ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO

RFP NO. 21-25

CITY OF ANN ARBOR

VISION ZERO ACTION PLAN

Submitted to:

Technical Proposal

August 25th, 2021

Submitted by:

Sam Schwartz

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***Fee proposal submitted under separate cover as outlined in the RFP**

Sam Schwartz
223 W. Jackson Blvd., Suite 1101
Chicago, IL 60606
(773) 305-0800
samschwartz.com

Sam Schwartz

August 25, 2021

Eli Cooper
Transportation Program Manager
City of Ann Arbor
c/o Customer Service
301 East Huron Street
Ann Arbor, MI 48107

RE: RFP No.21-25 – Ann Arbor Vision Zero Action Plan

Dear Mr. Cooper:

We are pleased to present this proposal to continue our work with the City of Ann Arbor and assist your team with an action plan to achieve Vision Zero. We strongly believe in the importance of this work and understand the need for a clear and transparent action and implementation plan to get to zero.

Our team is poised to deliver on the bold and ambitious plan that was unanimously adopted by the Ann Arbor City Council in June. With our team's familiarity with the community and Moving Together Towards Vision Zero, we are prepared to maintain momentum and move directly into implementation of short-term capital improvement projects and program 5 years of actions, while building systems within the City to routinely integrate safe streets into regular practices and policies.

Our team includes a depth of expertise in Vision Zero and direct experience in the implementation of policies, programs, and projects to support traffic safety. Sam Schwartz is joined by SmithGroup on this effort, bringing their extensive knowledge of the Ann Arbor community and ongoing experience in quick-build installations in the city to support the public engagement and project implementation. AECOM will also support the team lending advisory services in developing safe systems approaches and technical guidance.

Our proposed approach to this work is outlined in the attached proposal; however, we are happy to adapt this approach if needed to meet the city's expectations. We look forward to further discussing this opportunity with you and your team. Should you have any questions regarding this proposal, please feel free to contact me, Stacey Meekins, an authorized negotiator of the firm, at (312) 736-2547.

Our team also acknowledges receipt of Addendum 1 and confirms that this offer is valid for the required minimum of 90 days from the proposal due date.

Sincerely,

S. Meekins

Stacey Meekins
Principal + National Practice Leader, Complete Streets

01. Professional Qualifications

Our team understands the immediacy of the Vision Zero movement. **One more life lost is too many.** Through Ann Arbor's Vision Zero Action Plan, we will advance the city's recently adopted comprehensive transportation plan update through this next phase and into implementation – building trust among the public and stakeholders and making real progress towards a safer community.

We have assembled a team uniquely suited to support Ann Arbor through this effort; bringing an unparalleled combination of technical knowledge of advancing multi-disciplinary Vision Zero strategies paired with local, practical implementation experience. Our team brings the continuity necessary from the comprehensive plan to maintain momentum and seamlessly move the plan strategies forward without the need for an orientation or in-depth exploration phase.

Sam Schwartz

Sam Schwartz is a 130+ person transportation planning and engineering consulting firm with over 26 years of practice on a wide array of complex transportation issues and a record of award-winning projects. We are an industry leader in advancing Vision Zero at both the national and local levels and are in the unique position of managing and implementing the City of Chicago's Vision Zero program. Our experience in Chicago has built our team's understanding of how to develop programs and initiatives that address critical safety issues, educate and engage communities, and build a diverse coalition committed to achieving Vision Zero. Our experiences developing Vision Zero action plans coupled with our responsibility to implement projects while working to incorporate Vision Zero practices into City processes provides us with an invaluable understanding of how to get Vision Zero done in Ann Arbor.

Sam Schwartz will manage the overall process for Ann Arbor, providing the strategic vision for all aspects of the project, ensuring high-quality and on-time execution of each task, and coordinating communication between our team, the city, and the Vision Zero Implementation Committee.

The sheer volume of traffic crashes can inure us to the damage they cause but we must never lose sight of the human impact that fatal and serious-injury crashes have on victims, their families, and their communities. According to the National Safety Council, **motor vehicle crashes remain the leading cause of death for children and young adults from ages 4 to 12 and from 14 to 22.**

P21-03-2770

Sam Schwartz

Sam Schwartz is a corporation incorporated in New York State, founded in 1995, with a license to operate in the State of Michigan.

Office of proposed staff: Chicago: 223 W. Jackson, Suite 1101, Chicago IL, 60606

SmithGroup

SmithGroup is a privately-held corporation, founded in Detroit, MI in 1853, with a license to operate in the State of Michigan.

Offices of proposed staff: Ann Arbor: 201 Depot St, Ann Arbor, MI 48104 / Detroit: 500 Griswold St #1700, Detroit, MI 48226

AECOM

AECOM Great Lakes, Inc. is a corporation based in Michigan and founded in 1965.

Offices of proposed staff: Southfield, MI: 27777 Franklin Rd #2000, Southfield, MI 48034 / Madison, WI: 1350 Deming Way, Middleton, WI 53562

SMITHGROUP

SmithGroup is an award-winning, multi-national organization that employs research, data, advanced technologies and design thinking to help clients solve their greatest challenges. Working across a network of 15 offices, with one in Ann Arbor, their team of 1,200 experts is committed to excellence in strategy, design and delivery—giving rise to new and innovative processes and methodologies that are redefining the way we work as teams.

SmithGroup has a long history of working in Ann Arbor and recent experience engaging the public to implement transportation guidelines and projects, providing invaluable insight into how to effectively listen and engage with City stakeholders and the community at-large. SmithGroup's knowledge of Ann Arbor streets, experience with pilots and tactical interventions, and deep bench in community engagement will play a key role in ensuring the success of this team.

AECOM

As a leader in transportation planning, design and construction services, AECOM offers decades of directly relevant experience in transportation planning, corridor studies, stakeholder engagement, travel demand modeling, feasibility studies, and multimodal design services. Our planners and engineers understand that effective project planning is critical to the success of every transportation project. With over 300 professionals located in Michigan, AECOM is the largest transportation engineering firm in the state and are pre-qualified by the Michigan Department of Transportation to provide virtually all engineering and environmental services necessary to implement projects.

AECOM brings significant experience working in Ann Arbor, including a role on the City's current on-call traffic services team along with experience in transportation system safety analysis in order to recommend implementation along major arterials. AECOM will serve as a technical advisor on strategy implementation as well as the potential to provide traffic analysis to support project scoping and programming for focus corridors and intersections.

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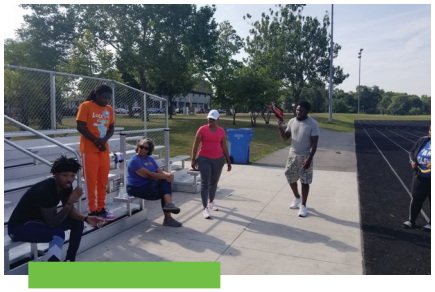
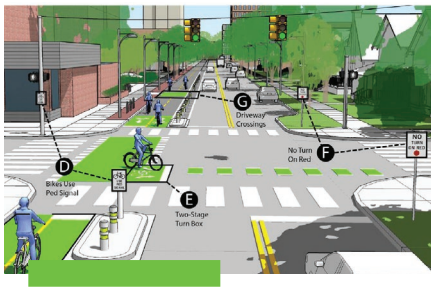
Together, our team brings the following clear advantages to this project:

Implementation experience: We have experience not only developing Vision Zero plans but implementing them. Our experience managing Chicago's Vision Zero program will enable us to develop a roadmap for Ann Arbor that incorporates immediate actions, a prioritized program for future actions, and project definition needed to advance short-term strategies. Our experience in Chicago has centered around an equitable implementation strategy, focusing on neighborhoods where crash concentrations are high and long-term disinvestment have limited mobility options.



