

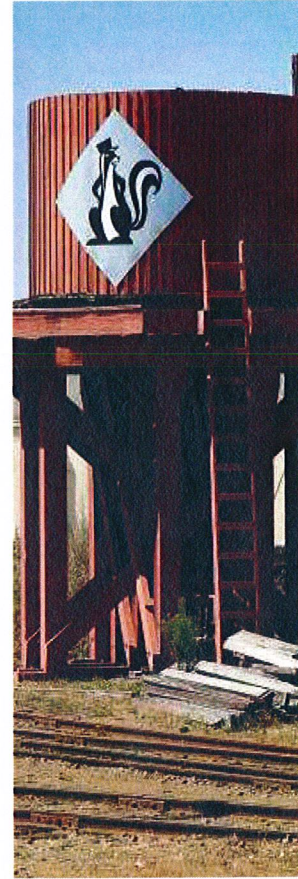
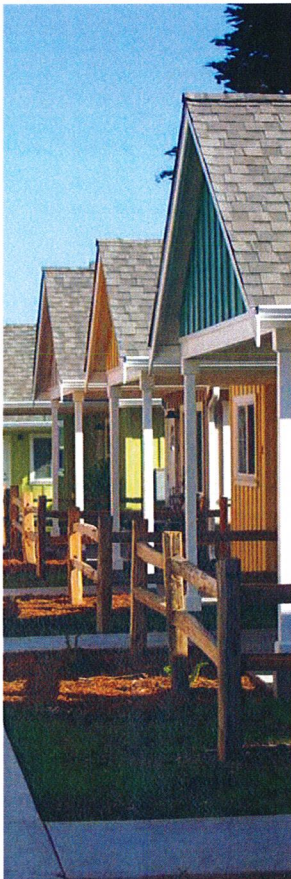


RECEIVED

JUL 30 2019

CITY OF FORT BRAGG
CITY CLERK

Proposal to Prepare the
Mill Site Traffic & Congestion Study



Prepared for the City of Fort Bragg

Submitted by
W-Trans

July 29, 2019



**TRAFFIC ENGINEERING
TRANSPORTATION PLANNING**
Balancing Functionality and Livability since 1995
w-trans.com



July 29, 2019

Ms. June Lemos, CMC, City Clerk
City of Fort Bragg
416 North Franklin Street
Fort Bragg, CA 95437

Proposal to Prepare the Mill Site Traffic & Congestion Study

Dear Ms. Lemos;

W-Trans is pleased to provide this proposal to prepare the **Mill Site Traffic & Congestion Study** for the City of Fort Bragg. Our proposal is based on your Request for Proposal, our understanding of the project issues, and our team's knowledge of the study area through previous work for the City.

We understand that the focus of the study is to help the City staff and Coastal Commission better understand the traffic impacts associated with maximum build-out of the proposed Mill Site Reuse Plan at key intersections and highways around Fort Bragg, and to analyze the change in Vehicle Miles Traveled pre- and post-development.

At W-Trans, our working philosophy is "Balancing Functionality and Livability." This style seeks to apply our traffic engineering and transportation planning analysis skills to street settings that are in need of enhancements for other modes of transportation. We are experienced working with a community to develop solutions that help transform streets by making walking, biking, and transit use safer and more convenient while also appropriately managing vehicle traffic. This approach will be important in developing recommendations for both the traffic and VMT analyses. The most likely outcome will be recommendations related to pedestrian and bicycle connections between the Mill Site and existing destinations in the City of Fort Bragg. We believe that our past work on State Route 1 intersections and familiarity with the City will benefit this process.

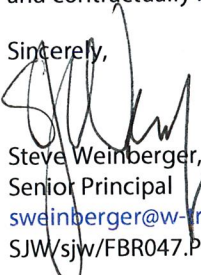
Steve Weinberger, who has more than a 25-year working knowledge of City of Fort Bragg streets, will be the Managing Principal and City staff's primary contact. His first efforts in the City were for the *State Route 1 Corridor Study* for MCOG including Fort Bragg streets in 1990. Through the years, Steve has managed other circulation studies and plans in Fort Bragg including the recent *2018 Street Safety Plan*.

Steve will be assisted by Briana Byrne who co-managed the *2018 Street Safety Plan*. Briana will be the lead for all intersection and road segment analysis. Zack Matley and Nick Bleich will also have key roles in regards to the VMT analysis. Both Zack and Nick lead W-Trans efforts in staying abreast with the CEQA changes as a result of SB743. We have estimated VMT for other mixed-use projects over the last two years, including several using the Sonoma County Traffic model. You will see that we have proposed a spreadsheet-based approach relying on available data to developing the VMT estimates given the absence of a regional traffic model.

Thank you for giving us the opportunity to propose on preparing the **Mill Site Traffic & Congestion Study**. We hope to be able to continue our working relationship with the City, and we look forward to discussing our proposal with you further.

This proposal will remain a firm offer for 90 days from the date of this letter. I am officially authorized to negotiate and contractually bind W-Trans with the City regarding the requested services.

Sincerely,


Steve Weinberger, PE, PTOE
Senior Principal
sweinberger@w-trans.com
SJW/sjw/FBR047.P1

About Us

W-Trans provides traffic engineering and transportation planning services that emphasize mobility within available resources and help transform streets to serve all potential users. We are particularly skilled in retrofitting streets and roads to make walking, bicycling and transit use safer and more convenient while also appropriately managing vehicle traffic.

Our staff have applied their skills to a variety of projects ranging from traffic operation analyses, traffic collision reduction programs, transportation facilities design including traffic signal and roundabout design to downtown revitalization, streetscape planning efforts and complete street projects. We take a holistic approach to traffic engineering, realizing that solutions cannot be developed in a vacuum or strictly follow the standards of the past. Traffic analysis and design must be sensitive to the context of the surrounding land use and community goals to be successful.

Firm History

W-Trans was established in 1995 by Dalene Whitlock and Steve Weinberger; Zack Matley became an owner in 2006. In 2005, W-Trans moved into its current office location in downtown Santa Rosa and opened its Oakland office in 2011 with Mark Spencer as the Branch Manager; in 2012, Mark became an owner. In 2014, a San Jose office was added, with Steve Fitzsimons as its Manager. W-Trans is an employee-owned company, with 19 employees currently having ownership.

The technical staff includes seven engineers who are registered in Traffic and/or Civil Engineering in California: Dalene J. Whitlock, Steve Weinberger, Mark Spencer, Steve Fitzsimons, Mary Jo Yung, Kenneth Jeong, and Kevin Carstens. Zack Matley, Barry Bergman, and Nicholas Bleich are registered as certified planners by the AICP. Additional staff includes seven technical and six administrative employees.

Disadvantaged Business Enterprise (DBE)

W-Trans is certified as a woman-owned business (DBE) by the California Department of Transportation. A copy of our certification can be provided upon request.



w-trans.com

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401
Office 707.542.9500
Contact Steve Weinberger
sweinberger@w-trans.com

505 17th Street
2nd Floor
Oakland, CA 94612
Office 510.444.2600
Contact Mark Spencer
mspencer@w-trans.com

1276 Lincoln Avenue
Suite 204
San Jose, CA 95125
Office 650.314.8313
Contact Steve Fitzsimons
sfitzsimons@w-trans.com

Our strength and focus are on balancing the technical needs and functionality of traffic with the desire of communities to create more livable streets and sustainable transportation systems.

