alta
PLANNING + DESIGN

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November 18, 2013

Mr. Kenny Voss, PE
Local Program Administrator
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Re: Missouri's Local Program Request for Services for Trails and Sidewalks

Dear Mr. Voss and Members of the Selection Committee:

Alta Planning + Design (Alta) is delighted to submit our professional qualifications for the Missouri Local Program (LPA) on-call services in the category of Trails and Sidewalks. We look forward to assisting Local Public Agencies in delivering federally-funded transportation projects in the State of Missouri. We are a prequalified consultant per LPA requirements in the State of Missouri.

Alta provides complete trail master planning services, including design, alternatives analysis, environmental documentation, property acquisition strategies, accurate cost estimation, maintenance and management plans, and funding strategies. We excel in finding design solutions to the unique challenges found on trails and have planned, designed, and implemented more than 3,500 miles of bikeways, walkways, and trails. We have experience in a wide range of environments including the development of greenways, rail corridors and rails-to-trails, street corridors, and multi-use hiking and seasonal-use trails in environmentally sensitive areas, urban core areas, parks, rural, and industrial areas

Alta's work for LPAs in this project category will be led by our St. Louis project manager, Paul Wojciechowski, along with our multi-disciplinary staff that has specialized expertise in land use laws, permitting, site analysis, usage projection, trail-roadway intersections, and public involvement. Alta provides complete trailhead planning and design services, including alternatives analysis, environmental documentation, property acquisition strategies, accurate cost estimation, maintenance and management plans, and funding strategies. We integrate green design solutions such as permeable pavement, bioswale stormwater drainage, native plant restoration, viewpoint location, and community connectivity. Alta's designers can create trail features that reflect your city's unique culture and provide recreation, education and inspiration. We offer:

- **Efficiency**: Low overhead, specialized experience, and trained staff and resources. We will use the right staff for the right studies and match skill sets for effective results.
- **Local Accessibility and Familiarity:** Paul Wojciechowski, project manager, is located in St. Louis and has extensive experience with local issues. He understands the importance of staying attentive to local agency needs based on his past role as a Public Works Director in Clayton, Missouri and currently as an elected official in the City of Wildwood, Missouri.
- **Experts in Trail Planning and Design**: Alta strives to enrich the trail user experience through a design identity that responds to the particular needs and opportunities of each unique project and community.

Please refer to the following pages for examples of Alta's past performance and qualifications of personnel. Alta is dedicated to equal opportunity employment and is EEO certified. Our recruiting practices include outreach to workforce development centers and local networks that promote employment to under-served communities that include minorities and women. Please contact Project Manager Paul Wojciechowski at paulw@altaplanning.com or (314) 952–8570 if you have any questions regarding our qualifications. I am authorized to sign contracts and negotiate on behalf of the firm. We look forward to hearing from you.

Sincerely,

Steve Durrant, PLA, ASLA, APA
Principal, Alta Planning + Design (Corporation)

Past Performance

Alta can assist LPAs in a variety of ways to carry out projects and initiatives that will create support for projects in the community. Alta can provide the following services:

- Sidewalk Design
- Trail and Greenway Design
- 2D and 3D Visualization Imagery
- Traffic Modeling
- Bicycle and Pedestrian Planning
- Transit Access (Bicycle and Pedestrian)
- Signage and Wayfinding
- StreetPlan Process, Cycle Zone Analysis and Bikeway Quality Indexing
- University Bicycle and Pedestrian Plans

Northwest Arkansas Razorback Greenway Trail System, AR

Alta has prepared construction documents for the future development of the federally-funded (TIGER II Grant) portion of the Razorback Greenway. This work includes right-of-way acquisition, preparation of construction documents, obtaining permits, and awarding of construction contracts. The remaining phases of the Razorback Regional Greenway were bid for construction in late spring and early summer of 2013. The goal is to have all 16 miles of the Razorback Regional Greenway complete by the end of 2013.

