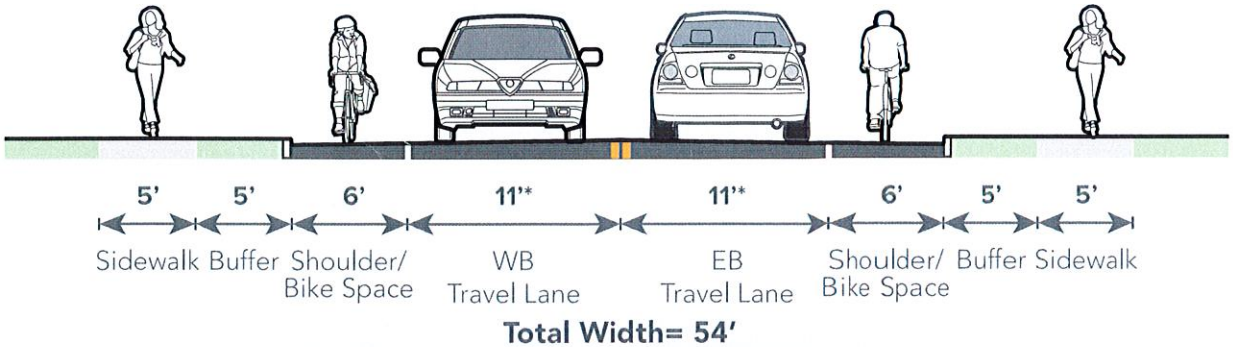
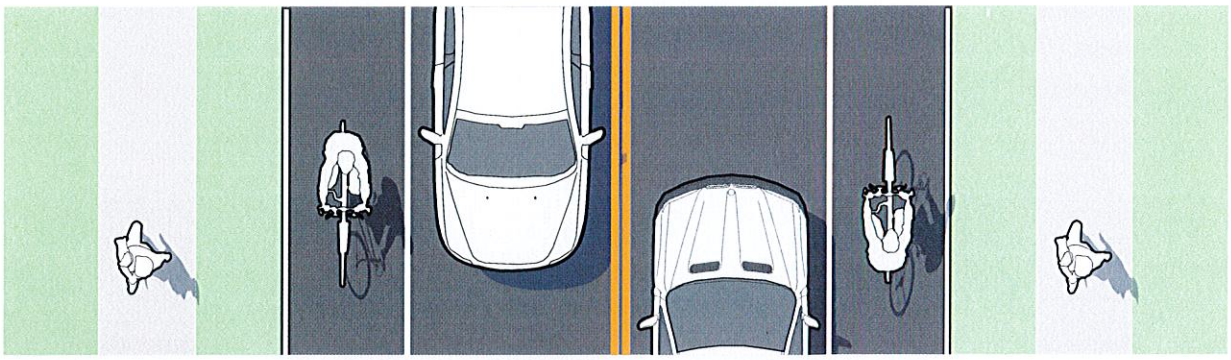
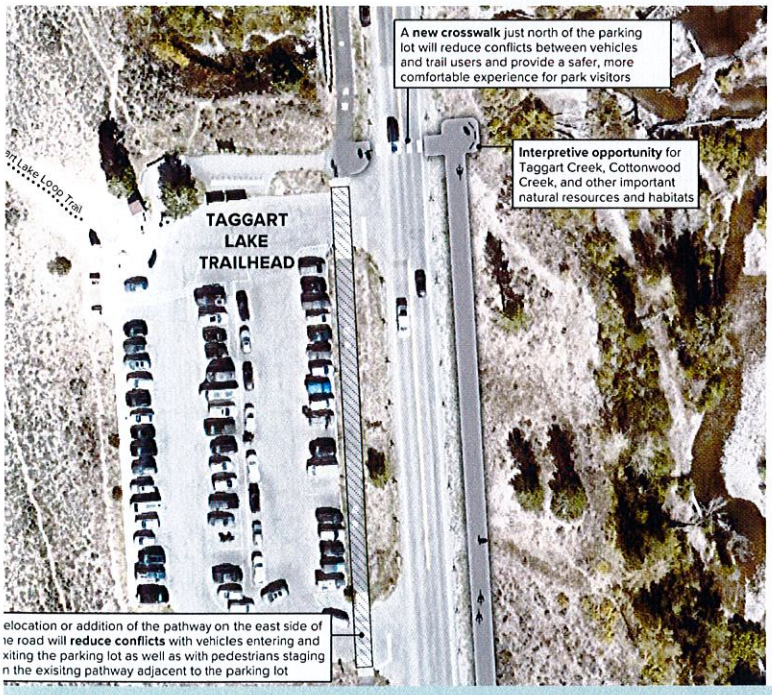
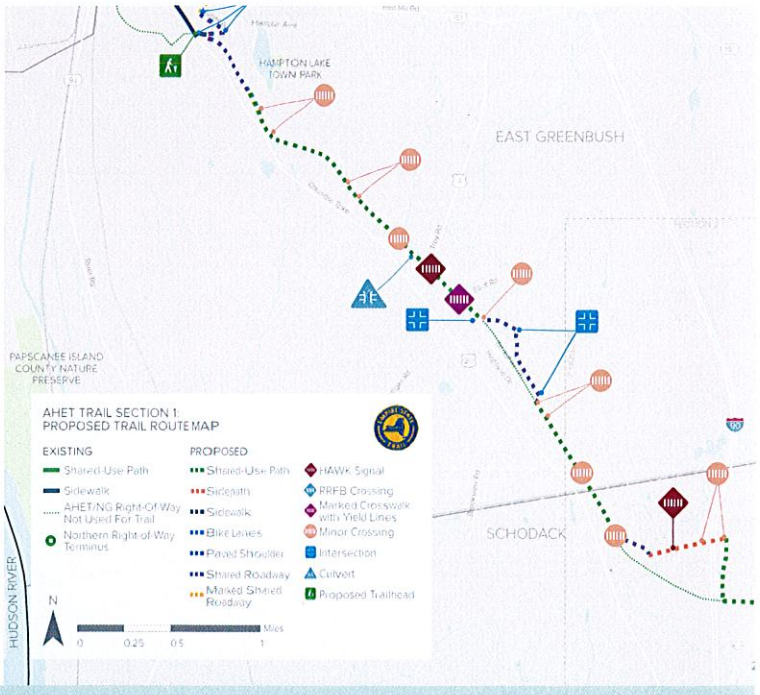


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Response to:

Town of Wilton Request for Proposals: Worth Road Multi-Use Path Feasibility Study

BYER PLANNING

Laura Byer, Owner and Principal Planner
329 Daniels Road
Saratoga Springs, NY
www.byerplanning.com
laura@byerplanning.com
518-421-6441

September 2026

BYER PLANNING
Saratoga Springs, NY
www.byerplanning.com
laura@byerplanning.com
518-421-6441

To: Town of Wilton Planning & Engineering Department
ATTN: Joshua Carlsson
From: Laura Byer, Byer Planning
Date: September 11, 2026

RE: RFP: Worth Road Multi-Use Path Feasibility Study

Cover Letter / Relevant Experience

Byer Planning is pleased to submit this response to the Town of Wilton's Request for Proposals for the Worth Road Multi-Use Path Feasibility Study. Byer Planning is an urban and regional planning firm with a specialized focus in trail and multi-use apth planning, active transportation, cartography, GIS analysis, and GIS data development, management and organization. Laura Byer, Owner and Principal Planner, is authorized to sign this proposal on behalf of Byer Planning and will be the main point of contact for this proposal and, if selected, this exciting project.

Laura has been working in trail and active transportation planning for over a decade including extensive experience with mutli-use path planning and development. Laura has worked with a wide variety of clients to develop multi-use path feasibility studies, active transportation plans, and GIS analysis/mapping. Relevant experience will be seen throughout this proposal, though a list of similar projects Laura has completed throughout her career are listed here:

- Trail Feasibility Study, Sand Lake, NY
- Albany Airport and Russell Road Active Transportation, Albany Co, NY
- GBNRTC Regional Bicycle Master Plan Implementation Support Services, Hamburg/Tonawanda, NY
- Trail Feasibility Study, Arcade, NY
- Moose-Wilson Active Transportation Improvements, Jackson, WY
- Broadway Multimodal Resiliency Plan, Albany, NY
- New York State Empire State Trail
- Train to Village Trail Feasibility Study, Rhinebeck, NY
- Southern Tier Trail Feasibility Study, Western NY
- Maple Ridge Road Corridor Study, Medina, NY

Byer Planning is partnering with Verity Engineering for this proposal. The Byer Planning team will provide the Town of Wilton with an experienced team that is highly proficient in conducting multi-use path feasibility studies. Lindsay Zefting of Verity Engineering is an expert in multi-use path feasibility and implementation, most notably managing the planning and implementation of the Empire State Trail and coordinating with NYSDOT, and joins the team in a senior advisor role to provide expert input on implementation challenges and processes.

The benefit of partnering with a small firm is that no client gets lost in the shuffle of a large consulting firm that is always looking for the next large-scale project. Small firms such as Byer Planning value their relationship with all clients. We are looking to develop long-lasting relationships with clients looking to improve and expand on their current trail planning activities. Laura also gained extensive experience coordinating with the Town of Wilton during the implementation of the Graphite Range Community Forest and is looking forward to the opportunity to continue to improve access to recreation opportunities within the Town.

Thank you for taking the time to review this response. The remainder of this document includes the Proposed Methodology and Work Plan, Project Schedule, Staffing Plan and Qualifications, Example Projects, and Fee Proposal. Please feel free to reach out to Laura directly with any questions. We are excited about the opportunity to work with the Town of Wilton to help create a connected multi-use path along the Worth Road corridor.

