CITY OF SEBASTOPOL CITY COUNCIL
AGENDA ITEM REPORT FOR MEETING OF: May 7, 2024

==========

To: Honorable Mayor and City Councilmembers
From: Planning Department
Subject: Approve of Consultant for the Caltrans Sustainable Transportation Grant (STG) for the Sebastopol Main Street Planning and Redesign project

==========

RECOMMENDATIONS:

Approve the Resolution to Approve the Consultant and Authorize the City Manager to execute an Agreement.

EXECUTIVE SUMMARY:

The Council authorized City staff to apply for the Caltrans Sustainable Transportation Grant (STG) to plan for improvements for the SR 116 and SR 12 corridors in the Sebastopol Downtown Core. The grant application was successful, and Staff was authorized to release an RFP for a consultant to assist in a plan to improve where the two state highways intersect within downtown Sebastopol. This item is to request Council approve the Consultant, Fehr and Peers, and authorize Staff to execute an Agreement with the firm to provide planning and traffic engineering services as well as perform all work required for the project.

BACKGROUND AND DISCUSSION:

Sebastopol is one of the few incorporated cities in California where two State Highways intersect and serve as the Downtown's two primary routes of travel. The high volume of regional traffic has negatively impacted the vitality of local businesses and the safety of pedestrians and bicyclists traversing the Downtown area.

The City of Sebastopol applied for a Sustainable Transportation Grant (STG) from Caltrans in an effort to garner funds to plan for improvements to this area. The goal of the grant is an effort that will produce:

- A preferred plan for the downtown segments of State Route (SR) 116 and SR 12 to address safety, sustainability, accessibility, connectivity, economic development, and mobility for all transportation modes and reduce the reliance on vehicle travel, while supporting the City's land use and housing goals.
- A regional strategy for State, County and other local roadways to address capacity and freight movement to support the downtown corridor plan.
- Active community engagement with disadvantaged residents to effectively address community-identified needs and inequities.

Once the Grant was awarded, Council approved staff to release an RFP. Three proposals were received and, after initial ranking, two firms were interviewed. After the interviews, the interview team, which included Planning commission Chair Fritz, Director of Planning for Sonoma County Transportation Authority (SCTA) Chris Barney, Planning Director Svanstrom and Associate Planner Jay. A preferred consultant, Fehr and Peers, was selected by this team. City staff has met with the preferred consultant to review some adjustment to the scope, now presented to Council for approval.

STAFF ANALYSIS:

After selection of the Consultant, the City will execute an agreement with the Consultant for the work shall be performed.

COMMUNITY OUTREACH:
This item has been noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to schedule meeting date.

FISCAL IMPACT:
This study is being paid for through the 211- Sustainable Transportation Grant ($230,178) and matching funds from the 213-Traffic Impact Fees (TIF) Fund ($29,822), for a total project cost of $260,060. The total Contract cost for the consultant is $237,000. The remaining funding would support staff time working on the project over two fiscal years. The budget amendment for this was approved on October 17, 2023 when Council voted to accept the award and approve the budget amendment.

OPTIONS:
If the Council does not approve the Consultant or scope of work, the Council has the option of:

1. Denying the Consultant and reopening the RFP to other applicant
2. Denying the Consultant and requesting staff negotiate with the alternative consultant.
3. Providing additional direction to staff to modify the scope of work

ATTACHMENTS:
Scope of Work
Fehr and Peers Proposal

APPROVALS:
Department Head Approval: Approval Date: 3/28/24
CEQA Determination (Planning): Approval Date: 3/28/24
The proposed action is not a project under the California Environmental Quality Act (CEQA)

Administrative Services (Financial) Approval Date: 4/30/2024
Costs authorized in City Approved Budget: x Yes ☐ No ☐ N/A
Account Code (f applicable) 211-0000-4310 ($230,178.00) and 213-0000-4310 ($29,822.00)
Approved Oct 17, 2023 by City Council
City Attorney Approval: Approval Date: 4/30/2024
City Manager Approval: Approval Date: 4/30/2024

FEHR PEERS

Scope of Work

Sebastopol Main Street Planning & Redesign Project

Notes about this Scope of Work:

Red text denotes the approved Grant Scope of Work. Black and Green text includes Fehr & Peers approach to deliver the grant scope of work.

Task 1: Existing Conditions

The consultant shall participate in an internal kickoff meeting with City staff. City staff and consultant will identify and meet with regional partners and community stakeholders to gather information. Consultants will collect relevant data on existing conditions and constraints, including but not limited to multi-modal traffic demand; current and future transit needs; parking; land uses adjacent to the Corridor; any future plans from Caltrans or the County that may impact how the corridor is used. This will entail desktop survey of existing data as well as collection of new data as necessary, such as segment volumes and intersection turning movement counts.

Task Deliverables
• Kickoff meeting notes • Existing conditions report, including but not limited to summary of existing facilities for all modes of transportation, urban design opportunities and constraints, traffic conditions, collision history, parking supply, and summary of relevant city, county, and regional plans.

Fehr & Peers proposes to deliver the **Existing Conditions** task by providing the following services and tasks:

Task 1a. Kick-Off Meeting

Fehr & Peers will participate in a kick-off meeting with city staff. Fehr & Peers will work with the city to develop an agenda and invitation list for this initial meeting. Topics for this meeting include reviewing the contract scope of work, list of deliverables, proposed schedule, and our approach to the study, as well as discussing roles and responsibilities of the consultant and city team, administrative team, and invoicing related topics. We intend to discuss key elements of our approach including an outline of our participation plan, our approach to data collection, traffic operations analysis, and alternatives development. We will also review the proposed schedule and key milestones along the course of the study.

Task 1b. Data Gathering & Review

Data Needs List: Fehr & Peers will develop a data needs list that includes the type of data, reports, and information the city or their partners may have that could inform this study.

Review of Readily Available Data, Plans, & Documents: Once readily available documents have been identified, provided, or otherwise found, Fehr & Peers will review the data, reports, plans and other documentation to develop a comprehensive summary of recent studies and existing conditions, and to help inform details regarding new data that may need to be collected. It is assumed that the city has access to and will provide recent traffic data at the intersections within the Study Area to be evaluated as the basis for intersection traffic counts.

Collect Traffic Data: We will collect multimodal turning movement counts at four intersections for up to three hours over the course of a typical weekday PM peak commute period. The specific time periods of these turning movement counts will be determined based on discussions with the City. We will collect segment counts of traffic volumes, speeds, and classification at up to five locations. It is assumed that the intersection counts will be collected at the same time the hose counts are collecting data for a clear picture of a week's worth of segment count data and one corresponding weekday PM peak period. This will provide a baseline of traffic in the Study Area to establish current travel characteristics that our proposed improvements would accommodate or otherwise influence. A map of the proposed data collection locations is shown on **Figure 1**.

Task 1c. Existing Conditions Maps

We will develop a series of maps illustrating the existing conditions of the transportation and land uses within the Study Area illustrated in **Figure 1**. These maps and exhibits will build off the mapping and existing conditions work we have already done as part of Sebastopol's ATP update process, and will include the following:

- Transportation Infrastructure to illustrate presence of multimodal facilities, services and amenities, such as intersection traffic control and warning devices, pedestrian and bicycle facilities (walkways, sidewalks, pathways, etc.), parking facilities (on-street and off-street), and transit facilities (including service levels).
- Results of data collection and data review from Task 1b.
- Land Use and Property Information including addresses and businesses (where available) to identify potential stakeholders and partners as we investigate opportunities to address needed enhancements in the Study Area.
- Safety-related data including documented crashes by mode, and the high injury network and other safety related information from the Local Road Safety Plan (LRSP) process.
- Opportunities and constraints within the Study Area as it is related to transportation, land use, and urban design.

Figure 1. Study Area and Data Collection Locations

Style Guide. As part of this task, we will develop a "style guide" that will show the style of our deliverables, including maps, reports, and graphics for City to review such that all of our project deliverable have a cohesive, consistent look and feel, making the Task 6 Draft and Final Plan work limited to packaging deliverables created over the course of the study.

Task 1d. Existing Traffic Operations Assessment (Weekday PM Peak Hour)

Using data collected as Task 1b, we will develop a model of the existing traffic conditions in the Study Area for the weekday PM peak hour, including the intersections of North Main Street/McKinley Street, North Main Street/State Route 12, State Route 12/Petaluma Avenue, and South Main Street/Burnett Street. We will develop a model of existing conditions within the Study Area, focusing on the detailed traffic signal operations, phasing, and volumes for these four study intersections. We will utilize the Visum and Vistro software for this task to support the intersection operations of the local downtown core, setting us up to use these models as part of the local and regional alternatives development (Task 3 and 4 work).

Task 1e. Existing Conditions Summary

We will document the findings of all the above work in a slide deck that will set the foundation for our technical work in subsequent tasks. We anticipate developing a draft set of maps and slides, and revising it based on one round of consolidated comments from the city.

TASK 1 DELIVERABLES

- ☐ Kickoff meeting agenda and notes
- ☐ Data needs list
- ☐ Results from data collection effort
- ☐ Existing Conditions Maps & Exhibits
- ☐ Existing Conditions Summary (draft and final)

Task 2: Community Engagement and Coordination

Consultants and staff will establish a flexible, multi-media engagement approach (electronic, virtual, interactive) as well as traditional outreach, including walking audits of the project area. Overall project coordination with the project team is key to positive outcomes, especially prior to each community outreach meeting. The planning study will include a robust, inclusive community engagement component to develop up to three corridor alternatives. The community engagement effort will be refined with the development of a Participation Plan with the consultant, and include the following:

- Project web site: The consultant will develop a project web site to serve as a central clearinghouse for project-related information. It will include an interactive map of the project area where participants can provide comments, surveys for residents to provide input and vote on alternatives, information about upcoming events and milestones, and archived meeting recording and draft documents for review.
- Public workshops and focus groups: The consultant will work with the City to organize public workshops and focus groups to generate community dialogue about the project and potential alternatives. Meetings and focus groups may be in-person, virtual, or a hybrid format, and meeting days, times and venues will be selected to

maximize participation. Community-based organizations will be engaged to help activate their constituencies, with a particular focus on groups that work with disadvantaged residents. The participation of disadvantaged residents will be assessed during the planning process and additional targeted outreach to these residents may be conducted if needed.

- Stakeholder meetings: Stakeholder meetings will be conducted with representatives of selected organizations including businesses in Downtown, the Sonoma County Transportation Authority (SCTA), Sonoma County Bicycle Coalition.
- Walking audits: Walking audits will be held in the Downtown area to assess existing conditions and potential enhancements in terms of pedestrian facilities, bicycle facilities, transit access, and streetscape treatments.
- Sebastopol Planning Commission meetings/workshops: Project overview and project updates, as well as opportunities for Commission and public input, will be held throughout the process.
- Project Management tasks include: City Project Manager and Consultant check-in meetings on a regular basis; consultant meetings with staff

Task Deliverables
• Participation Plan • Stakeholder meetings with key City groups, Downtown merchants, the County of Sonoma, SCTA, Caltrans and the City of Santa Rosa, meeting summary notes • Public workshops and associated on-line rebroadcast, presentation materials. meeting notifications including social media posts, summary notes • Focus groups and summary notes • Walking audits, summary notes • Project web site, including online interactive map • Online public surveys to solicit input and vote on alternatives, copy of survey instrument and data collected and survey analysis • Technical Advisory Committee (TAC) meetings, presentation materials • One (1) Sebastopol Council Meeting • Agendas for all meetings • Minutes or summary notes for stakeholder meetings, workshops, walking audits, TAC meetings Planning Commission meetings • Overall summary report of community participation results

Fehr & Peers proposes to deliver the **Community Engagement & Coordination** task by providing the following services and tasks:

Task 2a. Participation Plan

Based on input received from the city and discussion during the project kick-off meeting, Leshner Planning, with support from Fehr & Peers, will refine the proposed community engagement and communication plan in a Participation Plan. This plan will document the scope of work, schedule, and engagement activities for this study. Through this effort we will identify the highest and best

use of consulting support for this effort, including consideration of alternative methods to seek and gather community input. We anticipate three phases of community engagement:

1. Existing Conditions & Goals/Priorities
2. Corridor Vision & Developing Project Alternatives
3. Preferred Alternative & Draft Plan

We will develop and submit a draft Participation Plan to the city, and revise and finalize it based on one round of consolidated comments from the city.

Task 2b. Phase 1 Engagement

During Phase 1, we will seek to gather input from stakeholders and the public on their lived experiences within the Study Area, present analysis findings from Task 1 Existing Conditions, and determine community goals/priorities. Discussion topics are anticipated to focus on existing needs, barriers, and opportunities for multimodal travel within the Study Area. The following activities summarize or scope of work for this task, to be clarified as part of the participation plan development (Task 2a):

- **Project Website and Survey:** We will develop a project website using the Social Pinpoint platform. The website will have project information, links to relevant documents, and interactive elements for community members to see updates and provide input into project elements. We propose using a map or question-based survey to solicit feedback from the public during Phase 1. We assume the city will be responsible for promoting the website and survey through city communication processes and sharing information with key project stakeholders to promote and encourage public participation in the survey.
- **Stakeholder Meetings or Pop-Up Events:** We will plan and deliver up to three stakeholder meetings during Phase 1, which could take the form of a meeting, focus group discussion, pop-up tabling event, and/or walk audit (or combination). These meetings will focus on engaging local businesses, CBOs, and disadvantaged community members (e.g., Sebastopol Downtown Association, Sebastopol Area Senior Center, low-income housing residents). City staff can use meeting materials for additional meetings, "mobile workshops," or pop-up tabling events, if desired. We have set aside additional time to meet with SCTA and SCBC separately (assume 1 hour meeting each), if needed.
- **City Commission Meetings:** We will prepare a presentation and participate in one City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.
- **Materials:** We anticipate incorporating graphics and materials created as part of Task 1 Existing Conditions during this phase of outreach and have allocated an additional 10 hours to support the creation and printing of Phase 1 engagement materials (e.g.,

PowerPoint, posters, flyers). We assume we will use the same set of materials for all Phase 1 activities.

Task 2c. Phase 2 Engagement

During Phase 2 we will gather feedback from stakeholders and the public on project alternatives and the overall draft vision for the corridor. We assume it will comprise the following activities:

- **Project Website:** We will update the project website on Social Pinpoint with relevant project information. For Phase 2, we propose presenting the Corridor Vision and Project Alternatives developed as part of Task 3 Corridor Vision, Alternatives & Analysis with an option to provide input on project alternatives and submit overall comments.
  Public Workshop: We will plan and deliver up to two (2) public workshops during this phase in collaboration with the city and key stakeholders.. We anticipate the materials will be the same for both workshops. City staff can use workshop materials for additional meetings, "mobile workshops," or pop-up tabling events, if desired.
- **Stakeholder Meetings:** During Phase 2 we will also plan and deliver up to three stakeholder meetings, with a similar approach as described in Phase 1. We have set aside additional time to meet with SCTA and SCBC separately (assume 1 hour meeting each) during this phase, if needed.
- **City Commission Meetings:** We will prepare a presentation and participate in up to two City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.
- **Materials:** We anticipate incorporating graphics and materials created as part of Task 3 Corridor Vision, Alternatives & Analysis during this phase of outreach and have allocated an additional 10 hours to support the creation and printing of Phase 1 engagement materials (e.g., PowerPoint, posters, flyers). We assume we will use the same set of materials for all Phase 2 activities.

Task 2d. Phase 3 Engagement

During Phase 3 we will present and gather feedback on the Preferred Alternative and Draft Plan . We assume the following engagement activities:

- **Project Website:** We will update the project website on Social Pinpoint with the Draft Plan and Preferred Alternative with an option to submit written comments.
- **City Commission Meetings:** We will participate in one City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.
- **Materials:** We anticipate incorporating graphics and materials created as part of Task 6 Draft and Final Plan during this phase of outreach, have allocated an additional 6 hours to

support the creation of a PowerPoint presentation, and assumed no printed materials will be needed for this phase.

Task 2e. Technical Working Group

The consultant team will support the City's planned Technical Advisory Committee meetings by preparing up to three (3) Powerpoint (PPT) decks and participating in up to three (3) meetings over the course of the project, as needed. City staff will be responsible for recruiting and convening Technical Advisory Committee meetings with public agency partners including Caltrans, County of Sonoma, City of Santa Rosa, and the Sebastopol Police, Fire, Planning, and Engineering Departments. The purpose of this group will be to review documents throughout the process and provide feedback to the project team related to the existing conditions issues; potential concepts; alternatives analysis; and potential regional improvements.

Task 2e. Engagement Summary

Leshner Planning, with Fehr & Peers' support, will draft a section for the draft plan summarizing the activities, findings, and results of Task 2 Community Engagement.

Task 2f. Project Management & Coordination

During the course of the contract, Fehr & Peers will attend regular check-in meetings with City staff. These are anticipated to be 30-minute meetings every two weeks, or about 1 hour of meetings per month. This task includes time to coordinate meeting topics, prepare materials if necessary, and to document action items where applicable. This also includes effort related to monthly invoicing and progress reporting. We anticipate that these regular meetings can be used to gather feedback from and provide updates to other city staff if necessary.

TASK 2 DELIVERABLES

- ☐ Participation Plan (draft and final)
- ☐ Project website, including online interactive map and survey
- ☐ Stakeholder meetings with key city groups, Downtown merchants, the County of Sonoma, SCTA, Caltrans, and the City of Santa Rosa (including meeting summary notes)
- ☐ Public workshops and associated online rebroadcast with presentation materials (meeting notifications including social media posts, summary notes)
- ☐ Focus groups and/or walking audits and summary notes
- ☐ TAC meetings and presentation materials
- ☐ Sebastopol City Commission meetings
- ☐ Agendas and minutes for all stakeholder meetings and focus groups
- ☐ Draft Engagement Summary

Task 3: Corridor Vision, Alternatives, and Analysis

An overall design approach will be developed for SR 116 between Keating Avenue and Willow Street to the south and for SR 12 between Barnes Avenue and High Street.

Develop Local Alternatives: The City envisions the development of three options which will be developed based on input from the public and from the various stakeholders, but could include, for example, improvements that: 1) benefit pedestrians and bicyclists without worsening the current level of service at various intersections in the Downtown area, 2) optimizes bicycle and pedestrian movement, but will likely impact the current level of service at various intersections, and 3) compromise between the two options with respect to vehicles versus ped/bicycle movement. At least one option should include two-way street concept for the existing SR 116 one-way couplet.

Develop Alternatives for Regional Routes: Based on meetings with Caltrans, the County, City of Santa Rosa and SCTA stakeholders, alternative vehicle capacity modifications for regional routes that may affect through traffic in the City's Downtown should be conceptualized. These should include, but not necessarily limited to Occidental Road, Todd Road, Llano Road extension from SR 12 to Occidental Road and potential future interchange at SR 12/Fulton Road including its connection to Occidental Road. At least one scenario should not include any regional vehicle capacity enhancements to inform the effects on the City.

Analyze Scenarios: The Downtown planning study will include a traffic operational analysis and active transportation impact assessments of the three options, as well as a planning level cost estimate for implementation. A preferred option will be identified based on the existing conditions analysis; input collected from agencies, stakeholder groups, and the public; and the alternatives analysis. There will need to be sufficient analysis in order for the City Council to select a preferred option, especially if there is a Level of Service reduction that is inconsistent with the General Plan.

Concept Plans and Urban Design: The stakeholder interaction, public input, analysis, and Council review would result in a preferred scenario consisting of alternatives for both the City study area and for specific regional routes. Geometric concept plans (equivalent to 30% design) will be prepared as well as an Urban Design plan to be developed hand in hand with the traffic engineer coordinating with the urban design team members. The 30% geometric concept plans should be prepared for the City study area only indicating intersection controls and lane geometrics, pedestrian facilities, and bicycle lanes and facilities. These concept plans should be developed as early in the process as possible so that there is sufficient time for review, updates and modifications. The team's urban designers should prepare streetscape urban design plans for the City study area including examples of pavement treatments, public spaces, parklets, street furniture, landscaping and building façade improvements. The urban design plan should include a component which focuses on an enhanced connectivity between Main Street and the Barlow district. All of the elements of the urban design plan should be done in an interactive fashion with the team's traffic engineering staff, especially for the in-street components.

Technical Review
City will develop a Technical Advisory Committee to review documents throughout the process, and provide feedback to the project team related to the existing conditions issues; potential concepts; alternatives analysis; and, potential regional improvements (both within the City but outside the core area and outside of city limits).

- Technical Advisory Committee (TAC): Public agency partners including Caltrans, County of Sonoma, City of Santa Rosa, and the Sebastopol Police, Fire, Planning, and Engineering Departments will be included in a Technical Advisory Committee to provide guidance regarding alternatives.

Additionally, City Staff will also work with these stakeholders and technical advisors informally as needed to gather information needed for the project. The City may also submit the concepts to Caltrans for technical review with the assistance of the consultant.

Task Deliverables
• Assessment of three concept alternatives for Downtown, including traffic operations analysis • Potential improvements for regional roadways • Urban design/streetscape plan • 30% concept plans for the preferred alternative • Concepts for Caltrans review

Fehr & Peers proposes to deliver the **Corridor Vision, Alternatives, & Analysis** task by providing the following services and tasks:

Task 3a. Develop High Level Concepts

Our team will build off the existing conditions and community engagement efforts to identify up to eight high level concepts for downtown circulation that change the circulation and access in the Study Area, including but not limited to the following changes:

A. Converting South Main Street to two-way
B. Converting Petaluma Avenue to two-way
C. Closing portions of Petaluma Avenue and McKinley Street
D. Converting both South Main Street and Petaluma Avenue to two-way
E. Converting either South Main St or Petaluma Avenue to two-way and converting the other street to one-way in either direction

For each of the reconfiguration concepts, we will document the opportunities and trade-offs, including how the configurations may affect transportation such as parking, lane geometry, turn pockets, turn prohibitions, bicycle facilities, pedestrian facilitates, and other public amenities like

green infrastructure, pocket parks/parklets, etc. Based on this qualitative assessment, we will screen out some of the alternatives.

Task 3b. Identify Potential Regional Improvements

Informed by our Task 1 data gathering efforts and discussions with city staff and regional agency representatives such as SCTA and City of Santa Rosa, we will identify potential regional improvements that would be expected to affect traffic to, from, and through the Study Area. We will develop a map that illustrates the locations of improvements and basic information about the project that would affect traffic in the Study Area. For each potential regional alternatives, we will use the Visum model developed in Task 1 to determine what traffic routing effects each regional improvement could have.

Task 3c. Develop Alternatives

We will package up local circulation alternatives and regional improvements described above to develop up to six alternatives. We anticipate the alternatives will include a combination of different configurations of the Study Area, and a set of regional improvements that would be expected to have a reasonable effect on traffic to, from and through downtown. Included in this task is a meeting with Caltrans to present the six concepts and seek input from Caltrans about the alternatives, which will inform eh qualitative evaluation of these potential configurations, including the process for further study, design development, and design review from Caltrans.

Task 3d. Analyze Alternatives

Based on the alternatives identified in Task 3c, we will evaluate the intersection operations of the four study intersections for up to three alternatives for the weekday PM peak hour. We will use the Visum model developed in Task 1 and the Vistro software to perform the intersection operations analysis. We will refine the details of each of the three alternatives to be compatible with project objectives (e.g. maintain level of service, prioritize safety for pedestrian crossings, etc.). We anticipate providing these three alternatives during the Phase 2 Engagement phase for community and stakeholder input.

Task 3e. Conceptual Design Development

Once a preferred alternative has been identified, we will develop a 30% conceptual design plan for the Study Area, including changes to the roadway, bikeways, pedestrian realm, and other community spaces in the Study Area. Our plans will illustrate the proposed intersection controls, roadway geometrics, pedestrian facilities, bicycle facilities, and opportunities for community spaces and other public amenities. Our plans will be developed over a scaled aerial and include representative photos and images to provide the city and project partners with as much detail as possible to understand the proposed elements of the preferred alternative. We anticipate sharing our draft plans with the city and community as part of Phase 3 Engagement, making refinements during the end of Phase 3 Engagement and prior to taking the draft plan to Council.

TASK 3 DELIEVERABLES

- ☐ Exhibits illustrating potential concept alternatives for Downtown, including project components and opportunities for urban design and streetscape improvements
- ☐ Map(s) and Exhibit(s) illustrating potential improvements for regional roadways
- ☐ Meeting agenda and minutes for meeting with Caltrans to seek input into options under consideration
- ☐ Traffic analysis results for up to three alternatives
- ☐ 30% concept plans for the preferred alternative
- ☐ Planning level cost estimate for the preferred alternative

Task 4: Regional Circulation Assessment

Potential regional roadway enhancements outside the City limits to complement the recommended improvements for Downtown will be identified and analyzed. Consultants will coordinate with the SCTA to use the countywide travel demand model to evaluate the impacts of proposed changes to road and/or intersection configurations. Modeling exercises should consider existing travel modes as well as any potential future modes and technologies as appropriate. Traffic modeling should also account for future development and its effect both with and without corridor reconfiguration. Potential modifications to regional facilities outside of the City should include, but not be limited to: Occidental Road, Todd Road, Llano Road extension from SR 12 to Occidental Road and potential future interchange at SR 12/Fulton Road including its connection to Occidental Road.

Task Deliverables
• Travel demand model analysis of alternatives, including technical memo summarizing results

Fehr & Peers proposes to deliver the **Regional Circulation Assessment** task by providing the following services and tasks:

Fehr & Peers will work with city and SCTA to develop a baseline and future forecast model including the preferred local alternative and assumptions for the regional roadway network. The current SCTA model forecast year includes land use forecast and other data based on Plan Bay Area 2040. We propose using our work updating other Bay Area models for Plan Bay Area 2050 and the additional changes to the regional transportation network, including a potential all-lane tolling of US 101 from SR 116 to Interstate 580, which would be expected to alter future forecast travel demand in and around Sebastopol. We would use the Fehr & Peers forecasting team that has recently completed Plan Bay Area 2050 model updates as part of other Caltrans facility-related projects, eliminating rounds of additional changes and coordination between staff unfamiliar with the specifics of Caltrans District 4 Forecasting Branch requirements and how to adjust SCTA modeling networks and data.

TASK 4 DELIVERABLES

- ☐ Travel demand model analysis of alternatives, including technical memo summarizing results

Task 5: Implementation Strategies and Analysis Requirements

The implementation cost of the preferred scenario – including the Downtown study area modifications and the regional routes – will be estimated based on coordination with SCTA staff. An implementation strategy including identification of key partners and potential funding strategies will be developed, also incorporating input from SCTA staff. Depending on the changes proposed as part of the plan and its anticipated impacts, the level of environmental analysis anticipated for the next step of implementation will be determined in accordance with the California Environmental Quality Act (CEQA).

Task Deliverables
• Planning level cost estimate for alternatives • Identification of project partners and potential funding sources • General assessment of analysis to be required under CEQA

Fehr & Peers proposes to deliver the **Implementation Strategies & Analysis Requirements** task by providing the following services and tasks:

Fehr & Peers will develop a memorandum that documents strategies to implement the preferred alternative and the appropriate processes that would be needed to make changes in the state right-of-way. This memorandum will include the following content:

- Identifying viable federal, state and regional grant programs,
- Identifying methods to advance the design and construction of the project, including opportunities for quick-build and other phased approaches
- Caltrans review and approval process
- Recommendations for additional engagement, planning, environmental review, and engineering efforts that may be required

We have included the development of a draft and final memorandum as part of this task.

TASK 5 DELIVERABLES

- ☐ Planning level cost estimate for selected alternative
- ☐ Identification of project partners and potential funding sources
- ☐ General assessment of analysis to be required under CEQA

Task 6: Draft and Final Plan

The previously generated analysis, including the existing conditions report, alternatives assessment, preferred corridor plan, and regional road network recommendations will be integrated into a draft plan. One of the community workshops will be devoted to presenting the draft plan to the public and soliciting comments. The plan will also be posted on the project web site and circulated for comments from local and regional stakeholders. Comments will be collected and incorporated into the plan as appropriate.

Task Deliverables
• Draft Plan • Public Comments Received • Final Plan that includes a summary of next steps towards implementation, credits Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy

Fehr & Peers proposes to deliver the **Draft & Final Plan** task by providing the following services and tasks:

Task 6a. Draft Plan

Fehr & Peers will assemble all project deliverables to date to summarize the project study into a draft plan. The draft plan will be compiled using deliverables and materials generated as part of other tasks. The following is our draft outline of the draft plan that matches with the task deliverables described in previous sections of this scope of work:

- **Project Overview & Context**. Introduction and Background about project objectives, purpose and need
- **Participation & Engagement.** Summary of the engagement activities and feedback collected over the course of this study as described in Task 2 of this scope of work.
- **Existing Conditions.** Deliverable from Task 1 of this scope of work.
- **Alternatives Assessment.** Consists of graphics and results of Task 3 and 4 of this scope of work.
- **Preferred Alternative Concept Design.** Graphics of preferred alternative developed as part of Tasks 3 and 4 of this scope of work.
- **Implementation & Next Steps.** Deliverable from Task 5 of this scope of work.

We anticipate submitting an initial draft plan, referred to as an admin draft, to ensure the appropriate elements are compiled for the city prior to providing the draft plan to project partners. Once the city provides comments on the admin draft, we will revise the document and submit a draft plan to the city for distribution to project partners at their discretion for review. The presentation of the draft plan to the community and project partners is included in Task 2.

Task 6b. Final Plan

This task includes modifications to the draft plan document in response to feedback from the community, city, or other groups. It is expected that comments will be collected and formatted by the city and any conflicting comments will be reconciled by the city. Fehr & Peers will review the complete list of comments and propose an approach to resolve all comments, as well as work with the city on any comments that require clarifications before resolving as part of this task.

TASK 6 DELIVERABLES

- ☐ Draft Plan
- ☐ Summary of public comments received
- ☐ Final Plan that includes a summary of next steps towards implementation, credits, and a cover or title page that includes the Caltrans and city logo (developed and submitted in an ADA accessible electronic copy)

Task 7: Council/Board Review/Approval

The finalized Plan will be presented to the Sebastopol City Council and the SCTA board, if appropriate, for their approval.

- Two meetings with the Sebastopol City Council during the process: (1) A project overview and preliminary review of alternatives will be presented to the City Council to provide comments; this will offer an additional public input opportunity and may be a 'study session' format; (2) review and approval of final concept
- Project will also be presented to one (1) SCTA Board meeting and one (1) Sonoma County Board of Supervisors meeting

Task Deliverables
• Meeting minutes with resolution(s) and final draft report • Resolutions of acceptable/approval

Fehr & Peers proposes to deliver the **Council/Board Review & Approval** task by providing the following services and tasks:

Task 7a. Presentation of Alternatives

Fehr & Peers will present the alternatives under consideration to City Council for review in a workshop format, which is expected to include the opportunity for additional input from the community at larger as part of the City Council meeting process. The comments provided during the meeting will be collected and used to inform the refinement of the alternatives to be analyzed.

Task 7b. Presentation of Final Plan

Fehr & Peers will present the Final Plan (Task 6b) to the City Council for review and adoption.

TASK 7 DELIVERABLES

- ☐ Meeting minutes with resolution(s) and final draft report
- ☐ Resolutions of acceptance and approval

Optional Additional Services

The following tasks have been identified to support this effort as conditions change or additional analysis or technical work is required as part of this study. Additional Intersection

Turning Movement Counts

Fehr & Peers will collect additional multimodal turning movement counts at the four study intersections for an additional three hours for the weekday AM peak period.

- *Approximate Cost: $3,000*

Existing Traffic Operations Assessment During Additional Peak Hour

Fehr & Peers will update our model to include the existing traffic conditions in the Study Area during the weekday AM peak hour. Similar to the base scope of work for the weekday PM peak hour analysis, this effort will focus on the detailed traffic signal operations, phasing, and volumes for the four study intersections during the weekday AM peak hour. This analysis will utilize the Visum and Vistro software for this task to support the intersection operations of the local downtown core, setting us up to use this model as part of additional tasks 3 and 4 work.

- *Approximate Cost: $3,000*

Analyze Alternatives During Additional Peak Hour

We will evaluate the intersection operations of the four study intersections for up to three alternatives for the weekday AM peak hour. We will use the Visum model developed in Task 1 and the Vistro software to perform the intersection operations analysis. We will refine the details of each of the three alternatives to be compatible with project objectives (e.g. maintain level of service, prioritize safety for pedestrian crossings, etc.).