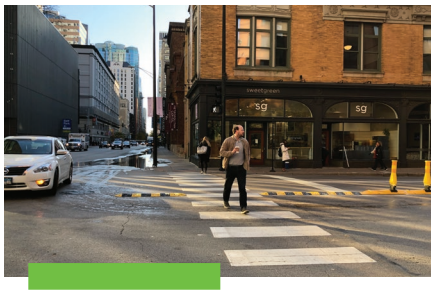
Walking Workshop in Englewood for Vision Zero South Side.

Local understanding: With our combined experience on Ann Arbor Moving Together Towards Vision Zero and our experience with local implementation, our team has the most relevant and in-depth understanding of both the values and priorities of the community as well as the technical understanding of how to implement projects in Ann Arbor.



Graphic from SmithGroup's work on the Ann Arbor Downtown Street Design Manual.

Vision Zero coalition-building: Our team understands the importance of building a broad base of support for Vision Zero among implementers, stakeholders, and the public alike. Our approach incorporates meaningful working meetings with the implementation committee to build ownership and commitment among stakeholders and practitioners. We will draw from an innovative toolbox of tactics and strategies—which can be adapted to in-person or virtual formats—to engage the public. Our public engagement will be strengthened by our experience with direct education around the importance of Vision Zero, practicing safe behaviors, and building awareness of changing infrastructure.



Tactical implementation for the Chicago Downtown Vision Zero.

Institutionalizing safety: Our team understands the root causes that can impede progress and are experts in crafting new policies and processes that institutionalize change. Sam Schwartz recently led a national study for the National Association of Transportation Officials (NACTO) on organizational and process-related best practices for transportation agencies, covering topics like project development and prioritization, evaluation and reporting, asset management, construction coordination, and community engagement. We will draw on these lessons and innovative practices from across the country to help Ann Arbor update existing systems (and develop new ones where necessary) to incorporate a Safe Systems approach throughout projects in the public way.

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Key Personnel

Stacey Meekins | Project Manager
Stacey is an Authorized Negotiator of the firm and can be reached at 312-736-2547 / smeekins@samschwartz.com

Stacey Meekins, AICP

Stacey is the National Practice Leader at Sam Schwartz and will be the Project Manager responsible for leading a successful Vision Zero planning process in Ann Arbor. Stacey has devoted her career to assisting communities to increase mobility choices, helping to implement visions which contribute to overall social and economic development while increasing safety, accessibility, and promoting transportation equity.

Under Stacey's leadership, Sam Schwartz's planning group has completed a wide variety of innovative planning projects, ranging from multimodal corridor concept plans to district-scale framework plans to citywide policy and program implementation. Stacey has an exceptional understanding of the procedures and processes of project development and delivery, including seeking out funding opportunities and preparing grant applications for city agencies. She currently oversees the team implementing Chicago's Vision Zero and Pedestrian programs and has contributed to the FHWA Separated Bike Planning and Design Guide and Road Diet Informational Guide, as well as Complete Streets and Vision Zero projects in Detroit, Newark, Des Moines, and Ann Arbor.

Alex Hanson, AICP

Alex Hanson, AICP

Alex Hanson is an Associate at Sam Schwartz and will serve as a task lead for Ann Arbor's Vision Zero Implementation Plan. Alex works with cities across the country to better connect their transportation policies and street design to community goals related to safety, livability, equitable access, and environmental sustainability. He excels at helping communities translate their mobility goals into performance metrics and developing new organizational processes and structures to better deliver those goals. He also specializes in using emerging data sources to understand transportation challenges and using data to tell compelling stories that build support for transformative projects and plans.

> Our project leadership maintains continuity from Ann Arbor Moving Together Towards Vision Zero. We will bring an established, deep understanding of the community and subject matter.

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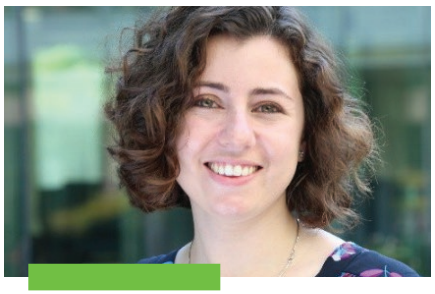
Sid Shah

Sid is a Planner and Engineer with experience in developing and implementing improvements that make our streets safer for all people walking, biking, riding transit, and driving. Additionally, he has worked extensively with data to identify patterns and trends in traffic safety that further inform policy and infrastructure improvements. His recent projects with the Chicago Department of Transportation highlight his aptitude for collecting, analyzing, and conveying the information deduced from transportation-related data in order to inform safer, smart street designs and policies.

Sid Shah

Allison Porton

Allison is a transportation planner at Sam Schwartz specializing in traffic safety, multi-modal transportation planning, and transportation policy. Prior to entering the field of planning, she worked in public policy in Washington, D.C. serving as the director of communications for an advocacy-focused nonprofit, analyzing policy proposals and communicating the stakes of these proposals as part of issue campaigns. Allison brings this policy focus to her work, prioritizing the integration and synthesis of relevant national and international policy research and best practices.



Allison Porton

Janet Attarian, AIA, LEED AP, BD+C

Janet has over 25 years of experience in creating beautiful, livable cities with a focus on urban mobility and street design. In her leadership role as Senior Mobility Strategist, she helps craft SmithGroup's vision for multi-modal mobility that is focused on people and planet, using her gift for synthesizing the multiple disciplines it takes to create safe, vibrant streets and innovative policy and programs. Previously, as Complete Streets Director for the Chicago Department of Transportation, she led the implementation of the City pedestrian and bicycle plans, including the creation of a safety education campaign, implementation of pedestrian and bicycle safety improvements, and helping to start the City's Vision Zero program.

Janet Attarian

Oliver Kiley, PLA

With over 20 years of experience as a landscape architect, Oliver practices at the intersection of community planning, green infrastructure, mobility/street design, and public engagement—all in complex urban environments. He excels at working across scales and in bridging the gap between deep planning-level study and physical implementation, with a special emphasis on urban mobility and greenway projects.

