BID RESPONSE

Responding To:

Bid/Project Number: RFQ 10794-23

Bid/Project Title: Safer Streets for All (SS4A) Action Plan

Closing Date: 08/18/2023, 12:00 pm PST

Submitted By:

Name of Company Submitting Response:
Transpo Group

Printed Name of Person Submitting Response:
Bob Bailey

Email:
bob.bailey@transpogroup.com

Signature of Person Submitting Response: DocuSigned by: Bob Bailey 30EA6B6E9FF6415...

Date:
8/18/2023

Attach Your Bid/Proposal:

Remember to sign your bid/proposal

Attach all pages of your response here

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City of Redmond

Submittal of Qualifications for Safer Streets for All (SS4A) Action Plan

Prepared by:
TRANSPO GROUP
12131 113th Ave NE,
Suite 203
Kirkland, WA 98034
425.821.3665

August 18, 2023

LETTER OF TRANSMITTAL

TRANSPO GROUP is a transportation engineering and planning services firm focused on the safety, mobility, and connectivity of all modes and users of a transportation system. We are dedicated by our company values to a collaborative design process with our clients to meet an agency's goals and vision. We understand the design intricacies of local, state and federally funded transportation projects, and our staff understands the complexities of project delivery from the agency side.

Transpo has provided transportation safety analyses for over a dozen agencies in the last four years. We understand the process of spot and systemic safety analysis and creative use of countermeasures to effectively address safety risk factors. By integrating national best practices from AASHTO, NACTO, FHWA, Safe System Approach, MUTCD, and WSDOT with the latest PROWAG requirements and insight on future trends, Transpo has ensured forward-thinking planning and design for future transportation systems.

Business License
Transpo holds a City of Redmond business license as a requirement for performing these services.
#RED15-000307

Valid Time Period
This submittal is valid for 90 calendar days.

Business Name
Transpo Group USA, Inc.
12131 113th Ave NE,
Suite 203, Kirkland, WA 98034
Incorporated in 2012, in business since 1975. 75 employees.

August 18, 2023

RE: Submittal of Qualifications for Safer Streets for All (SS4A) Action Plan

Dear Selection Committee,

Transpo Group appreciates the opportunity to present our qualifications for assisting the City of Redmond to develop an Action Plan that builds on the City's Local Road Safety Plan to include additional public and stakeholder involvement, Citywide policy and standards reviews, an equity focus to develop an inclusive and comprehensive Plan with broad community support. We have received, read, and understand the City of Redmond's Request for Qualifications that was published on July 28, 2023.

The Transpo project team, which includes DKS Associates, has demonstrated expertise with the development of many LRSPs for the WSDOT HSIP grant funding program with ***over $8 million awarded to construct LRSP systemic safety improvements for our client cities***. We have an experienced team of transportation planning safety experts ready to partner with the City of Redmond to develop pro-active, equitable, and systemic safety plans and improvements that will support applications for HSIP and SS4A grant funding in 2024 and 2025.

The Transpo Team brings the following advantages to the City of Redmond's project:

- **Specialization in Transportation Planning and Safety**—Our team includes credentialed transportation planning and traffic safety experts, experienced in applying Safe System, Vision Zero, Complete Streets, and innovative solutions in urban areas, and are passionate about safety improvements for people of all ages, abilities, and modes.
- **Active Transportation Prioritization**—The Transpo team are experienced with a variety of methods for prioritizing pedestrian and bicycle projects and are currently engaged in prioritizing pedestrian and bicycle facilities in several communities.
- **State and Federal Grant Funding Expertise**—We have secured millions of dollars in state and federal grants to implement projects in many cities and clearly understand SS4A grant program requirements. We specialize in designing safety countermeasures with City implementation, delivery, and maintenance realities in mind.
- **Roadway Safety Audit Expertise**—Our partner, DKS, are experts at conducting Roadway Safety Audits with local experience and a focus on active modes.

We look forward to your review of our qualifications and would be happy to answer any questions you have about this proposal. The Transpo team looks forward to the opportunity to work with citizens and staff in the City of Redmond.

Sincerely,

Brett Schock, PE, AICP, RSP2i, ENV SP
Project Manager | (425) 896-5229 | brett.schock@transpogroup.com

PROPOSED TEAM

TEAM ORGANIZATION

We have identified key staff that will be assigned to the City's SS4A Action Plan project. Each team member is experienced in modern safety analysis techniques and the development of Safety Action Plan components, with specific strengths directly relevant to safety projects.

Estimated percentage of availability throughout the duration of the project is shown based on currently contracted project commitments.

Transpo and DKS are committed to the assignment of the identified personnel to the Redmond SS4A project for the duration of the project development. Each firm also has additional highly qualified staff that may be added, as needed, under the guidance of the task leads in our organizational chart.

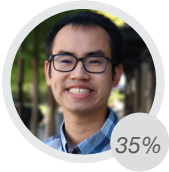
Redmond
WASHINGTON

Transpo Group
DKS Associates
% *Availability*

Brett Schock | PE, AICP, RSP2I, ENV SP
PROJECT MANAGER
25%

Jon Pascal | PE
PRINCIPAL-IN-CHARGE
10%

Chris Comeau | FAICP-CTP
SAFETY ANALYSIS
30%



Tuan Nguyen | PE
CONCEPTUAL DESIGN
35%

Jane Jessen
OUTREACH LEAD
30%

Casey Rothlisberger
GIS ANALYSIS
40%

Jewell Hamilton
TECHNICAL WRITING/ SAFETY ANALYSIS
40%

Brian Chandler
PE, PTOE, RSP2IB, PMP
PRINCIPAL
20%

Brian Kellogg
PE, PTP, PTOE
SAFETY AUDIT LEAD
30%

Veronica Sullivan
RSPI
SAFETY AUDIT SUPPORT
30%

Roadway Safety Professional Credential — Our team includes multiple Roadway Safety Professionals, including Brett and Brian, two of the first 50 transportation professionals nationwide to be certified as a Roadway Safety Professional with a focus on Infrastructure (RSP2i). The RSP certification from the TPCB demonstrates an individual's commitment to going above and beyond the traditional approaches to planning and engineering of transportation systems for safety, considering the needs of vulnerable users and a range of modes. Our RSPs will help the City of Redmond move towards the lofty goal of Vision Zero which does not accept any serious injury or fatality on transportation facilities as inevitable or acceptable.

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DKS

At Transpo, we plan and design transportation systems for people — not just drivers of cars and trucks, but also the pedestrians, cyclists and transit riders who share these systems. We create transportation solutions, from transit-oriented development to context-sensitive designs, that enable a more sustainable tomorrow for communities of all sizes, and still get everyone where they need to go today. Our team of engineers, planners and technical resources includes a full range of skilled experts. Transpo has proven success providing transportation expertise including planning, design, construction support and development review. Transpo has assisted local, regional and state agencies in Washington with transportation planning and traffic engineering services since 1975.

Transpo's safety team, lead by Brett Schock, has developed Local Road Safety Plans, which are similar to the SS4A Safety Action Plan, for a dozen Cities, Counties and Tribes since 2018. Brett also developed a Local Road Safety Plan in his role as City Traffic Engineer and Target Zero Program Manager for the City of Kenmore, prior to coming to Transpo Group. Jon Pascal has provided QA/QC for all Transpo-developed Plans, and Tuan Nguyen has provided conceptual design support for many of the Plans. Detailed resumes for our project team and our project qualifications detail some of our highlighted Plans. In addition to LRSP development, our team has conducted public outreach and policy reviews with a focus on safety in various capacities for corridor studies, alternatives analyses and master planning projects. ***The SS4A Safety Action Plan combination of the various safety planning processes will combine our experience and expertise to provide a more comprehensive safety planning that will benefit the City of Redmond's transportation system users.***

Brett, our project manger, is a certified Roadway Safety Professional 2, with a focus on infrastructure, demonstrating his commitment and expertise in safety of transportation systems. He has developed training, case study and project implementation presentations, especially for active transportation, for multiple conferences at the local, state and national level for engineering, safety and planning audiences. Brett's experience will allow him to work efficiently and effectively with the City's project manager to develop a proactive, implementable Safety Action Plan. Brett and others on our team have participated in the WSDOT training seminars for Local Road Safety Plans yearly since 2017, and state and nationally offered training on the SS4A program and Safety Action Plans since 2022.

Founded in 1979, DKS Associates provides specialized transportation planning, design, and engineering services to public agencies across the country. DKS' safety projects include comprehensive safety action plans (CSAP), local road safety plans (LRSP), State Strategic Highway Safety Plans, corridor and hot spot safety needs investigations, and road safety audits.

The DKS team is involved with national safety research and has been hired to lead numerous transportation safety projects for state and local agencies throughout the West Coast. Our safety team brings vast experience preparing safety action plans at the local and state level, including facilitating robust public engagement for projects of all sizes. We apply the Safe System approach to traditional safety datasets, new technologies, demographics data, and public input to identify comprehensive solutions that improve safety for all road users. Beyond traditional safety studies, we bring unique expertise in state and federal safety funding programs, including the WSDOT County Safety Program and USDOT Safe Streets for All (SS4A).