W-Trans Service Areas

- Complete Streets
- Traffic Impacts
- Pedestrian Safety and Design
- Bicycle Facilities
- Safe Routes to School
- Traffic Engineering Design
- Roundabouts
- Traffic Operations
- Municipal Staff Services
- Traffic Safety
- Traffic Calming
- Parking
- Transit

Relevant Experience

Street Safety Plan – City of Fort Bragg



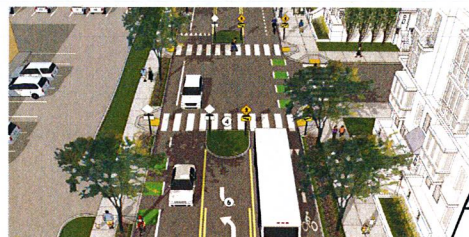
W-Trans completed a Street Safety Plan for six specific corridors in the City of Fort Bragg, including Main Street (State Route 1). The goal of this project was to evaluate existing conditions and make recommendations for conceptual street designs to improve residential neighborhood and commercial street safety by incorporating innovative traffic calming measures. These goals were to a) create safer neighborhood and commercial streets that encourage walking and bicycling as an alternative to the private automobile; b) improve pedestrian and bicycle facilities and therefore, safety; and c) slow automobile traffic as it moves through residential neighborhoods and commercial districts, while still maintaining an efficient flow of vehicles. The process included input from a community survey and consideration of this input in developing the recommendations.

Contact: Marie Jones, Community Development Director, (707) 961-1807, mjones@fortbragg.com

Transportation Master Plan – City of Menlo Park

W-Trans is currently preparing the Transportation Master Plan for Menlo Park. The project includes an inventory of current transportation conditions, robust public engagement, reconciliation of proposed transportation improvements, formation of unified recommendations based on input from a Steering Committee, identification of funding and grant opportunities, and formation of a Plan that will act as a blueprint for City decision making going forward. The plan includes illustrations depicting the street cross-sections of typical treatments that can be used to achieve the priorities identified by the community.

Contact: Justin Murphy, Public Works Director, (650) 330-6725, jicmurphy@menlopark.org



Traffic Impact Study for Roseland Village – City of Santa Rosa

The Roseland Village project includes a mix of high-density market rate and affordable housing, retail uses including a “Mercado” food hall, office, library, and new community plaza. The project is located on the Sebastopol Road transit corridor and is located one-half mile west of the downtown Santa Rosa SMART station. W-Trans prepared the traffic impact study for the project, as well as a detailed shared parking analysis that was used to “right size” the amount of parking provided and justify reductions from the City’s parking requirements.

Contact: Andy Gustavson, Senior Planner, City of Santa Rosa, (707) 543-3236, agustavson@srcity.org

Belmont General Plan Update – City of Belmont

The City of Belmont recently updated their General Plan. W-Trans was responsible for preparing the Circulation Element and associated EIR. Belmont is largely built out but experiences issues associated with growth and circulation constraints. The General Plan is focused on the Belmont Village Specific Plan (downtown) area and how the proximity to a rail station will potentially influence or accommodate higher densities of development. W-Trans completed the Ralston Avenue and Alameda de las Pulgas Complete Street Plans prior to working on the General Plan; both of these plans were developed with extensive community engagement and are being used to inform the General Plan policies, circulation plan, and quantitative analysis.

Contact: Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov

Mendocino County Zero Emission Vehicle Plan – County of Mendocino

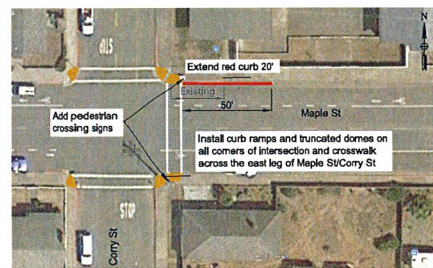
County of Mendocino adopted a Zero Emission Vehicle (ZEV) Plan in August 2013 that was completed by W-Trans. The Plan includes an analysis of travel characteristics, an evaluation of existing electric charging station sites, recommended charging station sites throughout the County, recommendations for technical station components, and an implementation plan. Approximately 94 percent of Mendocino County resident work in Mendocino County and almost 70 percent have commute trips of less than 20 minutes, creating an ideal environment for electric vehicles. The Plan also suggests a strategy to serve tourist traffic coming through Sonoma County.



Contact: Janet Orth, Mendocino Council of Governments, (707) 463-1806, orthj@dow-associates.com

Mendocino Transit Authority Bus Stop Review – County of Mendocino

W-Trans completed an evaluation and recommendations for improvements to 39 bus stops within the towns of Mendocino and City of Fort Bragg along Routes 5, 60, and 65 for the Mendocino Transit Authority. The evaluation was focused on safety, accessibility (as defined by the ADA) and convenience as related to passenger needs and traffic generators. Site visits were completed with observations of shoulder width, adequacy of pedestrian access issues, bicycle access and ADA compliance. Based on an established criteria, recommendations were presented with visual concept plans developed for selected stops.

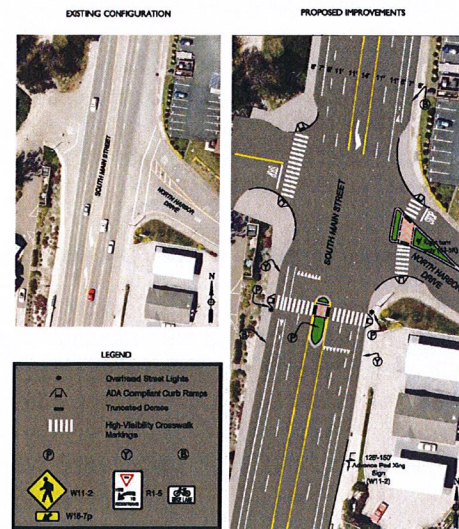


Contact: Janet Orth, Mendocino Council of Governments, (707) 463-1859, orthj@dow-associates.com

South Fort Bragg Bicycle and Pedestrian Access Study – City of Fort Bragg

W-Trans teamed with Opticos Design, Inc. to prepare the *South Fort Bragg Bicycle and Pedestrian Access Study*. The project was funded by the Caltrans Transportation Planning Grant Program along with a grant from the Sustainable Communities Network. The Plan included two focus areas: improve safety, mobility, and access for bicyclists and pedestrians along South Main Street (SR 1) in southern Fort Bragg; and improve the aesthetic qualities of the South Main Street corridor through the development of design guidelines. W-Trans provided traffic engineering and transportation planning support for the effort including traffic modeling, multi-modal transportation planning, safety evaluations, design guidance, community outreach, public workshop support and facilitation, conceptual design graphics, and cost estimating.