Oliver Kiley, PLA

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Legend

- Sam Schwartz
- SmithGroup
- AECOM

Project Manager

- Stacey Meekins, AICP

Data Analysis: Concept Plans & Project Development

Sid Shah

- Erica Salutz, PE
- Oliver Kiley, PLA
- Alex Russeau, PE

Data Analysis: Policy Actions & Safe Systems

Allison Porton

- Katherine Nickele
- Sarah Lagpacan

Major Streets Traffic Calming

Sid Shah

- Kyle Sant, PE
- Jeff Sandberg, PE, PTOE, RSP$_1$

Communications & Engagement

Janet Attarian, AIA, LEED AP, BD+C

- Shameka Turner
- Allison Porton

Implementation Program & Annual Report

Alex Hanson, AICP

- Sid Shah
- Katherine Nickele
- Oliver Kiley, PLA

***Full resumes for each team member are at the back of the package.**

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02. Past Involvement with Similar Projects

Over the last five years, Sam Schwartz has been involved in 30+ projects involving Vision Zero and creating safer streets. Our experience covers a broad range of scales: national research on safety best practices, citywide programs and initiatives, community action plans, and safety studies for specific corridors.

Key to our team's experience is our connection to Ann Arbor. Between Sam Schwartz, SmithGroup, and AECOM our key staff have led major projects that guided the direction and opportunity for the Vision Zero Action Plan implementation to take place.

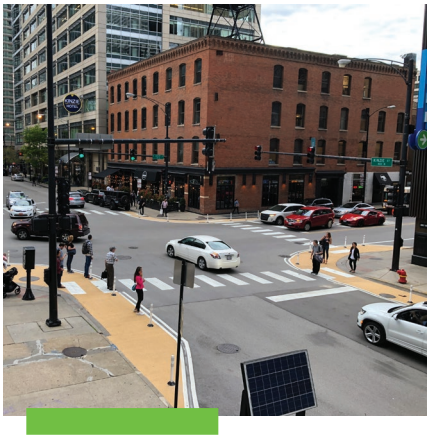
- City of Ann Arbor Comprehensive Transportation Plan
- Ann Arbor Streetscape Framework Plan
- Ann Arbor Downtown Streetscape, South University
- Ann Arbor Downtown Streetscape, Ashley & William Street
- Ann Arbor Downtown Development Authority, Street Design Manual
- City of Ann Arbor On-Call for Traffic Services
- Ann Arbor Pedestrian & Bicycle Infrastructure Review

National Safety Research

- FHWA Separated Bike Lane Planning and Design Guide
- FHWA Safety Performance Target Setting
- NHTSA Impact Analysis of Bike Safety Laws
- NHTSA Crash Data Improvement Project
- NHTSA Innovative and Sustainable Seatbelt Enforcement

Vision Zero and Safety Action Plans

- Downtown Vision Zero Action Plan (Chicago, IL)
- West Side Vision Zero Action Plan (Chicago, IL)
- Southside Vision Zero Action Plan (Chicago, IL)
- Vision Zero Action Plan (Hillsborough County, FL)
- Key Corridors Safety Action Plan (Phoenix, AZ)
- Pedestrian and Bicycle Safety Action Plan (Newark, NJ)
- Complex Intersections Safety Study and Toolbox (Chicago, IL



Rapid delivery safety project implemented with Chicago's Downtown Vision Zero Action Plan.

Sam Schwartz' Vision Zero Ambassadors in Chicago

North Milwaukee Avenue concept

MoveDSM, Des Moines' first transportation master plan

Safety Program Management and Support

- Traffic Safety Education Programs and Planning—Vision Zero (Chicago, IL)
- Pedestrian Program (Chicago, IL)
- Traffic Safety Engineering Support Services (Washington, D.C.)
- Highway Safety Improvement Program (Washington D.C.)
- Vision Zero Bus Safety Initiative (New York, NY)

Corridor Safety Studies

- Atlantic Avenue Vision Zero Improvements (New York, NY)
- Vision Zero 11th Avenue and 41st St Pedestrian Safety Modifications (New York, NY)
- Randolph Street Corridor Improvement Study (Chicago, IL)
- North Lake Shore Drive Phase 1 (Chicago, IL)
- North Milwaukee Avenue Design (Chicago, IL)
- Alabama Avenue SE Corridor Safety Study (Washington, D.C.)
- 40th/Foster/Butler Streets Pedestrian Safety Study (Pittsburgh, PA)
- Columbia Pike Bicycle and Pedestrian Safety Study (Fairfax, VA)

Citywide and Regional Transportation Plans with Safety Focus

- Comprehensive Transportation Plan Update (Ann Arbor, MI)
- Move Seattle Strategic Plan (Seattle, WA)
- Complete Streets Policy and Project Development (Milwaukee, WI)
- Move DSM Transportation Master Plan (Des Moines, IA)
- Boise's Transportation Action Plan (Boise, ID)
- Northwest Municipal Conference Multimodal Transportation Plan (Chicago Suburbs, IL)

In the following pages, we have highlighted key project experience applicable to the proposed scope for the Ann Arbor Vision Zero Action Plan.

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City of Ann Arbor Comprehensive Transportation Plan Update

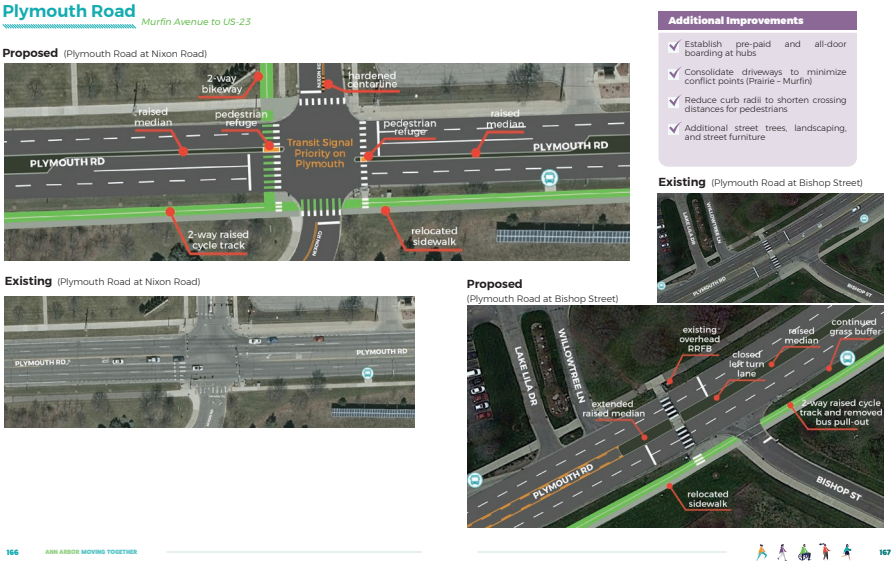
Ann Arbor, MI

Illustrations by Pablo Stanley

Sam Schwartz is partnered with the City of Ann Arbor to develop a transformative update to the City's Comprehensive Transportation Plan focused on detailing a clear path towards eliminating deaths and serious injuries related to traffic crashes and enabling a rapid shift to a carbon neutral transportation system by 2030. The plan was anchored by a robust community engagement process that involved thousands of residents in the planning process through a mix of virtual, in-person, and interactive modules.

Sam Schwartz conducted extensive safety analysis to identify dangerous behaviors contributing to traffic crashes and determine locations with a disproportionate share of serious crashes. The team developed a design toolbox of safety measures to address these issues along with a strategy for making quick-build improvements and concept designs for key streets and intersections. The plan also addresses key strategies such as creating shared streets, implementing an all ages and abilities bike network, and improving transit speed and reliability.