- *Approximate Cost: $5,000*

Additional Community Meetings & Public Workshops

Our base scope of work includes a community meeting / public workshop during Phase 2 of our engagement. If additional community meetings or public workshops are needed during Phase 1 or 3, we can prepare for and facilitate additional community meetings

- *Approximate Cost: $12,000 per workshop*

Fee Proposal for Sebastopol Main Street Planning & Redesign Project

updated 4/19/2024

Tasks	Fehr & Peers (Prime)									Subconsultants							
										Leshner Planning & Transportation	Placeworks	BKF					
	Project Manager	Principal-in-Charge	Sr. Planner/ Engineer	Project Planner/ Engineer	Graphics/ GIS/CAD	Project Coordinator	Labor Hours	Direct Costs	Total	Eleanor Leshner	Bruce Brubaker	Amir Abdollahi	Labor Hours	Total	Total Hours	Total Costs
	$310	$340	$210	$180	$175	$155				$200	$265	$260				
Task 1 - Existing Conditions																
1a Kickoff Meeting	2	2	1			1	6	$120	$1,785	2			2	$400	8	$2,185
1b Data Gathering, Collection, & Review	3	0	17	12	4	4	40	$4,005	$11,985				0	$0	40	$11,985
1b.1 Data Needs List	0		1			0										
1b.2 Review Readily Available Data	2		12	8	4	3										
1b.3 Collect New Traffic Data	1		4	4		1										
1c Existing Conditions Maps	2	1	4	8	24	5	44	$780	$8,995				0	$0	44	$8,995
1d Existing Traffic Operations Assessment	2		4	16	12	4	38	$490	$7,550				0	$0	38	$7,550
1e Existing Conditions Summary	2	1	4	12	4	3	26	$360	$5,485	4			4	$800	30	$6,285
Task 2 - Community Engagement & Coordination																
2a Participation Plan (Draft & Final)	1		2			0	3	$100	$830	16			16	$3,200	19	$4,030
2b Phase 1 Engagement	7	1	14	14	28	8	72	$955	$15,065	40	4	2	46	$9,580	118	$24,645
2b.1 Project Website & Survey	2		6	10	12	4				8						
2b.2 Stakeholder Meetings	2	1	4	4		1				20	4	2				
2b.3 City Commission Meetings	2		2			1				4						
2b.4 Materials	1		2		16	2				8						
2c Phase 2 Engagement	7	4	14	31	26	10	92	$1,270	$19,420	56	0	0	56	$11,200	148	$30,620
2c.1 Project Website	1		4	3	2	1				0						
2c.2 Public Workshops	2	2	8	16	8	4				28						
2b.3 Stakeholder Meetings	3	2		8		2				16						
2c.4 City Commission Meetings	1			4		1				4						
2c.5 Materials	0		2		16	2				8						
2d Phase 3 Engagement	1	0	6	10	7	2	26	$360	$5,265	8	0	0	8	$1,600	34	$6,865
2d.1 Project Website				2		0				4						
2d.2 City Commission Meeting	1			4		1				0						
2d.3 Materials				4	7	1				4						
2e Technical Working Group	2		4		4	1	11	$160	$2,475	0			0	$0	11	$2,475
2f Engagement Summary			2			0	2	$30	$450	16			16	$3,200	18	$3,650
2g Project Management & Coordination	20	4	16			5	45	$820	$12,515	16			16	$3,200	61	$15,715
Task 3 - Corridor Vision, Alternatives, & Analysis																
3a Develop High Level Concepts	4	3	16	4	4	4	35	$540	$8,200	16	10	4	30	$6,890	65	$15,090
3b Identify Potential Regional Improvements	4	1	4	4	6	2	21	$460	$4,960	4		2	6	$1,320	27	$6,280
3c Develop Alternatives	2	1	4	8	6	4	25	$340	$5,260	8			8	$1,600	33	$6,860
3d Analyze Alternatives	2	1	2	20	8	4	37	$490	$7,490				0	$0	37	$7,490
3e Conceptual Design Development	8	2	16	36	56	14	132	$1,750	$26,720	8	24	10	42	$10,560	174	$37,280
Task 4 - Regional Circulation Assessment																
Regional Circulation Assessment	2		8	44		7	61	$695	$12,000				0	$0	61	$12,000
Task 5 - Implementation Strategies & Analysis Requirements																
Implementation Strategies & Analysis Requirements	4		8	16	12	6	46	$570	$9,400	8			8	$1,600	54	$11,000
Task 6 - Draft & Final Plan																
6a Draft Plan	4	2	8	4	8	4	30	$540	$6,880	20			20	$4,000	50	$10,880
6b Final Plan	1		4	2	2	2	11	$150	$2,320	4			4	$800	15	$3,120
Task 7 - Board Review & Approval																
7a Preparation, Attendance, Presentation to Board	3		4			1	8	$75	$2,000				0	$0	8	$2,000
Total for all Tasks	84	23	175	253	211	94	811	$15,060	$177,050	226	38	18	282	$59,950	1,093	$237,000

Notes:

This fee proposal is valid for a period of 90 days from the proposal submittal date.

Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.

Mileage is billed at the IRS rate plus 10% handling fee

Rates and non-key staff are subject to change at any time, without notice, and within the total budget shown

PROPOSAL FOR

Sebastopol Main Street Planning & Redesign Project

PREPARED FOR
CITY OF SEBASTOPOL

PREPARED BY
FEHR & PEERS

DATE
JANUARY 22, 2024

FEHR PEERS

January 22, 2024

Kari Svanstrom
Planning Director
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472
ksvanstrom@
cityofsebastopol.org

SUBJECT: PROPOSAL FOR SEBASTOPOL MAIN STREET PLANNING AND REDESIGN PROJECT

Fehr & Peers

Geoff Rubendall, PE, TE, RSP1
140 Keller Street
Petaluma, CA 94592
T: (415) 426-2522
F: (415) 773-1790
E: g.rubendall@fehrandpeers.com

This proposal reads like a book.

For best results in Adobe Acrobat:

- Go to View → Page Display
- Select Two Page View
- Make sure the option to Show Cover Page in Two Page View is selected

Dear Kari:

Thriving downtowns, like Sebastopol's, are forever adapting to changing needs and priorities. Decades of focusing on motorized vehicle capacity and parking, compounded by state priorities and incentives that supported the efficient movement of regional traffic on state highways through the Downtown have created a street network rife with compromise. Setting the path towards a more vibrant, resilient, and sustainable Downtown Sebastopol requires a comprehensive, fresh look at the land use, transportation network and community fabric that embodies the spirit of the Downtown and surrounding neighborhoods. Building from recent efforts including the Climate Action Framework, Housing Element Update, and the Local Roadway Safety Plan will allow the city and community at large to reinforce its values and put into action the policies set forth over recent years. This is apparent in the ongoing Active Transportation Plan, where Fehr & Peers is supporting the city and the Sonoma County Transportation Authority (SCTA) to seek community feedback in developing active transportation goals, policies, and projects for walking and biking systems that are appealing to a broader range of people. A significant tailwind to Downtown Sebastopol's aspirations is new state and federal priorities and funding programs that focus on safety, placemaking, and undoing the harms of past infrastructure projects.

This effort requires a consultant team that has the experience and respect for the character and values of the City of Sebastopol and the Downtown area complemented by industry expertise related to transportation safety and connectivity; relationships with Caltrans as the owner of the state highways; understanding of what can make a semi-urban downtown thrive; and the knowledge of how to address the well-documented community concerns related to traffic and parking Downtown. The Fehr & Peers team will provide the city and local community with a team of planners, engineers, and urban designers that can work in partnership with staff, community members, stakeholders, and elected officials to help craft a sustainable vision and path forward for a more resilient, vibrant, and engaging Downtown core.

To help achieve the study's goals, we propose **Geoff Rubendall, PE TE RSP1** to lead our team as **Project Manager.** Geoff has been working on improving communities through a multimodal and safety lens for nearly two decades. As leader of our Petaluma office, Geoff is rooted in Sonoma County and is focused on continuing our service to agencies within the North Bay. Geoff can leverage Fehr & Peers' deep bench of technical experts, while providing his own expertise related to complete streets planning and engineering and multimodal safety, access, and circulation. Geoff's experience working with agencies in downtown areas and state right-of-way includes his current role supporting the City of Cotati as they evaluate the vision for State Route (SR) 116 west of US 101, right-sizing the roadway and prioritizing access, safety, and compatibility with city and community goals. Geoff has also worked with the City of Berkeley for nearly his whole career on traffic engineering and multimodal safety projects, including a large corridor study of SR 13 (Ashby Avenue) in the aftermath of the Caldecott Tunnel opening and its effects on increased motorized traffic along the entire over three mile corridor, as well as the study and implementation of a reconfigured Downtown Berkeley, which included the closure of a portion of Shattuck Avenue for bus, bicycle, and pedestrian activity only.

Geoff will work in partnership with **Matthew Ridgway, AICP, PTP, RSP1,** a firm leader in multimodal systems and performance measures. Matthew has worked on dozens of downtown plans for medium and large cities, facilitating difficult and complex conversations to align transportation systems with local priorities. He specializes in balancing transportation needs through technical analysis that pivot from policy objectives. This often involves deriving modal priorities and aligning performance expectations with priority modes. He has done this in major downtown

areas like Detroit and Dallas; and those of comparable size and scale to Sebastopol like Albany, El Cerrito, and Kensington (MD). Matthew, who has been with the firm for 30 years, having recently returned to the Bay Area after seven years away in Washington, D.C., and Dallas; now lives and works in Sonoma County; where he is a technical expert on the Sonoma Countywide and City of Sebastopol Active Transportation Plans.

Fehr & Peers is joined by **Leshner Planning & Transportation, PlaceWorks,** and **BKF Engineers.** Eleanor Leshner, of Leshner Planning & Transportation, is a Sebastopol resident who brings to the team her experience collaborating with community-based organizations to craft messages, developing content, and identifying appropriate venues and opportunities for engagement; as well as providing a targeted transportation policy and planning perspective. PlaceWorks brings to our team urban design and community consensus building expertise, having completed similar corridor studies in Sonoma County, including Santa Rosa Avenue in recent years. Our team is rounded out by BKF Engineers, a civil engineering firm with an office in Santa Rosa, who is well versed in navigating the Caltrans planning and approval process, and who Fehr & Peers has worked with for decades on similar planning studies.

We are enthusiastic about the opportunity to help engage with the Sebastopol community to find ways to realize the potential of downtown. Our team will provide the City and community the right balance of industry expertise, local presence, and dedication to client service to help realize the vision of a more vibrant downtown Sebastopol.

As a Vice President and Director of Fehr & Peers, I, Matthew Ridgway, am authorized to bind our firm to this proposal.

We acknowledge receipt of the Addendum dated January 4, 2024.

This proposal is valid for ninety (90) days.

Sincerely,

FEHR & PEERS

Matthew D. Ridgway

Matthew Ridgway, AICP, PTP, RSP1

PRINCIPAL-IN-CHARGE

Authorized Representative

Geoff Rubendall, PE, TE, RSP1

PROJECT MANAGER

Principal


GLOBAL
VILLAGE
Since 1992
TB

Contents

1
2. Executive Summary

3
3. Consultant Information, Qualifications & Experience

About the Team 3
Project Experience 5

15
4. Organization and Approach

4.1 Project Organization 15
4.2 Project and Management Approach 16
4.3 Key Staff 23

33
5. Scope of Work

5.1 Scope of Work Statement 33
5.2 Project Deliverables 44
5.3 Cost Control and Budgeting Methodology 45

47
6. Schedule of Work

49
7. Cost Proposal / Estimated Fee

50
8. Conflict of Interest Statement

51
9. Litigation

Fehr & Peers 51
PlaceWorks 52

53
10. Contract Agreement

A-1
Appendix

2. Executive Summary

Understanding

After years of a transportation system prioritizing efficient traffic movement regionally at the expense of local needs, Downtown Sebastopol is not yet the vibrant, resilient, and inviting place it could be. This project is an opportunity to reimagine the street network and land uses to lay the foundation for a safer, thriving, and more welcoming Downtown.

Meeting the Need

You need a trusted team who knows and loves Sebastopol, with experience working with communities and stakeholders to bring their visions to life, setting them up for successful implementation of community improvements.

OUR FIRM

Fehr & Peers has a proven track record in delivering projects like the Sebastopol Main Street study, engaging communities, and addressing historical inequities and safety concerns in Downtown settings. We have extensive experience collaborating with Caltrans on various projects.

OUR PM

Geoff, our proposed Project Manager, boasts nearly two decades of experience in successfully executing numerous multimodal access and safety studies. His expertise spans from navigating the Caltrans planning process and community-driven planning, to projects requiring diverse technical services.

OUR TEAM

Comprised of technical experts and locally focused staff, our team is well-equipped to support city staff in developing practical solutions for Downtown access, circulation, and safety issues.

Matthew, our proposed Principal in Charge, brings extensive experience in similar contexts and lives and works in Sonoma County.

Our three subconsultants are enthusiastic about and committed to successfully delivering this project:

Eleanor of **Leshner Planning & Transportation** lives and works in Sebastopol. Her expertise includes transportation planning, policy, and community engagement. As a local, she also brings insight and understanding.

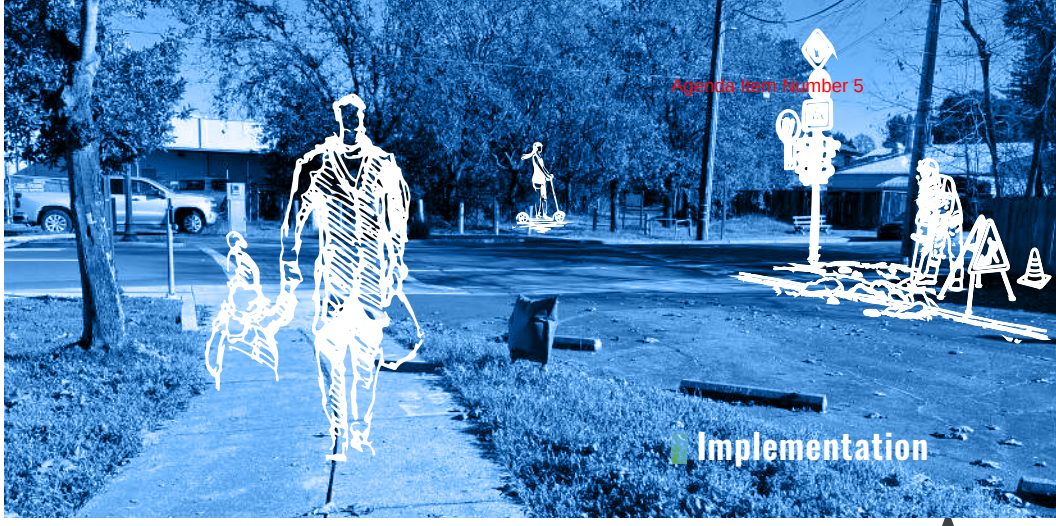
Bruce and his team at **PlaceWorks** regularly collaborate with Fehr & Peers and know how to work with communities to plan and design the places and spaces they envision.

Jaggi and the team at **BKF Engineers** are Sonoma County-based, offering a deep understanding of Caltrans facilities and civil engineering expertise.

Our Approach

We have outlined the following key strategies to **enhance the project** and **ensure success:**

1. *Use the updated regional travel demand model, incorporating changes from Plan Bay Area 2050 to efficiently assess regional connections.*
2. *Seamlessly integrate feedback from the concurrent active transportation plan, streamlining coordination efforts.*
3. *Thoroughly engage the community by prioritizing listening, collaboration, and translating community concerns into viable alternatives.*
4. *Implement industry best practices in multimodal and Complete Streets concepts, leveraging NACTO, ITE guidance, and forthcoming Caltrans Complete Streets Guidelines (Design Informational Bulletin 94).*
5. *Strategically position the project for grant funding during concept development, ensuring alignment with Caltrans' approval processes and setting the stage for implementation.*



TASK 1

EXISTING CONDITIONS

Meet as a team to build common purpose and identify stakeholders. Understand data needs and report back on existing conditions.

TASK 2

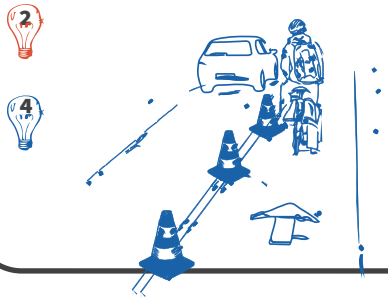
COMMUNITY ENGAGEMENT & COORDINATION

Listen to the community and collaborate with community members to build trust, understanding, and convert concerns into implementable ideas.

TASK 3

CORRIDOR VISION, ALTERNATIVES & ANALYSIS

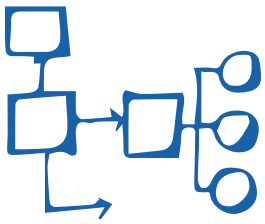
Combine feedback from community members and stakeholders with industry best practices into concrete ideas and concepts to build enthusiasm for the project.



TASK 5

IMPLEMENTATION STRATEGIES & ANALYSIS REQUIREMENTS

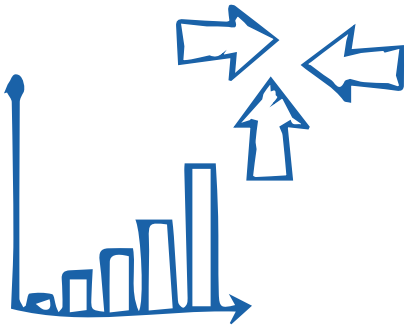
Develop the preferred alternative and document the necessary next steps for the City to seek implementation funding.



TASK 4

REGIONAL CIRCULATION ASSESSMENT

Harness our deep knowledge of the SCTA model to better understand future changes to the regional transportation network and their impacts on Sebastopol.



TASK 6

DRAFT & FINAL PLAN

Summarize the project, with a clear path forward to implementing the community vision.

TASK 7

COUNCIL/BOARD REVIEW & APPROVAL

Present to Council to ensure alternatives and the final plan have the support to proceed.

3. Consultant Information, Qualifications & Experience

About the Team

Fehr & Peers leads a team with the right balance of technical expertise and local experience to provide a balanced and complete team of planners, engineers, and subject matter experts to address the challenges this study seeks to undertake. Below is a description of the firms committed to our team and the project experience demontrating we have the knowledge and level of collaboration needed to successfully deliver this study.

Fehr & Peers FP

PRIME CONSULTANT

Founded in the Bay Area by Juergen Fehr and Jack Peers as a focused transportation planning and engineering firm in 1985, Fehr & Peers's clients have trusted us to be their partners for over 38 years. As we have grown from a small, local firm to a large, national firm of more than 350 employees, we remain steadfast in our commitment to clients and the communities we serve. One of the keys to this success is our exclusive focus on transportation planning and engineering—areas that are ever-evolving, as are our practices in multimodal planning and design, multimodal safety, bicycle facility planning and design, construction feasibility analysis, preliminary cost estimating, and community engagement. It is part of our company DNA to evolve the state of the practice in transportation through a culture that embraces innovation; an internally funded research and development program; internal "Discipline Groups" that allow cross-pollination of ideas; and leadership within national organizations like the Institute of Transportation Engineers (ITE) and the Transportation Research Board (TRB). This dedication is further supported by our work on national research projects, especially those related to evolving sub-fields like safe systems and equity. Our firm is committed to understanding each community's concerns and desires for the transportation system, which allows us to incorporate the latest best practice resources into context-sensitive solutions. Safe, healthy, and equitable mobility for all is a core philosophy in developing transportation plans and programs. Several of our staff members are certified Road Safety Professionals (RSPs), bringing dedicated and specialized safety expertise.

EMBRACING COMMUNITY VALUES TO GUIDE IMPLEMENTATION

We understand that national, state, and regional expertise is only effective when paired with strong local understanding. Our staffing plan consists of key leaders who live and work in Sonoma County. Our dedicated planners and engineers regularly lead stakeholder and community outreach activities as part of project work, including conducting meetings, communicating technical ideas through graphic representations, and presenting results and designs to stakeholders and the public. Engaging community members in a meaningful way is an integral part of our work, and we often employ the help of Community Based Organizations (CBOs), internal bilingual staff, and experienced translators to engage with the public authentically. Fehr & Peers' plans and designs combine community visions with a focus on implementation. Our commitment to both elements assists our clients in phasing projects and preparing robust plans for successful near-term and long-term outcomes. Because we provide services ranging from master planning to plans, specifications, and estimates (PS&E) and grant writing, we are often involved in all stages of a project from initial ideas and concepts to construction drawings. As a result, our complete street and safety work have a high degree of rigor.

TECHNICAL CAPABILITIES

We are a full-service transportation firm with extensive experience in all stages of a project, from planning through to design and construction. We are "plangineers" who bridge the gap between planning and engineering, taking careful consideration for feasible solutions when developing a plan, even in the early stages. Key planning strategies, such as developing cohesive community-oriented goals, guide our design process. Project goals

can help communicate corridor-level tradeoffs for initial visioning stages, especially when comparing multiple alternatives. We integrate our design and construction management expertise with our extensive knowledge of planning and multimodal operations to provide clients with the ideal combination of creative yet practical solutions that address the needs of all travel modes. This comprehensive approach to transportation engineering is a benefit to clients looking to make cost-effective decisions and develop biddable projects with minimal questions during construction. As an example, as part of the Sebastopol Active Transportation Plan (ATP), we've reviewed Sebastopol's application for Caltrans' Active Transportation Program for improvements along Bodega Avenue, Ragle Road and Mill Station Road, and identified strategies for improving the city's competitiveness by amending the project and project description to better align with state goals related to safe systems, equity, and new mobility. Furthermore, with our work supporting SCTA in the development of their activity-based travel demand model and helping guide their policies around vehicle miles traveled (VMT) we are well-suited to apply these policy and technically complicated elements to better evaluate potential alternatives in the ever-changing transportation and policy landscape.

Leshner Planning & Transportation LPT

COMMUNITY ENGAGEMENT & TRANSPORTATION PLANNING

Leshner Planning & Transportation (LPT) is a women-owned, consulting firm based in Sebastopol that focuses on sustainable transportation planning and policy. LPT helps create and strengthen "people friendly" communities that are resilient to climate change by making it easier and safer for people to walk, bike, use public transit, and leverage emerging mobility technologies. LPT works with regional and local agencies on projects ranging from long-range plans and policy development to complete street corridor studies and transit access improvements. They often lead and contribute to thoughtful community and stakeholder engagement efforts, leveraging their attention to detail, collaborative approach, and ability to communicate complex information to stakeholders and the public. Founded in January 2022 by Eleanor Leshner, the firm is DBE certified in the state of California.

PlaceWorks PW

URBAN DESIGN & COMMUNITY ENGAGEMENT

PlaceWorks is one of the West Coast's preeminent planning and design firms, with approximately 140 employees in six offices. PlaceWorks serves both public- and private-sector clients throughout the state in the fields of comprehensive planning, environmental review, urban design, landscape architecture, community outreach, and geographic information systems (GIS). Their talented, multidisciplinary team thrives on working with communities to tackle complex problems and develop workable solutions. PlaceWorks is all about places and how they work geographically, environmentally, functionally, aesthetically, and culturally. They are also passionate about how they work with their clients. PlaceWorks brings together people from diverse practice areas, offering the best in capability and connectivity. Just as each place they work is distinctly different, so is their thinking. PlaceWork's relevant experience includes Glendora Plazas, where they engaged with the City of Glendora to select permanent street furniture and create landscape plans for two pedestrian plazas and the nearby bus plaza, expanding on the city's parklet program.

BKF Engineers BKF

CIVIL ENGINEERING

Since 1915, BKF Engineers has earned a reputation for its ability to successfully plan, design, survey, and implement complex projects. Through the firm's network of 16 West Coast offices, including their office in Santa Rosa, BKF provides civil engineering, land surveying, land planning services, and funding resources for government agencies, institutions, developers, design professionals, contractors, school districts, and corporations. Facilitating the unique permitting and expertise requirements of projects, the firm provides several specialty services, including hydrology and hydraulics, agency permit expediting, grant and funding strategies, sustainable infrastructure, site accessibility consulting, traffic signal and traffic handling designs, utility locating services, automated construction surveying monitoring, and 3D laser scanning. By leveraging the firm's diverse project portfolio in combination with innovative design solutions, BKF's team of more than 450 experienced staff is dedicated to successfully delivering sustainable and dynamic projects for communities and partners. BKF's relevant experience includes Highway 9 Safety Improvements Project PS&E, led by Jaggi Bhandal, which aimed to improve the level of service (LOS) and safety at the intersection of Highway 9 and University Avenue in Los Gatos.

Agenda Item 5 Number
City Council Meeting Packet of May 7th, 2024

Project Experience

The following table summarizes the various projects and efforts that Fehr & peers and our proposed team of sub-consultants have worked on that include the same types of work, geographic typologies, or anticipated process as this study. Projects in **BOLD** are detailed on the following pages.

Project	Complete Streets	Safety	Traffic Operations & Modeling	Local/North Bay	Caltrans	Engagement	Downtown/Urban/ Commercial Context
El Camino Real Bicycle & Pedestrian Improvement Plan (FP)	●		●		●	●	
SamTrans Grand Boulevard Complete Streets (FP)	●				●	●	
SR116 & West Cotati Avenue Corridor Safety Improvements (FP)	●		●	●	●		
CCTA Countywide Bicycle & Pedestrian Plan Update & Vision Zero Policy (FP, LPT)	●	●				●	
Los Banos Downtown Strategic Plan (PW)	●					●	
Santa Rosa Avenue Corridor Plan & Improvements (PW, BKF)	●	●	●	●		●	●
Del Norte Transit-Oriented Development (TOD) Complete Streets Improvement (FP, BKF)	●	●	●		●		
Caltrans Active Transportation Program Cycle 6 Grant Writing (LPT)	●	●					
Delivering Zero Emissions Communities (LPT)						●	●
Glendora Plazas (PW)						●	●
Highway 9 Safety Improvements Project PS&E (BKF)	●	●	●		●		
San Mateo Complete Streets (FP)	●	●				●	●
SCTA Countywide ATP (FP)	●	●		●		●	●
SCTA On-Call Modeling (FP)			●	●			
Petaluma Active Transportation Plan (FP)	●	●		●		●	●
Caltrans District 4 Safety Plan (FP)		●		●	●		
Willits Downtown Streets Study (FP)	●	●			●	●	●
Laytonville Traffic Calming and Downtown Revitalization (FP, PW)	●	●			●	●	●

El Camino Real Bicycle & Pedestrian Improvement Plan FP

COLMA, CA

3.1 CONTRACTING AGENCY

Town of Colma

3.2 CONTRACTING AGENCY PROJECT MANAGER

Abdulkader Hashem,
Senior Project Manager

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(650) 757-8897
ahashem@colma.ca.gov

3.4 CONTRACT AMOUNT

$199,108

3.5 DATE OF CONTRACT

April 2019

3.6 DATE OF COMPLETION

April 2021

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

Ingrid Ballús Armet, Senior Transportation Engineer
(415) 625-9074
i.ballusarmet@fehrandpeers.com

3.8 PROJECT OBJECTIVE

Develop the El Camino Real Bicycle and Pedestrian Improvement Plan, incorporating Vision Zero strategies with an emphasis on increasing safe, healthy, and equitable mobility for all ages, abilities, and incomes.

3.9 PROJECT DESCRIPTION

Fehr & Peers led the development of a corridor safety improvement plan for El Camino Real (SR 82) through the town of Colma. The project began with an assessment of existing traffic, parking, and active transportation conditions. Based on this assessment and in coordination with town staff, the team developed conceptual cross sections for the corridor with safety features for active modes, as well as the potential trade-offs of the design changes. The design was presented in a concept plan for the full corridor and a virtual preview with a video of a 3D model. The ultimate recommendations were included within a final plan. The project team engaged the public throughout the project to document existing conditions, solicit feedback on candidate design elements, and refine the ultimate design recommendation. The project included coordination with Caltrans and other local stakeholders through a task force and presentations to the City Council.

3.10 PROJECT OUTCOME

Our work culminated in the selection of an alternative through our community engagement process and meetings with staff, commissions, and elected officials. Subsequently, our efforts led to the preferred alternative moving forward into the Caltrans project study report and project development report (PSR/PDS) process, for which Fehr & Peers is supporting the prime consultant and the city.

SamTrans Grand Boulevard Complete Street FP

REDWOOD CITY & PALO ALTO, CA

3.1 CONTRACTING AGENCY

San Mateo County Transit District (SamTrans)

3.2 CONTRACTING AGENCY PROJECT MANAGER

Matt VanHua (former consultant to SamTrans)
Principal Planner, City of Santa Cruz

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(831) 420-5216
mvanhua@santacruzca.gov

3.4 CONTRACT AMOUNT

$132,984

3.5 DATE OF CONTRACT

May 2017

3.6 DATE OF COMPLETION

April 2019

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

Kendra Rowley, Associate
(619)-758-3008
k.rowley@fehrandpeers.com

3.8 PROJECT OBJECTIVE

Provide the first phase of planning and engineering services related to the development of complete streets improvement plans for sections of El Camino Real, consistent with the Grand Boulevard Initiative (GBI) Vision. The GBI seeks to revitalize the roadway into a vibrant, people-friendly place.

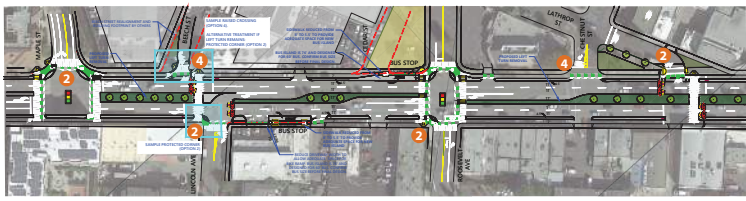
3.9 PROJECT DESCRIPTION

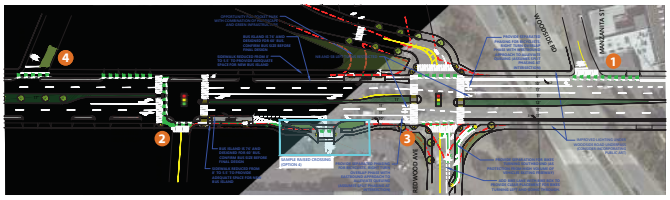
As part of the Grand Boulevard Safe and Healthy Corridor Communities Project and through Caltrans Sustainable Communities Planning Grants, **Fehr & Peers** led the development of two corridor design projects on El Camino Real (State Route 82). Those corridor design projects consisted of the following:

- Redwood City – Maple Street to Charter Street
- Palo Alto – Stanford Avenue to Lambert Avenue

The vision for each corridor was developed to align with the Grand Boulevard Initiative, which aims to convert El Camino Real from an auto-oriented arterial

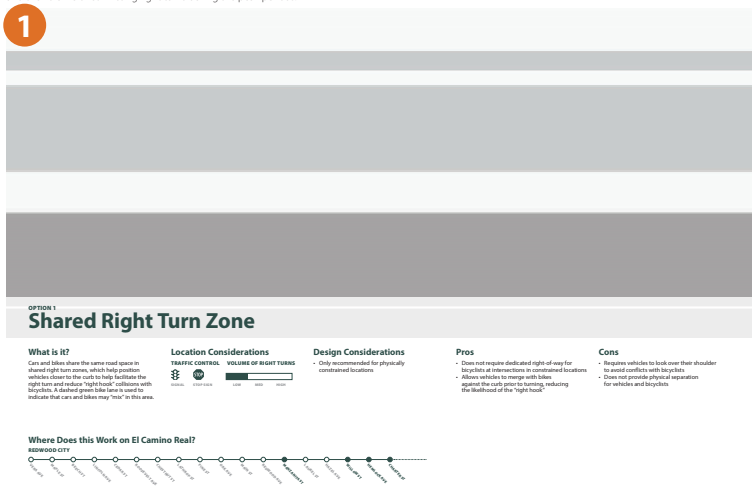
Figure 14
CAD Designs





Addressing Safety at Intersections

Intersection treatments summarized in the following sections were chosen on a technical basis, following best practices for intersection design along protected bikeways and feedback from the Complete Streets Advisory Committee while considering the constraints and context of El Camino. The focus for these treatments is minimizing potential "right hook" conflicts between vehicles and bicycles at intersections. Main considerations include existing traffic control, available right-of-way, and the volume of conflicting right turns during the peak periods.



to a destination for all modes. Performance measures consistent with the Grand Boulevard Initiative's guiding principles were developed in coordination with each city to communicate tradeoffs of various alternatives through the lens of seven overarching goals of the project: safety and public health, mobility and transit reliability, equity, environment, cost, placemaking and streetscaping, and connectivity. Chosen for grant funding based on their high rate of pedestrian- and bicycle-related collisions and inhospitable conditions for non-auto travel, improving safety for those walking and biking was a high priority for these study corridors.

Fehr & Peers developed and implemented lengthy public engagement programs with a variety of formats including pop-up events, stakeholder workshops and meetings with local schools and business districts, as well as a "living preview." This interactive preview was the first of its kind on a Caltrans facility in District 4, which installed a temporary protected bike lane to demonstrate what a Class IV facility could look and feel like on El Camino Real. Project concepts were developed following this robust community engagement process.

The project included development of design and project guidance that could be adapted for other jurisdictions along the El Camino Real corridor, including the development of a "design library" that included a menu of design treatments focused on quick-build options, streetscape improvements, forms of separation for protected bike lanes, and items addressing safety at intersections.

3.10 PROJECT OUTCOME

Our work led to the adoption of key polices and alternatives in both Redwood City and Palo Alto, leading to the advancement of the complete streets improvements into the next planning phase, expected to be further developed as part of future studies along the El Camino Real corridor.

Geoff served as traffic engineering lead, supporting the project by developing alternatives refining in proposed improvements, and providing review of technical deliverables

Fehr & Peers is an industry leader in planning for multi-modal safety, infusing the Safe System Approach into our work, and we partner with public agencies and communities to understand and shape mobility. Safe, healthy, and equitable mobility for all is our core philosophy in developing transportation safety plans and programs. Over the past decade, we have worked with nearly 100 jurisdictions for multi-modal safety planning.

Fehr & Peers is on the leading edge of the movement by agencies to adopt the international best practice Safe System approach. Since Safe System was first embraced in the US, we have been collaborating with FHWA, ITE, and Johns Hopkins to frame and deploy the Safe System approach into policy, funding, training programs, and implementation guidance.

SR116/West Cotati Avenue Corridor Safety Improvements FP

COTATI, CA

3.1 CONTRACTING AGENCY

City of Cotati

3.2 CONTRACTING AGENCY PROJECT MANAGER

Craig Scott, Director of Public Works

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(707) 665-3620
cscott@cotaticity.org

3.4 CONTRACT AMOUNT

$301,800

3.5 DATE OF CONTRACT

December 2022

3.6 DATE OF COMPLETION

Ongoing

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

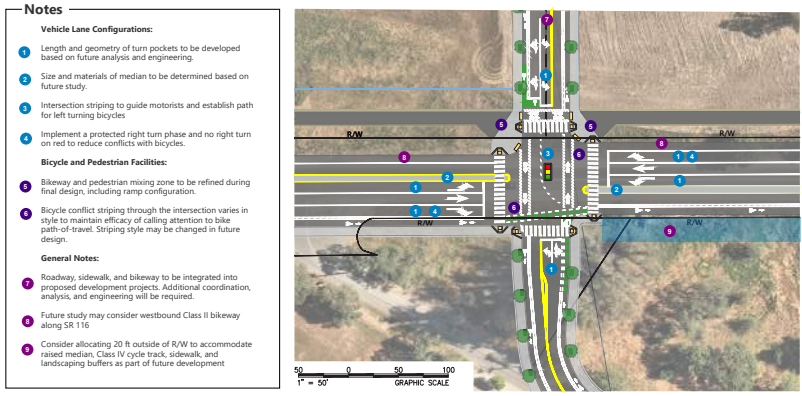
Geoff Rubendall, Principal
(415) 426-2522
g.rubendall@fehrandpeers.com

3.8 PROJECT OBJECTIVE

Corridor improvement plan to accommodate several proposed development projects, and to address area-wide safety and multimodal access challenges.

