

# Miles Moss and Associates, Inc. Consulting Engineers



## Revised Proposal



Tuesday, July 15, 2003

T. Sinclair (Tory) Jacobs, President  
Brickell Homeowners Association  
145 SE 25 Road, Suite 1002  
Miami, Florida 33129-2438

NOTE: Due to issues regarding E-Mail transmission and computer incompatibilities, some specialized graphics and colors embedded within this document may not transfer properly. This may affect the layout of the document, but should not affect or alter the text portions.



Via E-Mail and Fax (305-858-6248)

RE: Traffic Study Proposal for Brickell Area Traffic Issues  
(our file: MMA 670)

Dear Mr. Jacobs:

This document represents our revised and reformatted Proposal for traffic engineering services. Revisions contained herein are based on our recent telephone discussions, thus serving to further define our engineering "Task" options and steer our efforts toward the goals of the Association.


Of primary importance at this preliminary, planning stage is a prioritized list of issues and subjects. This Proposal simply offers our interpretation of the transportation goals, traffic hazards, and data-collection deficiencies affecting the Brickell corridor. I'm sure your group will provide additional subjects worthy of study, plus a relative prioritization of schedule and expenditure objectives.

The following pages contain new and reformatted items, plus the original Proposal document. Please contact me if questions arise via my pager (1-888-907-8940) or cell (786-246-8100).

*Robert Wyman*

Robert Wyman, Project Engineer  
(for) Miles E. Moss, P.E., President

12900 Southwest 84<sup>th</sup> Street Miami, Florida 33183 (305) 386-1212 Office (305) 386-5844 Fax

 Traffic Engineering  Accident Reconstruction  Vehicular Safety Research  
 Forensic Photography  Special Event Traffic Management

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**Suggested List of Transportation and Traffic Safety Goals**

(To be refined and prioritized by the Association; additional Task definitions and comments are contained in our original Proposal, which follows this section)

- ❑ **TRAFFIC CONTROL DEVICE DEFICIENCIES:** Inventory of traffic control device and roadway deficiencies within the Association’s boundaries, including missing and damaged traffic signs, missing or worn roadway pavement markings (i.e., roadway stripes and other painted guidance and traffic control attributes), roadway surface maintenance deficiencies (i.e., potholes and cracked asphalt), roadway drainage problems, and visual obstructions to traffic due to foliage, walls, signs or other objects. This item is the “new” Task 1 of our Proposal, replacing the original Task 1 that dealt with U-turn issues.
  
- ❑ **PEDESTRIAN SAFETY HAZARDS:** Similar to the above-specified inventory of roadway traffic sign and pavement marking deficiencies, specific problems affecting pedestrian traffic are also important. Traffic signs, pavement markings, traffic signals, sidewalks, curbs, ramps, drainage structures and related design elements affect the safe movement of pedestrians. An inventory of pedestrian hazards is warranted to root out these problems and initiate repairs or facility modifications by appropriate local government agencies. Task 2 of our Proposal addresses pedestrian corridors and crossings of greatest importance to the Association.
  
- ❑ **EXCESSIVE SPEED ON U.S.1:** Instead of an inventory of existing equipment and physical hazards like Tasks 1 and 2, Task 3 provides an objective data collection effort dealing with excessive speed on U.S. 1. Many “traffic calming” and Speed Limit enforcement efforts have been discussed by the Association, but no one has thought to collect the data needed to validate/invalidate traffic calming designs or focus resources toward specific enforcement periods. A dedicated speed study will provide information in support of these goals. More than just a “spot” speed check like that provided by stationary radar trailers, a comprehensive speed study will identify travel speeds throughout the corridor and categorize them by day, time and direction. Informed decisions can then be made regarding roadway modifications, traffic calming efforts, enforcement periods and related subjects.

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**Suggested List of Transportation and Traffic Safety Goals, continued**

- **NEIGHBORHOOD TRAFFIC CIRCULATION PROBLEMS:** Task 4 is another concerted data collection effort. To best describe the frustrations encountered by residents as they travel around the area, objective data must be presented to local agencies to evoke their comments and solutions. While it is easy to simply discuss turning restrictions, delays, and inefficient routing at a conference table or neighborhood meeting, a better approach utilizes real-world data to document time durations and route distances required as a result of existing or planned movement restrictions. Direct and indirect routes can be mapped as desired (based on input from residents), and actual travel time and distance parameters can then be documented.

