CITY OF ALEXANDRIA

Small Area Corridor Plan

SRF

January 31, 2018

Mr. Mike Weber, Community Development Director
City of Alexandria
704 Broadway
Alexandria, MN 56308

January 31, 2018

Subject: Proposal for the Alexandria Small Area Corridor Plan

Dear Mr. Weber and Members of the Selection Committee:

The City of Alexandria has a strong base of institutional partners, including the Douglas County Hospital, Alexandria Technical and Community College (ATCC) and 3M, which provide local jobs and enhance the quality of life for the community and broader region. Given the time frame in which these institutions were initially constructed, the existing adjacent street space does not fully support the human vibrancy that occurs within these facilities. With the planned reconstruction of 18th Street and the associated opportunity to extend 18th Street to Highway 29, the City along with its institutional partners and adjacent stakeholders have an opportunity to create a new vision for these streets. A reconfigured and redesigned street network can create an environment where people can comfortably reach and move between these community destinations by either walking, bicycling, or using a motor vehicle. The design of these streets can also create a "place" that communicates community pride and the importance of these institutions within the community.

Project Understanding

Due to age and wear, 18th Avenue is planned to be reconstructed in the next couple of years. This opens a host of opportunities that SRF is excited to delve into with the community. The street construction may be the impetus for the City to implement a long-standing vision of extending 18th Avenue west to Highway 29 and reconfiguring the current offset intersection at Highway 29 into a full intersection. This in turn opens the opportunity for MnDOT, as part of a separate study, to evaluate the feasibility of relocating a traffic signal currently located at the intersection of 17th Avenue and Highway 29 south to the new 18th Avenue intersection. All these changes will make 18th Avenue a strong east-west connection between Highway 29 and streets further east, such as Jefferson Street and Nokomis Street. In addition, 17th Avenue will not need to accommodate as many vehicles as it does today, which allows the City and their partners to explore potential repurposing of street space no longer needed for motor vehicle movement to other beneficial uses, such as parking or on-street bikeways.

In response to the potential extension of 18th Avenue and relocation of the Highway 29 traffic signal, Douglas County Hospital sees an opportunity to construct Hawthorne Street between 17th and 18th Avenue to provide convenient access to the hospital's main entrance and broader campus.

It is our understanding that ATCC has recently developed plans to relocate their main entrance from Jefferson Street to 18th Avenue. As part of the Small Area Corridor Plan, the City and their partners will explore opportunities to design the streets to facilitate safe motor vehicles access to and through the campus. Just as important, these streets should announce the presence of the college and

support a campus atmosphere that promotes safe and comfortable walking between campus buildings and encourages students and faculty to enjoy the outdoor spaces of the campus.

Throughout the project area, street designs should provide improved sidewalks, bicycle facilities and streetscape enhancements that will support walking and biking for active transportation, health, and recreation purposes for nearby employees, hospital visitors, students and residents.

Finally, it is our understanding that the community is interested in exploring the feasibility of incorporating roundabouts along 18th Avenue at Jefferson and Nokomis Streets. If it is deemed feasible by MnDOT from a safety and traffic operations standpoint, it may make sense to investigate the use of a roundabout at the intersection of 18th Avenue and Highway 29 as a potential solution for the offset intersection, potentially eliminating the need for a traffic signal altogether.

Company Profile

SRF is a full-service consulting firm with a broad base of award-winning planning, landscape architecture, engineering, and design services. SRF was established in 1961 and is headquartered in Plymouth with regional offices in North Dakota, Wisconsin, and Nebraska. We employ 350 professionals who specialize in working with public sector clients across the Midwest. SRF has worked with cities of every size across Minnesota – we understand that each community is unique and requires customized approaches to their projects.

Although every community has unique needs, they often have many challenges in common as well. These can include infrastructure improvements that improve community character, small area revitalization, and encouraging active transportation. Planning for the short- and long-term future is an important part of responding to change. The creation of a small area corridor plan provides the community with a framework that will help them guide future change to support their long-term vision. **SRF's approach to community planning and design integrates land use, transportation via multiple modes, recreation, urban design and the environment, with an eye on site context, safety, functionality, funding and implementation**. We develop creative solutions and practical implementation strategies.

SRF's experts synthesize community visioning and land use planning, multi-modal transportation planning, landscape architecture, municipal engineering, and water resource engineering to create vibrant places that are valued by the community.

One of the keys to project success is an approach of authentic stakeholder facilitation. SRF solicits and deeply listens to the desires, needs and concerns of project stakeholders. Based on this information, we develop design responses and share them back to the stakeholders, explaining how their insight influenced the resultant conceptual designs. If certain ideas could not be accommodated, we explain why.

Project Team

SRF is pleased to submit our team's qualifications for your consideration. We've assembled a highly talented team to provide the required visioning, engineering, and stakeholder facilitation expertise

needed to collaborate with the City of Alexandria, Project Partners, and Project Stakeholders on this important project.

Our team will be led by **Sean Jergens, PLA, LEED AP.** Sean is a Senior Associate at SRF and has more than 15 years of experience in streetscape design, landscape architecture, and stakeholder facilitation. Sean will be assisted by:

- **Brandon Maas** and **Adam Garfield** for the development of street, sidewalk, bike facility, roundabout layouts, and preparation of opinion of probable construction costs.
- **Tom Sachi** for an analysis of existing and projected traffic operations and for street layout recommendations, such as the number of travel lanes and locations for turn lanes.
- **Jonathan Fillmore** for the preparation of streetscape, gateway, and pedestrian and bicycle connection concepts.
- **Samantha Markman** for shared parking recommendations.

Joni Giese, PLA, AICP, will serve as our project principal, ensuring the team has the resources they need to provide the City and their partners with a quality study that is on time and on budget.

The Project Team organizational chart and individual resumes are included in Attachment A. We have also provided three relevant project descriptions.

Project Approach

SRF envisions a three-phased project approach for the Small Area Corridor Plan.

Project Kick-Off and Analysis

SRF will start the project by obtaining the needed project mapping from the City and preparing a project base map on which the concept layouts will be developed. Previously developed studies and plans will be obtained from the City and project partners and then reviewed to ensure a good understanding of their needs and plans. SRF will solicit and review any available traffic operations data. Findings will be documented on an analysis map.

The first project phase will culminate with Project Meeting #1 that will include the City, project partners, and stakeholders. The goals for the first meeting is to discuss project opportunities and challenges associated with potential modifications of the street network and traffic operations within the project area

We also want to learn about the plans that project partners and stakeholders have for their properties. SRF will use the project area analysis map created, along with a field walk with meeting attendees, to facilitate these discussions.

Concept Development

Based on what we learn from Project Meeting #1, SRF will perform additional analysis, as needed, and then move directly into the development of conceptual street layouts, along with streetscape and

gateway design concepts. Project Meeting #2 with the City and project partners will focus on sharing the draft plan and receiving feedback.

Concept Refinement

Comments received during Project Meeting #2 will be used to refine the concepts. An engineer's opinion of probable construction costs will be prepared for the refined concept plan. As an optional task, SRF will prepare an illustrative perspective sketch that will illustrate the envisioned street character and elements.

Project Documentation

SRF will prepare a technical memorandum that documents the analysis findings, concept development process, and final small area corridor vision plan. Presentation of the refined concept and the draft technical memorandum will be the focus of Project Meeting #3.

Scope of Services and Fee Proposal

Detailed work tasks and associated fee proposal are presented in Attachment B.