SAFE SYSTEM APPROACH

Transpo and DKS are experts in the application of FHWA's Safe System Approach to proactively creating a future transportation system that is forgiving of human mistakes, provides critical redundancy, and shares responsibility for crash severity reduction. The Safe System Approach includes five areas of potential improvement. Our team's Safety Action Plan for the City of Redmond will primarily focus on safer roads, speeds and people, through analysis of data, identification of improvement projects and focusing on vulnerable users, but our analysis and documentation will also consider ways that the City and stakeholders such as the Police and local emergency responders can plan for post-crash care, and encourage safer vehicles. We are advocates for the Safe System Approach and understand that using the Approach will ensure consistency of the City's planning efforts with other statewide and national safety planning initiatives.

PROJECT UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING

Transpo's team, including DKS, have an in-depth understanding of the Safe Streets for All (SS4A) program. Our team are experts in the FHWA Safe System Approach that the SS4A program is rooted in and understand its relationship to the WSDOT Local Road Safety Plan (LRSP) and Highway Safety Improvement Program (HSIP) that have been in place for several years in Washington State. The SS4A Safety Action Plan, required for qualification to apply for implementation construction grant funds through the federal program, is an extension of the LRSP. The Safety Action Plan adds several components of public and stakeholder outreach, a review of policies and procedures, reporting and monitoring requirements, official declarations and commitments from agency elected leaders, and an overall focus on equity in safety analysis to the LRSP process. But, while there are some key differences, the core ***analysis of safety for the proactive mitigation of future crashes remains the core focus of LRSPs, Safety Action Plans and the FHWA Safe System Approach.***

We understand that the Safety Action Plan is guided by a self-certification checklist, provided by FHWA, that outlines the components of an Action Plan. Three of the required components are aligned with the process to develop an LRSP. The SS4A self-certification checklist allows an agency to select four of the remaining six components in order to meet the qualification for consideration of a construction grant application. ***The scope of the City of Redmond's RFQ for the SS4A Action Plan will meet the requirements of the self-certification checklist***, and improve the integration of safety into the short, medium and long-term transportation planning efforts of the City of Redmond, benefitting the users of the City's system of all modes, user types, abilities and comfort levels.

Transpo has been working with the City of Redmond on various safety planning initiatives for the last 12 months. The City of Redmond has been pursuing a more safety focused approach to not only project design and development, but long-term planning, prioritization of projects, and alignment among various planning document under an umbrella of improved safety. Transpo has assisted the City with the preparation of memoranda and presentations to internal City Committees as well as City Council on subjects such as Local Road Safety Plan (LRSP) concepts, a new Safety Level of Service approach to project prioritization, and the preparation of grant applications for

SS4A GRANT ELIGIBILITY CRITERIA

The SS4A program identifies 9 possible criteria a Safety Action Plan must meet. 3 of the criteria are required ***(shown in blue)***, and 4 of the remaining 6 must be met for an Action Plan to be eligible for implementation funding of projects. The criteria are:

1. *An official commitment to a "Zero goal"*
2. *A task force or committee developed, and will implement and monitor the Plan*
3. ***Systemic analysis of crash data***
4. *Public engagement*
5. *Equity considerations and analysis*
6. *Review of policies and standards for safety prioritization and improvement*
7. ***Identification and prioritization of safety projects***
8. *Outcome-based progress tracking*
9. ***Finalized plan between 2018 and 2023***

Our approach to the City of Redmond's proposed scope, plus our work on the Local Road Safety Plan, will meet all 9 of the criteria for self-certification.

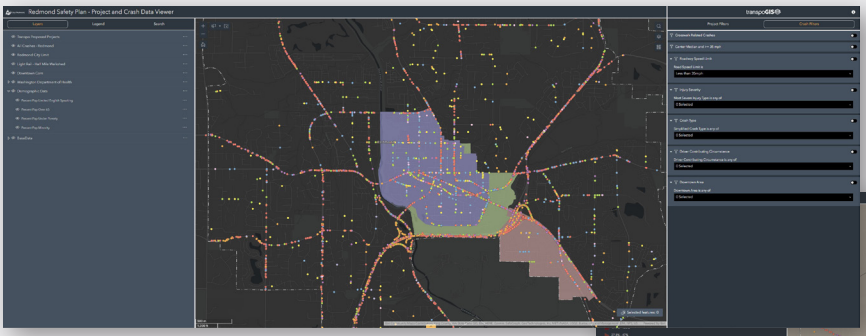
SS4A Self-Certification Checklist

the SS4A program. Transpo has used data from the 2022 call for projects from WSDOT's HSIP program to prepare a draft LRSP for the City of Redmond. We have completed the statistical identification of risk factors and begun the spatial analysis of contributing factors, roadway geometry and crash locations to prioritize, refine and finalize the risk factors and appropriate countermeasures to historical crashes in Redmond. Transpo has also developed a list of potential projects and begun drafting the LRSP in anticipation of the release of crash data approved by WSDOT for the 2024 HSIP call for projects in late 2023.

We have developed an in-depth understanding of the City of Redmond's transportation system, the crashes that have occurred, and the proactive measures that can be undertaken to prevent both the most severe crashes, especially those affecting the most vulnerable active mode users, but all crashes to improve multimodal safety across the City. We have developed a good working relationship with the City staff and City Council and demonstrated our understanding of the City's needs, the concerns of staff and Council, and our skills in identifying solutions at both the engineering/project level and the planning/policy level. ***Transpo has also worked with DKS through our planning work with Redmond*** to coordinate Citywide efforts identifying safety concerns for active mode users and aligning the goals and policies of existing and future planning documents, such as the Redmond Active Mode Master Plan. The LRSP that Transpo is developing will allow the City to apply for funding from WSDOT's HSIP program in 2024, and would be the basis of an SS4A Safety Action Plan used to apply for infrastructure grant funding from SS4A in July of 2024 and beyond.

We look forward to helping the City of Redmond, through the SS4A process, to develop vibrant, interconnected communities through identification and prioritization of projects that address safety concerns, improve connectivity for active modes, and create comfortable movement spaces for those of all modes, all ages and all abilities. We know that one of the challenges the SS4A project presents is getting buy-in from all stakeholders on some elements of the plan, the method of prioritizing projects and the countermeasure projects' design. We will rely on our team's experience in working with other agencies to integrate similar tactics for safety prioritization, and in designing and implementing similar safety treatments, to respond to concerns about acceptability to the public, long-term maintenance, deviation from historical/traditional standards, and impact on metrics such as traffic level of service and congestion that have, historically, served as the guiding principle for project development and selection.

1



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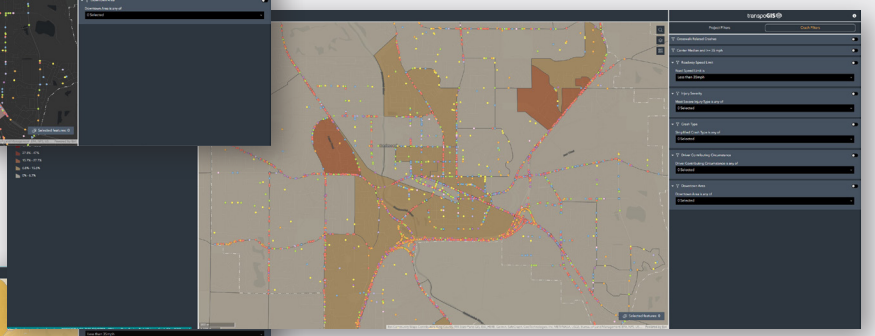

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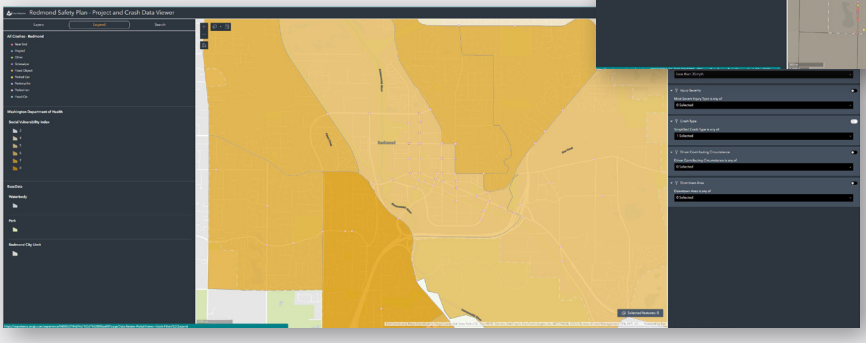


Data visualizations developed by Transpo for Redmond's Local Road Safety Plan showing, from top to bottom, (1) all crashes with the downtown core highlighted, (2) all crashes with US census data on poverty levels overlaid, and (3) pedestrian crashes with severe outcomes, overlaid with community vulnerability, as identified by the Washington State Department of Health.