Sincerely,



Laura Byer
Owner and Principal Planner laura@byerplanning.com
Byer Planning, LLC 518-421-6441

Proposed Methodology and Work Plan

The Byer Planning team is comprised of organizations and individuals passionate about improving access to trail opportunities for people of all ages, abilities, and walks of life. New York State has an abundance of trail opportunities for local residents as well as those visiting from other regions, states, and countries. From the many miles of statewide trails such as the Empire State Trail and Erie Canalway Trail, to the regional connections such as the Genesee Valley Greenway and Wallkill Valley Rail Trail, and a number of other trail systems in between, there is no shortage of trail opportunities for all who live in or visit New York State.

The Byer Planning team will use our experience with interactive map development as well as trail planning and implementation to develop a comprehensive scope for a future RFP for improvements to PTNY interactive maps will help all users plan out their trail visits based on their preferred activities and needs. We have outlined our proposed approach to scoping for this project below but remain flexible based on feedback from PTNY.

Task 1 - Worth Road Multi-Use Path Feasibility Study (Required)

Task 1.1 - Project Initiation and Existing Conditions Review

The Byer team will develop an Existing Conditions Review of the Worth Road corridor through analysis of existing mapping, knowledge of Town staff, publicly available GIS data, and a field visit to review current conditions along the roadway. Existing conditions mapping likely to be completed includes: rights-of-way using tax parcel data; land use; topography; existing pedestrian and bicycle infrastructure; roadway characteristics such as AADT, speeds, and shoulders; and environmental constraints, such as wetlands or sensitive habitats. This information will be supplemented with an inventory of utility poles and their location throughout the corridor.

Task 1.2 - Corridor Assessment and Constraints Analysis

During the field visit and the kickoff meeting with Town Staff, the Byer team will document current opportunities and constraints along the corridor. An analysis of available right-of-way will help determine appropriate alternatives (Task 1.3). This will include a summary of existing roadway constraints, potential right-of-way acquisitions, and location of environmental features that may affect path development. In addition to challenges, this Task will summarize opportunities which support path development such as connections to key destinations and an overview of adjacent neighborhoods that would benefit from a future path along Worth Road.

Task 1.3 - Conceptual Alternatives Analysis

Based on the findings from Tasks 1.1 and 1.2, the Byer team will identify up to two (2) conceptual alternatives to provide a bicycle and pedestrian connection between Graphite Range Community Forest and the future Carr Road-Jones Road Multi-Use Path. These alternatives may include a variety of accommodations depending on right-of-way availability such as multi-use paths, sidewalks, on-road bicycle facilities, and/or traffic calming elements. Working with Town staff, the two alternatives will be evaluated based on connectivity, safety, environmental impacts, right-of-way considerations, constructability, and relative costs. This evaluation will help identify a preferred alternative to be further explored in Task 1.4.

Task 1.4 - Preferred Alternative and Planning-Level Cost Estimate

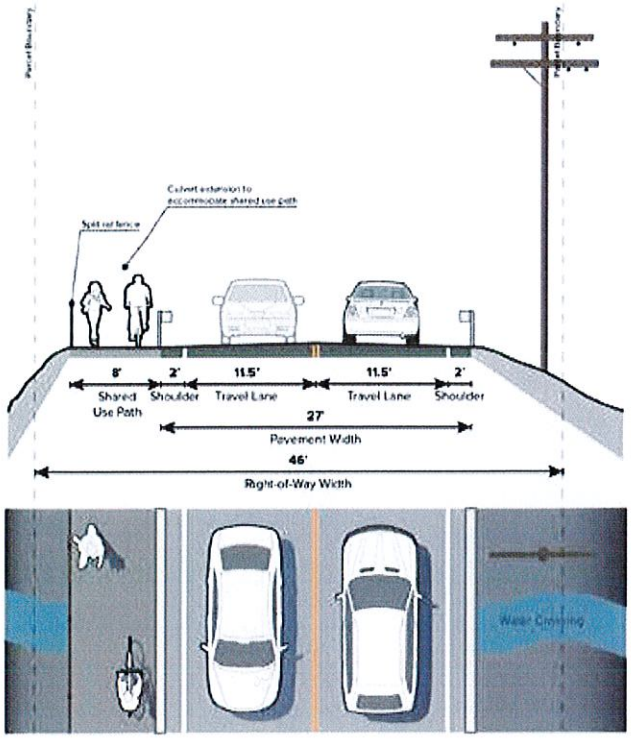
Following the Alternatives Analysis (Task 1.3), the Byer team will work with Town staff to identify a preferred alternative. The Byer team will then develop conceptual-level graphics (e.g., plan views and/or cross-sections) to visually outline the preferred alternative as well as develop a planning-level cost estimate to implement the preferred alternative.

Task 1.5 - Funding Strategy and Implementation Roadmap

The Byer team will summarize public funding sources the Town may be able to utilize to fund design and construction of the future Worth Road Multi-Use Path. Additionally, the Byer team will outline a roadmap to help guide Town staff through the implementation process. This will include tasks and approximate timelines for environmental review, survey, preliminary engineering, public engagement, design, permitting, and construction.

Task 1 Deliverables:

- Existing conditions mapping
- Opportunities and constraints map
- Conceptual alternative exhibits
- Alternatives evaluation matrix
- Preferred corridor mapping, showing constraints and right-of-way impacts.
- Conceptual typical section(s) illustrating the preferred facility type
- Planning-level cost estimate
- Funding strategy
- Implementation roadmap



Task 2: Public Engagement and Conceptual Exhibit Board (Optional)

Task 2.1 - Public Engagement

The Byer team will provide survey questions Town staff can use to poll residents for opinions regarding the Worth Road Multi-Use Path as well as conduct one (1) public information meeting or workshop to present the preferred alternative to meeting attendees. This will include preparation of meeting materials such as a conceptual exhibit board (Task 2.2), and up to two (2) additional boards to allow meeting attendees to provide comments on the project. Feedback gathered from the public during the meeting will be summarized into a memo and provided to the Town.

Task 2.2 - Conceptual Exhibit Board

The Byer team will develop one (1) presentation-quality exhibit board (at least 24"x36") summarizing the preferred alternative. The board will include conceptual planning-level graphics (e.g., plan views and/or cross-sections), mapping, and the cost estimate of the preferred alternative. Town staff will be able to use this resource at future meetings as well as use the digital graphics for grant and funding applications.

Task 2 Deliverables:

- Public meeting materials
- Public comment summary memorandum
- One (1) presentation-quality exhibit board (24" x 36" minimum)
- Digital PDF version suitable for grant applications and presentations

Task 3: Project Coordination and Meetings

In addition to regular email communication throughout the project, the Byer team will hold up to three (3) meetings with Town staff (kickoff meeting, progress meeting, and draft findings review meeting). The Town is welcome to choose between in-person or virtual meetings.

Project Schedule

The Byer Planning team is confident that the Worth Road Multi-Use Path Feasibility Study project can be completed within the proposed 4-month timeline outlined in the RFP, though we are flexible in our timeline and are available to adjust the schedule as needed to ensure the best possible final product. The table below outlines the proposed 4-month schedule.

KEY

- **D** Draft Deliverable
- **F** Final Deliverable
- Task Progress
- **M#** Meeting
- Client Deliverable Review

Task	Month 1				Month 2				Month 3				Month 4			
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
1.1 - Project Initiation and Existing Conditions Review		D		F												
1.2 - Corridor Assessment and Constraints Analysis				D		F										
1.3 - Conceptual Alternatives Analysis							D		F							
1.4 - Preferred Alternative and Planning-Level Cost Estimate										D		F				
1.5 - Funding Strategy and Implementation Roadmap										D		F				
2.1 - Public Engagement																M
2.2 - Conceptual Exhibit Board													D		F	
3 - Project Coordination and Meetings	M1					M2					M3					

Staffing Plan and Qualifications

Laura Byer of Byer Planning will lead the consultant team with the assistance of Lindsay Zefting and Chloe Klawunder of Verity Engineering (subconsultant).

Byer Planning

Byer Planning was founded in 2022 as a Limited Liability Corporation. Byer Planning is an urban and regional planning firm dedicated to improving quality of life in communities through increased access to destinations for people of all ages, abilities, and walks of life. Laura Byer, Owner and Principal Planner, has almost a decade of experience in active transportation planning, GIS analysis, and mapping. Small firms such as Byer Planning value their relationship with all clients, regardless of community size, density, or characteristics. We understand the need to provide high-quality deliverables with a community's needs in mind. We are located in Saratoga Springs, New York and are available to provide services across the State of New York. **Byer Planning is both a NYS certified DBE and WBE**.

Verity Engineering

Verity Engineering was founded in 2017 as a Design Professionals Corporation. Led by Aaron Vera, P.E., President and CEO, Verity Engineering's mission is to provide our clients high-quality designs and straightforward advice. We understand the time and finances our clients invest in their communities and businesses. It is our goal to provide a feasible and predictable path for every project. Verity Engineering's principals have a combined over thirty years in transportation and site engineering. Our portfolio includes a wide range of projects from small to large, urban to rural. Our approach to transportation projects is inclusive, for all users, all modes, all abilities. Our approach to transportation projects is inclusive, for all users, all modes, all abilities. Our active transportation work includes trail projects and on-street connections, such as the Arcade Trail Study, Burdett Avenue Concepts, and Castleton-on-Hudson Complete Streets Plan, to complex trail feasibility studies and design, such as the East Side Trails Study and Design, work on the NYSDOT AT Plan. We are located in Troy, New York and currently provide services across the State of New York. **Verity Engineering is an DBE/MBE Certified firm**.