Stafford Basin Multi-Use Pathway, Lake Oswego, OR

Alta provided full landscape architectural services for this 1.5-mile-long trail for the City of Lake Oswego and the Three Rivers Land Conservancy. The trail passes through a rapidly developing region of the Portland metropolitan region. The scope of work included trail alignment development, wetland delineation at three sites, state and local permitting, design development, construction document production, cost estimates, and construction oversight. Trail amenities included interpretive signs, native riparian plantings and wetlands restoration, two boardwalks, benches, and picnic tables. Alta provided design services for Phase II improvements, connecting Phase I and the Rosemont Road pathway. The agricultural heritage of the area is celebrated through the use of rustic wooden bollards, split rail fencing, preservation of existing orchards, and native plant buffers.

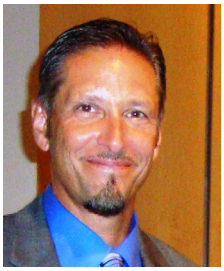
Katy Trail Art Loop, Dallas, TX

Friends of the Katy Trail contracted with Alta to develop a study to arrive at a preferred route for a pedestrian and bicycle trail loop that links the existing Katy Trail at the American Airlines Center to the future Woodall Rodgers Park, the Arts District, and the Harwood redevelopment district. The study included a thorough background review, site reconnaissance, development and evaluation of pathway alignments, recommendation of a preferred alignment, development of conceptual plan drawings of the preferred alignment for cost estimating, and presentations to the Friends of the Katy Trail and key stakeholders.

The Northwest Arkansas Razorback Greenway Trail System was designed to increase connectivity, drive economic development, and improve residents' health.

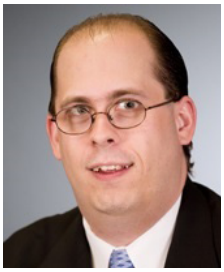
Stafford Basin Multi-Use Pathway in Lake Oswego celebrates the agricultural heritage of the area.

Qualifications of Personnel



Paul Wojciechowski, AICP, PE

Paul will be the project manager and point of contact for Sidewalks and Trails on-call work. Paul Wojciechowski is a transportation planner and engineer with over 29 years of experience in planning and designing innovative transportation facilities, and integrating these facilities to function with adjacent land-uses. Paul has dedicated his career to public projects that enhance communities and regional systems, and has contributed ideas for development projects that achieve community goals. In addition, he has served as a public official for the City of Clayton as Director of Public Works/City Engineer, as well as for the Missouri Department of Transportation in St. Louis.



Mike Repsch, PE

Mike has over 12 years of detailed design experience and will serve as a senior highway engineer on all aspects of on projects. He has prepared designs for resurfacing projects, roadway realignments, ADA design, streetscapes, bicycle facilities, green infrastructure, profiles, cross-sections, signals, lighting, signing, pavement markings, and traffic management. Mike has prepared special provisions, quantity take-offs, and construction cost analyses for transportations projects. Mike is proficient in AutoCAD 2011, AutoCAD Civil 3D 2011, and MicroStation V8.

Mike Rose, PLA, LEED AP

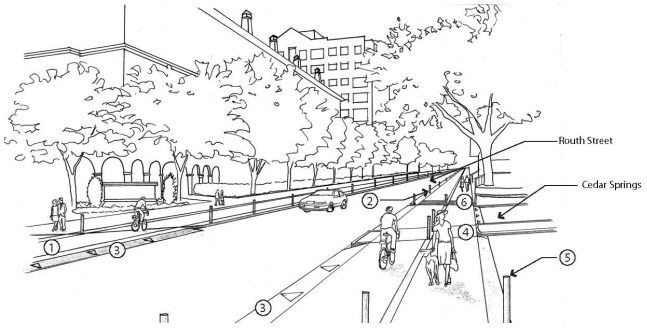
Mike is a Professional Landscape Architect in the state of Oregon (#627) and has been working in transportation planning and design for over fifteen years. He has experience with a broad range of planning, design, and engineering projects including parks, soft surface trails, rails-with-trails, and regional trails. Mike also has strong project management skills and technical skills in data analysis, Geographic Information Systems (GIS), digital visualization graphics, and construction drawings. His work includes the NW Arkansas Razorback Greenway, Moapa Valley Trails Study in Nevada, and the Albuquerque Bicycle and Trail Master Plan Update.

