advance transportation planning processes including the development of Environmental Impact Statements and Planning and Environmental Linkages studies.

EXPERIENCE

Longview MPO Bicycle and Pedestrian Plan, Longview, TX

Adam served as the Project Manager for the first bicycle and pedestrian plan for the MPO and City of Longview. Adam designed the planning process and oversaw the development of existing conditions analyses.

People For Bikes Big Jump New Orleans, New Orleans, LA

Adam is the project manager for Phase 1 of a rapid planning, design, and implementation project for New Orleans that will help the city meet its goal of installing 50 miles of low-stress bikeways in two years.

McKinney Parks, Recreation, Trails and Open Space Visioning Master Plan, McKinney, TX

Adam served as Toole Design's Project Manager for the trails and bikeways element of a comprehensive visioning plan for this fast-growing city north of Dallas.

EDUCATION

Masters of Science, Community and Regional Planning,
University of Texas at Austin
Bachelor of Arts, Geography,
University of Texas at Austin

PROFESSIONAL AFFILIATIONS

American Institute of Certified Planners

AWARDS & RECOGNITION

Project Planning Award
(Wisconsin Chapter of the American Planning Association) for the Village of Grafton Bicycle and Pedestrian Plan – Grafton, WI: 2016
Planning Excellence Award
(Texas Recreation and Park Society) for the Trinity Forest Spine Trail, Dallas, TX: 2015



WENDY PHELPS, AICP

PROJECT PLANNER

ROLE | PLANNER

Wendy is a Transportation Planner with experience in bicycle and pedestrian master plans, bike share feasibility studies, Complete Streets guidelines and Safe Routes to School (SRTS) programs. Prior to joining Toole Design, she worked for the City of Charlottesville, VA on active transportation initiatives including preliminary concepts for Complete Streets projects, gathering data to evaluate accessibility and the quality of the pedestrian environment, as well as education and outreach campaigns. Professionally and personally, Wendy strives to make bicycling, walking and transit viable alternatives to the automobile.

EDUCATION

Master of Urban and
Environmental Planning,
University of Virginia

Bachelor of Arts, Environmental
Studies, Pitzer College

PROFESSIONAL AFFILIATIONS

American Institute of Certified
Planners

EXPERIENCE

Austin Safe Routes to School, Austin, TX

Wendy is the Deputy Project Manager supervising walk audits and the development of infrastructure recommendations at 130 schools in Austin, TX. She trains and manages multiple teams of planners and engineers to conduct walk audits, coordinates public meetings, and reviews draft deliverables for quality and consistency.

Key West Bicycle and Pedestrian Master Plan, Key West, FL

Wendy served as deputy project manager and led multiple tasks for this city-wide bicycle and pedestrian master plan. Her work included: managing workload and project schedules, policy review, developing public outreach materials, and drafting the bicycle network.

Arapahoe County Bicycle and Pedestrian Plan, Arapahoe County, CO

Using her knowledge and experience with multiple Safe Routes to School programs, Wendy reviewed the county's and selected school districts' existing efforts and drafted recommendations that would enable and encourage more students to walk and bike to school.



ASHLEY HAIRE, PHD, PE
 SENIOR ENGINEER

ROLE: ENGINEER

Ashley has extensive experience in transportation engineering and planning with a focus on multimodal accessibility and bicycle mobility. She has worked in both the public and private sectors, created and implemented bicycle master plans, performed academic research on multimodal transportation, and taught university courses. In her past position as Bicycle Engineer with the City of Dallas, Ashley managed the City's on-street bike program, designed over 50 miles of bicycle facilities, and directly coordinated with a variety of internal and external stakeholders to make the city more friendly to bicyclists. As a former project manager at TxDOT, she oversaw design for two major freeway projects and was part of the TxDOT Horseshoe interchange team.

EDUCATION

Doctor of Philosophy, Civil Engineering, University of Texas at Austin: 2009

Master of Science, Civil Engineering, University of Arizona: 2004

Bachelor of Science, Civil Engineering, University of Arizona: 2000

PROFESSIONAL AFFILIATIONS

Professional Engineer: CO, CA, MA, TX, UT

Transportation Research Board Joint Subcommittee on Pedestrian and Bicycle University Education

EXPERIENCE

Longview MPO Bicycle and Pedestrian Plan, Longview, TX

Ashley was the Engineering Lead for this project, which developed targeted network and design recommendations to improve the pedestrian and bicycle realms in Longview.

Dallas On Street Bicycle Lane Design, Dallas, TX

Toole Design is preparing signing and striping plans for implementation of on-street bikeways throughout Dallas. Ashley is providing review and QC for this project, based on her expertise in bicycle facility design and familiarity with Dallas and the City's bike program.

NCTCOG/Environmental SH 199 Corridor Master Plan, Fort Worth, TX

Ashley helped lead a design charrette for this project, which includes a two-way cycle track and sidewalks adjacent to a state highway with numerous access management and right-of-way challenges.



GALEN OMERSON

GIS MANAGER

ROLE: GIS SPECIALIST

Galen has over a decade of experience using ESRI and open-source platforms to manage geospatial data and perform complex GIS analysis. He has a passion for producing high-quality map products, which is enhanced by his acute attention to detail and eye for general aesthetics. As GIS Manager at Toole Design, Galen has worked in support of projects spanning the breadth of our work, including bicycle and pedestrian master plans, multimodal transportation, bike share, and pedestrian safety studies across the entire United States. He enjoys disentangling complex datasets and using cartographic visualization to identify trends and bring the big picture into focus for our clients.

EDUCATION

Bachelor of Science, Geography
 Specialization in GIS and
 Computer Cartography,
 University of Maryland: 2012
 Associate in Science, Applied
 Geography, Montgomery
 College: 2009

EXPERIENCE

Fort Worth Active Transportation Plan, Fort Worth, TX

Galen served as the GIS lead on this Active Transportation Plan who gathered and collated GIS data from several sources and used it to produce base maps and perform system-wide analyses.

Austin Safe Routes to School Infrastructure Plan, Austin, TX

Galen is the GIS lead on this plan to identify recommendations for safe bicycling and walking routes for all public elementary and middle schools in the City of Austin.

Arkansas State Bicycle and Pedestrian Plan, Little Rock, AR

Galen created maps and data layers to help in a statewide assessment of current bicycle infrastructure and to make recommendations for policy and facility improvements. His role included working with planners and the client to develop high quality cartographic products for both field-use and public outreach.



Photo by Texas A&M

Copenhagenize Design Co • 8 80 Cities

LAREDO BICYCLE MASTERPLAN

Proposal for The Laredo Urban Transportation Study

Request for Qualifications 04-01-19

April 1, 2019



To: Planning Department
ATT: Vanessa Guerra, Acting Director
1120 San Bernardo
Laredo, Texas 78040

Montreal, Canada - March 26, 2019

Proposal for the Creation of a Bicycle Master Plan for the City of Laredo

Copenhagenize Design Co. in collaboration with **8 80 Cities** is pleased to present a proposal for a bicycle masterplan for the City of Laredo. Our submission, prepared by our North American and European offices, aims to describe a project that would meet the needs and desires of Laredo to plan a cycling future for residents of all ages and abilities.

Copenhagenize Design Co. and 8 80 Cities are committed to designing life-sized cities – focusing on planning the urban landscape for human-scale activities and providing real mobility options for citizens by way of meaningful community engagement. We apply best-practice expertise, user-experience, and creative thinking to our work and insist on changing the discussion of transport in cities. We seek out passionate partners in our work and insist on projects with vision to complement the many small-scale developments in cities.


Here we propose a strategic approach to usher in a new era of mobility options for Laredo, fostering sustained public engagement and helping to build a healthy, more sustainable, and connected city. We are thrilled by the opportunity to submit our proposal and are well prepared to begin work on the opportunities detailed in the following pages.



Michael Seth Wexler
Managing Director - Copenhagenize Canada Inc.

e-mail msw@copenhagenize.eu

T: +1 514 378 9991

In collaboration with 

● **Copenhagenize Canada Inc.**
6750 Avenue de l'Esplanade
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Local Office: 6750 Avenue de
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QC. H2V 4M1 Canada

Tel: 514 378 9991

Contact: Michael Seth Wexler,
Partner & Urban Designer,
msw@copenhagenize.eu

www.copenhagenize.eu

CORPORATE HISTORY

Copenhagenize is a leading urban design and communications consultancy specializing in all matters relating to bicycle culture; urban planning and design, communications, and education. With a multidisciplinary approach, Copenhagenize brings a unique perspective in shaping urban landscapes and public discussions. When it comes to urban cycling and life-sized cities, they approach every job from a human perspective - using design, anthropology, sociology and rationality as our points of departure. Copenhagenize is a way of describing how urban centres can tackle both air and noise pollution, rising healthcare costs due to lifestyle illnesses and obesity, and create more life-sized cities all with the bicycle leading the way. They think bicycle users and pedestrians first and design from there, whatever the city.

Copenhagenize was founded in 2009 after earning its name in international design and urban transportation from the experiences, best-practices, and research published on founder Mikael Colville-Andersen's blog. On the global stage there are few others with such expertise and focus on bicycles as transport. They know how to plan and design for bicycle users, how they think, what they want and what they need. Past work includes a variety of urban planning and design projects, research and analysis initiatives, and marketing and city-branding campaigns for clients on four continents.

The firm has a staff of twelve planners, designers and landscape architects across offices in Copenhagen, Montréal and Brussels, and a team of the highest quality interns from around the world. The main office in Copenhagen is led by CEO Morten Kabell, who previously served a 4-year term as the Environmental and Technical Mayor of the City of Copenhagen, overseeing much of the recent bicycle-friendly development of the urban realm. The company's expertise and portfolio play a unique role in guiding the company creative approach to rethinking urban spaces, retrofitting them for the people that live there aiming to create more life-sized cities.



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Contact: Ryan O'Connor,
Director of Programs,
roconnor@880cities.org

www.880cities.org

CORPORATE HISTORY

880 Cities is a non-profit organization based in Toronto, Canada. We exist to improve the quality of life for people in cities by bringing citizens together to enhance mobility and public space so that together we can create more vibrant, healthy, and equitable communities. We believe that if everything we do in our cities is great for an 8-year-old and an 80-year-old, then it will be great for all people. We are experts in analyzing the benefits and importance of public investment in sustainable mobility and age-friendly public spaces, as well as identifying systemic barriers to inclusive policies and places. We have a knack for changing the way people think about cities! We have worked on diverse projects in over 300 different cities across Canada, the United States, Latin America, Europe, Asia, and Australia.

880 Cities was incorporated as a nonprofit corporation in November 2005. The organization was founded by Gil Penalosa (now Chair of the Board), a global expert on creating healthier cities. The organization is currently led by Amanda O'Rourke, Executive Director. Our team consists of eight employees in Toronto, Canada. We have expanded our reach and work on projects around the world through strategic partnerships and clients, including: City of Akron, City of Long Beach, City of Ottawa, City of Red Deer, City of Toronto, City of Victoria, City of West Palm Beach, District of Saanich, Government of Ontario, Town of Ajax, Town of Markham, and Town of Whitby.



COPENHAGENIZE/8 80 CITIES TEAM EXPERIENCE & SKILLS

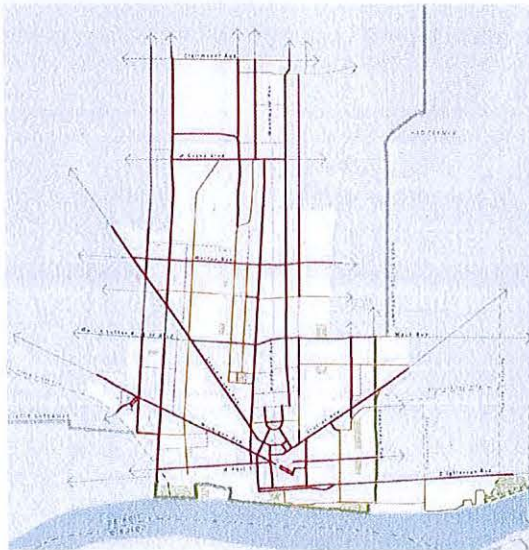
The Copenhagenize/8 80 Cities team has the ability, personnel, and proven experience to offer the Laredo Urban Transportation Study and the City of Laredo a comprehensive, citizen-driven and implementable bicycle master plan for the future growth of local active transportation. Both organizations have a deep understanding of the needs and wishes of pedestrians and bicycle users in an urban context and how to target them for outreach, especially within the context of small-to-medium sized North American cities. With experience across offices in Denmark and Canada, team members have worked with

City and community stakeholders in jurisdictions across Canada, the US and Europe. Furthermore, the project team is highly versed in bicycle urbanism, non-motorized transportation planning, digital communications, quality graphic branding, social media outreach, community messaging and stakeholder engagement. Our team looks forward to exploring the possibility of helping Laredo take a big step forward in talking effectively and productively about walking and cycling in the City and planning for that healthier future.

PROJECT EXPERIENCE

COPENHAGENIZE

CITY OF DETROIT GREATER DOWNTOWN BICYCLE STRATEGY	
PROGRAMME	Strategic bicycle planning and infrastructure design
LOCATION	Detroit, Michigan, USA.
CLIENT	City of Detroit and Jefferson East, inc.
CONTACT	Janet Attarian, Deputy Planner, City of Detroit // (313) 224-3105 // attarianj@detroitmi.gov
TIME SPAN	2016-2017
TEAM	Mikael Colville Andersen - Strategic Advisor Michael Seth Wexler - Project Lead James Thoem - Urban Planner Lukas Stevens - GIS Analyst Lorenz Siegel - Landscape Architect, Graphics Lead
DESCRIPTION	In the American city synonymous with the automotive industry, the bicycle is returning to the urban landscape. In a big way. Copenhagenize Design Co. was brought onboard by the City's planning department to develop a network strategy for Detroit's greater downtown. Connecting the downtown core with surrounding universities, hospitals, cultural destinations and surrounding neighbourhoods, the project aimed to introduce a network of protected, connected bicycle infrastructure, with a plan for effective implementation and development. Accompanying the infrastructure plan was a public education campaigns that presents cycling in a normative, accessible, and affirmative tone to all residents.