BYER PLANNING

Verity Engineering

Team Areas of Expertise

Active Transportation Planning

- Trail Feasibility Studies
- Bicycle Master Plans
- Pedestrian Master Plans
- Complete Streets Plans
- Corridor Studies

Transportation Engineering

- Cost Estimates
- NYSDOT Coordination
- Site Assessments
- Environmental Compliance

GIS Analysis and Management

- GIS Data Development, Management, and Organization
- GIS Data Updating
- Standardized and Organized Data Structure

Outreach

- Stakeholder Meetings
- Pop Up Events
- Surveys
- Public Meetings/Workshops

Cartography and Map Design

- Wayfinding Maps
- Printed Maps
- Digital Maps
- Online Story Maps

Interactive Map Development

- Back-End Data Management
- User Experience
- Initial Development and Maintenence Needs
- Style Standardization and Implementation



Laura Byer

Owner and Principal Planner

Years at Byer Planning

4 years

Years of Experience

11 years

Education

Master of City Planning, University of Pennsylvania

BS, Mathematics, St. Lawrence University

Professional Experience

Byer Planning
May 2022 - Present

Alta Planning + Design
June 2015 - April 2022

Areas of Expertise

Trail Feasibility Studies

Bicycle and Pedestrian Master Plans

GIS Analysis

GIS Data Development, Management, and Organization

Map Design

Vision Zero / Safety Action Plans

Smart Growth Comprehensive Plans

Drinking Water Source Protection Plans

Laura holds a master's degree in city planning from the University of Pennsylvania where she specialized in Sustainable Transportation and Infrastructure Planning and Geographic Information Systems (GIS). Laura brings a range of planning, GIS, and analysis skills to the team. Her areas of expertise include GIS analysis, bicycle and pedestrian master plans, complete streets plans, trail feasibility studies, Vision Zero / Safety Action Plans, and map design. Her attention to detail and passion for active transportation implementation in communities results in thoughtful, high-quality plans.

Relevant Experience

Sand Lake Tail Feasibility Study, Sand Lake, NY

The Sand Lake Trail Feasibility Study explores various trail alignment alternatives through the Town of Sand Lake. An off-road trail route along an abandoned trolley right-of-way is a primary alternative to be represented in the plan. In the event feasibility of implementation of this route poses challenges, the consultant team is reviewing and evaluating a number of other on-road and off-road trail alternatives. This project aims to identify a preferred trail route which connects between the local high school and an existing shared use path located within the Town. Byer Planning is leading all GIS/mapping tasks as well as assisting in the analysis of existing conditions and evaluating the feasibility of trail alternatives.

Albany County Active Transportation Implementation: Albany Airport and Russell Road

Byer Planning is part of a consultant team, led by JMT, working with the Capital Region Transportation Council and its regional partners to develop two feasibility studies: one for the area surrounding the Albany Airport and a second for Russell Road in Albany. The purpose of this project is to develop concept plans which would provide connections to existing greenways, trails, sidewalks, and on-road bicycle infrastructure. Laura of Byer Planning conducted an existing conditions analysis of both areas which included review of existing and previously proposed/planned bicycle and pedestrian infrastructure, roadways characteristics, environmental features, and demographics. Byer Planning's scope also included development of all existing conditions maps and GIS analysis.

GBNRTC Regional Bicycle Master Plan Implementation Support Services, Hamburg/Tonawanda/Amherst, NY

Byer Planning is part of a consultant team, led by JMT, working with the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and its regional partners to develop two feasibility studies: one for the future Eighteen Mile Creek Greenway in Hamburg and a second for the future Northtown Community Trails in Tonawanda and Amherst. The purpose of this project is to develop concept plans which would provide connections to existing greenways, trails, and on-road bicycle infrastructure. Laura of Byer Planning conducted an existing conditions analysis of both areas which included review of existing and previously proposed/planned bicycle and pedestrian infrastructure, roadways characteristics, environmental features, and demographics. Byer Planning's scope also included development of all existing conditions maps and GIS analysis.

Arcade Multi-Use Trail Feasibility Study, Arcade, NY

Byer Planning was part of the consultant team which developed the Village of Arcade Multi-Use Trail Feasibility Study. This Study developed a cohesive set of concept-level plans and strategies, with defined priorities, to guide the Village in improving and expanding pedestrian and bicycle access on trails within the Village of Arcade and surrounding region. Laura had key roles developing all project maps, exploring existing conditions, identifying recommendations for trail development, and producing the implementation and final plans.

Verity Engineering, D.P.C.
P.O. Box 474
Troy, New York 12181
518.389.7200 | verityeng.com

Lindsay Zefting, P.E.
Principal Engineer/Planner



EDUCATION

SUNY Albany
Masters Urban Regional Planning
Albany, New York

Rensselaer Polytechnic Institute
B.S. Civil Engineering,
Troy, New York

REGISTRATION & PROFESSIONAL AFFILIATIONS

Professional Engineer
New York, 090195

EXPERTISE

- Active Transportation Program Management
- Rail-to-trail design and construction
- Trail feasibility assessments
- On-road Improvements
- Prioritization and Implementation

Lindsay brings national active transportation planning and engineering experience to the team. As a planner and engineer, she has a unique ability to complete planning studies with feasibility and implementation in mind. Her experience ranges from statewide trail systems, regional and city wide networks, to complete streets implementation, knowing that each layer leads to more people feeling comfortable walking and bicycling. The integration of engineering and planning experience allows her to consider broader planning visions and innovative concepts while remaining focused on the details for successful implementation.

PROJECT EXPERIENCE

Empire State Trail, NY
Lindsay was the Project Manager for the signature statewide trail in New York. Now complete, the 750-mile trail crosses New York State from east to west and north to south connecting Buffalo, Albany, Canada, and Manhattan through a series of off- and on-road alignments. Lindsay led the program management team as the trail expert through the duration of the project, starting with several feasibility studies, through design review, to agency coordination and troubleshooting various design and implementation issues.

New York State DOT Active Transportation Plan, Statewide - NY
Lindsay is leading Verity's efforts as part of the consulting team to complete a revised active transportation plan for NYSDOT. Lindsay is leading the policy analysis and facility recommendations for DOT's ongoing and future role in the Empire State Trail, Bike Route system, and overall statewide greenway system. This includes their role in connecting greenway communities to the larger greenway network.

Southern Tier Trail, Cattaraugus County, NY
Lindsay is leading the feasibility analysis, preliminary engineering, and design of this 52 mile trail connecting several communities in the County. The trail includes shared use path alignments, on-road sidepaths, and other bicycle facilities. On-road facilities vary between local, county, and NYSDOT roadways. In addition to trail design, Lindsay is leading public and stakeholder engagement, offering multiple perspectives for project design and implementation.

Hudson River Greenway Trail Gap Analysis/Route Identification, NY
Lindsay managed this project to create a greenway connection through the Hudson River Valley. The plan documents the existing on- and off-street alignment that makes the trip from New York City to the Adirondacks possible on bicycle or by foot. She also identified gaps in the off-street system and made recommendations for closing these gaps with the goal of creating one off-street trail for the entire trip.

Saratoga Springs Complete Streets Plan, NY
As Project Manager, Lindsay led the Complete Streets plan for the City of Saratoga Springs. The plan combines quantitative and qualitative analyses to identify pedestrian, bicycle, and transit improvements. The plan recommended both short term improvements and long term projects. Effective stakeholder and public outreach via a project website, numerous public meetings, an online survey, and a Wikimap were key components of developing these recommendations.

Madison Avenue Complete Street, Albany, NY
Lindsay provided planning services for the Madison Avenue Road Diet that analyzed the impacts of changing Madison Avenue (NYS Route 20) in the City of Albany from four lanes to three lanes. Lindsay led the Complete Streets inventory and check list for the corridor based on existing conditions, alternative analysis and selection of the preferred alternative. Lindsay also provided technical assistance throughout the detailed design process.

Verity Engineering, D.P.C.
P.O. Box 474
Troy, New York 12181
518.389.7200 | verityeng.com

Chloe Klawunder
Senior Landscape Architect



EDUCATION

University of Georgia
Bachelor of Landscape Architecture
Minor in Horticulture, emphasis in Local Food Systems
Athens, Georgia

REGISTRATION & PROFESSIONAL AFFILIATIONS

Professional Landscape Architect (LA001924)
Licensed in Georgia
CLARB Certified (#63022)

EXPERTISE

- Feasibility Analyses
- Planting Design
- Grading Design and Tree Save Analysis
- Wayfinding Planning and Design

Chloe is a Landscape Architect with a passion for sustainable community design - design that brings people together, improves individual and public health, and restores the natural environment. She takes a technical approach to her work and appreciates a design challenge. Chloe enjoys balancing all scales of design, from sign panels to multi-mile trail corridors. Chloe believes that all public design should put social equity first, and that social justice and environmental justice are inextricably linked.

PROJECT EXPERIENCE

Bicycle Boulevards Phase III and Safety Improvements, Rochester, NY
Chloe is leading the development of the conceptual traffic calming treatments that will be applied to bicycle boulevard routes across the City. She is also advising on the development of the safety improvement at twelve intersections across the City.

Southern Tier Trail, Cattaraugus County, NY
Chloe is assisting with the feasibility analysis, preliminary engineering, and design of various sections of this 52 mile trail connecting several communities in the County. This includes shared use path alignments, on-road sidepaths, and other bicycle facilities. On-road facilities vary between local, county, and NYSDOT roadways.

Atlanta Beltline Westside Trail Extension (Segment 4), Atlanta, GA
Atlanta BeltLine is one of the largest redevelopment programs in the United States. The Westside Trail Extension closed a critical 1.3-mile gap in the rail-to-trail system, connecting the existing Westside Trail and Westside BeltLine Connector. Trail design focused on the placemaking, providing community assets, and implementing environmentally resilient materials. Chloe served as lead production for landscape architecture for the design of the trail corridor.