Team Benefits

We believe our team provides the following distinctive benefits that will assist the City of Alexandria in creating a vision for this small area corridor that will facilitate safe and comfortable movement for motor vehicles, pedestrians and bicyclists, while also creating a place that communicates institutional and community pride. Our team is comprised of engineers and landscape architects, who work together on a regular basis and understand the value each discipline brings to the process. As we are a multi-disciplinary firm, **SRF has a host of technical experts** beyond our immediate team ranging from water resource and structural engineers; transportation, land use and environmental planners; and real estate specialists, who are available to the City to quickly address issues that may arise over the course of the project. This results in successful projects that are technically sound, while also being aesthetically pleasing, environmentally responsible, and responsive to the site context.

In addition, SRF brings an authentic **engagement process** where we listen and acknowledge all perspectives and then work to build consensus towards a long-term vision that all stakeholders take ownership of and support. We have a long record of success working with communities and building broad support of project recommendations.

SRF is based on a culture of collaboration. It is essential to how we work with project stakeholders, clients, and internally as a multi-disciplinary team. We sincerely believe that true collaboration results in a stronger outcome for the community. Our task is to listen, provide our expertise, and synthesize information received into an inspirational, yet achievable action plan that will bring the community's vision to reality.

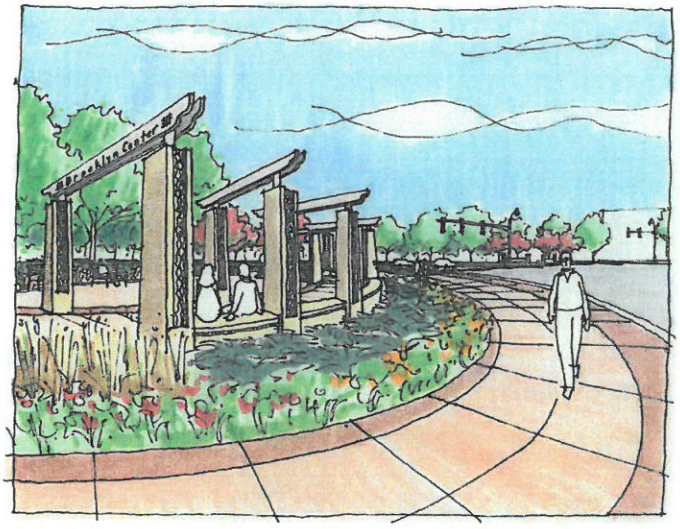
Brooklyn Boulevard Corridor Study

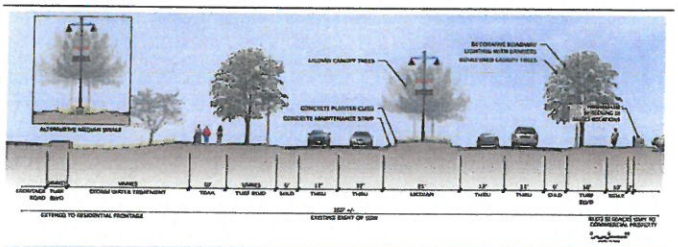
Brooklyn Center, Minnesota

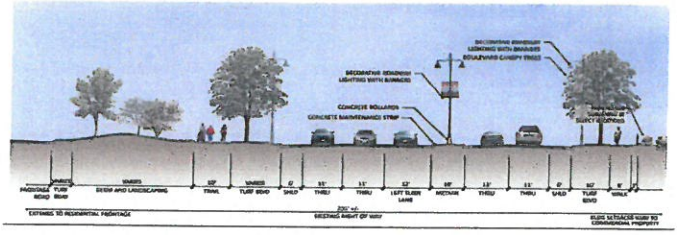
The City of Brooklyn Center desires to reconstruct Brooklyn Boulevard between TH 100 and I-94 to create a vital commercial corridor that is an amenity gateway to Brooklyn Center's City Center. Current land use patterns and corridor access along Brooklyn Boulevard are no longer consistent with the roadway's "A Minor" Arterial classification and traffic volumes.

SRF worked with agency and community stakeholders to define a vision for Brooklyn Boulevard that is consistent with the City's goals for the corridor. The project addressed both land use transitions as well as roadway improvements needed to improve the corridor's mobility, safety, and aesthetics. The project used a complete streets approach in which the needs of multiple transportation modes such as pedestrians, bicyclists, transit users, trucks, and automobiles are synthesized into an environment that safely and comfortably accommodates all anticipated corridor users.

Key deliverables included the identification of future land use transition areas and a new roadway layout that incorporates access and intersection improvements, transit facilities, sidewalks, trails, and streetscape enhancements that will attract and retain businesses along the corridor. The project implementation plan identifies smaller incremental projects along the corridor with associated cost estimates, which will assist the City in matching appropriate projects with funding opportunities as they arise.







South Loop District Streetscape Master Plan

Bloomington, Minnesota

Working with the City of Bloomington, SRF and our partners led the development of a streetscape master plan for the South Loop District of Bloomington. Anchored by the Mall of America and in close proximity to the Minneapolis airport and the National Wildlife Refuge, the South Loop District has a diverse mix of land uses and is experiencing a significant amount of redevelopment. The goal of the South Loop Streetscape Master Plan was to guide the transformation of the area into a walkable urban neighborhood that attracts visitors and residents. Central elements of the plan included a streetscape hierarchy that suggests a vision for pedestrian friendly roadways, an approach to stormwater management that can be seamlessly integrated into the streetscape while still being effective and cost sensitive, and wayfinding and public art strategies that will bring vibrancy to the area.

The master plan provided guidance in a number of elements of urban design and streetscape including:

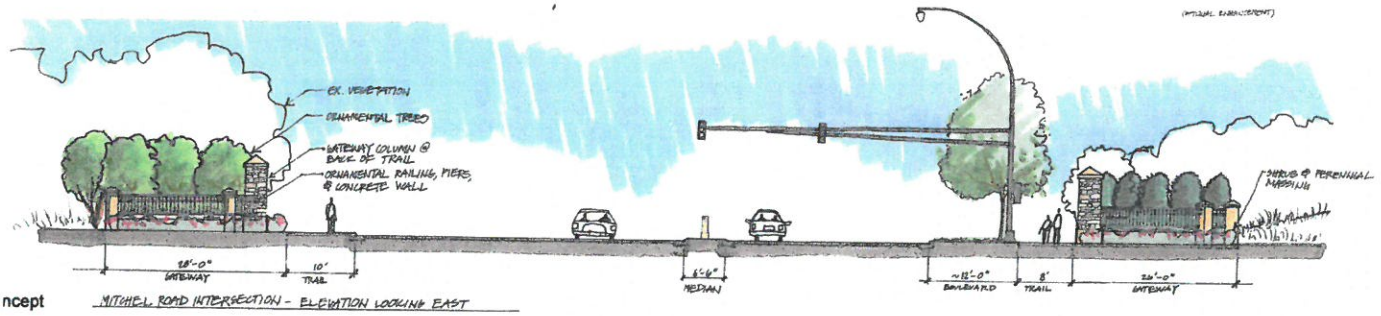
- Plant materials
- Paving materials
- Site furnishings
- Lighting
- Wayfinding and signage
- Public art
- Stormwater management

The planning team worked though design issues for the various different elements at a series of workshops involving a broad cross-section of City staff and facilitated topic-specific work sessions at key junctures of the process to arrive at a plan that had strong buy-in from city staff in various departments.