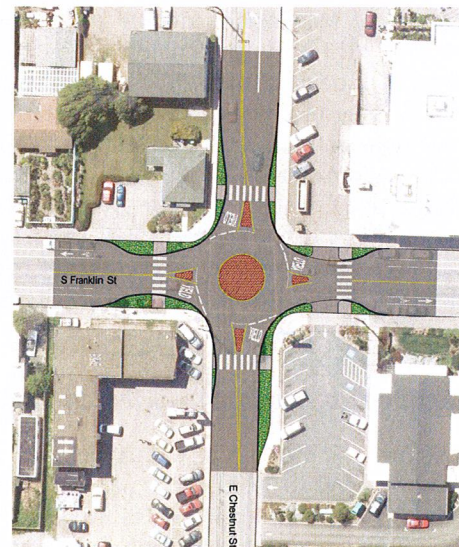
Contact: Marie Jones, Community Development Director,
(707) 961-1807, mjones@fortbragg.com



Franklin Street Corridor Traffic Analysis – City of Fort Bragg

Franklin Street, which is located one block east of the City of Fort Bragg's primary arterial, Main Street, serves as a secondary commercial corridor and provides access to the Central Business District. Given the importance of Franklin Street to local circulation needs, the City frequently receives requests to upgrade or change traffic control at the corridor's 18 intersections. The study evaluated the performance of key intersection to establish guidelines for modifications. Besides intersection operations, the analysis also considered parking activity, bicycle facilities, pedestrian activity, vehicle speeds, safety and traffic control warrants using a potential range of future traffic growth. Mini roundabouts were adopted in the plan as the future solution for four intersections. Potential timeline for these intersections was provided and design concepts were completed for two locations.

Contact: City of Fort Bragg Public Works Dept., (707) 961-2824,
(worked with Dave Goble, but he is no longer at the City)

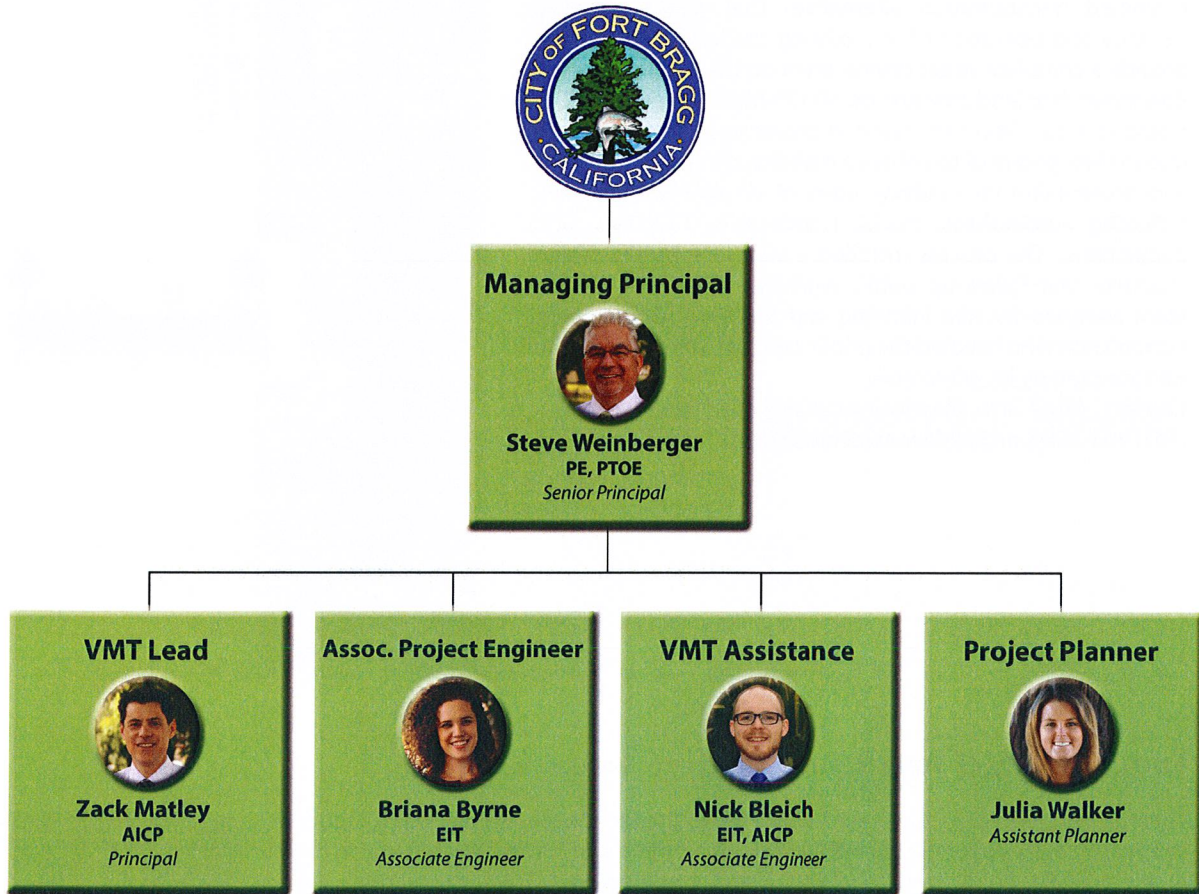


The *Hopland Main Street Corridor Engineering Feasibility Study* examined transportation alternatives that would optimize capacity and operation of the existing roadway facilities and provide a complete street environment on US 101 through the downtown Hopland area and on SR 175-Main Street in the Old Hopland area. Recommended improvements were selected due to their potential to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, transit-users, bicyclists, and pedestrians. The process included a multi-day public design charrette and follow-up public workshop. W-Trans led the team assigned by Alta Planning and the Local Government Commission who handled the public outreach efforts. The plan was adopted by MCOG in 2015.

[illegible]

The operational evaluation of SR 1 along the entire Mendocino County coast required sensitivity toward operating conditions along a rural corridor with urban traffic activity in the Gualala, Point Arena and Fort Bragg communities. Traffic projections were developed for two future horizon years considering potential land use development and historical traffic growth over the prior ten years. The recommendations included traffic control improvements such as traffic signals or roundabouts and turn lanes. Impacts on transit, bicycle and pedestrian modes along the corridor were also addressed with measures to enhance these alternative transportation modes.

Key Personnel Qualifications



Steve Weinberger, PE, PTOE – Managing Principal

Steve Weinberger is one of the founding Principals and specializes in Complete Streets traffic engineering and planning, pedestrian safety, and active transportation planning and operations. He is registered in California as both a Civil and Traffic Engineer and is also a Professional Traffic Operations Engineer.

Steve Weinberger is one of the founding Principals and specializes in Complete Streets traffic engineering and planning, pedestrian safety, bicycle corridor design, and active transportation planning and operations. He is registered in California as both a Civil and Traffic Engineer and is also a Professional Traffic Operations Engineer. Steve's technical work focuses on Complete Streets, pedestrian safety, bicycle facilities, and projects which balance competing transportation needs within the existing public right-of-way. He is adept at working with communities to develop measures to transform vehicle-dominated arterials to systems that provide more livable conditions for all users by incorporating traffic calming schemes, lane reallocation techniques, roundabouts and traffic control systems that favor local traffic, bicyclists, and pedestrians.