PROJECT APPROACH

Our team's approach to the tasks in the proposed scope outlined in the City of Redmond RFQ for the SS4A Safety Action Plan is based in our understanding of the project, the City's current approach to safety, our team's experience and our relationship with the City staff. We have included a Work Plan that outlines our team's application of the approach to the scoped tasks, an estimate of hours and a proposed schedule. Our approach, work plan and schedule will allow the City to complete the Safety Action Plan and apply for engineering and construction funding from several potential grant funding sources, including the SS4A implementation grants in mid-2024 and mid-2025, WSDOT's HSIP program in early 2024, and Transportation Improvement Board (TIB) calls for projects in fall of 2024 and 2025.

COMMUNITY ENGAGEMENT

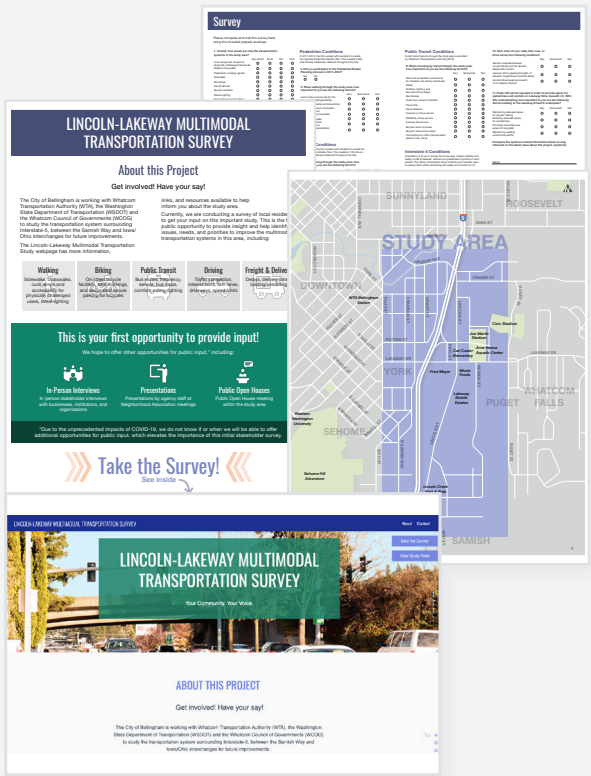
We will develop a community engagement plan with a two-pronged approach to gathering input from the public on safety concerns and potential improvements. A program of public outreach that mirrors a typical approach we have used successfully on several projects ranging from corridor studies to engineering alternatives analysis allows for a more passive gathering of feedback while offering the public information to read and respond to regarding the SS4A safety planning effort. A second active engagement would be the formation of a safety task force to directly engage with certain communities and ensure that equity is significant factor in the City's engagement efforts supporting the SS4A Safety Action Plan.We understand that the City has begun the process of developing a public outreach program regarding safety and active mode connectivity, and has been discussing safety internally for the last year.

We will leverage the infrastructure and lessons learned from the City's recent outreach around the new Sound Transit light rail stations that was focused on where people are going to and from around the new light rail. The City's existing practices will be valuable to gather public feedback on a wide-ranging scale, using online virtual open houses to provide information and gather input in a setting that meets the diverse demands on residents' time such as work hours, child and family care, etc. Feedback gathered from the public outreach program will be gathered, summarized and used to inform the prioritization of risk factors, potential identification of risk factors that may not have appeared in the statistical or spatial analysis, and development of countermeasure projects. We will develop recommendations for a safety task force composition, which will integrate well with our approach for the Roadway Audit, to gather feedback from various stakeholders, including the

OUTREACH GRAPHICS

One area that helps set Transpo apart from our competition is not only how we gather and interpret meaningful data, but our ability to transform that data into clear and easy-to-understand graphics that can be shared amongst the community and key stakeholders.

ADA Open House graphics created for the City of Walla Walla that include a QR code for easy access to the webpage and project information.



Sample graphics, online survey, and webpage completed for the City of Bellingham. For the full page visit https://www.lincolnlakewaystudy.com

public, community transportation advocacy groups, Public Works, City maintenance and the business community. ***In developing the task force, we will focus on equity and look to active engage communities who have historically been marginalized in outreach efforts***, or where there has not been significant historical investment by the City in transportation infrastructure and safety. The task force will allow the Transpo team to directly present ideas and solicit specific feedback from the group that can be used to ensure buy-in and alignment of the Safety Action Plan with the concerns and priorities of the Redmond community.The development of a community engagement plan will be one of the first work items the Transpo team approaches. The early focus on engagement will allow time in early 2024 to conduct robust outreach, gathering of feedback, and inclusion of engagement in the Safety Action Plan for the mid-2024 SS4A grant application date.

ROADWAY SAFETY AUDIT

DKS will assist the City in performing a Roadway Safety Audit (RSA), building upon Redmond's existing Local Road Safety Plan and incorporating Safe System Approach principles. Conducting an RSA is an opportunity for the project team to engage directly with residents and stakeholders in the field, gain an understanding of specific safety needs, and begin to formulate possible countermeasures in a direct and collaborative manner.

Brian Kellogg will lead the RSA process, coordinating each RSA between the Transpo Group and DKS project team, City of Redmond staff, and relevant community members and stakeholders. DKS has extensive experience conducting RSAs in Washington State, Oregon and California, as well as conducting training for the FHWA's general RSA guidelines to state and local practitioners. Some examples we will draw on for Redmond include the following:

- ***City of Bellevue, WA:*** DKS led bicycle and pedestrian-focused Road Safety Assessments near multiple school zones in Bellevue. The RSAs included day-long workshops with community members, City of Bellevue staff, and stakeholders representing the school district, law enforcement, and including WSDOT. The workshops allowed the team to observe conditions during different times of day, including an evening review to assess conditions after dark, and gather insights from those who regularly walk and bike in the area. For each workshop, our team was able to put together an overview of the main safety concerns around each school zone and link those to potential countermeasures.
- ***Seattle Dept. of Transportation:*** DKS conducted a bicycle safety assessment of the First Hill and South Lake Union streetcar lines to investigate safety-related issues and develop multimodal improvements. Our team co-led two walking audits with a team of multidisciplinary stakeholders. DKS recommended several safety improvements with a range of implementation schedules, and several rapid-build recommended treatments were installed shortly after the study completion.

To conduct RSAs for the City of Redmond's SS4A Action Plan, our team will work with the City to identify the number of workshops and focus areas, lay out the schedule, and develop the list of attendees (we recommend keeping each team to 10 participants or less). DKS will coordinate and facilitate the field audit and summarize the data, observations, and feedback gathered. After the audit, we will prepare an RSA technical memo that summarizes issues, prioritizes safety risk, and outlines potential treatments. In addition to longer-term changes that would be incorporated into the SS4A Action Plan, we will identify lower-cost, rapid-build treatments that can be applied immediately to address pressing safety concerns.

POLICY & REGULATORY AUDIT

The Transpo team will approach reviewing the City's existing policies and procedures with consideration of the impact that changes can have on a wide range of City departments and functions. ***We will look to integrate Safe System Approaches where feasible into City practices.*** Our recommendations will be based on our team's experience in the public sector and with an understanding of how changes in standards and policies can have wide-ranging impacts on maintenance, operations, the development community and even diverse departments like Parks. We will use the established safety task force as a way to discuss recommendations and identify potential impacts that our team does not have the day-to-day experience with implementation of Redmond's policies and procedures to fully understand. The policy audit process will culminate in a set of recommended modifications to documentation and plans that we will include in the Safety Action Plan. Our team will assist the City project manager and staff with the integration of modifications through helping to draft ordinances and new policy documents or plans as needed.

ACTION PLAN & RECOMMENDATIONS

Leveraging Transpo's work on the City's Local Road Safety Plan (LRSP), as well as the input and insight into the community's concerns and needs from the work in the other tasks detailed above, we will assemble the City of Redmond's Safety Action Plan. We know that it is important to the City that the Safety Action Plan integrate with other planning documents, such as the Transportation Master Plan. Our plan will include the recommended countermeasures from the LRSP, but will also include additional projects that are identified through the outreach, engagement, equity focus, policy review and roadway audits. Our recommendations in the Action Plan will meet SS4A's minimum project size of a $2.5 million funding request, with a 20% local match, for a baseline project size of $3 million. The project size may be a single improvement, or may be a collection of systemic improvements that meet the SS4A minimum project size. We will prioritize the recommendations in the Action Plan based on the input received from the public outreach, task force, and the prioritization method developed for the LRSP.

The Action Plan will include recommendations for reporting on progress, including maintaining baseline data on crashes, documentation of progress in implementing safety improvement projects, and comparison of crash data in the future to previous years. Comparison of crash data for the highest priority risk factors will be a priority to demonstrate the effectiveness of the City's plan and implementation of the plan. Transpo will develop the reporting and monitoring system to be a task the City can accomplish without significant additional investment of resources.