CITY OF AKRON BICYCLE NETWORK STRATEGY

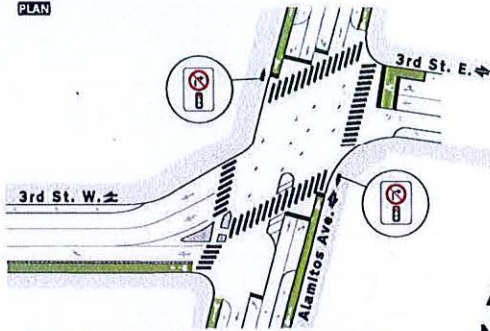
PROGRAMME	Strategic bicycle planning and infrastructure design
LOCATION	Akron, Ohio, USA.
CLIENT	City of Akron and Ohio & Erie Canalway Coalition
CONTACT	Jason Segedy, Planning Director, City of Akron // jsegedy@akronohio.gov
TIME SPAN	2018-2019 (ongoing, in final edits)
TEAM	Morten Kabell - Strategic Advisor Michael Seth Wexler - Project Lead Alyssa Pichardo - Planning Analyst Lukas Stevens - GIS Analyst Lorenz Siegel - Landscape Architect, Graphics Lead
DESCRIPTION	The City of Akron in the last few years has decided to engage more in matters of public space and sustainable modes of transport and so hired Copenhagenize to create a new bicycle strategy for all ages and abilities infrastructure. This strategy aims to lay the groundwork for a bicycle network in the centre of the city, to be implemented and expanded into all local communities in Akron over time. Over the next 10 years, the city will become a safe, inclusive, and connected destination for Akronites to access by bike – bringing back vibrancy and activity to the city's streets.



LONG BEACH BICYCLE DATA AND INFRASTRUCTURE COACHING

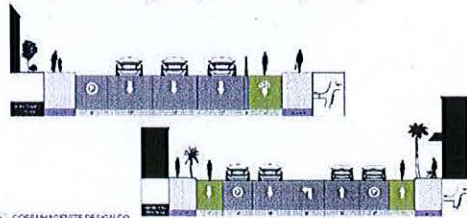
PROGRAMME	Infrastructure peer review, bicycle data collection strategy
LOCATION	Long Beach, California, USA.
CLIENT	The City of Long Beach
CONTACT	Eric Widstrand, Public Works, City of Long Beach // (562) 570-6537 // eric.widstrand@longbeach.gov
TIME SPAN	2016-2017
TEAM	Mikael Colville Andersen - Strategic Advisor Michael Seth Wexler - Project Lead James Thoern - Urban Planner Katrina Johnston-Zimmerman - Urban Anthropologists
DESCRIPTION	As the City of Long Beach aims to be the most bicycle-friendly city in America, a series of infrastructure and data collection strategies have been identified to push this agenda. Several new bicycle projects and intersection redesigns were overseen by Copenhagenize Design Co to ensure the City of Long Beach maintains the highest standards for bicycle and pedestrian street design. At the same time, forward-looking strategies and defining and orienting methodologies to track bicycle use as it expands and becomes more normalized in Southern California.

PLAN



The first phase better positions bicycle traffic so that there can be an improved connection to the existing Westbound protected lane on 3rd Street West and allows for lane positions to be normalized for traffic fluidity, safety and future development in later phases. This quick fix does not require any heavy consultation or infrastructure. Its elements are:

- Moving N-S bicycle lanes on Alamos to the right of the parked cars and painting them green
- Implementing no right turn on red lights on the N-S axis along Alamos
- Parking a bicycle box on 3rd Street East to facilitate connecting to the existing protected lane
- Painting noticeable zebra crossings to assure pedestrian awareness and perceived safety



4 COPENHAGENIZE DESIGN CO

LIGHT CYCLES

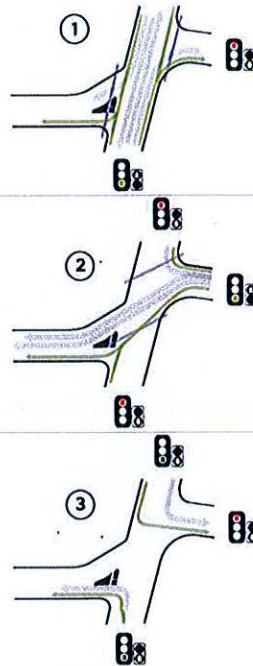
LEGEND
 — car trajectory
 — bicycle trajectory
 — pedestrian movement
 — curb edge

For this quick fix to be successful, it requires a three-stage light cycle.

The first allows for north-south car, bicycle and pedestrian movement. This stage requires an advanced 3-5 second straight green-only light in order to protect bicycle users and pedestrians from impatient right-turning motorists. No left turns shall be allowed here.

The second allows for westbound car and bicycle movement and east-west pedestrian movement. Because of the bicycle box, some cyclists may feel confident to get on the left side of motorists at a red light going West on 3rd Street. This facilitates their trajectory to the westbound protected lane on 3rd Street West or to turn left onto Alamos. No left turns for motorists shall be allowed here. Pedestrians should be given a 3-5 second advantage as to avoid bicycle conflicts.

The third stage is a left-turn only signal that is followed by bicycle users and motorists moving along Alamos. Northbound bicycle users here must unfortunately share the left turn lane with motorists to enter the protected bicycle lane on 3rd Street West.



PROJECT EXPERIENCE

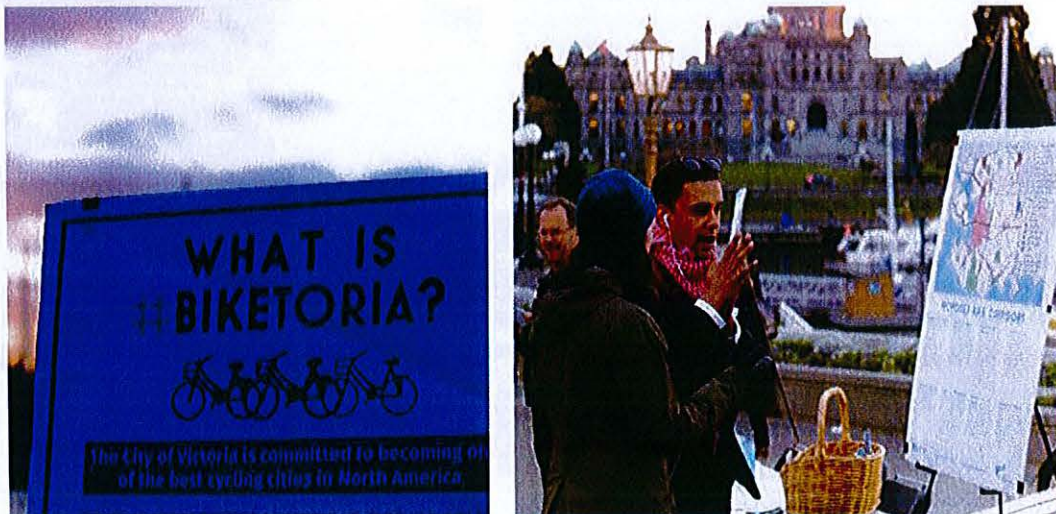
8 80 CITIES

#GETAJAXMOVING CAMPAIGN	
PROGRAMME	Planning and design of active transportation promotion campaign
LOCATION	Ajax, Ontario
CLIENT	Town of Ajax
CONTACT	John Grieve, Supervisor of Transportation / John.Grieve@ajax.ca
TIME SPAN	2016-2018
TEAM	Amanda O'Rourke - Community Engagement Advisor Ryan O'Connor - Community Engagement Lead David Simor - Community Engagement Coordinator
DESCRIPTION	<p>#GetAjaxMoving was a two-year campaign that raised awareness, built excitement, and encouraged Ajax residents to integrate active and sustainable modes of transportation into their lifestyle and routines. 8 80 Cities developed and executed a communications and engagement strategy that used a variety of methods to spread awareness about the benefits of walking, cycling, and using public transportation, including:</p> <ul style="list-style-type: none"> • A social media campaign to spark an online conversation about active transportation. #GetAjaxMoving had over 2.3 million online impressions, generated over 1,100 Facebook and Twitter likes, retweets, comments, and reposts, and attracted over 3,100 visits to the campaign website. • Pop-up engagement events at locations throughout the city including community centres, festivals, libraries, and shopping centres to have in-person conversations with over 1,000 residents about their commutes and travel behaviours. As part of this, our team created fun and playful games to educate children about using different methods of travelling to school and other destinations. • A series of printed toolkits to highlight practical tips and resources that make it easier to choose walking, biking, transit, carpooling, and telecommuting. These materials continue to play a key role in supporting the Town of Ajax's goal to have 30% of all trips made by walking, cycling, or public transportation by 2031. • An individualized marketing campaign to address the specific barriers to walking, cycling, and using public transportation in one pilot neighbourhood. Individualized marketing is a localized and tailored strategy to change travel behaviour. As a result of their participation in the program, nearly 70% of respondents said that they walked more often, 30% of respondents said that they biked or took transit more often, and 20% of respondents said they carpoolled more often.



BIKETORIA: A NETWORK THAT MOVES YOU

PROGRAMME	Community engagement and communications campaign for bike network
LOCATION	Victoria, British Columbia
CLIENT	The City of Victoria
CONTACT	Timothy John Hewett, Citizen Engagement and Strategic Planning / THewett@victoria.ca
TIME SPAN	2015-2016
TEAM	Ryan O'Connor - Community Engagement Lead
DESCRIPTION	<p>8 80 Cities led the community engagement for the City of Victoria's #BIKETORIA project. This involved educating and collecting feedback from residents on the routes and design of Victoria's 2018 All Ages and Abilities (AAA) bike network. Over the course of six-weeks, city residents and stakeholders were invited to contribute ideas and concerns about the project through a variety of communications and engagement methods. This process also incited excitement about the upcoming investments in cycling infrastructure and raised awareness of the neighbourhood-level benefits of the AAA network. The feedback was used by the #BIKETORIA consultant team to select the preferred corridors, identify opportunities to enhance the design of each corridor, and to develop solutions for anticipated problems in the network.</p> <p>8 80 Cities developed the community engagement strategy, branding for the project (including the name "Biketoria: A Network that Moves You" and logo), the social media strategy and related content, surveys, engagement materials and the detailed engagement reports. The social media campaign reached more than 310,000 accounts and created more than 546,000 impressions in six weeks. Our team collected feedback through interactive and visual engagement tools during seven community outreach events at indoor and outdoor hubs throughout the city. More than 750 people attended these events. Demographic data collected at these events demonstrated that we achieved our goal of welcoming diverse voices, including older adults, youth, non-cyclists, and low-income communities. By using a wide variety of engagement methods and online tools, we ensured that the #BIKETORIA consultation process was inclusive, accessible, and fun for all Victoria residents.</p>



PROJECT APPROACH & METHODOLOGIES

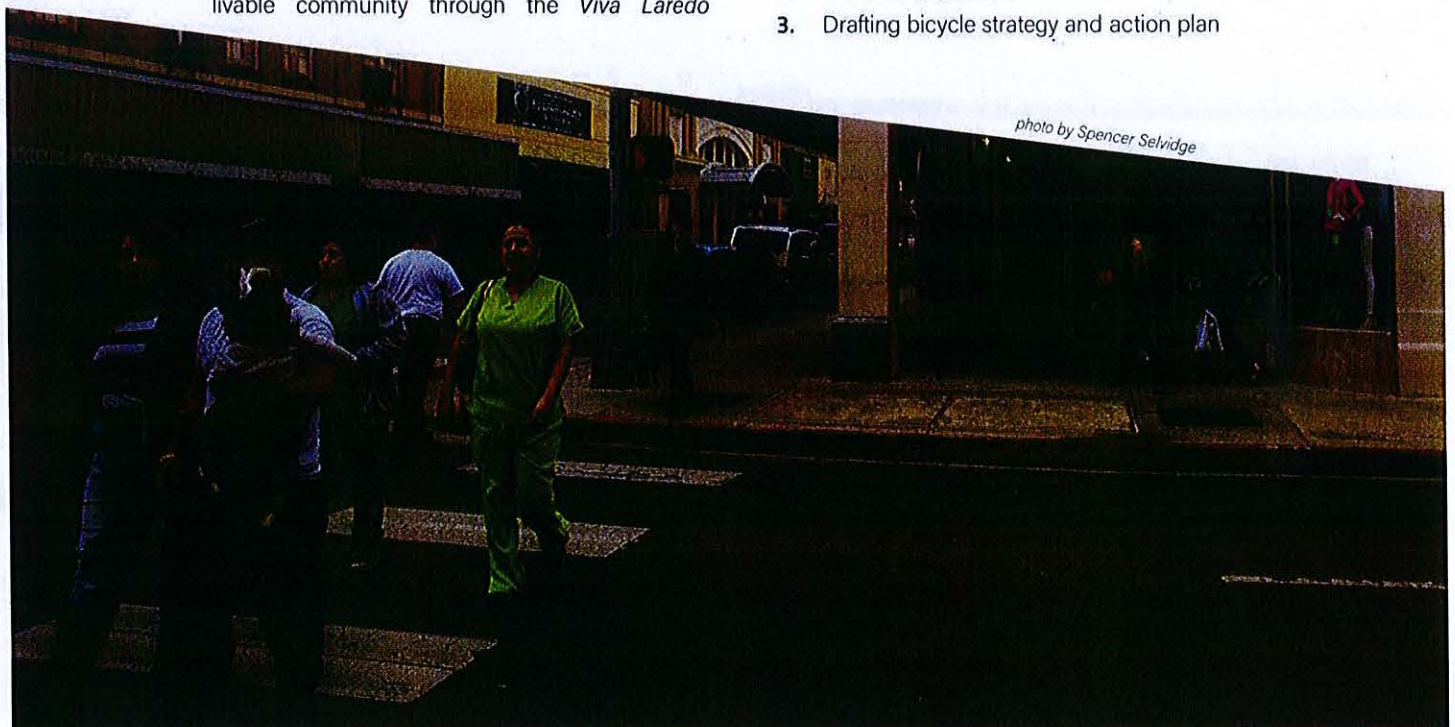
Our planning approach is guided by a vision for the future role of the bicycle as a legitimate, everyday transportation choice. The cornerstone of a successful bicycling city is a network of connected, dedicated, and reliable bicycle facilities. Our approach is to lead the City of Laredo towards establishing a protected, safe and cohesive minimum grid of on-street bicycle facilities that are correlated to residential and commercial density. Ensuring these facilities are well-connected to existing and proposed multi-use trails, including the City's Hike and Bike trails, increases neighborhood connectivity. The strategy approach will be inspired by best-practices in the City of Copenhagen where protected on-street cycle tracks and off-street Bicycle Superhighways form the best bicycle network in the world. Best-practice bicycle network and intersection design converts the 60% of people who are 'interested but concerned' about bicycling into bicycle users.