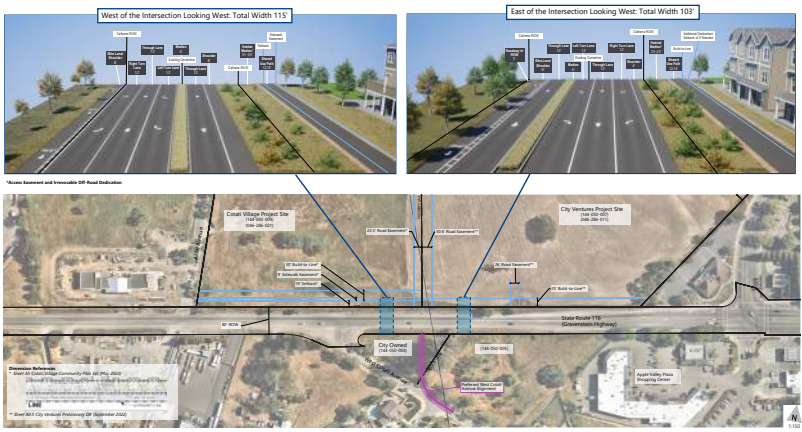
3.9 PROJECT DESCRIPTION

Fehr & Peers developed alternatives to realign West Cotati Avenue into State Route 116 (SR116), including a visionary corridor improvement plan to accommodate several proposed development projects, and to address area-wide safety and multimodal access challenges. After developing several concepts and working with city and stakeholders to identify a preferred set of improvements, the Fehr & Peers team developed 35% plans and a traffic report to support the design decisions and implementation strategies of the various project components. One of the crucial elements of this effort studied the feasibility of a Class I multi-use pathway along SR116 and through coordinating with the countywide active transportation



State Route 116 and West Cotati Avenue
Conceptual Plan

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



State Route 116 and West Cotati Avenue
Project Map

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

planning effort, the project team was able to inform the enhancement of Class II bike lane corridors to match the proposed Class I multi-use path.

3.10 PROJECT OUTCOME

The design aspect is ongoing but at the end of the project, the city will have a set of 35% design plans and a traffic report to take to Caltrans for review and use as a basis to seek funds through various grant opportunities to fund the final design and construction of these much needed corridor safety improvements.

On this project, Geoff is the project manager, directly overseeing all technical work and administrative elements of the contract, coordination with the sub-consultants, and primary point of contact for the City.

CCTA Countywide Bicycle & Pedestrian Plan Update & Vision Zero Policy Framework

FP LPT

CONTRA COSTA COUNTY, CA

3.1 CONTRACTING AGENCY

Contra Costa Transportation Authority (CCTA)

3.2 CONTRACTING AGENCY PROJECT MANAGER

Matt Kelly, Senior Transportation Planner

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(925) 256-4730

mkelly@ccta.net

3.4 CONTRACT AMOUNT

$255,915

3.5 DATE OF CONTRACT

October 2018

3.6 DATE OF COMPLETION

September 2021

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

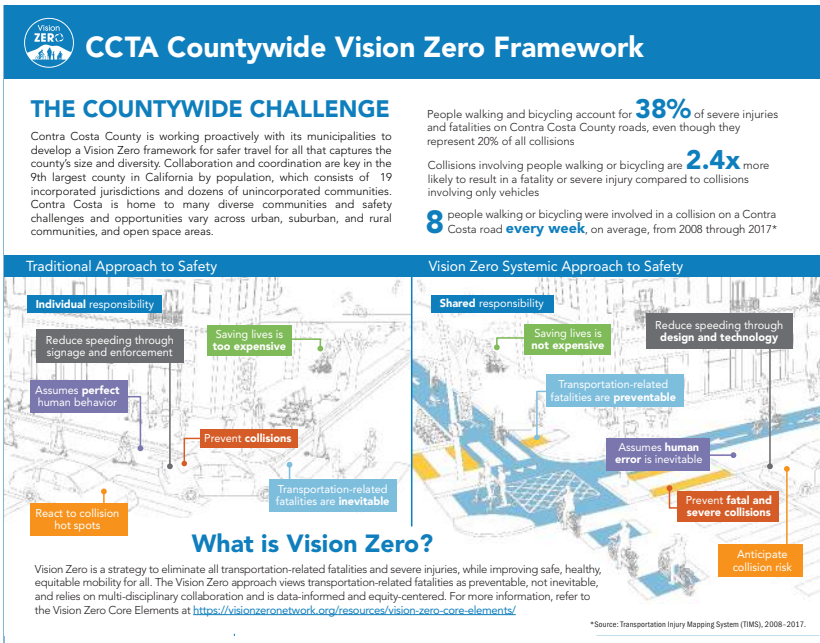
Eleanor Leshner, Principal Planner
(415) 684-8988
eleanor@leshnerplanning.com

3.8 PROJECT OBJECTIVE

Update Countywide Bicycle and Pedestrian Plan to reflect best practices and develop a countywide low-stress bicycle network and implementation plan. The related Vision Zero effort sought to identify a countywide high-injury network and develop a best practice resource guide for local jurisdictions.

3.9 PROJECT DESCRIPTION

As part of the **Fehr & Peers** team, Eleanor Leshner of **Leshner Planning & Transportation** worked with CCTA as consultant Project Manager and Lead Planner to develop their 2018 Countywide Bicycle & Pedestrian Plan Update, and subsequently managed their 2021 Vision Zero



Policy Framework. Key elements of the 2018 Plan Update included extensive community outreach; development of a white paper on emerging planning trends including micromobility and curbside management; development of the countywide low-stress bicycle network and priority pedestrian areas; an implementation strategy; and creation of a public-facing plan that is easy to read and visually appealing. To advocate Vision Zero as a standard practice in local transportation planning and traffic operations, Eleanor's team analyzed traffic safety data to identify countywide safety trends and developed a "best practice" resource guide for local jurisdictions to consistently implement safety improvement projects. Eleanor also led and facilitated quarterly Vision Zero Working Group stakeholder meetings and presented updates to local elected officials.

3.10 PROJECT OUTCOME

Developed an updated Countywide Bicycle and Pedestrian Plan and Vision Zero Transportation Safety Resource Guide for local jurisdictions, including a countywide low-stress bikeway network, implementation plan, countywide high injury network, and transportation safety resource guide for local jurisdictions. CCTA subsequently successfully won $29 million in Safe Streets for All (SS4A) federal funding in the 2022/23 application year to implement priority active transportation and safety projects throughout the county.

Los Banos Downtown Strategic Plan PW

LOS BANOS, CA

3.1 CONTRACTING AGENCY

City of Los Banos

3.2 CONTRACTING AGENCY PROJECT MANAGER

Stacy Souza Elms, Community Development Director

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(209) 827-2433
stacy.souza@losbanos.org

3.4 CONTRACT AMOUNT

$861,506

3.5 DATE OF CONTRACT

December 2017

3.6 DATE OF COMPLETION

April 2023

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

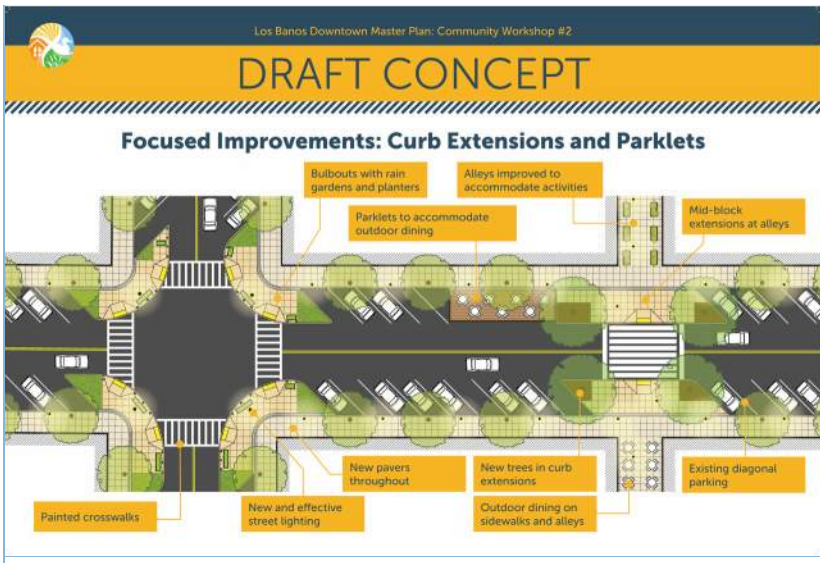
Joanna Jansen, Managing Principal
(510) 848-3815 ext. 3318
jjansen@placeworks.com

3.8 PROJECT OBJECTIVE

To enhance Downtown Los Banos and promote development on opportunity sites, while improving its streetscapes and maintaining its historic, small-town character.

3.9 PROJECT DESCRIPTION

The Los Banos Downtown Strategic Plan is a component of the broader Los Banos 2040 General Plan Update effort, both of which are being developed by **PlaceWorks.** The policies and strategies of the two, while not identical, are intended to reflect and reinforce one another. Each document informs the other, and they are designed to harmonize with respect to both land use and policy. Los Banos' Downtown core is disconnected from nearby regional corridors, has gaps in its fabric, and lacks prominent wayfinding and signage. The Strategic Plan seeks to address these and other issues to enhance the Downtown and promote development on opportunity sites, while improving its streetscape and maintaining its historic, small-town character.



3.10 PROJECT OUTCOME

PlaceWorks developed a list of strategies that are designed to help achieve topic area goals. Topic areas include plans for new land uses, implementing gateways and wayfinding, strengthening businesses, rehabilitating buildings, upgrading infrastructure, improving safety, establishing character, developing a food scene, managing parking, and creating public spaces.

Santa Rosa Avenue Corridor Plan & Improvements

SANTA ROSA, CA

3.1 CONTRACTING AGENCY

City of Santa Rosa

3.2 CONTRACTING AGENCY PROJECT MANAGER

Rick Carlile, PE, Project Manager (BKF Engineers)

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(707) 583-8533
rcarlile@bkf.com

3.4 CONTRACT AMOUNT

$19,100 (Initial Plan), $48,142 (Improvements)

3.5 DATE OF CONTRACT

April 2009 (Initial Plan); January 2021 (Improvements)

3.6 DATE OF COMPLETION

February 2011 (Initial Plan); January 2023 (Improvements)

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

Jesse Jones, Associate Principal
(213) 623-1443 ext. 3336
jjones@placeworks.com

3.8 PROJECT OBJECTIVE

To create a multimodal street that improves pedestrian safety, access, and transportation.

3.9 PROJECT DESCRIPTION

Building from their award-winning work on the Downtown Station Area Specific Plan, the **PlaceWorks** and **BKF Engineers** team developed a comprehensive improvement plan for the Santa Rosa Avenue corridor adjacent to Downtown Santa Rosa. As one of the city's main arterial streets connecting the northern and southern sections of the city, Santa Rosa Avenue provides an important connection to the Downtown from the south, running through historic neighborhoods and featuring a variety of retail, service, hotel, and residential uses. Despite these amenities, Santa Rosa Avenue faces many challenges. The corridor is lined with low-density buildings that do not address the street; there are an excessive number of surface parking lots; and there are very few crosswalks or other pedestrian amenities. Using a grant awarded by the California Department of Transportation, this project addressed these challenges by creating a multimodal street that improves pedestrian safety, access, and transportation.

3.10 PROJECT OUTCOME

PlaceWorks led a collaborative planning process that included BKF Engineers to help the community develop a unified vision for the area, and to make specific design recommendations to enhance the street's character, laying the groundwork for future infrastructure improvements, beautification, and economic revitalization.

Agenda Item 5 Number
City Council Meeting Packet of May 7th, 2024

Del Norte Transit-Oriented Development (TOD) Complete Streets Improvement Project

EL CERRITO, CA

3.1 CONTRACTING AGENCY

City of El Cerrito

3.2 CONTRACTING AGENCY PROJECT MANAGER

Yvetteh Ortiz, Public Works Director

3.3 CONTRACTING AGENCY CONTACT INFORMATION

(510) 215-4345
yortiz@ci.el-cerrito.ca.us

3.4 CONTRACT AMOUNT

$637,000

3.5 DATE OF CONTRACT

March 2020

3.6 DATE OF COMPLETION

May 2022

3.7 CONSULTANT PROJECT MANAGER & CONTACT INFORMATION

BKF Engineers

Jaggi Bhandal, PE, LEED AP
(925) 396-7743
jbhandal@bkf.com

Fehr & Peers

Jordan Brooks, Senior Engineer/Planner
(510) 587-9429
j.brooks@fehrandpeers.com

3.8 PROJECT OBJECTIVE

BKF Engineers and **Fehr & Peers** worked with Caltrans and the city of El Cerrito as part of two separate contracts to develop concepts to incorporate Complete Street elements and multimodal facilities along a 2 mile segment of San Pablo Avenue (State Route 123). **Fehr & Peers** assisted with elements of this effort through our on-call contract with the city. The project improved access, circulation, safety, and included streetscape elements for bicyclists, pedestrians, transit, and motorists traveling to the regional transit hub concentrated around the El Cerrito del Norte BART Station.

3.9 PROJECT DESCRIPTION

BKF Engineers led the development of two geometric alternatives for protected intersections at Cutting Boulevard, Hill Street, and Eastshore Street. Traffic operations and analysis reports were prepared by Fehr & Peers to evaluate bicycle signal phasing and transit priority movements. Multiple Caltrans-compliant supporting documents were also prepared, including a stormwater data report, design standard decision document, Complete Streets decision document, Traffic Management Plan and utility policy exception. Fehr & Peers assisted with the development of concepts for protected bike facilities on San Pablo Avenue and Cutting Boulevard. In addition to concept developments, Fehr & Peers prepared the Caltrans Transportation Operations and Analysis Report (TOAR), which included a geometric layout, SimTraffic model simulations, and a detailed description of each project element and how it was consistent with Caltrans policy on Complete Streets. Fehr & Peers also developed a H*ighway Safety Manual* (HSM)-based safety assessment that documented the safety benefits of the project using their *Local Road Safety Manual,* along with other safety considerations.

BKF Engineers negotiated and obtained approval to prepare a combined Project Initiation (PID) and Project Approval (PA&ED) Document, saving the city 12 months in the project delivery schedule to comply with funding needs. Stakeholder coordination included working with BART, AC Transit, Bike East Bay, and the City of Richmond. After obtaining California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approvals, BKF Engineers prepared E-76 documentation for the project to proceed to final design and worked with Caltrans District Local Assistance in processing and obtaining approval of the Request for Authorization.

3.10 PROJECT OUTCOME

BKF Engineers provided engineering and design services for the project, including surveying, preparation of construction documents, traffic signal modification design, right-of-way engineering, and utility relocation. The intersection of Highway 9 and University Avenue is within state right-of-way but is operated and maintained by the town of Los Gatos. This required multijurisdictional approvals and coordination from both local and state agencies.

In the subsequent design phase of this effort, Geoff provided design oversight to the Fehr & Pers team, including quality control of our PS&E deliverables which including the design of several traffic signals and new pedestrian hybrid beacon installations.

This project is one more example of where BKF and Fehr & Peers effectively collaborated to help plan and design multimodal corridor improvements along the Caltrans facility in partnership with local agency staff.

FHWA + THE SAFE SYSTEM APPROACH

Fehr & Peers is on the leading edge of the movement by agencies to adopt the international best practice Safe System approach. Since Safe System was first embraced in the US, we have been collaborating with the Federal Highway Administration (FHWA), the Institute of Transportation Engineers (ITE), and Johns Hopkins to frame and deploy the Safe System approach into policy, funding, training programs, and implementation guidance. At the state level, we supported Caltrans' adoption of the Safe System approach to safety—a multidisciplinary strategy in support of the Vision Zero goal of eliminating deaths and serious injuries on the road system. We have also advised Caltrans and FHWA on opportunities to adjust the Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) to be consistent with a Safe System, focusing on doubling down on what works, advancing technology, embracing culture shift, and infusing equity.

In 2020, Fehr & Peers and others convened a virtual peer exchange of state DOTs on behalf of FHWA to share best practices for Safe System implementation at the state level, where Caltrans had the opportunity to share its new safety paradigm that Fehr & Peers has been supporting and learn from other safety leaders. In 2021, Fehr & Peers co-authored the FHWA Primer on Safe System Approach for Pedestrians and Bicyclists. The report includes a benchmarking tool in the appendix that can be used to assess key opportunities in a community to move toward institutionalizing Safe System.

Fehr & Peers also partnered with ITE, Vision Zero Network, and Leidos to work with the Federal Highway Administration Office of Safety to develop educational materials (a brochure, training course, and video) launching FHWA's Safe System approach. The team authored the national guidance document on how to pivot Strategic Highway Safety Plans and Highway Safety Improvement Programs to be consistent with the Safe System approach. materials (a brochure, training course, and video) launching FHWA's Safe System approach. The team authored the national guidance document on how to pivot Strategic Highway Safety Plans and Highway Safety Improvement Programs to be consistent with the Safe System approach.

4. Organization and Approach

4.1 Project Organization

To support the city on this project, we have assembled a team of subject matter experts with pertinent experience on similar projects, and collectively, have the capability and experience to support the city and the Sebastopol community on this study. To augment the **Fehr & Peers** team, we have identified three sub-consultant firms: **Leshner Planning & Transportation** (LPT) to support the community engagement and transportation planning elements of the study; **PlaceWorks** to provide urban design and support the community engagement process; and **BKF Engineers**, to provide right-of-way research, civil engineering, and support our team related to right-of-way design decisions.

Denotes Key Staff

Kari Svanstrom
City Project Manager
City of Sebastopol

Matthew Ridgway AICP, PTP, RSP,
Principal-in-Charge (FP)

Geoff Rubendall PE, TE, RSP,
Project Manager (FP)

TRANSPORTATION

Ashlee Takushi RSP1
Planning Lead & Deputy Project Manager (FP)

Terence Zhao
Data Analytics, Visual Communications, & GIS Analysis (FP)

OUTREACH

Eleanor Leshner
Community Engagement & Transportation Planning (LPT)

Taylor McAdam AICP
Community Based Planning, Community Engagement & Equity (FP)

URBAN DESIGN

Bruce Brubaker LEED AP
PlaceWorks Principal-in-Charge (PW)

Spence Koehler
PlaceWorks Project Manager (PW)

CIVIL ENGINEERING

Jaggi Bhandal PE, LEED AP
Civil Project Manager (BKF)

Amir Abdollahi PE
Civil Project Engineer (BKF)

LEVERAGING OUR TECHNICAL RESOURCES

Ian Barnes PE
Travel Demand Forecasting & VMT Analysis (FP)

Erin Ferguson PE, RSP2I
Complete Streets, Grant Writing, And & Safety (FP)

Meghan Mitman AICP, RSP2I
Safety & Complete Streets (FP)

Adrian Engel PE, CASp
Complete Streets & Accessibility (FP)

While the organizational chart on the previous page illustrates key staff and our subconsultants, the project will be supported by planners, engineers, and technicians in our Bay Area offices – primarily our Petaluma, Walnut Creek, and San Francisco offices. In these offices we have over 40 full-time technical staff, available to support Geoff and the team on the various project tasks. Some of the staff best suited and available to support the project are described below in **Section 4.2** of this proposal.

4.2 Project and Management Approach

Project Approach

Our team is focused on client service and fueled by our shared objective to identify ways to improve the Downtown area for all users. Our approach requires open, regular communication and collaboration at each step, leveraging our firm's technical staff and subject matter experts. Described below are specific elements of our project approach to ensure a successful effort.

Seeking Solutions Together

In our consulting approach, we believe that having all the answers is not a prerequisite for effective guidance. Instead, we focus on bringing together a diverse set of tools, resources, and expertise to actively listen and support local agencies in making well-informed decisions with their constituents in mind. Our role is not only to develop solutions from technical studies, but to offer a collaborative partnership where we listen intently to Sebastopol's needs and challenges. Through our experience and resources, we aim to facilitate discussions, provide guidance, and empower your team to navigate complex decisions by offering insights and methodologies that align with your objectives. We see ourselves as facilitators in your decision-making process, striving to ensure that you feel confident and equipped to make choices that serve Sebastopol's best interests.

Planning With the Community as Partners

Our team is committed to helping the city and community identify a vision for the Downtown that achieves the highest and best use for the area. Our experience helping transform communities akin to Downtown Sebastopol recognizes the importance of a community-driven approach. We have the tools and resources to help affect change, but it requires a strong partnership with community leaders, stakeholders, elected officials, CBOs, and others. The Caltrans Grant Scope of Work (SOW) includes a robust community engagement plan including focus groups and workshops over the course of the project. If the methods and format of these efforts can be modified while still meeting the Caltrans Grant SOW requirements, we would like to propose an in-depth, hands-on, in-person workshop, to be facilitated over several days, where our team, along with city staff, stakeholders, and community members at large, explore the issues, opportunities, priorities, and ideas together. A multi-day workshop format is a proven strategy we have implemented elsewhere to galvanize a community, and bring folks with ideas, questions, and opinions together. This process provides the opportunity for all ideas to be shared and avoids the back and forth, "us v. them" mentality. We feel that re-imaging the Downtown requires all hands-on deck, meet-at-the-source approach. An example about how a workshop like this could fulfill the Caltrans Grant SOW requirements can be found in the following pages.

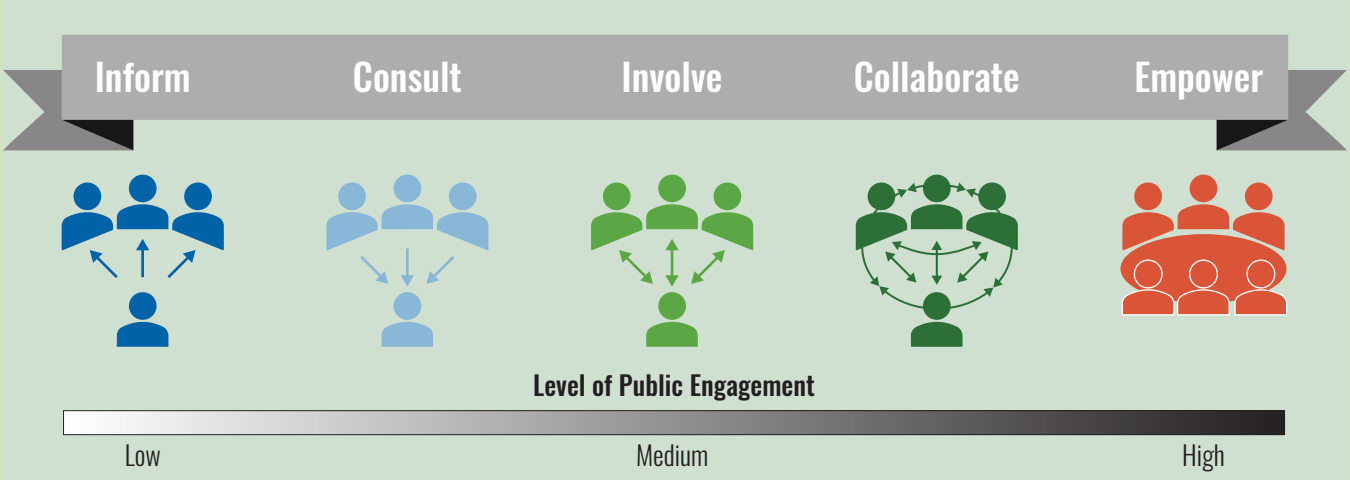
Leveraging Our Technical Tools & Knowledge of Industry Best Practices

Evaluating major changes to access and circulation while identifying strategies to reduce cut-through traffic and maintaining a comfortable transportation ecosystem requires a team with a full quiver of technical tools, capabilities, and ideas. Traditional macro-simulation tools like Synchro, Vistro, and SimTraffic can be useful when evaluating small areas and straightforward projects. Our work includes developing these models and evaluating peak hour intersection operations using the appropriate tools and processes we have used on numerous Caltrans projects in recent years. Our team is also equipped with a larger toolkit including dynamic and responsive tools, cutting edge technology and data sources, and be able to provide dependable techniques and results to help the city make informed decisions about potential local and regional network changes. As part of our work helping develop the SCTA activity-based model and related regional travel behavior study, we have been able to understand the tools in place and potential opportunities to take full advantage of big data such as StreetLight Data and Inrix to help evaluate and test ideas.

For more than 30 years, Fehr & Peers has been at the forefront of the Complete Streets movement by providing multimodal planning and engineering services. We have led or participated in numerous visionary, innovative, and analytical Complete Streets studies and designs for corridors that have used a variety of data-driven tools to succeed. In our experience, creating a comprehensive, legible narrative and graphics for a project is critical for garnering public support and crafting competitive grant-fundable projects. Our team brings national expertise in not just technical areas like Complete Streets implementation,

Empowering the Community as Project Partners

Effective community engagement includes "meeting people where they are", providing opportunities for all voices to be heard, actively listening, and empowering the community to be active participants in the process. This study should include the highest level of public participation as feasible. The following Spectrum of Public Participation (International Association of Public Participation) shows the levels of public participation:



One way to meet these objectives would be to plan and facilitate a **multi-day, in-person workshop** to gather input from the community, generate community dialogue, identify project objectives and priorities, and establish the foundation for project alternatives. This workshop would be open to all members of the public. We envision this workshop to take place over several days, ideally **hosted in a storefront within the study area**. The format would include a variety of planned and unplanned community engagement and information sharing activities (*See Sample Agenda to the right*). We would work with city staff, key stakeholder groups, CBOs, elected officials, and other key decision makers to find the right timing and format for this workshop to maximize participation. We would engage key groups and help activate their constituencies, with a particular focus on groups that work with disadvantaged residents. The participation of disadvantaged residents will be assessed during the planning process and additional targeted outreach to these residents may be conducted if needed. Advanced notice to key stakeholders, community groups, and the broader public will be given, via a combination of email distributions, social media, flyers around the downtown area, and other media at the discretion of city communication staff. While the specific details are to be determined in coordination with city staff and key stakeholders, a draft four-day workshop agenda could consist of the following elements.

Some additional elements to make this work not only for this study for the broader goal of building community and trust in the process could include some of the following strategies:

- **Special Guest Speakers:** Potential speakers would include elected officials, subject matter experts, and community leaders. What better way to build community, trust, and collaboration than a series of targeted discussions around topics that are of interest to the community.
- **Co-Leading With Community Groups and Leaders:** We could empower community organizations to participate and lead discussions consistent with their cause, whether it be to share their message; seek feedback from the broader community; or drum up interest around their own mission and role as part of the Sebastopol community.
- **High School Involvement:** Who better to help shape the future of Downtown Sebastopol than the portion of the population most likely to be there the longest? We could integrate Analy High School into the agenda by identifying ways to support particular curriculum topics, promoting civic engagement, and generally involving the future generation of Sebastopol residents as part of this process.

Join Us Next Friday!

As We Reimagine Downtown Sebastopol

DAY 1: LISTENING SESSIONS, EXISTING CONDITIONS, & CONCERNS

This would include several scheduled walk and bike audits in the core study area, as well as interactive mapping sharing the data gathered and collected. We would provide opportunities for workshop participants to ask questions and interact with consultants, the city, and key stakeholders. The day would end with a pin-up of what was heard including a summary of study objectives and desired outcomes. Walk and bike audits will help assess existing conditions and potential enhancements in terms of pedestrian facilities, bicycle facilities, transit access, and streetscape treatments.

DAY 2: INTERACTIVE SKETCHING & IDEAS GENERATION

Community members would be invited to drop-in to share and sketch ideas (with city staff, key stakeholders, and partners encouraged to participate). Day 1 pin-ups would be converted to mobile workshops for senior and low-income communities and businesses in the immediate area. The consultant team would provide tools and ideas that address common safety, operational, and access issues—a "toolbox" that community members could draw from to help identify appropriate treatments to address observed or documented issues in the core study area.

DAY 3: DEVELOP CONCEPTS & PRESENTATIONS

This would be a rolled-up-sleeves day including focused walk audits to support design development. We would end the day with an interactive workshop including pin-ups of a broad set of ideas and design concepts, voting exercises, and additional opportunities for input.

DAY 4: REFINING ALTERNATIVES, TRAFFIC OPERATIONS, & SAFETY ASSESSMENT

The final day of the workshop would be a showcase of consensus-based ideas with community members invited to review, comment, and refine concepts and presentations within the storefront. Key materials hosted in storefront windows would encourage passersby to stop by and explore. In parallel, Day 3 pin-ups would be converted to mobile workshops for senior and low-income communities and businesses in the immediate area. In addition, traffic operations analysis and multimodal evaluations would be conducted within key study locations.

but visual communications and public engagement. In addition to our experience developing and delivering training courses on Complete Streets, we know how to build consensus through packaging ideas graphically and designing robust public processes. In a more practical way, we have reviewed Caltrans draft Design Informational Bulleton 94 related to complete streets engineering, and our team is prepared to apply the most up-to-date safety and operational elements that Caltrans permits on their facilities.

Planning with Economic Vitality in Mind

Our work, from the planning process to community engagement and alternatives assessment, will be consistent with the city's well-documented goal for economic vitality and walkability. This approach is embodied by the city's "Park Once and Walk" program Downtown, allowing visitors to leave their cars in one spot and travel to different businesses on foot. This reduces the need for parking in the Downtown core, providing flexibility to reprogram the most premium spaces—Town Square and Main Street. The city could further support the "Park Once and Walk" program by investing in pedestrian infrastructure that welcomes and accommodates an aging population, such as more accessible and comfortable sidewalks and crosswalks, street trees, benches, and pedestrian-scale lighting. Beyond pedestrian improvements, Sebastopol can improve bicycle facilities to access Downtown by creating parking-buffered bike lanes on SR 116, which currently experiences double parking that blocks the lanes and adds stress for bicycle riders. Our team will build on the active transportation plan effort and planning work related to the American Institute of Architects Sustainable Design Assessment Team (AIA SDAT) report to put planning into practice, resulting in infrastructure enhancements that support policies and community input for a better, more walkable, and connected Downtown.

Navigating the Caltrans Process Through Experience

Fehr & Peers, along with BKF Engineers, has completed numerous studies evaluating changes to roadways under Caltrans' purview. We understand the process, methods, common missteps, and challenges that many agencies face when proposing changes to Caltrans facilities. We are excited to work with the city to identify opportunities to improve transportation access, circulation, and user experience in Downtown Sebastopol. We are fully capable of ensuring our approach and proposed improvements are consistent with Caltrans design standards and potentially feasible to be implemented in the state's right-of-way standard.

Proven Track Record Implementing Improvements

Fehr & Peers is well versed in the newest wave of local, regional, and federal funding grant opportunities to advance projects like this. We are excited to work with city staff to develop project components and identify grant opportunities to advance the design, test the project elements, and ultimately fund the proposed improvements identified as part of this effort. Our recent experience implanting quick-build and pilot improvements on Caltrans roadways and local agency corridors has shown communities and agencies that incremental change is possible and can help show progress and proof of concept.

Management Approach

Fehr & Peers is committed to client service, open/transparent communication, and a collaborative approach to project delivery. Our proposed project manager Geoff Rubendall has been managing complex transportation planning and design projects like this for nearly 20 years. Geoff believes in working in tandem with the client and community representatives to identify shared goals, and leverage Fehr & Peers' technical experts, utilize our effective internal workforce coordination tools and processes to ensure Fehr & Peers meets or exceeds clients expectation related to value in the services we provide. internal leverage our internal. Geoff's preference management approach coincides with the collaborative elements of this RFP, and is excited to work in partnership with Kari, her fellow staff, and key stakeholders to deliver a successful project. Some of the key elements of Geoff's project management philosophy includes the following:

Ongoing Communication

Collaboration and open communication lead to successful, high-quality, on-time and on-budget projects. We will prioritize setting clear expectations and creating open channels of communication from the start. We will remain in continual communication with the city team throughout each phase of the project.

Defined Expectations

Geoff will work with Kari and her staff to identify expectations at project onset. By communicating clearly from the beginning, we will be able to create a schedule and budget that works for the City and the key project partners. We are aware that circumstances may change

due to a number of variables. Accordingly, we are able to adjust our study approach, call upon additional resources when necessary, and address other potential issues as they arise.

Delivering On Schedule

Before a project begins, we analyze and forecast the time and resources needed to complete project deliverables by their scheduled due date. Workload is managed on a weekly basis to ensure sufficient progress is made based on schedule commitments. Project managers meet weekly to plan staff loading and resolve any potential conflicts with project commitments. As the lead of Fehr & Peers Petaluma office, Geoff has a hand in local and regional staff loading planning, and will utilize those processes to best serve this project and the City of Petaluma staff.

Cost Control/Managing Budget

Fehr & Peers relies on a state-of-the-art project management system, the Deltek VantagePoint platform, which provides on-line, real-time cost and budget status. This information is used to generate weekly and monthly progress reports. These monthly reports are provided with each invoice and include comparisons of project budget spent versus workload complete.

Ability to Meet Deadlines

We remain in continual communication with our clients throughout each project because collaboration leads to successful, on-time, and on-budget projects. Our sensitivity to our clients' schedule and budget needs has led to our track record of delivering quality services within expectation. With frequent multi-agency coordination experience from numerous projects in multiple jurisdictions, we understand the demands and sometimes competing interests of stakeholders on planning and engineering projects. By leveraging proven strategies to address common access, safety, and complete streets challenges, and to develop concepts through partnership with City and community participation, our approach minimizes controversy when initially reviewed by public agencies and the affected communities during the planning phase.

Managing Caltrans Grant-Funded Projects

Fehr & Peers has extensive experience managing multiple recent projects for Bay Area agencies funded by the Caltrans Sustainable Communities Planning Grant program. Our successful approach involves meticulous project organization and consistent communication. For instance, we align task numbers and descriptions in our internal system with the grant agreement scope from the project's outset. We also facilitate meetings between agency and Caltrans grant managers to review invoice formats, ensuring completeness for smooth reimbursement processes. Our final reports comprehensively cover grant agreement scopes, accompanied by a detailed memo linking grant scope items to deliverable sections. These strategies ensure seamless compliance with grant requirements.