Attachment A

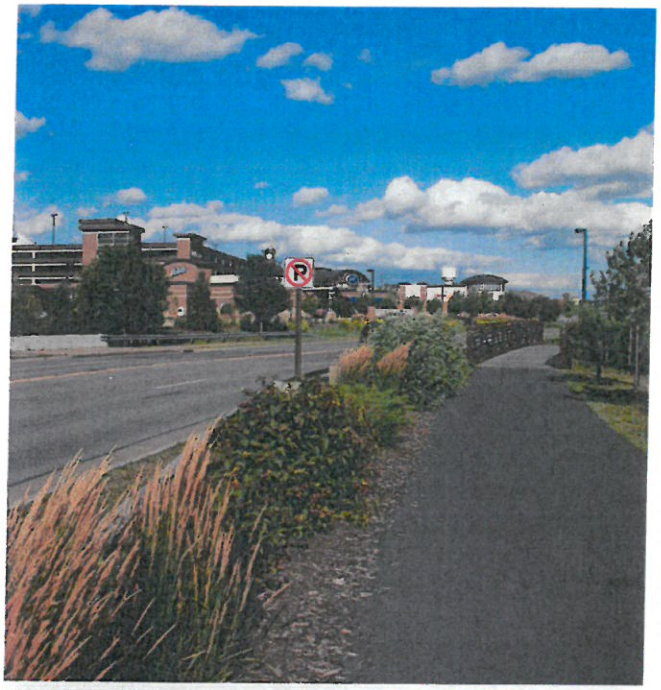
Technology Drive Streetscape

Eden Prairie, Minnesota



SRF worked with the City of Eden Prairie and adjacent private property owners to develop a landscape plan and gateway feature for Technology Drive, which provides access to a wide variety of industrial, commercial, residential, and corporate facility properties.

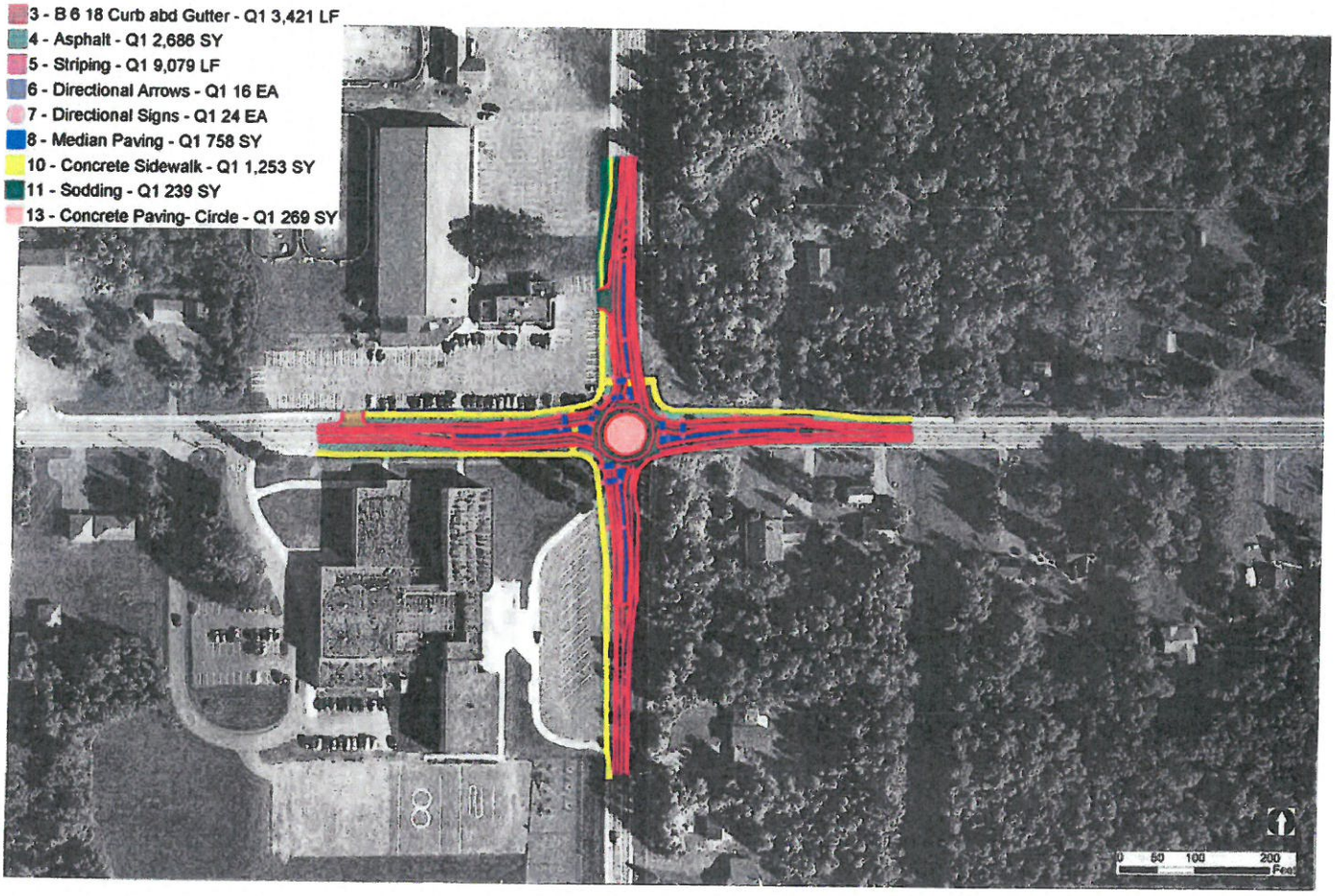
The main intent of the design was to provide a pedestrian-friendly environment along the roadway corridor and unify its overall appearance by selecting a cohesive palette of plant and building materials for the corridor. The pedestrian paths in the corridor are an important link between extensive park lands, local businesses, retail outlets,restaurants and the City Center. SRF developed several different planting scheme alternatives for the road right of way and reviewed them with City staff and property owners before refining the concepts for final design. Irrigation was also incorporated into all right of way areas to support a wide variety of turf and ornamental planting areas.



Hermantown Wellness Center

Hermantown, Minnesota

SRF completed a traffic study for the Hermantown Wellness Center, in conjunction with reviewing traffic operations for the district elementary, middle, and high schools. This study included a review of alternatives for relocating school facilities, pedestrian safety, and the implementation of a mini roundabout to help improve traffic operations, while also providing safe crosswalks for students of all ages. A mini roundabout is designed to have minimal right-of-way impacts, but keep the operational and safety benefits of a traditional roundabout. This project is currently in the final design phase prior to construction.

