

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE  
PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(PRESENT AS MANY PROJECTS AS REQUESTED BY THE AGENCY, OR 10 PROJECTS, IF NOT SPECIFIED. COMPLETE ONE SECTION F FOR EACH PROJECT.)

20. EXAMPLE PROJECT KEY NUMBER

1

## 21. TITLE AND LOCATION (CITY AND STATE)

**MetroPlan Orlando, Silver Star Road Complete Streets |**  
Ocoee, FL

## 22. YEAR COMPLETED

PROFESSIONAL SERVICES

2019

CONSTRUCTION (IF APPLICABLE)

N/A

## 23. PROJECT OWNER'S INFORMATION

## A. PROJECT OWNER

MetroPlan Orlando

## B. POINT OF CONTACT NAME

Nick Lepp, AICP, CTP

## C. POINT OF CONTACT TELEPHONE NUMBER

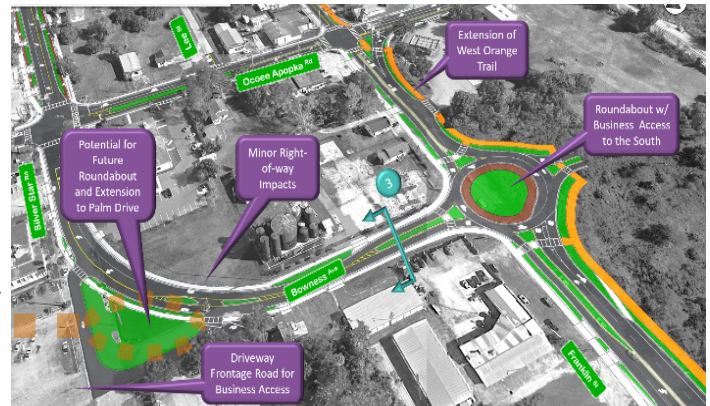
407.481.5672 ext. 324

## 24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)

MetroPlan Orlando envisions a regional transportation system that safely and efficiently moves people and goods. The Silver Star Road Complete Streets Study provided an ideal opportunity to show how a Complete Streets approach can create streets that are safe for people of all ages and abilities, balances the needs of different modes, and supports local land uses, economies, cultures, and natural environments.

The key goals of the Silver Star Road study were to improve traffic operations and network connectivity, enhance community development opportunities, and be consistent with the Downtown Ocoee Master Plan. Guiding Principles aided in the development of Evaluation Criteria and Performance Measures which helped to track and measure the effectiveness of alternative improvements. These principles were developed based on the existing conditions, purpose and need, and stakeholder input.

Based on the alternatives evaluation, the Enhanced Grid option best met the goals of the project. This alternative was consistent with the City's Vision, provided a Context Sensitive approach, and emphasized that multiple routes through the community will better serve traffic, non-motorized users, and transit over a conventional arterial approach. By dispersing traffic over multiple corridors, it is expected that each corridor within the study area would require fewer lanes when compared to other alternatives. Fewer lanes provide for a more comfortable environment for pedestrians and bicyclists. In addition, with less space allocated towards vehicular lanes, the extension of the West Orange Trail can be accommodated within the existing right-of-way.



By creating a safe environment for non-motorized users and accommodating freight away from the core of downtown Ocoee, this alternative best supported active modes of transportation.

## 25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Orlando, FL	General Planning Consultant
b. Traffic Engineering Data Solutions (TEDS)	DeBary, FL	Traffic Data Collection
c.		
d.		

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20. EXAMPLE PROJECT KEY NUMBER

3

21. TITLE AND LOCATION (CITY AND STATE)

**Bicycle Beltway Downtown Gap Study and Concept Design |**  
Orlando, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES

2020

CONSTRUCTION (IF APPLICABLE)

N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER

City of Orlando

B. POINT OF CONTACT NAME

Ian Sikonia, AICP

C. POINT OF CONTACT TELEPHONE NUMBER

407.246.3325

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)

The City of Orlando has proposed an 8.5 mile loop trail that will serve the increasing population of Downtown Orlando and provide an alternative transportation network to accommodate cyclists of all ages. The Downtown Gap Study evaluated alternative alignments and developed a concept plan for a protected cycle track through the heart of Downtown Orlando connecting Orlando's Gertrude Walk to the proposed Downtown Connector Trail side path. The study was divided into three tasks: Defining Success, Alternatives Assessment, and Concept Development. The study also included extensive public outreach and stakeholder coordination.