While the Action Plan is a requirement for the SS4A grant, we do not see the City's safety planning efforts as just "checking the box" on the self-certification checklist. The Transpo team is looking to partner with the City of Redmond to help answer the question, ***where is the City's investment in safety best spent today to have the greatest impact?***

By integrating the technical safety analysis, an in-depth understanding of safety countermeasure projects, an equity lens on all the technical work, feedback from the public and stakeholders, and demonstrating the City's commitment to safety through changes to policies and procedures, we will create a roadmap for Redmond to invest in safety that proactively mitigates future crashes, but also gets people from where they are to where they want to be, regardless of their mode of travel.

Redmond downtown crosswalk that could have safety and comfort modifications proposed through the Safety Action Plan.

GRANT FUNDING SUCCESS

Our project history in the following pages demonstrates the wide range of LRSPs that the Transpo team has prepared for public agencies, all of which have resulted in at least one HSIP grant funding award from WSDOT and totaling over $8 million to date as shown in the table below. In most cases, the funded projects were not current CIP/TIP priorities for the agencies prior to the development of the LRSP. Transpo developed several projects based on risk factors and existing conditions that will be part of each agency's future WSDOT HSIP funding applications, as well as other state and federal grant funding opportunities.

Transpo has helped our partner agencies succeed in securing over $8 million in grant funding for design and construction of safety-related projects that were identified and conceptually developed through Safety Plan documents like Redmond's SS4A Safety Action Plan. The table below includes projects identified in Local Road Safety Plans developed by our staff and the programs that awarded funding. In most cases, the funded projects were not current CIP/TIP priorities for the agencies prior to the development of the Safety Plan. Transpo developed several projects based on risk factors and existing conditions that will be part of each agency's future WSDOT HSIP funding applications, as well as other state and federal grant funding opportunities.

Transpo's grant funding assistance to our client agencies has been very successful across a wide range of grant funding programs. In addition to WSDOTadministered HSIP funds, several projects identified in Transpo team LRSPs have also received grant awards from TIB Urban Arterial, Sidewalk, and Complete Streets Programs; Tribal Safety programs; WSDOT's Pedestrian-Bicycle Safety and Safe Route to School Programs; and federal Surface Transportation Block Grants administered through Metropolitan Planning Organizations.

We will develop a Safety Action Plan that is useful for not only long-term City planning, but identifies projects that can be funded through several sources, including the 2024 HSIP, 2024 and 2025 SS4A, 2024 and 2025 TIB, and potentially WSDOT's 2024 or 2026 Safe Routes to School and Bike/Pedestrian Programs.

Our strategy for success focuses on ensuring that projects are matched to the right funding program with the right timing for funding, design, and construction. We also apply our grant funding expertise and understanding to make honest assessments for our clients when desired projects do not line up well with a grant funding program's priorities and evaluation criteria. As we assist our clients with developing conceptual projects and alternatives to deliver safety, connectivity, and multimodal transportation improvement goals, we keep implementation and funding in mind. From inception, project development is focused on improvements that have the highest likelihood of receiving grant funding.

LRSP YEAR	LRSP AGENCY	PROJECT IDENTIFIED IN LRSP	GRANT AWARD	SOURCE
2018	Kenmore	Citywide Speed Feedback Signs and RRFB Signage	$355,000	HSIP
2019	San Juan County	Run off Road Risk Survey - Multisite guardrail replacement	$416,090	HSIP
2020	Bellingham	James-Bakerview Intersection Multimodal Roundabout	$900,000	HSIP
2020	Edgewood	Chrisella Road - shoulder, signage, guardrail	$1,175,500	HSIP
2020	Port Angeles	Citywide signal upgrades - Flashing yellow and Lead Pedestrian Interval phases	$1,562,500	HSIP
2020	Maple Valley	Citywide roadway reflectivity, delineation, and signage	$484,200	HSIP
2020	Covington	RRFBs at roundabout crosswalks	$296,500	HSIP
2020	Covington	Timberlane Rd Ped & Bike Projects	$555,085	*SRTS*
2022	Bellingham	12th-Finnegan-11th Corridor Traffic Signal, RRFBs, sidewalk	$400,000	*TIB UAP*
2022	Port Angeles	1st & Front Street - crosswalk analysis and upgrades	$1,280,000	HSIP
2022	Maple Valley	Citywide signage upgrades	$317,000	HSIP
2022	Maple Valley	SR 516 Crossing	$302,400	HSIP
2022	Swinomish	Swinomish Village sidewalk gaps	$325,000	*TTPSF*

WORK PLAN

An outline of our Team's work plan follows. Each Task follows the outline included in the City of Redmond RFP. City review of draft deliverables, comment periods, comment responses, and inclusion of comments in final deliverables are assumed to be included with all tasks.

TASK 0 – PROJECT MANAGEMENT (60 HOURS)

We will work closely with the City project manager, to scope the project based on our understanding of the safety work performed to date and the remaining tasks to be accomplished to reach the project goal of an SS4A-eligible Safety Action Plan. We will host a kickoff meeting with the internal and external project team to establish familiarity, confirm the Transpo team's understanding of the project scope and needs. A series of ongoing check in meetings at a regular weekly or bi-weekly interval will be established early in the project and continue to serve as opportunities for coordination and updates on progress.

DELIVERABLES:

- *Invoices and progress reports*
- *Attendance at regular virtual meetings with agenda topics and action items*
- *Participate in one virtual or in-person project kick-off meeting*

TASK 1 – COMMUNITY ENGAGEMENT (110 HOURS)

Working in partnership with City staff, our team will help to develop guidance for membership in a Safety Planning task force, a plan for public and stakeholder engagement, and inclusion of equity considerations in the development and execution of an outreach plan. Our plan will incorporate City visions for a robust active mode connections and comfort analysis that overlaps with multimodal transportation safety.

DELIVERABLES:

- *Planning documentation of membership for a task force*
- *Public engagement plan documentation for execution by City staff*

TASK 2 – ROADWAY AUDIT (140 HOURS)

Transpo's partner, DKS, will conduct a roadway safety audit for the City. The safety audit will cover existing roadway operations and projects and integrate with Task 3's audit of policies and procedures.

DELIVERABLES:

- *Draft and Final memorandum documenting the Roadway Audit (also incorporated into Task 4)*

TASK 3 – POLICY & LOCAL REGULATIONS AUDIT (80 HOURS)

Transpo will perform an objective review of City of Redmond policies and local regulations, including instances where the City refers to WSDOT, King County or other outside standards, for opportunities to improve the inclusion of safety in standards, policies and guidance used by the City and required of City design consultants. The review will follow FHWA's Safe System approach, prioritizing the five elements of Safe System in the recommended modifications.

DELIVERABLES:

- *Draft and Final memorandum documenting the Policy & Local Regulatory Audit (also incorporated into Task 4)*

TASK 4 – ACTION PLAN (425 HOURS)

Our team will produce a draft Safety Actin Plan that includes summaries of information developed in all tasks, as well as the City's Local Road Safety Plan, and ties all efforts into a recommendation for safety improvement projects. The document will meet the requirements for both a Local Road Safety Plan and an SS4A-eligible Safety Action Plan to widen the potential grant funding resources that can be used to implement projects.

DELIVERABLES:

- *Draft and Final Safety Action Plan*

OPTIONAL TASK 5 – DEMONSTRATION PROJECTS (150 HOURS)

Opportunities for pilot or demonstration projects that meet the limitations of the City of Redmond's funding through SS4A could be identified and conceptually designed via an optional task. The limited funding available for design and implementation would require a simplified design process, but one that Transpo is familiar with executing on behalf of our clients. If this optional task is not elected, additional depth could be added to other tasks, or the budget held as a management reserve.

DELIVERABLES:

- *Identification of demonstration and pilot project opportunities*
- *Exhibits for implementation by local or small works roster crews of demonstration and pilot projects*

SCHEDULE

Transpo's team is committed to making the City of Redmond's project a priority and meeting the project schedule and expected level of quality and detailed safety analysis. We frequently manage multiple concurrent projects and utilize several short and medium range planning tools to assign and manage our resources and personnel. Our departments meet with all staff once a week to discuss a 3-week forecast of workload and upcoming deadlines. At these meetings, we identify staff who are over or under an ideal projected workload and rebalance, identify a need to bring in resources from other departments, or work additional hours to meet our commitments for deliverables to our clients. Transpo's project managers meet once a week to update the workload forecast and discuss among the managers, the need to balance competing deadlines and resource needs.

PROJECT SCHEDULE BY TASK		2023			2024								2025	
		O	N	D	J	F	M	A	M	J	Q3	Q4	Q1	Q2
Task 0	Project Management													
	Local Road Safety Plan (separate contract)													
Task 1	Community Engagement													
Task 2	Roadway Audit													
Task 3	Policy & Local Regulatory Audit													
Task 4	Safety Action Plan & Recommendations													
Task 5	(Opt.) Pilot & Demonstration Projects													
	Grant Applications						*HSIP*			*SS4A*	*TIB*			*SS4A*

PROJECT MANAGEMENT APPROACH

TRANSPO'S APPROACH to each and every one of our projects starts with a development of a project management and communication plan that is focused on the delivery of quality work products. We will focus the plan on best practice's in delivering planning studies. We understand that risk management is one of the best tools to keep projects on time and within budget. We will proactively identify potential risks to scope, budget, and schedule and will build into our project management plan the appropriate tools/processes to mitigate these risks.