Steve is a graduate of the University of California at Berkeley (a.k.a. Cal) with a B.S. in Civil Engineering and an M.S. in Transportation Engineering. He is a certified instructor for the National Complete Streets Coalition and the National Center for Safe Routes to School. Steve is also a member of both the Institute of Transportation Engineers (ITE) and Association of Pedestrian and Bicycle Professionals (APBP).

Zachary Matley, AICP – VMT Lead

Zack Matley is a Principal and has a wide focus area ranging from Complete Street areawide planning to a unique specialization in roundabout planning, operations and design. Zack is certified by the American Institute of Certified Planners (AICP).

Zack celebrated his 20th year with W-Trans in 2018. His education and experience produce a rare combination of knowledge of the urban and environmental planning disciplines, along with expertise in transportation planning, engineering, and operations. Some of his favorite projects are those that tap into both the planning and engineering realms, including Complete Street retrofits and working on the circulation-related components of Specific Plans, though his biggest passion is leading W-Trans' work on roundabout design projects and feasibility studies.

Zack holds a B.S. degree in Environmental Policy Analysis and Planning from the University of California, Davis, and dual M.S. degrees in City and Regional Planning and Engineering from Cal Poly San Luis Obispo. He is a member of both the American Planning Association (APA) and Institute of Transportation Engineers (ITE).

Briana Byrne, EIT – Associate Project Engineer

Briana Byrne is an Associate Engineer providing traffic engineering support on projects ranging from traffic impact analysis to Complete Street corridor projects.

Briana Byrne graduated from California Polytechnic State University, San Luis Obispo in 2014 with a major in Civil Engineering and focus in Transportation Engineering. During her last year at Cal Poly, she interned with the County of San Luis Obispo Public Works Department.

She is interested in multimodal transportation and the impacts a great transportation system has on the community as well as the individual. Growing up, she first experienced the euphoria of freedom by riding buses and BART all over the East Bay and San Francisco. Then in San Luis Obispo, the existing bicycle infrastructure encouraged her to start cycling, which soon after became her main means of transportation. She would like to help communities embrace and emphasize multimodal transportation improvements where none exist or they are lacking.

Nick Bleich, EIT, AICP – VMT Assistance

Nick Bleich is an Associate Engineer and provides both planning and traffic operation support on projects ranging from traffic impact analysis to active transportation projects. Nick is certified by the American Institute of Certified Planners (AICP).

Nick joined W-Trans in 2016 from the US Department of Energy where he was serving as a Presidential Management STEM Fellow. He graduated from California Polytechnic State University, San Luis Obispo in 2015 with a Masters in City and Regional Planning specializing in Transportation Planning and an MS in Transportation Engineering. He also holds a BS in Civil Engineering from Seattle University. At the US Department of Energy he served as the Coordinator of the Workplace Charging Challenge, part of the White House's EV Everywhere Grand Challenge, and worked to further the deployment of advanced vehicle technologies and improve nationwide fuel efficiency through automotive research and development.

At W-Trans, Nick works on a wide variety of projects from Safe Routes to School walking audits to transportation impact analyses for General Plan updates. He enjoys using his knowledge of planning and engineering to develop multimodal transportation solutions that create a sense of place. Nick is a member of both the American Planning Association (APA) and Institute of Transportation Engineers (ITE).

Julia Walker – Project Planner

Julia Walker is an Assistant Planner who provides support on a range of project types including safe routes to school plans and traffic impact analyses.

Julia Walker graduated from Sonoma State University in May 2018, where she received a B.A. in Environmental Studies with a concentration in Planning. Julia was an intern with W-Trans for a year during her last year of university, and returned to accept a full-time position as an Assistant Planner. Julia was the student representative for the Annual Planning Conference at Sonoma State in 2017 and led the affordable housing and GIS information chapters for her class's general plan project. Julia also studied in London at the University of Westminster, focusing on Sustainable Planning and Ethical Tourism Development. Julia is a member of APA and a climate action change group lead by the Center for Climate Protection in Santa Rosa. Julia has focused her planning education on transportation and GIS, and is interested in using this knowledge to present information and findings for multiple audiences.

Resumes for our professional staff are provided in **Appendix A**.

References

Henry Mikus – Engineering Manager
City of Sebastopol, 714 Johnson Street, Sebastopol, CA 95472
(707) 823-5331, hmikus@cityofsebastopol.org

Nick DeBar – Public Works Director/City Engineer
City of Atascadero, 6907 El Camino Real, Atascadero, CA 93422
(805) 461-5000, ndebar@atascadero.org

Ditas Esperanza – Capital Projects Engineer
City of Paso Robles, 1000 Spring Street, Paso Robles, CA 93446
(805) 237-3861, ditas@prcity.com

Brendan Ottoboni – Director of Public Works/Engineering
City of Chico, 411 Main Street, Chico, CA 95928
(530) 879-6901, brendan.ottoboni@chicoca.gov

Bob Greenlaw – Director of Public Works
City of Avalon, 410 Avalon Canyon Road, Avalon, CA 90704
(310) 510-0220 x129, bgreenlaw@cityofavalon.com

Scope of Work

Study Area

Intersections

- Main and Elm Street
- Main and Spruce Street
- Main and Fir Street
- Main and Pine Street
- Main and Laurel Street
- Main and Redwood Street
- Main and Maple Street
- Main and Cypress Street
- Highway 1 and Highway 20
- Highway 1 and Pudding Creek Road

Intersection Analysis Periods

All intersection analysis will be based on three (3) peak hour conditions including Friday a.m. peak, Friday p.m. peak and Saturday midday peak hour.

Roadway Segments

- State Route 1 between Cypress Street and State Route 20
- State Route 1 between State Route 20 and the Hare Creek Bridge
- State Route 1 between Hare Creek and Fern Creek Road
- State Route 1 between the northern City limits of Fort Bragg and Cleone
- State Route 20 extending west from State Route 1

Roadway Segment Analysis Period

All roadway segment analysis will be based on 24-hour (ADT) conditions.

Management Plan

Attend a Kick-Off Meeting: W-Trans will meet with City staff to review and discuss the Land Use Plan, maximum build-out analysis, and proposed circulation network and discuss the project scope and schedule.

Project Management: The W-Trans project manager will conduct a check-in conference call at least once a month during the length of this consultation engagement.

Review Existing Documents: W-Trans will review the City's proposed Land Use Plan and maximum build-out analysis for the former GP Mill Site, as well as the Circulation Element of the City's proposed Coastal General Plan Amendment and Caltrans highway planning documents.

Data Collection: Traffic counts will be collected in accordance with industry standards and collected no later than September 15, 2019. Roadway segment counts will be collected for at least two days, including a Friday and Saturday. Peak intersection turning movement counts will be collected on a Friday (7 am to 9 am; 4 pm to 6 pm) and a Saturday (10:00 am to 3:00 pm). Intersection turning movement counts will include all pedestrian and bicycle counts as well.

Existing Conditions: Using the Synchro software and SimTraffic package, W-Trans will establish the existing LOS at the study intersections and roadway segments.

