

November 26, 2013

Mayor Curtatone
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Dear Mayor Curtatone,

I am writing to express my interest in becoming a formal member of the Somerville Bicycle Committee. I have lived in the Boston area since 1997, and have spent more than ten of those years cycling. During those years I have been involved in cycling culture through volunteering for Boston Bikes, serving on the Cambridge Bicycle Committee for one year, and attending many cycling related events and public meetings. I have recently moved to Somerville, specifically, to Winter Hill, as a first-time homeowner. I continue to commute by bicycle to work downtown, where I am an Urban Planner and Transportation Planner at a private consulting firm. Transportation is an important part of everyone's daily life, and I am happy to have made it the focus of my career as well.

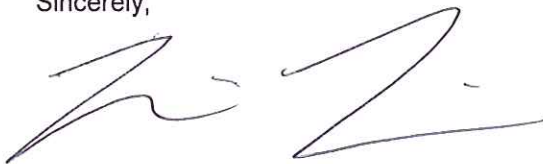
As a resident of Somerville I am interested in contributing to the improvement of the City and I see participation in the Somerville Bicycle Committee as a way to achieve this goal. The benefits of cycling are well-established, and sustainable transportation options are a crucial part of any vibrant city. Your support for cycling has provided excellent political will and momentum for great improvements in infrastructure for cyclists in this City in recent years. I ask to join the committee to help further these efforts to make a safe, respectful, multimodal, and sustainable transportation network in the City of Somerville.

I have enjoyed my time volunteering for the Somerville Bicycle Committee in the six months I have been a resident. I have attended various events like SomerStreets, the Rush Hour Race, and the October bike ride. I have become acquainted with the current committee members and have enjoyed working with them as well as with Sarah Spicer. I look forward to doing so more in the future, whether or not I am an official member of the committee.

Because of my involvement in cycling both personally and professionally over the last ten years, I'm very aware that the needs of different cyclists vary. If I am selected for the Somerville Bicycle Committee, I believe it to be my responsibility to take into account these various needs. My goals are to improve comfort, safety, and transportation culture in the City to make it a more pleasant place for everyone: cyclists, pedestrians, transit users, and drivers alike.

I hope that you will consider me to be a valuable member of the Somerville Bicycle Committee. Please see my resume following this letter for further qualifications. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tegin Teich', written in a cursive style.

Tegin Teich
108 Heath Street
Somerville, MA 02145
617-686-1657
tegin.teich@gmail.com/tegin.teich@ibigroup.com

Tegin Teich

Urban Planner, Transportation Planner at IBI Group

I am knowledgeable in active/non-motorized transportation planning, integrating land use and transportation planning, transit and public transportation planning, transportation modeling, intelligent transportation systems, survey design and implementation, stakeholder engagement, and public sector planning strategies. I received Masters degrees from Massachusetts Institute of Technology in Urban Planning and Transportation, with a focus on environmental policy, international development, and sustainable transportation planning.

A sample of representative projects from my work at IBI Group are described below, not only those directly related to bicycle planning, but also Complete Streets and transit planning projects. My work on all of these modes has contributed to making cycling one of a complete set of sustainable transportation options. Together, the provision of good, sustainable transportation options are a critical part of what makes an urban place such a vibrant and desirable place to live.

Recent Representative Project Experience

Non-Motorized Transportation Planning

Connect Historic Boston (2012–Present) – The goal of the Connect Historic Boston project was to develop and implement fully accessible bicycle and pedestrian connections to link Boston National Historic Parks and Boston the Harbor Islands National Recreational Area to regional transit. With IBI Group as a subconsultant, I led the effort to develop the smart wayfinding component of the project, which included determining appropriate technology to meet the needs specific to the goals of connecting bicycle and pedestrians to historic locations and transit.

Rio de Janeiro Active Transportation Plan, Rio de Janeiro, Brazil (2010–2012) – IBI Group was the prime consultant on a non-motorized transportation project in the state of Rio de Janeiro, Brazil, which includes Brazil's second largest metropolitan region of approximately 11 million residents. Early in this project, I supported the research of best practices for cycling policy and plans.