Dennis R. Blind, PLA

As a dual registered professional (landscape architect and planner) with over thirty-five years of planning, design, land development, management, and business development experience, Dennis brings a comprehensive skill set to every client's project. Dennis' diverse client base includes public sector, private sector, not-for-profits, and philanthropic foundations. Over the course of his career, Dennis' consulting experience includes parks and recreation master plans, park renovation, new park development, recreational trail development, urban redevelopment plans, regional transportation plans, mass transit plans, transit oriented development, land use plans, comprehensive plans, economic development plans, and context sensitive design programs. He is managing construction of the NW Arkansas Great Rivers Greenway District.

Robin Wilcox, PLA, ASLA

Robin is a CLARB Certified Landscape Architect in the State of Oregon (#699) with over ten years of design and project management experience. She has led a broad range of planning and design projects including urban streetscape design, stormwater gardens, cycle tracks, and regional trails throughout the United States. She possesses in-depth knowledge of sustainable design, project development, and effective graphic presentation. She was project manager for the Stafford Basin Multi-Use Pathway and the Katy Trail Art Loop as well as over half a dozen trail projects through the United States.



The Katy Trail Art Loop links the existing trail to Woodall Rodgers Park, the Arts District, and the Harwood redevelopment district.

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CREATING ACTIVE COMMUNITIES

For more information , please contact Project Manager Paul Wojciechowski at paulw@altaplanning.com | 314.952.8570

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ROADWAY DESIGN AND TRAFFIC SAFETY

Throughout the planning and design process, we work closely with local agencies, stakeholders, and the general public to engage in meaningful dialogue about how to make our streets better. Utilizing excellent, user-friendly graphics, presentations, posters, and involvement techniques, we gather valuable input and build community support for innovative multi-modal projects.

TRAFFIC SAFETY AND ANALYSIS

To increase traffic safety, Alta works with its clients to understand the local context and assess needed improvements. Our state-of-the practice analyses make use of GIS mapping and other tools to assess demand, identify gaps and deficiencies, understand crash trends, and identify areas for improvement. We are thought leaders in the industry and our staff are part of the Public Rights-Of-Way Accessibility Guidelines (PROWAG) working group that is developing guidance for design of compliant sidewalks, bicycle facilities, and other right-of-way infrastructure not specifically detailed in ADA policy. We work with our clients to develop a systematic approach toward project prioritization that leads to enhanced mobility and reduction of future conflicts.

Treatment	Photo	Description	Application Guidance	Benefits
Pedestrian Activated Signal		Pedestrian activated signals are used to assist pedestrians in crossing major streets in areas where there is high pedestrian demand, but where a full traffic signal is not warranted.	• Higher speed/volume roadways at mid-block locations or at unsignalized intersections where pedestrian crossing demand is high and distant from an existing crossing	• Provides a signal-protected pedestrian crossing phase. • Reduces motor vehicle delay as compared with a fully signalized crossing. • Improves pedestrian safety
Corner Bulges		Corner bulges are an extension of the curb into the parking lane at intersections to reduce pedestrian crossing distances, and improve visibility between motorists and pedestrians.	• Where there is a full-time on-street parking lane. • Can be used to enhance mid-block crossings. • Where bicycles and transit vehicles will travel outside of the curb edge for the length of the streets. • Landscaping or furniture should not obstruct visibility. • Design should ensure adequate drainage.	• Improves motorist visibility of pedestrians. • Reduces speed of turning vehicles. • Encourage pedestrians to cross at designated crossings. • Decreases crossing distances for pedestrians.