Mill Site Build-Out Traffic Volumes: W-Trans will calculate build-out traffic volumes for the Mill Site in the study area based on build-out land use numbers provided by the City. The Mill Site generated vehicle trips will be estimated based on standard rates published by ITE in Trip Generation Manual, 10th Edition, 2017 as well as potential for linked and pass-by trips. These trips will be assigned to the street network based on estimated travel patterns. A Memorandum of Assumptions will be provided to the City to present assumptions for the trip generation and distribution for City approval before finalizing the traffic projections.

Cumulative Development Build-Out Traffic Volumes: W-Trans will calculate build-out traffic volumes for Cumulative development in the study area based on build-out land use numbers provided by the City. The Cumulative projects vehicle trips will be estimated based on standard rates published by ITE in Trip Generation Manual, 10th Edition, 2017 as well as potential for linked and pass-by trips. These trips will be assigned to the street network based on estimated travel patterns. A Memorandum of Assumptions will be provided to the City to present assumptions for the trip generation and distribution for City approval before finalizing the traffic projections.

Analyze LOS: W-Trans will determine the Future intersection LOS at the study intersections and roadway segments which will be based on Existing traffic volumes plus Mill Site build-out traffic plus Cumulative development build-out traffic.

Street Segment Analysis: The Street Segment analysis of congestion will be consistent with the requirements of the Coastal Act. An ADT analysis will be completed to measure the relative change in daily traffic on highway segments based on Existing traffic volumes plus Mill Site build-out traffic plus Cumulative development build-out traffic. This analysis will break out the effects on truck traffic.

Determine Vehicle Miles Traveled: A VMT analysis will be completed in accordance with CEQA Section 15064.3. Because a Countywide traffic demand model will not be available, W-Trans will develop VMT estimates for the Mill Site using a spreadsheet process and available data, such as that contained in the Caltrans-maintained Statewide Travel Demand Model. A Memorandum of Assumptions will be provided to the City to present assumptions for the VMT assessment for City approval before finalizing the projections.

Determine VMT Thresholds for Mill Site Project: Because there is no available local or regional transportation models that apply to the Fort Bragg area, appropriate VMT metrics and thresholds will be developed as a placeholder until the County's traffic model and adoption of regional and/or local VMT thresholds is complete. The placeholder thresholds will be based on the results of this analysis and research on any adopted standards by rural communities in California. The VMT assumptions, methodology, thresholds, and results will be fully documented and explained. Later in the process when the County's VMT model is complete and standardized VMT thresholds are established, the placeholder VMT thresholds will be updated based on discussions with City staff.

Mitigation: If appropriate, W-Trans will recommend mitigation measures to address deficiencies identified by the intersection and segment analysis. Potential VMT mitigation options will be clearly described and include trip reduction strategies or other effective mitigations. Any analysis involving State Green House Gas (GHG) reduction goals will minimize reliance on detailed, quantitative modeling. We understand that it is important that methodologies and thresholds developed as part of the transportation analysis for the Project be consistent with other efforts including those being established by the County, and applicable for future City use as much as practical.

Recommend Changes to the Circulation Plan: Based on the requirements of the Coastal Act, Caltrans highway planning documents and the City's Coastal General Plan, W-Trans will recommend any changes to the Circulation Plan for the Mill Site Land Use Plan. Additionally, W-Trans will identify components of the Circulation Element of the Coastal General Plan that may need to be updated in order to be in compliance with regionally- and locally-adopted VMT thresholds as required by CEQA. Note that this would be a "high level" effort and does not include

establishing VMT thresholds for the entire Fort Bragg community or corresponding updates to the General Plan document.

Draft Report: W-Trans will submit an administrative draft of the report for staff review and comment. The draft report should include an analysis and relevant background data for the scope of work described above.

Final Report: W-Trans will submit a final report that is responsive to staff comments on the administrative draft report. (Electronic and hard copies of the finished product in Microsoft Word and all GIS maps or other original software formats. Three (3) paper copies of the final report will also be submitted.

Presentation to City Council: W-Trans will provide a brief summary presentation to City Council of the key findings of the traffic and congestion study as well as any recommended changes to the Land Use Plan and the Circulation Element of the Coastal General Plan.

Budget and Schedule of Charges

Mill Site Traffic & Congestion Study W-Trans Fee Estimate

Task	HOURS BY STAFF MEMBER								Total Hours
	Steve Weinberger	Zack Matley	Nick Bleich	Briana Byrne	Julia Walker	Admin 1	Intern	Misc	
Project Management	17	0	0	17	0	0	0	\$171	34
Data Collection	2	0	0	12	0	0	0	\$9,650	18
Existing Conditions	6	0	0	17	13	0	13	\$0	49
Buildout Traffic Volumes	6	4	6	13	13	0	0	\$0	42
LOS Analysis	5	0	0	17	13	0	0	\$0	35
Street Segement Analysis	4	0	0	13	13	0	0	\$0	30
VMT	15	30	68	4	0	0	0	\$0	117
Mitigation/Recommendations	11	9	13	9	13	0	0	\$0	55
Report/Presentation	24	4	9	28	0	30	0	\$220	95
	90	47	96	130	65	30	13	\$10,041	475

Task	FEE AT HOURLY RATES INDICATED								TOTAL
	\$255	\$200	\$135	\$125	\$105	\$95	\$50	LS	
Project Management	\$4,335	\$0	\$0	\$2,125	\$0	\$0	\$0	\$171	\$6,631
Data Collection	\$510	\$0	\$0	\$1,500	\$0	\$0	\$0	\$9,650	\$12,060
Existing Conditions	\$1,530	\$0	\$0	\$2,125	\$1,365	\$0	\$650	\$0	\$5,670
Buildout Traffic Volumes	\$1,530	\$800	\$810	\$1,625	\$1,365	\$0	\$0	\$0	\$6,130
LOS Analysis	\$1,275	\$0	\$0	\$2,125	\$1,365	\$0	\$0	\$0	\$4,765
Street Segement Analysis	\$1,020	\$0	\$0	\$1,625	\$1,365	\$0	\$0	\$0	\$4,010
VMT	\$3,825	\$6,000	\$9,180	\$500	\$0	\$0	\$0	\$0	\$19,505
Mitigation/Recommendations	\$2,805	\$1,800	\$1,755	\$1,125	\$1,365	\$0	\$0	\$0	\$8,850
Report/Presentation	\$6,120	\$800	\$1,215	\$3,500	\$0	\$2,850	\$0	\$220	\$14,705
	\$22,950	\$9,400	\$12,960	\$16,250	\$6,825	\$2,850	\$650	\$10,041	\$82,326

These rates are valid for work initiated prior to December 31, 2019. Work initiated after January 1, 2020, and any subsequent year may be billed at the revised rates established for that year. Mileage charges will be based on the IRS Standard Mileage Rate (set at \$0.58 effective January 1, 2019; subject to change) plus 10 percent.

Total budget is \$82,326

This includes the following:

- LOS analysis: \$4,765 (not including Existing LOS)
- Street Segment Analysis: \$4,010
- VMT Analysis: \$19,505

Counts total \$9,650.



This includes \$8,530 for 10 intersection counts (3 peaks), or \$853 per intersection. It also includes \$920 for six (6) 2-day segment counts.