During the Defining Success phase, the study team evaluated three "sub areas" of the study area to narrow down the location of the potential route. Differing purposes, along with the idea of "key destinations," was used to categorize rider types: exercise enthusiasts, commuters, and casual cruisers. The study team reviewed key metrics related to each type of rider, such as expected delay and vehicular conflicts for the exercise enthusiast, population and employment density for commuters, and leisure destinations such as dining, shopping, and health, and wellness destinations for the casual cruisers.

Finally, after evaluation, a route on Pine Street and Eola Drive was ultimately agreed upon. A concept development phase included concept plans on aerial backgrounds with parcel lines for right-of-ways. Features included a protected cycle track, refuge islands for pedestrian crossings, and raised intersections. The next phase of the project is final design under a separate contract.

## 25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a.	HDR Engineering, Inc.	Orlando, FL	Planning & Engineering Consultant
b.			
c.			
d.			

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20. EXAMPLE PROJECT KEY NUMBER

4

## 21. TITLE AND LOCATION (CITY AND STATE)

**Lake-Sumter MPO, General Planning Consultant |**  
Lake and Sumter Counties, FL

## 22. YEAR COMPLETED

PROFESSIONAL SERVICES

**2010-2020**

CONSTRUCTION (IF APPLICABLE)

**N/A**

## 23. PROJECT OWNER'S INFORMATION

## A. PROJECT OWNER

**Lake-Sumter MPO**

## B. POINT OF CONTACT NAME

**Mike Woods**

## C. POINT OF CONTACT TELEPHONE NUMBER

**352.315.0170, ext. 2**

## 24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)

Under this contract, HDR has completed a wide variety of planning and engineering projects, including safe routes to schools, Complete Streets corridor studies, county-wide traffic counts, and updates to the MPO's Public Involvement Plan. Complete Streets corridor studies have been completed in Leesburg for **SR 44/Dixie Avenue** and **US 27**, as well as in Clermont for **East Avenue**.

Another study is underway for **US 301/Main Street** in Wildwood. Innovative strategies and solutions to meet the multimodal travel needs of all users in these studies and concepts have included the addition of median islands, roundabouts, and in one case (East Avenue), a median-located multi-use path. Each of the corridor studies has incorporated an extensive public outreach process, including walking audits, which shaped the vision and goals and proposed solutions for the projects. Other aspects of the studies included traffic and crash data analysis; development of roadway and landscape concept design plans; and development of planning-level cost estimates.



## 25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a.	HDR Engineering, Inc.	Orlando, FL	Planning & Engineering Consultant
b.			
c.			
d.			



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20. EXAMPLE PROJECT KEY NUMBER

5

21. TITLE AND LOCATION (CITY AND STATE)

**City of Orlando, Main Streets Pedestrian / Bicycle Study |**  
Orlando, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES

2018

CONSTRUCTION (IF APPLICABLE)

N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER

City of Orlando

B. POINT OF CONTACT NAME

Ian Sikonia, AICP

C. POINT OF CONTACT TELEPHONE NUMBER

407.246.3325

HDR worked with the City of Orlando to identify and evaluate opportunities to improve the safety and comfort of walking and bicycling in the Mills 50 and Milk Main Street Districts. The study defined future bicycle and pedestrian projects along with their implementation strategies.

Enhancing the bicycle and pedestrian environment within the Main Street Districts will better connect the Districts to the surrounding neighborhoods, enriching the quality of life in Orlando.

The bicycle and pedestrian focused study has established direction for each district's improvement options through a process of understanding the history, engaging the stakeholders, and developing goals and evaluation criteria that can be used to quantitatively compare each potential project to the community's interest.

HDR moved into the feasibility stage of this project which produced feasible improvement concepts for both the Mills 50 and Milk Districts. These concept plans were formulated based on existing condition analysis, walking audits, public engagement, and utilization of the evaluation criteria. The concepts developed were presented to the public in a public meeting with the ultimate product being the top three projects for advancement in each district. With the top three recommended projects determined by district, HDR translated preliminary concepts to concept plan sheets.

Cost and partnering opportunities were identified for each recommendation, and the recommendations were ranked and then evaluated with a phasing strategy identified. Collectively, these will make up the Action Plan for the City to advance pedestrian and bicycle accessibility in the Mills 50 and Milk Districts.



## 25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a.	HDR Engineering, Inc.	Orlando, FL	Planning & Engineering Consultant
b.	Canin Associates	Orlando, FL	Visioning Process; Public Involvement
c.			
d.			