Our 2022 Client Survey Results

Clients said we met and exceeded expectations:

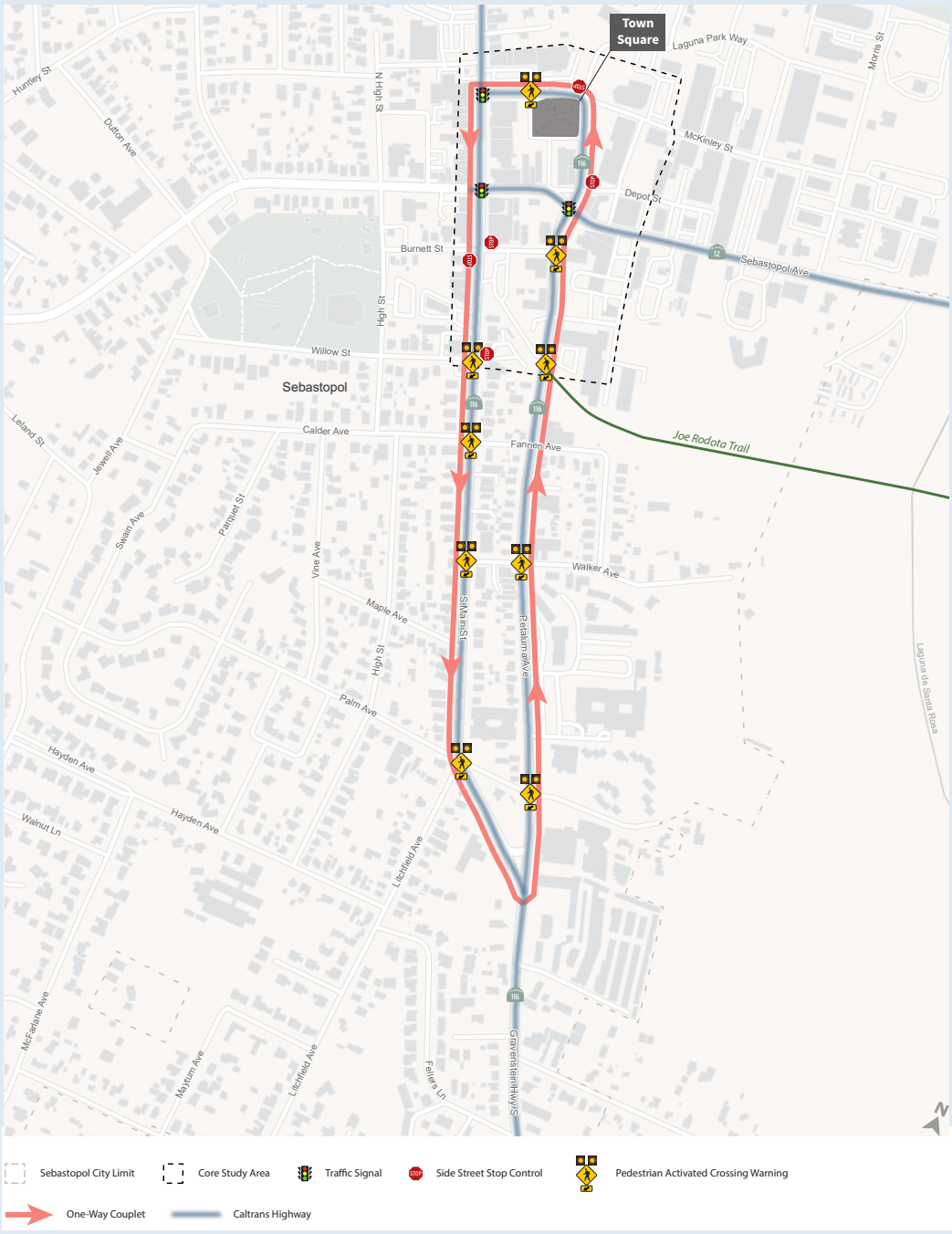
100% value 100% quality 98% service

99.2% say they would use us again.

The Case for Relinquishment

Big Change Starts with Big Ideas

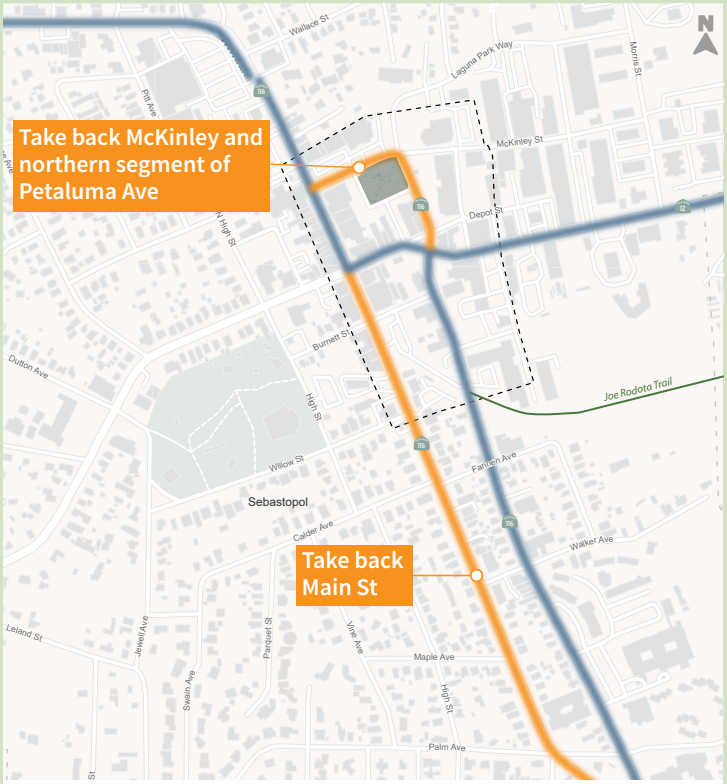
One challenge the city faces is that changes to Main Street or Petaluma Avenue, whether they be traffic control, traffic calming, directionality, lane configuration, or more, will require Caltrans review, scrutiny, and ultimately their approval. That amount of analysis and process will take investment and time, perhaps more of both than the city can commit to. Our first idea flips that on its head—**what if Main Street or Petaluma Avenue were not subject to Caltrans' will?** What if one was relinquished? As shown in the maps to the right, there are several ways that converting streets back to two-way; prioritizing certain streets as "highways" for the continuous highway network; and reimagining others as extensions of the shops, restaurants, and outdoor meeting spaces creates opportunity to transform the Downtown. While relinquishment is one path toward transformative change, **these same maps also illustrate how different modes and trip types could be prioritized** (through traffic, local-serving traffic, biking, and transit), accommodated, or discouraged throughout the Downtown area.



SR 116 consists of both Main Street and Petaluma Ave through downtown. Making changes to one street will undoubtedly require changes to the other, requiring review and approval of two streets in the Caltrans process.

Provides continuous Caltrans connection along Main Street, freeing up Petaluma Ave and McKinley to reduce traffic capacity and be repurposed for walking, biking, community spaces.

Provides continuous Caltrans connection along Main Street, freeing up McKinley and a portion of Petaluma Ave to discourage traffic near the Town Square and future Barlow.



Provides continuous Caltrans connection along Petaluma Ave, allowing City to re-imagine Main St and McKinley without Caltrans' scrutiny.

Provides continuous Caltrans connection along Petaluma Ave, allowing City to re-imagine Main St without Caltrans' scrutiny.

Sebastopol City Limit | Core Study Area | Existing Town Square | Relinquished to City

4.3 Key Staff

As illustrated in our organizational chart, we have assembled a team of subject matter experts capable of delivering this comprehensive planning and design project under the leadership of our proposed Project Manager Geoff, who has managed similar dynamic studies elsewhere in the Bay Area while at Fehr & Peers and with his previous employer.

Geoff is committed to serving as the Project Manager for this project and will be your Point of Contact for the project throughout its duration. Geoff will utilize key team members as task leads, often bringing them into calls and meetings to ensure all consultant team staff have the chance to contribute to the planning, status reporting, and problem-solving nature of dynamic projects such as this study.

Geoff Rubendall PE, TE, RSP1

PROJECT MANAGER & POINT OF CONTACT // FEHR & PEERS

Geoff is a Principal at Fehr & Peers, currently leading the Fehr & Peers North Bay Petaluma office. Geoff has extensive experience evaluating and enhancing the built environment to improve access and circulation for all modes. His technical background includes numerous elements of transportation planning and traffic engineering, including geometric design, bicycle and pedestrian planning, traffic signal design, roadway safety lighting, rail design, traffic operations and analysis, as well as bicycle and pedestrian facility design. Until early 2023, Geoff led Fehr & Peers' Engineering Discipline Group—a group of internal staff passionate about expanding engineering knowledge and expertise and evolving the state-of-the-practice. Leveraging the value of different perspectives, Geoff collaborates with technical experts from across the firm to ensure clients have continued access to accurate data and context-sensitive, innovative solutions.

Geoff has worked on numerous planning and design projects that include evaluating changes to the transportation network in response to data, analysis, community input, and agency design standards and processes. Geoff has also managed large projects of similar nature, including the following:

- **Embarcadero Enhancement Project (San Francisco, CA):** This project included implementing a two-way Class IV bicycle facility along about two miles of waterfront. Work included collecting data and analyzing over 30 intersections during three time periods. The project also included developing several alternatives and conceptual design plans for the preferred alternative.
- **Shattuck Avenue Reconfiguration Project (Berkeley, CA):** As part of an on-call contract with the City of Berkeley, we peer reviewed designs developed by another consultant, and as a result of some severe issues related to accuracy and completeness, took over the development of design documents (PS&E) for the reconfiguration of Shattuck Avenue in Downtown Berkeley, including the reallocation of a portion of the Downtown area to bus only operations.
- **Geneva & Harney Multimodal Access Improvement Project (San Francisco, CA):** This project included developing four alternatives to provide improved bicycle, pedestrian, and transit facilities across US 101 in the Candlestick Point neighborhood in San Francisco. Work included developing concepts, cost estimates, and design plans for each alternative.
- **Bancroft Way Multimodal Improvements (Berkeley, CA):** This project included assessing feasibility of removing a lane of traffic and establishing a bus only lane, as well as the installation of a two-way parking-protected cycle track along the University of California at Berkeley's southern edge.
- Additional projects that Geoff has contributed to in recent years that include data collection, traffic operations analysis, alternatives development, conceptual design, and final design (PS&E) on Caltrans facilities include:
  - SR116 & West Cotati Avenue Reconfiguration & Corridor Safety Improvements (Cotati, CA)
  - Highway 13 Corridor Safety Improvements (Berkeley, CA)
  - El Camino Real (SR 82) Grand Boulevard Initiative Pilot Studies (Redwood City & Palo Alto, CA)
  - El Camino Real Corridor Safety Improvements (South San Francisco, CA)
  - San Pablo Avenue (SR132) & Parker Street Intersection Improvements (Berkeley, CA)

Matthew Ridgway AICP, PTP, RSP1

PRINCIPAL-IN-CHARGE // FEHR & PEERS

Matthew has been involved in many of Fehr & Peers' highest visibility and most complex land use-transportation and multi-modal projects. Many of these projects have involved the development of tools for assessing unique performance measures and considerations related to placemaking in downtowns ranging in size from Dallas and Detroit to the town of Kensington (MD). Matthew's broad background and deep knowledge of downtown area planning has led to these successes:

- **Kensington Bicycle & Pedestrian Priority Area Plan (Kensington, MD):** Matthew is Principal-in-Charge of the ongoing Kensington Bicycle and Pedestrian Priority Area Plan (BPPAP), which generates mobility and safety improvement recommendations within the state-designated Kensington BPPA. Development of the Plan included site visits and coordination with stakeholders, including the Maryland Department of Transportation (MDOT) and State Highway Administration's (SHA) Regional and Intermodal Planning Division, Office of Traffic and Safety, and District 3; the town of Kensington; the Maryland-National Capital Park and Planning Commission (M-NCPPC); the Montgomery County Planning Department; and the Montgomery County Department of Transportation (MCDOT). Project objectives are to improve bicycle and pedestrian facilities along roadway segments and at intersections; identify safety and operational conflicts between various modes of travel, especially between motorized vehicular traffic and more vulnerable bicyclists and pedestrians; and minimize utility and right-of-way impacts to facilitate timely implementation of improvements. The BPPAP (now in internal draft) identifies proposed concepts to prioritize safety and accessibility over throughput using criteria developed in collaboration with MDOT and SHA staff.
- **Downtown Streets for People Plan (Detroit, MI):** Fehr & Peers led the development of multimodal networks for the City of Detroit. This project extends the networks developed for the Downtown Transportation Study (also developed by Fehr & Peers and Matthew) to the remainder of the city. Fehr & Peers developed layered networks and associated multimodal performance measures, completed an update to the city's proposed bike network; and developed the city's first high priority pedestrian network. Vision Zero objectives were a key consideration including development of a High Injury Network (HIN) and countermeasures to reduce injuries and deaths related to traffic collisions. The outreach program, conducted by projects + PEOPLE, was heavily oriented toward inclusion and diversity and enabled development of transportation recommendations uniquely suited to Detroit. Matthew served as Project Manager, and the final study can be viewed here. The Fehr & Peers team is currently working on the highest priority project in the Plan—a complete redesign of the nine-mile-long Gratiot Avenue, the only street in Detroit whose entire length is part of the HIN.
- **San Pablo Avenue Specific Plan (El Cerrito, CA):** Fehr & Peers developed the San Pablo Avenue Specific Plan in parallel with an update to the city's Active Transportation Plan. These studies redefined the priorities for San Pablo from one focused on moving regional traffic and serving as a reliever route for Interstate 80, to one that focused on in-fill, transit-oriented development; and the realization of San Pablo Avenue as part of a regional high-capacity transit bus network redesigned to prioritize transit and pedestrians. As demonstrated through a review of historic traffic volumes, San Pablo Avenue operates at-capacity much of the time and as local infill development has occurred, it has displaced regional traffic rather than added more traffic. Fehr & Peers has a long history of supporting El Cerrito with Matthew serving as the Principal-in-Charge until the adoption of the 2014 Plans, with other Fehr & Peers staff leading implementation in more recent years.
- **Sonoma Countywide Active Transportation Plan (Sonoma County, CA):** Fehr & Peers, with Matthew as a technical advisor, is developing a Countywide Active Transportation Plan for SCTA and its partner agencies. The Countywide ATP identifies regional routes and priorities as well as prepares localized ATP updates for SCTA's 10 local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis.

Ashlee Takushi RSP1

PLANNING LEAD & DEPUTY PROJECT MANAGER // FEHR & PEERS

Ashlee is drawn to transportation engineering because of the potential to improve communities by understanding their local goals and needs while offering fresh ideas that have been successfully implemented in other regions by similar community types. Since joining Fehr & Peers, Ashlee has worked on a variety of projects, gaining experience and interest in transportation impact analyses, pedestrian planning and design, and citywide safety planning. Ashlee is well-engaged in roadway safety work, serving as a leader in the company's Safety Discipline Group and as a board member of the ITE San Francisco Bay Area Chapter. She is committed to working closely with local agencies to develop community driven solutions that improve safety for all users. Highly organized and collaborative, Ashlee excels at project management and client service and is currently overseeing all administrative and logistical aspects of the On-Call Consulting Master Professional Services Agreement .

Ashlee has led several planning efforts, both at the city and regional levels. She is currently working on SCTA Countywide Active Transportation Plan that includes outreach and a specific plan for the City of Sebastopol. Ashlee is also leading the plans for the cities of Rohnert Park and Cotati. This effort has allowed Ashlee to connect with each agency while focusing on the coordination needed to create a plan that provides safer and connected facilities for the region. Other projects that Ashlee has supported in the North Bay include:

- **Napa Valley Transportation Authority (NVTA) Vision Zero Plan:** Although part of a regional effort, this project looked at collision history to create a list of context-specific projects for the City of Calistoga, City of St. Helena, and the town of Yountville that enhanced roadway safety for all users and created a connected network between all cities, towns, and unincorporated areas of the county. The plan included coordination with agency stakeholders, the NVTA Board, and emergency response personnel for feedback throughout the plan's process, with community engagement focusing on ensuring inclusion of equity priority communities.
- **American Canyon & City of Napa Complete Streets Safety Assessments (CSSA):** As part of Berkeley SafeTREC's CSSA, the project included a site visit with agency staff and key stakeholders, along with recommendations for safety enhancements around schools throughout both cities. This effort included conceptual designs for up to five locations throughout the cities.

Eleanor Leshner

COMMUNITY ENGAGEMENT AND TRANSPORTATION PLANNING // LPT

Eleanor has dedicated the past 13 years of her career to making communities more walkable, bikeable, and transit-friendly in an era of new and emerging mobility. She has contributed to diverse active transportation planning and policy efforts such as active transportation plans and Complete Street corridor projects, as well as helping local agencies develop Vision Zero and Transit Oriented Development policy frameworks. Eleanor has contributed to active transportation and complete street corridor studies across the San Francisco Bay Area; managed planning efforts and transportation studies in Petaluma; crafted successful grant applications for active transportation projects; and is currently supporting the SCTA Countywide ATP Update and local Sebastopol ATP Update. She has also led several stakeholder and public outreach efforts for complex transportation projects across California. In her free time, Eleanor enjoys spending time outdoors and pitching in on her family's organic farm outside Sebastopol. Examples of Eleanor's recent project successes include:

Delivering Zero Emissions Communities (San Jose & San Diego, CA): As program manager for Delivering Zero Emissions Communities (DZEC), a clean freight accelerator program led by NRDC and CALSTART, Eleanor has helped cultivate stakeholder relationships across city agencies and CBOs in the San José and San Diego regions in California (as well as Chicago, Illinois). This program took a community-centered approach to accelerate city transitions to zero-emission commercial vehicles with the goal of reducing air pollution in disadvantaged communities by bringing CBOs to the table with local agencies and providing tailored technical assistance. Learn more about DZEC here.

Caltrans Active Transportation Program Cycle 6 Grant Writing (Shasta County, CA): Eleanor worked with SRTA, the City of Redding, and a team of consultants to prepare and submit successful grant applications for the Caltrans ATP Cycle 6 grant program. In her role as grant writer, Eleanor helped craft compelling narratives for local active transportation projects, prepared and submitted final grant applications, and ultimately raised over $20 million to improve active transportation facilities in disadvantaged communities in Northern California. Through this effort, Eleanor refined her understanding of statewide active transportation grant programs and strategies to improve project competitiveness across evaluation metrics. Eleanor also participated in several in-person walk and bike audits with local planning and engineering staff and community groups to inform grant narratives and provide input on project needs and recommendations.

Bruce Brubaker LEED AP

PRINCIPAL-IN-CHARGE // PLACEWORKS

Bruce has spent over 25 years shepherding urban design and architecture projects from conceptual designs through construction for public, commercial, and residential projects. His work has ranged in scale from regional blueprint plans to detailed multimodal street design projects. He is very interested in the middle scale of station area plans, downtown plans, and neighborhood plans, and he brings his understanding of the intricacies and complexities involved to the careful, complicated work of developing visions that generate excitement while being feasible in the real world. Bruce is well known for innovative planning and design work on transit-oriented development projects in Northern and Southern California, and he is an accomplished practitioner of the principles of Crime Prevention Through Environmental Design (CPTED). He is a highly collaborative facilitator and has successfully forged consensus in numerous public workshop settings. He is certified as a charrette planner by the National Charrette Institute and has led several projects incorporating multiday design charrettes for local and regional governments.

Key Staff References

Geoff Rubendall

HAMID MOSTOWFI, TRANSPORTATION DIVISION MANAGER

City of Berkeley
T: (510) 981-6403
E: HMostowfi@berkeleyca.gov

Project(s) Involved: Shattuck Avenue Reconfiguration Project, Bancroft Way Multimodal Improvements, Highway 13 Corridor Safety Improvements, San Pablo Avenue (SR132)/Parker Street Intersection Improvements

BJORN GRIEPENBURG, PROJECT MANAGER

City of Petaluma
T: (707)-776-3672
E: bgriepenburg@cityofpetaluma.org

Project(s) Involved: Petaluma ATP

CRAIG SCOTT, DIRECTOR OF PUBLIC WORKS & ENGINEERING

City of Cotati
T: (707) 665-3620
E: cscott@cotaticity.org

Project(s) Involved: SR116/West Cotati Avenue Corridor Safety Improvements

Matthew Ridgway

MATT HOFFMAN, TOWN MANAGER

Town of Kensington, Maryland
T: (301) 949-2424
E: MJHoffman@tok.md.gov

Project(s) Involved: Kensington Bicycle & Pedestrian Priority Area Plan, Maryland State Route 185 (Connecticut Avenue) Needs Analysis

ALEX BOURGEAU, PLANNING MANAGER

Southeast Michigan Council of Governments (SEMCOG)
T: (313) 961-4266
E: bourgeau@semcog.org

Project(s) Involved: Detroit Streets for People Plan; Downtown Detroit Transportation Study; SEMCOG Multimodal Tool; Gratiot Avenue Planning & Environmental Linkages Study

MELANIE MINTZ, COMMUNITY DEVELOPMENT DIRECTOR

City of El Cerrito
T: (510) 215-4339
E: mmintz@ci.el-cerrito.ca.us

Project(s) Involved: San Pablo Avenue Specific Plan, El Cerrito Active Transportation Plan

Ashlee Takushi

DIANA MEEHAN, PRINCIPAL PLANNER

NVTA
T: (707) 259-8327
E: dmeehan@nvta.ca.gov
Project(s) Involved: NVTA Vision Zero

ERICA AHMANN-SMITHIES, PUBLIC WORKS DIRECTOR

City of American Canyon
T: (707) 647-4366
E: esmithies@cityofamericancanyon.org

Project(s) Involved: City of American Canyon CSSA, 2022 Engineering and Traffic Survey, Traffic Calming Manual Update

LORIEN CLARK, TRANSPORTATION PLANNER

City of Napa
T: (707) 257-9398
E: lecark@cityofnapa.org

Project(s) Involved: City of Napa CSSA, MTC VMT 1:1 Technical Assistance

Agenda Item 5 Number
City Council Meeting Packet of May 7th, 2024

Eleanor Leshner

MATT KELLY, SENIOR TRANSPORTATION PLANNER

CCTA
T: 925-256-4730
E: mkelly@ccta.net

Project(s) Involved: CCTA Countywide Bicycle/Pedestrian Plan Update & Vision Zero Policy Framework

KEITH WILLIAMS, SENIOR PLANNER

Shasta Regional Transportation Agency
T: 530-262-6192
E: kwilliams@srta.ca.gov

Project(s) Involved: Caltrans Active Transportation Program Cycle 6 Grant Writing

CARTER RUBIN, SENIOR TRANSPORTATION LEAD

Natural Resources Defense Fund (NRDC)
T: 310-434-2300
E: crubin@nrdc.org

Project(s) Involved: Delivering Zero Emissions Communities (San Jose & San Diego, CA)

Bruce Brubaker

STACY SOUZA ELMS, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

City of Los Banos
T: 209.827.2433
E: stacy.souza@losbanos.org

Project(s) Involved: Los Banos Downtown Specific Plan

MAYA DEROSA, AICP, COMMUNITY DEVELOPMENT DIRECTOR

City of St. Helena
T: 707.967.2783
E: MDeRosa@cityofsthelena.org

Project(s) Involved: Healdsburg North Entry Area Plan

PAULA DANELUK, AICP, DIRECTOR

Butte County
T: 530.552.3656
E: PDaneluk@buttecounty.net
Project(s) Involved: Upper Ridge Community Plan

Additional Staff

The following staff are experienced professionals who we have identified as available and well-suited to support Geoff and team on this project.

Terence Zhao

DATA ANALYTICS, VISUAL COMMUNICATIONS & GIS ANALYSIS // FEHR & PEERS

Terence' specialty lies in the field of roadway safety, where he has led roadway safety, Safe System, and Vision Zero planning for jurisdictions ranging from small towns to regional, multi-jurisdictional efforts, and with special focus in ensuring they can be used in securing competitive funding. He also coordinates the grant programs tracking and research group for the region. Terence is also a graphic design expert who sits on Fehr & Peers' Visual Design Discipline Group and specializes in translating complex information and datasets into compelling visuals that can communicate project findings in a way that everyone can understand. Terence has served as the data analytics and visual design lead on North Bay projects including SCTA's Countywide Active Transportation Plan, the City of Petaluma's Active Transportation Plan, and NVTA's Countywide Vision Zero Plan. As part of these projects, he has led numerous relevant technical analyses, such as identifying connectivity gaps along routes to key regional destinations and Level of Traffic Stress (LTS) for bicycles, as well as the creation of project visual language that tailor to the needs of the agency and community.

Taylor McAdam AICP

COMMUNITY BASED PLANNING, COMMUNITY ENGAGEMENT, EQUITY // FEHR & PEERS

Taylor leads Fehr & Peers' Equity and Community Engagement Discipline Group and is eager to find better ways to involve the community in every stage of the transportation planning process. Her roots in the Bay Area and training as a planner allow her to take a high-level approach that considers regional context, as well as a detailed approach that reflects the unique aspects of each project and community. This approach has served her well as a project manager and community engagement lead on multiple high-profile Bay Area projects. In recent years, Taylor has been involved with the SCTA Countywide ATP, the Caltrain Business Plan, and the San Rafael Community Based Transportation Plan (CBTP).

Ian Barnes PE

TECHNICAL ADVISOR: TRAVEL DEMAND FORECASTING & TRAFFIC OPERATIONS ANALYSIS // FEHR & PEERS

Ian Barnes is a Principal with Fehr & Peers, who oversees our practice in the Petaluma, Walnut Creek and Stockton offices. A native of Sonoma County, Ian has an in-depth knowledge of the transportation and land use context in agencies throughout the County. Ian is on the forefront of how policy shifts (SB 743 VMT, federal Safe Systems policies, and Caltrans process changes) influence how transportation planning and engineering projects are brought forward from conception through construction. His technical expertise areas include detailed multimodal operations modeling as well as travel demand forecasting model development and applications – including overseeing the latest update to the SCTA Travel Demand Model. This combination of experience with the local context, key technical tools, and policy experience have led to successes on the following related projects: US 101/Hearn Avenue Interchange Project (Santa Rosa, CA); US 101/Petaluma Boulevard North Interchange Project (Petaluma, CA); Sir Francis Drake Boulevard Corridor Study (Larkspur, CA); and SR 59 Multimodal Improvements (Merced, CA)..

Erin Ferguson PE, RSP2I

TECHNICAL ADVISOR: COMPLETE STREETS, GRANT WRITING & SAFETY // FEHR & PEERS

Erin enjoys working with communities to plan for and implement projects that build toward a community vision. She understands many communities' desires to create a transportation system that preserves their defining characteristics and values, while also addressing the fundamental needs to provide safe, efficient, and affordable transportation for a wide range of travelers. To address these challenges, Erin brings project management, planning, preliminary design, safety analysis, and traffic operations experience she has gained through numerous planning studies, intersection feasibility studies, intersection control evaluation studies, and corridor alternatives analysis. Her experience includes developing preliminary design plans for roundabouts, conventional intersection forms, and interchanges. Erin has also performed numerous corridor alternatives analyses that consider multiple design alternatives and their associated traffic operations, safety, and right-of-way implications.

Meghan Mitman AICP, RSP2I

TECHNICAL ADVISOR: SAFETY & COMPLETE STREETS // FEHR & PEERS

Meghan has more than 20 years of experience managing projects, developing and teaching courses, and leading practitioner-focused research and guidebook development for local, state, and federal clients. She specializes in multimodal safety policy, planning, and design, and focuses her practice on implementing the Safe System approach in support of Vision Zero through data-driven, community-oriented, and equity-first strategies. In addition to her role as the regional principal of the Bay Area, Meghan can leverage her roles as chair of the ITE Safety Council, founding chair of the ITE Complete Streets Council, and member of the TRB Pedestrians Committee. Some of the publications and research Meghan has led or contributed to include:

- ITE and Vision Zero Network *Core Elements of Vision Zero* National Benchmark
- *California Complete Streets Safety Assessments Technical Guidebook*
- FHWA's *Integrating the Safe System Approach with the Highway Safety Improvement Program*
- FHWA's *Primer on Safe System Approach for Pedestrians and Bicyclists*

Adrian Engel PE, CASp

TECHNICAL ADVISOR: COMPLETE STREETS & ACCESSIBILITY // FEHR & PEERS

Adrian Engel is a Principal at Fehr & Peers with over 20 years of experience and established industry leadership in Complete Streets and bicycle and pedestrian planning and design projects in communities throughout California. Adrian implements Complete Streets and multimodal projects in various urban, suburban, and rural contexts. He has over a decade of experience teaching technical continuing education classes on geometric design and Complete Streets. Adrian balances all modes of travel safely and efficiently. He has unique qualifications as a registered engineer with vast roadway design experience and LEED training allowing him to balance environmental design elements with technical engineering design standards. His engineering experience helps identify fatal flaws and challenges early in the planning process so that they do not hinder implementation, and his teaching experience allows him to convey complex technical concepts to a variety of audiences.

Jaggi Bhandal PE, LEED AP

CIVIL PROJECT MANAGER // BKF

Jaggi's diverse experience as a project manager encompasses all aspects of public improvements including roadways, bicycle and pedestrian access improvements, and intersection improvements. He has led the design and construction of several projects involving the development of Complete Streets including roadway geometrics and traffic calming measures; vertical and horizontal alignments; utility master planning and relocations; and vehicular, pedestrian and bike accessibility and staging during construction. Jaggi has managed several approval projects involving multiple stakeholders from the preliminary stages of planning through design development and to the final phases of construction. His understanding of jurisdictional requirements, commitment to delivery, and dedication to his projects and clients is instrumental to the success of any project.

Amir Abdollahi PE

CIVIL PROJECT ENGINEER // BKF

Amir brings a decade of experience in engineering design, plan review, and construction inspection. He has demonstrated his expertise in shaping successful public projects through his extensive design background which encompasses roadway widening, realignments, bicycle and pedestrian access improvements, Complete Streets, streetscapes, pavement rehabilitation, utility relocation, and grading and drainage system improvements. Amir specializes in Complete Streets and active transportation projects within the Caltrans right-of-way.

Spence Koehler

PROJECT MANAGER // PLACEWORKS

Spence's lifelong fascination with art, music, and nature inspires his work at PlaceWorks. He grew up in the Sierra Nevada foothills before coming to the Bay Area, where studies in Industrial Design and an affinity for the natural landscape merged, leading him to the field of Landscape Architecture. He focuses his creativity on parks, trails, and public places, benefiting our communities and natural surroundings. His familiarity with plants in the California landscape, combined with experience in the construction field, guides his approach. Spence applies his design and rendering skills to conceptual plans, planting plans, visual simulations, and construction drawings. A few of his past projects include Lakeside Green Streets and Tidewater Park for the City of Oakland, Jean Sweeney Open Space Park for the City of Alameda, Downtown Plaza Improvements for the City of Glendora, Crow Canyon Gardens for the City of San Ramon, and Iris Chang Park for the City of San Jose.

5. Scope of Work

5.1 Scope of Work Statement

The scope of work included in Attachment A of the RFP is detailed and adequately describes the steps our team will take to complete this study. The following scope of work statements describe the services the Fehr & Peers team proposes to provide to meet the objectives of the study and fulfill the commitments in the Caltrans Grant SOW. For clarity, the Caltrans Grant SOW is reflected in *red italicized text*, and additional details about how we intend to fulfill these as part of the study are included in black text following each task description.

TASK 1
Existing Conditions

The consultant shall participate in an internal kickoff meeting with cty staff. City staff and consultant will identify and meet with regional partners and community stakeholders to gather information. Consultants will collect relevant data on existing conditions and constraints, including but not limited to multimodal traffic demand; current and future transit needs; parking; land uses adjacent to the corridor; any future plans from Caltrans or the county that may impact how the corridor is used. This will entail desktop survey of existing data as well as collection of new data as necessary, such as segment volumes and intersection turning movement counts.

Fehr & Peers proposes to deliver the **Existing Conditions** task by providing the following services and tasks:

Task 1a. Kick-Off Meeting

Fehr & Peers will participate in a kick-off meeting with city staff. Fehr & Peers will work with the city to develop an agenda and invitation list for this initial meeting. Topics for this meeting include reviewing the contract scope of work, list of deliverables, proposed schedule, and our approach to the study, as well as discussing roles and responsibilities of the consultant and city team, administrative team, and invoicing related topics. We intend to discuss key elements of our approach including an outline of our community and stakeholder engagement plan, approach to technical analysis and alternatives development, and key milestones along the course of the study.

Task 1b. Data Gathering & Review

DATA NEEDS LIST

Fehr & Peers will develop a data needs list that includes the type of data, reports, and information the city or their partners may have that could inform this study.

REVIEW OF READILY AVAILABLE DATA, PLANS, & DOCUMENTS

Once readily available documents have been identified, provided, or otherwise found, Fehr & Peers will review the data, reports, plans and other documentation to develop a comprehensive summary of recent studies and existing conditions, and to help inform details regarding new data that may need to be collected.

DATA COLLECTION

We will collect multimodal turning movement counts at four intersections (shown on map) for up to six hours over the course of a typical week. The specific time periods of these turning movement counts will be determined based on discussions with the City

Task 1c. Task 1c. Existing Condition Maps

We will develop a series of maps showing the existing multimodal infrastructure and services within the study area, including walking, cycling, parking locations , and transit facilities (including service levels). We will also develop a map of property owners within the study area, which will inform key stakeholders and partners as we investigate opportunities to address needed enhancements in the study area. We will develop a map of documented crashes in the study area and a map that identifies opportunities and constraints within the study area as it is related to transportation, land use, and urban design. Our work will build off the mapping and existing conditions work we have already done as part of Sebastopol's ATP update process.

Task 1d. Task 1d. Existing Traffic Operations Assessment

Using data collected as Task 1b, we will develop a model of the existing traffic conditions in the core study area, including the intersections of North Main Street/McKinley Street, North Main Street/State Route 12, State Route 12/Petaluma Avenue, and South Main Street/Burnett Street. We will develop a model of existing conditions within the core study area, focusing on the detailed traffic signal operations, phasing, and volumes for these four study intersections . We will utilize the Visum and Vistro software for this task to support the intersection operations of the local downtown core, setting us up to use these models as part of the local and regional alternatives development (Task 3 and 4 work).