Work Schedule

Task	2019-2020													
	Sep 1-15	Sep 16-30	Oct 1-15	Oct 16-31	Nov 1-15	Nov 16-30	Dec 1-15	Dec 16-31	Jan 1-15	Jan 16-31	Feb 1-15	Feb 16-29	March 1-15	March 16-31
1. Project Management	K													
2. Data Collection/Existing Conditions			◇											
3. Buildout Traffic Volumes				◇										
4. Analyze LOS														
5. Segment Analysis														
6. VMT Analysis														
7. Mitigation/Recommendations														
7. Draft & Final Study Documents										◇		◇		P
LEGEND: K = kickoff meeting P = Council Presentation ◇ = deliverable														

Insurance

Upon contract award, W-Trans will provide an insurance certificate with the City of Fort Bragg as the Certificate Holder. Following is evidence of our insurance coverage.

		WTRAN-1	OP ID: CM																					
CERTIFICATE OF LIABILITY INSURANCE		DATE (MM/DD/YYYY) 02/01/2019																						
<p>THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.</p>																								
<p>IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).</p>																								
PRODUCER Don Ramatici Insurance, Inc. 731A Southpoint Blvd Petaluma, CA 94954 Daniel Powers		CONTACT NAME: Daniel Powers PHONE (A/C, No, Ext): 707-782-9200 FAX (A/C, No): 707-782-9300 E-MAIL: ADDRESS:																						
INSURED Whitlock & Weinberger Transportation, Inc DBA: W-Trans 490 Mendocino Ave, Suite 201 Santa Rosa, CA 95401		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> <tr> <td>INSURER A:</td> <td>TravelersProp.CasualtyCo Amer.</td> <td>25674</td> </tr> <tr> <td>INSURER B:</td> <td>National Union Fire Ins. of PA</td> <td>19445</td> </tr> <tr> <td>INSURER C:</td> <td>Hartford Casualty</td> <td>29424</td> </tr> <tr> <td>INSURER D:</td> <td>Navigators Specialty Insur. Co</td> <td>36056</td> </tr> <tr> <td>INSURER E:</td> <td></td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> <td></td> </tr> </table>		INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A:	TravelersProp.CasualtyCo Amer.	25674	INSURER B:	National Union Fire Ins. of PA	19445	INSURER C:	Hartford Casualty	29424	INSURER D:	Navigators Specialty Insur. Co	36056	INSURER E:			INSURER F:		
INSURER(S) AFFORDING COVERAGE		NAIC #																						
INSURER A:	TravelersProp.CasualtyCo Amer.	25674																						
INSURER B:	National Union Fire Ins. of PA	19445																						
INSURER C:	Hartford Casualty	29424																						
INSURER D:	Navigators Specialty Insur. Co	36056																						
INSURER E:																								
INSURER F:																								
<p>COVERAGES CERTIFICATE NUMBER: 147 REVISION NUMBER: 000</p>																								
<p>THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.</p>																								
INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER POLICY EFF (MM/DD/YYYY) POLICY EXP (MM/DD/YYYY) LIMITS																					
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER		6806K030786 01/31/2019 01/31/2020 EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COM/OP AGG \$ 4,000,000 Emp Ben. \$ 2,000,000																					
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY		BA6K076752 01/31/2019 01/31/2020 COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$																					
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED \$ RETENTION \$		EBU018299327 01/31/2019 01/31/2020 EACH OCCURRENCE \$ 3,000,000 AGGREGATE \$ 3,000,000 \$																					
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N <input checked="" type="checkbox"/> N/A If yes, describe under DESCRIPTION OF OPERATIONS below		57WECAC7K9R 01/31/2019 01/31/2020 <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000																					
D	Professional		CM19DPL085130IV 01/31/2019 01/31/2020 Limit \$ 5,000,000 Ded. \$ 25,000																					
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required) RE: Evidence of coverage																								
CERTIFICATE HOLDER WTRANS1 Whitlock & Weinberger Transportation Inc dba: W-Trans 490 Mendocino Ave, Suite 201 Santa Rosa, CA 95401		CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 																						

ACORD 25 (2016/03)

© 1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

Consultant Agreement

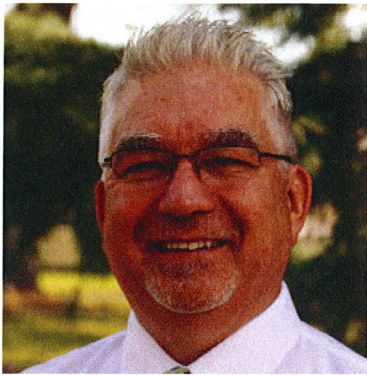
W-Trans has reviewed the Consultant Agreement provided in the RFP and accepts all terms and conditions as outlined. There are no exceptions requested.

Appendix A

Professional Staff Resumes



This page intentionally left blank



Stephen J. Weinberger, PE, PTOE
Senior Principal



Steve Weinberger is one of the founding Principals and specializes in Complete Streets traffic engineering and planning, pedestrian safety, and active transportation planning and operations. He is registered in California as both a Civil and Traffic Engineer and is also a Professional Traffic Operations Engineer.

Education

MS in Transportation Engineering
University of California, Berkeley, 1984

BS in Civil Engineering
University of California, Berkeley, 1982

Affiliations/Activities

Institute of Transportation Engineers (ITE)
Member

ITE Pedestrian and Bicycle Task Force
Current Member

Association of Pedestrian and Bicycle
Professionals

Certification

Safe Routes to School National Course
Instructor
National Center for Safe Routes to School,
2013-Present

Complete Streets Certified Instructor
National Complete Streets Coalition
2015-Present

Registration

Civil Engineer #43159 (CA)
Traffic Engineer #1440 (CA)
Professional Traffic Operations Engineer #342

Professional History

1995-Present
W-Trans (Principal/Owner)

1991-1994
TJKM Transportation Consultants, Santa Rosa

1984-1991
TJKM Transportation Consultants, Pleasanton

1982-1984
PRC Vorhees, Berkeley

Steve's technical work focuses on projects which balance competing transportation needs within the existing public right-of-way. He is adept at working with communities to develop measures to transform vehicle-dominated arterials into systems that provide more livable conditions for all users by incorporating traffic calming schemes, lane reallocation techniques, roundabouts and traffic control systems that favor local traffic, bicyclists, and pedestrians.

Steve is a graduate of the University of California at Berkeley (a.k.a. Cal) with a B.S. in Civil Engineering and an M.S. in Transportation Engineering. He is a certified instructor for the National Complete Streets Coalition and the National Center for Safe Routes to School. Steve is also a member of both the Institute of Transportation Engineers (ITE) and Association of Pedestrian and Bicycle Professionals (APBP).