Proposed Alternatives



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Client
City of Ann Arbor

Contact
Eli Cooper
Transportation Program Manager, City of Ann Arbor
301 E. Huron St.
Ann Arbor, MI 48104
ecooper@a2gov.org
734.794.6430 x43710

Services
- Transportation Planning
- Active Transportation Planning
- Community Engagement
- Vision Zero Planning

Cost
$350,000

Dates
December 2018–Present

Key Staff
Stacey Meekins, AICP
Project Manager

Alex Hanson, AICP
Deputy Project Manager

Sam Schwartz

Vision Zero South Side Neighborhood Action Plans

Chicago, IL

Sam Schwartz is leading a Vision Zero Action Plan in four communities on Chicago's south side. These communities had previously been identified in the Vision Zero Chicago Action Plan as High Crash Areas and in need of additional focus to determine the best strategies to improve safety. In addition to traditional safety and mobility analyses to understand the issues and opportunities, our team is taking a community-led approach to guide the process. These communities are routinely impacted by gun violence, unemployment, and other institutional barriers and it can be difficult to address traffic safety with stakeholders and the public when there are more pressing issues facing the community. Our team is using a deliberately immersive approach to allow community leaders to help shape the overall engagement process so that the resulting plan is truly community-driven and therefore responsive to their unique needs and concerns. The Greater Englewood, Washington Park, and Grand Boulevard action plans will identify specific opportunities within each community to make it easier and safer to move around their neighborhoods, whether walking to the park, biking to school, or visiting friends. The plan will employ quick-build solutions that can have immediate results while identifying more intensive, long-term strategies that will have long-lasting positive impacts on the daily lives of community members.

Client
Chicago Department of Transportation (CDOT)

Contact
Michael Kent
Vision Zero Coordinator
CDOT
2 N. LaSalle Street, Suite 950
Chicago, IL 60602
312.744.3019
michael.kent@cityofchicago.org

Services
» Transportation Planning
» Safety
» Vision Zero

Cost
$300,000

Dates
2021–Present

Key Staff
Stacey Meekins, AICP
Project Manager

Allison Porton
Transportation Planner

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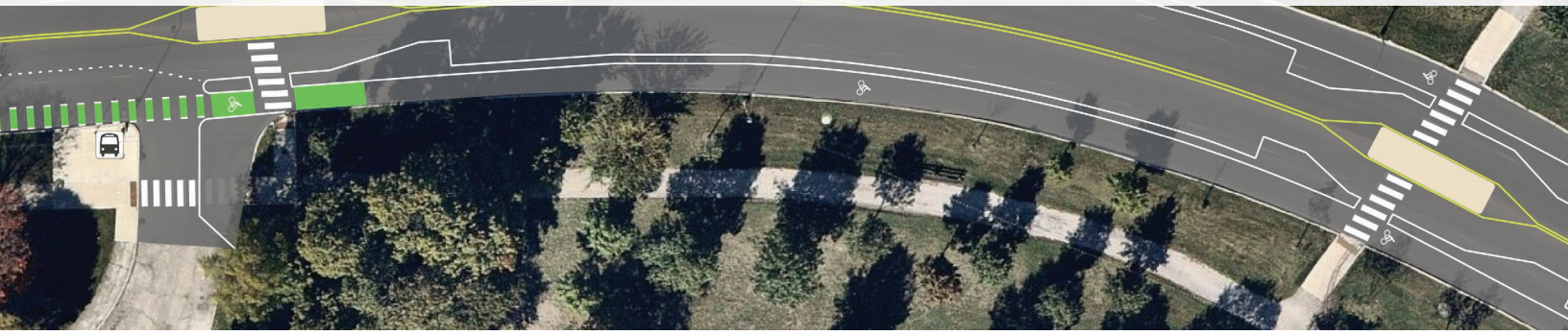
Sam Schwartz

Pedestrian Capital Program Planning and Design

Chicago, IL



Sam Schwartz was retained by the Chicago Department of Transportation (CDOT) to identify and develop Phase 1 engineering drawings for $2 Million of capital investments to improve safety and access for pedestrians. This fast-paced program is scheduled to support capital investments installed within one year.

Sam Schwartz is supporting CDOT on all phases of this program, including identifying the appropriate locations and selection of countermeasure, conducting traffic behavior observations and traffic counts, developing concepts, initiating utility coordination, and developing Phase 1 engineering drawings. Areas of focus were first identified based on a crash history and areas of economic hardship, as defined by the University of Illinois at Chicago, and proximity to key destinations such as parks, schools, and transit hubs. Specific locations for pedestrian improvements were then identified based on primary walking routes, crash hotspots, and opportunity. Interventions range from simple crossing features, such as curb bumpouts and raised crosswalks to transformative corridor reconfigurations such as a road diet with bike lanes and bus boarding islands.

Client
Chicago Department of Transportation

Contact
David Smith, AICP
Senior Transportation Planner
2 N. LaSalle Street
Room 900
Chicago, IL 60602
312.742.7621
david.smith3@cityofchicago.org

Services
- Planning
- Traffic Safety
- Traffic Engineering
- Roadway Design

Cost
$100,000

Dates
2021–Present

Key Staff
Stacey Meekins, AICP
Principal in Charge

Holly Chase, AICP
Project Manager

Jasie Chiou, PE, PTOE

Mark Bennett

P21-03-2770

Sam Schwartz

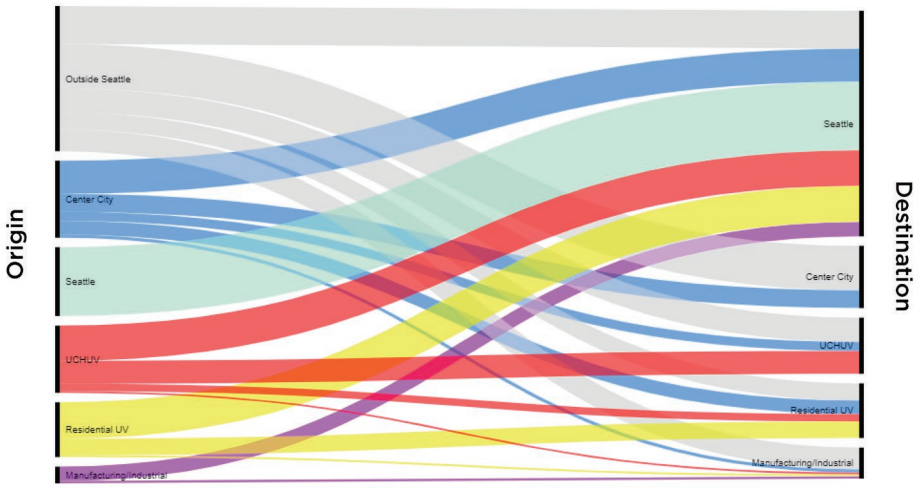
Climate and Congestion Program Evaluation

Seattle, WA

Transportation accounts for two-thirds of Seattle's overall greenhouse gas emissions, and the City has established an ambitious target to reduce transportation emissions 82% by 2030. The City of Seattle and Seattle Department of Transportation engaged Sam Schwartz to evaluate the impact of the City's current and planned transportation programs—ranging from implementing congestion pricing, to expanding transit service, to new shared mobility programs—on reducing vehicle miles traveled, greenhouse gas emissions, and congestion issues.