Alpha Loop Trail, Alpharetta, GA
This project included planning and design for the first phase of the Alpha Loop, an urban shared-used path encircling the City core. City staff and local leaders envision the Alpha Loop to be a world class facility complete with walking museums, placemaking, and high finish materials. Chloe assisted with planting design document production for the project.

MnDOT Cass Lake HWY Corridor Study, Cass Lake, MN
Cass Lake is a city located within the boundaries of the Leech Lake Indian Reservation and is bisected by a state highway. The state DOT hired the consulting team to conduct a safety assessment of this highway section and provide recommendations for improvements. The project team found that a highway road diet was feasible, and the team was tasked to design a walking and biking network plan for the City that would improve the health, safety, and welfare of the community. Chloe lead the production of this plan and the DOT preferred design concept of the highway corridor.

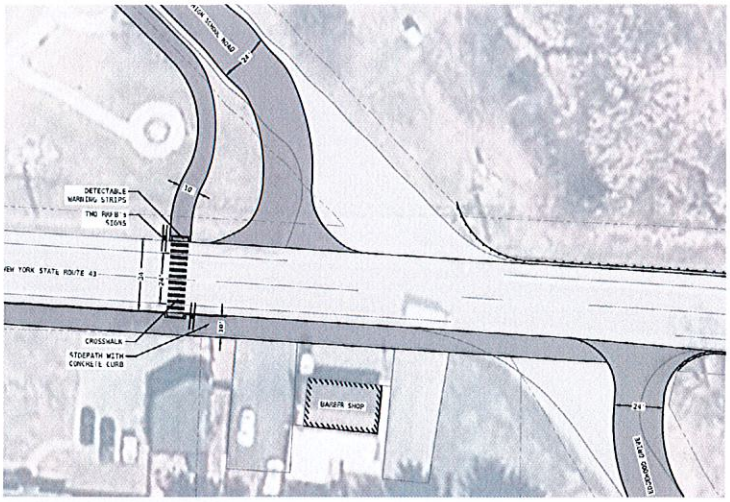
Orange Belt Trail Study, CO
The Orange Belt Trail is envisioned to follow the former Orange Belt Rail corridor and connect the county over a span of near 40 miles, from the middle to the eastern side of the county. Chloe was on a consulting team that worked on a feasibility study of this trail alignment. She led the alignment analysis and assisted with public engagement.

Thornton Trails Wayfinding System, Thornton, CO
Chloe was the project manager and lead production for the wayfinding plans and signage package of the Thornton Trails System. Trail wayfinding packages was produced a few trails at a time over a period of several years, Chloe worked closely with the City representative to match the original trail designs and planning with current conditions and development changes.

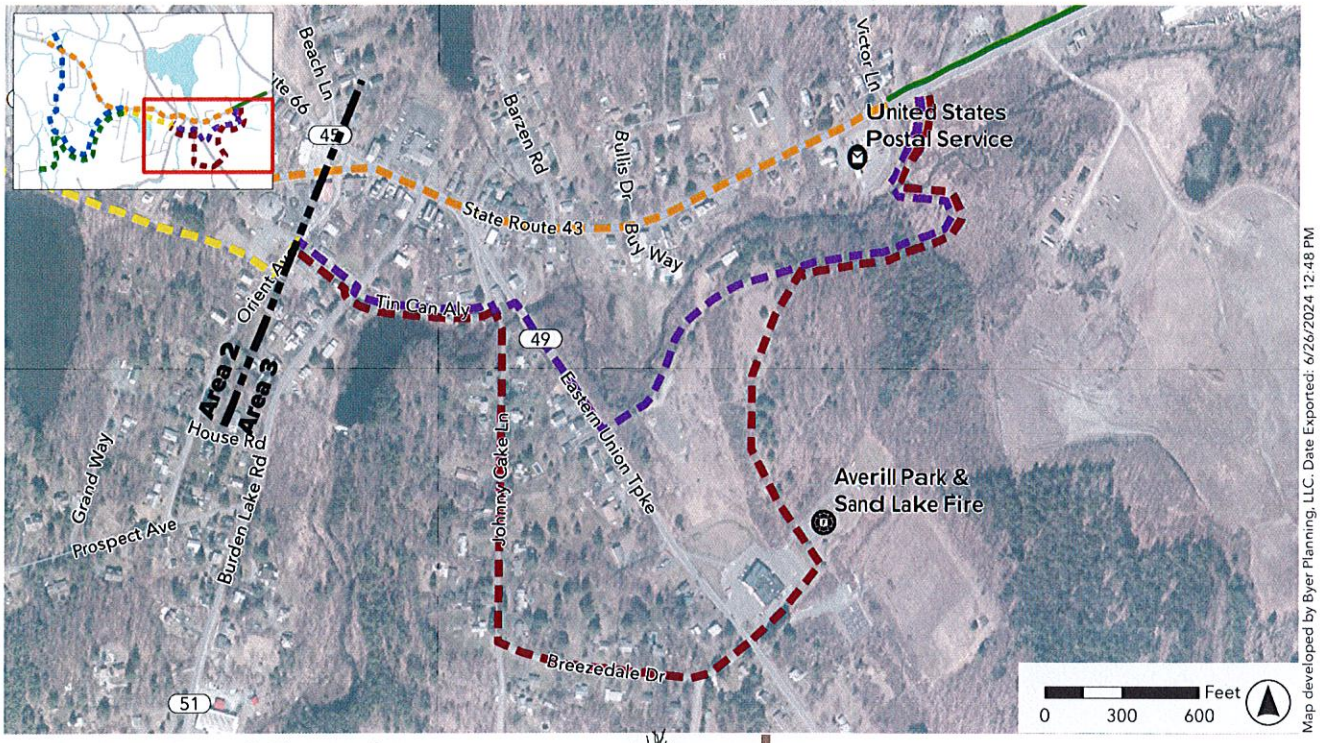
Example Projects

Sand Lake Trail Feasibility Study, Sand Lake NY, 2025

The Sand Lake Trail Feasibility Study explores various trail alignment alternatives through the Town of Sand Lake. An off-road trail route along an abandoned trolley right-of-way is a primary alternative to be represented in the plan. In the event feasibility of implementation of this route poses challenges, the consultant team reviewed and evaluated a number of other on-road and off-road trail alternatives. This project aimed to identify a preferred trail route which connects between the local high school and an existing shared use path located within the Town.



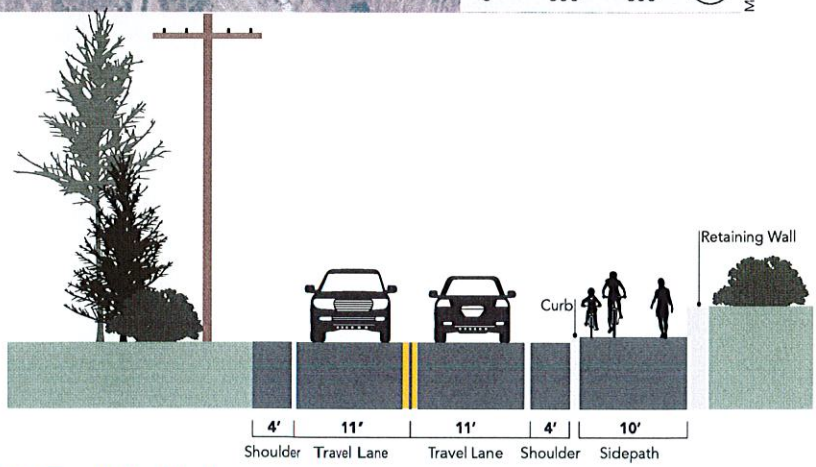
Proposed sidepath, crossing of Route 43, and realignment of School Road and Edgewood Drive



Sand Lake Trail Feasibility Study

Trail Alternatives Area 3

- Tin Can Alley/Eastern Union Turnpike/Walking Trails
- Tin Can Alley/Johnny Cake Lane/ Breezedale Drive/Walking Trails
- Route 43
- Existing Sidepath



Active Transportation Implementation: Albany Airport and Russell Road (In Process)

Byer Planning is part of a consultant team, led by JMT, working with the Capital Region Transportation Council and its regional partners to develop two feasibility studies: one for the area surrounding the Albany Airport and a second for Russell Road in Albany. The purpose of this project is to develop concept plans which would provide connections to existing greenways, trails, sidewalks, and on-road bicycle infrastructure. Laura of Byer Planning conducted an existing conditions analysis of both areas which included review of existing and previously proposed/planned bicycle and pedestrian infrastructure, roadways characteristics, environmental features, and demographics. Byer Planning's scope also included development of all existing conditions maps and GIS analysis.