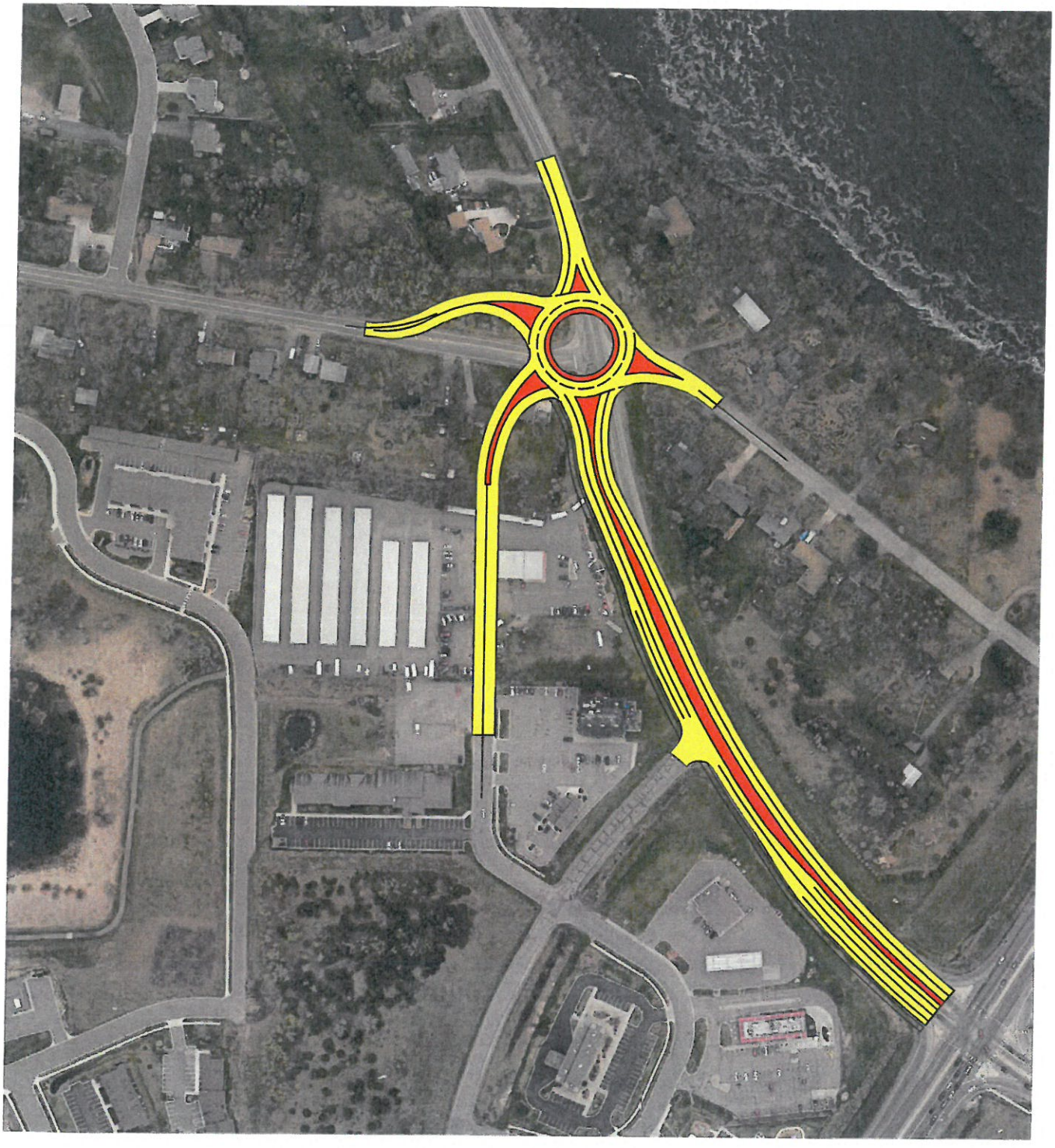


Attachment A

CSAH 1 Roundabout: Final Design

Stearns County, Minnesota

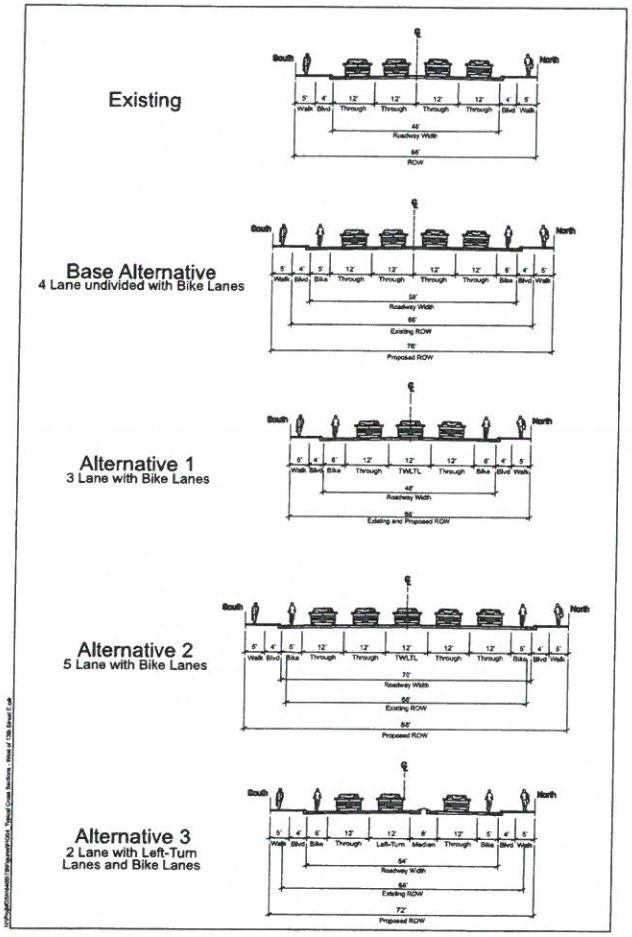
SRF completed the final design of a five-legged roundabout along CSAH 1 in Stearns County, MN. This project included access modifications to CSAH 1, a realignment of roadways, and the construction of a five-legged roundabout north of TH 15. This access is expected to provide a gateway entrance to a commercial corridor near Sartell, MN.



Stout Road Corridor Study

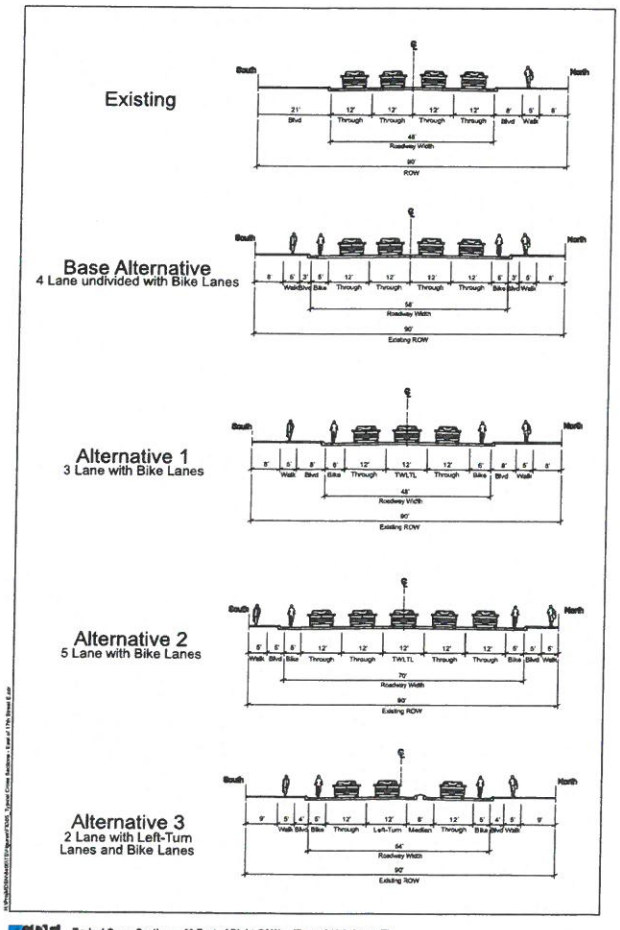
Menomonee, Wisconsin

SRF completed a corridor study for Stout Road, including multiple roadway configuration options, bike lanes, and improved pedestrian accommodations. A review of intersection operations, daily traffic volumes, access management, and pedestrian safety factored into the design alternatives. Design alternatives were provided in a cross-section format that accompanied a traffic operations report.