Sam Schwartz organized and led a series of interviews with staff from across the City to identify key programs for evaluation, gather data, and assess alternative investment and growth scenarios accounting for the impacts of COVID-19. The Sam Schwartz team is developing a new modeling and scenario planning tool which will provide Seattle staff and leaders with critical information on the climate and congestion impacts of individual programs as well as synergies between related strategies and will help guide decision-making and resource allocation.

Typical Weekday Trip Patterns



Client
Seattle Department of Transportation

Contact
Ben Rosenblatt
Senior Transportation Planner
700 5th Ave, Suite 3800
Seattle, WA
206.233.2614
ben.rosenblatt@seattle.gov

Services
- Policy Analysis
- Regional Travel Modeling
- Strategic Planning
- Equity

Cost
$53,000

Dates
June 2020–Ongoing

Key Staff
Joe Iacobucci
Project Director

Alex Hanson, AICP
Project Manager

Michael Groh, AICP
Planner

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Sam Schwartz

Complex Intersections

Chicago, IL

Existing condition pictured

Sam Schwartz is providing support on a comprehensive review of complex intersections in the City of Chicago. Complex intersections are defined as having 5 or more legs, significant skew angles, or close proximity to adjacent intersections and/or rail crossings. From thousands of complex intersections, 100 major intersections were prioritized for conceptual design, based on the history of crashes, the level of traffic and activity at the intersection, and residential and employment density in the vicinity, among other factors. The prioritized intersections were further categorized by the level of investment likely needed to improve conditions, from mimimal intervention, like simple paint-and-post installations, to full reconstructions and re-alignments.

Sam Schwartz is tasked with a subset of the 100 concept plans, conducting field observations, data analysis, and traffic engineering to determine the appropriate applications and preparing conceptual designs. Sam Schwartz is also developing a framework plan and toolbox for enhancements to minor intersections.

Client
Chicago Department of Transportation

Contact
Jason Biernat
Planning Unit Lead
2 N. LaSalle St., Suite 950
Chicago, IL 60602
312.744.5813
Jason.Biernat@cityofchicago.org

Services
- Transportation Planning
- Traffic Engineering
- Roadway Design

Cost
$290,000

Dates
2020-Present

Key Staff
Stacey Meekings, AICP
Principal in Charge

Kelly Conolly, PE
Project Manager

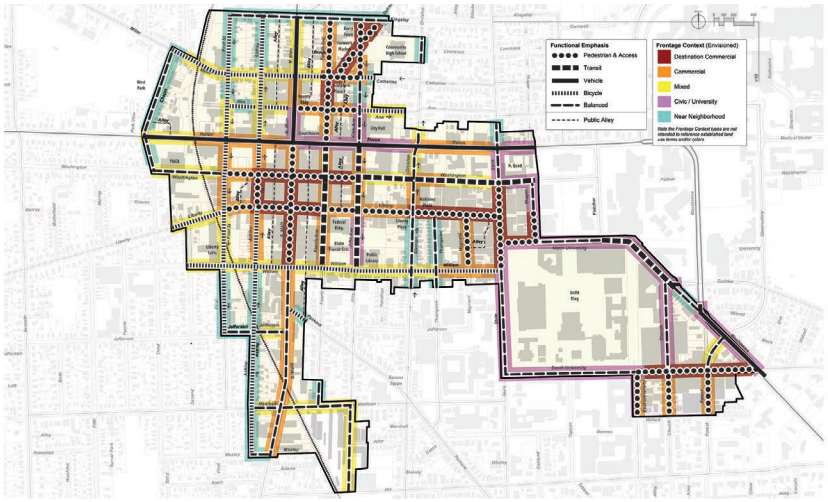
Mark Bennett
Planner

Erica Salutz, PE
Designer

P21-03-2770

Sam Schwartz

ANN ARBOR DOWNTOWN STREET DESIGN MANUAL



The public streets and sidewalks of Ann Arbor's 67-block downtown are increasingly in demand by all modes of transportation and adjacent land uses. Compounding the complexity of the situation are narrow ROWs, high-intensity uses, and multiple entities within the city wanting to implement projects in the downtown streets. SmithGroup was hired by the Downtown Development Authority (DDA) to develop a manual that would provide a flexible framework to guide street design, project implementation, and public space management. Fundamental to the process was developing a complete network and typology approach to inform decision making and help resolve competing street demands rather than trying to implement complete streets as isolated projects. Key aspects of the manual include:

- Providing the public and private sectors with design standards and best practices for building and managing downtown streets with an emphasis on creating a vibrant, high-quality, pedestrian environment.
- Addressing the key roles of the street and the public right-of-way in supporting economic vitality, multiple modes of transportation, environmental health, and community character.
- Balancing the needs of all street users and ensures that multiple goals for street space are met in coordination with social, environmental, technical, and economic interests.
- Creating a process for coordination and assists in developing street designs that support and enhance diverse street functions and delivers an overall system.

LOCATION
Ann Arbor, Michigan

SIZE
N/A

CONSTRUCTION COST
N/A

COMPLETION DATE
2015

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CITY OF DETROIT, MICHIGAN

DETROIT COMPLETE STREETS PROGRAM STREETSCAPES

SmithGroup designs equitable, resilient, and beautiful streets, greenways, and mobility systems that are people-focused and harmonious with the surrounding urban and community fabric.

As part of a 5-year program management contract, SmithGroup is helping to create the City's design and element standards. Our scope includes designing roadway improvements for key streets and intersections in order to enhance pedestrian safety, non-motorized mobility and enhance the public realm. To date, projects have included:

- Kercheval Streetscape
- Joseph Campau Streetscape
- Rosa Parks Streetscape
- Conant Streetscape
- Puritan Avenue Grand Parklet
- Dexter Avenue Streetscape

These projects are driving innovative design work and helping the City to set a precedent, guide policy and standards and create successful multi-modal projects.

LOCATION
Detroit, Michigan

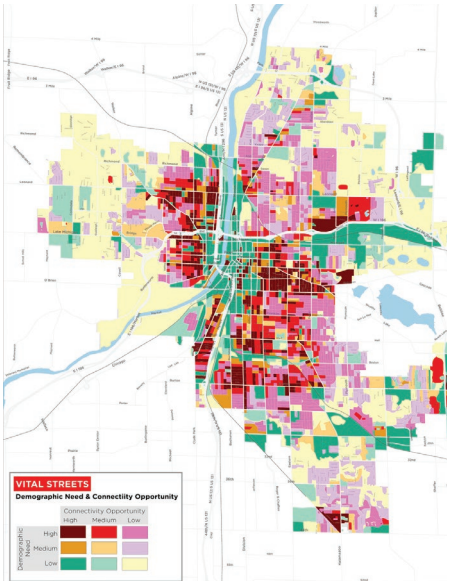
SIZE
Varies

CONSTRUCTION COST
Varies

P21-03-2770

CITY OF GRAND RAPIDS, MICHIGAN

GRAND RAPIDS VITAL STREETS PLAN AND DESIGN MANUAL



Equity analysis informed localized needs and opportunities.