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20. EXAMPLE PROJECT KEY NUMBER

6

## 21. TITLE AND LOCATION (CITY AND STATE)

**City of Clearwater, Ft. Harrison Complete Streets Study |**  
Clearwater, FL

## 22. YEAR COMPLETED

PROFESSIONAL SERVICES

2020

CONSTRUCTION (IF APPLICABLE)

N/A

## 23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER

City of Clearwater

B. POINT OF CONTACT NAME

Lauren Matzke, AICP

C. POINT OF CONTACT TELEPHONE NUMBER

727.562.4547

## 24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)

HDR is completing the Ft. Harrison Complete Streets Study for the City of Clearwater. This study will provide the city with recommendations for short term and long term improvements benefiting all users along Ft. Harrison Avenue from the southern city limits to Alt. US 19 through downtown Clearwater.

This study includes a Project Visioning Team, walking audit, and public meeting. Design strategies explored and evaluated during this study include: pedestrian median refuge islands, "bulb out" curbs at intersections to reduce crossing distances, parklets, and a lane elimination (a.k.a. road diet).



## 25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a.	HDR Engineering, Inc.	Orlando, FL	Planning & Engineering Consultant
b.			
c.			
d.			

## Similar Project Experience & Work Product Examples

HDR is leading the movement to rebalance community and mobility needs and rethink how we utilize our streets. Our plans and designs provide opportunities through safer and more comfortable multimodal facilities for people of all ages and abilities. A sampling of our Complete Streets focused project experience is shown below. Links to work product examples are also provided.

HDR Experience Highlights		
	<b>LSMPO, Safe Access Safe Schools Transp. Study</b> <i>Lake &amp; Sumter Counties, FL</i> <a href="#">Link</a>	Identified more than 500 priority projects to improve access to more than 30 public elementary, middle, and high schools throughout Lake and Sumter Counties. Work included field observations and data analysis to understand peak school arrival and departure periods.
	<b>Lake~Sumter MPO, SR 44 / Dixie Ave Complete Streets</b> <i>Leesburg, FL</i> <a href="#">Link</a>	Balanced the needs of the community to reach its signature park while serving over 10% truck traffic along 2 miles of busy SR 44. This was achieved by addressing community concerns about intersection safety and traffic control through data collection, field observations, and qualitative analysis.
	<b>Lake~Sumter MPO, US 27 Complete Streets</b> <i>Leesburg, FL</i> <a href="#">Link</a>	Bringing together the needs of the local US 27 roadway users with those of the regional corridor to improve the multimodal and safety of a critical commercial corridor. The ongoing work includes extensive safety analysis, roundabout concepts, traffic analysis, access management planning, and public outreach including community walking audits.
	<b>City of Orlando, Main Streets Bike/ Ped Study</b> <i>Orlando, FL</i> <a href="#">Link</a> <a href="#">Comment</a> <a href="#">Map</a>	Envision and evaluate opportunities to improve the safety and comfort of walking and bicycling in the Mills 50 and Milk Main Street Districts. Better options for walking and cycling are being identified through a series of community engagement events, evaluating feasible projects, and providing concept plans for the City.
	<b>MetroPlan Orlando, Edgewater Dr Complete Streets Concept Plan</b> <i>Orlando, FL</i> <a href="#">Link</a>	Preparing Complete Streets Concept Plans for the 1.5 mile segment of the College Park Neighborhood's Main Street. Concepts include the development of multiple typical sections including concepts with wide sidewalks and a cycle track.
	<b>Strip District Transportation and Land Use Plan</b> <i>Pittsburgh, PA</i> <a href="#">Link</a> <a href="#">Project</a> <a href="#">Video</a>	Prepared an integrated transportation and land use plan to balance movement through and within the Strip District. The development of this plan, coordinated with future land use changes in the District, identified network enhancements to reduce single-occupancy trips thus enhancing traffic operations.
	<b>Complete Streets Policy and Implementation Plan</b> <i>Orange County, FL</i> <a href="#">Link</a>	Defined the approach that Orange County will use to improve multimodal connectivity throughout the County. This work engaged a wide range of County stakeholders, and will develop an implementation strategy to redefine how transportation projects are planned, programmed, and executed.
	<b>MetroPlan Orlando, Silver Star Road Complete Streets</b> <i>Ocoee, FL</i> <a href="#">Link</a>	Working with MetroPlan Orlando, the City of Ocoee, and the public, through stakeholder engagement and visioning, to create a Complete Streets concept for a state road that embraces users of all ages and modes of travel. This concept, which supports the Ocoee Downtown Master Plan, was a six month community driven planning effort. involving a group of residents, property owners, and business representatives.