Tasks 5, 6, and 7 of our original Proposal concern attendance at meetings and public hearings. These Tasks are generally invoiced on an hourly basis for actual time expended. We will also entertain a flat fee, fixed duration contract with the Association if our attendance is desired at a large number of transportation-related meetings over the course of the next six to twelve months. That subject is best addressed in a separate document so as not to detract from the prioritized list of transportation and traffic safety goals that are the subjects of this Proposal.

**Summary of Proposed Tasks**

*Excludes Attendance at Meetings and Public Hearings\* and excludes special expense items such as traffic counting machines that may be warranted through the course of the study\*\**

TASKS	Task 1 only	Tasks 1 & 2	Tasks 1, 2 & 3	Tasks 1 - 4
(New) Task 1: Inventory of Traffic Control Devices and Deficiencies	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00
Task 2: Inventory of Pedestrian Safety Hazards at Primary Pedestrian Activity Sites		\$1,000.00	\$1,000.00	\$1,000.00
Task 3: Data Collection Regarding Excessive Speed on U.S. 1			\$1,800.00	\$1,800.00
Task 4: Data Collection Regarding Neighborhood Traffic Circulation Patterns				\$1,500.00
<b>ESTIMATED COMBINED TOTAL</b>	\$3,000.00	\$4,000.00	\$5,800.00	\$7,300.00

\* Attendance at meetings and public hearings will be invoiced on an hourly basis

\*\* Special expenses, if any, will be discussed with the Association prior to deployment or use

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# Original Proposal

Miles Moss & Associates, Inc.  
Consulting Engineers  
(305) 386-1212

**Engineer's Comments Regarding Study**

This section provides a confidential commentary on the proposed traffic study. This narrative is provided as a courtesy only and represents information available as of this date. Furthermore, these comments are admittedly editorial in nature. We understand your desire to improve the quality of life along the Brickell corridor, with the safe movement of vehicular and pedestrian traffic being one of the Association's key objectives. Our ideas on the subject are presented herein for your review and comment. We will be happy to expand upon these thoughts in public or private forums if desired by the Association.

***1) Focus of this Proposal***

This Proposal concerns a traffic circulation and traffic safety study of the Brickell corridor:

- Short-term issues that have been brought to our attention include U-Turn restrictions that hinder local circulation, pedestrian safety deficiencies, excessive speed exhibited by transient traffic, aggressive driving, and neighborhood traffic circulation patterns for motorists traveling between Brickell and destinations in Downtown Miami, Coral Gables and Coconut Grove.
- Long-term issues that are of interest include the character of local roads, the ramifications of Federal and Historic roadway designations, future local and regional traffic (population) growth, alternative transportation mechanisms (including water taxis and mass transit), alternative traffic circulation patterns (including One-Way systems and specific turning restrictions), and the conflicting priorities associated with a major transportation corridor (U.S.1) that just happens to be the neighborhood's own "main street" residential road.

We will attempt to briefly offer some opinions toward these inter-related traffic and transportation issues, followed by an itemized task list and fee schedule within the body of this Proposal.

***1a) Engineering Perspectives***

The short-term items, as offered above, are relatively easy to fix. One obstacle, however, stands in the way of any remedy: that blockade is in getting the various transportation agencies to acknowledge that specific transportation problems actually exist in the neighborhood.

While each agency is aware of local congestion and hazards in a general sense, few if any of the engineers and technicians are coming home to it on a daily basis. For example, they are not experiencing the circuitous turning movements required to circumnavigate the route from Brickell to a Gables-area school, nor do they personally experience the frustration of trying to jog or bicycle around the

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*Engineer's Comments Regarding Study, continued*

neighborhood when crossing some roads requires an inordinate amount of time and a high risk of impact.

This is not to say that every agency and staff member is ignorant of the problems. In fact, many transportation professionals are well aware of the issues even if they do not experience them as a resident. The issues are so complex, though, that no individual agency or staffer can solve all the problems to everyone's satisfaction. It then becomes easier to focus on the larger issues of roadway "networks" and "corridors" instead of addressing the more intimate residential subjects like driveways and city blocks.

To compound and exacerbate any transportation solution, a host of non-traffic regulations and limitations add to the frustrations, delays and anger that regularly accompany transportation projects. Environmental requirements, historic designations, and ever-present financial constraints erode good ideas and hinder the ability to think creatively.