The City of Grand Rapids sought to reinvent how people move throughout the City—building urban sustainability, equity and value for the community and its residents and business. A voter-approved ballot initiative greatly expanded transportation infrastructure spending and provided an opportunity to reverse decades of disinvestment in aging infrastructure by building innovative solutions.

SmithGroup was the key consultant on a large multidisciplinary team of transportation planners, urban designers, engineers, and community engagement specialists. SmithGroup played a vital role in developing a street typology framework for the City that applies pioneering street design approaches for multimodal connectivity to the entire city. Extensive use of the GIS analytical tools and assessment methods defined harmonious networks of bicycle, transit, pedestrian and vehicular infrastructure. New street typologies were coupled with green infrastructure design standards, promoting not just complete streets, but green streets.

Additionally, SmithGroup developed an equity analysis tool for community members and leaders to use in making informed investment decisions. This tool analyzed a broad range of socioeconomic and physical condition data to understand localized challenges and opportunities for transportation investment across the City. This tool was used alongside other asset management resources to determine community and project priorities.

TEAM MEMBERS: Oliver Kiley

LOCATION
Grand Rapids, Michigan

SIZE
Grand Rapids City Limits

COMPLETION DATE
2017

AWARDS
2018 APA, National Planning Achievement Award for Transportation Planning - Silver

P21-03-2770

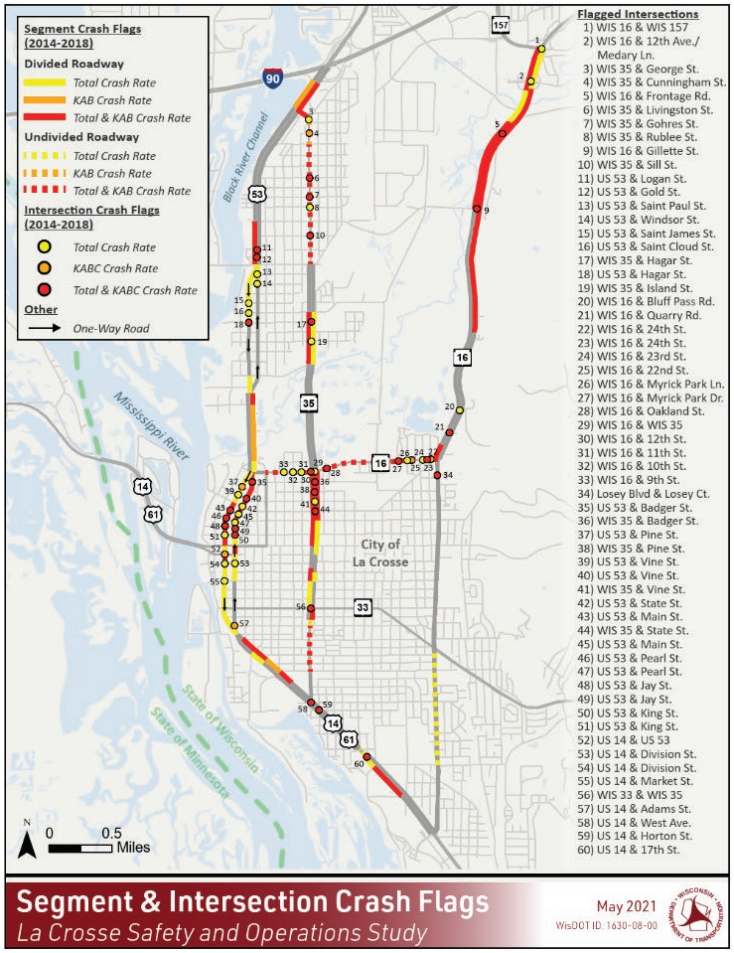
La Crosse Safety & Operations Study

City of La Crosse

Start Date: 05/01/2020
Customer Name: WisDOT, SW Region
Completion Date: est. 04/01/2022
Firm's fee on Project: $640,000

Contact: Josh Koebernick
608-246-3859
Joshua.Koebernick@dot.wi.gov

AECOM is working on a safety & operations study of all major north-south routes in the City of La Crosse, including USH 14/61, USH 53, STH 35, STH 16, and Losey Boulevard. The purpose of the study is to provide an update to previous planning efforts, evaluate improvement alternatives, and develop a strategic improvement plan for future roadway improvements.



The project includes the collection and evaluation of traffic, safety, structural, and pavement needs for the project area. This traffic analysis effort includes traffic data collection, Synchro and HCS traffic modeling, and an origin-destination study using Streetlight Data and the La Crosse MPO Travel Demand Model. The safety engineering effort follows the safety certification process, including network screening, crash vetting, contributing geometric analysis, and safety mitigation certification (including predictive safety analysis). The structural needs analysis includes gathering and evaluating data from WiSAMS and HSIS. The pavement needs analysis includes gathering and evaluating data from Meta Manager and WISLR.

The La Crosse Safety & Ops Study was initiated prior to the COVID-19 pandemic, but the pandemic began just as the project was ramping up. The traffic data collection effort was drastically modified to account for COVID-related traffic impacts. AECOM worked through these issues with the SW Region and WisDOT BTO and recently completed the Existing Conditions Report and No-Build Conditions Repor. The results of this project demonstrate AECOM's experience with traffic analysis and modeling, traffic safety engineering, benefit-cost analysis, GIS data analysis, analysis with large datasets, and network screening.