Quality Assurance/ Quality Control

At the outset of the project, Transpo will identify what quality control tools will be employed and how quality control will fit in with the overall project management plan. Some tools and processes that may be included:

Risk register – We will identify and track risks to scope, schedule, and budget including level of risk, responsible party, and action plan for eliminating or minimizing that risk.

QC process – The process for auditing draft and final deliverables will be detailed including expected durations of specific review tasks.

The primary goal of the QA/QC process is client satisfaction. Client satisfaction is achieved by regular and open communication with the client by all levels of the project team. The QC process begins at the very outset of the project and carries through to close-out.

Systems for Budget, Scope Tracking, and Reporting

Transpo utilizes the Deltek Vision project monitoring and budgeting tool. This tool provides our leadership team with powerful project analytic and reporting system that provides real-time metrics via a cloud-based application and program available on any computer or electronic device. At the outset of a project, we will develop a project plan in Vision, budgeting time, labor rates, and direct expenses against a project schedule.

We prepare earned value (EV) reports that enable the City and our project manager to monitor how we are performing against the project plan, actual work, and work-completed to see if a project or task is on track. The EV report shows how much of the budget and time should have been spent, with regard to the amount of work done so far. The EV report is included with the monthly invoices and is accompanied by a written summary by the consultant project manager of what has been accomplished in the project to-date, for the most recent invoicing period, and what is anticipated to be accomplished by the end of the next invoicing period per the project schedule.

Scheduling Programs and Processes

Brett will lay out milestones, deliverables, and logical sequencing of tasks to develop critical path work items. He will also monitor the critical activities and manage the schedule by assessing risk impacts. He has managed numerous complex projects and will utilize all the tools at his disposal to closely manage a project schedule and monitor and report on the overall status throughout the life of the project.

Internal Team Communication

Effective and efficient communication within the project team is critical to project success in conveyance of information, dissemination of status and upcoming work, and overall team culture and morale in successful delivery of the project. Based in strong interpersonal relationships, Transpo utilizes a mixture of regularly scheduled and ad-hoc meetings, video and phone conferencing, and emails to maintain high levels of communication and interaction within the team.

For the City of Redmond, we will employ the following communication strategies for the internal team.

An initial **Kickoff Meeting** with all team leaders and other key participants in the project. At the meeting the project management plan will be reviewed so each team member begins the study with the same understanding.

Coordination Calls will be scheduled with Brett, and key team members on a regular basis. Microsoft Teams will be the likely video conferencing system utilized so everyone can attend, and information can be shared on screen. Meetings will be used to share common information, discuss issues, review schedules and identify topics that will be elevated to the City.

Meetings will be scheduled at the end of critical path items, or ahead of key events such as the public survey, virtual open house, or presentations to agency leaders. At these meetings City staff may attend to review important deliverables or preliminary results or findings.

Client Communication

Our collaborative approach is based upon open communication with the City and other stakeholders. We begin with a foundation of trust and transparency when we jointly develop the scope of work, schedule, and budget. A Communications Plan will be developed that establishes the roles and responsibilities and communications processes of all team members.

Throughout the project, regularly scheduled check-ins with the City will occur. City staff are welcome to participate in the project team kickoff meeting and regular project team meetings to share and discuss project status, issue identification and resolution, project findings, and review project work products.

Stakeholder Communication

Communication and coordination with key stakeholders will be defined during the preparation of the communications plan, and through one-on-one interviews to gather input and feedback. Communication will also be in the form of email to share information and seek input. Phone calls or video conferencing meetings may be necessary with specific stakeholders to discuss issues that may arise.

From the onset of the project, the communication plan will confirm the approach to communication and responsibilities of individual team members.

Plan for Reducing Risks

The scope of work and project management plan will be developed collaboratively with the City and include frequent communication and coordination to identify issues early. Critical path activities will be closely monitored, and some “float” will be included to address potential schedule delays outside the control of the project team or account for unforeseen issues. Allowing for change helps us to maintain the overall project schedule if a delay does occur, provides focus to critical activities, and mitigates impacts from unforeseen delays.

Risk Management Strategies

Specific strategies to reduce risks to the project schedule and budget include the following:

- *Hold regular project team meetings*
- *Actively communicate with the City*
- *Incorporate lessons learned from similar studies*
- *Focus on activities to drive decision making*
- *Identify risks to the project during scope development*
- *Emphasize planning level context, and higher level of analysis to avoid unnecessary delays or costs*

PROJECT EXPERIENCE

CITY OF PORT ANGELES LOCAL ROAD SAFETY PLAN

Client: *City of Port Angeles / 2019-2020, 2021-2022*

Transpo developed the Local Road Safety Plan for the City of Port Angeles. Transpo followed the typical development pattern of collecting and analyzing data, identifying risk factors and developing countermeasure projects. Transpo worked closely with City staff to communicate findings and incorporate City preferences into project designs. Combining data and spatial analysis, risk factors focused on intersection control, pedestrian crossings and roadside objects. Transpo designed several countermeasures including a program of mini-roundabouts for urban intersections and replacement of signal controllers to allow for lead pedestrian interval, flashing yellow arrow and other modern signal safety treatments. Transpo completed grant applications for two projects for 2020.

Project Budget	Schedule
Fee: $23,000 (99% spent)	Kickoff: May 2018 Completed: March 2019 Schedule met

FUNDED PROJECT(S):

- *US 101 Signal controller replacements ($1.5m)*
- *1st and Front Street Pedestrian Improvements ($1.2m)*

SIMILARITIES TO PROJECT:

- *LRSP with signalized intersections*
- *Countermeasures for urban and rural areas in the same Plan*
- *Active mode focus countermeasure projects*

Relevant Example of Work

City of Port Angeles
Local Road Safety Plan

Link below

City of Port Angeles
Local Road Safety Plan

CITY OF RENTON LOCAL ROAD SAFETY PLAN

Client: *City of Renton / 2021-2022*

Transpo assisted the City in creating a Local Road Safety Plan (LRSP), which uses a data-based, proactive approach, identifying prioritized risk factors and applying systemic improvements across the City's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but address conditions which meet risk factors for future crashes.

The Transpo team analyzed statistical crash data and GIS-mapped spatial crash data to obtain a deeper analysis insight into contributing factors to crashes, necessary for identifying prioritized risk factors. The risk factors were paired with countermeasures to prioritize types of projects the City should invest in, through local funds and grant funding partners, to proactively mitigate future crashes. Transpo was provided by the City with a list of several dozen potential projects that had been previously identified. The projects were packaged into systemic improvements that matched the recommended countermeasures. Packages included 10-15 locations for Citywide pedestrian crossing improvements, Citywide signalized intersection improvements, and Citywide roadside hazard mitigation. Conceptual designs, one-page project summaries and planning level cost estimates were developed for the project packages. A Highway Safety Improvement Program (HSIP) grant application was assembled and submitted to WSDOT for the highest priority package of safety improvements, addressing pedestrian safety and comfort at signalized intersections.

Project Budget	Schedule
Fee: $22,000 (100% spent)	Kickoff: Nov 2021 Completed: Mar 2022 Schedule met

SIMILARITIES TO PROJECT:

- *Citywide safety plan*
- *Consideration of active mode safety improvements in a systemic package*
- *Urban and suburban land use*

CITY OF BELLINGHAM PED/BIKE MASTER PLAN

Client: *City of Bellingham / 2014, 2022-2023*

As part of the 2014 City of Bellingham's Bicycle Master Plan, Chris Comeau and Transpo staff evaluated 225 individual bikeway links on the citywide Bellingham bicycle network using bicycle level of traffic stress and ViaCity parcel-based route directness index (RDI). Increased traffic volume, speed, noise, and turn conflicts increases feelings of stress for a person riding a bicycle on city streets. The RDI value measures the directness of travel time and connectivity. This allowed planners to consider the user perspective on safety and comfort to develop recommendations combined with travel time and route choice to prioritize, program, fund, and construct over 100 individual bicycle improvements on the citywide network over 10 years.

Transpo was a key team member assisting the City of Bellingham with the development of a Citywide pedestrian and bicycle master plan in 2014, and is currently providing an update for the master plan. Transpo's role in the plan included identification of potential projects by analyzing citywide GIS data for missing critical links in connectivity, identifying safety concerns, and working with the public to incorporate feedback into a list of candidate projects. Transpo provided conceptual design descriptions for projects and planning-level cost estimates to guide long-term planning, grant funding applications and packaging of smaller projects in the City's capital improvement program.

Project Budget	Schedule
Fee: $89,000 (90% spent)	Update: 2022 Completed: On-Going The schedule for the project was met, after modification by the City to incorporate additional public feedback.

SIMILARITIES TO PROJECT:

- *Active mode project identification and design*
- *Incorporating public feedback into active mode project identification*
- *Analysis of missing links in active mode network*

TRANSPO REFERENCES

Transpo's success is rooted in our commitment to providing high value, high quality service to our clients. We encourage you to contact our references regarding our past performance.