Task 1e. Task 1e. Existing Conditions Report

We will document the findings of all the above work in a technical memorandum that will set the foundation for our technical work in subsequent tasks. We anticipate developing a draft memorandum and revising it based on one round of consolidated comments from the city.

Optional Task 1f. Additional Data Collection

Our base scope of work includes collection of multimodal intersection turning movement counts at four intersections. If through discussion of the project approach it is determined that additional data collection is needed, we can collect additional data. A description of the potential data that is not included in our base scope of work and fee but may be desired to inform existing conditions work is as follows:

SEGMENT HOSE COUNTS

We could collect segment counts of traffic volumes, speeds, and classification at up to five locations (shown on the map). This will provide a baseline of traffic in the study area to establish current travel characteristics that our proposed improvements would accommodate or otherwise influence.

ADDITIONAL PEAK PERIOD TURNING MOVEMENT COUNTS

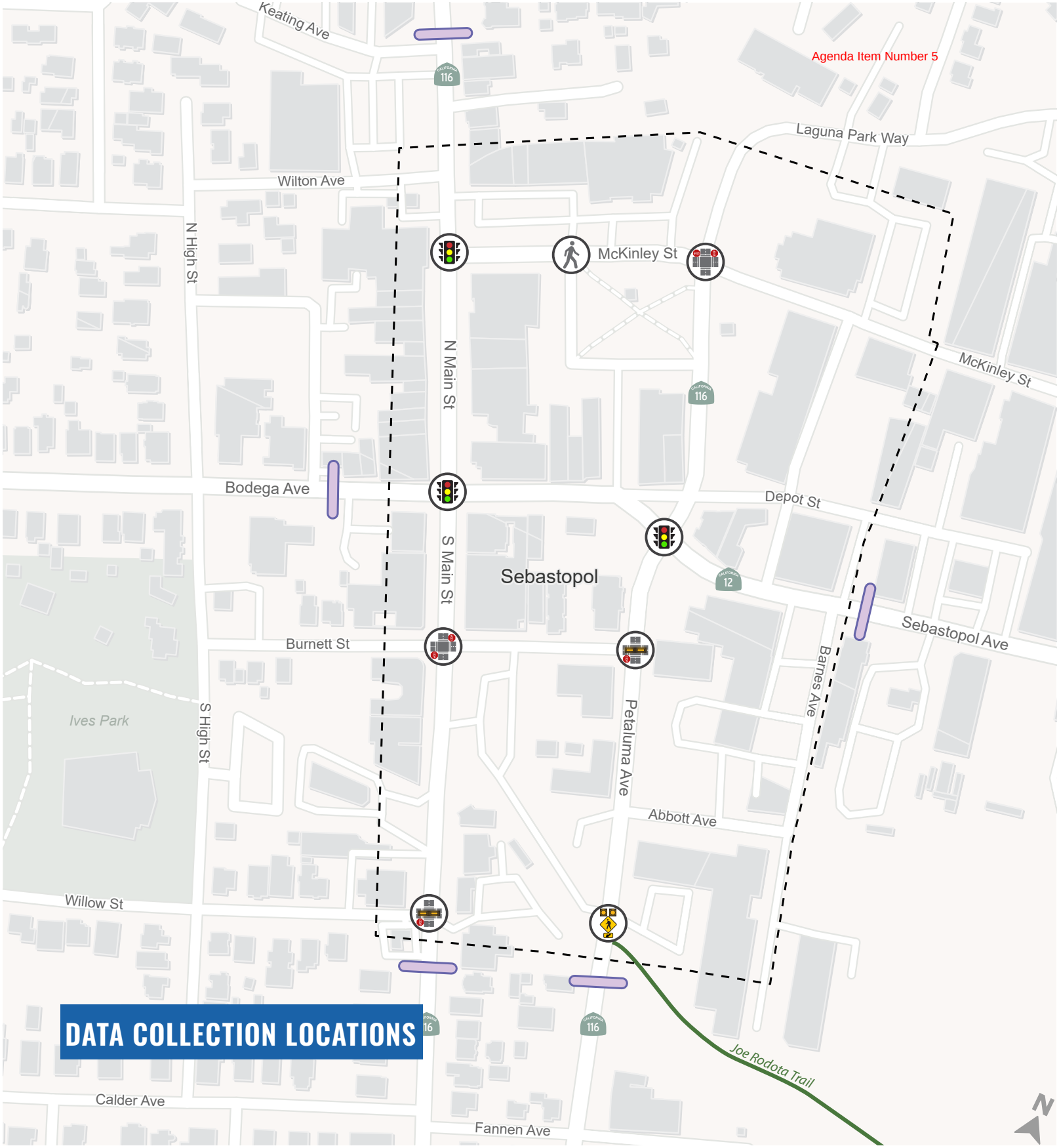
We could collect multimodal turning movement counts at five additional intersections and crossings within the core study area.

PARKING SURVEY

If a more detailed analysis of parking inventory, occupancy, and turnover is needed, we can conduct a parking survey that would include inventory, occupancy, and turnover for on-street parking in the core study area and off-street parking facilities owned and operated by the city within the core study area.

Optional Task 1g. Additional Transportation Operations Assessment

This task includes updating our model developed as part of Task 1d to include the additional data collected as part of optional Task 1f. This model will be developed and serve as an existing conditions assessment of the signalized intersections and major side-street stop-controlled intersections in the core study area.



DATA COLLECTION LOCATIONS

Signalizing Intersections

Unsignalized Crosswalks

Unsignalized Crosswalks with Pedestrian-Activated Flashing Beacons

Unsignalized (SSSC) Intersection

Unsignalized (SSSC) Intersection with Pedestrian-Activated Flashing Beacons

Proposed Data Collection:

Segment Hose Counts *(7-Day Volume, Speed, Classification Counts)*

Intersection Turning Movement Counts *(6 Hours of Multimodal Counts)*

Core Study Area

TASK 2

Community Engagement & Coordination

Consultants and staff will establish a flexible, multi-media engagement approach (electronic, virtual, and interactive) as well as traditional outreach, including walking audits of the project area. Overall project coordination with the project team is key to positive outcomes, especially prior to each community outreach meeting. The planning study will include a robust, inclusive community engagement component to develop up to three corridor alternatives. The community engagement effort will be refined with the development of a Participation Plan with the consultant, and include the following:

PROJECT WEBSITE

The consultant will develop a project website to serve as a central clearinghouse for project-related information. It will include an interactive map of the project area where participants can provide comments, surveys for residents to provide input and vote on alternatives, information about upcoming events and milestones, and archived meeting recordings and draft documents for review.

PUBLIC WORKSHOPS & FOCUS GROUPS

The consultant will work with the city to organize public workshops and focus groups to generate community dialogue about the project and potential alternatives. Meetings and focus groups may be in-person, virtual, or a hybrid format, and meeting days, times, and venues will be selected to maximize participation. CBOs will be engaged to help activate their constituencies, with a particular focus on groups that work with disadvantaged residents. The participation of disadvantaged residents will be assessed during the planning process and additional targeted outreach to these residents may be conducted if needed.

STAKEHOLDER MEETINGS

Stakeholder meetings will be conducted with representatives of selected organizations including businesses in Downtown, SCTA, and SCBC.

WALKING AUDITS

Walking audits will be held in the Downtown area to assess existing conditions and potential enhancements in terms of pedestrian facilities, bicycle facilities, transit access, and streetscape treatments.

SEBASTOPOL PLANNING COMMISSION MEETINGS & WORKSHOPS

Workshops providing a space for project overview and project updates, as well as opportunities for commission and public input, will be held throughout the process.

PROJECT MANAGEMENT TASKS

City Project Manager and consultant check-in meetings on a regular basis and consultant meetings with staff.

Fehr & Peers proposes to deliver the **Community Engagement & Coordination** task by providing the following services and tasks:

Task 2a. Participation Plan

Based on input received from the city and discussion during the project kick-off meeting, Leshner Planning, with support from Fehr & Peers, will refine the proposed community engagement and communication plan in a Participation Plan. This plan will document the scope of work, schedule, and engagement activities for this study. Through this effort we will identify the highest and best use of consulting support for this effort, including consideration of alternative methods to seek and gather community input, including the concept of a multi-day series of workshops on the corridor. For the purposes of scoping Task 2 at this stage, we anticipate three phases of community engagement:

1. Existing Conditions
2. Corridor Vision & Project Alternatives
3. Preferred Alternative & Draft Plan

We will develop and submit a draft Participation Plan to the city, and revise it based on consolidated comments from the city.

Task 2b. Phase 1 Engagement

During Phase 1, we will seek to gather input from stakeholders and the public on their lived experiences within the study area and present analysis findings from *Task 1 Existing Conditions*. Discussion questions are anticipated to focus on existing needs, barriers, and opportunities for multi-modal travel within the study area. The following activities have been assumed for scoping purposes:

PROJECT WEBSITE

We will develop a project website using the Social Pinpoint platform. The website will have project information, links to relevant documents, and interactive elements for community members to see updates and provide input into project elements. We propose using a map-based survey to solicit feedback from the public during Phase 1.

PUBLIC WORKSHOP

We will plan and deliver one (1) public workshop during this phase in collaboration with the city and key stakeholders. We recommend that it occur within the study area, and function as an open house so that people can participate on their own schedule, with the possibility of discovering the event while passing by. City staff can use workshop materials for additional meetings, "mobile workshops," or pop-up tabling events, if desired.

STAKEHOLDER MEETINGS

We will plan and deliver up to three stakeholder meetings during Phase 1, which could take the form of a meeting, focus group discussion, pop-up tabling events, and/or walk audit (or combination). These meetings will focus on engaging local businesses, CBOs, and disadvantaged community members (e.g., Sebastopol Downtown Association, Sebastopol Area Senior Center, low-income housing residents). We have set aside additional time to meet with SCTA and SCBC separately (assume 1 hour meeting each), if needed.

CITY COMMISSION MEETINGS

We will prepare a presentation and participate in one City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.

MATERIALS

We anticipate incorporating graphics and materials created as part of *Task 1 Existing Conditions* during this phase of outreach and have allocated an additional 24 hours and $500 to support the creation and printing of Phase 1 engagement materials (e.g., PowerPoint, posters, flyers). We assume we will use the same set of materials for all Phase 1 activities.

Task 2c. Phase 2 Engagement

During Phase 2 we will gather feedback from stakeholders and the public on project alternatives and the overall draft vision for the corridor. We assume it will comprise the following activities:

PROJECT WEBSITE

We will update the project website on Social Pinpoint with relevant project information. For Phase 2, we propose presenting the Corridor Vision and Project Alternatives developed as part of *Task 3 Corridor Vision, Alternatives & Analysis* with an option to vote on project alternatives and submit overall comments.

PUBLIC WORKSHOP

We will plan and deliver one (1) public workshop during this phase in collaboration with the city and key stakeholders, similar to Phase 1. City staff can use workshop materials for additional meetings, "mobile workshops," or pop-up tabling events, if desired.

STAKEHOLDER MEETINGS

During Phase 2 we will also plan and deliver up to three stakeholder meetings, with a similar approach as described in Phase 1. We have set aside additional time to meet with SCTA and SCBC separately (assume 1 hour meeting each) during this phase, if needed.

CITY COMMISSION MEETINGS

We will prepare a presentation and participate in one City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.

MATERIALS

We anticipate incorporating graphics and materials created as part of *Task 3 Corridor Vision, Alternatives & Analysis* during this phase of outreach and have allocated an additional 24 hours and $500 to support the creation and printing of Phase 1 engagement materials (e.g., PowerPoint, posters, flyers). We assume we will use the same set of materials for all Phase 2 activities.

Task 2d. Phase 3 Engagement

During Phase 3 we will present and gather feedback on the Draft Plan and Preferred Alternative. We assume the following engagement activities:

PROJECT WEBSITE

We will update the project website on Social Pinpoint with the Draft Plan and Preferred Alternative with an option to submit written comments.

PUBLIC PRESENTATION

We will plan and deliver one (1) presentation of the Draft Plan/Preferred Alternative. City staff can use presentation materials for additional meetings or presentations, if desired.

CITY COMMISSION MEETINGS

We will participate in one City Commission Meeting (e.g., Planning Commission) during this phase. City Staff could present these materials to additional commissions, as needed.

MATERIALS

We anticipate incorporating graphics and materials created as part of *Task 6 Draft and Final Plan* during this phase of outreach, have allocated an additional 10 hours to support the creation of a PowerPoint presentation, and assumed no printed materials will be needed for this phase.

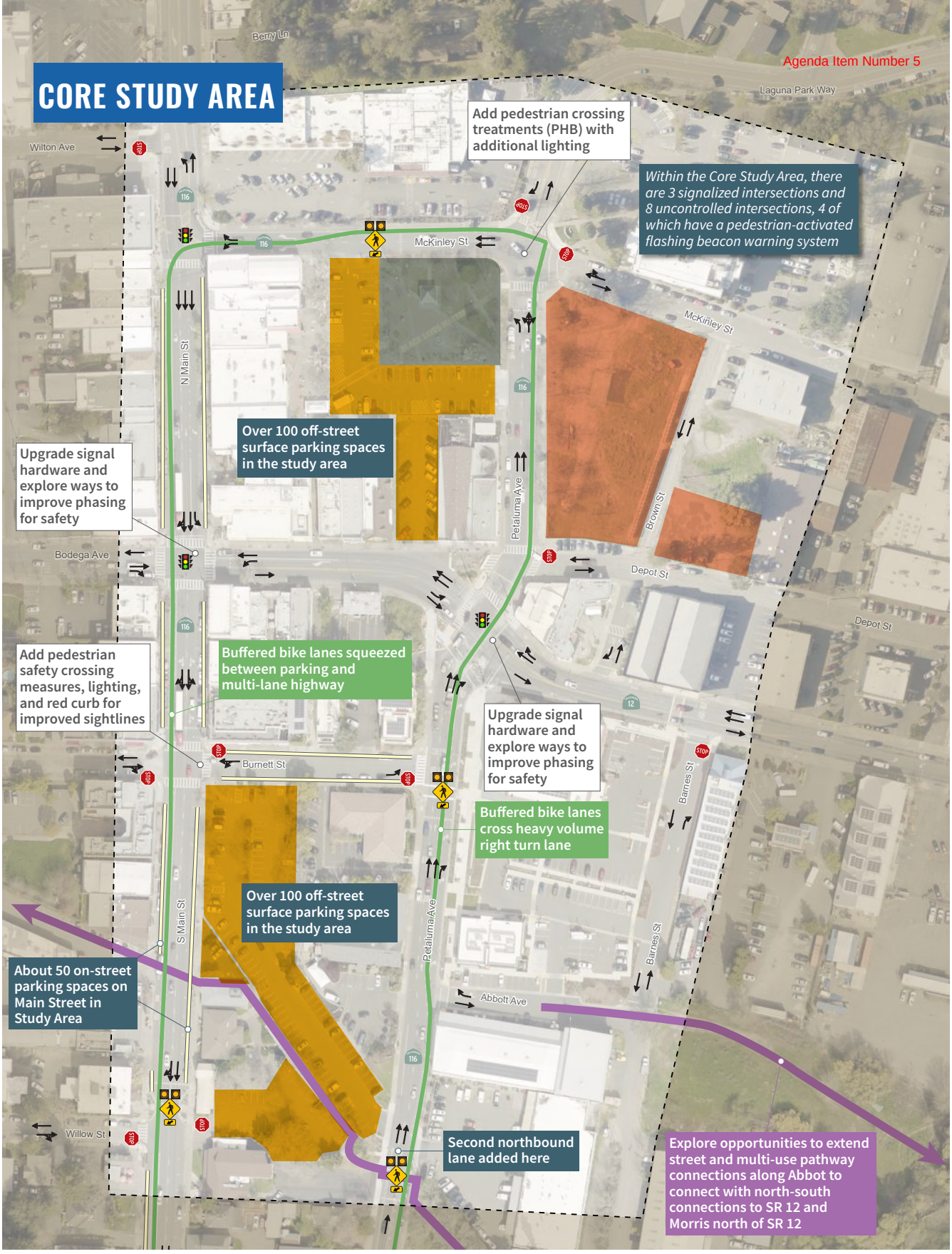
Task 2e. Engagement Summary

Leshner Planning, with Fehr & Peer's support, will draft a section for the draft plan summarizing the activities, findings, and results of *Task 2 Community Engagement*.

Task 2f. Project Management & Coordination

During the course of the contract, Fehr & Peers will attend regular check-in meetings with City staff. These are anticipated to be 30 minute meetings every two weeks, or about 1 hour of meeting per month. This task includes time to coordinate meeting topics, prepare materials if necessary, and to document action items where applicable. This also includes effort related to monthly invoicing and progress reporting. We anticipate that these regular meetings can be used to gather feedback from and provide updates to other city staff if necessary.

Agenda Item Number 5
City Council Meeting Packet of May 7th, 2024
Page 63 of 108


CORE STUDY AREA
Add pedestrian crossing treatments (PHB) with additional lighting
Within the Core Study Area, there are 3 signalized intersections and 8 uncontrolled intersections, 4 of which have a pedestrian-activated flashing beacon warning system
Over 100 off-street surface parking spaces in the study area
Upgrade signal hardware and explore ways to improve phasing for safety
Add pedestrian safety crossing measures, lighting, and red curb for improved sightlines
Buffered bike lanes squeezed between parking and multi-lane highway
Upgrade signal hardware and explore ways to improve phasing for safety
Buffered bike lanes cross heavy volume right turn lane
Over 100 off-street surface parking spaces in the study area
About 50 on-street parking spaces on Main Street in Study Area
Second northbound lane added here
Explore opportunities to extend street and multi-use pathway connections along Abbot to connect with north-south connections to SR 12 and Morris north of SR 12
Berry Ln
Laguna Park Way
Wilton Ave
McKinley St
N Main St
Petaluma Ave
Brown St
Bodega Ave
Depot St
Burnett St
Barnes St
S Main St
Abbott Ave
Willow St
Core Study Area
Traffic Signal
Side Street Stop Control
Pedestrian Activated Crossing Warning
Existing Town Square Surrounded by Auto Lanes and Parking
Piazza Hotel Project
Off-Street Parking
On-Street Parking
One-Way Class II Buffered Bike Lanes on Petaluma Ave and Main St
Local Road Safety Plan Recommendations
Countywide ATP Projects (Draft)

TASK 3

Corridor Vision, Alternatives, & Analysis

An overall design approach will be developed for SR 116 between Keating Avenue and Willow Street to the south, and for SR 12 between Barnes Avenue and High Street.

DEVELOP LOCAL ALTERNATIVES

The city envisions the development of three options which will be developed based on input from the public and from the various stakeholders, but could include, for example, improvements that: 1) benefit pedestrians and bicyclists without worsening the current level of service at various intersections in the Downtown area, 2) optimizes bicycle and pedestrian movement, but will likely impact the current level of service at various intersections, and 3) compromise between the two options with respect to vehicles versus pedestrian and bicycle movement. At least one option should include a two-way street concept for the existing SR 116 one-way couplet.

DEVELOP ALTERNATIVES FOR REGIONAL ROUTES

Based on meetings with Caltrans, the county, the City of Santa Rosa, and SCTA stakeholders, alternative vehicle capacity modifications for regional routes that may affect through traffic in the city's Downtown should be conceptualized. These should include, but not necessarily limited to Occidental Road, Todd Road, Llano Road extension from SR 12 to Occidental Road, and potential future interchange at SR 12 and Fulton Road including its connection to Occidental Road. At least one scenario should not include any regional vehicle capacity enhancements to inform the effects on the city.

ANALYZE SCENARIOS

The Downtown planning study will include a traffic operational analysis and active transportation impact assessments of the three options, as well as a planning level cost estimate for implementation. A preferred option will be identified based on the existing conditions analysis; input collected from agencies, stakeholder groups, and the public; and the alternatives analysis. There will need to be sufficient analysis for the City Council to select a preferred option, especially if there is an LOS reduction that is inconsistent with the General Plan.

CONCEPT PLANS & URBAN DESIGN

The stakeholder interaction, public input, analysis, and City Council review would result in a preferred scenario consisting of alternatives for both the city study area and for specific regional routes. Geometric concept plans (equivalent to 30% design) will be prepared as well as an Urban Design Plan to be developed hand-in-hand with the traffic engineer coordinating with the urban design team members. The 30% geometric concept plans should be prepared for the city study area only indicating intersection controls and lane geometrics, pedestrian facilities, and bicycle lanes and facilities. These concept plans should be developed as early in the process as possible so that there is sufficient time for review, updates, and modifications. The team's urban designers should prepare streetscape urban design plans for the city study area including examples of pavement treatments, public spaces, parklets, street furniture, landscaping, and building façade improvements. The urban design plan should include a component which focuses on an enhanced connectivity between Main Street and the Barlow district. All the elements of the urban design plan should be done in an interactive fashion with the team's traffic engineering staff, especially for the in-street components.

Technical Review

The city will develop a TAC to review documents throughout the process, and provide feedback to the project team related to the existing conditions issues; potential concepts; alternatives analysis; and, potential regional improvements (both within the city outside the core area and outside of city limits).

TECHNICAL ADVISORY COMMITTEE

Public agency partners including Caltrans, county of Sonoma, City of Santa Rosa, and the Sebastopol Police, Fire, Planning, and Engineering Departments will be included in a TAC to provide guidance regarding alternatives.

Additionally, city staff will also work with these stakeholders and technical advisors informally as needed to gather information needed for the project. The city may also submit the concepts to Caltrans for technical review with the assistance of the consultant.

Agenda Item 5 Number
City Council Meeting Packet of May 7th, 2024
Page 65 of 108

Fehr & Peers proposes to deliver the **Corridor Vision, Alternatives, & Analysis** task by providing the following services and tasks:

Task 3a. Develop High Level Concepts

Our team will build off the existing conditions and community engagement efforts to identify up to eight high level concepts for downtown circulation that change the circulation and access in the core study area, including but not limited to the following changes:

A. Converting South Main Street to two-way
B. Converting Petaluma Avenue to two-way
C. Closing portions of Petaluma Avenue and McKinley Street
D. Converting both South Main Street and Petaluma Avenue to two-way
E. Converting either South Main St or Petaluma Avenue to two-way and converting the other street to one-way in either direction

For each of the reconfiguration concepts, we will list the opportunities and trade-offs, including how the configurations may affect parking, lane geometry, turn pockets, turn prohibitions, bicycle facilities, pedestrian facilitates, and other public amenities like green infrastructure, pocket parks/parklets, etc. Based on this qualitative assessment, we will screen out some of the alternatives.

Task 3b. Identify Potential Regional Improvements

Informed by our Task 1 data gathering efforts and discussions with city staff and regional agency representatives such as SCTA and City of Santa Rosa, we will identify potential regional improvements that would be expected to affect traffic to, from, and through the core study area. We will develop a map that illustrates the locations of improvements and basic information about the project that would affect traffic in the core study area. For each potential regional alternatives, we will use the Visum model developed in Task 1 to determine what traffic routing effects each regional improvement could have.

Task 3c. Develop Alternatives

We will package up local circulation alternatives from Step 1 and regional improvements in Step 2 to develop up to six alternatives. We anticipate the alternatives will include a combination of different configurations of the core study area, and set of regional improvements that would be expected to have a reasonable effect on traffic to, from and through downtown.

Task 3d. Analyze Alternatives

Based on the alternatives identified in Step 3, we will evaluate the intersection operations of the four study intersections at up to three alternatives. We will use the Visum model developed in Task 1 and the Vistro software to perform the intersection operations analysis. We will refine the details of each of the three alternatives to be compatible with project objectives (e.g. maintain level of service, prioritize safety for pedestrian crossings, etc.). We anticipate providing these three alternatives during the Phase 2 Engagement phase for community and stakeholder input.

Task 3e. Conceptual Design Development

Once a preferred alternative has been identified, we will develop a 30% conceptual design plan for the downtown core study area, including changes to the roadway, bikeways, pedestrian realm, and other community spaces in the core study area. Our plans will illustrate the proposed intersection controls, roadway geometrics, pedestrian facilities, bicycle facilities, and opportunities for community spaces and other public amenities. Our plans will be developed over a scaled aerial and include representative photos and images to provide the city and project partners with as much detail as possible to understand the proposed elements of the preferred alternative. We anticipate sharing our draft plans with the city and community as part of Phase 3 Engagement, making refinements during the end of Phase 3 Engagement and prior to taking the draft plan to Council.

TASK 4
Regional Circulation Assessment

Potential regional roadway enhancements outside the city limits to complement the recommended improvements for Downtown will be identified and analyzed. Consultants will coordinate with the SCTA to use the countywide travel demand model to evaluate the impacts of proposed changes to road and intersection configurations. Modeling exercises should consider existing travel modes as well as any potential future modes and technologies as appropriate. Traffic modeling should also account for future development and its effect both with and without corridor reconfiguration. Potential modifications to regional facilities outside of the city should include, but not be limited to: Occidental Road, Todd Road, Llano Road extension from SR 12 to Occidental Road and potential future interchange at SR 12 and Fulton Road including its connection to Occidental Road.

Fehr & Peers proposes to deliver the **Regional Circulation Assessment** task by providing the following services and tasks:

- Fehr & Peers will work with city and SCTA to develop a baseline and future forecast model including the preferred local alternative and assumptions for the regional roadway network. The current SCTA model forecast year includes land use forecast and other data based on Plan Bay Area 2040. We propose using our work updating other Bay Area models for Plan Bay Area 2050 and the additional changes to the regional transportation network, including a potential all-lane tolling of US 101 from SR 116 to Interstate 580, which would be expected to alter future forecast travel demand in and around Sebastopol. We would use the Fehr & Peers forecasting team that has recently completed Plan Bay Area 2050 model updates as part of other Caltrans facility-related projects, eliminating rounds of additional changes and coordination between staff unfamiliar with the specifics of Caltrans District 4 Forecasting Branch requirements and how to adjust SCTA modeling networks and data.

TASK 5
Implementation Strategies & Analysis Requirements

The implementation cost of the preferred scenario, including the Downtown study area modifications and the regional routes, will be estimated based on coordination with SCTA staff. An implementation strategy including identification of key partners and potential funding strategies will be developed, also incorporating input from SCTA staff. Depending on the changes proposed as part of the plan and its anticipated impacts, the level of environmental analysis anticipated for the next step of implementation will be determined in accordance with CEQA requirements.

Fehr & Peers proposes to deliver the **Implementation Strategies & Analysis Requirements** task by providing the following services and tasks:

- Fehr & Peers will develop a memorandum that documents strategies to implement the preferred alternative and the appropriate processes that would be needed to make changes in the state right-of-way. This memorandum will include the following content:
    - Identifying viable federal, state and regional grant programs,
    - Identifying methods to advance the design and construction of the project, including opportunities for quick-build and other phased approaches
    - Caltrans review and approval process
    - Recommendations for additional engagement, planning, environmental review, and engineering efforts that may be required

We have included the development of a draft and final memorandum as part of this task.

TASK 6
Draft & Final Plan

The previously generated analysis, including the existing conditions report, alternatives assessment, preferred corridor plan, and regional road network recommendations will be integrated into a draft plan. One of the community workshops will be devoted to presenting the draft plan to the public and soliciting comments. The plan will also be posted on the project web site and circulated for comments from local and regional stakeholders. Comments will be collected and incorporated into the plan as appropriate.

Fehr & Peers proposes to deliver the **Draft & Final Plan** task by providing the following services and tasks:

Task 6a. Draft Plan

Fehr & Peers will assemble all project deliverables to date to summarize the project study into a draft plan. A rough outline of the draft plan will be as follows, subject to revisions based on discussions with city staff and project partners:

- Project Overview & Context
- Participation Plan (From Task 2)
- Existing Conditions (From Task 1)
- Alternatives Assessment
- Preferred Alternative Concept Design
- Implementation & Next Steps (From Task 5)

We anticipate submitting an initial draft plan, (or "admin draft"), to ensure the appropriate elements are compiled for the city prior to providing the draft plan to project partners. Once the city provides comments on the admin draft, we will revise the document and submit a draft plan to the city for distribution to project partners at their discretion for review. The presentation of the draft plan to the community and project partners is included in Task 2.

Task 6b. Final Plan

This task includes modifications to the draft plan document in response to feedback from the community, city, or other groups. It is expected that comments will be collected and formatted by the city and any conflicting comments will be reconciled by the city. Fehr & Peers will review the complete list of comments and propose an approach to resolve all comments, as well as work with the city on any comments that require clarifications before resolving as part of this task.

TASK 7
Council/Board Review & Approval

The finalized Plan will be presented to the Sebastopol City Council and the SCTA board, if appropriate, for their approval.

- *Two meetings with the Sebastopol City Council during the process: (1) A project overview and preliminary review of alternatives will be presented to the City Council to provide comments; this will offer an additional public input opportunity and may be a 'study session' format; (2) review and approval of final concept.*
- *Project will also be presented to one SCTA Board meeting and one Sonoma County Board of Supervisors meeting.*

Fehr & Peers proposes to deliver the **Council/Board Review & Approval** task by providing the following services and tasks:

Task 7a. Presentation of Alternatives

Fehr & Peers will present the alternatives under consideration to City Council for review in a workshop format, which is expected to include the opportunity for additional input from the community at larger as part of the City Council meeting process. The comments provided during the meeting will be collected and used to inform the refinement of the alternatives to be analyzed.

Task 7b. Presentation of Final Plan

Fehr & Peers will present the Final Plan (Task 6b) to the City Council for review and adoption.

5.2 Project Deliverables

The following summarizes the major deliverables that we propose to develop as part of this study:

TASK 1 DELIVERABLES

- ☐ Kickoff meeting agenda and notes
- ☐ Data needs list
- ☐ Results from data collection effort
- ☐ Existing Conditions Report (draft and final, summarizing all the work conducted in Task 1)

TASK 2 DELIVERABLES

- ☐ Participation Plan (draft and final)
- ☐ Stakeholder meetings with key city groups, Downtown merchants, the County of Sonoma, SCTA, Caltrans, and the City of Santa Rosa (including meeting summary notes)
- ☐ Public workshops and associated online rebroadcast with presentation materials (meeting notifications including social media posts, summary notes)
- ☐ Focus groups and summary notes
- ☐ Walking audits and summary notes
- ☐ Project website, including online interactive map
- ☐ Online public surveys to solicit input and vote on alternatives, provide a copy of survey instrument and data collected, and survey analysis
- ☐ TAC meetings and presentation materials
- ☐ One Sebastopol City Council meeting
- ☐ Agendas for all meetings
- ☐ Minutes or summary notes for stakeholder meetings, workshops, walking audits, TAC meetings, and Planning Commission meetings
- ☐ Overall summary report of community participation results

TASK 3 DELIVERABLES

- ☐ Exhibits illustrating potential concept alternatives for Downtown, including project components and opportunities for urban design and streetscape improvements
- ☐ Map(s) and Exhibit(s) illustrating potential improvements for regional roadways
- ☐ Traffic analysis results for up to three alternatives
- ☐ 30% concept plans for the preferred alternative
- ☐ Planning level cost estimate for the preferred alternative

TASK 4 DELIVERABLES

- ☐ Travel demand model analysis of alternatives, including technical memo summarizing results

TASK 5 DELIVERABLES

- ☐ Planning level cost estimate for alternatives
- ☐ Identification of project partners and potential funding sources
- ☐ General assessment of analysis to be required under CEQA

TASK 6 DELIVERABLES

- ☐ Draft Plan
- ☐ Summary of public comments received
- ☐ Final Plan that includes a summary of next steps towards implementation, credits, and a cover or title page that includes the Caltrans and city logo (developed and submitted in an ADA accessible electronic copy)

TASK 7 DELIVERABLES

- ☐ Meeting minutes with resolution(s) and final draft report
- ☐ Resolutions of acceptance and approval

5.3 Cost Control & Budgeting Methodology

Fehr & Peers relies on a state-of-the-art project management system, the Deltek VantagePoint platform, which provides online, real-time cost, and budget status. This information is used to generate weekly and monthly progress reports. These monthly reports are provided with each invoice and include comparisons of project budget spent versus workload complete. We remain in continual communication with our clients throughout each project because collaboration leads to successful, on-time, and on-budget projects. Our sensitivity to our clients' schedule and budget needs has led to our track record of delivering quality services on budget and on schedule. Our invoices will be prepared based on the approved milestones or monthly, including the necessary detail to show progress on all active tasks.

This page is left intentionally blank.

6. Schedule of Work


2025
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov

7. Cost Proposal / Estimated Fee

Our team's cost proposal is included as a separate attachment.

Certified payroll for our team members is available upon request.

8. Conflict of Interest Statement

The Fehr & Peers team is not aware of any financial, business or other relationship with the City of Sebastopol that may have an impact upon the outcome of the contract or the construction project.

The Fehr & Peers team is not aware of any clients who may have a financial interest in the outcome of this contract or the construction project that will follow.

The Fehr & Peers team is not aware of any financial interest or relationship with any construction company that might submit a bid on the construction project.

9. Litigation

Fehr & Peers

There have been eleven lawsuits filed against us in the past fifteen years. All matters below are closed. Currently, Fehr & Peers is not involved in any active litigation matters. Nos. 3 and 4, and nos. 5, 6, and 7 below are related and were handled in tandem:

1. *Allendorf v. City of Roseville, et al.,* California Superior Court in and for the County of Placer, Case no. S CV 21291 (Fehr & Peers named on September 4, 2007).

Plaintiff alleged that he lost control of his bike when it became entangled in an unattached traffic counting cable, and alleged causes of action for general liability against, Fehr & Peers' client City of Roseville, Fehr & Peers, and Fehr & Peers' traffic counting subconsultant, All Traffic Data. Fehr & Peers was defended by All Traffic Data pursuant to a tender of defense.

Outcome: All Traffic Data settled with plaintiff in May 2008. Fehr & Peers did not pay any part of the settlement and was dismissed.

2. *State of Nevada, ex rel. Its Department of Transportation v. Parsons Brinckerhoff Group Administration, Inc. / Parsons Brinckerhoff Group Administration, Inc. v. BRG Engineering, Inc., et al.,* First judicial District Court of the State of Nevada in and for Carson City, Case No. 08 OC 00052 1B (Fehr & Peers named on May 2, 2008).