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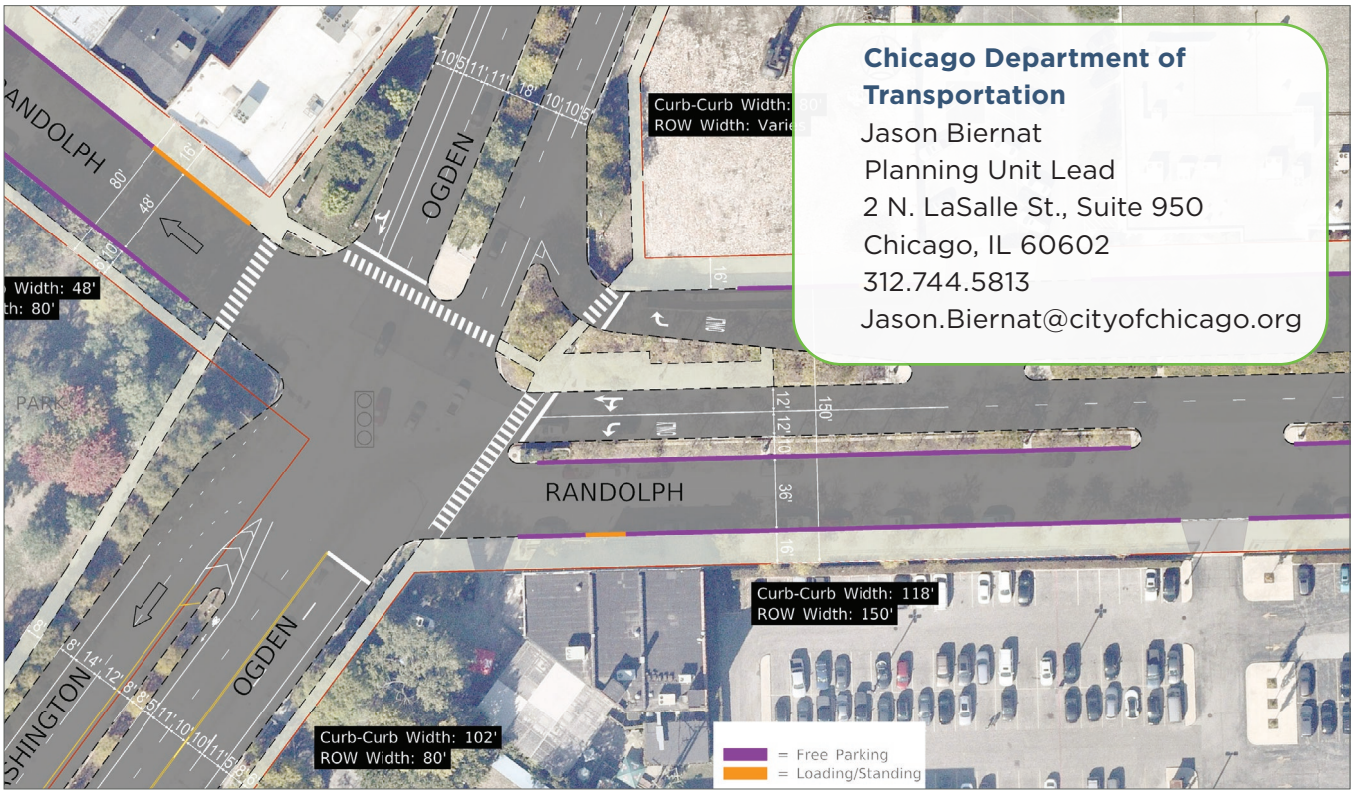
Key References



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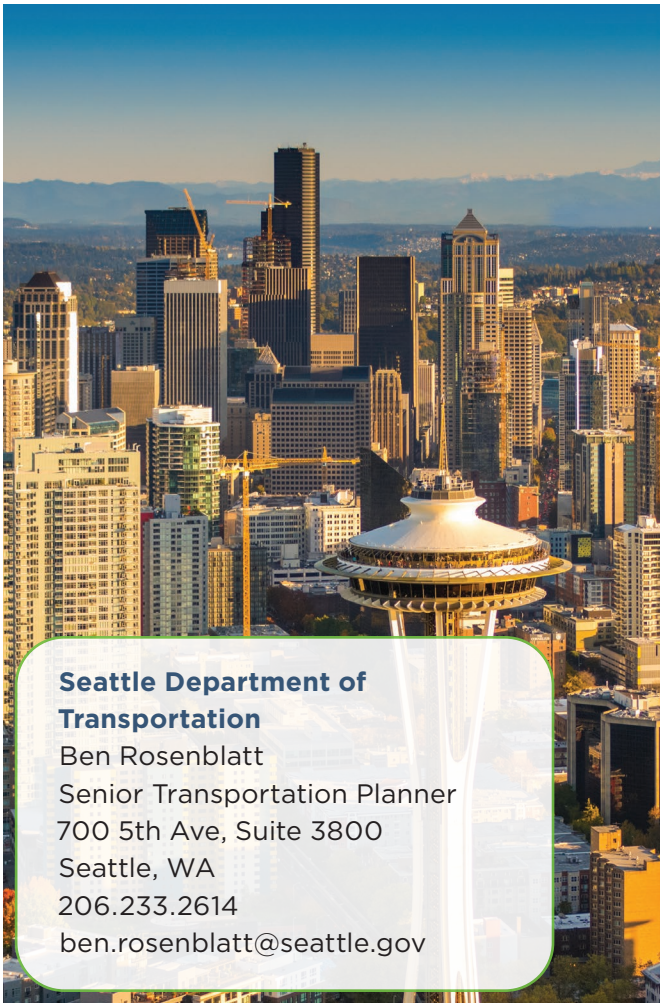

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Ben Rosenblatt
Senior Transportation Planner
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Seattle, WA
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03. Proposed Work Plan

Project Understanding

With the recent, unanimous adoption of Moving Together Towards Vision Zero (Moving Together), Ann Arbor has joined a small but growing community of leaders who are unwilling to compromise on safety for the sake of speed, haste, inattention, or other explanations. Through Moving Together, the city set forth an aggressive plan and reinforced its commitment to keeping residents, workers, students, and visitors safe on its streets.

Our team's approach to the Ann Arbor Vision Zero Action Plan is designed to carry that momentum forward **with an equal focus on implementation as on a plan and program for future action.** Specifically, it is structured to:

- Design projects for immediate implementation (Tasks 3.2 and 5.2);
- Prioritize and program actions for the next five years (Task 4.2);
- Support the city in defining the scope and scale of those actions (Task 4.3); and
- Establish systems for continual progress towards Vision Zero (Tasks 2.1, 3.3, 4.4, 5.2, and 6).

In addition to these practical solutions, our approach places a strong emphasis on building the coalition for Vision Zero among stakeholders and the public. Establishing broad support is critical to implement the individual actions that need to be taken to result in safer streets. Our team has built a trust among the community through the process of developing Moving Together that we look forward to strengthening through the Action Plan.

Small changes that have a big impact on people's everyday lives can be win/win projects that build trust and confidence among the community and lead to greater engagement and support for future projects. Our team's transportation infrastructure expertise, knowledge of Ann Arbor streets, and experience with tactical interventions and community engagement will help ensure the success of the Vision Zero Action Plan.

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Work Plan

1: Project Management

Sam Schwartz will kick off the project by developing a Project Management Plan, outlining key project information including project milestones and schedule, key deliverables, and contact information for task leads.

We will hold virtual meetings with the client on a bi-weekly basis to review progress on the project and discuss feedback on key deliverables, review materials for upcoming meetings with the Vision Zero Implementation Committee and Transportation Commission, and review materials for public engagement. Sam Schwartz will provide an agenda in advance and prepare summary notes following each meeting.

A progress report will be submitted on a monthly basis summarizing the task progress each month, upcoming milestone dates, an indication of adherence to schedule, and budget status.

Stacey Meekins, AICP, will serve as the Project Manager and day-to-day contact for the city. Stacey managed the recent Ann Arbor Moving Together Towards Vision Zero and will provide important continuity between the plans. With SmithGroup as a strong partner on this effort, they will also be present at all bi-weekly client calls and engaged as team leadership throughout the project.

Deliverables:

- Project Management Plan
- Meeting agenda and minutes
- Monthly progress reports

2: Community Engagement

Our team has a long history of public engagement in Ann Arbor and a thorough familiarity with the Community Engagement Toolkit (CET) as well as the International Association for Public Process (IAP2). We will work closely with city communications staff to design our overall engagement approach and follow proper protocols for advertising, executing, and reporting on public engagement activities.