In addition to local government policies and procedures that may impede good transportation solutions, Brickell-area infighting has also reared its head on many previous occasions. The current Association appears to have actively consolidated these interests and perhaps set the stage for a coordinated attack on traffic issues. If this is factual, the Association has a great amount of political leverage.

Conversely, if infighting continues as we have seen in the past, then Brickell will persist as a disjointed district that only finds interest in solving problems for singular buildings and driveways...with little regard for the neighborhood as a whole.

- Some years ago we personally attempted to invoke a more community-wide spirit during a Brickell-area transportation project we consulted on. We were quickly and severely reprimanded (by our Brickell-area client) for even considering how traffic issues may favorably or adversely affect other motorists and properties. All that mattered was a solution to the client's specific problem, regardless of community ramifications. We hope the atmosphere of Brickell has changed since that time.

In order to mitigate short-term problems and educate local government agencies, the Association must first itemize the hazards, prioritize the response, fully document current deficiencies, and provide solutions acceptable to the community as a whole. Getting government agencies to agree with proposed solutions is another matter, but no dialog will commence without this groundwork. Tasks 1 through 4 of this Proposal address short-term traffic issues. Task 5 addresses the realm of long-term issues that will affect the Brickell corridor for many decades to come.

*Engineer's Comments Regarding Study, continued*

***1b) Political Perspectives***

While we are basically aware of the various committees and public involvement efforts of the Association, we wish to explore these subjects in more detail if we are retained. It may take a coordinated political effort, involving every level of local representation, to force local agencies into a dialog that ultimately solves Brickell's traffic problems. Individual efforts that end at jurisdiction boundaries (City of Miami, or Miami-Dade County, or FDOT District 6, as examples) will continue to move at a snail's pace at best or just stagnate and fail at worst.

We believe that solutions acceptable to the community... in addition to being endorsed by a government agency...will only be seriously discussed when political pressure is applied and creative dialogs are mandated of all participating agencies. Task 6 of this document addresses our participation in such a future dialog.

***2) Data collection options***

As with any consultation of this type, our experience will steer our efforts and ultimately affect our opinions. Data collection tasks are objective, fact-finding exercises that serve to logically support our analyses, conclusions, recommendations and opinions.

We suggest that new traffic counts and site-specific observations be conducted wherever applicable. FDOT may have similar data, but new statistics offer comparisons, validation (or invalidation), and Association-owned information that cannot be discounted or ignored by government agencies. New traffic counts and observations, along with photos and video documentation, will provide concrete evidence of traffic volumes, travel times, roadway hazards and related issues that are not easily envisioned at a conference table...and often not documented in necessary detail by the government.

The Association may always opt to enhance our defined tasks with new traffic counts and observations. This is a costly option, however, our level of accuracy will dramatically increase as a result of the expenditure.

***3) Future costs regarding our attendance at meetings and Public Hearings***

In reference to any verbal presentation of our findings at venues including staff meetings, neighborhood meetings, public hearings, depositions or civil trials (Tasks 6 and 7), such meeting agendas are often unpredictable. We will invoice on an hourly basis for actual hours expended at all meetings and legal proceedings.

# PROPOSAL

*MILES MOSS & ASSOCIATES, INC.* is pleased to submit this proposal to provide professional traffic engineering services for the Brickell Homeowners Association.

*MILES MOSS & ASSOCIATES, INC.*, hereafter referred to as the Engineer, offers to provide the following services for the fees stipulated herein.

## SCOPE OF SERVICES

The Engineer will provide professional services to the Client as follows:

***TASK 1: INVESTIGATION OF LOCAL TRAFFIC CIRCULATION PATTERNS AND U-TURN RESTRICTIONS***

Itemized goals of this task...

- Conduct field observations and necessary documentation\* of existing vehicular movements at Brickell Avenue locations selected by the Association. Emphasis will be placed upon local traffic circulation and travel time deficiencies related to U-Turn restrictions, plus traffic safety hazards that may exist as a result of these deficiencies.
- Prepare a brief report itemizing all methodologies, investigative findings, conclusions and recommendations applicable to this Task. Traffic sign modifications will be specifically addressed within the report.
- The Engineer recommends a minimum study period of eight hours and a maximum study period of sixteen hours for this Task. An eight-hour study will encompass observations during one morning “rush hour” period, 6:00 AM – 10:00 AM, and one afternoon “rush hour” period, 4:00 PM – 8:00 PM. A sixteen-hour study period will encompass two days of morning and afternoon peak period observations. Lesser time periods may be suggested by the Association if desired, however, this may diminish the accuracy of our findings.