Client

Capital Region Transportation Council

Albany County

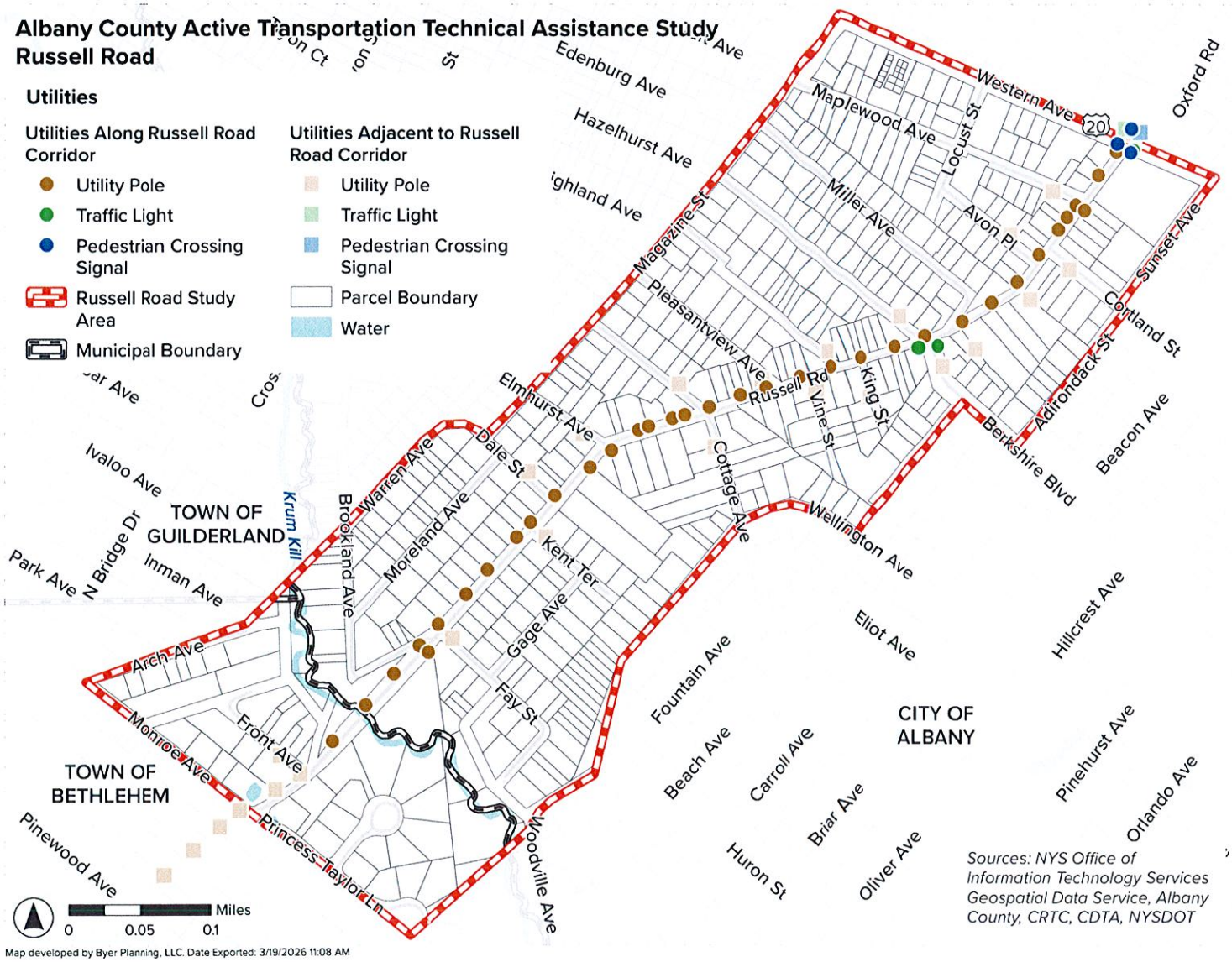
Project Tasks

Utility Inventory

Existing Conditions Analysis

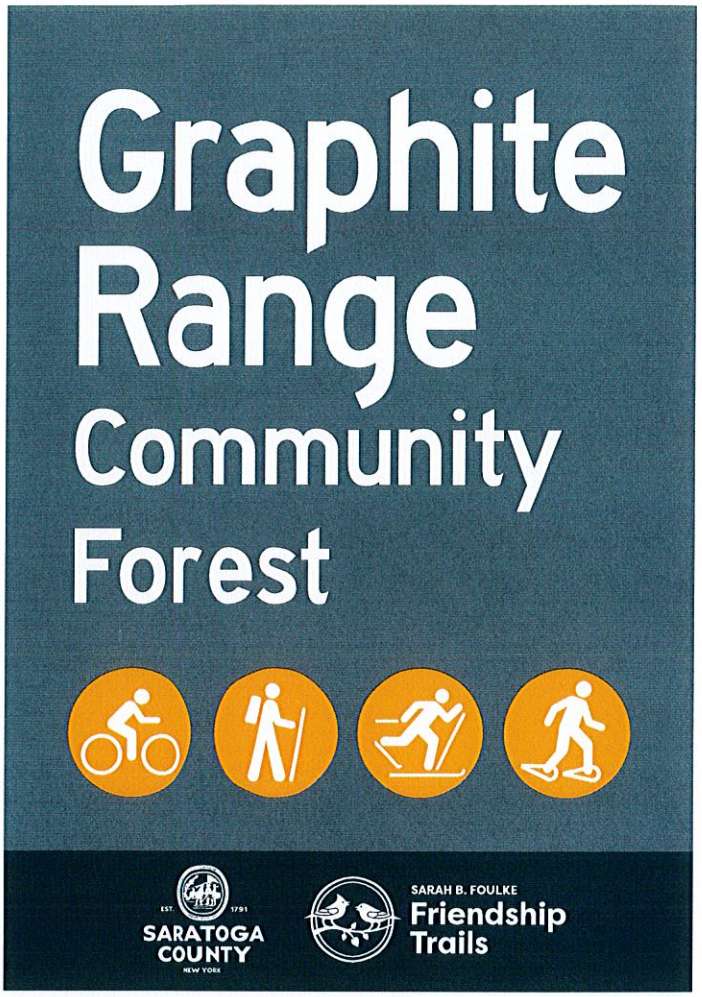
Demographic Analysis

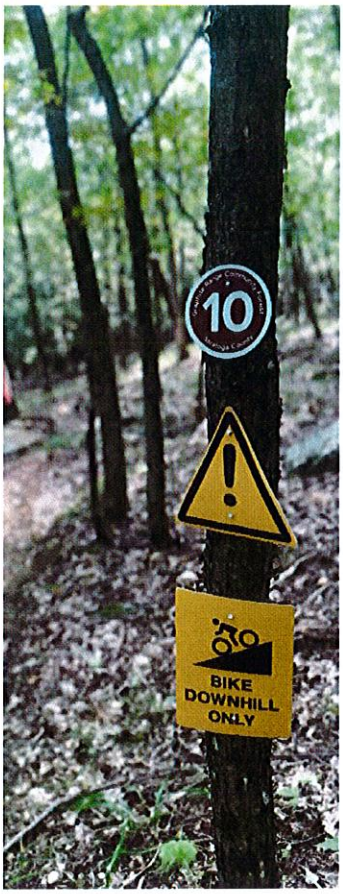
GIS Mapping



Graphite Range Project Management, Wilton, NY, 2023

Byer Planning was contracted by a land management group to provide project management services for the implementation of the Graphite Range Community Forest in Wilton, NY. This included coordination with the private landowner, the advisory committee, non-profits, the Town of Wilton, and Saratoga County to ensure all development activities progressed as planned. Laura helped coordinate construction of the parking lot, trailhead, fencing, and trails, designed and coordinated signage and amenities to be installed at the trailhead and throughout the trail system, and worked with vendors to ensure orders were placed and delivered timely and to the specifications required. With the help of Byer Planning, the Graphite Range Community Forest successfully opened in November 2023 and now provides residents and visitors with 7 miles of trails suitable for mountain biking, hiking, cross-country skiing, and snowshoeing.