In 2008, Plaintiff Nevada DOT sued Defendant prime consultant Parsons Brinckerhoff Group Administration, Inc., alleging a number of design issues that were uncovered during construction of certain roadways. Defendant brought a third-party complaint against subconsultant Fehr & Peers, among others, alleging that the design issues were in part related to the work of Fehr & Peers.

Outcome: Fehr & Peers was subsequently dismissed without prejudice on October 27, 2009, without having paid any damages or settlement.

3. *De Luna, et al. v. City of Aurora, et al.,* District Court for the City and County of Denver, State of Colorado, Case No. 2015CV031490 (Fehr & Peers named on May 29, 2015); and

4. *Mena v. City of Aurora, et al.,* District Court for the City and County of Denver, State of Colorado, Case No. 2015CV031874 (Fehr & Peers named on May 29, 2015).

These are two separate lawsuits stemming from two separate motor vehicle accidents involving different plaintiffs but at the same intersection. Fehr & Peers allegedly provided subconsultant traffic signal engineering design services for the renovation of a freeway off-ramp intersection in 2013. Plaintiffs claim that they were travelling in the intersection when they were hit by automobiles traveling in different directions. The drivers in the automobiles that hit plaintiffs are alleged to have run red traffic signals, but plaintiffs claim that the intersection constitutes a dangerous condition and sued fifteen defendants, including Fehr & Peers, the prime consultant, the City of Aurora, and the Colorado Department of Transportation.

Outcome: Plaintiff in the Mena action agreed to voluntarily dismiss Fehr & Peers in June 2016. In November 2016, Fehr & Peers settled with plaintiff in the De Luna action for $22,000 and was dismissed.

5. *Pillow v. Utah Department of Transportation, et al.,* Third Judicial District Court in and for Salt Lake County, State of Utah, Case No. 160900691 (Fehr & Peers named on February 8, 2016);

6. *Zimmerman v. Utah Department of Transportation, et al.,* Third Judicial District Court in and for Salt Lake County, State of Utah, Case No. 160904047 (Fehr & Peers named on August 15, 2016); and

7. *Erickson v.Utah Department of Transportation, et al.,* Third Judicial District Court in and for Salt Lake County, State of Utah, Case No. 160903125 (Fehr & Peers named on May 18, 2016).

These are another three separate lawsuits stemming from two separate motor vehicle accidents at the same intersection, involving different plaintiffs. As a subconsultant, Fehr & Peers supposedly provided a temporary traffic re-routing plan in a freeway on-off ramp redesign and reconstruction project. Plaintiffs Zimmerman and Erickson claim that they were travelling in the intersection being reconstructed when they were hit by automobiles traveling in different directions. Plaintiff Pillow allegedly hit plaintiff Zimmerman in the Zimmerman accident. All plaintiffs claim that the intersection being

reconstructed constituted a dangerous condition. Fehr & Peers was not involved in the redesign, temporary configuration of the intersection, or placement of traffic signals, but was sued with myriad others related to the project.

Outcome: In January 2017, Fehr & Peers settled with plaintiff in the Erickson action for $2,500 and was dismissed. In August 2017, Fehr & Peers was dismissed from the Pillow and Zimmerman actions.

8. *Louis Quaintance v. State of California, et al.,* Alameda County Superior Court, State of California, Case No. RG16809853 (Fehr & Peers named in March 2017).

Fehr & Peers allegedly provided a traffic rerouting plan in a water pipeline project and rerouted traffic in an opposite direction onto a lane. Plaintiff alleges that he was riding a bike in the lane in what was previously the opposite direction, and on what was previously the outside of the lane, when his wheel was caught in a grate over a water inlet and plaintiff was injured. Plaintiff sued the State, the water agency, the contractor, and the subcontractor in charge of redirecting traffic. After a year, plaintiff, the contractor, and the subcontractor named Fehr & Peers as a defendant and cross-defendant, even though Fehr & Peers has had no part in the design, placement, or the supposed replacement of the grate to make them bike-safe.

Outcome: In October 2017, Defendants reached a global settlement with plaintiff into which Fehr & Peers agreed to contribute $80,000.

9. *Graham v. City of Saratoga, et al.,* Santa Clara County Superior Court, State of California, Case No. 115CV282466; Court of Appeal of the State of California, Sixth Appellate District, Case No. H046067 (Fehr & Peers named on May 24, 2016).

Fehr & Peers allegedly provided a feasibility study and a conceptual plan for a bike path that runs along a state route through the City of Saratoga. Subsequent improvements were made by others to an intersection along the route. Plaintiff bicyclist alleges that he was severely injured when he collided with an automobile turning left at the intersection. Plaintiff brought suit against the city and the State. After a year of litigation, plaintiff added as defendants the engineering firm allegedly involved in the improvement of the state route, and also Fehr & Peers.

Outcome: Superior Court granted Fehr & Peers' motion for summary judgement, which was affirmed on appeal in February 2022.

10. *Alok Jain, et al. v. City of Milpitas, et al.,* Santa Clara County Superior Court, State of California, Case No. 18CV325365 (Fehr & Peers named on March 8, 2019).

Plaintiffs are deceased's children who allege that their mother was killed while crossing South Main Street in the City of Milpitas on a mid-block crossing. Plaintiffs allege that the mid-block crossing and the surrounding areas constitute a dangerous and defective condition. Fehr & Peers was allegedly a subconsultant in providing traffic engineering services in several intersections surrounding the mid-block crossing. It denies any involvement in the design of the mid-block crossing on which the deceased was killed. Nevertheless, it was sued with myriad others, including the alleged prime consultant for Fehr & Peers' work, the City, and a general contractor.

Outcome: In March 2022, the Superior Court entered judgment in favor of Fehr & Peers after Fehr & Peers brought an unopposed motion for summary judgment.

11. C*ity of San Clemente, et al. v. Foothill/Eastern Transportation Corridor Agency, et al.,* Riverside County Superior Court, State of California, Case No. RIC 1800232 (Fehr & Peers named on March 14, 2019).

Plaintiffs filed a petition for peremptory writ of mandate and a complaint for declaratory and injunctive relief to have declared void certain contracts between the Foothill/Eastern Transportation Corridor Agency (TCA), Fehr & Peers and others, and to enjoin Fehr & Peers and others from providing further professional services under those contracts. Plaintiffs allege that the TCA exceeded its authority in entering into these contracts but did not allege any wrongdoing on the part of Fehr & Peers.

Outcome: Superior Court sustained Fehr & Peers' demurrer but granted Plaintiffs leave to amend the Complaint. Subsequently, Plaintiffs stipulated that Fehr & Peers is not a defendant, but a real party in interest, and dismissed Fehr & Peers in April 2021.

PlaceWorks

PlaceWorks is currently involved in a construction defect case involving the Embarcadero Bridge over the Lake Merritt Channel. General Contractor Flatiron West, Inc. filed the initial complaint on October 29, 2019 against the City of Oakland for Breach of Contract. The City of Oakland cross-complained against T.Y.Lin /AECOM on July 21, 2020. T.Y Lin/AECOM subsequently filed a cross-complaint against DCE/PlaceWorks on March 5, 2021. The claims against DCE/PlaceWorks include breach of contract, indemnity, and declaratory relief. The claims are currently pending.

10. Contract Agreement

If selected, we propose to execute this work pursuant to the agreed upon terms and conditions of our Master Agreement for Engineering Consulting Services dated November 28, 2023, and/or our Agreement with the City dated July 18, 2023, for a VMT project. If, upon selection, the City would like to use the contract included in the RFP, we would like to propose the following revisions to that contract:

1. STANDARD OF PERFORMANCE (Section 5)

Changes Requested: Consultant represents ~~and warrants~~ that it has the qualifications, experience and facilities necessary to ~~properly~~ perform the services required under this Agreement ~~in a thorough, competent and professional manner~~. Consultant shall ~~at all times faithfully, competently and to the best of its ability, experience and talent,~~ perform ~~all~~ the services described herein. In meeting its obligations under this Agreement, Consultant shall perform its services under this Agreement in accordance with the care, skill, and diligence ordinarily exercised by professionals providing similar services in the same or similar locale and under similar circumstances to that of Consultant under this Agreement ~~employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to those required of Consultant under this Agreement~~.

Reason for Changes: We are providing the definition of the prevailing, professional standard of care consultants are to meet in their professional services. The stricken language creates a heightened standard of care that is unknown and undefined. Falling short of the standard of care is the definition of negligence. Professional liability insurance only covers the insured professional's negligence in the performance of its services. It does not cover contractual obligations to meet a standard higher than the prevailing, professional standard of care. Agreeing to a heightened standard of care creates an uninsurable contractual liability for Consultant.

2. INSPECTION AND FINAL ACCEPTANCE (Section 6)

Changes Requested: City may reasonably inspect and accept or reject any of Consultant's work under this Agreement, either during performance or when completed. City shall reject or finally accept Consultant's work within sixty (60) days after submitted to City, unless the parties mutually agree to extend such deadline. City shall reject work by a timely written explanation, otherwise Consultant's work shall be deemed to have been accepted. City's rejection of Consultant's work shall be limited to work that is not in accordance with this Agreement, is defective, or contains errors. City's acceptance shall be conclusive as to such work except with respect to latent defects and fraud. Acceptance of any of Consultant's work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, the sections pertaining to indemnification and insurance.

Reason for Changes: Consultant should be paid for its services performed in accordance with the terms of this Agreement and the standard of care as revised.

3. INSURANCE REQUIRED (Section 7)

Changes Requested: ~~Special Risks or Circumstances The City of Sebastopol reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.~~

Reason for Change: We cannot agree to comply with any insurance requirements beyond those specified in this agreement if we are not clear what they are, if we can meet them, or how cost-prohibitive they may be. If the City has a unilateral ability to increase the minimum insurance coverage requirements the Consultant must meet, or to obtain coverage beyond those types of policies specified in Section 7, there is no guarantee that Consultant can meet the increased requirements depending on the cost to procure increased insurance minimum limits or the cost to obtain additional insurance policies.

4. INDEMNIFICATION (Section 8, Paragraphs 1 & 2)

Changes Requested: Consultant shall indemnify and hold harmless City, its ~~agents,~~ officers, officials, and employees~~, and volunteers~~ from any and all claims, demands, suits, loss, damages, injury, and/or liability (including ~~any and all~~ reasonable costs and expenses in connection therewith), ~~incurred by reason of any negligent or otherwise wrongful act or omission~~ to the extent caused by the negligence, recklessness, or willful misconduct of Consultant, its officers, agents, employees and subcontractors, ~~or any of them,~~ in Consultant's performance of its services under ~~or in connection with~~ this Agreement; and Consultant agrees at its own cost, expense and risk to defend any and all claims, actions, suits, or other legal proceedings

brought or instituted against City, its ~~agents,~~ officers, officials, and employees ~~and volunteers, or any of them, arising out of such negligent or otherwise wrongful act or omission,~~ to the extent caused by Consultant's negligence, recklessness, or willful misconduct in the performance of its services under this Agreement ~~and to pay and satisfy any resulting judgments~~ . In no event shall the cost to defend charged to Consultant exceed Consultant's proportionate percentage of fault.

~~When Consultant under this Agreement is duly licensed under California Business and Professions Code as an architect, landscape architect, professional engineer, or land surveyor ("design professional"), the provisions of this section regarding Consultant's duty to defend and indemnify apply only to claims that arise out of or relate to the negligence, recklessness, or willful misconduct of the design professional.~~

If any action or proceeding is brought against Indemnitees by reason of any of the matters against which Consultant has agreed to indemnify Indemnitees as provided above, Consultant, upon notice from City, shall defend Indemnitees at Consultant's expense by counsel acceptable to City, such acceptance not to be unreasonably withheld. Indemnitees need not have first paid for any of the matters to which Indemnitees are entitled to Indemnification in order to be so indemnified. However, in no event shall the cost to defend charged to Consultant exceed Consultant's proportionate percentage of fault. The insurance required to be maintained by Consultant shall ensure Consultant's obligations under this section, but the limits of such insurance shall not limit the liability of Consultant hereunder. The provisions of this section shall survive the expiration or earlier termination of this Agreement.

The provisions of this section do not apply to claims to the extent ~~occurring as a result of~~ caused by the City's ~~sole~~ negligence or willful acts or misconduct.

Reason for Changes: Consultant is providing engineering services under this Agreement. These changes align Consultant's indemnity obligations with California Civil Code section 2782.8.

5. OWNERSHIP OF DOCUMENTS (Section 11)

Changes Requested: Please add the following to this Agreement as Section 11(C):

However, notwithstanding the foregoing, and any provision to the contrary herein, intellectual property owned or created by any third party other than Consultant, its subcontractors, or City ("Third-Party Content"), and inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, and other intellectual properties developed, gathered, compiled or produced by Consultant or its subcontractors prior to or independently of their performance of this Agreement ("Background IP"), including such Third-Party Content or Background IP that Consultant or its subcontractors may employ in its performance of this Agreement, or may incorporate into any part of the Work Product, shall not be the property of City. Consultant, or its subcontractors as applicable, shall retain all rights, titles, and interests, including but not limited to all ownership and intellectual property rights, in all such Background IP. Consultant and its subcontractors as applicable, grant City an irrevocable, non-exclusive, non-transferable, royalty-free license in perpetuity to use, reproduce, prepare derivative works based upon, distribute, disclose, derive from, perform, and display, such Background IP, but only as an inseparable part of, and only for the purpose intended by creation of, the Work Product. In the event the Work Product contains, or incorporates any Third-Party Content, or derivative work based on such Third-Party Content, or any compilation that includes such Third-Party Content, Consultant shall secure all licenses to any such Third-Party Content, but only as an inseparable part of the Work Product, where such licenses are necessary for City to utilize and enjoy Consultant 's services and the Work Product for their intended purposes. Any use of Consultant's Work Product for any other project or purpose not authorized in writing by Consultant, any changes to the Work Product made by anyone other than Consultant, and any use of incomplete Work Product shall be at City's or any other user's sole risk, and Consultant shall bear no liability for any such unauthorized use, reuse, or modifications to the Work Product. City agrees to indemnify, defend and hold Consultant and its officers, agents and employees harmless, from any claims, losses, damages, costs, including without limitation attorneys' fees, arising out of any such use, reuse, or modifications to any of the Work Product not authorized by Consultant.

Reason for Changes: In the course of performing our services, we, or our subcontractors, may use our own preexisting IP and the IP of a third party. These changes protect those rights and clarify the ownership of the work product provided in the course of the Consultant's services.

Appendix

Resumes

This page is left intentionally blank.

FEHR PEERS

Geoff Rubendall, PE, TE, RSP$_1$

Project Manager

EDUCATION

B.S., Civil & Environmental Engineering
University of California at Berkeley, 2004

REGISTRATIONS

Licensed Civil Engineer, State of California, #71946
Licensed Traffic Engineer, State of California, #2620
Road Safety Professional Level 1, #823

AFFILIATIONS

Institute of Transportation Engineers: Member
San Francisco Bay Area Planning and Urban Research Association: Member

EXPERTISE

- Traffic Engineering
- Transportation Planning
- Complete Streets
- Multimodal Planning & Engineering
- Bikeway Facility Design
- Traffic Signal Design
- Traffic Control Design
- Signing/Striping Design
- Roadway Safety Lighting Design
- Site Access & Circulation
- Traffic Operations & Analysis
- Project & Program Management

ABOUT

Geoff is a Principal at Fehr & Peers, currently leading the Fehr & Peers North Bay office in Petaluma. Geoff has extensive experience evaluating and enhancing the built environment to improve access and circulation for all modes. His technical background includes numerous elements of transportation planning and traffic engineering, including geometric design, bicycle/pedestrian planning, traffic signal design, roadway safety lighting, rail design, traffic operations and analysis, as well as bicycle and pedestrian facility design. Until early 2023, Geoff led Fehr & Peers' Engineering Discipline Group, a group of internal staff passionate about expanding engineering knowledge and expertise and evolving the state-of-the-practice. Leveraging the value of different perspectives, Geoff collaborates with technical experts from across the firm to ensure clients have continued access to accurate data, and context-sensitive, innovative solutions.

EXPERIENCE

Embarcadero Enhancement Project (San Francisco, CA)
Fehr & Peers supported SFMTA's Embarcadero Enhancement Program (EEP) on a variety of efforts including a robust data collection effort, a complete streets study of the Embarcadero from Townsend Street to North Point Street, and a circulation study of the Pier 39/Fisherman's Wharf area with the goal of providing safe travel routes for bicyclists and pedestrians. Our work included Alternatives analysis, concept design, and specialized studies for major enhancements along the corridor and Pier 39, including an innovative data dashboard to view traffic count data in a useable, dynamic way. As Project Manager, Geoff led the team of planners, data scientists, and engineers to support SFMTA in a variety of ways. Geoff worked closely with SFMTA staff and key stakeholders including Port of San Francisco staff to evaluate potential changes to the Embarcadero to prioritize safe access and circulation for all users along the corridor.

Shattuck Avenue Reconfiguration Project (Berkeley, CA)
As part of an on-call contract with the City of Berkeley, Fehr & Peers peer reviewed designs developed by another consultant for a Shattuck Avenue reconfiguration effort. As a result of some severe issues related to accuracy and completeness, Fehr & Peers took over the development of design documents (PS&E) for the project in downtown Berkeley, including the reallocation of a portion of the downtown area to bus only operations. Geoff served as Project Manager for this effort.

.

Geneva & Harney Multimodal Access Improvement Project (San Francisco, CA)

As Project Manager, Geoff managed a multidisciplinary team of Fehr & Peers staff and civil engineering sub-consultants to study multiple access and circulation options in the southeast area of San Francisco, near the US-101 interchange. Under his leadership, the team evaluated previously identified alternatives and developed more options to address key pedestrian, bicycle, and transit connectivity through the local neighborhoods and regional destinations. Geoff's creativity and innovative approach led to the development of a large set of illustrative diagrams to summarize existing data, offer opportunities for improvements, and provide conceptual design plans for three alternatives, all to improve multimodal access and circulation across the US-101 corridor. The study served as the basis for the next phase of project development as SFCTA seeks to complete environmental clearance and final design for these improvements.

Bancroft Way Multimodal Improvements (Berkeley, CA)

As part of the complete streets pilot project for the City of Berkeley's repaving program, Fehr & Peers evaluated two alternative designs for Bancroft Way between Dana Street and Fulton Street. The project served as an interim signing and striping effort for planned sidewalk and signal modifications to be implemented at a later date. As Associate-in-Charge for the project, Geoff provided design oversight and technical support for the planning and design effort. The preferred alternative included a two-way protected bikeway, dedicated transit lane, and changes to signal phasing at intersections to improve mobility for all users. Geoff developed the final signing and striping plans and construction management to support the installation of these improvements for the community.

SR 116 & West Cotati Avenue Reconfiguration (Cotati, CA)

Geoff is serving as Project Manager preparing 35% design for the reconfiguration of SR116 from Alder Drive to Redwood Drive in Cotati. The project includes a realignment of the West Cotati Avenue intersection and improvements that complement proposed development projects along SR116 currently under design development.

Highway 13 Corridor Safety Improvements (Berkeley, CA)

Geoff served as Project Manager supporting design, permitting, and implementation of various Improvements along Highway 13 (Tunnel Rd and Ashby Ave) in Berkeley as part of the city's Caldecott 4th Bore Settlement.

El Camino Real (SR 82) Grand Boulevard Initiative Pilot Studies (Redwood City & Palo Alto, CA)

Fehr & Peers prepared a bus speed and reliability study for SamTrans' Route ECR to understand root causes of bus delay and identify transit prioritization measures. Route ECR is a 26-mile trunk service along State Route 82/El Camino Real that accounts for one quarter of SamTrans ridership despite a one-way travel time of over two hours. Fehr & Peers analyzed travel times and reliability using our Reliability+ tool to understand how bus speed and reliability varies by time of day and during the COVID-19 pandemic. This analysis was paired with an inventory of existing bus stop conditions, a public outreach process to identify corridor challenges, and engagement with city staff and bus operators. Based on this analysis, Fehr & Peers prepared a detailed set of recommendations for near-term operational enhancements and a capital improvement plan for the corridor to achieve bus rapid transit-like service. These recommendations were presented on both a corridor-wide scale as well as an individual city-specific scale to streamline interface between SamTrans and its partner jurisdictions. In collaboration with cities and Caltrans, an implementation plan was developed to illustrate the different ways capital improvements can occur. Geoff served as Technical Advisor for this effort.

El Camino Real Corridor Safety Improvements (South San Francisco, CA)

Geoff acted as Technical Advisor for the Bicycle and Pedestrian Improvement Plan for El Camino Real in the South San Francisco Town of Colma. The project included three phases of public outreach, development of three conceptual design alternatives, determination of a final alternative, and identification of potential funding sources. It also included coordination with Caltrans and other stakeholders throughout the decision-making process to ensure project success.

San Pablo Avenue (SR 132) & Parker Street Intersection Improvements (Berkeley, CA)

Under Geoff's leadership, a team of Fehr & Peers planners and engineers prepared plans, specifications, and estimates for new intersection safety improvements at the San Pablo Avenue and Parker Street intersection in Berkeley, which included working with Caltrans to seek approval of the proposed improvements. The new improvements included a new traffic signal, median improvements, new directional curb ramps, and relocated AC Transit bus stops. Though collaboration with the city, Caltrans, and the project sponsor, Geoff and his team refined the project to meet both city and Caltrans standards, while guiding the project sponsor through the process and meeting the obligations of the sponsor's conditions of approval.

FEHR PEERS

Matthew Ridgway, AICP, PTP, RSP[1]

Multimodal Planning, Area Plans, & Complete Streets

EDUCATION

B.A., Urban Studies, San Francisco State University, 1990

REGISTRATIONS

American Institute of Certified Planners, #011694
ITE Professional Transportation Planner, #80
Road Safety Professional Level 1, #821

AFFILIATIONS

American Planning Association: National Capital Chapter Member
Institute of Transportation Engineers: Bicycle & Pedestrian Council Executive Committee Member
Association of Pedestrian & Bicycle Professionals: Member

HONORS & AWARDS

ITE Coordinating Council Best Project Award: *Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges*, 2017
ITE Bicycle & Pedestrian Council *Best Technical Project - Utah DPH Bicycle and Pedestrian Master Plan Handbook*, 2012
ITE *Coordinating Council Outstanding Volunteer*, ITE Planning Council and APA Best Practice, 2009: *Guide for Conducting Pedestrian Safety Assessments in California*
California APA Project of Merit for MacArthur BART Access Feasibility Plan, 2008
Sacramento Area COG *Project of the Year – Sacramento Pedestrian Master Plan*, 2006

ABOUT

Matthew Ridgway has been involved in many of Fehr & Peers' highest visibility and most complex projects. His key strength is his broad background and multi-modal approach. Many of these projects have involved the development of tools for assessing unique performance measures, including safety, and design of innovative transportation facilities, including safety implications. Matthew has contributed to several national publications, many for the Institute of Transportation Engineers.

PROJECT EXPERIENCE

Sonoma Countywide Active Transportation Plan (Sonoma County, CA)
Fehr & Peers is developing a Countywide Active Transportation Plan for Sonoma County Transportation Authority and its partner agencies. The Countywide ATP will identify regional routes and priorities as well as prepare localized ATP updates for SCTA's ten local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis. Matt is serving as Technical Advisor for this effort.

Maryland 185 & 187 Corridor Needs Assessment (Montgomery County, MD)
Working with RK&K, Fehr & Peers completed comprehensive needs assessments for MD 185 between Western Avenue, Chevy Chase Circle, and MD 193 (University Boulevard), as well as MD 187 between Oakmont Avenue, West Cedar Lane, and Democracy Boulevard, balancing the needs of all users in the face of significant traffic, limited right-of-way, and the anticipated 2022-2023 Purple Line opening. The comprehensive needs assessments identified recommendations for potential long-term improvements, including concepts to address pedestrian and bicycle network deficiencies. In 2019-2020, MDOT SHA District 3 identified and has begun implementing safety improvements and is considering incorporating additional measures to improve safety for all users into an ongoing resurfacing project. Matthew served as Project Manager.

Hagerstown Downtown Bicycle & Pedestrian Priority Area Plan (Hagerstown, MD)
Fehr & Peers worked with RK&K, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, City of Hagerstown, and MDOT State Highway Administration to develop a Bicycle and Pedestrian Priority Area Plan for downtown Hagerstown. The Plan identifies bicycle and pedestrian needs, safety concerns, challenges, and improvements. This Plan, developed through a collaborative process including a workshop, walking audit, and group review of preliminary recommendations, includes a number of unique recommendations

such as extending the urban "feel" of downtown Hagerstown an additional block to the east along Dual Highway to encourage slower vehicle speeds and establish expectations that pedestrians are present in this area and building on the use of the city's alley system to facilitate low stress travel in areas where constrained streets do not offer opportunities for protected bikeways. The Plan also included a comprehensive evaluation of pedestrian treatments at downtown signals including recommendations on more consistent and comprehensive crosswalk placement and use of automatic recall in areas with high pedestrian demand. Matthew served as Project Manager and Principal-in-Charge.

Del Norte TOD Complete Streets Improvement Project (El Cerrito, CA)

Fehr & Peers was retained to assist with the development of concepts for protected bike lanes on San Pablo Avenue and Cutting Boulevard in El Cerrito. In addition to concept developments, Fehr & Peers prepared the Transportation Operations and Analysis Report (TOAR) for Caltrans, which included a few key additional elements due to the Complete Streets nature of the project. These additional elements included a geometric layout, a detailed description of each project element and how it was consistent with several existing documents and guides to show that every project element had a basis for its design, a specific address of Caltrans policy on Complete Streets, and SimTraffic model outputs. Fehr & Peers was further required to prepare a safety memorandum for this effort, as the Highway Safety Manual (HSM)-based safety assessment was not applicable for a Complete Streets project as that analysis only considers differences from traditional geometric standards. Caltrans allowed us to document the safety benefits of the project using their Local Road Safety Manual, along with other safety considerations. Ultimately, the project design elements were tied to these proven safety countermeasures, and the resulting Fehr & Peers led memorandum replaced the typical HSM safety analysis required for Caltrans projects. Matthew served as Technical Advisor for this effort.

Safe Streets Pinellas Vision Zero (Pinellas County, FL)

Fehr & Peers worked closely with Forward Pinellas to prepare an MPO-led Vision Zero Plan for Pinellas County. Our first task was to develop a custom logo for the project that could be used to brand all project deliverables and communications, including online public feedback tools and an interactive StoryMap. A challenge that Forward Pinellas faces as a regional MPO is a lack of ability to directly implement projects. This project provided a unique, regional opportunity to organize and activate partner agencies, local stakeholders, and community groups around Vision Zero. The project approach was tailored to bring a diverse group of stakeholders together, including local agency staff, FDOT staff, health experts, law enforcement, and local community members to build and train a Vision Zero Task Force, and empower member agencies to become enduring champions of Vision Zero. Public outreach included capacity building sessions for task force members, a public engagement strategy that quickly pivoted from in-person to online due to COVID-19, and a series of demonstration projects, including a near-miss analysis, an educational campaign related to the installation of a new RRFB, a pilot project partnered with the City of St. Petersburg to install a partially protected intersection (currently under construction with after data schedule for collection in early 2022). As Fehr & Peers developed the High Injury Network (HIN), we prepared a story map to share with the public the work in progress and solicit feedback about where transportation safety issues occur in their communities. Fehr & Peers also developed a Vision Zero Action Plan with a toolbox of engineering countermeasures. Fehr & Peers won the 2021 Esri IMGIS Conference Partner Award under the category of Innovative Analytics for mapping of the High Injury Network. Matthew served as Principal in Charge.

Detroit Streets for People Transportation Master Plan (Detroit, MI)

As subconsultant to WSP, Fehr & Peers supported Streets for People, the City of Detroit's comprehensive transportation plan. As part of this effort, Fehr & Peers developed multimodal layered networks and associated multimodal performance measures; completed an update to the city's proposed bike network; and developed the city's first high priority pedestrian network. Vision Zero objectives were a key consideration including development of a High Injury Network, using a custom-built GIS tool to process collision data, and countermeasures to reduce injuries and deaths related to traffic collisions. The outreach program, conducted by projects + PEOPLE, was heavily oriented toward inclusion and diversity and enabled development of transportation recommendations uniquely suited to Detroit. Matthew served as Project Manager.

FEHR PEERS

Ashlee Takushi, RSP[1]

Planning Lead & Deputy Project Manager

EDUCATION

B.S., Civil Engineering, California Polytechnic State University at San Luis Obispo, 2017
Institute of Transportation Engineers Career Development, Implementing the Safe System Approach Certification, 2023

REGISTRATIONS

Engineer in Training, State of California, #165048
Road Safety Professional Level 1, #962

AFFILITATIONS

Institute of Transportation Engineers: Member & SF Bay Area Board Member

EXPERTISE

- Transportation Impact Analysis
- Pedestrian Planning & Design
- Citywide Safety Planning
- Multimodal Safety Planning
- Project Management
- Roadway Safety

ABOUT

Ashlee is drawn to transportation engineering because of the potential to improve communities by understanding their local goals and needs while offering fresh ideas that have been successfully implemented in other regions by similar community types. Since joining Fehr & Peers, Ashlee has worked on a variety of projects, gaining experience and interest in transportation impact analyses, pedestrian planning and design, and citywide safety planning. Ashlee is well-engaged in roadway safety work, serving as a leader in the company's Safety Discipline Group, and serving as a board member of the ITE San Francisco Bay Area Chapter. She is committed to working closely with local agencies to develop community driven solutions that improve safety for all users. Highly organized and collaborative, Ashlee excels at project management and client service and is currently overseeing all administrative and logistical aspects of the On-Call Consulting Master Professional Services Agreement.

EXPERIENCE

Sebastopol VMT (Sebastopol, CA)
Fehr & Peers is supporting the City of Sebastopol in address SB 743 and the transition of CEQA transportation analysis from congestion-based metrics to the state-mandated metric of vehicle-miles traveled. The switch to the VMT metric enables the city to align the CEQA transportation section analysis more closely with goals and policies related to sustainability and climate. However, the VMT analysis methods and thresholds present unique challenges for agencies on the periphery of an MPO that are served by limited and infrequent transit services or that have a high driving mode share. Ashlee is serving as Project Manager.

MTC VMT Policy Adoption Technical Assistance (Multi-City, CA)
Fehr & Peers led the local technical assistance program for MTC on SB 743 implementation. This program included training modules, templates, office hours, and one-on-one assistance to guide local jurisdictions through the VMT policy adoption process. Through this program, jurisdictions have provided Fehr & Peers a detailed understanding of the opportunities and challenges facing individual counties on VMT mitigation. Fehr & Peers was able to leverage over a decade of research into the implementation of statewide VMT measurement and reduction strategies to help local jurisdictions adopt policies and reform CEQA processes. We have developed VMT calculator tools and VMT thresholds and mitigation strategies for numerous municipalities and other lead agencies throughout the state, including Napa County, which Ashlee oversaw as Project Manager.

NVTA Regional & Local Vision Zero Plan (Napa Valley, CA)

Fehr & Peers prepared a regional Vision Zero Plan for NVTA that includes both the unincorporated and incorporated areas of Napa Valley. The plan set a Vision Zero goal with a regional high injury network to focus on key areas where crashes have occurred, and to create a systemic approach to reduce future fatal and severe injury crashes from happening. Key findings from recently completed LRSPs from the county, City of Napa, and City of American Canyon were incorporated with targeted expansion to connect to Safe System elements and principles. The plan included specific local findings for City of Calistoga, City of St. Helena, and the town of Yountville who did not have adopted LRSPs. The plan's development included agency stakeholder and community engagement focused on ensuring inclusion of equity priority communities and voices. Ashlee is Project Manager for this effort.

American Canyon & Napa Complete Streets Safety Assessment (American Canyon, CA)

Fehr & Peers worked with SafeTREC at the University of California at Berkeley to deliver Complete Streets safety assessments for six cities throughout California in 2022 and eight cities in 2023. Ashlee served as Project Manager for the American Canyon and City of Napa efforts in reviewing historic collision data, their recently completed Safe Routes to School Report, understanding key safety issues, completing safety walk audits, and delivering a summary report with project recommendations for related intersection locations.

Sonoma Countywide Active Transportation Plan (Sonoma County, CA)

Fehr & Peers is developing a Countywide Active Transportation Plan for Sonoma County Transportation Authority and its partner agencies. The Countywide ATP will identify regional routes and priorities as well as prepare localized ATP updates for SCTA's 10 local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis. Ashlee is assisting with the Sebastopol plan and leading plans for Rohnert Park and Cotati.

City of American Canyon Traffic Calming Manual (American Canyon, CA)

Ashlee is serving as the Project Manager in updating the city's 2011 Traffic Calming Manual. This effort focuses on conducting three meetings with city staff and first responders to identify what parts of the program have worked thus far and what the city may want to redevelop as part of this update. The manual includes a flowchart of the steps towards traffic calming implementation on roads citywide and devices that are applicable based on roadway classification.

Solano Countywide Local Road Safety Plan (Solano County, CA)

STA first developed the Solano Travel Safety Plan in 2018 to address the identification of locations in local jurisdictions with safety issues. With Ashlee serving as Project Manager, Fehr & Peers assisted STA and their seven member agencies in prioritizing and applying for safety improvements while meeting the new statewide LRSP criteria. The final plan included individualized chapters for several cities throughout the county. Fehr & Peers' role included creating a prioritized list of safety projects for local jurisdictions based on data-driven safety analysis, preparing a non-infrastructure toolbox in line with the Safe System Approach, and assisting the City of Benicia, City of Suisun City, and City of Vallejo in preparing HSIP applications. Ashlee served as Project Manager for this effort.