Representative Projects

Complete Streets

Atascadero – SR 41 Complete Street Feasibility Study
Belmont/San Carlos – Four Corners/Alameda de las Pulgas Corridor Improvements
Chico – Chico Esplanade Corridor Improvement Study
Mendocino County – Hopland Main Street Engineered Feasibility Study
Menlo Park – El Camino Real Corridor Study
Oakland – Fruitvale Avenue Complete Streets and Traffic Safety Study
Paradise – Skyway Corridor Study
Paso Robles – Creston Road Corridor Study

Bicycles and Pedestrians

Office of Traffic Safety – OTS Crosswalk Warning System Evaluation
Belmont – Ralston Avenue Corridor Study and Improvement Plans
Sebastopol – Bike Lane Feasibility Study and Design
Santa Cruz County – Monterey Bay Sanctuary Scenic Trail Crossings Design
Sonoma County – Safe Routes to School
Windsor – Old Redwood Highway Corridor Study

Roundabouts

Atascadero – US 101 Interchange Study
Berkeley – Interstate 80/Gilman Street Interchange Roundabout Design
Contra Costa County – Improvement Plans for Danville Boulevard Roundabout
Paso Robles – Creston Road/Rolling Hills Drive Evaluation

Municipal Staff Services

Chico – Public Works Traffic Engineering Services
Sebastopol – Public Works Traffic Engineering Services



Zachary Matley, AICP

Principal



Zack Matley is a Principal and has a wide focus area ranging from Complete Street areawide planning to a unique specialization in roundabout planning, operations and design. Zack is certified by the American Institute of Certified Planners (AICP).

Zack joined W-Trans in 1998 after graduating from California Polytechnic State University, San Luis Obispo with dual M.S. degrees in City and Regional Planning and Engineering. He also holds a B.S. degree in Environmental Policy Analysis and Planning from the University of California, Davis.

Zack's education and experience produce a rare combination of expertise in the urban and environmental planning disciplines, along with expertise in transportation planning, engineering, and operations. Some of his favorite projects are those that tap into both the planning and engineering realms, including those involving Complete Street retrofits and working on the circulation-related components of Specific Plans, though his biggest passion is leading W-Trans's work on roundabout design projects and feasibility studies. Zack is a member of both the American Planning Association (APA) and Institute of Transportation Engineers (ITE).

Education

MS in City and Regional Planning
California Polytechnic State University, 1998

MS in Engineering (Transportation Planning)
California Polytechnic State University, 1998

BS in Environmental Policy Analysis and Planning
University of California, Davis, 1995

Affiliations/Activities

American Planning Association (APA)
Member

Institute of Transportation Engineers (ITE)
Member

Certification

American Institute of Certified Planners
AICP #16651

Professional History

1998-Present
W-Trans

1995-1996
FPE Engineering & Planning, Reno, NV

Representative Projects

Roundabouts

Belmont – Ralston Ave/Notre Dame University Access Conceptual Roundabout Designs
Calistoga – Lincoln Ave/Silverado Trail Roundabout Preliminary Design & Public Outreach
Chico – First Street/Second Street/Camelia Way Roundabout Design
Grass Valley – East Main Street/Idaho-Maryland Road Roundabout Design
Healdsburg – Grove Street/Farmstand Road Mini-Roundabout Design
Los Gatos – Santa Cruz Avenue/Wood Road Conceptual Roundabout Design
Novato – Grant Avenue/Scott Street Conceptual Mini-Roundabout Design
Paso Robles – Union Road/SR 46 PSR (PDS) Roundabout Concept Design/Evaluation
San Carlos – San Carlos Avenue/Cranfield Avenue Conceptual Roundabout Design
Santa Rosa – Chanate/Parker Hill Road Roundabout Feasibility Study
Sonoma County – Arnold Drive/Agua Caliente Road Roundabout Design
Windsor – Old Redwood Hwy Roundabout Designs at Windsor River Rd and Market St
Windsor – Shiloh Road/Old Redwood Highway Conceptual Roundabout Design

Specific Plans

Brentwood – Priority Area 1 Specific Plan and EIR
Rohnert Park – Central Rohnert Park PDA Plan and EIR
Santa Rosa – Roseland Area/Sebastopol Road Specific Plan and EIR
Santa Rosa – North Santa Rosa Station Area Plan and EIR
Sonoma County – The Springs Specific Plan and EIR
Windsor – Station Area Specific Plan and EIR

General Plans

Brentwood – General Plan Update and EIR
Cotati – General Plan Update and EIR
Novato – General Plan Update and EIR
Sonoma – Circulation Element Update

Complete Streets

Alamo – Danville Boulevard Complete Streets Improvements
Chico – Esplanade Area Complete Streets Plan
Mendocino County – Hopland Main Street Corridor Engineered Feasibility Study
Novato – Novato Boulevard Improvements Project
Rio Rancho, NM – City Center and University of New Mexico Master Plans



Zack Matley

(continued)

Traffic Impacts

Rohnert Park – *Station Avenue Traffic Impact Analysis*

Santa Rosa – *Elnoka Continuing Care Retirement Community Traffic Analysis*

Santa Rosa – *Rincon Valley Unified School District Oak Park Elementary School*

Bicycles and Pedestrians

Metropolitan Transportation Commission (MTC) – *Pedestrian District Typologies*

Rohnert Park – *Redwood Drive and Martin Avenue Bike Lane Gap Closure Evaluation*

Santa Rosa – *Southeast Greenway Plan*

Sonoma County Transportation Authority (SCTA) – *Transportation Mode Shift Action Plan*

Traffic Operation

Novato – *San Marin Interchange Capacity Analysis and Improvements Study*

Rohnert Park – *Rohnert Park Expressway Striping and Operational Evaluation*

Santa Rosa – *Courthouse Square Reunification Operational Analysis*

Santa Rosa – *Northwest Santa Rosa Circulation Study*

Parking

San Rafael – *Parking Analysis for the Whistlestop Project*

Santa Rosa – *AC Hotel Parking Analysis*

Santa Rosa – *Roseland Village Mixed-Use Project Parking Analysis*



Briana Byrne, EIT
Associate Engineer

Briana Byrne is an Associate Engineer providing traffic engineering support on projects ranging from traffic impact analysis to Complete Street corridor projects.

Briana Byrne graduated from California Polytechnic State University, San Luis Obispo in 2014 with a major in Civil Engineering and focus in Transportation Engineering. During her last year at Cal Poly, she interned with the County of San Luis Obispo Public Works Department. She is interested in multimodal transportation and the impacts a great transportation system has on the community as well as the individual.

Growing up, she first experienced the euphoria of freedom by riding buses and BART all over the East Bay and San Francisco. Then in San Luis Obispo, the existing bicycle infrastructure encouraged her to start cycling, soon after becoming her main means of transportation. She would like to help communities embrace and emphasize multimodal transportation improvements where none exist or they are lacking.

She was involved with ITE at Cal Poly, and in 2013-2014 she served as a committee member for the planning of the inaugural ITE Student Leadership Summit hosted by the Cal Poly ITE Student Chapter; the Summit has since established itself as an annual student-organized event in the Western District. She is also a member of Young Professionals in Transportation.