\* Documentation methodology is at the discretion of the Engineer. Typical methods include ground photos, aerial photos, video, and diagramming.

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□ **TASK 2: INVESTIGATION OF PEDESTRIAN SAFETY ISSUES**

Itemized goals of this task...

- Conduct field observations and necessary documentation\* of existing pedestrian movements at Brickell Avenue locations selected by the Association. Emphasis will be placed upon pedestrian safety in relation to the speed and volume of approaching motor vehicle traffic, plus variables such as roadway crossing distance, intersection geometry, availability of traffic signals, and applicability of other traffic control devices.
- Prepare a brief report itemizing all methodologies, investigative findings, conclusions and recommendations applicable to this Task. Pedestrian access and crossing recommendations will be specifically addressed within the report.
- The Engineer recommends a study period of four hours to complete this Task. Lesser time periods may be suggested by the Association if desired, however, this may diminish the accuracy of our findings. Study times will be coordinated with the Association in an attempt to be on-site during peak pedestrian activities.

*\* Documentation methodology is at the discretion of the Engineer. Typical methods include ground photos, aerial photos, videos and diagramming.*

*Client's notes:*


❑ **TASK 3: INVESTIGATION OF EXCESSIVE SPEED ISSUES**

Itemized goals of this task...

- Conduct field observations and necessary documentation\* of existing vehicular speeds along Brickell Avenue at locations and times selected by the Association. Emphasis will be placed upon documenting maximum observed speeds, average speeds, aggressive driving incidents and related safety hazards.
- Prepare a brief report itemizing all methodologies, investigative findings, conclusions and recommendations applicable to this Task. Existing vehicular speed profiles and realistic “traffic calming” recommendations will be specifically addressed within the report.
- The Engineer recommends a study period of nine hours to complete this Task, consisting of the following one-hour observation segments. Lesser time periods encompassing other weekday and/or weekend segments may be suggested by the Association if desired.

1 hour each during a typical weekday...

- ...morning peak period at approximately 8:00 AM
- ...mid-morning period at approximately 10:30 AM
- ...lunch period at approximately 12:00 noon
- ...mid-afternoon period at approximately 2:30 PM
- ...afternoon peak period at approximately 5:30 PM
- ...evening period at approximately 8:30 PM
- ...late night period at approximately 11:00 PM

1 hour each during a typical Saturday...

- ...mid-afternoon period at approximately 2:30 PM
- ...late night period at approximately 11:00 PM

*\* Documentation methodology is at the discretion of the Engineer. Typical methods include radar and Global Positioning System (GPS) survey techniques*

*Client's notes:*

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**❑ TASK 4: INVESTIGATION OF NEIGHBORHOOD-WIDE TRAFFIC CIRCULATION PATTERNS INCLUDING TURN RESTRICTIONS AND ORIGIN-DESTINATION TRAVEL IMPEDIMENTS**

Itemized goals of this task...

- Conduct field observations and necessary documentation\* of existing origin-destination traffic patterns at locations and times selected by the Association. Typical origin-destination patterns may include Brickell to Downtown Miami, Brickell to Coral Gables via Coral Way, Brickell to Coral Gables via 26<sup>th</sup> Road, Brickell to Coconut Grove, and Brickell to South Miami. Emphasis will be placed upon documenting travel times, turning restrictions, circuitous routes, points of congestion and related safety hazards that may be improved through a modification of existing traffic control devices.
- Prepare a brief report itemizing all methodologies, investigative findings, conclusions and recommendations applicable to this Task. Traffic control device recommendations applicable to safe and efficient routing will be specifically addressed within the report.
- The Engineer estimates a study period of eight hours to complete this Task, however, actual study times are dependent upon the Association’s selection of destinations or routes to be sampled. Lesser time periods may be suggested by the Association if desired.
- New traffic counts may be applicable to this Task (dependent upon routes and timetables selected by the Association).