City of Port Angeles
Jonathan Boehme
Deputy Director of Engineering
(360) 417-4811, jboehme@cityofpa.us

City of Renton
Blake Costa, P.E., Civil Engineer III
(425) 757-9994, bcosta@Rentonwa.gov

City of Bellingham
Riley Grant, Communications Manager
(360) 778-8100, ragrant@cob.org

> Brett's team were creative in the integration of active mode facilities in the right of way and focused on safety and mobility for all users throughout the design process.
>
> *Freeman Anthony—Project Manager, City of Bellingham*

Brett Schock
PE, AICP, RSP2i, ENV SP
PROJECT MANAGER

Brett brings a 20-year career in roadway design and active transportation safety and mobility. Brett has performed as a public and private project manager and engineer on all phases of project development, from preliminary design and environmental assessment, to management of diverse engineering teams to complete final design, contract document production, project advertisement and implementation. He is well-versed in the most recent AASHTO, FHWA and NACTO guidance as well as Target Zero approaches to prioritize safety in the design of active transportation networks that are comfortable for users of all ages and abilities. Brett enjoys taking a creative approach to non-motorized infrastructure development, identifying opportunities to maximize the use of existing facilities.

PROJECT SAMPLES

- **Local Road Safety Plans**
  Kenmore, Covington, Port Angeles, San Juan County, Maple Valley, Edgewood, Sumner, Lake Stevens, Renton, Redmond, Swinomish Indian Tribal Community
  Brett has developed Local Road Safety Plans for several agencies, both as a City traffic engineer and with Transpo Group. Brett leads a team in the analysis of crash data and identification of trends and risk factors, including development of mapping to analyze spatial trends and investigate individual crash details where needed. He works with engineering staff to develop conceptual project designs and cost estimates for proposed countermeasures. Brett collaborates closely with agency staff to develop a Safety Plan that meets each City's vision for addressing safety, comfort with federally funded projects and capacity to deliver projects in future years.
- **Target Zero Program**
  City of Kenmore
  Brett led the engineering portion of the program assessing city-wide active transportation mode safety, identifying and prioritizing projects to address active mode safety concerns. The Target Zero program included public outreach to educate and encourage the public in the use of active transportation modes, development of a Neighborhood Transportation Plan Program, and an extensive series of 40 public meetings to develop proactive safety treatments for traffic calming and active transportation safety. Yearly Target Zero updates were provided by Brett to the City Council, with extensive documentation of the efforts completed in the previous year to advance the goals of the program.
- **Renton Safe Routes to Transit**
  City of Renton
  Brett managed the design of bike lane additions and pedestrian crossing improvements at six sites across Renton. Projects included a mix of "low cost/ high impact" projects and standard hardscape improvements.

EXPERTISE
- Active Transportation Safety Analysis and Design
- Pedestrian and Bicycle Improvement Planning & Design
- Traffic Engineering
- Public Involvement

EDUCATION
- MS, Engineering Management, *Robert Morris University*
- BS, Civil Engineering, *University of Pittsburgh*

LICENSURE
- PE, Washington, Texas

CERTIFICATION
- AICP
- Roadway Safety Professional (RSP2i)
- Environmental Sustainability Professional (ENV SP)

MEMBERSHIPS
- American Planning Association (APA)

VALUE TO THE TEAM
- Concurrent LRSP development experience
- LRSP and SS4A Training
- Safety Certification and Expertise

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Jon Pascal PE

PRINCIPAL-IN-CHARGE

Jon is a Principal at Transpo and specializes in moving projects from planning to engineering design. Jon is passionate about finding ways to improve roadway safety for all users, especially pedestrians and bicyclists. He regularly leads transportation safety studies and understands how to carefully balance competing priorities to address the needs of all travel modes. He is also an appointed member of Washington State's Cooper Jones Active Transportation Safety Council, that reports directly to the State Legislature to help advance legislation to improve safety for active transportation users across the state.

PROJECT SAMPLES

- **Local Road Safety Plan**
  City of Maple Valley, Edgewood, Sumner, Renton, San Juan County
  Jon provided oversight of the analysis of crash data and identification of trends and risk factors for roadways. He assisted in developing conceptual project designs and cost estimates of proposed countermeasures for problem locations.
- **Hansville Comprehensive Safety Study**
  Kitsap County
  Jon led a study of County rural roadways to identify signage, illumination, shoulder, and traffic control improvements, as well as a review of the County's criteria for installing traffic calming measures and modifying speed limits.
- **Islandwide Speed Limit Study**
  City of Bainbridge Island
  Jon led a study to evaluate speed limits on all 150 miles of public streets across the City. The need arose due to inconsistent speed limits, continued public requests for speed reductions, safety concerns, and a desire to develop objective criteria in setting of speed limits. The results of the study led the City to reduce speed limits on nearly 50 miles of roadway.
- **Samish-Maple-Ellis Multimodal Safety Improvements**
  City of Bellingham
  Jon led a study and design effort to examine alternatives to reduce collisions, construct bikeway facilities, improve pedestrian safety, and improve the streetscape environment along the Samish-Maple-Ellis corridor in Bellingham. The study resulted in a set of recommendations including buffered bicycle lanes, improved crossings, and intersection reconfigurations.
- **Clearwater Avenue Corridor Safety Study**
  City of Kennewick
  Jon led a consultant team to prepare a detailed evaluation of the Clearwater Avenue corridor and develop alternatives to address the identified safety, access, and circulation issues. The study included a robust public outreach component to assist in identifying feasible solutions along the corridor.

EXPERTISE

- Safety Analysis
- Multimodal Planning
- Traffic Engineering
- Design Standards/ Complete Street Policies

EDUCATION

- MS, Civil Engineering
  University of Washington
- BS, Forestry
  University of Washington

LICENSURE

- PE, Washington, Idaho

MEMBERSHIPS

- Member, Institute of Transportation Engineers (ITE)
- Member, Cooper Jones Active Transportation Safety Council, Washington State Traffic Safety Commission
- King County Regional Transit Committee

VALUE TO THE TEAM

- As a Principal, has authority to allocate resources
- Focus on incorporating best practice pedestrian and bicycle design treatments
- LRSP and safety planning expertise

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Chris Comeau FAICP-CTP

SAFETY ANALYSIS

Chris Comeau, FAICP-CTP, joined Transpo as a Senior Transportation Planner after 22 years working for the City of Bellingham. Chris was responsible for creating Bellingham's innovative multimodal transportation plans, policies, and programs, and transforming them into projects by securing $70 million dollars in transportation grants and multi-agency funding partnerships. In 2020, Chris' work resulted in the League of American Bicyclists promoting Bellingham to a Gold-level Bicycle Friendly Community – 1 of only 34 communities in the U.S. to gain that status. Chris has worked with the Transpo team on a wide variety of projects and is excited to bring his knowledge and extensive experience to the consultant side of projects.

PROJECT SAMPLES

- **Prioritized Pedestrian and Bicycle Master Plans**
  City of Bellingham
  From 2011 thru 2014, Chris helped Bellingham create its first Pedestrian and Bicycle Master Plans with defined walkway and bikeway networks and project lists prioritized according to community values and connectivity benefit. From 2012 through 2022, Chris implemented 218 sidewalk, bikeway, and crossing improvement projects from these plans, which equated to 23% of the pedestrian plan and 52% of the bicycle plan.
- **Local Road Safety Plans**
  City of Bellingham
  Chris independently produced Bellingham's 2020 and 2022 Local Road Safety Plans, which incorporated social equity considerations, mixed-use and transit-oriented development, and focused on eliminating fatalities and injuries involving pedestrians and bicyclists. Bellingham's 2020 LRSP secured $900,000 in HSIP grant funds for roundabout improvements, as well as $4 million in WSDOT SRTS, PBS, and TIB grants for sidewalks, bikeways, flashing crosswalks, and a roundabout. Bellingham's 2022 LRSP secured a $400,000 TIB grant for a traffic signal and sidewalk at a park-n-ride and a $400,000 TIB grant for a traffic signal, sidewalk, and flashing crosswalks in an Urban Village.
- **Transportation Grant Funding Success**
  City of Bellingham
  Over the past 16 years, Chris secured over $70 million in regional, state, and federal grant funding for transportation improvements in Bellingham. Key to this success was Chris' ability to lead feasibility studies, develop innovative solutions to complex transportation problems, forge partnerships with local agencies and organizations, and effectively illustrate the transportation benefits to be gained in grant applications.