Typical Cross Sections - 66 Feet of Right-Of-Way (West of 13th Street E)
Stout Road Corridor Traffic Operations Study
City of Menomonie, WI

Figure 4



Typical Cross Sections - 90 Feet of Right-Of-Way (East of 13th Street E)
Stout Road Corridor Traffic Operations Study
City of Menomonie, WI

Figure 5

Project Schedule and Fees

Task		2018			
		March	April	May	June
1.0	Project Kick-off and Analysis				
2.0	Concept Development (and sub alternatives as needed)				
3.0	Concept Refinement				
4.0	Project Documentation				
5.0	City, Project Partner, and Stakeholder Meetings				
	Meeting #1				
	Meeting #2				
	Meeting #3				

SRF Consulting Group, Inc.
Client: City of Alexandria
Project: Small Area Corridor Plan

Work Tasks and Person-Hour Estimates

Consulting Group, Inc.

11293.PP

TASK NO.	TASK DESCRIPTION	PRINCIPAL	SR. ASSOC.	ASSOCIATE	SR. PROF	PROF.	TECHNICAL	CLERICAL	TOTALS	EST. FEE
1.0	**Project Kick-off and Analysis**									
	Assumptions: Consultant design services to span four months									
	Client Deliverables: Aerial photography, traffic counts, parcel mapping, and planimetric mapping Solicit and provide previous planning documents (public and private institutions)									
1.1	Assemble Base Map	0	1	0	0	3	0	0	4	$404
1.2	Review previous plans and available data									
	Hospital/ATCC/Others	0	2	0	2	1	0	0	5	$586
	Traffic Studies & Counts	0	0	0	0	0	0	0	0	$0
	Comprehensive Plan									$0
	Pedestrian/Bike Plans	0	0	0	0	0	0	0	0	$0
	ICE (if available)	0	0	0	0	0	0	0	0	$0
1.3	Prepare an analysis map(s) documenting understanding of existing conditions, planned bike/ped connections, traffic operations, and planned improvements for Hospital and ATCC.	1	1	0	0	6	0	0	8	$0 $851
	SRF Deliverables: Base map Analysis maps									
	SUBTOTAL - TASK 1	**1**	**4**	**0**	**2**	**10**	**0**	**0**	**17**	**$1,841**
2.0	**Concept Development**									
	Assumptions: - No public hearing required for alternative approval - No stormwater research or design required for concept development - No profiles or construction limits required - No utility investigation or coordination required - No topographical survey required for concept design - No MnDOT Level 1, 2, or 3 Layouts required - If roudabout is recommended, does not include TORUS modeling or fastest path calculations for roundabout however TORUS will be used for conceptual roundabout footprint - No proposed right of way evaluation required - A maximum of 2 concepts will be developed for geometrics									
	Client Deliverables: - Review and comment on concept graphics									

SRF Consulting Group, Inc.
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Work Tasks and Person-Hour Estimates

Consulting Group, Inc.

11293.PP

TASK NO.	TASK DESCRIPTION	PRINCIPAL	SR. ASSOC.	ASSOCIATE	SR. PROF	PROF.	TECHNICAL	CLERICAL	TOTALS	EST. FEE
2.1	Determine street geometric needs	0	0	0	2	4	0	0	6	$588
2.2	Develop conceptual design based upon Traffic Study recommendations including narrowing up traffic lanes, providing access to adjacent properties, access control (if recommended), and roundabout analysis along 18th Avenue Corridor, at the following locations: - 18th Ave (Hwy 29 - Nokomis) - Realignment of 18th Ave and Hwy 29 intersection - Hawthorne St (17th - 18th) - Sidewalks, trails, and entrances	1	2	14	0	4	0	0	21	$2,569
2.3	Prepare streetscape and gateway concept	0	2	0	0	6	0	0	8	$808
2.4	Prepare a maximum of 2 conceptual graphics for submittal to City of Alexandria. The graphics to include: - Alignments - Geometirics - Existing right or way - Aerial image background	0	1	2	0	8	0	0	11	$1,106
2.5	Prepare proposed streetscape/gateway materials presentation graphics	0	1	0	0	4	0	0	5	$494
	SRF Deliverables: Concept Graphics Engineer's opionion of Probable Construction Cost Illustrative streetscape layout for up to two representative roadway segments (approximately 200 ft segment lengths) Streetscape/Gateway precedent imagery and materials presentation graphics									
	SUBTOTAL - TASK 2	**1**	**6**	**16**	**2**	**26**	**0**	**0**	**51**	**$5,565**
3.0	**Concept Refinement**									
	Assumptions: One revision will be made to preferred concept graphic and opinion of probable construction costs									
3.1	Refine one of the concepts into the preferred concept in response to City and stakeholder comments and submit to City for approval	0	0	1	0	4	0	0	5	$486
3.2	Refined illustrative streetscape layout graphic for up to two representative roadway segments (approximately 200 ft segment lengths)	0	1	0	0	8	0	0	9	$854
3.3	Refine streetscape and gateway concept	0	0	2	0	6	0	0	8	$792
3.4	Prepare illustrative street cross section graphics	0	1	0	0	7	0	0	8	$764
3.5	Provide shared parking recommendations	0	0	0	0	2	0	0	2	$180
	SRF Deliverables: Concept Graphics Engineer's opionion of Probable Construction Cost									

SRF Consulting Group, Inc.

Attachment B

SRF Consulting Group, Inc.
Client: City of Alexandria
Project: Small Area Corridor Plan

Work Tasks and Person-Hour Estimates

Consulting Group, Inc.

11293.PP

TASK NO.	TASK DESCRIPTION	PRINCIPAL	SR. ASSOC.	ASSOCIATE	SR. PROF	PROF.	TECHNICAL	CLERICAL	TOTALS	EST. FEE
	Illustrative streetscape cross section graphics (up to 3 sections) Refined illustrative streetscape layout graphic for up to two representative roadway segments (approximately 200 ft segment lengths)									
	SUBTOTAL - TASK 3	**0**	**2**	**3**	**0**	**27**	**0**	**0**	**32**	**$3,076**
4.0	**Project Documentation**									
	Assumptions: One set of revisions will be made to the technical memorandum									
	Client Deliverables: Solicit review comments from project partners and provide one set of compiled review comments									
4.1	Prepare technical memorandum that documents concept development process, engagement activities and findings, analysis findings, concept atlernatives and refined concept	1	4	0	0	3	0	0	8	$983
4.2	Package CAD files (.dxf or .dwg fromat) and provide to the City of Alexandria	0	0	0	0	1	0	0	1	$90
4.3	MnDOT coordination regarding ICE, as needed	0	0	0	2	0	0	0	2	$228
	SRF Deliverables: Draft and Final technical memorandum in a pdf format									
	SUBTOTAL - TASK 4	**1**	**4**	**0**	**2**	**4**	**0**	**0**	**11**	**$1,301**
5.0	**Project Partner and Stakeholder Meetings**									
	Assumptions: Meetings will be 2 hours in length									
	Client Deliverables: City will schedule project meetings and secure meeting location. - Staff participation in project activities									
5.1	Prepare for and attend Meeting #1 Proposed meeting Agenda: - Solicit Project Partner and Stakeholder issues, needs, vision - Share analysis findings - Perform field walk with Project Partners and Project Stakeholders to further	0	7	0	0	0	0	0	7	$938
5.2	Prepare for and attend Meeting #2 Proposed meeting Agenda: - Share draft small area conceptual plan to Project Partners	0	7	0	0	0	0	0	7	$938
5.3	Prepare for and attend Meeting #3 Proposed meeting Agenda:	0	7	0	0	0	0	0	7	$938