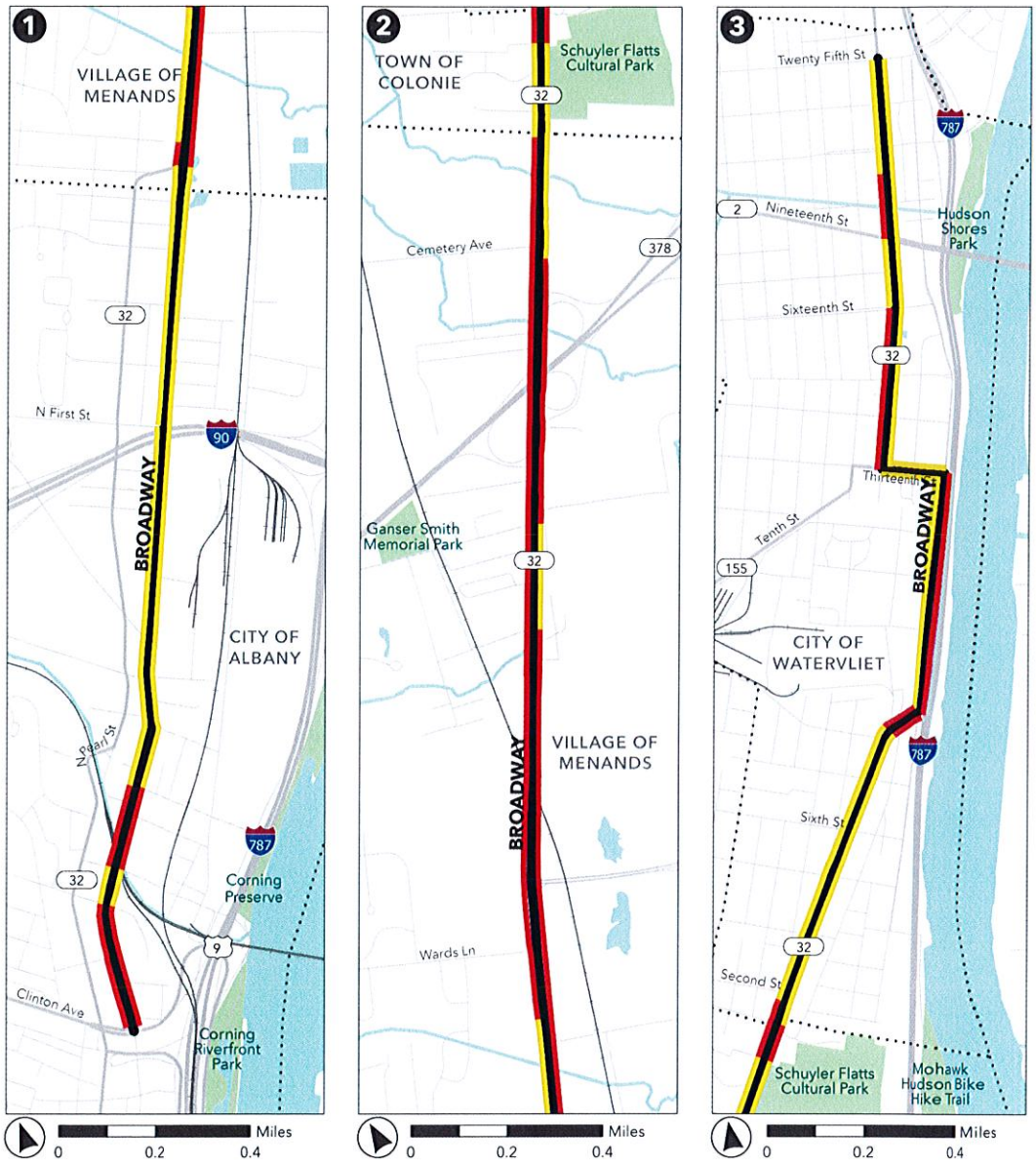








Broadway Multimodal Resiliency Plan, Albany County, 2025



Albany County Broadway Multimodal Resiliency Plan

Presence of Overhead Utilities

- Overhead Utilities Present
- No Overhead Utilities Present

Basemap

- Railroad
- Water
- Parks and Open Space



The Broadway Multimodal Resiliency Plan identifies recommendations for climate resiliency and multimodal travel along the 6.5 mile corridor in Albany, Menands, and Watervliet. Broadway is a critical transportation link that provides multi-modal connections from Albany to Watervliet. The Multimodal Resiliency Plan identifies and evaluates design concepts that improve and strengthen multi-modal transportation facilities and connectivity, increase the urban forest / tree cover, and integrate green infrastructure treatments along the corridor.

Byer Planning developed existing conditions maps, analyses, and narrative for the corridor to provide a baseline assessment or transportation- and environmental-related features. This task ultimately set the consultant team up to make informed and implementable recommendations.

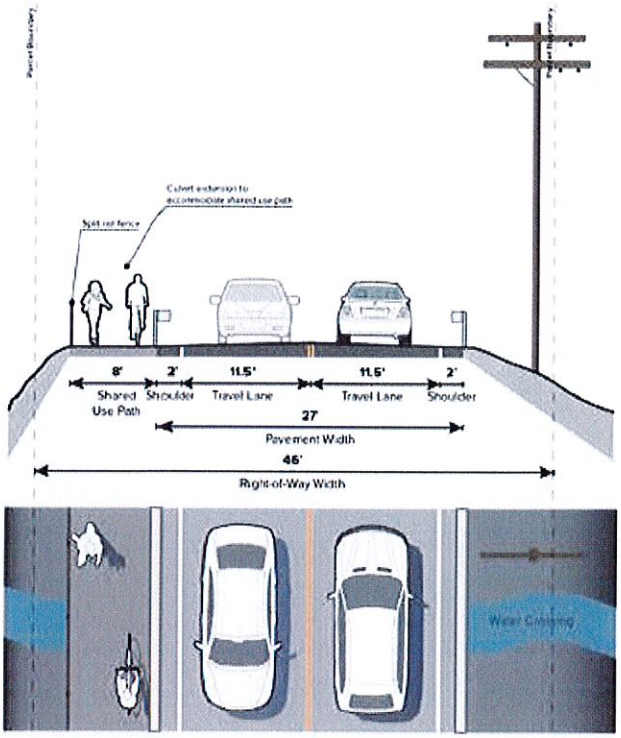
Village to Train Trail Feasibility Study*, Rhineback, NY 2021

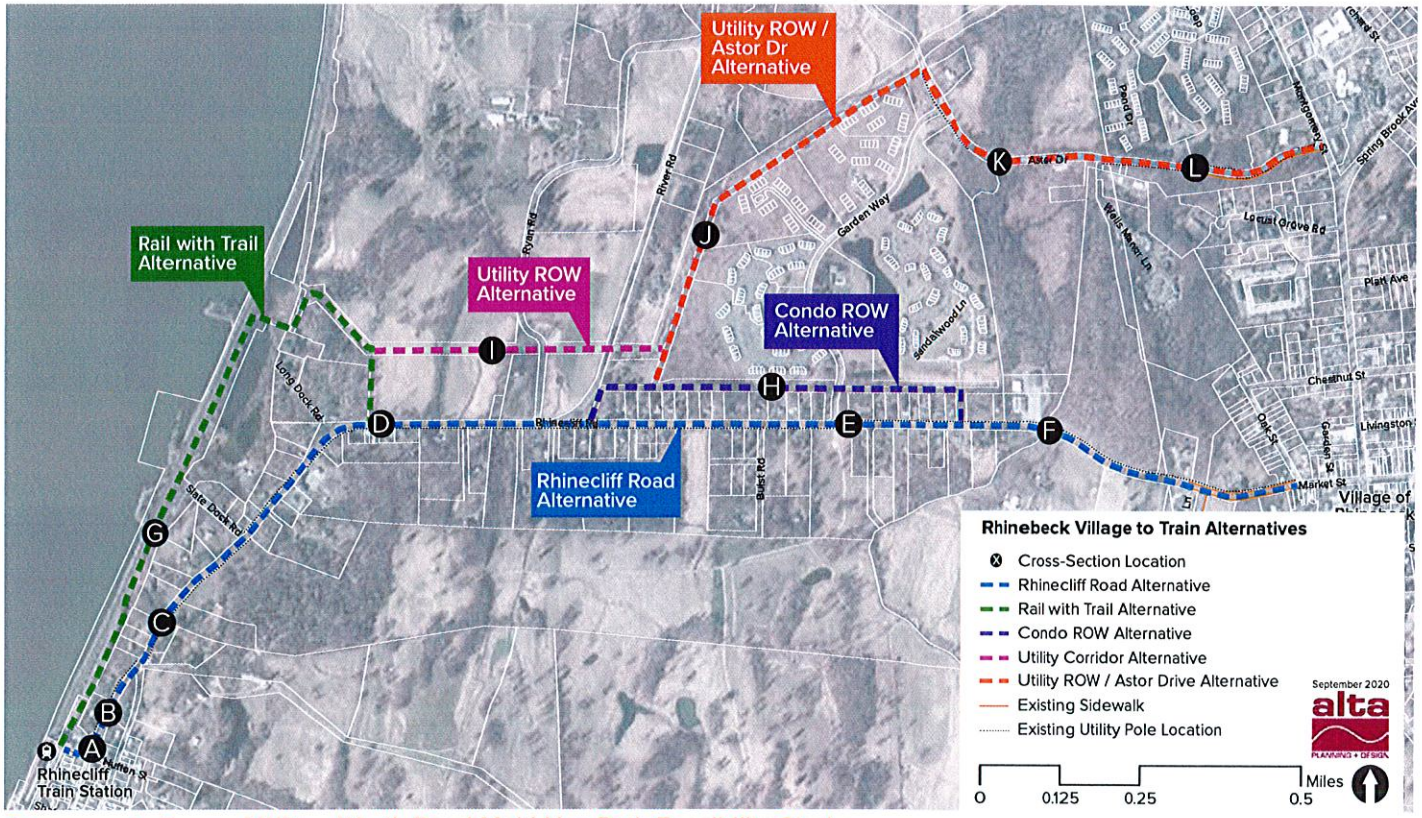
The purpose of this project was to provide a feasibility assessment for the development of a sidewalk or shared use path five feet wide or greater to connect the Village of Rhinebeck to the Rhinecliff Train Station. The sidewalk, or shared use path, is intended to create a safer route for those walking and biking to access the train station, residential areas, and Village amenities. Up to three feasible alternatives were identified utilizing existing rights-of-way, including roadway, utility, and railroad rights-of-way. Dues to right-of-way challenges, this project offered the opportunity for the project team to be creative with recommendations and offer multiple options for trail implementation.



Rhinecliff Road culvert (photo facing north - cross-section location C)

C - RHINECLIFF RD 1 PROPOSED (WEST)



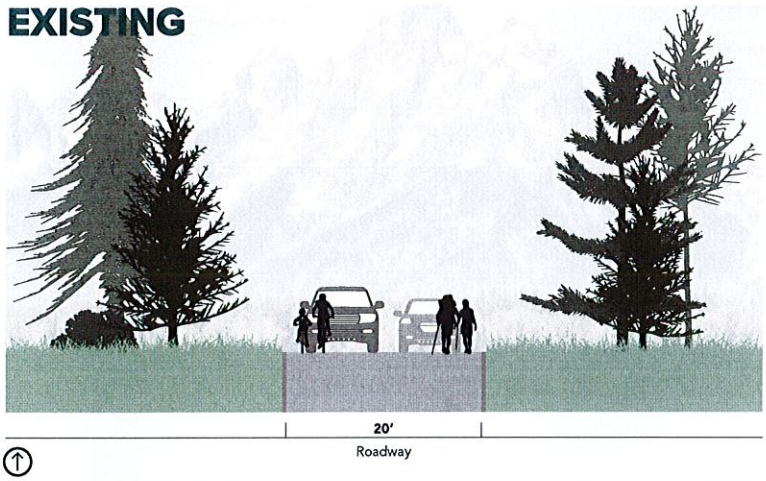


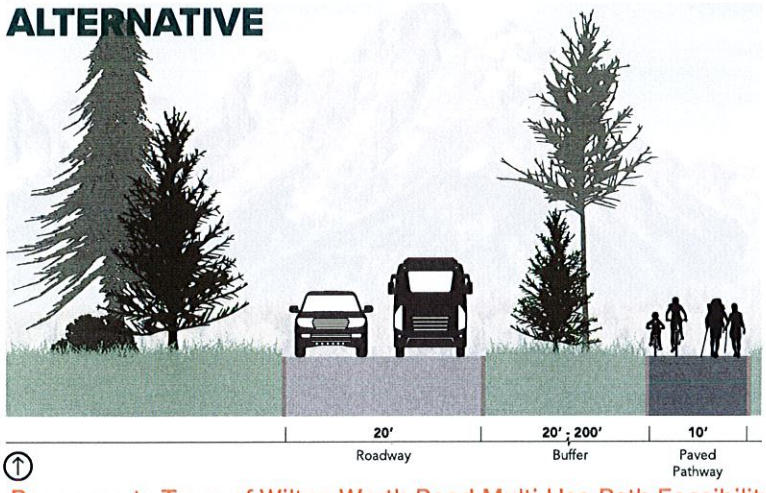
*Work completed while employed by previous firm