AREAS OF EXPERTISE

- Safety Analysis
- Multimodal Planning
- Grant Writing

EDUCATION

- Graduate Studies, Land Use Planning
  Northern Arizona University
- BS, Land Use Planning
  Northern Arizona University

CERTIFICATIONS

Elected to College of Fellows of AICP (FAICP) February 2022

AICP advanced credential for Certified Transportation Planner (CTP)

American Institute of Certified Planners (AICP) #019503

MEMBERSHIPS

- American Planning Association (APA) – U.S. and Washington Chapters
- Institute of Transportation Engineers (ITE) - U.S. and Washington Chapters
- Association of Pedestrian and Bicycle Professionals (APBP) – U.S. Chapter

VALUE STATEMENTS

- Safety planning experience and expertise from the agency perspective
- Demonstrated success with obtaining grant funding for safety projects

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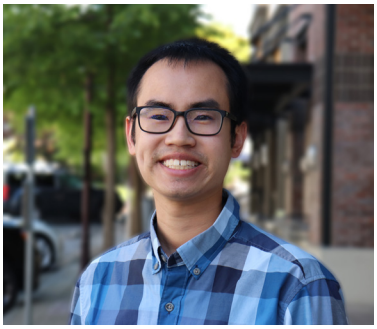
Tuan Nguyen
CONCEPTUAL DESIGN



Tuan is a multi-modal transportation engineer with 4 years of experience with Transpo Group. In his role at Transpo, he has developed a wide range of design experience including traffic signals, channelization, illumination, temporary traffic control, and ADA curb ramps. Tuan has been involved in various non-motorized design projects across the Puget Sound region. He is always willing to accept any challenge and enjoys thinking "outside the box" to develop creative and innovative solutions. The experience that he has accumulated in his career will allow him to deliver this project in a highly effective and efficient manner. He is proficient in AutoCAD, Civil3D, AGI32, and AutoTURN.

PROJECT SAMPLES

- **2019 Transportation Benefit District Projects**
  Bellingham, WA
  Tuan is designing eleven non-motorized projects around the City of Bellingham. Key project elements include design of a 300-foot new shared use path, 1,000 feet of continuous buffered bike lanes, and over ½ mile of new sidewalk, as well as miles of new bicycle boulevard. This project further connects the city's bicycle network as outlined in the City of Bellingham Bicycle Master Plan and increases pedestrian infrastructure and connections around the city.

- **Lakefront Pedestrian & Bicycle Safety Project**
  Kirkland, WA
  Tuan developed the channelization, signage, and rectangular rapid flashing beacon plans and cost estimate for a 4-mile long corridor along Lake Washington Boulevard NE and Market St in Kirkland WA. Channelization include implementation of dashed green pavement markings at intersections and solid green pavement markings at driveways. A key factor to this project was the design of way-finding signage to guide cyclists along the corridor. This project aimed to enhance the bicycle and pedestrian experience and encourage multi-modal usage through Downtown Kirkland and surrounding neighborhoods.

- **Washington State Convention Center Addition**
  Seattle, WA
  Tuan is one of the lead designers on the $1.6 billion Convention Center expansion project in Downtown Seattle. As part of this project, he has been responsible for the channelization and signal design efforts and on-going construction coordination. During the initial stage of construction, the access to the Downtown Seattle Transit Tunnel remained open through a temporary ramp to allow buses to enter the surface streets. Tuan developed the channelization plans and temporary traffic control in the busy Downtown Seattle environment, including converting an existing one-way into a two-way with a new protected bike lane. With such a large-scale project in a busy downtown environment, Tuan has gained extensive experience working with multiple stakeholders and various civil engineering consultants for this project.

EXPERTISE

- Channelization Design
- Multi-modal Design
- Traffic Signal Design
- Civil3D Roadway Modeling

EDUCATION

- BS, Civil & Environmental Engineering
  University of Washington

LICENSURE

- PE, Washington

MEMBERSHIPS

- Institute of Transportation Engineers (ITE)

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Casey Rothlisberger

GIS ANALYSIS

Casey is a GIS Technician with a passion for mapping and analyzing spatial data. He has experience across the full suite of ESRI software, and primarily focuses on cartography, data collection, data management, and spatial analysis. He works with Transpo's GIS team and technical engineers to produce clean, accurate data and intuitive static and interactive maps.

PROJECT SAMPLES

- **Redmond Local Road Safety Plan**
  City of Redmond | Redmond, WA
  Casey has provided GIS mapping of crash data and tools for analysis of contributing factors to crashes for the City's Local Road Safety Plan. Casey has applied GIS tools to develop public and internal facing maps that have been key in identifying trends, risk factors and countermeasure projects. He has provided analysis and insight from the spatial data that has informed project types and locations during the LRSP development.
- **Whatcom Transit Authority Planning On-Call**
  Whatcom Transit Authority | Bellingham, WA
  Casey assisted in inventory and update Whatcom Transit Authority bus stops using aerial imagery and data collection in the field. Casey also analyzed the walkability range for pedestrians accessing bus stops within Whatcom Transit Authority's main three bus lines in Bellingham, Washington by using service layer analysis in GIS.
- **Duvall On-Call GIS Support & Asset Utility Mapping**
  City of Duvall | Duvall, WA
  Casey helped clean asset data for Duvall's wastewater treatment plant so assets could be easily organized, located, and updated. He also uploaded the data online and created a web map and a web application that the client can use to manage thousands of asset points within the wastewater treatment plant.
- **Meridian Ave Corridor Study**
  City of Edgewood | Edgewood, WA
  Casey helped to import 10 years of collision data for Meridian Ave in the city of Edgewood. Collision data had to be cleaned and managed for GIS compatibility. Once the data was uploaded into GIS software, collisions were mapped and differentiated by collision type. The data was then uploaded online, and Casey produced an interactive web application that technical managers and clients could use to help visualize the collision data.

EXPERTISE

- GIS Mapping / Analysis
- Interactive Web Mapping
- Census Data Analysis
- Asset Database Development

EDUCATION

- B.A. Environmental Studies, Western Washington University
- Geographic Information Science Certificate, Western Washington University

VALUE TO THE TEAM

- Understanding of the goals of safety-related GIS mapping
- Preparation of public-facing GIS maps
- Skilled with creation of internal GIS tools to help facilitate safety analysis

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Jewell Hamilton

TECHNICAL WRITING & SAFETY ANALYSIS

Jewell is a Transportation Analyst with Transpo Group who regularly assists with traffic operations and transportation planning projects and is developing expertise in ADA transition plan and safety projects. They are passionate about helping communities achieve social, economic, and environmental sustainability goals. They believe that an agency's approach to transportation greatly influences not only the health and quality of life of its residents, but how equitable, attractive, and prosperous the area will be.

Jewell has four years of experience in working with the public as well as private sector and government agencies in addressing issues such as first and last mile transit access, pedestrian network planning and development, and ADA compliance planning. They are familiar with Safe Roads and Vision Zero, and holds a Green Roads Orange Badge from the Sustainable Transport Council.

PROJECT SAMPLES

- **Local Road Safety Plan**
  City of Redmond | Redmond, WA
  Jewell has provided safety statistical and spatial analysis and technical writing for the development of a Local Road Safety Plan for the City of Redmond. Jewell's analysis and insight into safety trends has contributed to the development of risk factors, countermeasures and potential project types. Inclusion of on-the-ground analysis and experience of the sites of higher crash risk and consideration of the user and user's experience of both the existing and modified transportation environment have been key factors in Jewell's identification of safety improvements.

- **Roadway Safety Audits**
  Swinomish Indian Tribal Community (SITC) | Swinomish, WA
  Jewell provided technical writing and safety analysis for four Roadway Safety Audits conducted in the Swinomish Village area for the SITC. Jewell analyzed existing conditions to identify safety concerns and potential safety improvements for all modes of travel in four corridors. The Audits were conducted using FHWA's Safe System Approach, applying Tribal Safety Program funds to identify important safety improvements on roads in the SITC.

EXPERTISE

- Traffic Operations
- Transportation Planning
- ADA Transition Planning

EDUCATION

- **MS, Sustainable** *Transportation*
  University of Washington
- **BS, Civil Engineering**
  Western Washington University

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Jane Jessen
OUTREACH LEAD

Jane has worked in marketing and graphic design for over 20 years and has been involved in public outreach, marketing, and designing projects for Transpo for over 9 years. She has worked on projects of all sizes, from large-scale reports to web content design, developing outreach materials and infographics, all of which require a knowledge of the audience and an eye for detail. She has the unique and design, using both words and graphics to help interpret complex data into visually pleasing and easy-to-understand graphics and content for public consumption. Jane and her team are responsible for all marketing efforts at Transpo for both internal groups and external clients. They have supported numerous public outreach events, online open houses, created outreach graphics, report graphics, and designed and facilitated community surveys. Jane has an easy-going manner that helps foster a smooth process and focuses on delivering quality products and good customer service.

PROJECT SAMPLES

- **Lincoln-Lakeway Multimodal Transportation Study**
  City of Bellingham
  Transpo assisted a study of the transportation system surrounding Interstate-5 along Lincoln-Lakeway Drive for future improvements. Jane assisted the City in conducting a public survey of local residents to provide insight and help identify issues, needs, and priorities to improve the multimodal transportation systems in this area. They survey was designed primarily as an online survey and promoted through email and posts on social media and the project website. In an effort to reach as many people as possible, she also designed a paper survey that was mailed to a segment of hard-to-reach people within the study area, and both the paper and online survey were translated into Spanish.