*\* Documentation methodology is at the discretion of the Engineer. Typical methods include ground photos, aerial photos, videos, diagramming, and GPS travel time survey techniques.*

*Client’s notes:*

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❑ **TASK 5: CONSULTATION TOWARD LONG-TERM TRAFFIC, TRANSPORTATION AND SAFETY ISSUES**

Itemized goals of this task...

- Assume the role of Traffic Consultant to the Association for a fixed time period.
- Attend and participate in meetings, as the Association's authorized representative, for any transportation-related issue affecting the Association during the contract period. All meeting days and times are applicable unless our attendance is preempted by a previously-scheduled event.
- Prepare a brief summary of all meeting issues of interest to the Association and/or contribute the summary for publication in the Association's newsletter, website or as a Press Release.
- Specific terms of the consultation contract will be addressed in a separate document if this Task is selected.

*Client's notes:*


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**❑ TASK 6: ATTENDANCE AND PARTICIPATION IN NEIGHBORHOOD ASSOCIATION MEETINGS, STAFF MEETINGS AND POLITICAL MEETINGS/WORKSHOPS REGARDING COMPLETED TASKS AND OTHER TRANSPORTATION ISSUES**

Itemized goals of this task...

- The Engineer will attend meetings to formally present all documentation, discuss significant findings and answer questions that may arise. As meeting agendas are often unpredictable, the Engineer will invoice the Client for actual time expended on an hourly basis (see *Service Rates* section of this Proposal for rate schedule).
- This Task will be withdrawn if Task 5 is selected.

**❑ TASK 7: ATTENDANCE AND TESTIMONY AT PUBLIC HEARINGS, DEPOSITIONS, MEDIATIONS, ADMINISTRATIVE HEARINGS, CIVIL TRIALS AND OTHER LEGAL PROCEEDINGS**

Itemized goals of this task...

- The Engineer will attend legal proceedings to formally testify upon traffic study documentation tasks and findings. As meeting agendas are often unpredictable, the Engineer will invoice the Client for actual time expended on an hourly basis (see *Service Rates* section of this Proposal for rate schedule).

*Client's notes:*


## SERVICE RATES

- A **retainer fee** will be required to commence work on this project. The retainer fee check should be made payable to Miles Moss and Associates, Inc. and mailed to:

Project Engineer (MMA #670)  
Miles Moss & Associates, Inc.  
12900 SW 84 ST  
Miami FL 33183

- The **estimated total(s)** provided below represent the Engineer's assessment of time required to complete the Tasks defined. These figures are estimates only and may be affected by many factors.
- Please note that Tasks 1, 2, 3, and 4 are proposed for completion at a flat-fee. These Tasks may be selected individually or in any combination. Each Task carries an individual retainer fee, and the retainer fees for all selected Tasks may be combined into one payment on a single check.
- For flat-fee Tasks, the balance of fees (that is, the total flat-fee less retainers) is due upon completion of the formal report. Please schedule your payment to coincide with the transmittal of the report.
- Task 5 is proposed for completion at an annual or semi-annual contract rate to be determined. We will provide a separate contract document for your review if this Task is selected.
- Tasks 6 and 7 are proposed for completion at the hourly rates specified below.

All services performed, including **meetings, public hearings, field visits, reports, additional graphics for presentation, or other item not specified as a Task** in the above proposal will be billed as follows (all time measured portal to portal):

- \$250.00 per hour for Mr. Moss' time
- \$150.00 per hour for Project Engineer time
- \$75.00 per hour for Technician time

*Client's notes:*


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# TIME & COST ESTIMATES

DESCRIPTION	ESTIMATED TOTAL
<p align="center"><i>TASK 1:</i> <b>INVESTIGATION OF LOCAL TRAFFIC CIRCULATION PATTERNS AND U-TURN RESTRICTIONS</b> <i>Including field investigation, written report and demonstrative exhibits</i></p>	<p align="center"><u>8-hour Study:</u>  <b>\$1,500.00</b> <b><i>flat fee proposed</i></b> <i>(\$750.00 retainer required to commence work, \$750.00 balance due upon completion of report)</i></p> <p align="center"><b><u>or</u></b></p> <p align="center"><u>16-hour Study:</u>  <b>\$3,000.00</b> <b><i>flat fee proposed</i></b> <i>(\$1,500.00 retainer required to commence work, \$1,500.00 balance due upon completion of report)</i></p> <p align="center"><b><u>or</u></b> <i>Other study time periods are subject to negotiation</i></p>
<p align="center"><i>TASK 2:</i> <b>INVESTIGATION OF PEDESTRIAN SAFETY ISSUES</b> <i>Including field investigation, written report and demonstrative exhibits</i></p>	<p align="center"><u>4-hour Study:</u>  <b>\$1,000.00</b> <b><i>flat fee proposed</i></b> <i>(\$500.00 retainer required to commence work, \$500.00 balance due upon completion of report)</i></p> <p align="center"><b><u>or</u></b> <i>Other study time periods are subject to negotiation</i></p>