Albany Bicycle Master Plan, Albany, NY (2009) – The City of Albany, in partnership with the Capital District Transportation Committee (the Capital District MPO) undertook a Bicycle Master Plan to identify a network of bicycle routes to help make cycling a more viable way of getting around the City. I contributed to the Master Plan through case study research and writing on bicycle parking requirements and zoning, end-of-trip facilities (type and design), bicycle-friendly site planning, integration of cycling and transit, phasing and funding of infrastructure improvements, training for City employees, institutional structures supporting cycling, complimentary policies such as Complete Streets, and promoting and supporting cycling through education and events. The Bicycle Master Plan won an award for innovation in sustainability

Contact Information

Tegin Teich
108 Heath Street, Somerville, MA
617-686-1657

Tegin.teich@ibigroup.com,
Tegin.teich@gmail.com

Education

M.S. Transportation, Massachusetts Institute of Technology, Cambridge, MA, 2008

Master in City Planning, Massachusetts Institute of Technology, Cambridge, MA, 2008

B.A. Cultural Anthropology, Boston University, Boston, MA, 2001

Experience

2008–Present

IBI Group, Boston, MA, Urban Planner, Transportation Planner

2007–2008

Massachusetts Institute of Technology, Cambridge, MA, Research Assistant, MIT Portugal Program

2008

Instituto Municipal de Planeación, Chihuahua, CH, MX, Intern

2005–2007

Massachusetts Institute of Technology, Cambridge, MA, Research Assistant, NGOs in Transition

2003–2005

Grants Management Associates, Boston, MA, Program Assistant

Membership / Community Involvement

Young Professionals in Transportation (Deputy Chair)

Cambridge Bicycle Committee (former Committee Member)

Somerville Bicycle Committee (aspiring Committee Member)

American Planning Association (member)

Transportation Research Board (member)

Association of Pedestrian and Bicycle Professionals (member)



from the Upstate New York Chapter of the American Planning Association.

Complete Streets Corridor Planning

Franklin Street Feasibility Study Phase II, Portland, Maine (2013-Present) – I am managing a team of five firms tasked with updating and evaluating alternatives to make a final recommendation for developing the Franklin Street corridor and surrounding area in Portland, Maine. Work on this project includes transportation planning and engineering, land use, urban design, landscape architecture components. The project work is founded in Smart Cities, Transit Oriented Development, Complete Streets, and Context Sensitive Solutions principles. The study will culminate in the production of a Preliminary Design Report for a portion of Franklin Street.

Transforming Forest Avenue, Portland, Maine (2011) – IBI Group led a team to develop an integrated transportation and land use plan for a portion of Forest Avenue to stimulate development fitting with Transit-supportive Development (TSD) and Complete Streets principles. I led the technical work for this project, including assessment of existing land use and transportation conditions, development of TSD and Complete Streets principles, and development and evaluation of alternatives. This project follows a Context Sensitive Solutions approach.

Transit Planning

MBTA Center to Center Transit Signal Priority (2012–Present) – As a task order for a General Engineering Consulting contract for the Massachusetts Bay Transportation Authority (MBTA) in Boston, MA, IBI Group assessed the success of implementation of a new method of Transit Signal Priority (TSP) on the Silver Line bus rapid transit routes SL4 and SL5. I assisted in the evaluation of the implementation of the Center to Center approach, as well as the analysis to select additional intersections where it is appropriate to implement TSP. I led the development of VISSIM microsimulation models of those selected intersections and evaluated the real impacts of the implementation against the model results. Finally, I assisted in developing a draft guidance document for implementing Center to Center TSP at additional locations throughout the MBTA system. This work led to a second task order, which extends the intersection selection process to two additional key bus routes, the 28 and 57.

CTfastrak, Central Connecticut (2008–Present) – IBI Group is part of a team tasked with planning a bus rapid transit corridor between New Britain and Hartford, Connecticut following railroad right-of-ways. IBI Group produced draft 2030 and 2015 service plans for all bus routes traveling over the dedicated right-of-way and for local routes terminating at CT **fastrak** stations. IBI Group also developed a plan for Intelligent Transportation Systems (ITS) to be implemented for CT **fastrak**. I assisted in the analysis of existing conditions and plans, geographic and socio-demographic mapping, case studies review, and the development of materials for public meetings during the early service planning effort. I also wrote functional requirements and developed specifications for the ITS components. Finally, I assisted in developing the 2030 Service Plan and updated a VISSIM microsimulation model of the corridor to estimate travel times on the dedicated right-of-way and for the circulation in downtown Hartford.

Washington and Western BRT Conceptual Design Study, Albany, NY (2008–2010) – IBI Group developed a conceptual plan for a new BRT service between downtown Albany and the major travel generators along Washington and Western Avenues to the west including the State University of New York at Albany, St. Rose College, Crossgates Mall, and the Harriman State Office Campus. IBI Group examined routing options, station locations, station design, transit signal priority, bus lane and busway alternatives, land-use coordination—including transit-oriented development—and demand estimation. I was involved in assessing existing conditions, and developing a demand estimation model for the BRT alternatives. I also adapted a VISSIM model and created an animation to communicate the operations of BRT on a similar corridor in Albany.