SRF Consulting Group, Inc.
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Work Tasks and Person-Hour Estimates

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11293.PP

TASK NO.	TASK DESCRIPTION	PRINCIPAL	SR. ASSOC.	ASSOCIATE	SR. PROF	PROF.	TECHNICAL	CLERICAL	TOTALS	EST. FEE
	- Present final conceptual small area plan to Project Partners and Stakeholders - Share Engineer's opinion of probable construction costs - Present draft technical memorandum									
	SUBTOTAL - TASK 5	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**21**	**$2,814**
	TOTAL ESTIMATED PERSON-HOURS	**3**	**37**	**19**	**6**	**67**	**0**	**0**	**132**	
	AVERAGE HOURLY BILLING RATES	$177	$134	$126	$114	$90	$83	$68		
	ESTIMATED LABOR AND OVERHEAD	$531	$4,958	$2,394	$684	$6,030	$0	$0		$14,597
	ESTIMATED DIRECT NON-SALARY EXPENSES									$403
	TOTAL ESTIMATED FEE									**$15,000**

ESTIMATE OF DIRECT NON-SALARY EXPENSES:

MILEAGE:	Personal Vehicles	730	Miles @	$0.545	$398
PRINTING:					$5
ESTIMATED DIRECT NON-SALARY EXPENSES					$403

SUMMARY OF COSTS:

		PRINCIPAL	SR. ASSOC.	ASSOCIATE	SR. PROF	PROF.	TECHNICAL	CLERICAL	TOTALS	
1.0	Project Kick-off and Analysis	$ 177	$ 536	$ -	$ 228	$ 900	$ -	$ -	$ 1,841	
2.0	Concept Development	$ 177	$ 804	$ 2,016	$ 228	$ 2,340	$ -	$ -	$ 5,565	
3.0	Concept Refinement	$ -	$ 268	$ 378	$ -	$ 2,430	$ -	$ -	$ 3,076	
4.0	Project Documentation	$ 177	$ 536	$ -	$ 228	$ 360	$ -	$ -	$ 1,301	
5.0	Project Partner and Stakeholder Meetings	$ -	$ 2,814	$ -	$ -	$ -	$ -	$ -	$ 2,814	
										$14,597
	Optional Task:									
	Prepare one illustrative perspective sketch of corridor	0	2	0	0	16	0	0	18	**$1,708**

Conclusion

If you have questions about our proposal, please contact Sean Jergens at 763.-452-4759 or sjergens@srfconsulting.com. We appreciate your consideration and look forward to working with the City on this project.

Sincerely,

Sean Jergens, PLA, LEED AP
Senior Associate

Joni Giese, PLA, AICP
Principal

Attachments:

A—Project Team Organizational Chart, Resumes, and Relevant Projects

B—Fee Proposal

Project Team

Resumes for project team members follow.

Attachment A

Sean Jergens, PLA, ASLA, LEED AP | Project Manager

Sean has 16 years of experience with the entire design process from conceptual design to design development, construction document preparation, and project construction management. He has worked on numerous street improvement projects, with particular focus on stakeholder engagement and streetscape design.

He also has experience practicing landscape architecture, with an emphasis on the use of native plantings, low impact development strategies, and integration with water resources engineering. Sean's experience also includes natural resources planning, ecological design, vegetation surveys, and use of native vegetation plantings.

He joined SRF as a graduate landscape architect after receiving his master's degree from the University of Minnesota in 2004.

Project Experience

Robert Street Improvements, West St. Paul, Minnesota. Robert Street (TH 952) is the main north/south transportation route through the heart of the commercial business district in West St. Paul. SRF assisted the City to reconfigure Robert Street in order to improve safety for vehicles and pedestrians. Sean was responsible for interacting with stakeholders, public officials, and citizens during the preliminary design phase through the preparation of extensive visualization graphics and renderings. Sean was responsible for the design of the streetscape including pavement accents on sidewalks and medians, decorative lighting, bollards, community gateway monuments, landscaping, and extensive tree planting in pervious paver boulevards.

Shady Oak Road Streetscape, Eden Prairie, Minnesota. The City of Eden Prairie selected SRF to provide preliminary and final design, wetland delineation, permitting, and right of way acquisitions services for Phase I and Phase II of the CSAH 61 (Shady Oak Road) Improvement project. Sean was responsible for the streetscape design of the corridor, including landscaped median islands, landscaping and tree plantings along business frontages, native plantings around storm water basins, and overall visual quality.

Broadway Avenue Streetscape, Forest Lake, Minnesota. SRF assisted Washington County with the preliminary, final design, and construction of Broadway Avenue in Forest Lake. Broadway Avenue is the City's main commercial district and makes an important connection between Interstate 35 and their downtown and lakefront district. SRF worked closely with County and City staff to meet with community stakeholders, business owners, and citizens to arrive at a solution that improved the safety and aesthetics of the corridor. Sean was responsible for the preparation of the visual quality and presentation graphics used in preliminary design and concept development, including a three-dimensional model and bridge visual quality graphics. He designed the streetscape concept plan, which included ornamental lighting, landscaped medians, street trees, and decorative paving. He was involved in construction document preparation and oversaw implementation during construction.

City of Bloomington 86th Street Multimodal Traffic Study, Minnesota. Worked with transportation planners to create visualization graphics for several different streetscape scenarios at multiple locations along the 86th Street corridor. The proposed alternatives included a range of roadway design elements and streetscape amenities, including bicycle lanes, trails, and pedestrian safety features. Visualization graphics were created by merging existing site photos with 3-D modeling of the design alternatives to communicate an accurate view of the future condition.

Additional Streetscape Project Experience

Minneapolis Streetscape Policy Plan, Minneapolis, Minnesota

Downtown Brainerd Streetscape Plan, Brainerd, Minnesota

Singletree Lane / TH 212 Streetscape Plan, Eden Prairie, Minnesota

64th Avenue Streetscape, Fargo, North Dakota

13th Street Streetscape Enhancements, Minneapolis, Minnesota

Technology Drive Streetscape Plan, Eden Prairie, Minnesota

Downtown Traffic Study and Streetscape Plan, Mankato, Minnesota

Town Center Streetscape Master Plan, Eden Prairie, Minnesota.

Lake Street Reconstruction and Streetscaping, Minneapolis, Minnesota

University of Minnesota TCF Gopher Stadium Streetscape Design, Minneapolis, Minnesota

Joni Giese, PLA, ASLA, AICP | Project Principal

Joni has more than 20 years of experience in landscape architecture and urban design. Her expertise includes urban planning and design, station area planning and transit-oriented development, green infrastructure, streetscape design, trail and pedestrian planning, and complete streets. Joni has facilitated numerous projects that require an integrated approach where community infrastructure (water resources, parks/ open spaces, utilities, land use and multimodal transportation) requirements must be synthesized into a vibrant, creative, and aesthetically pleasing public amenity. She is also highly regarded for her stakeholder facilitation expertise.