The City of Laredo has established a vision and clear path forward to becoming a vibrant and livable community through the *Viva Laredo*

Comprehensive Plan. *Viva Laredo* charted the way with an early concept bicycle network, our approach builds upon existing planning to prioritize investments and define infrastructure types on corridors that will reduce crashes and increase bicycling for all ages and abilities. A full bicycle network strategy will provide the City of Laredo and MPO with an infrastructure network plan that will achieve these goals as well as a comprehensive phasing and costing guideline on how to best implement the network in the coming years.

Drawing upon a range of methodologies, our project team will engage residents, build local support for bicycling, and develop an effective bicycle strategy and masterplan tailored to Laredo's residents' needs through iterative design. The project can be structured according to the following approach (expanded on the following pages, featuring an initial and non-exhaustive list of possible methodologies):

1. Research and analysis
2. Public engagement
3. Drafting bicycle strategy and action plan



1. RESEARCH AND ANALYSIS

Evaluate existing bicycle infrastructure and facilities - Informed by a body of existing plans, strategies, and manuals, our project team will evaluate the performance and potential of existing on and off-street bicycle infrastructure. Special attention will be dedicated towards identifying existing corridors that are accessible by bike to users of all ages and abilities.

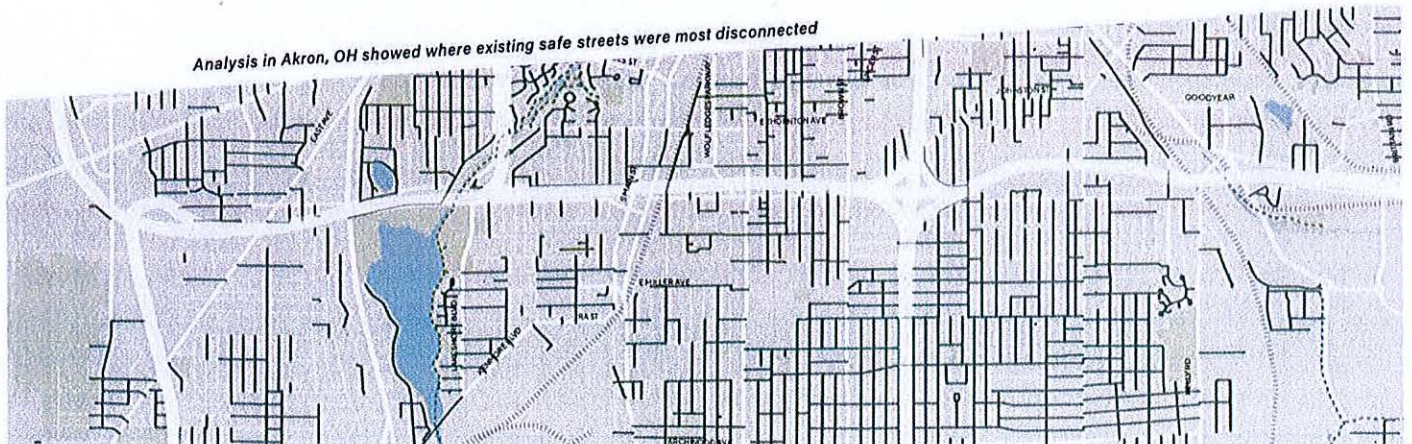
Evaluate level of real- and perceived safety - Based on factors such as existing bicycle infrastructure, cycling counts, motorized traffic design speeds, AADT/turning movements, road widths and local land-uses, we will evaluate the level of safety of the existing transport network. By unpacking the street network into categories, we begin to get an idea of where the comfortable streets are, and how the less comfortable streets make for disconnected islands.

Identifying important gaps and barriers - Depending on the confidence of the rider, real and perceived gaps to cycling can exist in many forms. By identifying infrastructural barriers (ie rail corridors), land-use barriers (ie large parcels), spot gaps (ie complicated intersections), cautionary corridors (ie service roads), and corridor gaps (ie gaps in existing infrastructure), this methodology provides insight into the challenges bicycle

riders may face in Laredo. Building upon existing conditions we divert attention towards the gaps and barriers lying in the path of an expanded network.

Understanding destinations and origins - Understanding where residents are travelling to and from plays an important role in shaping a bicycle network plan. This analysis is instrumental in evaluating the short, medium and long-term development prioritization and phasing for a 15-year plan. Developing a network that serves residential, commercial, recreational, cultural, and all mobility destinations can strengthen the appeal of the bicycle as a legitimate mode of transportation.

Space Syntax Analysis - As both a theory and methodology, Space Syntax analyzes the physical connectivity of a network, focusing only on pathways and destinations, with the understanding that there strong correlations between connectivity and observed mobility patterns. Forgoing further factors (ie speed limit, road widths, proximity to destinations, etc), space syntax is able to present an argument for connectivity. When accompanied by the other analyses presented in this section, this method ensure that bicyclists are provided with direct A-to-B routes through a network plan.



8



5 min

10 min

0

1 mile

2 miles

2. PUBLIC ENGAGEMENT

8 80 Cities' expertise is in creating unconventional engagement strategies that get people informed, involved, and excited about new initiatives in their cities. By breaking away from the traditional methods of public consultation and focusing on playful and imaginative engagement activities that attract a wide range of stakeholders, our project team will ensure that Laredo's bicycle masterplan is designed by the community and for the community. Our engagement activities will focus primarily on reaching out to non-cyclists, to understand their barriers, barriers, safety concerns, and potential motivations for cycling. This will ensure that upcoming investments in cycling infrastructure will increase in mode share and invite new users regardless of age or ability. There are five core steps to the engagement process:

City Staff Meetings & Consultation Review - The engagement process begins with a kick-off meeting with relevant Staff and thorough review of the results of the consultations undertaken by the City of Laredo and the MPO in the course of developing the *Viva Laredo* plan.

- *Optional: Keynote Presentation & Facilitation* - 8 80 Cities founder, Gil Penalosa is a sought after speaker and facilitator whose experience leading Bogotá's Ciclovía program in the late 1990s has inspired cities across the globe. As part of the bicycle masterplan's early engagement Mr. Penalosa can provide inspiration and facilitation to city staff in concert with the 8 80 Cities team.

Develop an Engagement Strategy - Based on the results of the initial stakeholder and city staff meetings, 8 80 Cities will develop a strategy that breaks down barriers to participation and invite all stakeholders and residents in Laredo to contribute to this process. We will collect meaningful feedback from existing cyclists, as well as harder-to-reach communities such as children, families, seniors, low-income communities, and newcomers. This inclusive approach is crucial to normalizing cycling and other non-motorized travel as a way of getting around Laredo.

Implement Engagement Strategy - We will use various engagement methods designed to reach a wide and diverse range of residents and stakeholders. These methods will include:

- Online survey: To be promoted across Laredo and surrounding areas.
- Public Idea Hubs: Setting up engagement activities in places where people already gather, and catching them as they pass by.
- Stakeholder Idea Labs: 1-2 hour workshops with key stakeholders and target audiences, sparking conversation about barriers and opportunities to improve cycling in Laredo.
- Demonstration Projects: Testing new ideas through temporary demonstrations or pilot projects, bringing stakeholder ideas to life and advancing cycling culture in a fun and inclusive way. These initiatives could include pop-up bicycle lanes that are constructed with community members using inexpensive materials. 8 80 Cities has also advised dozens of cities in creating ciclovía or open streets programs, which invite people of all ages and abilities to reclaim streets for walking and cycling by closing them to cars.

Create Interim Engagement Report - 8 80 Cities will develop an interim engagement report, summarizing what we heard from the public. We will also design visually engaging infographics that the City can use to share some of the findings over social media. The engagement results will inform the recommendations in the bicycle network strategy.

Report Back to Public - Continuing our project team's commitment to public consultation, Copenhagenize will facilitate a public meeting and several engagement activities with City Staff in order to share Laredo's draft bicycle masterplan. We will collect additional feedback from the public at these meetings and events, which will be incorporated into the final strategy document.



3. DRAFTING BICYCLE STRATEGY AND ACTION PLAN

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Drafting Bicycle Strategy – From Copenhagen to New York, Seville to Montreal, case studies have shown time and time again, that a network of cycling infrastructure is key to boosting modal share. Inspired by the world’s most bicycle-friendly city, where half of all residents choose to use the bicycle as their main form of transportation, our approach aims for a connected network of dedicated and reliable, bicycle infrastructure. Designing along this approach facilitates everyday, utilitarian bicycle use and is safe for vulnerable users, no matter the city. By connecting into, and expanding upon the existing infrastructure to establish a safe connected grid, the proposed strategy will reduce real and perceived barriers to cycling in Laredo. With a minimum grid and connections beyond to further off neighborhoods, residents can increasingly rely on the bicycle as a comfortable mode of transportation.

Defining Standard Road Treatments - A network of dedicated bicycle infrastructure reflecting a comprehensive road typology will be designed to accommodate riders of all ages and abilities. Guided by public engagement, our project team will develop a defined set of proposed treatments for Laredo’s road network - determined by context-specific street characteristics, from traffic calmed residential streets, to protected bike lanes along larger car-dominated arterials, to off-street greenways. Our methodology proposes standardized treatments that are based on designed traffic speeds and AADT numbers and can be easily projected onto any context. As part of this task we will also develop a standardized intersection design typology for Laredo as different types of streets intersect one another and must be made safe for all road users.

Implementation Strategy – Charting Laredo’s path forward towards the development of a connected, dedicated, reliable bicycle network requires a holistic implementation strategy that meets local needs as quickly and effectively as possible. Our approach is built on a matrix used to determine which streets within the potential network should be prioritized and would have the greatest impact on connectivity, safety and feasibility. Our approach considers the public interest (ie. minimizing collisions and connecting to transit), political feasibility (ie. minimizing parking reallocation, jurisdictional cooperation), and the ‘low-hanging fruit’ (ie. leveraging existing opportunities and capitalizing on available funding).

Develop Policy Recommendations - As with any attractive transportation option, cycling must be made a reliable mode for Laredo residents. One of the most effective ways to ensure reliability is to develop policy frameworks that protect and help further the understanding of the bicycle as legitimate mode of transportation. Working with City Staff, our project team will recommend a year-long maintenance plan that ensures reliability throughout the year as well as policy recommendations on data collection, funding and future network growth.

Document Production - At the end of this component, our team will produce a first draft of an innovative 21st Century bicycle network for Laredo. Special focus will be dedicated to ensuring that the document is easily readable, attractive and that its design and content reflects and speaks to Laredo’s local culture, language diversity and constraints. Our team often works in multiple languages, with documents produced in both English and another local language for bi-lingual communities, including, Spanish, French and German. The plan will also include the network plans, design standards, policies relating to maintenance, as well as phasing and costing tables. By providing an early draft, we provide a discussion point for local stakeholders as well as the public, which only serves to strengthen local buy-in.

KEY TEAM MEMBERS

COPENHAGENIZE



MICHAEL SETH WEXLER, MUP

Professional Title: Urban Designer **Years of Professional Experience:** 5

Michael is an urban designer and deeply involved in working with clients around the world to develop winning strategies and innovative designs for bicycle-friendly infrastructure investments. As the head of the firm's North American office in Montreal, Michael works with cities and governments across Canada and the U.S. to leverage many lessons from Copenhagen's numerous examples of best-practice design and policy. He has a diverse background in urban planning, project management, design and visual media and a Master of Planning from McGill University - on top of years of experience cycling on Danish best-practice infrastructure.

Relevant Projects:

- » Urban designer, Almetyevsk Bicycle Strategy, Russia
- » Project lead, Long Beach Data Strategy, California
- » Project lead, Detroit Greater Downtown Bicycle Strategy, Michigan
- » Project lead, Akron Bicycle Network Strategy, Ohio
- » Urban designer, Outremont Neighbourhood Bicycle Network Plan, Montreal
- » Project lead, Glen Lennox Neighbourhood Bicycle Plan, North Carolina
- » Urban designer, Candiac Bicycle Plan, Québec



ALYSSA PICHARDO, MUP

Professional Title: Planning Analyst **Years of Professional Experience:** 7

Alyssa is the lead planning data analyst for Copenhagenize Design Co. In this capacity, she develops bicycle routing recommendations and bicycle friendly street designs for Copenhagenize's client cities. She brings experience in transportation planning, bicycle network design, and urban street design for cities across the United States, including: New York City, Minneapolis, Philadelphia, and Washington, DC. Alyssa has a Master of Urban Planning degree from Hunter College in New York City and a graduate certification in GIS.