Education

BS in Civil Engineering
California Polytechnic State University,
San Luis Obispo, 2014

Affiliations/Activities

Institute of Transportation Engineers (ITE)
Member

Young Professionals in Transportation (YPT)
Member

Professional History

2015-Present
W-Trans

2013-2014
County of San Luis Obispo (Intern)

Representative Projects

Traffic Impacts

Arcata – Central Arcata Areawide Traffic Impact Study
Cloverdale – Traffic Impact Study for the Thyme Square Project
Fremont – Hobbs Property Subdivision Traffic Impact Study
Menlo Park – 500 El Camino Real EIR
Santa Rosa – Kawana Springs Apartments Traffic Impact Study
Sonoma – Trip Generation Study for Sonoma Hotel
Sonoma County – Traffic Impact Study for the Kanzler Vineyards Winery
Suisun City – Suisun Commerce and Logistics Center EIR
Walnut Creek – Citrus Courtyard Traffic Impact Analysis

Complete Streets

Atascadero – SR 41 Corridor Study
Napa – Downtown Plaza and Corridor Improvements Plan

Bicycle and Pedestrian Safety and Design

Fort Bragg – Traffic Calming Measures for Residential Streets
Paso Robles – Creston Road Complete and Sustainable Streets Corridor Plan
Santa Rosa – Coddington Renovation Off-Site Improvements

Traffic Operations

Cloverdale – Traffic Signal Feasibility Study
Orinda – Signal Timing Audit
Petaluma – Signal Timing Audit
Rohnert Park – Engineering and Traffic Surveys
Sebastopol – Traffic Signal Coordination Review
Sonoma County – SMART Rail Pre-emption

Traffic Engineering Design

Paso Robles – Creston Road Final Design
Santa Rosa – Courthouse Square Reunifications
Santa Rosa – Fulton Road/Jenes Lane Traffic Signal Design



Briana Byrne
(continued)

Parking

Gilroy – Wheeler Manor Parking Study

Sacramento – Kaiser Permanente South Sacramento Medical Center Parking Study



Nick Bleich, AICP, EIT
Associate Engineer

Nick Bleich is an Associate Engineer who manages transportation planning and safety projects, and provides traffic operation support on projects ranging from traffic impact analysis to active transportation projects. Nick is certified by the American Institute of Certified Planners (AICP).

Nick joined W-Trans in 2016 from the US Department of Energy where he was serving as a Presidential Management STEM Fellow. He graduated from California Polytechnic State University, San Luis Obispo in 2015 with a Masters in City and Regional Planning specializing in Transportation Planning and an MS in Transportation Engineering. He also holds a BS in Civil Engineering from Seattle University.

Nick has extensive working knowledge of energy-efficient mobility systems and plug-in electric vehicle charging infrastructure. At the US Department of Energy, he worked to further the deployment of advanced vehicle technologies and improve nationwide fuel efficiency through automotive research and development. At W-Trans, Nick works on a wide variety of projects covering all facets of transportation planning and engineering. He enjoys using his knowledge of planning and engineering to develop multimodal transportation solutions that create a sense of place.

Nick is a member of both the American Planning Association (APA) and Institute of Transportation Engineers (ITE).

Education

**MS in City and Regional Planning
(Transportation Planning)**

California Polytechnic State University,
San Luis Obispo, 2015

MS in Engineering (Transportation Planning)

California Polytechnic State University,
San Luis Obispo, 2015

BS in Civil Engineering

Seattle University, 2013

Affiliations/Activities

American Planning Association (APA)
Member

AICP Candidate Pilot Program
Member

Institute of Transportation Engineers (ITE)
Member

Certification

American Institute of Certified Planners
AICP #31014

Professional History

2016-Present
W-Trans

2015-2016
Presidential Management STEM Fellow,
US Department of Energy

Representative Projects

Traffic Impacts

Campbell – Starbucks Traffic Study

Hayward – Eden Shores Industrial and Flex Retail Traffic Study

Hawaii – Oahu Community Correctional Center Relocation Traffic Study

San Mateo – LaHonda Creek Red Barn Initial Study/Mitigated Negative Declaration

Complete Streets

Colma – Serramonte Master Plan

Menlo Park – El Camino Real Corridor Study

San Carlos – San Carlos Avenue Pedestrian Study

Safe Routes to School and Safety Studies

Alameda County – Safe Routes to School

Atherton – Menlo-Athertron HS Annual Monitoring & Multimodal Transportation Audit

Sonoma – Systemic Safety Analysis Report

Transportation Demand Management

Novato – BioMarin Trip Reduction Analysis

Novato – General Plan Update

San Carlos – Residential TDM Plan and Vehicle Miles Traveled Analysis

Bicycle and Pedestrian Safety and Design

Fremont – Fremont Pedestrian Master Plan

Paso Robles – Creston Road Pedestrian Corridor Study

Sonoma – Systemic Safety Analysis Report

Traffic Operations

Alameda County – Crow Canyon Rd/Grove Wy Coordinated Signal System Operational Analysis

Los Gatos – Hillbrook School Traffic Monitoring



Nick Bleich
(continued)

Transportation Planning

Belmont – *General Plan Update EIR*

Brentwood – *Station Area Specific Plan*

Menlo Park – *Transportation Master Plan*

Milpitas – *General Plan Update*

San Carlos – *General Plan Vehicle Miles Traveled Analysis*

Windsor – *General Plan Background Report*



Julia Walker

Assistant Planner

Julia Walker is an Assistant Planner who provides support on a range of project types including safe routes to school plans and traffic impact analyses.

Julia Walker graduated from Sonoma State University in May 2018, where she received a B.A. in Environmental Studies with a concentration in Planning. Julia was an intern with W-Trans for a year during her last year of university, and returned to accept a full-time position as an Assistant Planner. Julia was the student representative for the Annual Planning Conference at Sonoma State in 2017 and led the affordable housing and GIS information chapters for her class's general plan project. Julia also studied in London at the University of Westminster, focusing on Sustainable Planning and Ethical Tourism Development. Julia is a member of APA and a climate action change group lead by the Center for Climate Protection in Santa Rosa. Julia has focused her planning education on transportation and GIS, and is interested in using this knowledge to present information and findings for multiple audiences.

Education

BA in Environmental Studies
(Planning)
Sonoma State University, 2018

Affiliations/Activities

American Planning Association
Center for Climate Protection

Professional History

2018-Present
W-Trans
2017
W-Trans (Intern)

Representative Projects

Traffic Impacts

City of Calistoga - Lincoln Avenue Apartments TIS
City of Santa Rosa - BioBloom Ventures Cannabis TIS
City of Santa Rosa - Updated TIS Yogurt Time Center
City of Shasta Lake - Trip Generation Study for the Shasta Gateway Cannabis Campus
County of Napa - Hyde Winery Expansion TIS
County of Sonoma - Pallet Manufacturing at 1180 Fremont Drive TIS

Safe Routes to School

County of Sonoma - Safe Routes to School for 11 High Schools in Sonoma County

Parking

City of Rohnert Park - Outback-Driven Parking Study

EIR

City of American Canyon - ADEIR for American Canyon Elementary School
City of Novato - DEIR Transit Section
County of Sonoma - "The Springs" Specific Plan Transit Section

General Plan Update

City of Milpitas - Land Use Alternatives Analysis

CEQA - Initial Study

City of Santa Rosa - 4200 and 4224 Highway 12 Rezoning and Annexation