Project Experience

Downtown Plan Update, Stillwater, Minnesota. Project manager to update the vision for Downtown Stillwater to improve access and circulation for all modes of transportation, promote year-round retail and entertainment venues, and to enhance the public realm and connections to the St. Croix River.

County Road 61 Corridor Plan, Chanhassen, Minnesota. Project manager for the development of a 1,400-acre land use plan for an area bound by the Minnesota River and the river bluffs to guide future development that will achieve the highest and best use for study area properties, be responsive to the area's unique natural setting, enhance the City's tax base and create a southern gateway to the city.

Downtown Rogers Redevelopment Master Plan, Rogers, Minnesota. Led the development of a master plan that will guide reinvestment into the City's historic downtown district. Plan addresses land use transitions, roadway improvements, streetscape enhancements and identifies city's role in initiating desired development at key catalyst sites.

Brooklyn Boulevard Corridor Study, Brooklyn Center, Minnesota. Led concept development for corridor pedestrian and bicycle facilities and streetscape enhancements. Developed land use transition concepts for parcels that were no longer consistent with City's vision for the roadway.

City of Minneapolis Design Guidelines for Street Trees and Boulevards, Minnesota. Managed the development of the design guidelines. Met with technical team comprised of City staff and Minneapolis Tree Advisory Committee. The guidelines address design, selection, installation and maintenance considerations to support healthy vegetation within safe street environments.

Eden Prairie Town Center Streetscape, Eden Prairie, Minnesota. Project manager responsible for development of refined streetscape concepts for City's newly developing town center.

CSAH 81 Streetscape and Urban Design Framework, Hennepin County, Minnesota. Assembled streetscape framework for four communities along the corridor that resulted in a unified corridor, yet distinct identities for the communities along the corridor.

Downtown Design Guidelines, Delano, Minnesota. Project manager responsible for establishing a new downtown park, gateway elements and streetscape elements for revitalization of the historic downtown core.

Complete Streets Resource Guide for Minnesota Local Agencies, MnDOT and Minnesota Local Road Research Board (LRRB). Developed document that provides an overview of complete streets and synthesizes national and local complete street implementation best practices. Developed an implementation worksheet to assist communities as they transition to complete streets.

Attachment A

Brandon Maas, PE | Street Layout

Brandon recently joined SRF's Municipal Group, bringing six years of engineering experience in preliminary and final design, utility coordination, and construction inspection. His professional skills include cross sections, quantities, cost estimating, utility mapping, underground utility design, in-contract utility work, and utility construction inspection. Brandon has a diverse background in transmission tower sighting, 3D modeling, clash detection analysis, survey coordination, utility work plan and permit review, Release of Rights documents, and plat review.

Project Experience

CSAH 112 Phase I Final Design (Willow to Wolfe), Hennepin County, Minnesota. Brandon provided preliminary and final design including cross sections, quantities, quality control, plan production, design coordination between design groups, and cost estimating.

CSAH 18 Concept Design (TH 41 to CSAH 19), Carver County, Minnesota. Brandon served as design engineer and provided mapping and conceptual design for this highway project.

Robert Street In-Construction Services, West Saint Paul, Minnesota. Brandon served as design engineer for the Marie Avenue reconstruction as part of the Robert Street Improvement project. He assisted with the design on construction changes and performed cost estimating and plan production.

Previous Firm Project Experience

Zoo Interchange, Preliminary and Final Design, Milwaukee County, WisDOT. This 13.9-mile, six-lane reconstruction project included eight service interchanges, the IH 41/IH 45/IH 94 system interchange, as well as the reconstruction of several multi-lane local roads. Brandon's responsibilities on this major travel and utility corridor included utility mapping, transmission tower sighting, underground utility design, leading the 3D utility modeling, clash detection analysis, multi-million dollar utility agreement preparation and processing, plan preparation, cost estimation, specification creation, document control, client relations, survey coordination, and utility field review.

IH 94 North-South Freeway, Milwaukee, Racine, and Kenosha Counties, WisDOT. The project consisted of 34 miles of six-lane reconstruction including 18 service interchanges. As the utility coordinator, Brandon was responsible for utility plan mailings and correspondence, utility work plan review, permit review, and utility construction inspection.

STH 38 (Howell Avenue), Ryan Road to Grange Avenue, Milwaukee County, WisDOT. This 6.4-mile resurfacing project included intersection improvements, signal upgrades, new sidewalks, and right-of-way acquisition. As lead utility coordinator, Brandon's responsibilities included coordination with many public and private utility agencies. The project included utility plan mailings and correspondence, Release of Rights documents, utility agreements, plat review, leading utility coordination meetings (UCMs), utility work plan review, contract specifications, in-contract utility work, and permit review.

IH 94, Mitchell Interchange and Airport Spur, Final Design, Milwaukee County, WisDOT. Brandon was involved with the utility coordination and entry level design for the project.

Adam Garfield | Street Layout

Adam joined SRF in 2015 after graduating from the University of Minnesota Duluth. At SRF, Adam has gained design experience and uses MicroStation GEOPAK to develop plans that include grading, paving, signing and striping, turf establishment and erosion control, staging and traffic control, and ADA design following MnDOT design standards.

Prior to joining SRF, Adam gained three years of construction inspection experience as an intern for the City of Inver Grove Heights, City of South Saint Paul, and Minnesota Department of Transportation. He provided oversight inspections on MnDOT and municipal projects, performed observations for quality, took measurements, and maintained records and daily reporting.

Adam has also been trained on the analysis and assessment of MnDOT's Intelligent Compaction and Paver Mounted Thermal Profiling (IC/PMTP) Specifications and Software through the MnDOT and FHWA Innovation Deployment Consultant Training Contract. Adam is proficient in IC/PMTP field survey procedures and reports related to field data collection as well as the analysis and assessment of data using MnDOT Veta software.

Project Experience

Hennepin County, CSAH 81 Final Design from 63rd to West Broadway.

Hennepin County, CSAH 112 Phase 2 Final Design from Wolf Pointe Trail to TH 12 Exit Ramp.

Hennepin County, CSAH 112 Phase I Final Design from Willow to Wolfe Point Trail.

Dakota County, TH 52/CSAH 42 Interchange.

City of Maple Grove, Village at Arbor Lakes Feasibility Report.

MnDOT, US 63 Mississippi River Bridge Approach Roadways & Bridges in Red Wing.

City of Crystal, Quiet Zone Phase II Design Implementation.

City of Minnetonka, Ridgedale Drive at I-394 Ramp Final Design.

City of Minnetonka, Plymouth Road Trail Feasibility.

MnDOT, I-35W North Corridor Managed Lane Environmental Assessment and Preliminary Design.

City of Inver Grove Heights, Upper 55th Street between Babcock Trail and South Robert Trail.

Previous Firm Project Experience

3rd Street South Reconstruction Project, South St. Paul, Minnesota. Inspector responsible for daily construction observations, measurement, and documentation. Monitored and measured excavation depths and quantity and quality of backfill materials. Identified areas for additional subgrade improvement and performed volume calculations for additional subgrade excavation and fill. This project included pavement reconstruction, curb and gutter, driveway reconstruction and storm system improvements.

Sidewalk Asset Management & Repair Project, South St. Paul, Minnesota. Performed survey of City sidewalk and trail to identify condition and assess repair and removal and replacement as required per City standards. Performed measurements for quantity documentation and maintained in a spreadsheet database developed and updated for the work. Responsibilities included notifying property owners and residents of planned project impacts, costs, and assessments and responding to questions.