BICYCLE BOULEVARDS/ NEIGHBORHOOD GREENWAYS

Bicycle corridors on lower-volume residential and collector streets provide a comfortable riding experience for cyclists of all abilities. They can also encompass “green” drainage treatments,

Alta is implementing 77 miles of bike network identified in the Gateway Bikeway Plan for St. Louis

PROGRESSIVE ON-STREET DESIGN AND ENGINEERING

Alta’s engineers, landscape architects, construction managers, and planners work together to develop progressive, implementable pedestrian and bicycle facility designs. Alta staff wrote the Bicycle Boulevard Planning and Design Guidebook in association with IBPI, and worked with NACTO to develop the Urban Bikeway Design Guide.

NACTO Urban Bikeways Design Guide – Intersections

COMPLETE STREETS AND CORRIDOR DESIGN

Making core areas and streets more livable and pedestrian and bicycle-friendly is a priority for many communities. Alta offers a unique blend of skills to produce an effective and high quality Complete Streets solution, from concept to implementation.

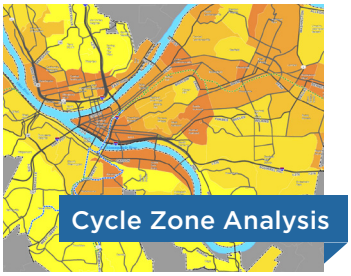
Alta is working on Complete Street design and implementation throughout the United States, including corridors in St. Louis and Des Moines.

Alta Planning + Design

DATA ANALYSIS AND MODELING

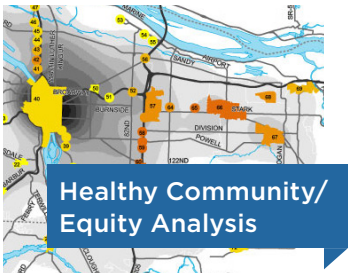
COUNTY/REGION

Alta's demand analysis tools can estimate total walking and bicycling transportation activity across an entire county or region. Our walking and bicycling benefits analysis can then express the value of regional non-motorized transportation in terms of reduced vehicle miles traveled, reduced carbon emissions and increased public health from physical activity.



CITY

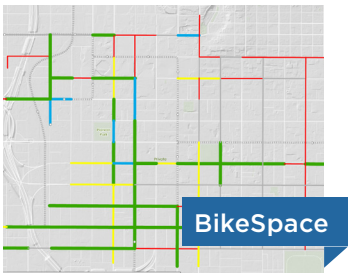
Alta's Cycle Zone Analysis (CZA) can evaluate the existing and potential quality of the bicycling environment in different neighborhoods across your city based on both geographic and built environment factors. A Level of Traffic Stress analysis can create a snapshot of your "family friendly" street network and identify key opportunities for expanding low-stress access. Our Healthy Community/Equity Analysis considers demographic and network factors to identify where transportation improvements can improve health and accessibility for populations in need.



Interested in Bike Share? Our Bike Share Feasibility Analysis can identify the potential for your city or downtown to support a successful operation.

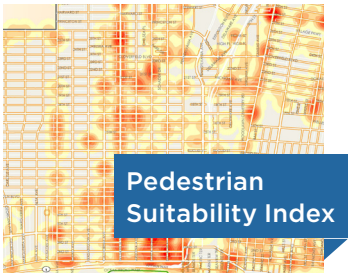
CORRIDOR

Corridors in your community need to move both people, and goods. Alta's BikeSpace tool determines how much space is available for bikeways along a street corridor. Multimodal Level of Service analysis conveys the safety and comfort benefits of using that space differently, and a Level of Traffic Stress analysis may identify suitable parallel routes if space is lacking. Alta's innovative analysis of bike and pedestrian count data over time using our National Bicycle and Pedestrian Documentation Project resources demonstrate usage trends.