Contra Costa County Vision Zero Safety Action Plan (Contra Costa County, CA)

Ashlee served as the Project Manager in the development of Contra Costa County's Vision Zero Safety Action Plan. The Safety Action Plan focused on preparing a collision landscape analysis and a high-injury network based on the most recent (2014-2018) collision data. The team presented the analysis to a stakeholder advisory group and solicited feedback, as well as created a community outreach webmap to understand where the community felt unsafe walking, biking, or driving. The Vision Zero Action Plan supplemented the engineering-focused recommendations from the Safety Action Plan to include all road users and post-crash care. Strategies were identified along with the responsible parties to lead the actions of reducing KSI collisions on county-owned roadways.

Shadelands Multimodal Improvement Plan (Walnut Creek, CA)

Fehr & Peers prepared a multimodal improvement plan for the Shadelands Business Park. Ashlee assisted in creating the existing conditions report that includes analysis of the roadways, pedestrian networks, bicycle networks, transit services, parking, wayfinding signage, street lighting, and connections to parks and key off-site destinations. For the recommendations report, Ashlee provided conceptual designs, analysis, and alternatives evaluation to make Shadelands a safer multimodal-friendly community.

Concord Local Road Safety Plan (Concord, CA)

Ashlee assisted Fehr & Peers' efforts in developing Concord's LRSP, which identifies priority safety improvement projects based on high-risk roadway features that are correlated with particularly severe collision types. Development of the LRSP will incorporate input from a multi-disciplinary stakeholder group organized by Fehr & Peers. Strategies will include roadway design projects, education programs, and enforcement efforts, based on safety efficacy research and equity best practices. These strategies were also dynamically adapted in the wake of tragic crashes that occurred over the course of the project. The outputs from the plan will also be used to assist the city in grant applications.

FEHR PEERS

Terence Zhao

Data Analytics, Visual Communications, & GIS Analysis

EDUCATION

M.A., Sociology, Stanford University, 2019
B.A., Urban Studies, Stanford University, 2019

AFFILIATIONS

Institute of Transportation Engineers: Member & SF Bay Area Section Treasurer

LANGUAGE SKILLS

Mandarin Chinese, written & verbal

PUBLICATIONS

626: The Rise of an Asian American Suburb and the Future of Housing and Place in America, honors thesis, 2019, available at https://purl.stanford.edu/rz632jx3679.

EXPERTISE

- Roadway Safety
- Safe System Approach
- Geographic Information Systems (GIS)
- Graphic Design
- Visual Communications
- Data Visualization

ABOUT

Terence is a Senior Transportation Planner in Fehr & Peers' Walnut Creek office. His specialty lies in the field of roadway safety, where he has led roadway safety, Safe System, and Vision Zero planning for jurisdictions ranging from small towns to regional, multi-jurisdictional efforts, where he is focused on ensuring that resulting safety plans can be leveraged by local jurisdictions in securing competitive Federal, state, and local funding. In this capacity, he also coordinates the grant programs tracking and research group for the region. Terence is also a graphic design expert who sits on Fehr & Peers' Visual Design Discipline Group and specializes in translating complex information and datasets into compelling visuals that can communicate project findings in a way that everyone can understand.

PROJECT EXPERIENCE

NVTA Regional & Local Vision Zero Plan (Napa Valley, CA)
Fehr & Peers is developing a regional Vision Zero Plan for the Napa Valley Transportation Authority (NVTA). The plan will include unincorporated and incorporated areas of Napa Valley. It will set a regional Vision Zero goal with a regional high injury network informed by Safe System principles. Key findings from recently completed local road safety plans from the county, City of Napa Valley, and City of American Canyon will be incorporated with targeted expansion to connect to Safe System elements and principles. The plan will include specific local findings for City of Calistoga, City of St. Helena, and Town of Yountville who previously did not have a local road safety plan. The plan's development includes agency stakeholder and community engagement focusing on ensuring inclusion of equity priority communities and voices. Terence is serving as the Technical Lead for the project, directing the collision analysis, mapping, and visual design of the project.

Sonoma Countywide Active Transportation Plan (Sonoma County, CA)
Fehr & Peers is developing a Countywide Active Transportation Plan for Sonoma County Transportation Authority and its partner agencies. The Countywide ATP will identify regional routes and priorities as well as prepare localized ATP updates for SCTA's ten local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis. Terence is serving as the Technical Lead for the project, directing data analysis such as Level of Traffic Stress (LTS), gaps along key regional routes, and identification of priority projects. He also led the creation of a visual language for the project used throughout project maps and deliverables.

Petaluma Active Transportation Plan (Petaluma, CA)
Fehr & Peers is preparing an update of the City of Petaluma's Bicycle and Pedestrian Master Plan. Terence served as the Data Analysis, Mapping, and Graphic Design Lead for the project. He developed a visual language for the project based on elements from existing city branding that is used by all deliverables over the course of the project. He also developed an interactive, map-based digital tour of the project that augments in-person community outreach and feedback. As part of the project, Terence is also leading the development of a unique bikeway design guide, using a series of 3D visualizations to model common roadway typologies and illustrate Safe System principles and key design considerations to be made around implementing bicycle facilities that are safe and comfortable for all users.

CCTA Countywide Vision Zero (Contra Costa County, CA)
Terence is managing Fehr & Peers' ongoing work with the Contra Costa Transportation Authority (CCTA) to develop a Countywide Vision Zero and Systemic Safety Approach. Since the completion of the initial Vision Zero project in 2020, Terence has continued to advise and support CCTA on several additional follow-on efforts, including bringing its safety programs into compliance for the Federal Safe Streets for All (SS4A) program, which allowed CCTA to apply for and win nearly $29 million in grant funding in 2023, the largest such grant in California.

Concord Local Roadway Safety Plan (Concord, CA)
Terence managed Fehr & Peers' effort in developing Concord's Local Road Safety Plan (LRSP), which identifies priority safety improvement projects based on high-risk roadway features that are correlated with severe collision types. Development of the LRSP will incorporate input from a multi-disciplinary stakeholder group organized by Fehr & Peers. Strategies will include roadway design projects, education programs, and enforcement efforts, based on safety efficacy research and equity best practices. These strategies were also dynamically adapted in the wake of tragic crashes that occurred over the course of the project. The plan was tailored towards the city's current and ongoing efforts in securing competitive grant funding at the Federal, state, and local levels.

Winter Park Drive Complete Street & Concept Development Study (Casselberry, FL)
Fehr & Peers prepared a complete street and concept development study for the Winter Park Drive corridor in Casselberry, FL. The almost 4-mile corridor contains a variety of street cross-sections and right-of-way limitations. Terence led the development of a project style guide, including colors, mapping templates, and a custom project logo. He also led the development of online community engagement experiences for the project that sought to gather community input in the face of pandemic-related restrictions surrounding in-person events. He designed interactive online tours that kept community members updated through each stage of the project development process, including a platform that allowed community members to provide feedback and another that allowed them to explore in detail each of the three alternatives corridor concept plans being proposed for the corridor.

BART Berkeley-El Cerrito Corridor Access Plan (Berkeley, CA and El Cerrito, CA)
BART is planning to build transit-oriented developments at three stations along the Richmond line: El Cerrito Plaza, North Berkeley, and Ashby stations, bringing much needed housing to the region. These projects will be built on existing BART rider parking lots, impacting how some BART riders can get to and from those stations. The Fehr & Peers team is working with BART, local and regional agencies, and community members to develop a list of access strategies through this Plan. Terence served as the Task Lead and Technical Advisor for the mapping and data visualization aspects of the project, creating key graphics that were crucial in illustrating the effort to and garnering support from the public.

Napa Housing & Safety Element Updates (Napa County, CA)
Fehr & Peers provided an assessment of roadway capacity under specific evaluation scenarios defined by Napa County. The goal of this project is to provide the county with an approach to comply with SB 99 and AB 747 as part of the Multi-Agency Local Hazard Mitigation Plan update, which covers both the unincorporated areas of Napa County, as well as the incorporated municipalities of American Canyon, Calistoga, Saint Helena, and Yountville. Project work includes evacuation route identification, SB 99 and AB 747 assessments, scenario recommendations, and the identification of policies and implementation programs that will support the overarching goals of the project. Terence served as Project Manager for this effort.

Sonoma County Safety Element (Sonoma County, CA)
Fehr & Peers is completing an AB 747 and SB 99-compliant evacuation analysis for the Sonoma County Safety Element. The work will provide an assessment of roadway capacity under specific evacuation scenarios defined by the county. Building on evacuation planning efforts undertaken by the Sonoma County Department of Emergency Management, Fehr & Peers is helping to assess potential evacuation scenarios to better help the county prepare for those events. Work includes evacuation route identification, SB 99 accessibility assessment, scenario recommendations, and the identification of policies and implementation programs best suited for the county and its residents. Terence is Project Manager for this ongoing project.

FEHR PEERS

Taylor McAdam, AICP

Community-Based Planning, Community Engagement, & Equity

EDUCATION

M.A., City & Regional Planning, University of North Carolina at Chapel Hill, 2017
B.A., Urban Studies, Stanford University, 2013

REGISTRATIONS

American Institute of Certified Planners, #32918

AFFILITATIONS

Women's Transportation Seminar: Member
American Planning Association: Member

PUBLICATIONS

Private Transit: Existing Services and Emerging Directions (2018), TCRP Research Report 196.

EXPERTISE

- Community Outreach & Engagement
- Long Range Plans
- Community-Based Plans
- Transit Alternatives Analysis
- Equitable Planning
- Public Meeting Facilitation & Presentation
- Policy Framework Design

ABOUT

Taylor is a leader in Fehr & Peers' Equity and Community Engagement Discipline Group and is eager to find better ways to involve the community in every stage of the transportation planning process. Her roots in the Bay Area and training as a planner allow her to take a high-level approach that considers regional context, as well as a detailed approach that reflects the unique aspects of each project and community. This approach has served her well as project manager and community engagement lead on multiple high-profile Bay Area projects.

PROJECT EXPERIENCE

Sonoma Countywide Active Transportation Plan (Sonoma County, CA)
Fehr & Peers is developing a Countywide Active Transportation Plan for Sonoma County Transportation Authority and its partner agencies. The Countywide ATP will identify regional routes and priorities as well as prepare localized ATP updates for SCTA's ten local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis. Taylor leads this effort as Project Manager.

TAM Countywide Transportation Plan (Marin County, CA)
Fehr & Peers is working alongside Transportation Authority of Marin (TAM) planners to develop Marin's first countywide transportation plan and countywide CBTP. The plan will develop a blueprint for local corridor planning and complete streets, create a transit priority plan for the county, prepare the county's transportation infrastructure and services for climate resilience, and holistically plan for multimodal mobility and connectivity throughout the county. Taylor serves as lead for the CBTP, facilitates the Equity Working Group, and oversees the subconsultant leading engagement.

Caltrain Business Plan (San Francisco Bay Area, CA)
Taylor led the outreach and equity elements of the Caltrain Business Plan. She led an assessment of equity outcomes of the long-range service vision and prepared policy and planning recommendations to advance equitable access to the system. Recommendations included items on fare structure, service schedules, station access, infrastructure placement, and the planning and engagement processes. As Outreach Lead for the Business Plan, Taylor translated technical elements for public and stakeholder outreach. She also coordinated partner agency engagement with Caltrain staff and ensured that the plan website was updated.

Grand Boulevard Initiative (Redwood City & Palo Alto, CA)
Taylor led the existing conditions analysis and development of outreach materials and outreach programming for a multi-city effort to improve multimodal access and safety along El Camino Real. The study involved multiple rounds of outreach in the communities including pop-up events and a protected bikeway demo. All outreach materials were translated into Spanish and all outreach events included Spanish translators.

Canal Community-Based Transportation Plan (CBTP) (San Rafael, CA)
MTC's CBTPs take a grass-roots approach to addressing transportation issues facing low-income communities around the Bay Area. In her role as Project Manager, Taylor coordinated closely with the Canal Alliance, a local CBO, to engage residents in a space and language that is familiar and a format that is conducive to robust discussion. Taylor's team distilled community feedback on issues, solutions, and priorities and developed an implementation strategy with funding suggestions and a selection of projects highlighted as quick-build for near-term implementation.

TOD Pedestrian Access Plan (San Mateo, CA)
In her role as Community Engagement Lead, Taylor developed a community-driven outreach plan by interviewing key stakeholders in the senior, Latinx, and youth communities. These were community segments previously identified by the City of San Mateo as "hard-to-reach." The stakeholder interviews revealed unique outreach methods to reach each community subset as well as a diversity of engagement methods ranging from an online scavenger hunt to in-person focus groups.

South San Francisco General Plan Update (South San Francisco, CA)
Taylor served as Project Manager for the transportation elements of South San Francisco's General Plan update. Taylor led Fehr & Peers' work on existing conditions, VMT thresholds, transportation alternatives, and general plan policy development. Taylor provided regular presentation updates to the Citizen Advisory Committee and City Council. She also curated and facilitated a community workshop on transportation trends with guest speakers, a best practice showcase, and a Q&A session with community attendees.

SFMTA Waterfront Resiliency Transportation Assessment (San Francisco, CA)
SFMTA has engaged Fehr & Peers to help define and evaluate transportation alternatives that align with the port's adaptation strategies to address seismic and sea-level rise hazards along its eastern waterfront. Taylor is managing a team of transportation modeling, visual communication, and engineering experts to frame an analysis methodology and evaluation criteria. She regularly facilities meetings with the full consultant team, multiple SFMTA divisions, the port, and their consultant teams. The results will need to be communicated to a range of stakeholder audiences.

Mobility 2020 East of 101 Strategic Plan (South San Francisco, CA)
Taylor served as a Planner on a strategic plan for transportation improvements in the East of 101 Area in South San Francisco. The plan analyzed existing travel patterns using StreetLight data as well as the potential transportation effects of projected land use changes in the east of 101 employment district. Through a stakeholder engagement process with local employers and partner agencies, the plan identified a set of infrastructure and service improvements to enhance person throughput and address underlying deficiencies in vehicle, transit, bike, and pedestrian systems. Projects were prioritized into near- and long-term implementation lists and assigned scores for relative cost and implementation difficulty.

Presidio Trust Long-Range Transportation Implementation Strategy (San Francisco, CA)
Taylor served as Project Manager and oversaw a team of over five internal staff and three subconsultants working with Presidio Trust to develop a Long-Range Transportation Implementation Strategy for the Presidio. The project included an asset management evaluation, cost-benefit analysis for various transit delivery models, bicycle and pedestrian accessibility comparisons, parking demand, and revenue forecasts. The Fehr & Peers team worked closely with Presidio Trust to prepare a multi-part investment strategy for the next 0-5, 5-10, and 10-20 years that is cost efficient, increases access for all, and reduces the park's greenhouse gas emissions.

Market Octavia Plan Amendment & Civic Center Public Realm EIRs (San Francisco, CA)
Taylor served as Lead Project Engineer on a transportation team providing the EIR section for the Hub and Civic Center Public Realm Plan—a comprehensive plan addressing land use and street network changes in the Mid-market and Civic Center neighborhoods of San Francisco. Taylor's team utilized a pioneering TCRP transit delay methodology (a first for the city) to understand the transit travel time impacts of the proposed land use and street network changes. This transit methodology has since been incorporated into the city's transportation impact analysis guidelines.

FEHR PEERS

Ian Barnes, PE

Principal

EDUCATION

MS, Civil Engineering, University of California at Berkeley, 2011
BS, Civil Engineering, Magna Cum Laude, California Polytechnic State University at San Luis Obispo, 2010

REGISTRATIONS

Licensed Civil Engineer, State of California, #C81389

AFFILIATIONS

Institute of Transportation Engineers: International Consultants Council Member
Young Professionals in Transportation: Founding Officer of the San Francisco Bay Area Chapter

PUBLICATIONS

Impact of Peak and Off-Peak Tolls on Traffic in the San Francisco-Oakland Bay Bridge Corridor (lead author), UC Berkeley Global Metropolitan Studies, 2011

EXPERTISE

- Land Use Impacts
- Community Impacts
- SB 743 Implementation
- VMT & CEQA Analysis
- Transportation Planning & Engineering

ABOUT

Ian Barnes is a Principal with Fehr & Peers, who oversees our practice in the Petaluma, Walnut Creek and Stockton offices. A native of Sonoma County, Ian has an in-depth knowledge of the transportation and land use context in agencies throughout the county. Ian is on the forefront of how policy shifts (SB 743 VMT, federal Safe Systems policies, and Caltrans process changes) influence how transportation planning and engineering projects are brought forward from conception through construction. His technical expertise areas include detailed multimodal operations modeling as well as travel demand forecasting model development and applications, including overseeing the latest update to the SCTA Travel Demand Model. Ian is a leader in the field of. Ian is familiar with Sebastopol and its local context through his work with the city on VMT.

EXPERIENCE

Sebastopol VMT (Sebastopol, CA)
Fehr & Peers is supporting the City of Sebastopol in addressing SB 743 and the transition of CEQA Transportation analysis from congestion-based metrics to the State-mandated metric of vehicle-miles traveled (VMT). The switch to the VMT metric enables the city to align CEQA Transportation section analysis more closely with goals and policies related to sustainability and climate; however, the VMT analysis methods and thresholds present unique challenges for agencies on the periphery of an MPO that are served by limited/infrequent transit services and/or that have a high driving mode share. A key item in this project is to review the SCTA model's performance within the city and surrounding environs. Ian is serving as Principal-in-Charge for this effort.

Sonoma Model Update (Sonoma County, CA)
Fehr & Peers obtained mobile device data from StreetLight Data to provide an updated understanding of Sonoma County travel patterns and to support the update of the Sonoma County Travel Model. The model was updated to a base year of 2019 and a future year of 2040. The focus of the model development effort was to enhance the representation of visitor/tourism travel and winery/agricultural uses. Data obtained through the Travel Behavior Study was used to inform the public and decision makers about Sonoma County travel patterns and to increase the confidence in forecasts that will be used for various short- and long-term planning studies. Ian oversaw Fehr & Peers's work on this project.

US 101/Petaluma Boulevard North-Old Redwood Highway Interchange Analysis (Petaluma, CA)
Ian served as lead Project Engineer as Fehr & Peers completed the transportation analysis for the US 101/Petaluma Boulevard North-Old Redwood Highway interchange project in Petaluma, California. Ian was responsible for the development of future year forecasts using outputs from the Sonoma County Transportation Authority travel demand model. The forecasts were approved by Caltrans staff and used in the subsequent traffic operations analysis of the proposed interchange improvements package.

US 101/Hearn Avenue Interchange PA/ED (Santa Rosa, CA)
Fehr & Peers completed the transportation analysis for the PA/ED phase of the US 101/Hearn Avenue interchange project in Santa Rosa, California. As lead Project Engineer, Ian was responsible for the development of future year forecasts using outputs from the Sonoma County Transportation Authority travel demand model. The forecasts were approved by Caltrans staff and used in the subsequent traffic operations analysis of the proposed interchange improvements package.

St. Helena General Plan Update EIR (St. Helena, CA)
Ian served as the Project Manager and Associate-in-Charge for the Fehr & Peers team that prepared a CEQA transportation impact analysis of the St. Helena General Plan Update. In addition to building consensus in a community concerned about transportation and traffic congestion, Ian led the team in determining which of the two candidate Napa County travel demand models to use in the analysis of the General Plan Update. Ian successfully documented the CEQA transportation findings in the EIR Transportation Chapter. Fehr & Peers is continuing its work with the city to develop CEQA VMT thresholds to respond to the challenges posed by the implementation of Senate Bill 743.

Lafayette Housing Element VMT Support (Lafayette, CA)
Ian is Principal-in-Charge for the Fehr & Peers team assisting Environmental Science Associates and the City of Lafayette in considering the transportation impacts of the city's Housing Element Update by leveraging Fehr & Peers' knowledge of current CEQA Guidelines that incorporate SB 743 requirements. Impacts to the transportation system related to the update are based on the VMT generated by future residents of the expanded number of sites, as well as the increased intensity of development on those sites. The analysis will ultimately capture the proposed changes at each site identified in the current General Plan to create a programmatic EIR.

Petaluma SB 743 & General Plan Update (Petaluma, CA)
With Ian as Associate-in-Charge, Fehr & Peers provided transportation planning services in support of the City of Petaluma's SB 743 Implementation and General Plan Update. In this effort, Fehr & Peers assisted the city with setting a VMT baseline and identifying a VMT calculation methodology based on a review of the existing travel demand models within the region. Fehr & Peers provided guidance on VMT accounting methodologies, including VMT metrics by land use type, and VMT threshold setting reduction strategies. Lastly, Fehr & Peers prepared VMT TIA guidelines for use on future land development projects within the city, as well as providing guidance on incorporating elements of the SB 743 Implementation project into the city's General Plan Update.

Kenwood Winery Evacuation Analysis (Kenwood, CA)
With Ian serving as Principal-in-Charge and Project Manager, Fehr & Peers supported the Kenwood Ranch Winery project team in its effort to advance the project through the County of Sonoma's design review process. Based on discussions between Fehr & Peers and the project team, the project team completed an analysis of the project's effect on evacuations of the local area due to wildfires. The need for this analysis is based (in part) on the recent CEQA court decision in Lake County whereby an EIR was deemed to be inadequate due to the lack of a sufficient analysis around the project's effect on the ability of the local community to evacuate due to a wildfire (or other natural disaster). Also recently, a court ruling in Placer County (which has a detailed evacuation plan for the portion of the county where the subject project is located) found a quantitative evacuation analysis to be adequate for CEQA purposes.

CCTA VMT Mitigation Framework (Contra Costa County, CA)
Fehr & Peers led the consultant team developing Contra Costa Transit Authority's leading-edge study of programmatic approaches to mitigating environmental impacts to transportation at the regional level through VMT banks and exchanges. Fehr & Peers worked closely with CEQA and legal experts to develop a VMT Mitigation Framework for Contra Costa County, identifying public agency roles and responsibilities, funding approaches, and geographic scale for the program. The team evaluated the effectiveness of the program at mitigating VMT impacts, assessed how it might affect the market for new development, and identified approaches to ensure equitable outcomes for communities across the county. The study included an in-depth assessment of legal challenges to the proposed program. The draft VMT mitigation program was tested on real-world land development and transportation infrastructure projects to ensure that it would advance the county's policy goals. This study provides a model for other jurisdictions in California and elsewhere in the US seeking to reduce VMT and associated environmental impacts from new development.

FEHR PEERS

Erin Ferguson, PE, RSP2I

Complete Streets, Grant Writing, & Safety

EDUCATION

M.S., Civil Engineering (Transportation Emphasis), University of Texas at Austin, 2010
B.S., Civil Engineering, University of Portland, 2005

REGISTRATIONS

Road Safety Professional Level 2I, #146
Licensed Civil Engineer, State of California, #82220

AFFILIATIONS

Transportation Research Board: Committee on Safety Performance & Analysis Member
Women in Transportation Seminar: Member

EXPERTISE

- Multimodal Safety
- Active Transportation Planning
- Travel Demand Modeling & Forecasting
- Traffic Impact Analysis
- Grant Application Development

ABOUT

Erin enjoys working with communities to plan for and implement projects that build toward community vision. She understands many communities' desires to create a transportation system that preserves their defining characteristic and values, while also addressing the fundamental needs to provide safe, efficient, and affordable transportation for a wide range of travelers. To address these challenges, Erin brings project management, planning, preliminary design, safety analysis, and traffic operations experience she has gained through numerous planning studies, intersection feasibility studies, intersection control evaluation studies, and corridor alternatives analysis. Her experience includes developing preliminary design plans for roundabouts, conventional intersection forms, and interchanges. Erin has also performed numerous corridor alternatives analyses that consider multiple design alternatives and their associated traffic operations, safety, and right-of-way implications.

PROJECT EXPERIENCE

Cloverdale & Healdsburg Safety Improvements (Cloverdale, CA)
Fehr & Peers provided planning and engineering services to address pedestrian crossing safety at the South Cloverdale Boulevard and Healdsburg Avenue intersection. The overall goal of the project was to evaluate potential additional pedestrian safety countermeasures to address a documented history of pedestrian-related crashing using the latest in safety innovation and industry best practices. Project work includes an intersection safety assessment including photometric analysis, speed and volume data collection and review; countermeasure assessment; and the preparation of PS&E for intersection safety improvements. Erin served as Project Manager and Principal-in-Charge for this effort.

Sonoma Countywide Active Transportation Plan (Sonoma County, CA)
Fehr & Peers is developing a Countywide Active Transportation Plan for Sonoma County Transportation Authority and its partner agencies. The Countywide ATP will identify regional routes and priorities as well as prepare localized ATP updates for SCTA's ten local partner agencies. The ATP development includes extensive community engagement to inform recommendations and priorities alongside data analysis. Erin is serving as Principal-in-Charge for this project.

Petaluma Active Transportation Plan Update (Petaluma, CA)
Fehr & Peers prepared an update of the city's Bicycle and Pedestrian Master Plan as an appendix to their current General Plan. As part of our work for this effort, Fehr & Peers coordinated with the city's Pedestrian and Bicycle Advisory Committee, Technical Advisory Committee, Department of Public Works staff, and Community Development staff to formulate the vision and overarching goal of this update, ultimately assembling a plan to help guide policy development for the General Plan Update. Project work includes an evaluation of existing conditions, community engagement in the form of workshops, a review of proposed bicycle and pedestrian improvement projects within the city, and the development of a road map to guide implementation using customizable tools and guidance from our recent experience with successful grant applications, capital improvement plan support, and complete streets planning and design expertise. Erin led this project as Principal-in-Charge.

SR 116 & West Cotati Avenue Reconfiguration (Cotati, CA)
Erin is serving as Principal-in-Charge preparing 35% designs for the reconfiguration of SR 116 from Alder Drive to Redwood Drive in Cotati. The project includes a realignment of the West Cotati Avenue intersection and improvements to complement proposed development projects along SR 116 currently under design development.

Petaluma SB 743 & General Plan Update (Petaluma, CA)
Fehr & Peers provided transportation planning services in support of the City of Petaluma's SB 743 Implementation and General Plan Update. In this effort, Fehr & Peers assisted the city with setting a VMT baseline and identifying a VMT calculation methodology based on a review of the existing travel demand models within the region. Fehr & Peers provided guidance on VMT accounting methodologies, including VMT metrics by land use type, and VMT threshold setting reduction strategies. Lastly, Fehr & Peers prepared VMT TIA guidelines for use on future land development projects within the city, as well as providing guidance on incorporating elements of the SB 743 Implementation project into the city's General Plan Update. Erin is serving as Technical Advisor for this project.

Stockton Safe Streets 4 All Grant Support (Stockton, CA)
With Erin as Principal-in-Charge, Fehr & Peers provided support to the City of Stockton in applying for an action planning grant as part of the Safe Streets for All (SS4A) program. As part of the project scope, Fehr & Peers strategized with the city to determine the best path forward for the city's needs and identified key safety partners that could assist with the overall grant application. Fehr & Peers then worked with the city to determine a scope, schedule and budget for the Action Plan should they receive funding to include with the application. As a final step for this project, Fehr & Peers crafted draft and final versions of the completed application on behalf of the city.

SFMTA ATP Grant Applications (San Francisco, CA)
Fehr & Peers led grant writing and collateral development for two Caltrans ATP Cycle 6 grant applications for the Howard Street and Bayview projects. Project work included supporting the SFMTA team with project development and preparing narrative responses and map attachments for the application. Erin served as Principal-in-Charge for this effort.

Caltrans Statewide Transportation Analysis Guide & Update of the Transportation Impact Studies Guide (Statewide, CA) *
Erin's team led the development of a Transportation Analysis Guide (TAG) and an update of the 2002 Transportation Impact Studies Guide (TISG) for Caltrans. The documents contained detailed guidance and recommendations, suggested methodologies, and suggested procedures for conducting transportation analyses. Erin served as Deputy Project Manager as well as the Safety Technical Lead within the broader project. Her role included conducting a literature review and synthesizing current best practices for conducting safety analysis, including, but not limited to identifying how Caltrans could integrate the Highway Safety Manual into current safety analysis practices. Erin also led the safety subcommittee, a stakeholder group that provided input and direction regarding the nature and type of safety analysis to be included in the TAG and TISG. Erin was also responsible for writing the chapters and sections related to safety analysis, and for developing supporting tools and identifying resources to help Caltrans staff implement the safety analysis procedures described in the TAG and TISG.

NCHRP 07-17 Pedestrian & Bicycle Transportation along Existing Roads (NCHRP Report 803 Pedestrian & Bicycle Transportation Along Existing Roads) *
Erin worked as a part of a team to develop the NCHRP Report 803: *Pedestrian and Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook*. The report provides a framework and step-by-step methodology enabling state, regional, and local communities to identify and evaluate pedestrian and bicycle deficiencies along existing roads and to set priorities for improvements. Erin served as a Researcher on a broader project and was her team's Project Manager. A key objective was to create a method or framework accompanied by a tool that agencies can use to prioritize bicycle and pedestrian improvements along their existing road network. Erin's role focused on providing input on the development of the method and tool. She also helped coordinate outreach to local agencies to test, validate, and improve the method and tool.

**Work completed with previous firm*

FEHR PEERS

Adrian Engel, PE, LEED AP, CASp

Complete Streets & Accessibility

EDUCATION

BS, Civil Engineering, California Polytechnic State University at San Luis Obispo, 1997

REGISTRATIONS

Licensed Civil Engineer, State of California, #C62423
Certified Access Specialist, #CASp-930
LEED Accredited Professional, #10466390

AFFILIATIONS

American Society of Civil Engineers: Member
Civic Thread: Board Member
Sacramento State Civil Engineering Program Industrial Advisory Committee: Committee Member
Urban Land Institute: Member

AREAS OF EXPERTISE

- Complete Streets
- Bicycle & Pedestrian Planning
- Bicycle & Pedestrian Design
- Multimodal Solutions
- Geometric & Roadway Design
- Safety & Accessibility

ABOUT

Adrian Engel is a Principal with Fehr & Peers with over 20 years of experience and established industry leadership in complete streets and bicycle and pedestrian planning and design projects in communities throughout California. Adrian implements complete streets and multimodal projects in various urban, suburban, and rural contexts. He has over a decade of experience teaching technical continuing education classes on geometric design and complete streets. Adrian balances all modes of travel safely and efficiently. He has unique qualifications as a registered engineer with vast roadway design experience and LEED training allowing him to balance environmental design elements with technical engineering design standards. His engineering experience helps identify fatal flaws and challenges early in the planning process so that they do not hinder implementation, and his teaching experience allows him to convey complex technical concepts to a variety of audiences.

PROJECT EXPERIENCE

Bay Area Complete Streets Workshops (Petaluma, CA)
While jurisdictions throughout the Bay Area have embraced Complete Streets, developed projects to better serve all users, and even received funding for implementation, navigating a Complete Streets project through design and construction can often be challenging. The demands of multiple stakeholders—including city councils, public works departments, fire departments, transit agencies, advocacy groups, and the community (to name a few)—can result in a project that looks very little like the original vision. MTC wants to assist local communities and advance their implementation of Complete Streets projects, so they hired Fehr & Peers to develop and present a series of training workshops targeted at local agencies. We have found that it takes hard work to create effective training sessions. A command of the technical material is important but not sufficient. Successful training and education programs require a team of knowledgeable instructors, careful attention to details, and an engaging learning environment that meets the needs of the participants. Our approach is to mix up the teaching styles to appeal to different learners, to make it fun and engaging, and to customize content for the audience. Through these workshops, Fehr & Peers offered effective Complete Streets implementation techniques to representatives of more than 40 public agencies throughout the Bay Area, including the City of Petaluma. Adrian acted as Instructor for these efforts.

SR 116 & West Cotati Avenue Reconfiguration (Cotati, CA)

Adrian is serving as Technical Advisor preparing 35% designs for the reconfiguration of SR 116 from Alder Drive to Redwood Drive in Cotati. The project includes a realignment of the West Cotati Avenue intersection and improvements to complement proposed development projects along SR 116 currently under design development.

Old Auburn Road Complete Streets Plan (Citrus Heights, CA)

The Fehr & Peers team developed a Complete Streets Plan for Old Auburn Road between Sylvan Road and Fair Oaks Boulevard in the City of Citrus Heights. Old Auburn Road struggled to define itself as either a regional commute bypass arterial of Interstate 80 or a multimodal neighborhood serving street. The project collected, analyzed, and presented data to help define the role of the corridor. Robust community engagement included a walking audit with neighborhood leaders, two well-attended neighborhood workshops, and a traffic safety fair on the corridor that included a week-long demonstration project. With community support, the City Council approved the plan and directed the staff to pursue funding for a package of complete streets improvements that included separated bikeways, shaded pedestrian walkways, enhanced intersections, and traffic calmed roadways. The project included public outreach and stakeholder engagement, harnessing big data to understand multimodal travel behavior, identifying corridor constraints and opportunities, and developing an implementation strategy. Big data helped demonstrate that nearly 25% of the peak hour traffic on the corridor were trips that were complexly bypassing Citrus Heights and utilizing the corridor like a highway. Safety data highlighted the high speeds and dangerous intersections that were contributing to the systemic collisions on the corridor.

As part of the project, the team worked with the city to design a demonstration project that repurposed one lane of west bound travel to create a two-way separated bikeway at the east end of the project. The roll out of the demonstration project coincided with a traffic safety fair at a local church that allowed families to "test ride" the separated bikeway. Feedback included kids less than 12 years old feeling comfortable riding on Old Auburn Road, and their parents were comfortable with them doing so as well. The demonstration project not only helped users appreciate the enhanced bikeway features, but by leaving the demonstration project in place for a week, residents and commuters were introduced to the complete streets planning process and engaged through social media, local publications, and direct calls to the city regarding their opinions. The data driven process, inclusive public outreach, and innovative transportation solutions demonstrated with a pop-up project enabled the City Council to unanimously support the project moving forward for implementation. Adrian served as Project Manager.

Diamond Springs & El Dorado Area Mobility & Livable Community Plan (El Dorado County)

With Adrian as Project Manager, Fehr & Peers provided a comprehensive community transportation plan that increases mobility and access for existing users, enhances safety on the existing corridors, plans for the future of SR 49, and maintains the historic quality of the community. The plan outlines improvements that can realistically be implemented from an engineering and financial perspective and identify specific projects that meet the transportation needs of the community. Increased access for all modes of travel create links between the residential neighborhoods, commercial districts, and the historic downtowns currently bisected by the highway. The project involved extensive coordination with Caltrans, the El Dorado County Planning Department, and the Diamond Springs and El Dorado Community Advisory Committee.