Relevant Projects:

- » Project coordinator, Akron Bicycle Network Strategy, Ohio
- » Planning analyst, Glen Lennox Neighbourhood Bicycle Plan, North Carolina
- » Spatial data specialist, Candiac Bicycle Plan, Québec



LORENZ SIEGEL, MLA

Professional Title: Landscape Architect **Years of Professional Experience:** 4

Trained as a landscape architect in Vienna, Lorenz brings with him a diverse set of visual and analytical skills. His role in the development of the Detroit Greater Downtown Bicycle Strategy and Long Beach strategies has allowed him to bring European best practice designs to North American contexts. He has a diverse background in landscape architecture, landscape planning, urban planning, design and visual media and a Master of Science from the University of Natural Resources and Life Sciences in Vienna - on top of the experience of cycling on Danish best-practice infrastructure.

Relevant Projects:

- » Lead designer, Detroit Greater Downtown Bicycle Strategy, Michigan
- » Lead designer, Akron Bicycle Network Strategy, Ohio
- » Lead designer, Glen, Lennox Neighbourhood Bicycle Plan, North Carolina
- » Project coordinator, Hamburg Bicycle Superhighway Strategy, Germany
- » Lead designer, Antwerp Bicycle Bridge Analysis, Belgium

KEY TEAM MEMBERS

880 CITIES



RYAN O'CONNOR

Professional Title: Director of Programs **Years of Professional Experience:** 8

Ryan is a trained urban planner with experience leading hundreds of inclusive community engagement activities for public space and active transportation networks across North America. As the community engagement lead, Ryan will provide strategic direction on how to get a broad and diverse number of community members engaged and excited about the project, in addition to serving as the lead facilitator at all the community engagement events.

Relevant Projects:

- » Community Engagement Lead, Windsor Active Transportation Plan
- » Project Lead, City of Duluth - Imagine Canal Park
- » Project Lead, Town of Ajax #GetAjaxMoving Active Transportation Campaign
- » Community Engagement Lead, Saanich Active Transportation Plan
- » Community Engagement Lead, Macon-Bibb County - Macon Connects
- » Community Engagement Lead, City of Victoria - #BIKE-TORIA All Ages and Abilities Bike Network



SIVA VIJENTHIRA

Professional Title: Project Manager

Years of Professional Experience: 8

Siva has worked on community building and civic engagement projects in over 30 cities, collaborating with neighbourhood organizations, businesses, grassroots groups and different levels of government. Much of her focus has been on creating equitable access to sustainable mobility and bringing intersectional voices into the planning process, including newcomers, young people, and underrepresented groups. Siva believes that vibrant streets and public spaces are key to creating greater access to the public sphere and therefore greater connectivity, inclusivity, and equity. She holds an interdisciplinary degree in Arts & Science from McMaster University.

Relevant Projects:

- » Project Advisor, Open Streets Seattle
- » Project Lead, 8 80 Streets Toronto
- » Community Engagement Coordinator, Windsor Active Transportation Plan
- » Community Engagement Coordinator, #GetAjaxMoving Campaign
- » Project Advisor, Bike Walk Macon - Open Streets Macon
- » Project Advisor, City of Charlotte - Open Streets 704



PABLO MUÑOZ

Professional Title: Project Coordinator

Years of Professional Experience: 3

Pablo is a designer and creative with a passion for community building. Growing up in East Vancouver, he worked with settlement agencies and provincial advocates to improve the wellbeing of immigrant and refugee communities. As part of his personal creative practice, he has built interactive art installations in the US and Canada, including the Art Gallery of Ontario and the Vancouver Art Gallery, with the aim of building community, activating public space and igniting conversation. As a project coordinator at 8 80 Cities he brings his skills in creative thinking to community engagement and strategy as well as crafting succinct communication, branding and messaging. Pablo is fluent in Spanish.

Relevant Projects:

- » Project Coordinator, My City Too: Toronto Child-Friendly Public Realm Plan
- » Project Coordinator, Wintermission Program, Multiple U.S. Cities
- » Planning Support, City of Saskatoon Transit Villages Plan
- » Planning Support, City of Toronto Pet Friendly Design Guidelines
- » Planning Support, University of Saskatchewan Campus Master Plan



GIL (GUILLERMO) PENALOSA, MBA

Professional Title: Founder & Board Chair **Years of Experience:** 25

Gil is the Founder and Chair of the Board of 8 80 Cities and is an accomplished presenter and inspirational speaker. Because of Gil's unique blend of pragmatism and passion, his leadership and advice is sought out by many cities and organizations. Over the past eight years, Gil has worked in over 180 different cities across six continents.

As former Commissioner of Parks, Sport and Recreation for the City of Bogotá, Colombia, Gil was an integral part of the city's much celebrated transformation of public space and sustainable mobility during the late 1990s. Gil's team initiated the new "Ciclovía," a program that sees over one million people walk, run, skate, and bike along 121 kilometres of Bogotá's-city roads every Sunday, and today is internationally recognized and emulated.

Relevant Projects:

- » Immersion Advisor, City of Tallahassee - Tallahassee 8 80
- » Project Advisor, City of Toronto - David Crombie Park Revitalization
- » Project Advisor, Ottawa ByWard Market Public Realm Plan
- » Project Advisor, Dix Park, NC - Master Plan
- » Project Advisor, San Jose, California - Public Life Summit
- » Project Lead, City of Victoria - #BIKETORIA All Ages and Abilities Bike Network
- » Immersion Advisor, Quito, Ecuador Placemaking Capacity Building
- » Speaker, 2017 San Antonio Festival of Cities (San Antonio, TX)
- » Speaker, 2016 Smart City Conference (Santiago, Chile)
- » Speaker, 2015 Children and Nature Network Conference (Austin, TX)
- » Speaker, 2015 Active Living Research Conference (San Diego, CA)

Education:

- » M.B.A. University of California at Los Angeles
- » Doctorate Honoris Causa from the Faculty of Landscape Architecture and Urban Planning at Swedish University of Agricultural Sciences

PROJECT TASK HOURS ESTIMATES

		Location
Copenhagenize	Project Lead - Michael Seth Wexler (Primary Participant)	Montreal
	Planning Analyst - Alyssa Richards (Primary Participant)	Montreal
	Landscape Architect - Lorenz Siegel (Secondary Participant)	Copenhagen
880 Cities	Founder - Guillermo Penolosa (Secondary Participant)	Toronto
	Director of Programs - Ryan O'Connor (Secondary Participant)	Toronto
	Project Manager - Silva Vijenthira (Primary Participant)	Toronto
	Project Coordinator - Pablo Muñoz (Primary Participant)	Toronto

TASK TITLE		Estimate Hours by Task						
Phase	Task Lead	Copenhagenize			880 Cities			
		Project Lead	Planning Analyst	Landscape Architect	Founder	Director	Project Manager	Project Coord.
1	Overview, research and analysis							
1.1	Collect and review existing plans, data	Copenhagenize	20	20				
1.2	Evaluate existing and proposed infrastructure	Copenhagenize	10	20				
1.3	Evaluate level of safety	Copenhagenize	10	30				
1.4	Gaps and barriers analysis	Copenhagenize	10	30	5			
1.5	Destination and origin analysis	Copenhagenize	10	30	5			
1.6	Space Syntax Analysis	Copenhagenize	10	30	5			
2	Public Engagement							
2.1	City Staff Meetings & Consultation Review	880 Cities + Copenhagenize	5			10	5	5
2.2	Prepare engagement strategy	880 Cities					10	30
2.3	Implement engagement	880 Cities + Copenhagenize		10				60
2.4	Create interim engagement report	880 Cities					10	30
2.5	Report back to the public	880 Cities + Copenhagenize	5	10				5
3	Drafting cycle strategy and action plan							
3.1	Draft bicycle network strategy	Copenhagenize	30	60	10			
3.2	Define standard road treatments	Copenhagenize	40	60	20			
3.3	Develop implementation plan	Copenhagenize	40	40				
3.4	Develop policy recommendations	Copenhagenize	20	40				
3.5	Document production	Copenhagenize	40	60	80		5	5

Laredo Urban Transportation Study

**REQUEST FOR QUALIFICATION (RFQ) FOR
SUBJECT: BICYCLE MASTERPLAN
FOR
THE LAREDO URBAN TRANSPORTATION STUDY**

The Laredo Urban Transportation Study (MPO), in coordination with the City of Laredo Traffic Safety Department, solicits statement of qualifications for the update of the development of a Bicycle Masterplan. The objective of the plan is to develop a plan for creating an environment conducive for cycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. The plan is intended to provide guidance for the development and implementation of an interconnected network of designated on and off street bicycle facilities.

Interested firms should submit **1 original signed package and 9 copies** (no faxes or emails) of their statement of qualifications package no later than **4:00 P.M. C.S.T. on April 1st, 2019** in sealed envelopes marked "**LAREDO BICYCLE MASTERPLAN**" either mailed to Mr. Jose A. Valdez, Jr., City Secretary, City of Laredo, P.O. Box 579, Laredo, Texas 78042-0579, or delivered to Mr. Jose A. Valdez, Jr., City Secretary, 3rd floor, City Hall, 1110 Houston St., Laredo, Texas, 78040.

Submittal packages shall be submitted in conformance with the requirements outlined in this Request for Qualifications. Submittals shall be limited to fifteen (15), 8.5 x 11 inch, pages, exclusive of professional resumes, cover sheets, fly leaves, table of contents, dividers, etc., printed on one side, double spaced, using Times New Roman font with a font size of 12. All submittals become the property of the Laredo MPO. The Laredo MPO reserves the right to reject any and all submittals and to waive any minor irregularities. All submittals shall be submitted at the time, place and date specified. Submittals received late shall not be considered.

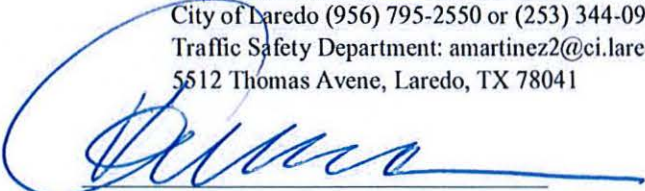
Copies of the RFQ may be obtained by contacting Mr. Miguel Pescador, City of Laredo Purchasing Director, at (956) 790-1825, or Ms. Angelica Quijano, MPO Administrative Assistant, at 956-794-1613, or by visiting the following website: <http://www.cityoflaredo.com/Bids/Bids.htm>

Questions concerning study parameters may be directed to either of the following:

Vanessa Guerra, MPO/City Planning Acting Director
City of Laredo (956) 794-1604 or (956) 794-1623
Planning Department vguerra@ci.laredo.tx.us
1120 San Bernardo
Laredo, Texas 78040

OR

Alec Martinez, Bicycle/Pedestrian Coordinator
City of Laredo (956) 795-2550 or (253) 344-0985
Traffic Safety Department: amartinez2@ci.laredo.tx.us
5512 Thomas Avene, Laredo, TX 78041



Vanessa Guerra
MPO/City Planning Acting Director

Introduction & Mission Statement

The Laredo Urban Transportation Study, the designated Metropolitan Planning Organization for the Laredo urban area, in coordination with the City of Laredo Traffic Safety Department, are seeking a consulting firm for the creation of a Bicycle Master Plan, for the MPO urban area, detailing suggested development as it relates to active transportation, with a focus on biking and a 15 year horizon. The objective of the plan is to provide detailed recommendations and strategies for creating an environment conducive for cycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. The plan is intended to provide guidance to policy and decision makers for the development and implementation of an interconnected network of designated on and off street bicycle facilities.

Study Area

The project will encompass that area within the Laredo Metropolitan Area as identified on the Laredo Metropolitan Boundary Area Map.

Background

The Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization (MPO), for the Laredo urban area, provides “3C” or “continuous, cooperative and comprehensive” transportation planning for the Laredo Metropolitan Area, as originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and all subsequent reauthorization acts including: The Transportation Equity Act for the 21st Century (TEA 21), The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act.

The Laredo Metropolitan Planning Organization is comprised of a Policy Committee and Technical Committee. The Policy Committee is the MPO body that holds review and decision-making authority over transportation planning efforts undertaken by the Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, in the Laredo Metropolitan Area. The Technical Committee provides technical review and recommendations to the Policy Committee.

The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo, City Council (including two members representing the City of Laredo, and one Councilman representing the Laredo Mass Transit Board), the Laredo TxDOT District Administrator, the Laredo TxDOT District Engineer, the Webb County Judge, and two Webb County Commissioners. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members. The MPO Technical Committee is comprised of 22 members from both the public and private sector.

The MPO’s planning activities are intended to further the following goals:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.

3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and,
10. Enhance travel and tourism.

On September 19, 2017, the City of Laredo adopted the Viva Laredo Comprehensive Plan, which articulated the hope for a future with reduced auto dependence and an improved quality of life. Much of realizing this future depends on the city's ability to enable modes of transportation other than the personal vehicle, chiefly accomplished by developing safe and effective bicycle/pedestrian infrastructure and creating dense, interconnected neighborhoods.

The current state of bicycle infrastructure in Laredo is sparse, largely unprotected, and has not been comprehensively inventoried. As of last Census estimation (2017), the population of Laredo was 260,654, experiencing a 10.4% growth from April 2010. IHS Markit group projected that Laredo's population will grow 79.4 percent by 2046 to a population of 488,400.