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<p><i>TASK 3: INVESTIGATION OF EXCESSIVE SPEED ISSUES Including field investigation, written report and demonstrative exhibits</i></p>	<p><u>9-hour Study:</u> (various times and days)</p> <p><b>\$1,800.00</b> <b><i>flat fee proposed</i></b> (<i>\$900.00 retainer required to commence work, \$900.00 balance due upon completion of report</i>)</p> <p><b><u>or</u></b></p> <p><i>Other study time periods are subject to negotiation</i></p>
<p><i>TASK 4: INVESTIGATION OF NEIGHBORHOOD-WIDE TRAFFIC CIRCULATION PATTERNS INCLUDING TURN RESTRICTIONS AND ORIGIN-DESTINATION TRAVEL IMPEDIMENTS Including field investigation, written report and demonstrative exhibits</i></p>	<p><u>8-hour Study:</u></p> <p><b>\$1,500.00</b> <b><i>flat fee proposed</i></b> (<i>\$750.00 retainer required to commence work, \$750.00 due upon completion of report</i>)</p> <p><b><u>or</u></b></p> <p><i>Other study time periods are subject to negotiation</i></p> <p>---</p> <p><i>Optional rental of traffic counting machines will incur an additional cost</i></p>
<p><i>TASK 5: CONSULTATION TOWARD LONG-TERM TRAFFIC, TRANSPORTATION AND SAFETY ISSUES</i></p>	<p><i>Annual or semi-annual contract specifications will be offered if this task is desired</i></p>
<p><i>TASK 6: ATTENDANCE AND PARTICIPATION IN NEIGHBORHOOD ASSOCIATION MEETINGS, STAFF MEETINGS AND POLITICAL MEETINGS/WORKSHOPS REGARDING COMPLETED TASKS AND OTHER TRANSPORTATION ISSUES</i></p>	<p><i>To be invoiced on an hourly basis for all time expended, portal-to-portal</i></p>

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<p><i>TASK 7:</i> <i>ATTENDANCE AND TESTIMONY AT PUBLIC HEARINGS, DEPOSITIONS, MEDIATIONS, ADMINISTRATIVE HEARINGS, CIVIL TRIALS AND OTHER LEGAL PROCEEDINGS</i></p>	<p><i>To be invoiced on an hourly basis for all time expended, portal-to- portal</i></p>
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*Please take special note that meetings and hearings may encompass several dates; each attendance will be invoiced for actual hours expended.*

## PAYMENT OR TERMINATION

The Engineer proposes to submit an invoice for unpaid services, if any, upon completion. Payment will be due and payable upon invoicing. Any invoice not paid within 30 days will be charged an additional 1% per month on the unpaid balance. In the event this agreement is placed with an attorney for collection, the Client agrees to pay all reasonable attorney's fees and expenses incurred by the Engineer in enforcing this agreement.

The Engineer or Client may terminate this agreement, once signed, by giving written notice. The Engineer shall be paid for services rendered to the date of termination on the basis of his reasonable estimate of that portion of the work completed prior to the termination and shall be paid for all his reasonable expenses.

## APPROVAL

Signing in the space provided on the next page will indicate the acceptance of this Proposal. One signed copy shall be returned to the Engineer and will serve as an agreement between parties.