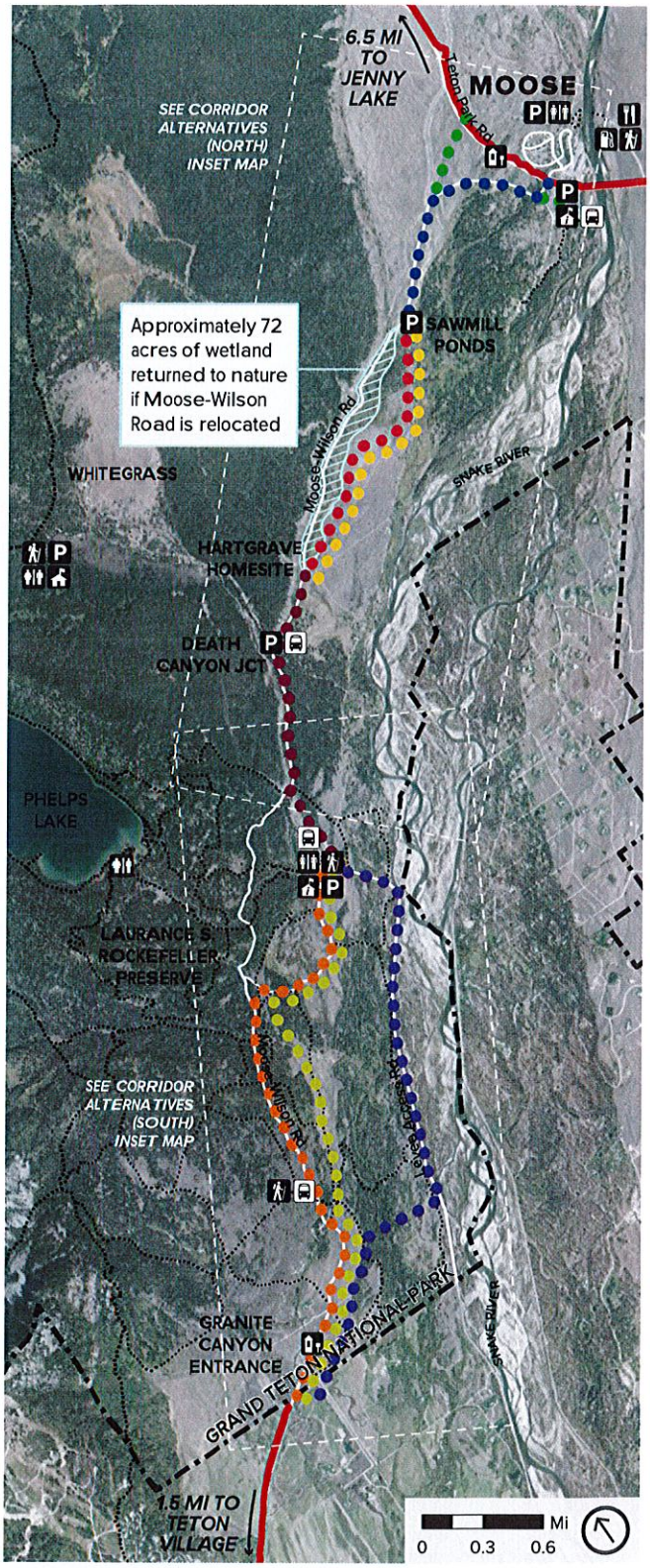
Moose-Wilson Active Transportation Improvements, Jackson, WY, 2023

The Moose-Wilson pathway is a potential nationally significant pathway project. The proposed trail connects Moose in Grand Teton National Park and the Teton Village and Wilson communities along the existing Moose-Wilson Road (MWR), west of the Snake River in Teton County WY. The Moose-Wilson corridor between the southern Park entrance and the Grand Teton National Park Craig Thomas Visitor Center in Moose remains a significant "missing link" in the 70-plus mile Jackson Hole Pathways system, which today connects nearly all towns and developed areas in Teton County, including the south half of Grand Teton National Park.

This proposal is intended to help advance the long-imagined vision of a new National Park pathway that benefits people, wildlife and the Jackson Hole, Wyoming region through the existing Moose-Wilson Road corridor at the southern boundary of Grand Teton National Park (GRTE). This project is the keystone to completing the award-winning Jackson Hole regional pathways system. It will complete the "Grand Loop" pathway and become an important part of the region's conservation legacy. The proposal shows that innovative mobility options can be provided to connect the Park's entrance and visitor destinations in Moose to the visitor hub in Teton Village, one mile south of the Granite Canyon Entrance.