Within the Viva Laredo Comprehensive Plan, there is a brief 16-page bike plan that offers starting material, including a proposed phased Build-Out Network and Prioritized Interventions. This should be used as a starting point for more in-depth analysis of bicycle issues in Laredo.

Project Objectives:

1. Assess and inventory current infrastructure
2. Provide a SWOT analysis of the active transportation conditions in Laredo
3. Develop a bike build-out plan that considers the listed priorities (elaborated under Scope of Work)
4. Provide estimated budgets for various types of infrastructure improvements (standard cost per mile of bike lane, cycle track, etc.) as well as for highlighted specific projects
5. Include phased approaches that allow for quick, temporary, and inexpensive interventions for data gathering (tactical urbanism) as well as long term improvement plans
6. Create a plan aligned with the goals of the MPO and the Viva Laredo Comprehensive Plan.
7. Identify and engage stakeholders as well as the general public in a meaningful way to participate in the development of the plan, as well as initiating the process of educating citizens on the importance/outcomes of active transportation

8. Develop a general guidance for policy and infrastructure decisions for short, mid, and long term improvements.
9. Develop a specific and phased strategy for implementing the ideas expressed within the plan that will inform active transportation decisions and resource allocations in Laredo.
10. Provide research regarding the efficacy and safety of various interventions (ex. The safety rates of an on-street bike lane, sharrow, off-street cycle track, etc.)

Scope of Work

The ideal consultant for the master bike plan is one that has experience in progressive urbanism projects, including retrofitting suburban developments, creating sustainable and connected communities, charretting, producing implementable designs that offer alternatives to auto dependency, and is creative, innovative, as well as become personally invested in the wellbeing of the communities they work with.

The plan will provide general policy and design guidelines as well as specific, implementable, and phased strategies for reducing auto dependency and increasing active methods of transportation (with a focus on biking) spanning the next 15 years. The following are deliverables that compose that goal:

1. A thorough inventory of existing bicycle infrastructure within the MPO boundaries, including bike ways and their types, locations of assets such as fix-it stations and bike racks, bike friendly businesses, etc. This data will be mapped, and an analysis of the geographic strengths, weaknesses, opportunities and threats will be articulated. If physical infrastructure is the city's hardware, the same analysis will be made for the city's "software", meaning a SWOT analysis will also be made for ordinances, and public and private development forces, as they relate to active transportation.
2. Using the initial assessment as a foundation, a bike build out plan will be made identifying the key routes/assets to pursue and develop. A suggested rubric for prioritizing physical improvements is as follows:
 - a. *Safety*: how much safer will bike/pedestrians become by this improvement/intervention?
 - b. *Efficacy*: how effective will this improvement/intervention be at increasing overall bike/pedestrian conditions and *connectivity*?
 - c. *Community*: how much will this improvement/intervention increase community buy in and support?
 - d. *Consistency*: how consistent is this improvement/intervention with the goals, of the MPO, and the vision laid out in the Comprehensive Plan?
 - e. *Feasibility*: how possible is this improvement/intervention given current resources?
3. The plan should include profiles of each type of improvement/intervention, with data regarding their safety, comfort, cost, phasing, and prioritization. Improvement types that are safest, feasible, and *most accessible to the average citizen* should be

recommended first. Improvements/interventions should also contain phased approaches as needed, ranging from tactical urbanism techniques to capital improvement plans.

4. Using the initial assessment as a foundation, recommendations and analyses regarding the ordinances or lack thereof, policy mechanisms, and any other immaterial force should also be included, as they relate to the help or hindrance of active transportation endeavors or the type of city fabric that active transportation necessitates.
5. The data and research will be synthesized into a phased 15-year plan for active transportation development in Laredo. This plan will incorporate the goals of the MPO, and the Viva Laredo Comprehensive Plan. The goals of the plan should be scaled from citizen to city manager, and responsibility dictated accordingly. This plan will not only outline specific steps needed to realize a future vision, but also include general guidelines to inform decisions that are not expressly referred to in the plan.
6. Within the greater plan for physical improvements/interventions and policy recommendations, there should include general strategies for engaging the public, changing attitudes towards the infeasibility and perceptions of danger of biking, and educating drivers how to interact with cyclists that share the road with them. Programs such as *ciclovía* and adoptable incentives for employers to use to encourage cycling to work, or any other such program that has been used successfully in other cities, should also be recommended as appropriate. Mobile applications, comprehensive design standards to market the idea of cycling, and any other such measure should also be recommended as appropriate.
7. Presentations to various stakeholders in the community will also be requested throughout the duration of the plan development. Charrettes, or any other manner of meaningful engagement that seeks input and/or data from citizens, will also be required.

Resources

- a. Viva Laredo Comprehensive Plan
- b. 2010-2035 Metropolitan Transportation Plan
- c. Various maps and previous studies compiled by the City of Laredo Planning Department, including the Truck Route Map for the City of Laredo.
- d. Laredo Transit Development Plan, 2014
- e. ADA Plan Update, 2012
- f. Any other studies or pertinent information as they become available.

Submittal Requirements and Restrictions:

Ten (10) copies of the RFQ shall be submitted in an 8 1/2" x 11" format for review by a Selection Committee. Submittals shall be limited to fifteen (15) pages in length, exclusive of

professional resumes, cover sheets, fly leaves, table of contents, dividers, etc., printed on one side and single-spaced. All proposals become the property of the MPO. The MPO reserves the right to reject all proposals and to waive any irregularities.

It is the responsibility of all Consultants to examine the entire RFQ package and seek clarification of any item or requirement that may not be clear and to check all responses for accuracy before submitting a proposal.

The MPO Coordinator, in coordination with the Laredo Traffic Safety Department, will serve as the project manager. The MPO, shall not be liable for any costs incurred by the Consultants in response to the RFQ, or any cost incurred in connection with any discussions, correspondence or attendance at interviews or negotiation sessions.

The following items shall be submitted with the proposal. Failure to include any of these items may result in the rejection of a proposal.

1. A cover letter from a principal in the firm submitting the proposal on behalf of their company.
2. The qualifications shall be arranged in the following order. In some instances the proposing firm is asked to discuss how it may approach certain aspects of the study. It is recognized that this is a RFQ and a Scope of Services and costs have not been negotiated. The intent of the requirement is to be sure to the evaluators that the firm proposing has a general understanding of the type of work that needs to be performed based on past experiences:
 - a. General Statement of Firm(s) Qualifications – Provide information on the firm(s) background and experience in transportation planning, especially bus routing and paratransit services.
 - b. Qualification of Individuals - Provide brief information on the individuals proposed to work on the project. Detailed resumes can be included in the appendix. Please note each individual role in the study and his or her time commitment for this project. Since specific Scope of Work has not been negotiated please list whether it is anticipated the individual will be a primary or secondary participant and list general task(s) each may be responsible for i.e. route planning, surveying, public involvement, etc. Provide a list of projects that the individual(s) has worked on that are similar to those being undertaken in this process.
3. Provide a brief discussion of the project approach that defines the issues and parameters that a mid-sized city, such as Laredo, could expect during the development of the proposed bike plan.

Proposals that include a cost estimate for the development of the study SHALL NOT be considered.

U.S. DOT STANDARD TITLE VI ASSURANCE

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

PROJECT MINIMUM REQUIREMENTS:

Twenty-five (25) draft reports shall be provided for the Technical Committee. Following acceptance and approval by the MPO Policy Committee and the Laredo City Council, forty (40) final reports must be prepared and delivered to the MPO with all corrections and comments incorporated in the final version. Final reports should be neatly bound with attractive covers and address the processes and procedures used in this study. The Final report must be submitted within twenty (20) days. The consultant should submit five (5) final reports on CD ROM to the MPO in both pdf and word.

Presentations minimum requirement*:

- a. One (1) at Draft to the Technical Committee
- b. One (1) at Final to the Policy Committee
- c. One (1) at Final to the Laredo City Council
- d. One (1) or more public outreach meetings.

*Consultant should assume all presentation will occur on separate days.

The MPO will be sole proprietor of the draft and final reports. Last, the consultant will give a presentation to the MPO Technical Committee, the MPO Policy Committee, and Laredo City Council regarding the findings.

ACCESS TO THE RFO

Copies of the RFQ may be obtained by contacting Mr. Miguel Pescador, City of Laredo Purchasing Director, at (956) 790-1825 or Ms. Vanessa Guerra, MPO Coordinator, at 956-794-1604 or by visiting the following website:

<http://www.cityoflaredo.com/Bids/Bids.htm>

Proposals will be accepted by the City Secretary, until 4 p.m., April 1st, 2019 and must be addressed to:

Mail
The City Secretary
City of Laredo
City Hall – 3rd Floor
P.O. Box 579
Laredo, Texas 78042-0579

Delivered to:
The City Secretary
City of Laredo
City Hall – 3rd Floor
1110 Houston St.
Laredo, Texas, 78040.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- C. Discussion with possible action on presentation by Abrazo Partners on the City of Laredo's Boulevard of the America's Project.
- D. Discussion with possible action regarding the use of smooth hotbase for all TxDOT overlays specific to the shoulders of roads within the Webb County area. (CM. Algelt)
- E. Discussion with possible action to direct TxDOT to commence a Request for Qualifications (RFQ) to design a bike pedestrian facility along the west side of mines road from Villas San Agustin to the IH 35 overpass of FM 1472. (CM. Algelt)
- F. Report by TxDOT on proposed solutions, cost estimates, and funding sources related to the Mines Road Bike Tract, pedestrian and bicycle facilities to safely cross both Loop 20 at the intersection of Del Mar, and the intersection of IH 35 and Del Mar, with discussion and possible action. (CM. Altgelt)

F. Discussion with possible action on the River Road Project.

RIVER-BANK ROAD*

& ITS POSSIBILITIES

TRANSFORMING MINES ROAD INTO A PLACE TO SEE AND ENJOY A NICE DAY'S RIDE.

RESIDENTIAL HOME VALUES IN LA BOTA WILL GO UP AS WELL AS THE DEMAND FOR NEW AFFORDABLE HOMES TO THE AREA, NOT TO MENTION BORDER AND PASSENGER CAR SAFETY.

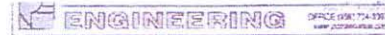
EMERALD RIVER-VIEW DEVELOPMENT IS ALSO WILLING TO CONTRIBUTE UP TO 1 MILLION TO EXTEND VERDE ROAD TO INTERSECT RIVER-BEND ROAD. THIS EXTENSION WILL EVENTUALLY CONNECT STRAIGHT SHOT TO IH35 WHEN THE PEOPLES ROAD IS EXTENDED AS PER THE DEVELOPMENT PLANS OF THE HACHAR TRUST.

* MOST LAND OWNERS HAVE AGREED TO DONATE LAND FOR THE ROAD PATH

PROPOSED ROUTE IF FROM END TO END



Estimated Cost to build a 2 Lane Road with Current city standards 3.7 miles estimated \$9.3m all the way to Vidal Cantu land or \$13m all the way to Mines Rd Intersection. Refer to this Letter by Porras Engineering



August 23, 2017

Joe Medina
Emerald River View Development, LTD.
1205 E. Hillside Rd.
Laredo, Texas 78041

Ref: River Road – Conceptual Alignment & Construction Cost Estimate

Mr. Medina,

As you requested, we have updated the conceptual alignment of River Road from River Bank Road to Vidal Cantu Boulevard. Exhibit 1 shows this route with related roadway distances. Estimating roadway construction cost is highly dependent on the pavement design criteria, roadway width, drainage requirements, right-of-way acquisition costs, and a variety of other parameters.

As a base option, a two-lane rural roadway with roadside ditches and cross-drainage culverts could be designed and constructed using current City of Laredo standards for roughly \$2.5 million per mile if right-of-way was dedicated without cost. Using this criterion, the 3.7 mile section from River Bank to Vidal Cantu would cost around \$9.3 million. If pursued, the extra 1.5 mile extension to Mines Road would add \$3.8 million for a total cost of approximately \$13 million.

If the roadway is federally funded, stricter design and construction standards will be required, included stronger pavement, larger drainage structures, wider roadway and right-of-way, etc. Under these criteria, roadway design and construction cost would be closer to \$4 million per mile not including right-of-way dedication cost. The 3.7 mile section from River Bank to Vidal Cantu would cost around \$15 million. The 1.5 mile extension to Mines Road would add \$6 million for a total cost of roughly \$21 million.

We hope this information is helpful in projecting potential roadway costs. However, it is critical to note that these estimates are conceptual opinions and shall not construed or implied as a guarantee of final project cost, which will be based on contractor's bids and is inherently out of our control. Please call us if you have any questions.