65th Street Reconstruction, Inver Grove Heights, Minnesota. Inspector responsible for daily construction observations, measurement, documentation and reporting. This project included the reconstruction of 3 miles of urban 2-lane roadway, storm water and drainage improvements, and underground utilities including watermain improvements. Also responsible to daily inspect the condition of storm outlets and document work associated with the municipal separate storm sewer system (MS4) inspection requirements.

Attachment A

Thomas Sachi | Traffic Operations

Tom's work in SRF's Traffic Studies Group is focused on traffic impact studies, corridor studies, safety analysis, and travel demand management. Tom has worked on projects throughout the Midwest, including Minnesota, Iowa, Wisconsin, and North Dakota. He is proficient with a number of traffic analysis software programs including Synchro/SimTraffic, TRAFFIX, and PetraPro. Tom is also familiar with GIS applications. Through his work, he has gained valuable experience in traffic operations, traffic forecasting, and intersection safety. His recent work includes traffic operations for the Saint Paul Midway Soccer Stadium AUAR, Paisley Park Traffic Study, Arbor Lakes Business Park Traffic Study, 50th and France Redevelopment Traffic Study, Ridgedale Drive Reconstruction Corridor Study, and the Steele County CSAH 45 Concrete Rehabilitation Study.

Project Experience

Ridgedale Drive Reconstruction, Minnetonka, Minnesota. A review of traffic volumes and pedestrian accommodations in the area indicated that a roadway diet could allow for both safe and efficient traffic operations as well as improving the pedestrian experience along Ridgedale Drive under future redevelopment plans.

CSAH 45 Concrete Rehabilitation, Steele County, Minnesota. A review of the existing and future traffic volumes was completed to determine the future layout of the roadway, including the number of lanes, turn lanes, and pedestrian accommodations.

Stout Road Corridor Study, Menomonie, Wisconsin. Traffic volumes and access were reviewed for the study corridor to help design the future roadway layout, traffic control, access, and improve safety for all roadway users.

CSAH 1 Design Study, Stearns County, Minnesota. Future redevelopment plans were analyzed to determine future traffic volumes, roadway layout, traffic control, and access modifications.

Foley Boulevard Traffic Analysis, Coon Rapids, Minnesota. Due to increased traffic along the corridor, an access management plan and planned roadway enhancements were evaluated to determine traffic operations and increase in safety.

Superior Street Reconstruction, Duluth, Minnesota. Due to aging infrastructure and changing transportation options, Superior Street through downtown Duluth was evaluated to identify changes in geometrics for cars, buses, and bicycles.

Minot Long Range Transportation Plan, Minot, North Dakota. Existing and future traffic operations were completed to identify potential mitigation measures for the long-term plan for multiple roadway corridors throughout the City.

Jonathan Fillmore | Streetscape & Ped/Bike Connections

Jonathan joined SRF in 2016 after receiving his Masters of Landscape Architecture from the University of Minnesota. Jonathan's design expertise incudes trail/bicycle planning, park master planning, ecological design, geospatial analysis, and a wide range of arboriculture practices. As a year-round bicycle commuter, Jonathan is passionate about bicycle infrastructure design. His combination of experience and expertise augments his ability to provide innovative design solutions that improve the experience for the enjoyment and safety of bicyclist.

Project Experience

Washington County Regional Trail Master Plan, Washington County, Minnesota. Responsible for developing geospatial analysis graphics. The analysis ultimately led to a trail alignment that best served the surrounding communities.

4th Street Market District Feasibility Study. Assistant conceptual designer for 4th Street Market District project, which studied the feasibility of a shared street in the heart of Saint Paul. Helped develop several shared street concepts that enhanced bicycle/pedestrian infrastructure and the public realm experience along 4th Street. Also responsible for creating illustrative graphics to communicate the design intent.

Otter Tail County-Wide Trail Master Plan, Otter Tail County, Minnesota. Role included compiling a detailed county-wide geospatial analysis that identified key destinations and roadways safest for bicyclists. Based on the analysis, helped prepare a preferred county-wide trail network.

Church Street, Minneapolis, Minnesota. Played a key role in developing the design of the Church Street pedestrian corridor through the University of Minnesota campus. Assisted with the corridor's landscape plan and helped design the bicycle parking and circulation.

Soo Street, Parkers Prairie, Minnesota. Assisted with the development of two illustrative streetscape concept plans for the downtown section of Soo Street in Parkers Prairie. The two concept plans and sections proposed improvements to the bicycle and pedestrian infrastructure by proposing bike lanes, pedestrian bump outs, and landscape enhancements.

Cascade Street, Fergus Falls, Minnesota. Helped develop plans and illustrative sections to depict the proposed on-street bike infrastructure on Cascade Street in Fergus Falls. The final design proposed striping that narrowed the existing travel and parking lanes to allow space for on-street bike infrastructure.

Cottage Grove Regional Park Master Plan, Washington County, Minnesota. As the assistant designer/planner, helped develop site analysis materials and several park concepts.

Rice Park Splash Pad, Willmar, Minnesota. As the assistant designer, helped develop the design for a splash pad, plaza, and picnic shelter. Also provided design development and construction plan sheet creation.

Research Assistant in Practice for the Minneapolis Parks Foundation. As a research assistant in practice for the Minneapolis Parks Foundation, Jonathan had the opportunity to work as part of a team of University of Minnesota Landscape Architecture graduate students led by Minneapolis Parks Fellow Bruce Chamberlain. As part of the graduate student research team, Jonathan was involved in developing the schematic plan for a rainwater reuse system for the proposed Water Works Park located on the downtown side of St. Anthony Falls.

Attachment A

Samantha Markman | Parking

Samantha joined SRF in 2016, and has quickly become a valued member of the Transportation Planning team. With a passion for helping local communities build and grow their transportation systems in a smart, innovation fashion, Samantha excels at providing creative and strategic solutions to complex parking issues. Trained as an Urbanist, she has previous experience working with Metro Transit and since joining SRF, has worked on numerous parking studies and transportation plan updates in the Twin Cities, as well as several transportation planning projects across greater Minnesota. Samantha's technical background in Geographic Information Systems and her approachable personality have made her an esteemed public engagement enthusiast. This background - a coupling of her technical expertise, and experience working with people, allows her to better understand the communities she works with, and more holistically analyze existing and future transportation and parking related needs.

Parking-Specific Project Experience

Augsburg College Travel Demand Management Plan. Coordinated with the City of Minneapolis and Augsburg College to mitigate impacts of a new academic facility. Identified strategies to reduce parking demand and promote active transportation options.

Selby-Western Commercial Area Parking Study, Saint Paul, Minnesota. Facilitated stakeholder coordination and public open houses to relieve the pressures of on-street parking in the Selby-Western Commercial area of Saint Paul.

Residential Parking Study, Saint Paul, Minnesota. Conducted field work and GIS mapping strategies to accurately display the information captured throughout the City's network of residential parking permit zones. Analyzed precedent examples for Saint Paul to use in upgrading the administration and enforcement of parking zones.

Metropolitan Council University Avenue District Parking Study, Minneapolis and Saint Paul, Minnesota. Conducted field work and analyzed the parking utilizations of off-street facilities to determine potential gaps in the parking network. Helped to create a district parking approach for the University Avenue Towerside Innovation District.

Fort Snelling Transportation and Parking Study. Assited with the facilitation of best practices and previous precedent examples for district wide parking and travel demand management strategies to help maximize the parking efficiency and availability at Historic Fort Snelling.