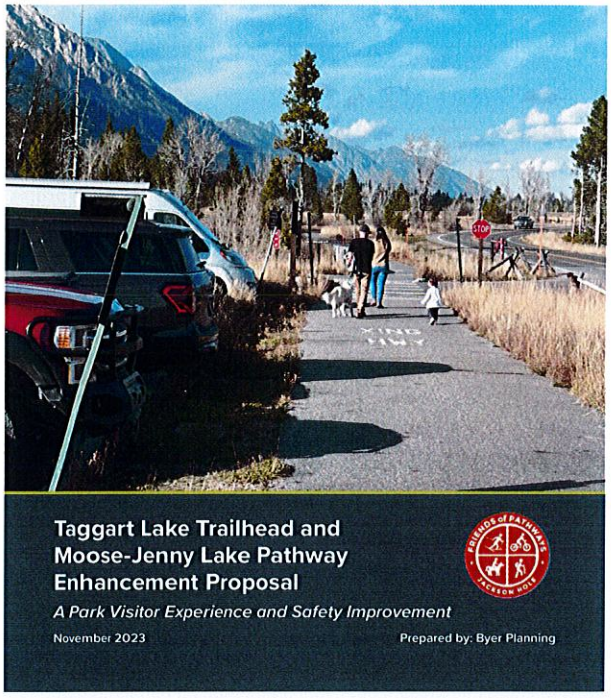


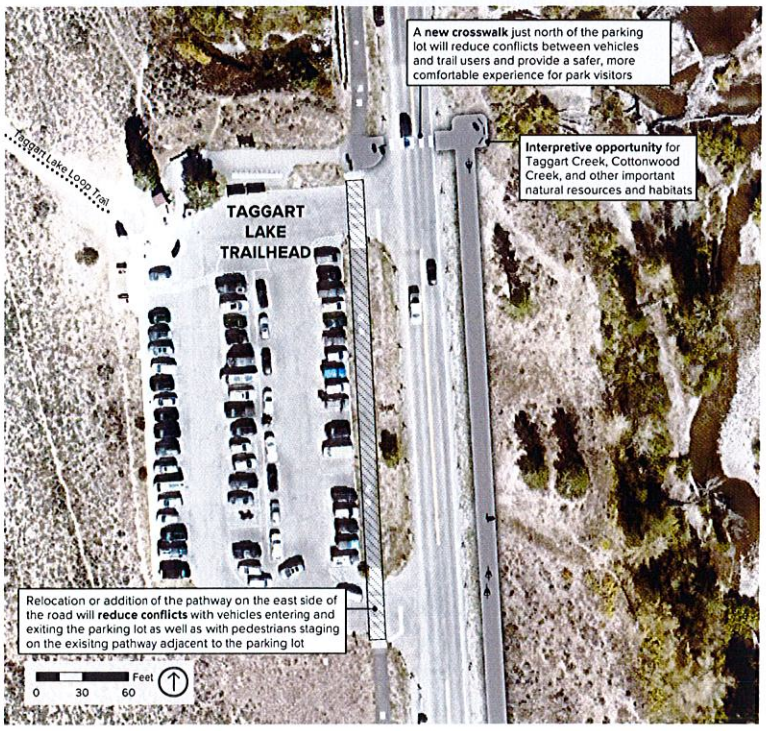
MOOSE-WILSON CORRIDOR ALTERNATIVES

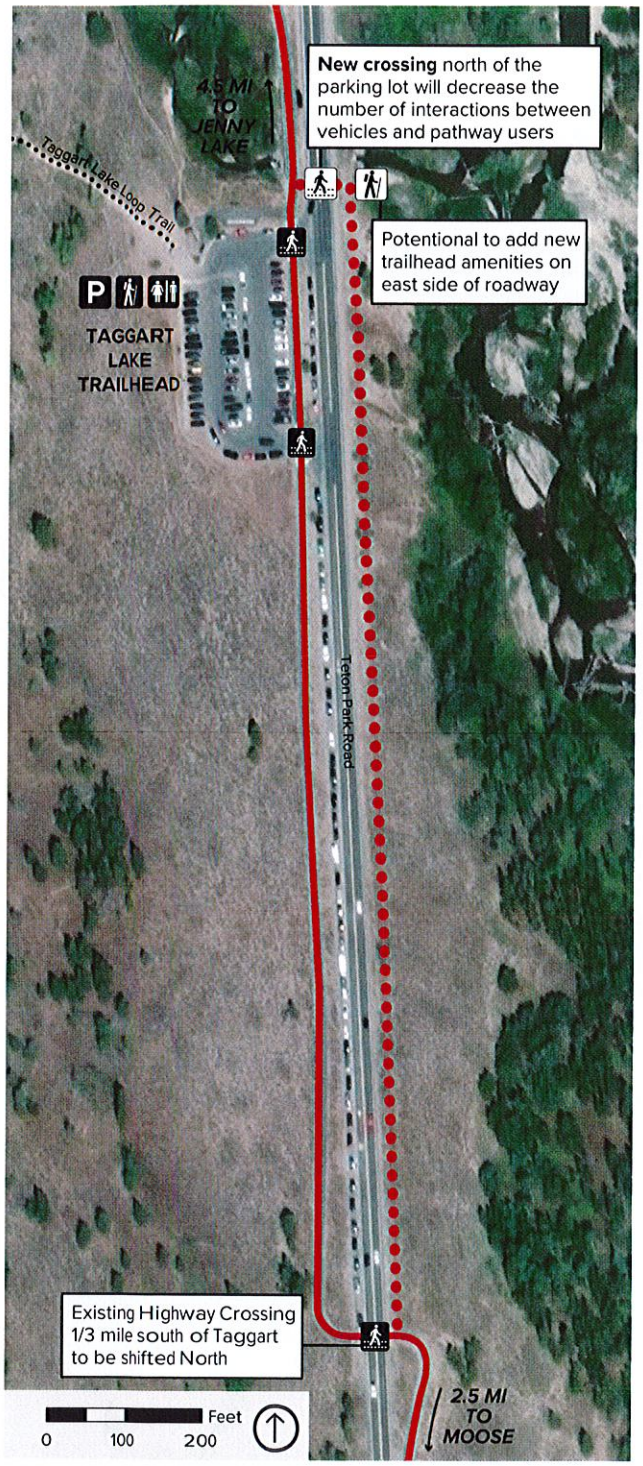
- S.1 Road Corridor Pathway
- S.2 Snake River Levee Pathway
- S.3 Meadow Pathway
- LSR to Hartgrave Homesite Pathway
- N.1 Relocate Road+Pathway
- N.2 Pathway Only
- Sawmill Ponds to Moose Pathway
- Additional Pathway Connections
- Proposed Transit

Taggart Lake Trailhead Improvements Summary Report, Jackson, WY 2023

Byer Planning developed a summary report for Friends of Pathways to present pathway and trailhead improvements to the Taggart Lake Trailhead in the Grand Teton National Park. This effort included development of a highly-graphic map as well as a plan view graphic to clearly convey the proposed improvements. In addition to mapping, the project includes development of a graphic-forward summary report outlining the project background, challenges, and proposed solutions.







TAGGART LAKE TRAILHEAD OVERVIEW

Proposed Improvements
- New Pathway
- New Crossing
- New Trailhead Expansion Opportunity

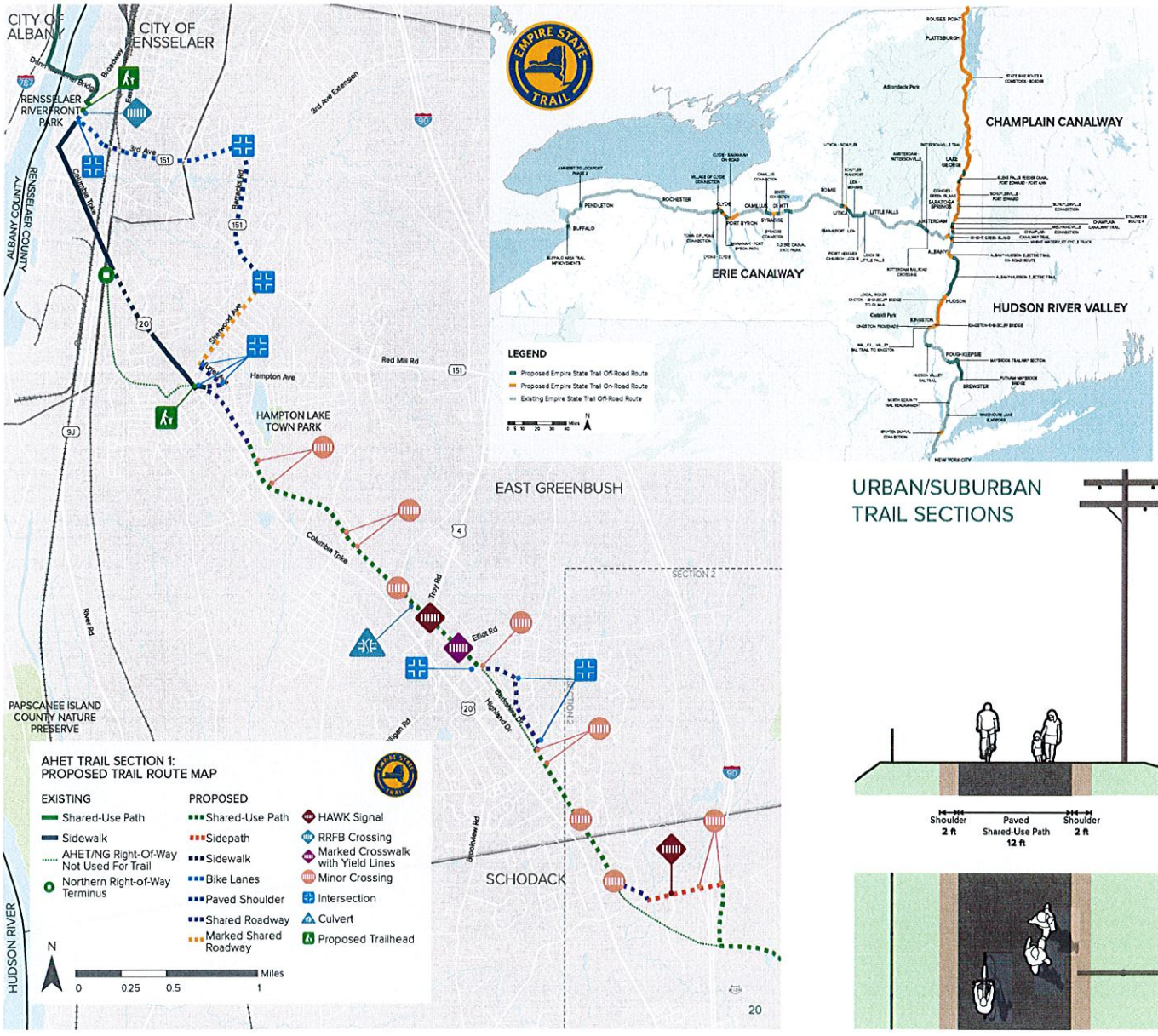
Existing Facilities
- Pathway
- Trailhead
- Parking
- Restroom
- Crossing

Empire State Trail*, New York State, 2016-2020

While employed by a previous consulting firm, **Laura** collected, organized, and managed all GIS data used in this extensive, statewide planning effort. This included managing data usage and creating basemaps for each of the seven separate projects within Phase 1. Additionally, Laura was the Lead Planner on the two shared use path plans that were part of the seven projects: the 26-mile Maybrook Trailway and the 35-mile Albany-Hudson Electric Trail. She led analysis and mapping and existing conditions, produced text and graphic content for the reports, and made recommendations for on-road segments and road crossings.

Albany-Hudson Electric Trail Highlight: Laura was the GIS Manager and Lead Planner for the the 35-mile Albany-Hudson Electric Trail, a major shared use path that was part of the Empire State Trail. This required field work, mapping, identifying opportunities and challenges along the corridors, and providing recommended trail routes and connections based on the feasibility of the available trail corridors.

Lindsay of Verity Engineering led the Empire State Trail effort from idea, funding, through implementation. She worked closely with the Hudson River Valley Greenway, New York State Office of Parks, Recreation, and Historic Preservation, New York State Department of Transportation, MTA, NYS Canal Corporation, and the Governor's Office.



*Work completed while employed by previous firm

Fee Proposal

The price proposal below includes a budget for the project and billing rates for proposed staff. The Byer Planning team proposes invoicing the Town monthly for services provided.

	Laura Byer $120 / Hour		Lindsay Zefting $175 / Hour		Chloe Klawunder $130 / Hour	
Task	**Hours**	**Fee**	**Hours**	**Fee**	**Hours**	**Fee**
1.1 - Project Initiation and Existing Conditions Review	20	$ 2,400		$ -		$ -
1.2 - Corridor Assessment and Constraints Analysis	30	$ 3,600	1	$ 175	2	$ 260
1.3 - Conceptual Alternatives Analysis	14	$ 1,680	2	$ 350	4	$ 520
1.4 - Preferred Alternative and Planning-Level Cost Estimate	1	$ 120	1	$ 175	4	$ 520
1.5 - Funding Strategy and Implementation Roadmap	4	$ 480	1	$ 175	1	$ 130
2.1 - Public Engagement	12	$ 1,440		$ -		$ -
2.2 - Conceptual Exhibit Board	8	$ 960		$ -		$ -
3 - Project Coordination and Meetings	8	$ 960	4	$ 700	0	$ -
Reimbursable Expenses (Task 2)		$ 300				
Total Hours / Fee	97	$ 11,640	9	$ 1,575	11	$ 1,430
Total Fee						$ 14,945

Task Fee Totals

Task 1: $10,585

Task 2: $2,700 ($2,400 in labor + $300 in expenses)

Task 3: $1,660