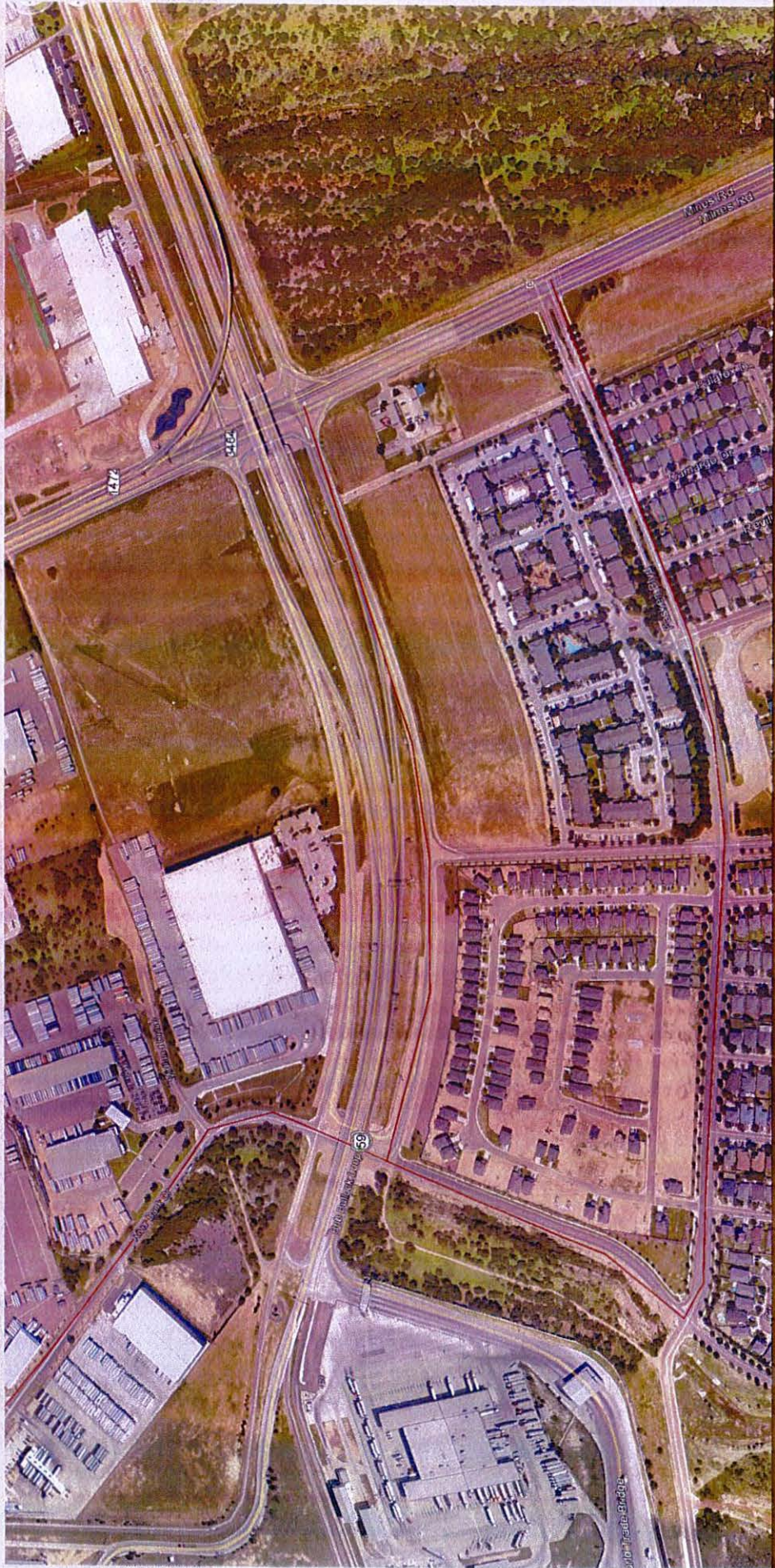
Sincerely,


Wayne Nance, PE, RPLS

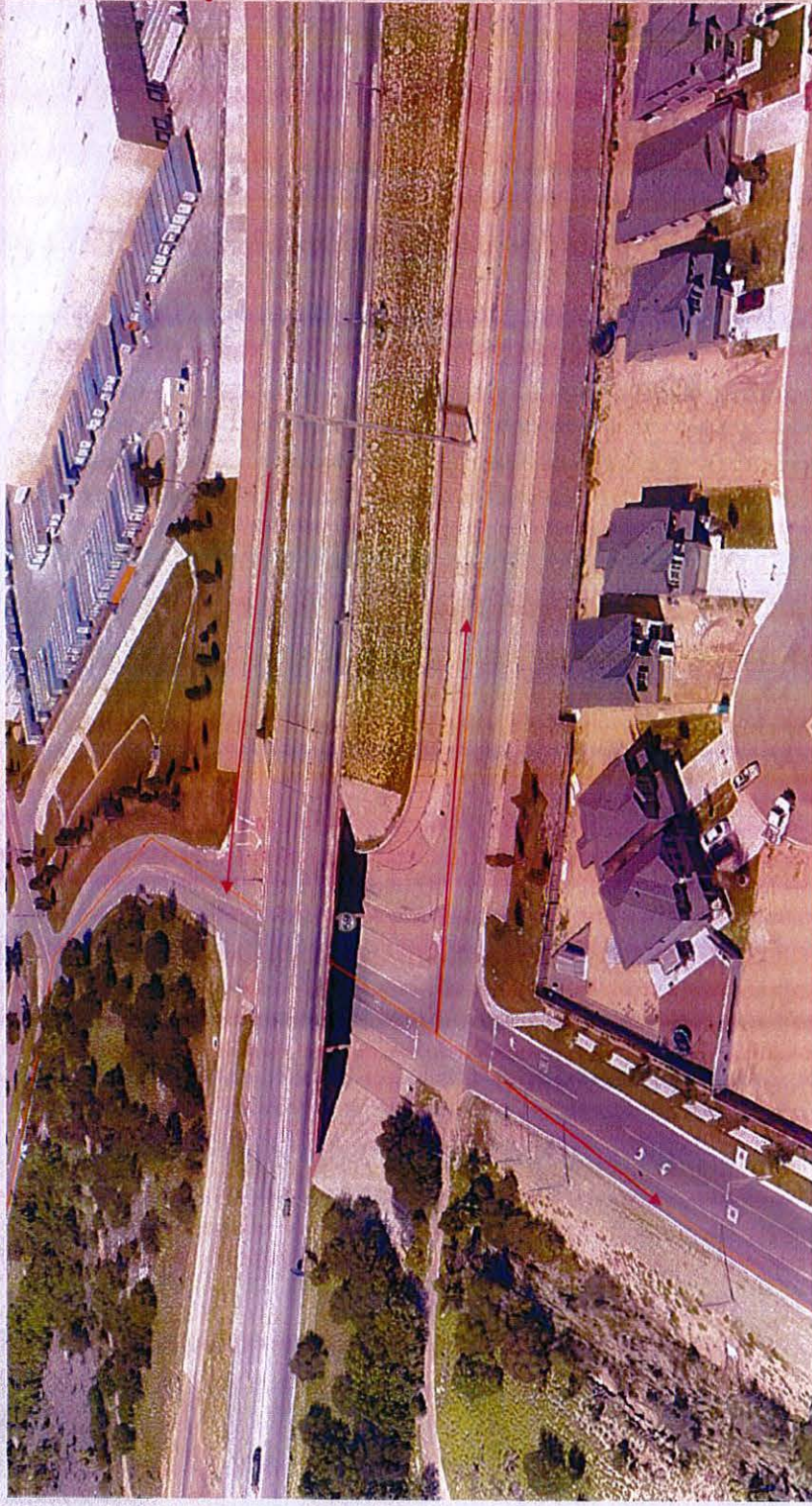


End.

SOUTH EAST EXIT ROUTE FROM RIVER BANK RD TO MINES RD



LOOP 20 EXITS AND ENTRIES TO RIVER BANK RD



OVER VIEW OF EXITS & ENTRIES. TO AND FROM - TO MINES RD OR LOOP 20.



POSSIBLE ROADS INCLUDING EXTENDING VERDE RD TO INTERSECT RIVER BANK ROAD & BACK DOOR FOR LA BOTA



G. Discussion with possible action on Hachar-Reuthinger Road.

Laredo- Hachar- Reuthinger Rd

Portion	(Preliminary Engineering) Schematic/ Env	PS&E	Construction
Hachar (FM 1472-Beltway)	City Of Laredo (Hachar Trust)	City Of Laredo (0922-33-175, \$ 1.08M)	City o Laredo (0922-33-165, \$ 26.75 M)
Reuthinger (Beltway-IH 35)	Webb County (0922-33-166, \$ 300K)		TBD (0922-33-166, \$ 21.8M)

Laredo- Hachar- Reuthinger Rd (Funding- Category 7)

Up to FY 2019 ²	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
\$ 24.43	\$ 6.16	\$ 6.27	\$ 6.35	\$ 6.44	\$ 6.52	\$ 6.60	\$ 6.67	\$ 6.74	\$ 6.82	\$ 6.90
Hachar Rd ¹	\$ (1.08)	\$ (26.75)								
Reuthinger ¹				\$ (21.80)						
Cumulative Total	\$ 29.51	\$ 9.03	\$ 15.38	\$ 0.02	\$ 6.54	\$ 13.14	\$ 19.81	\$ 26.55	\$ 33.37	\$ 40.27

Note:

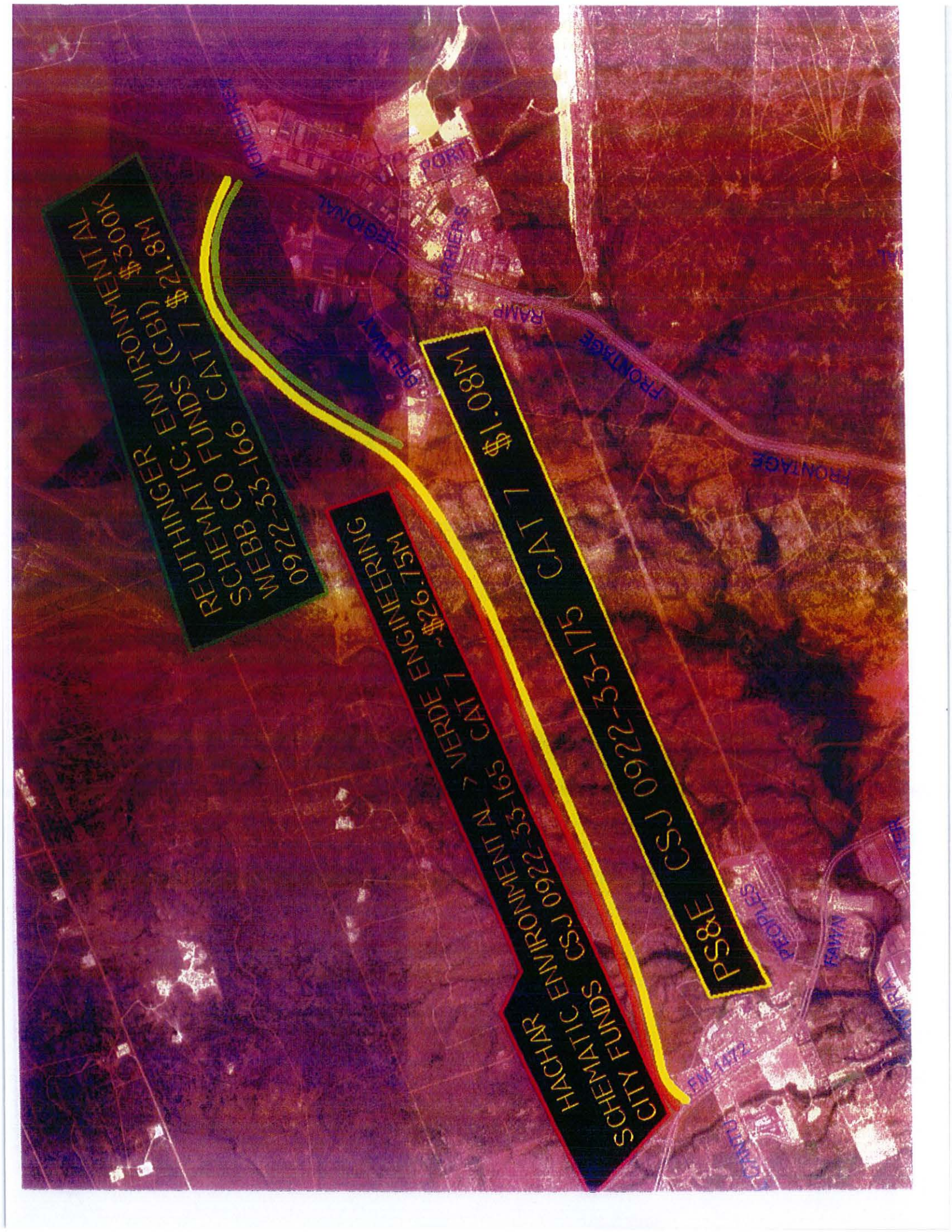
1- Based on PS&E and Construction Estimates provided by City of Laredo Consultant (Dannenbaum)

2- Allocations based on FY 2020 Draft UTP

REUTHINGER
SCHEMATIC ENVIRONMENTAL
WEBB CO FUNDS (CBD) \$300K
0922-33-166 CAT 7 \$21.8M

HACHAR
SCHEMATIC ENVIRONMENTAL > VERDE ENGINEERING
CITY FUNDS CSJ 0922-33-165 CAT 7 \$26.75M

PS&E CSJ 0922-33-175 CAT 7 \$1.08M



Cm. Altgelt was not present.

- 33. 2018-R-94 Resolution renaming Eastwoods Park to the Arturo N. Benavides, Sr. Park. The Facilities Naming Commission is in favor of the renaming of this park.

Motion to adopt Resolution 2018-R-094, adding "Memorial" after "Sr."

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 34. 2018-R-95 Authorizing the City's Delinquent Tax Attorney to arrange for the auction by the Webb County Sheriff, pursuant to Section 34.05 (b) and (c) of the Texas Tax Code, of the following properties subject to the recommended minimum bids specified herein:

Property #	Address	Current Minimum Bid	Recommended Minimum Bid
2	3201 Rosario	\$49,900	\$38,000
3	1404 Gates	\$45,700	\$33,500
6	1219 E. Musser	\$41,500	\$31,000

All above properties are more specifically described in attached Exhibit A.