- **HOCTS Long Range Transportation Plan (LRTP) Update**
  Herkimer-Oneida County Transportation Study (HOCTS)
  Transpo delivered the 2020-2040 Long-Range Transportation Plan for HOCTS, the designated metropolitan planning organization for the Utica, NY region. Jane led the development of all outreach materials, including survey development and public information boards for both formal project-oriented meetings and “pop-up” booths at major public events in the region. In an effort to reach a broad audience, surveys for the public were translated for the first time into the region’s top five Limited English Proficiency (LEP) languages. She also managed the graphic design for the LRTP final document (available at: www.hoctslrtp.org), which will guide federal investment in the region’s transportation network over the plan’s 20-year horizon.

- **ADA Transition Plans**
  Multiple Agencies | Washington State
  Jane assisted with the coordination and design of multiple extensive public outreach processes for clients such as the University of Washington and King County with well attended in-person open houses, online open house and survey, and an app and website with an interactive map that allows members of the public to identify specific locations of concern. She and her team then use the data collected to summarize the outreach data to easily convey information for public consumption.

EXPERTISE

- Public Outreach Coordination
- Graphics Development
- Online Surveying and
- Open Houses

EDUCATION

- BA, English
  Coe College
- Graphic Design
  Certification courses
  UC Santa Cruz

VALUE TO THE TEAM

- Able to create visuals for a non-technical audience
- Experienced at preparing Public Outreach materials
- Technically savvy with a variety of online outreach tools

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transpogroup

Brian Chandler
PE, PTOE, RSP2IB, PMP
PRINCIPAL, NATIONAL DIRECTOR FOR TRANSPORTATION SAFETY

Brian brings 24 years of experience in transportation safety planning, engineering, and data analysis— including leadership roles at the Missouri DOT, FHWA, and the private sector. He is a certified Road Safety Professional (RSP) Level 2 in both

behavioral and infrastructure disciplines. Transportation safety is his daily focus and professional passion. Brian will use his experience in safety planning to build the safety plan strategic framework, and ensure the plan meets all Safe Streets and Roads for All (SS4A) requirements.

PROJECT SAMPLES

- **Comprehensive Safety Action Plan (CSAP)**
  Richland, WA
  As project manager, Brian updated the 2022 Local Road Safety Plan to the 2023 CSAP by adding public engagement, Equity analysis, policy assessment, and performance measurement. The project resulted in a plan eligible for SS4A grant requirements for upcoming program cycles.

- **Local Road Safety Plan**
  Bremerton, WA
  Brian was Project Manager for the City of Bremerton's 2020 Local Road Safety Plan, a plan required for cities to participate in the Washington State DOT 2020 HSIP grant program. The Bremerton LRSP also served as the 2-year safety plan to identify infrastructure needs for upcoming funding opportunities. He identified location-specific and systemic safety needs using a GIS-based analysis of collision history and citizen feedback data. DKS then developed the LRSP, identified projects, and developed the city's HSIP grant applications. Brian also supported development of the 2022 LRSP as a subject matter expert.

- **Local Road Safety Plan and Grant Applications**
  Walla Walla, WA
  Brian led the development of the 2018 Walla Walla Local Road Safety Plan including crash mapping, problem identification at hot spots and corridors, and countermeasure selection. As part of the project Brian completed two City Safety Program Applications for safety grant funding. The result of the project was a successful safety grant application that will provide Walla Walla funding to improve safety on their city streets.

- **Pasco, WA Local Road Safety Plan.**
  Brian was Project Manager for the Pasco Local Road Safety Plan, produced to make the city eligible for the WSDOT 2020 City Safety Program that awards federal safety funding to cities for roadway safety needs. He developed the LRSP, identified projects, and developed the city's HSIP grant applications that resulted in $2 million in safety project awards. Brian supported the 2022 Pasco LRSP as a subject matter expert.

- **Southwest Washington RTC City Safety Plans.**
  As project manager, Brian led the development of five 2022 City Safety Plans for the following cities in Washington: Battle Ground, Camas, La Center, Ridgefield, and Washougal. Activities included identifying safety needs, developing the safety plan, recommending projects, and completing grant applications for the WSDOT City Safety Program.

EDUCATION

- BS, Civil Engineering, University of Missouri-Columbia

CERTIFICATIONS

- Washington Professional Civil Engineer, No. 47563
- Professional Traffic Operations Engineer, No. 1690
- Road Safety Professional Level 2, No. 32
- Project Management Professional, No. 4940438E1

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Brian Kellogg PE, PTP, PTOE

TRANSPORTATION ENGINEER/PLANNER

Brian is a Transportation Engineer & Planner with over ten years of experience working on and managing projects ranging from design decisions around channelization and signal timings, to transit/BRT planning and roundabout design. His project management approach places safety into discussions around design changes, and his experience in analyzing crash history and gaining input from stakeholders and community members has resulted in providing practical, effective countermeasures to improve safety outcomes for all roadway users.

PROJECT SAMPLES

- **Puyallup-Tacoma Regional Trail**
  Pierce County, WA.
  Part of the Puget Sound Gateway Program, the planning of a trail connection between the cities of Puyallup and Tacoma through the southern Puget Sound region. Multiple routes were considered for the trail, with each analyzed in terms of cost, safety and comfort for pedestrians and cyclists, demographics/equity for accessing the trail, and availability of right-of-way. Through his work on other intersection control areas of the project, Brian conducted safety and accessibility analyses for ensuring trail users were safely accommodated.

- **Pierce Transit BRT - Pacific Ave**
  Tacoma, WA.
  DKS is leading the traffic operations and safety analysis for the planning of the Pierce Transit BRT line to run between downtown Tacoma and Spanaway along SR 7. Brian led the development of a simulation model for the downtown Tacoma portion of the BRT route and assisted in traffic analysis for other portions of the BRT line.

- **SDOT Westlake & Denny Station Relocation**
  Seattle, WA
  Brian led DKS's study of the combined station serving the Seattle Streetcar and multiple bus lines at the intersection of Westlake Avenue and Denny Way in Seattle's South Lake Union neighborhood. The DKS team evaluated multiple alternatives for moving the station, which experiences high congestion and frequent safety issues between transit and general vehicles. The alternatives were rated according to their effects on pedestrian safety and estimated exposure to vehicular traffic, and helped SDOT to select an alternative that would balance transit operations with safety in this area with heavy walking traffic.

EDUCATION

- M.Sc. Transportation Systems Technical University of Munich February 2012
- BS Civil Engineering University of Nebraska May 2009

CERTIFICATIONS

- Professional Engineer, Washington State No. 57248
- Professional Transportation Planner, No. 596
- Professional Traffic Operations Engineer (PTOE) No. 4678

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Veronica Sullivan RSP1

TRANSPORTATION ENGINEER/PLANNER

Veronica brings seven years of experience working on a wide variety of transportation safety projects including local road safety plans, road safety audits (RSAs), intersection and corridor safety plans, and multimodal safety plans. She has also led public and private outreach efforts including facilitating mobility tours, preparing public meeting materials, developed technical reports, 3D renderings, and online Tableau interactive dashboards. Veronica has leveraged information gathered through public outreach to help develop local road safety plans, grant applications, and statewide pedestrian and bicycle plans. As a project manager, Veronica is organized, understands safety data, is an excellent communicator, and delivers products that meet or exceed expectations. She recently managed the 2022 Bremerton and Pasco LRSPs and will apply successes and lessons learned on those projects.

PROJECT SAMPLES

- **Countywide Speed Limit Evaluation**
  Island County, WA
  Veronica is serving as Project Manager on this on-going project with Island County. In 2021, the DKS team developed a revised speed limit policy for Island County to promote consistent, appropriate, safe driving speeds countywide based on the NCHRP 966 report and other guiding documents. This project's second phase involves implementing the customized speed limit setting evaluation excel tool that recommends posted speed limits for roads in Island County.

- **City Safety Plan**
  City of Pasco WA
  Veronica served as Project Manager for this project that involved developing a Local Road Safety Plan that incorporates crash history and other risk factors to implement countermeasures to improve safety in the City of Pasco. Veronica used Tableau to map crash data to identify hot spots, contributing factors, associated risk factors, and deficiencies present in the City's road network. She also developed two successful HSIP grant applications worth $1 million combined based on the projects identified in the city safety plan.

- **Strategic Road Safety Plan**
  City of Bremerton, WA
  Veronica served as Project Manager to develop the Strategic Road Safety Plan and grant applications that used a data driven approach to implement infrastructure-based countermeasures to improve safety in the City of Bremerton. Veronica used GIS and Tableau to map crash data to effectively identify trends, contributing factors, associated risk factors and deficiencies present in the City's road network. After summarizing the data, the DKS team identified a prioritized list of infrastructure-based countermeasures for the purpose of reducing the risk of crashes resulting in serious injuries or fatalities. The team conducted multiple benefit-cost ratios to determine which projects to pursue for grant funding.

EDUCATION

- MASc, Civil Engineering, University of Waterloo
- BESc, Urban Planning, University of Waterloo

CERTIFICATIONS

- Road Safety Professional Level 1, 2021, No. 684 (RSP1)

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