*Client's notes:*




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Firm or Organization Name

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**Miles E. Moss, P.E.**

12900 SW 84<sup>th</sup> Street, Miami, Florida 33183

Office: 305-386-1212

Fax: 305-386-5844

*Mr. Moss is President of Miles Moss and Associates, Inc.*

- Miles Moss and Associates, Inc.** is an engineering firm specializing in Accident Reconstruction, Traffic Safety and Land Use/Zoning transportation issues.
- The firm provides expert analysis and testimony for cases involving...
  - ✓ Traffic, construction and industrial accidents
  - ✓ Transportation issues related to Zoning/Land Use and Site Plan reviews
  - ✓ Traffic safety issues for roadways, parking lots, construction sites and public-access facilities
  - ✓ Traffic engineering and traffic planning services for residential neighborhoods, commercial buildings and special event sites
- Mr. Moss has a Master of Science degree in Civil Engineering with specialized training in Traffic Engineering and Accident Reconstruction. Additionally, he is a Registered Professional Engineer in the State of Florida. Mr. Moss serves as a consultant to attorneys, risk managers and insurance representatives, and he has testified as an Expert Witness in hundreds of civil and criminal cases throughout Florida, the Southeast and the Caribbean.
- Mr. Moss served as Vice President of Traffic Engineering for Mid-South Engineering Company from 1981-1983. His duties included supervision of the Traffic Engineering Department and extensive participation in traffic safety studies, Zoning/Land Use issues and transportation planning.
- Mr. Moss served as a Traffic Engineer and Safety Engineer for the Dade County Department of Traffic and Transportation from 1970-1981. His duties included supervision of Traffic Engineers and Traffic Analysts within the Operations Division. Assignments involved neighborhood traffic safety studies (in response to citizen complaints), engineering studies (in response to Police and citizen requests) and special traffic projects such as parades, festivals, sports venue traffic detours, motion picture filming detours and hurricane evacuation planning.
- Mr. Moss additionally served as Project Director for the federally-funded Urban Pedestrian Safety Demonstration Project and as a participant in the University of Miami Multi-Disciplinary Accident Analysis Team (“crash team”).
- Mr. Moss is very active in community service functions, professional transportation and forensic engineering organizations, government advisory boards, school safety programs and industry-sponsored research. He has received numerous awards and has been recognized as a traffic and safety expert by all levels of government and industry.

Miles Moss & Associates, Inc.  
Consulting Engineers  
(305) 386-1212

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**Robert Wyman**

Direct: 1-888-907-8940 pager

E-mail: [wymanent@bellsouth.net](mailto:wymanent@bellsouth.net)

*Mr. Wyman is President of Wyman Enterprises, Inc.,  
an Independent Contractor to Miles Moss & Associates, Inc.*

- Wyman Enterprises, Inc.** provides forensic and technical data collection, analysis, reports and exhibits to attorneys, engineers, accident reconstructionists, investigators, risk managers and insurance representatives.
- The firm provides field data collection, forensic photography, computer graphics and related exhibits for cases involving...
  - ✓ Traffic impact reports, traffic circulation studies and traffic volume counts
  - ✓ Traffic safety research, traffic control device research and Maintenance of Traffic Plan reviews
  - ✓ Facility traffic safety evaluations and Site Plan reviews
  - ✓ Roadway travel-time studies and route mapping
  - ✓ Forensic evidence documentation including accident site photography and site measurements, vehicular damage photography and damage measurements, personal injury photography and injury causation studies
  - ✓ Scaled drawings, photo analysis, photographic and computer-generated exhibits, and 3-D accident site models
- Mr. Wyman is a professional photographer, researcher, technical writer and traffic management specialist. His reports, photographs and exhibits have been used at hundreds of local depositions, trials, Land Use hearings and community meetings. Mr. Wyman has been a featured speaker at the Institute for Police Technology and Management (IPTM) at the University of North Florida, and he is a member of the Evidence Photographers International Council.
- Mr. Wyman has received specialized training in Traffic Engineering and Accident Reconstruction. He has testified as an Expert Witness in cases involving traffic engineering procedures, Zoning and Land Use transportation issues, and evidence documentation issues.
- Mr. Wyman served as Special Event Coordinator for the City of Miami Police Department from 1984-1988. His duties included special event traffic plans (for parades, festivals, races, stadium events, motion picture filming, motorcades), emergency traffic plans (for hurricane evacuations, other severe weather incidents, civil disturbances), off-duty Police staffing and issuance of City of Miami Road Closure Permits.
- Mr. Wyman served as a Traffic Engineer, Traffic Analyst and Emergency Management Coordinator for Dade County government from 1976-1984, within the Department of Traffic and Transportation, Public Works Department and Office of Emergency Management. His duties included neighborhood traffic and safety studies, special event traffic plans, emergency traffic plans, bicycle facility planning and railroad facility safety.

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