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 35. 2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitedc Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

XIII (b) MOTIONS

36. Approving the submission of the 2018-2019 One Year Action Plan to the U.S. Department of Housing and Urban Development (HUD) request for funding in the amounts of \$3,729,949.00 in 44th Action Year Community Development Block Grant (CDBG) funds, \$1,178,458.00 through the HOME Investment Partnership Program (HOME), and \$306,204.00 through the Emergency Solutions Grant (ESG). An additional \$2,800.00 is anticipated to be received through CDBG program income, \$72,200.00 in Housing Rehabilitation Revolving Loan funds, and \$160,000.00 in HOME program income. Also authorizing the City Manager to execute all documents as a result of the Plan's submission. The plan identifies the projects proposed to be funded by HUD through entitlement program funds and anticipated program income, which are as follows:

44th AY Community Development Block Grant	
Community Development Administration	\$656,089
Housing Rehabilitation Administration	\$304,458
Housing Rehabilitation Loan Program	\$468,451
Code Enforcement	\$489,984
Graffiti Removal Program	\$49,944
Downtown Senior Recreational Program	\$145,225
Downtown Elderly Affordable Rental Housing	\$301,198
Rental Rehabilitation Program	\$350,000
Downtown Neighborhood Access Improvements	\$127,400
El Eden Park Improvements	\$120,000
Freddy Benavides Park Improvements	\$120,000
Sidewalks in District III	\$120,000
Eastwoods Neighborhood Park Improvements	\$20,000
Sidewalks in District IV	\$100,000
De Llano Park Improvements	\$120,000
Bike Lanes in District VII	\$120,000
Sidewalks in District VIII	\$120,000
TOTAL	\$3,732,749

Revolving Loan	
Housing Rehabilitation Revolving Loan Administration	\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

SUBJECT

2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

N/A

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

N/A

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Fiscal impact to be determined by the agreement.

RESOLUTION NO. 2018-R-96

ADOPTING A PROGRAM UNDER TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT MADE PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 RELATING TO THE DEVELOPMENT OF A ROADWAY TRAVERSING APPROXIMATELY 5,135 ACRES LOCATED WEST OF IH 35 AT THE UNITEC OVERPASS ACROSS THE N.D. HACHAR TRUST PROPERTY TO FM 1472 (MINES ROAD); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code authorizes a local government to establish and provide for the administration of one or more programs, for making loans and grants and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, under Chapter 380 of the Texas Local Government Code, the City of Laredo adopts an economic development program, as set forth in the Chapter 380 Economic Development Agreement between the City of Laredo and Verde Corp. (attached hereto as Exhibit A) to promote local economic development and stimulate business and commercial activity within the City limits; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a multi-use project, including, industrial, commercial, multi and single family uses (the "Project"); and

WHEREAS, the development of the Project, as proposed, will contribute to the economic development of the City by creating new jobs and increased employment, generating increased development, increased real property value and tax revenue for the City, enhance public infrastructure, and have both a direct and indirect positive overall improvement/stimulus in the local and state economy; and

WHEREAS, the City and Developer are executing and entering into an Agreement to set forth certain terms and obligations of the City and Developer with respect to enhancing the Project by preparing for the initial construction of a multi-lane roadway, in an approximate 400 foot corridor to be defined during the development of an approved schematic and identified in the environmental process as defined and approved by the Texas Department of Transportation (TxDOT); and

WHEREAS, in consideration of the future construction of the overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred

Seventy-Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with its approved master plan; and

WHEREAS, the Parties recognize that all agreements of the Parties hereto and all terms and provisions hereof are subject to the laws of the State of Texas and all rules, regulations and interpretations of any agency or political subdivision thereof at any time governing the subject matters hereof; and

WHEREAS, the Parties agree that all conditions precedent for the Agreement to become a binding agreement have occurred and been complied with, including all requirements pursuant to the Texas Open Meetings Act and all public notices and hearings; if any, have been conducted in accordance with Texas law;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS:

- Section 1. Findings.** The foregoing recitals are hereby found to be true and correct and adopted as findings of fact
- Section 2. Chapter 380 Program.** Exhibit A, attached hereto and incorporated by reference as if set out in full, is adopted as a Chapter 380 program.
- Section 3. Authorization.** The City Manager is hereby authorized to execute the Agreement attached hereto as Exhibit "A", and all documents necessary to accomplish the purposes of this resolution, provided said Agreement is first fully executed by an authorized representative of the Developer.
- Section 4. Open Meetings.** It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Tex. Gov't Code.
- Section 5. Effective Date.** This Resolution shall take effect upon its adoption.

APPROVED AND ADOPTED on this the ____ day of July, 2018.

PETE SAENZ
MAYOR

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT

This Agreement (hereinafter "Agreement") by and between the **CITY OF LAREDO, TEXAS**, a Texas home-rule municipal corporation (hereinafter "City") and **VERDE CORP.**, a Texas Corporation, (hereinafter "Developer") (City and Developer collectively referred to as the "Parties" and sometimes individually as a "Party"), is entered into upon the "Effective Date," as more clearly defined herein.

WHEREAS, the City has established this as a program in accordance with Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code ("Chapter 380") under which the City has the authority to make loans or grants of public funds for the purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a mixed use project, including, industrial, commercial, retail and multi-family uses (the "Project"); and

WHEREAS, in order to proceed with the Project, Environmental clearance pursuant to NEPA and TxDOT permits are required in order to construct roadway improvements that will promote the economic development of the City, enhance mobility, and increase public safety; and

WHEREAS, the City recognizes the positive economic impact that the Development will have through the production of new jobs, the attraction of new businesses, and the increased ad valorem and sales and use tax revenue to be generated by the Development for the City, and that without the Project the City would not receive these benefits; and

WHEREAS, the City has adopted Resolution No. 2018-R-96 authorizing City to make certain economic development grants to Developer in recognition of, and derived from the positive economic benefits that will accrue to City on account of the Project; and

WHEREAS, the City hereby establishes this Agreement as a program in accordance with Article III, Chapter 52-a of the Texas Constitution and Chapter 380 under which the City has the authority to make grants of public funds for the public purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, to ensure that the benefits the City provides under this Agreement are utilized in a manner consistent with Article III, Section 52-a of the Texas Constitution, Chapter 380 and other law, Developer has agreed to comply with certain conditions for receiving those benefits; and

WHEREAS, in consideration of the future construction of an overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred Seventy-

Exhibit A to 2018-R-95

Agreement

Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with his approved master plan; and

WHEREAS, the parties desire to enter into an agreement to provide the terms and conditions by which Developer shall be reimbursed for said costs and expenses; and

WHEREAS, the City and Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City by preparing the property for public infrastructure, expanding the tax base of the City, increasing employment and promoting economic development.

WHEREAS, the City has concluded and hereby finds that entering into this Agreement is in the best interests of the City.

NOW, THEREFORE, in consideration of the mutual benefits described in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer agree as follows:

ARTICLE I RECITALS

Recitals. The recitals set forth above are declared true and correct by the Parties and are hereby incorporated as part of this Agreement.

ARTICLE II AUTHORITY AND TERM

1. **Authority.** The City's execution of this Agreement is authorized by Chapter 380 of the Texas Local Government Code and constitutes a valid and binding obligation of the City. The City acknowledges that Developer is acting in reliance upon the City's performance of its obligations under this Agreement in making the decision to commit substantial resources and money to the establishment of the Project, hereinafter established.
2. **Term.** This Agreement shall become enforceable upon the Effective Date, hereinafter established, and shall continue for twenty-four months or until the Maximum Grant Amount has been reached, unless otherwise extended, in writing, by the parties.

ARTICLE III DEFINITIONS

As used in this Agreement, the following terms shall have the meanings ascribed below. All undefined terms shall retain their usual and customary meaning as ascribed by common and ordinary usage.

"Effective Date" shall mean the date when signed by the last party whose signing makes the Agreement fully executed.

"Grant(s)" shall mean payments in the amount not to exceed Two Hundred Seventy-Five Thousand Dollars (\$275,000.00).

"Payment Request" shall mean a written request from Developer to the City for payment of the applicable Grant funds.

"Related Agreement" shall mean any other agreement by and between the City and the Developer, or any of its affiliated or related entities, relating to the Project.

ARTICLE IV ECONOMIC DEVELOPMENT GRANTS

1. Grants

- (a) Subject to the satisfaction of all the terms and conditions of this Agreement, the City agrees to provide Developer with a Grant of not more than Two Hundred Seventy-Five Thousand Dollars (\$275,000.00). The Grant shall be paid as follows:
- (1) A payment of grant funds in the lump sum amount of One Hundred Seventy-Five Thousand Dollars (\$175,000.00) within 30 days of the submission by Developer of a complete Schematic and Environmental Document (for an overweight corridor traversing the N.D Hachar Tract and the Reuthinger family tract from the Mines road to the west frontage road of LH. 35) to TxDOT and receipt by City of a Payment Request.
 - (2) A payment of grant funds in the lump sum amount of One Hundred Thousand Dollars (\$100,000.00) within thirty (30) days of the issuance by TxDOT of FONSI for the aforementioned overweight corridor.
- (b) **Current Funds.** The Grants made hereunder shall be paid solely from lawfully available funds that have been appropriated by the City. Under no circumstances shall City's obligations hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision. The Grant shall be paid solely from appropriations from the general funds of the City or from such other funds of the City as may be legally set aside for such purpose consistent with Article III, Section 52(a) of the Texas Constitution. Further, City shall not be obligated to pay any commercial bank lender or similar institution for any loan or credit agreement made by Developer. None of the City's obligations under this Agreement shall be pledged or otherwise encumbered in favor of any commercial lender and/or similar financial institution.
- (c) **Grant Limitations.** Under no circumstances shall the obligations of the City hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision.

Further, the City shall not be obligated to pay a commercial bank, lender or similar institution for any loan or credit agreement made by the Developer. None of the obligations of the City under this Agreement shall be pledged or otherwise encumbered by the Developer in favor of any commercial lender and/or similar financial institution.

ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS

The obligation of the City to pay the Grant shall be conditioned upon Developer's continued compliance with and satisfaction of each of the conditions set forth in this Agreement.

1. **Condition Precedent to Payment.** Developer shall, as a condition precedent to the payment of any Grant, provide the City with a Payment Request on the letterhead of Developer, to include copies of any studies or documentation necessary to complete the submission to TxDOT and to obtain a FONSI and detailed invoices and/or, payment requests from Developers prime consultant.
2. **Progress Reports.** Periodically, every sixty days, Developer shall submit a brief report to City indicating the progress and percentage completed of the Schematic and Environmental Assessment and an estimate of the completion and submission of same to TxDOT.

ARTICLE VI COVENANTS AND DUTIES

1. **Developer's Covenants and Duties.** Developer makes these covenants and warranties to the City and agrees to timely and fully perform the obligations and duties contained in Article VII of this Agreement. Any false or substantially misleading statements contained herein or failure to timely and fully perform those obligations and duties within this Agreement shall be an act of Default by the Developer.
 - (a) Developer is authorized to do business and is in good standing in the State of Texas and shall remain in good standing in the State of Texas and the United States of America during any term of this Agreement.
 - (b) The execution of this Agreement has been duly authorized by Developer's authorized agent, and the individual signing this Agreement is empowered to execute such Agreement and bind the entity. Said authorization, signing, and binding effect is not in contravention of any law, rule, regulation, or of the provisions of Developer's by-laws, or of any agreement or instrument to which Developer is a party to or by which it may be bound.
 - (c) Developer is not a party to any bankruptcy proceedings currently pending or contemplated, and Developer has not been informed of any potential involuntary bankruptcy proceedings.

- (d) To its current, actual knowledge, Developer has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.
 - (e) Developer shall timely and fully comply with all of the terms and conditions of this Agreement.
 - (f) Developer agrees to complete, or cause to be completed, the documents required to submit a request to TxDOT for an Environmental Assessment of the proposed roadway and shall use its best efforts secure a FONSI at its sole cost and expense.
2. **City's Covenants and Duties. Grant Payment.** The City is obligated to pay Developer an amount not to exceed the Maximum Grant Amount from sources contemplated by this Agreement over a period not to exceed the expiration date, subject to Developer's timely and full satisfaction of all applicable duties and terms within this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.
 3. **City shall fully cooperate with Developer in pursuing environmental clearance for the roadway area as described herein.**
 4. **Substantial Compliance and Default.** Failure by either Party to timely and substantially comply with any performance requirement, duty, or covenant shall be considered an act of Default if uncured within sixty (60) days of receiving written notice from the other Party. Failure of Developer to timely and substantially cure a default will give the City the right to terminate this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.

ARTICLE VII DESCRIPTION AND SCOPE

Developer is responsible for the preparation, development and submission of a schematic, environmental document, covering the proposed alignment of an approximate 400 ft. wide strip of land crossing the N.D. Hachar tract from Mines Road (FM 1472) and traversing the property to approximately 0.1 mile east of Beltway Parkway, (as shown on the attached Exhibit A.), which complies with all applicable federal and state environmental laws and regulations, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act of 1966 and the Endangered Species Act of 1973, which require environmental clearance of federal-aid projects for the environmental clearance of this Project, to include, written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

Developer shall coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment, pursuant to NEPA, for the remaining alignment of the 400 ft. wide strip of land which crosses the Reuthinger property and as shown

on the Location Map showing the Project Limits in the attached Exhibit "A".

City grants a license to Developer to use all documents, including but not limited to reports, drawings, and schematics that have been developed by City or its consultants for the preparation of a schematic document and environmental assessment.

ARTICLE VIII TERMINATION

1. **Termination.** This Agreement shall terminate upon the earliest occurrence of any one or more of the following:
 - (a) The written agreement of the Parties;
 - (b) Expiration of this Agreement; or
 - (c) Default by Developer; or
 - (d) The Payment of the Maximum Grant Amount.
2. **Termination by Maximum Grant Amount.** If the Agreement is terminated by reaching the Maximum Grant Amount, the City is required to issue a letter to the Developer stating that the Maximum Grant Amount has been reached.