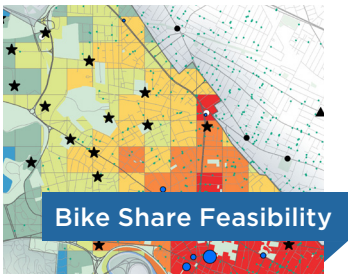
PORTAL

Constrained portals into a community such as bridges and freeway crossings often lack alternate routes. A Multimodal Level of Service calculation helps convey the big picture on the value of potential bicycle/pedestrian improvements. For a proposed new crossing project, our portal demand analysis tools can estimate potential bicycle and pedestrian demand using preexisting data, regional travel demand model data, or an independent origin/destination analysis.



DISTRICT

Have you ever wondered how bicycling and walking activity can be used to make land development and commercial decisions? Our Pedestrian Suitability Index (PSI) identifies areas of demand and opportunity to best serve people on foot.



INTERSECTION

Intersections are often the most dangerous locations for people walking and biking. Alta performs Multimodal Level of Service calculations to understand how improvements might impact all modes. FHWA's Pedestrian-Bicycle Intersection Safety Index helps identify, prioritize, and address safety concerns.

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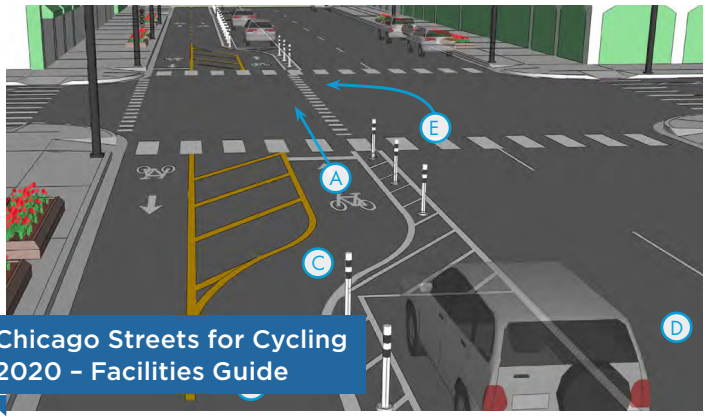
INFRASTRUCTURE PLANNING AND DESIGN

Alta Planning + Design provides a unique balance of multimodal transportation infrastructure planning and design services. We develop plans and programs to support active communities and sustainable transportation systems, integrating all modes of travel.

REGIONALLY-SPECIFIC GUIDANCE

Alta developed the facilities guide for the Chicago Streets for Cycling 2020 Plan that provides regionally-specific guidance for progressive on-street bikeway facilities. Alta is working with the City to implement 44 miles of facilities based on this guidance.



Chicago Streets for Cycling 2020 – Facilities Guide

TRAILS AND GREENWAYS

Throughout the planning and design process, we work closely with local agencies, stakeholders, and the general public to engage in meaningful dialogue about how to make our streets better. Utilizing excellent, user-friendly graphics, presentations, posters, and involvement techniques we gather valuable input and build community support for innovative projects.

Cycle track design and implementation, Lincoln, NE

CAMPUS BICYCLE AND PEDESTRIAN PLANS AND PROGRAMS

Alta works with architects, campus planners and designers, and maintenance staff to create plans for university, college, medical and corporate campuses that fit into the overall facility master plan. Issues such as separation of bicyclists and pedestrians, adequate bicycle storage, policies on bicycle riding, and programs to encourage walking and bicycling are included in campus plans.

BICYCLE AND PEDESTRIAN MASTER PLANS

Our approach to bicycle and pedestrian master plans integrates expert planning, design, economics, and land use to create opportunities for people to choose bicycling and walking for recreation and transportation.

ACCESS TO TRANSIT AND SECURE BICYCLE PARKING

Improving connections between non-motorized transportation and mass transit can transform transit hubs into vibrant public spaces, stimulating economic and community development. Alta's planners, designers and landscape architects understand that the success of multi-modal projects demands a fully integrated approach that includes bicycle and pedestrian connections to transit that are safe, easy, and convenient; well-designed way-finding signage; and secure bicycle parking facilities.

Bicycle Secure Parking Area (SPA), Seattle, WA