Folsom Boulevard Complete Street Master Plan (Sacramento, CA)

Fehr & Peers was responsible for preparing a Complete Streets Master Plan for Sacramento County to identify interim and long-range improvements to multimodal accessibility, improved public health and safety, and encourage economic development along Folsom Boulevard between Watt Avenue and Bradshaw Road. As Project Manager, Adrian's responsibilities included Complete Streets designs; coordinating deliverables and cost estimates; and creation of the master plan. Fehr & Peers also facilitated stakeholder meetings to assess the individual needs of the owners, users, and residents along Folsom Boulevard.

City of Sacramento Envision Broadway (Sacramento, CA)

With Adrian as Project Manager, Fehr & Peers created a Complete Streets Plan for Central Broadway in the City of Sacramento. The limits of the project extended from the ramp intersections at SR 99 to the intersection at Martin Luther King Jr Boulevard. The project was driven by community engagement with the residents and business owners in Oak Park. Fehr & Peers also used Streetlight data to analyze the origin and destinations of users of the boulevard.

Los Angeles Bureau of Engineering Complete Streets Project (Los Angeles, CA)

Fehr & Peers led three tasks for the planning, pre-design, design, and project management support services of Complete Streets projects. Our first task included research related to existing conditions and proposed improvements, a preliminary environmental impact analysis for each proposed project, and an ADA assessment. The ADA assessment identified non-compliant sidewalks, ramps, crosswalks, pedestrian push buttons, and bike path connects, and recommended necessary improvements. Additional tasks included road safety assessments and pre-planning research for an additional nine streets. Adrian served as Technical Advisor for this effort.

FEHR PEERS

Meghan Mitman, AICP, RSP2I

Technical Advisor: Safety & Complete Streets

EDUCATION

M.S., Civil (Transportation) Engineering, Master of City & Regional Planning, University of California at Berkeley, 2007
B.S., Operations Research & Financial Engineering, Princeton University, 2002

REGISTRATIONS

American Institute of Certified Planners, #022715
Road Safety Professional Level 2I, #610

AFFILITATIONS

Institute of Transportation Engineers: Safety Council Chair
Safe System Consortium: Member
Transportation Research Board: Pedestrians Committee Member
Women's Transportation Seminar: Member

HONORS & AWARDS

- ITE Coordinating Council Best Project Award, 2021
- ITE Coordinating Council Best Project Award, 2017
- TRB Pedestrians Committee Best Paper Award, San Francisco Vision Zero/ WalkFirst, 2015
- National Eno Fellow
- National Eisenhower Fellow

ABOUT

Meghan has more than 20 years of experience managing projects, developing and teaching courses, and leading practitioner-focused research and guidebook development for local, state, and federal clients. She specializes in multimodal safety policy, planning, and design, and she focuses her practice on implementing the Safe System approach in support of Vision Zero through data-driven, community-oriented, and equity-first strategies. Meghan was an author of the ITE and Vision Zero Network *Core Elements of Vision Zero National Benchmark*, the ITE *Curbside Management Practitioners' Guide* and follow-up *FHWA Curbside Inventory Report*, the multi-award-winning *California Complete Streets Safety Assessments Technical Guidebook*, and the recent FHWA reports on *Integrating the Safe System Approach with the Highway Safety Improvement Program* and the *Primer on Safe System Approach for Pedestrians and Bicyclists.*

Meghan is the current chair of the ITE Safety Council, the founding chair of the ITE Complete Streets Council, and a member of the TRB Pedestrians Committee. She was invited to participate as a member of the Safe System Consortium—a group of international experts convened by Johns Hopkins University School of Public Health and ITE which developed guidance for the US Congress and Biden Administration on the national pivot to the Safe System approach. In January 2023 she launched ITE's *Implementing the Safe System* certificate-based learning course as the Lead Instructor.

SELECT PUBLICATIONS & PRESENTATIONS

- "Pivoting to a Safe System Approach: A Conversation with Local, State & Federal Vision Zero Trailblazers," Vision Zero Network and ITE, 2021.
- "Emerging Approaches to Pedestrian Safety: An Interdisciplinary Effort to Achieve Zero Fatalities," ITE Annual Meeting, 2020.
- Finkel, E., M. Mitman, C. McCormick, et. al (2020), *Integrating the Safe System Approach with the Highway Safety Improvement Program*, FHWA.
- Weissman, D., M. Mitman and L. Shahum (2019), *Core Elements of Vision Zero*, ITE and Vision Zero Network.
- Mitman, M, et al, (2018), *Curbside Management Practitioners' Guide*, ITE.
- Mitman, M. and M. Ridgway (2016), *Recommended Practice on Accommodating Pedestrians and Bicyclists at Interchanges*, ITE.

Recommendations of the Safe System Consortium
The Johns Hopkins Center for Injury Research and Policy (JHCIRP) and ITE assembled a group to discuss the potential for reimagining road safety and equity in the United States. With support from the FIA Foundation, the Safe System Consortium gathered for a series of meetings and deliberations. They produced a set of recommendations designed to shift road safety, and work toward a more equitable transportation system. These recommendations can be found here. Meghan was a participant in the Consortium.

Integrating the Safe System Approach with the Highway Safety Improvement Program (HSIP)
Meghan co-authored this report, which explores the relationship between the Safe System and the HSIP. The report examines foundational elements of HSIP, state SHSP, and state HSIP guidelines as compared to the Safe System. It also offers suggestions for areas of alignment, as well as opportunities and best practices. The full report can be found here.

FHWA State DOT Technical Assistance on Safe System Implementation (Statewide, CA)
Through the Focus Cities and States Technical Assistance Contract, Meghan is advising Caltrans on opportunities to adjust their forthcoming Strategic Highway Safety Plan (SHSP) to be consistent with the Safe System Approach, focusing on doubling down on what works, advancing technology, embracing culture shift, and infusing equity. Meghan is collaborating with FHWA on the development of a Pedestrian and Bicycle Safe System Primer, which includes a benchmarking tool for enhancing SHSPs to be consistent with the Safe System Approach, building on the recent FHWA guidance that Meghan co-authored on this topic. Meghan is also working with FHWA to host a virtual peer exchange of state DOTs to share best practices for Safe System implementation at the state level.

FHWA Safe System Program Development & Communication Strategy (Statewide, CA)
Fehr & Peers partnered with ITE, Vision Zero Network, and Leidos to work with the Federal Highway Administration Office of Safety to develop educational materials (a brochure, a training course, and a video) launching FHWA's Safe System approach. The team also authored the national guidance document on how to pivot Strategic Highway Safety Plans and Highway Safety Improvement Programs to be consistent with the Safe System approach. Meghan was the Principal-In-Charge for this effort.

Caltrans Safety Culture Commitment & Reorganization (Statewide, CA)
Meghan provided strategic management consulting for Caltrans' first Chief Safety Officer as the department reorganized. The goals of the reorganization were to create a new Safety Division, to pivot headquarters and district safety efforts to embrace the Safe System approach, to launch a new safety impact assessment process for projects taking access on or affecting state facilities, and to develop a strategic agenda for vulnerable road user safety.

Caltrans Safety Culture Shift & Safe System Pivot (Statewide, CA)
Caltrans intends to adopt the Safe System approach to safety, moving away from the traditional approach that focuses on road user behavior to a more balanced approach with a shared responsibility for roadway designers, vehicle technology, speed reduction, and post-crash care. Fehr & Peers, led by Meghan, has created internal and external presentation decks to support this shift, including detailed scripts and core examples for implementation opportunities.

Caltrans Pedestrian Safety Countermeasure Toolbox & Staff Training (Statewide, CA)
Meghan co-authored a pedestrian safety countermeasures toolbox for Caltrans, which provides a set of tools for improving pedestrian safety on the state highway system in line with national best practice and innovations. Fehr & Peers initially contracted to teach three courses to Caltrans staff based on this toolbox. With strong reviews and high interest, Caltrans requested another three, with a total of over 250 Caltrans staff having now completed this two-day course.

Complete Streets Safety Assessments (Statewide, CA)
Meghan is the Principal-in-Charge and an evaluator for Fehr & Peers's work with SafeTREC at UC Berkeley to deliver Complete Streets Safety Assessments for cities throughout California.

Rohnert Park General Plan Update (Rohnert Park, CA)
Working with Mintier Harnish, the Fehr & Peers team is assisting with the Rohnert Park General Plan Update. In addition to involvement with project scoping, kick-off, and a city tour, Fehr & Peers is assisting with several other elements of the project, including an administrative draft of an Existing Conditions Whitepaper and online mapping, public review of the draft whitepaper, transportation system alternatives for the administrative draft Alternatives Report with public review and revisions, an administrative review of the draft General Plan and preparation of the land use and circulation diagrams, attendance and support at community open house to discuss the draft General Plan, preparation of the administrative draft Program EIR with CEQA compliance and alternatives analysis, a review and response to comments for the Program EIR, as well as involvement with the adoption process and proactively identifying issues for any additional community outreach. Meghan is serving as Technical Advisor for this effort.

LESHNER PLANNING & TRANSPORTATION

ELEANOR LESHNER

PRINCIPAL TRANSPORTATION PLANNER

EDUCATION

Master of City Planning, Transportation Planning and Policy, University of California, Berkeley

M.S. Civil Engineering, Transportation Engineering, University of California, Berkeley

B.A. Environmental Economics, Middlebury College

PROFESSIONAL EXPERIENCE

Senior Transportation Planner & Project Manager, Fehr & Peers, 6 years

Project Manager & Transportation Researcher, UCCONNECT, UC Berkeley, 2.5 years

Program Associate, Institute for Transportation and Development Policy (ITDP), 2.5 years

AWARDS/AFFLIATIONS

MassTransit Magazine's 2021 "40 Under 40" Award

Board Member, Women Transportation's Seminar (WTS), San Francisco

EXPERTISE

- Complete Street Corridor Studies
- Bicycle & Pedestrian Planning
- Stakeholder & Community Engagement
- Regional & Countywide Transportation Planning
- Multimodal Safety Analysis
- Emerging Mobility
- Sustainability & Resiliency

ABOUT

Eleanor has dedicated the past 13 years of her career to making communities more walkable, bikeable, and transit-friendly in an era of new and emerging mobility. She has contributed to diverse active transportation planning and policy efforts such as active transportation plans and complete street corridor projects and helping local agencies develop Vision Zero and Transit Oriented Development policy frameworks. She has also led several stakeholder and public outreach efforts for complex transportation projects across California. She continues to be on the cutting edge of exploring how new mobility impacts transportation networks through research and projects exploring curbside management, autonomous vehicles and shuttles, and clean freight technologies. Eleanor was recognized by Mass Transit Magazine in their "40 Under 40" awards in 2021. Eleanor completed her dual master's degrees in City Planning and Transportation Engineering at University of California, Berkeley, and her BA in Environmental Economics from Middlebury College. In her free time, Eleanor enjoys spending time outdoors and pitching in on her family's organic farm outside Sebastopol.

RELEVANT PROJECTS

Grand Boulevard Initiative Safe and Healthy Corridor Communities (Palo Alto & Redwood City)

As lead planner, Eleanor led the stakeholder and public outreach efforts and conducted multimodal safety analysis for this pedestrian and bicycle safety study. Eleanor and her team worked with the Grand Boulevard Initiative (GBI) – a collaboration of 19 cities, counties, local and regional agencies united to improve the El Camino Real corridor – by developing two complete streets case studies in Palo Alto and Redwood City. Final recommendations culminated in conceptual designs for corridor-level and intersection interventions to improve walking/biking in the two areas.

Safer Taylor Street (San Francisco)

Eleanor developed the final report and recommendations as lead planner for this community-based, equity-focused complete streets plan. Eleanor's team used an inclusive community process, partnering with local community-based organizations (CBOs) and respecting the diversity and unique needs of the community, while providing city staff with high-quality technical analysis and sophisticated, creative graphics that build on local Vision Zero efforts.

Phone
415.684.8988

Email
eleanor@leshnerplanning.com

Rohnert Park U.S. 101 Bike and Pedestrian Crossings Feasibility Study

As planning lead for this bike/ped bridge feasibility study in Rohnert Park, Eleanor led an accessibility analysis to inform the alternatives analysis and support selection of the final alignment and design. Her work culminated in a visually-compelling graphic series shows how bike/ped accessibility would improve for each alternative alignment.

Petaluma Mixed Use Development Traffic Impact Studies (various)

Eleanor served as project manager and bicycle/pedestrian access planner for several traffic impact studies for mixed-used, transit-oriented development projects in Petaluma. Eleanor worked with city staff and local developers to co-create more walkable, bikeable, transit-friendly projects near the Downtown Petaluma SMART station.

LAVTA Shared Autonomous Vehicle (SAV), Phase 2 Pilot (Dublin, CA)

As planning and community outreach lead for LAVTA's Phase 2 SAV pilot planning/engineering study, Eleanor worked with the project team and larger stakeholder group to identify "user needs," and planned and led workshops to solicit input from local businesses. She also worked with partner agencies (e.g., BART, City of Dublin) to identify shuttle stops and multi-modal access improvements for future shuttle users.

Delivering Zero Emissions Communities (DZEC) – Clean Freight Accelerator (San Jose & San Diego)

Eleanor is serving as project manager for DZEC, a clean freight accelerator program led by NRDC and Calstart. This program takes a community-centered approach to accelerate cities' transition to zero-emission commercial vehicles with the goal of reducing air pollution in disadvantaged communities by bringing CBOs to the table with local agencies and providing tailored technical assistance. Eleanor leads biweekly discussions with each city coalition, monitors progress toward overall goals, coordinates technical assistance support, and plans and facilitates quarterly peer learning calls across coalitions.

Caltrans Active Transportation Program (ATP) Cycle 6 Grant Writing (Shasta County)

Eleanor collaborated with Shasta Regional Transportation Agency (SRTA) and City of Redding to prepare and submit successful grant applications for Caltrans ATP Cycle 6. Eleanor helped craft compelling narratives for local active transportation projects, preparing and submitting the final grant applications, and raising $20+ million for disadvantaged communities in northern California.

Seamless Bay Area SwissCal Stakeholder Workshops (San Francisco Bay Area & Southern California)

Eleanor designed and facilitated three interactive stakeholder workshops for Seamless Bay Area's 2022 SwissCal Conference, which sought to educate California decision-makers, including elected officials, planner directors and senior staff on Switzerland's transit best practices. The interactive, capacity building workshops helped stakeholders develop actionable next steps to improve rider experience and more seamless transit provision in the San Francisco Bay Area and Southern California regions.

Contra Costa Countywide Bicycle and Pedestrian Master Plan Update (Contra Costa County)

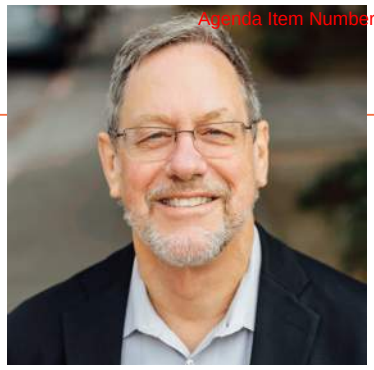
Eleanor managed a team of consultants to deliver CCTA's 2018 Countywide Bicycle and Pedestrian Master Plan Update. Key elements of this multifaceted project included extensive community and stakeholder engagement countywide; identification of countywide low-stress bicycle routes and priority pedestrian areas; development of a white paper on emerging planning trends; an implementation strategy; and creation of a public-facing plan that is easy to read and visually appealing.

Contra Costa Countywide Vision Zero and Systemic Safety Policy Framework (Contra Costa County)

Eleanor worked with CCTA as consultant project manager to develop their Countywide Vision Zero and Systemic Safety Policy Framework, which advocates Vision Zero as standard practice in local and regional transportation planning and traffic operations. Eleanor's team collected and analyzed traffic safety data to identify countywide safety trends and prioritize future efforts. She also developed a "How To" guide for local jurisdictions to implement safety improvement projects consistently across the county. In this role, Eleanor also led and facilitated quarterly Vision Zero Working Group stakeholder meetings with local planning and engineering staff and presented periodic updates to local elected officials.

SELECTED PUBLICATIONS

- Leshner, Eleanor; Nico Boyd, and Alice Grossman (2020). *Safeguarding Safety for Road Users Now While Planning for an Automated Future.* ITE Journal (Vol. 90, No. 4, April).
- Balding, M., Whinery, T., Leshner, E., et al. (2019). *Estimated TNC Share of VMT in Six US Metropolitan Areas.* Fehr & Peers.
- Leshner, E., & Barz, S. (2015). *Understanding Barriers to Providing Seamless Regional Fare Payment in the San Francisco Bay Area*. Presented at the Transportation Research Board 94th Annual Meeting.



BRUCE BRUBAKER LEED AP

Principal, California Licensed Architect

Bruce has spent over 25 years shepherding urban design and architecture projects from conceptual designs through construction for public, commercial, and residential projects. His work has ranged in scale from regional blueprint plans to detailed multimodal street design projects. He is very interested in the middle scale of station area plans, downtown plans, and neighborhood plans, and he brings his understanding of the very small and the very big to the careful, complicated work of developing visions that generate excitement while being feasible in the real world. Bruce is well known for innovative planning and design work on transit-oriented development projects in northern and southern California, and he is an accomplished practitioner of the principles of Crime Prevention Through Environmental Design (CPTED).

Bruce applies sustainable design principles to architectural projects that include energy efficiency, use of renewable and recycled materials, and healthy building principles. In addition, he is a highly collaborative facilitator and has successfully forged consensus in numerous public workshop settings. He is certified as a charrette planner by the National Charrette Institute and has led several projects incorporating multiday design charrettes for local and regional governments.

HIGHLIGHTS OF EXPERIENCE

Transit-Oriented Development

- Millbrae Station Area Specific Plan | Millbrae CA
- Ventura/Kings Canyon Corridor Revitalization Project | Fresno County CA
- Gilroy High-Speed Rail Station Area Plan | Gilroy CA
- Bergamot Area Plan | Santa Monica CA
- Fresno Southwest Specific Plan and Program EIR | Fresno CA
- West Downtown Walnut Creek Specific Plan and EIR | Walnut Creek CA
- Antelope Crossing Transformation Project | Citrus Heights CA
- Ravenswood/Four Corners Specific Plan and EIR | East Palo Alto CA
- Hillsdale Station Area Plan | San Mateo CA
- Upland Downtown Specific Plan | Upland CA
- Southeast Greenway GPA, Rezoning, and EIR | Santa Rosa CA
- Bay Fair BART Station Area Improvement Plan | San Leandro CA
- Area Two Concept Plan | Newark CA
- Santa Rosa Downtown Station Area Specific Plan | Santa Rosa CA

Downtown, Neighborhood, and Area Plans

- Ceres Downtown Specific Plan and EIR | Ceres CA
- West Broadway Urban Village Specific Plan | Seaside CA
- San Antonio Precise Plan | Mountain View CA
- Suisun City Development Feasibility Analysis | Suisun City CA
- Kentfield College Avenue Vision Plan | Kentfield CA

EDUCATION

- Master of Architecture, University of California, Berkeley
- Residential Course, International Laboratory for Architecture and Urban Design, Siena, Italy
- BS, Architecture, California Polytechnic State University, San Luis Obispo

REGISTRATIONS

- California Licensed Architect #C22756

CERTIFICATIONS

- Leadership in Energy and Environmental Design Accredited Professional

AFFILIATIONS

- US Green Building Council
- Urban Land Institute
- Congress for the New Urbanism

Team member since 2006

PLACEWORKS

BRUCE BRUBAKER
Principal
bbrubaker@placeworks.com

- Point Arena Action Plan | Mendocino County CA
- Southwest Chico Neighborhood Plan | Chico CA
- California Avenue Master Plan | Fresno CA
- Downtown Gilroy High-Speed Rail Station Area Plan | Gilroy CA
- Laytonville Traffic Calming and Downtown Revitalization: Planning for a Livable Community | Mendocino County CA

Complete Streets Design and Multimodal Planning

- Central County Complete Streets | Alameda County CA
- MTC West San Carlos Master Streetscape Plan | San Jose CA
- Harrison Street Corridor Plan | Oakland CA
- City of Alameda Community-Based Transportation Plan | Alameda CA
- Santa Rosa Avenue Corridor Plan | Santa Rosa CA
- Regional Blueprint Planning Public Involvement and Outreach | Mendocino CA
- Palm Springs Airport Shuttle Demonstration Project | Palm Springs CA

Site Planning and Design

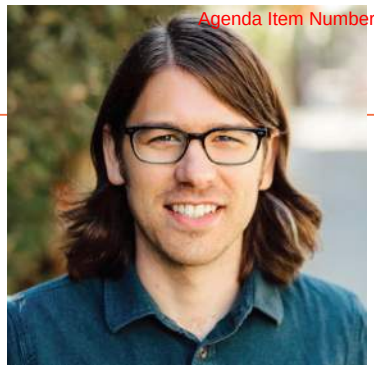
- Calpella Community Design Project | Mendocino County CA
- Waterman Gardens Master Planning | San Bernardino CA
- Onizuka AFS Redevelopment Plan | Sunnyvale CA
- Davis Tools of Engagement/Concept Plans | Davis CA
- Miraflores Housing Development Site Plan and EIR | Richmond CA
- Integrated Site Development Plan | Petaluma CA
- Downtown Infill Conceptual Building Designs | Lafayette CA
- Marinwood Village Master Plan | San Rafael CA
- Urban Farm Design Service, Treasure Island | San Francisco CA
- Tenaya Lodge Expansion Permitting and Site Planning Services | Mariposa County CA

LEADERSHIP AND COMMUNITY

- Trails for Richmond Action Committee | Vice Chairman

AWARDS

- 2022 Comprehensive Planning Award of Merit: Small Jurisdiction, California APA, Sacramento Valley Section | Butte County Upper Ridge Community Plan
- 2021 Transportation Planning Award, California Chapter APA | Richmond Ferry to Bridge to Greenway Complete Streets Plan
- 2021 Transportation Planning Award of Merit, California APA, Northern Section | Richmond Ferry to Bridge to Greenway Complete Streets Plan
- 2021 Comprehensive Planning Award of Merit: Small Jurisdiction, California APA, Sacramento Valley Section | Downtown Redding Specific Plan Update
- 2019 Public Outreach Award, California APA, Central Section | Southwest Fresno Specific Plan and EIR
- 2018 Outstanding Public Involvement and Education Award, California AEP | Southwest Fresno Specific Plan and EIR
- 2018 Long Range Plan Award, The Waterfront Center | San Francisco Bay Trail Design Guidelines and Toolkit
- 2017 Urban Design Award, California APA, Northern Section | San Francisco Bay Trail Design Guidelines and Toolkit
- 2014 Comprehensive Planning Award: Small Jurisdiction, California APA, Los Angeles Section | Bergamot Station Area Plan



SPENCE KOEHLER

Associate

Spence's lifelong fascination with art, music and nature inspire his work at PlaceWorks. He grew up in the Sierra Nevada foothills, then came to the Bay Area, where studies in Industrial Design and an affinity for the natural landscape merged, leading him to the field of Landscape Architecture. He focuses his creativity on parks, trails, and public places, benefitting our communities and natural surroundings. His familiarity with plants in the California landscape, combined with experience in the construction field, guides his approach. Spence applies his design and rendering skills to conceptual plans, planting plans, visual simulations and construction drawings. A few of his past projects include: Lakeside Green Streets and Tidewater Park for the City of Oakland, Jean Sweeney Open Space Park for the City of Alameda, Downtown Plaza Improvements for the City of Glendora, Crow Canyon Gardens for the City of San Ramon, and Iris Chang Park for the City of San Jose.

HIGHLIGHTS OF EXPERIENCE

PARKS AND PUBLIC LANDSCAPES

- Tidewater Use Area at MLK Jr. Regional Shoreline | Oakland CA
- Lakeside Green Streets & Snow Park | Oakland CA
- Jean Sweeney Open Space Park | Alameda CA
- Iris Chang Park | San Jose CA
- California Indian Heritage Center | Sacramento CA
- Crow Canyon Gardens Master Plan | San Ramon CA
- Downtown Plaza Improvements | Glendora CA
- Family Harvest Farm Master Plan | Pittsburg CA
- Hoover Elementary Outdoor Classroom | Palo Alto CA
- Oxford Day Academy Design & Training Program | East Palo Alto CA
- Sulphur Creek Nature Center Master Plan | Hayward CA
- Concord Naval Weapons Station Specific Plan | Concord CA
- Reimagining Big Basin Redwoods State Park | Santa Cruz CA
- City Hall Demonstration Garden | Emeryville CA

TRAIL PLANNING AND DESIGN

- Saratoga-to-the-Sea Trail Design and Interpretive Signage | Saratoga CA
- San Pablo Creek Restoration and Trail | Orinda CA
- Wavecrest Coastal Trail | Half Moon Bay CA
- Cross Alameda Trail at Ralph Appezzato Memorial Parkway | Alameda CA
- San Vicente Trail System | Big Sur CA

EDUCATION

- AA, Landscape Architecture
  Merritt College of Oakland
- BA, Industrial Design
  San Francisco State University

Team member since 2017

PLACEWORKS

SPENCE KOEHLER
Associate
skoehler@placeworks.com

STREETSCAPE IMPROVEMENTS

- Richmond Wellness Trail | Richmond CA
- Milvia Bikeway Improvements | Berkeley CA
- Hopkins Corridor Improvements | Berkeley CA
- Ohlone Greenway BART Station Area Access, Safety and Placemaking Improvements Project | El Cerrito CA
- East 14th Street Streetscape Project | Alameda CA
- I-80/Gilman Intersection Improvement Project | Berkeley CA

VISUAL SIMULATIONS

- Crow Canyon Gardens | San Ramon CA
- Downtown Plaza Improvements | Glendora CA
- City Hall Demonstration Garden | Emeryville CA
- Terra Vi Lodge | Tuolumne County CA

EDUCATION
B.S., Civil Engineering, University of California, Davis

REGISTRATION
Professional Civil Engineer, CA No. 77430

AFFILIATIONS
LEED Accredited Professional, USGBC

TOTAL YEARS EXPERIENCE
16 years, 16 with firm

JAGGI BHANDAL, PE, LEED AP

CIVIL PROJECT MANAGER

Jaggi's diverse experience as a project manager encompasses all aspects of public improvements including roadways, bicycle/ pedestrian access improvements, and intersection improvements. He has led the design and construction of several projects involving the development of complete streets including roadway geometrics and traffic calming measures, vertical and horizontal alignments, utility master planning & relocations, and vehicular, pedestrian and bike accessibility and staging during construction. Jaggi has managed several approval projects involving multiple stakeholders from the preliminary stages of planning, through design development, and to the final phases of construction. His understanding of jurisdictional requirements, commitment to delivery and dedication to his projects and clients is instrumental to the success of the any project.

PROJECT EXPERIENCE

Del Norte TOD Complete Streets Improvement Project, El Cerrito

- Project Manager for the preliminary engineering and environmental approval (CEQA/NEPA) for improvements along San Pablo Ave
- Worked with the City and Caltrans to incorporate complete street elements within a dense urban corridor, providing Class IV buffered bike lanes, protected intersection designs, RRFBs, bicycle signal phasing, transit signal priority phasing between I-80 and Del Norte BART Station, and bus stop relocations/ pullouts
- Negotiated with Caltrans to secure combined Project Initiation Document and Project Approval phases with a combined PSR/PR (saving 12 months)
- Completed stakeholder engagement with AC Transit, BART, Bike Eastbay, and El Cerrito Police and Fire Departments

Highway 9 Safety Improvements Project PS&E, Los Gatos, Monte Sereno, and Saratoga

- Project Manager
- Developed Bicycle and Pedestrian Master Plan for Corridor Safety Improvements
- Modified Existing Facilities to ADA Compliant Pedestrian Facilities
- Modified Intersections and Traffic Signal Modifications
- Facilitated Caltrans Encroachment Permit & E-76 Processing
- Tri-City Design, Coordination and Oversight
- Participated in Public Presentations
- Won Stakeholder Consensus
- Created Project Phasing to Pursue Incremental Funding

Chilco Complete Streets Project, Menlo Park

- Project Manager
- Supervised development of design alternatives and PS&E, including obtaining all permits for design approval and construction
- Managed design team to incorporate complete street elements along 3,400 LF of existing roadway, including 2,400 LF of curbed linear bioretention for Class IV Buffered Bike lanes and multiple protected intersections, including RRFBs to promote safety on high-speed roadway

- Coordinated with City, SF Bay Trail, private property owners, utility companies, including CPUC, UPRR, and JPB/Caltrain for GO-88B approval
- Provided Construction Administration services

Blossom Hill Road Multi-Use Trail Improvements, Los Gatos

- Project Manager
- Developed multiple trail concepts/alignments and assessing feasibility to improve existing bicycle and pedestrian deficiencies along heavily traveled corridor serving nearby Fisher Middle and Van Meter Elementary
- Evaluated mid-block crossing and protected intersection design concepts to close Class I bikeway gap, and optimize active transportation safety
- Oversaw a Community Engagement Plan that established framework for outreach/engagement to select viable alignment/alternatives
- Leading all public outreach and stakeholder engagement efforts with community, stakeholder groups, Town Complete Streets Commission, nearby property owners, and utility owners
- Leading CEQA/NEPA environmental clearance with Town and Caltrans

Plymouth St/Space Park St Realignment Mountain View

- Project Manager
- Leading team to incorporate complete street designs along existing N. Shoreline Blvd, which lacks bicycle and pedestrian facilities, as well as realigning Plymouth Street to minimize intersection conflicts
- Conducted circulation study of bicycle and pedestrian movements to provide connectivity with existing and planned facilities in the region
- Incorporating multi-use trail along west side of N. Shoreline Blvd to accommodate separate bicycle and pedestrian, and overseeing geometric
- Leading utility coordination with impacted utility owners for relocation designs
- Supporting right of way acquisitions from adjacent property owners – 8 parcels
- Overseeing design development of storm water treatment facilities and green infrastructure
- Developed multi-phased bid procurement strategy to align with logical sequencing of work (building demolition removals, heritage tree removal, utility relocation, and roadway construction work)

L Street Complete Streets, Antioch

- Providing Project Management and Final Design Services for the environmental approval and final design to revitalize the L Street corridor with buffered bike lanes, pedestrian enhancements, transit facilities, protected intersections, RRFBs, bioretention/low impact developments, and landscaping
- Worked with the City to develop funding and phasing strategy for delivery
- Managed design and Caltrans E-76 approval for Phase 1 that utilize existing OBAG 2 funding
- Leading public outreach and engagement efforts with local community and stakeholders
- Supervising preliminary engineering efforts for Phase 2 improvements, including CEQA/NEPA clearance documents
- Overseeing utility relocation efforts with impacted owners and right of way acquisitions for impacted County and private properties
- Providing grant services support, resulting in the award of $13M in funding for Phase 2

San Pablo Avenue Improvement Project, Albany

- Project Manager
- Complete Street Design with Enhanced Bicycle & Pedestrian Facilities per NACTO's Street and Urban Bikeway Design Guidelines
- Worked with Caltrans and City to Implement 1st Cycle Track within Caltrans ROW, used as a pilot to develop Caltrans Class IV standards
- Presented Alternate Cross Sections for Adjacent Cycle Track and Sidewalk to Caltrans, Developers and Bicycle Advocacy Groups for approval
- Coordinated with AC Transit on New Bus Stop Locations with Amenities
- Oversaw Project Development and PS&E Preparation and led approvals with Caltrans via the PEER/EP process
- Worked with Developers to dedicate Right of Way for proposed bike and pedestrian trail

EDUCATION
B.S., Civil & Environmental Engineering, San Jose State University

REGISTRATION
Professional Civil Engineer CA, No. 92527

TOTAL YEARS EXPERIENCE
10 years, 2 years with firm

AMIR ABDOLLAHI, PE

CIVIL PROJECT ENGINEER

Amir brings a decade of experience in engineering design, plan review, and construction inspection. He has demonstrated his expertise in shaping successful public projects through his extensive design background which encompasses roadway widening, realignments, bike/ped access improvements, complete streets, streetscapes, pavement rehabilitation, utility relocation, and grading/drainage system improvements. His proven track record has helped aid his clients by guiding locally and federally-funded projects from conception to completion, while ensuring they adhere to regulatory standards and budget constraints.

Project EXPERIENCE

L Street Complete Streets Improvement Project, Antioch

- Engineering Manager
- Supported environmental approval and final design in a phased design rollout to revitalize the L Street corridor with buffered bike lanes, pedestrian enhancements, RRFBs, protected intersections, bioretention/low impact developments, and landscaping
- Reviewed project team development of PS&E package with compliance of Caltrans, City, MUTCD, AASHTO, and NACTO street and urban bikeway design guidelines
- Coordinated with Caltrans Division of Local Assistance to achieve Caltrans E-76 approval for Phase 1 utilizing existing OBAG 2 funding.
- Developed two, three and four lane alternatives while assessing right-of-way impacts, traffic operations, and UPRR coordination efforts.
- Prepared CEQA Exemption/NEPA Categorical Exemption documentation for subsequent environmental clearance for Phase 1 of project

Shoreline Blvd/US 101 Bike/Ped Overcrossing, Mountain View

- Engineering Manager
- Developed Geometric Approval Drawings for 1,800-foot Bike/Ped Overcrossing along Shoreline Blvd crossing over US-101.
- Coordinating with Caltrans for all preliminary engineering design efforts, including Caltrans PSR/PR and supporting design documents
- Developed DSDD to document nonstandard design features per Caltrans HDM
- Developed Storm Water Data Report (Long Form), Risk Register, Complete Streets Decision Document, TPSIS, and Engineer's Estimate

Highway 101 Multi-use Pathway over Adobe Creek, Palo Alto

- Engineering Manager
- Produced PS&E documentation for new Highway 101 Pedestrian/Bike Bridge Project at Adobe Creek designed to replace existing underpass with self-weathering steel trusses over Highway 101
- Prepared Right-of-Way, Utility and ADA Certifications for subsequent Caltrans Approval
- Coordinated with structural subconsultant to assess feasibility of spread footing design after analyzing scour data
- Developed E-76 (Request for Authorization) Package for subsequent Caltrans Division of Local Assistance approval