ARTICLE IX DISPUTE RESOLUTION

1. **Mediation.** If a dispute arises out of or relates to this Agreement or the breach thereof, the Parties shall first in good faith seek to resolve the dispute through negotiation between the upper management of each respective Party. If such dispute cannot be settled through negotiation, the Parties agree to try in good faith to settle the dispute by mediation under the Commercial Mediation Rules of the American Arbitration Association before resorting to arbitration, litigation, or some other dispute resolution procedure; provided that a Party may not invoke mediation unless it has provided the other Party with written notice of the dispute and has attempted in good faith to resolve such dispute through negotiation. Notwithstanding the foregoing, any Party may seek immediate equitable relief, without attempting to settle a dispute through mediation, in any case where such Party is entitled to equitable relief by law, the terms of the Agreement, or otherwise. All costs of negotiation, mediation, and arbitration collectively known as alternate dispute resolution ("ADR") shall be assessed equally between the City and Developer with each party bearing their own costs for attorneys' fees, experts, and other costs of ADR and any ensuing litigation.
2. During the term of this Agreement, if Developer files and / or pursues an adversarial proceeding against the City regarding this Agreement without first engaging in good faith mediation of the dispute, then, at the City's option, all access to the Grants provided for hereunder may be deposited with a mutually acceptable escrow agent that will deposit such funds in an interest bearing account until the resolution of such adversarial proceeding.
3. Under no circumstances will the Grant funds received under this Agreement be used, either directly or indirectly, to pay costs or attorney fees incurred in any adversarial proceeding regarding this Agreement against City.

**ARTICLE X
ADDITIONAL PROVISIONS**

1. **Binding Agreement.** The terms and conditions of this Agreement shall be binding on and inure to the benefit of the City, Developer, and their respective successors and assigns. The City Manager shall be responsible for the administration of this Agreement and shall have the authority to execute any instruments, duly approved by the City Council of the City of Laredo, Texas, on behalf of the City related thereto.
2. **Mutual Assistance.** City and Developer will do all things reasonably necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in carrying out such terms and provisions.
3. **Representations and Warranties.** City represents and warrants to Developer that this Agreement is within their authority, and that they are duly authorized and empowered to enter into this Agreement, unless otherwise ordered by a court of competent jurisdiction. Developer represents and warrants to the City that it has the requisite authority to enter into this Agreement.
4. **Assignment.** Developer shall have the right to assign all of its rights, duties, and obligations under this Agreement to a duly qualified third party with prior written approval of the City Council of the City of Laredo, Texas; provided, however, that any assignment provided for herein shall not serve to enlarge or diminish the obligations and requirements of this Agreement, nor shall they relieve Developer of any liability to the City including any required indemnity in the event that any Assignee hereof shall at any time be in default of the terms of this Agreement. The City may demand and receive adequate assurance of performance including the deposit or provision of financial security by any proposed Assignee prior to its approval of an assignment.
5. **Independent Contractors.**
 - (a) It is expressly understood and agreed by all Parties hereto that in performing their services hereunder, Developer at no time will be acting as an agent of the City and that all consultants or contractors engaged by Developer respectively will be independent contractors of Developer; and nothing contained in this Agreement is intended by the Parties to create a partnership or joint venture between the Parties and any implication to the contrary is hereby expressly disavowed. The Parties hereto understand and agree that City will not be liable for any claims that may be asserted by any third party occurring in connection with services performed by Developer respectively under this Agreement, unless any such claims are due to the fault of the City.
 - (b) By entering into this Agreement, the Parties do not waive, and shall not be deemed to have waived, any rights, immunities, or defenses either may have, including the defense of parties, and nothing contained herein shall ever be construed as a waiver of sovereign or official immunity by the City with such rights being expressly reserved to the fullest extent authorized by law and to the same extent which existed prior to the execution hereof.
 - (c) No employee of City, or any councilmember or agent of City, shall be personally

responsible for any liability arising under or growing out of this Agreement.

6. **Notice.** Any notice required or permitted to be delivered hereunder shall be deemed delivered by actual delivery, facsimile with receipt confirmation, or by depositing the same in the United States Mail, postage prepaid and certified with return receipt requested, addressed to the Party at the address set forth below:

If intended for City: City of Laredo
City Manager
1110 Houston St.
Laredo, Texas 78040

With a copy to: City of Laredo
City Attorney
1110 Houston St.
Laredo, TX 78040

If to the Developer: Verde Corp.
Attention: Nicholas Van Steenberg, President
7718 McPherson Road
Suite 304
Laredo, Texas 78045

Either Party may designate a different address at any time upon written notice to the other Party.

7. **Governing Law.** The Agreement shall be governed by the laws of the State of Texas, and the venue for any action concerning this Agreement shall be in Webb County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.
8. **Amendment.** This Agreement may be amended by mutual written agreement of the Parties, as approved by the City Council of the City of Laredo, Texas.
9. **Legal Construction.** In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect other provisions of this Agreement, and it is the intention of the Parties to this Agreement that, in lieu of each provision that is found to be illegal, invalid, or unenforceable, a provision be added to this Agreement which is legal, valid and enforceable and is as similar in terms as possible to the provision found to be illegal, invalid, or unenforceable.
10. **Gender.** The gender of the wording throughout this Agreement shall always be interpreted to mean either sex, and where the context requires, the plural of any word shall include the singular.
11. **Interpretation.** Each of the Parties has been represented by counsel of their choosing in the negotiation and preparation of this Agreement. Regardless of which Party prepared the initial draft of this Agreement, this Agreement shall, in the event of any dispute, whatever its

meaning or application, be interpreted fairly and reasonably and neither more strongly for or against any Party.

12. Entire Agreement. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter covered in this Agreement. There is no other collateral oral or written agreement between the Parties that, in any manner, relates to the subject matter of this Agreement, except as provided for in any Exhibits attached hereto or duly approved amendments to this Agreement, as approved by the City Council of the City of Laredo, Texas.
13. Paragraph Headings. The paragraph headings contained in this Agreement are for convenience only and will in no way enlarge or limit the scope or meaning of the various and several paragraphs.
14. Counterparts. This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
15. Exhibits. Any Exhibits attached hereto are incorporated by reference for all purposes.
16. Survival of Covenants. Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.
17. Employment of Undocumented Workers. During the term of this Agreement, Developer agrees to not knowingly employ any undocumented workers, and, if convicted of a violation under 8 U.S.C. Section 1324a(1), Developer shall be in Default and repay the amount of the Grants and any other funds received by Developer from the City as of the date of such violation within one hundred twenty (120) days after the date Developer is notified by the City of such violation, plus interest at the rate of six percent (6.00%) compounded annually from the date of the violation until paid in full. Developer is not liable for an unknown violation of this Section by a subsidiary, affiliate, or franchisee of Developer or by a person with whom Developer contracts provided however that identical federal law requirements provided for herein shall be included as part of any agreement or contract which Developer enters into with any subsidiary, assignee, affiliate, or franchisee for which Grants provided herein will be used.
18. Indemnification.

DEVELOPER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY, THEIR RESPECTIVE OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY THE "CITY") HARMLESS FROM AND AGAINST ANY AND ALL REASONABLE LIABILITIES, DAMAGES, CLAIMS, LAWSUITS, JUSTMENTS, ATTORNEY FEES, COSTS, EXPENSES AND ANY CAUSE OF ACTION THAT DIRECTLY RELATES TO ANY OF THE FOLLOWING: ANY CLAIMS OR DEMANDS BY THE STATE OF TEXAS THAT THE CITY HAS BEEN ERRONEOUSLY OR OVER-PAID SALES AND USE TAX FOR ANY PERIOD DURING THE TERM OF THIS AGREEMENT AS A RESULT OF ANY ACT OR OMISSION OR BREACH OR NON-PERFORMANCE BY DEVELOPER UNDER THIS AGREEMENT

EXCEPT THAT THE IMDEMNITY PROVIDED HEREIN SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE ACTION OR OMISSIONS OF THE CITY. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY. IT BEING THE INTENTION OF THE PARTIES THAT DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAYMENT OF ANY ANNUAL GRANTS PAID TO DEVELOPER HEREIN THAT INCLUDES CITY SALES TAX RECEIPTS THAT THE STATE OF TEXAS HAS DETERMINED WAS ERRONEOUSLY PAID, DISTRIBUTED OR ALLOCATED TO THE CITY.

19. **Additional Instruments.** City and Developer agree and covenant to cooperate, negotiate in good faith, and to execute such other and further instruments and documents as may be reasonably required to fulfill the public purposes provided for and included within this Agreement.
20. **Effective Date.** This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

CITY OF LAREDO
a home-rule municipal corporation
Signed this ___ day of July, 2018

VERDE CORP.
A Texas Corporation
Signed this ___ day of July, 2018

By: _____
Horacio A. De Leon, Jr.
City Manager

By: _____
Nicholas Van Steenberg
President

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

STATE OF TEXAS
COUNTY OF WEBB

§
§ ACKNOWLEDGMENT
§

This instrument was acknowledged before me on the ____ day of _____, 2018
by Nicholas Van Steenberg in his capacity as President of Verde Corp., on its behalf.

Notary Public in and for the State of Texas

STATE OF TEXAS
COUNTY OF WEBB

§
§ ACKNOWLEDGMENT
§

This instrument was acknowledged before me on the ____ day of _____, 2018
by Horacio A. De Leon, Jr., in his capacity as City Manager of the City of Laredo, a home-
rule municipal corporation, on its behalf.

Notary Public in and for the State of Texas

Exhibit A
Location Map Showing Project Limits

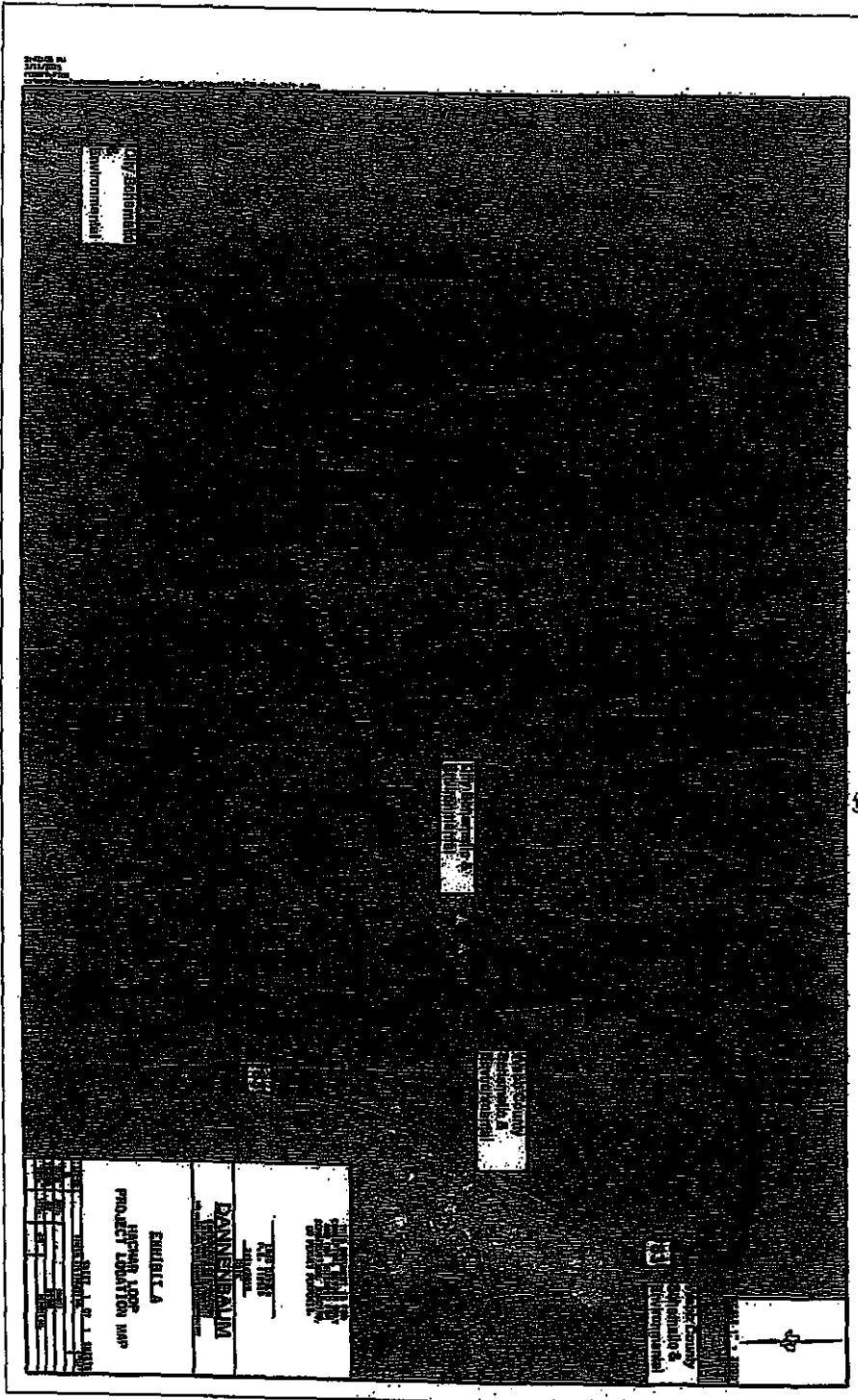


Exhibit A to 2018-R-95

V. REPORT(S) AND PRESENTATIONS (No action required).

A. Status report by TxDOT on the Outer Loop Alignment Study.

B. Status report by TxDOT on ongoing projects.

C. Status report on the Regional Mobility Authority (RMA).