2.1: Vision Zero Implementation Committee

The Vision Zero Implementation Committee (VZIC) will be a guiding resource through this plan, but more importantly, they will continue to carry the city through Vision Zero for years to come. We will work with the city as needed to recruit diverse members to form this committee, with attention to diversity of constituents and perspectives as well as expertise and areas of influence. Moving Together's Community Advisory Committee included a number of committed supporters of Vision Zero that are also dedicated to involving diverse audiences in transportation decision making and would provide valuable insight on assembing the VZIC.

The VZIC will serve an active role in fostering community support, setting priorities, coordinating with stakeholders and implementers, and advising on priorities, strategies, and action steps. Our team will prepare a document outlining the roles and responsibilities of committee members to use in recruiting members.

We will prepare materials for each of the six VZIC meetings that occur during this plan as well as templates for presentation and tracking materials for future meetings. To keep the issue of traffic safety tangible and top-of-mind, we will begin each meeting with a review of recent crashes and foster a discussion about the contributing causes and responses. We envision these meetings to be productive, working meetings critical to advancing the project work, based on the following outline:

- **Meeting 1:** Review role of committee; provide an overview of Moving Together; review locations and project ideas for fiscal year 1 installation

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- **Meeting 2:** Discuss 5-year action items; review efforts completed or underway; discuss criteria for prioritization framework
- **Meeting 3:** Review project scoping and Major Streets Traffic Calming Toolbox
- **Meeting 4:** Refine prioritization framework; discuss project and program metrics to be included in the annual report
- **Meeting 5:** Review final implementation program
- **Meeting 6:** Review draft annual report

Beyond the action plan, the VZIC will be responsible for tracking and reporting on the plan's progress to the Transportation Commission. Our team will equip them for this task by designing a customized tracking sheet, pulling out the strategies and actions to be completed on an annual basis.

2.2: Internal stakeholder coordination

To better integrate Vision Zero best practices into the city's existing practices and workflow, we will meet with internal staff on a one-on-one or small group basis to better understand how processes work today. We anticipate up to four (4) key interviews or small group discussions.

2.3: Transportation Commission & City Council

The Transportation Commission is a valuable resource that will be engaged separately from the VZIC. Having worked with our team through the Moving Together plan development, commission members are knowledgeable about the plan and transportation issues, and passionate about traffic safety in Ann Arbor. We will provide up to four updates to the Transportation Commission at key milestones in the plan. We anticipate these will be virtual meetings.

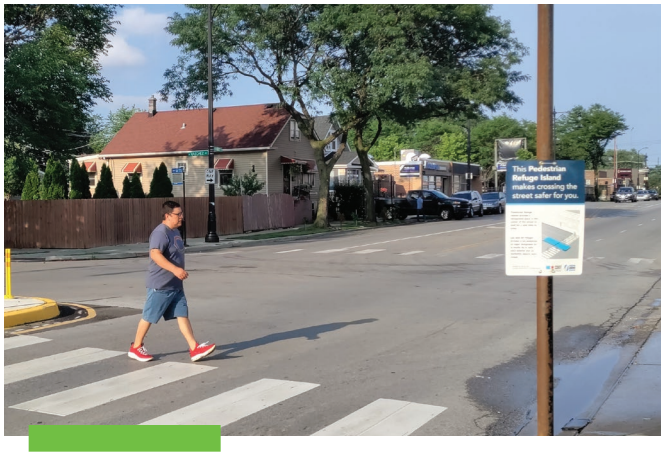
Keeping the City Council informed throughout this plan process is also important to keep implementation moving smoothly. We anticipate up to two virtual updates to City Council.

2.4: External/partner organization coordination

The success of Vision Zero relies on leadership and action from multiple city departments as well as external partners, such as the Downtown Development Authority, TheRide, and the University of Michigan (UM). Our team will facilitate up to three (3) one-on-one interviews or coordination meetings with close partners to coordinate on actions that they can take within the next five years to contribute to the Vision Zero effort in Ann Arbor.

2.5: Public engagement

Getting the engagement and implementation right in this action planning phase will build confidence in the plan and the city's commitment. SmithGroup will lead the public engagement process, with support from Sam Schwartz. SmithGroup's long history of working in Ann Arbor and recent experiences engaging the public on implementing transportation guidelines and projects have given us insight into how to effectively listen and engage with City stakeholders and the community at large. As our cities and communities grapple with the immediate and ongoing effects of COVID-19, our methods for achieving equitable consensus in cities has changed. We have developed resilient and flexible methods that continue to engage residents in meaningful conversation beyond the current crisis, deploying next-generation remote collaboration tools and processes, but also not forgetting about some of the fundamentals that enable robust engagement.



Educational sign posted at the site of a new facility in Chicago.

Our approach to public engagement includes a range of strategies to address the broad scope of the need for safer streets as well as specific feedback at select locations; however, we also know that the best community engagement plans are flexible and adaptable and we will work with the city to identify the best strategies to employ at each stage of the process. Public engagement strategies will include:

- Vision Zero web-based engagement platform with interactive map
- Online meetings
- Online survey
- Community walks to hear directly from residents about focus corridors

As the city transitions from the master planning process to implementation, the messaging to the public can also shift to build awareness of what actions the city is taking and why. We will work with the city and the VZIC to identify opportunities for direct education or tailored messaging through a variety of sources. We will leverage VZIC members to help communicate the messaging developed through this effort and identify creative opportunities to expand on our communication methods, such as through earned or paid media, personal stories through social media, or organizations' newsletters and regular communications channels. Note that costs for these communication channels are not included in our cost estimate.

Deliverables:

- VZIC rules and responsibilities document
- Meeting agenda, notes, and supporting materials
- Moving Together implementation tracking sheet
- Public engagement digital and print materials

3: Data & Analysis

This task will focus on moving the city forward on projects and strategies identified in Moving Together.

3.1: Review of updated crash data

Our team will begin with a review of crash data from 2020 and 2021 to identify any new hotspots or changes in crash characteristics that will inform the action strategy. Our team will develop a series of maps and graphics to communicate the findings and incorporate them into our communications materials to partners and the public.

3.2: Identify locations and project ideas for immediate-term implementation

The Ann Arbor City Council has approved funding for implementation of several strategies outlined in Moving Together, demonstrating their commitment to support Vision Zero efforts and the city must be poised to act on that. Our team is uniquely qualified to assist the city in following through on this. With our team's familiarity with the data as well as areas of interest from the public and stakeholders, coupled with our experience implementing projects throughout Ann Arbor, we are prepared to complete this task by January 2022 in preparation for installations in spring 2022.

Given the timeline, we propose to bring project ideas to the VZIC at the kickoff meeting and begin the vetting process. We have preliminarily identified intersections for traffic calming and pedestrian and/or bicycle enhancement measures that we believe the city could implement in 2022, shown in the following map. These may include curb extensions, through-bicycle markings, or left-turn traffic calming and will include consideration for quick-build as well as permanent installations. These locations were selected based on crash statistics, proximity to schools and parks, geographic distribution, and relative ease of installation.

We envision this task will be a collaboration between our team and city staff, with our team providing support to identify the locations and

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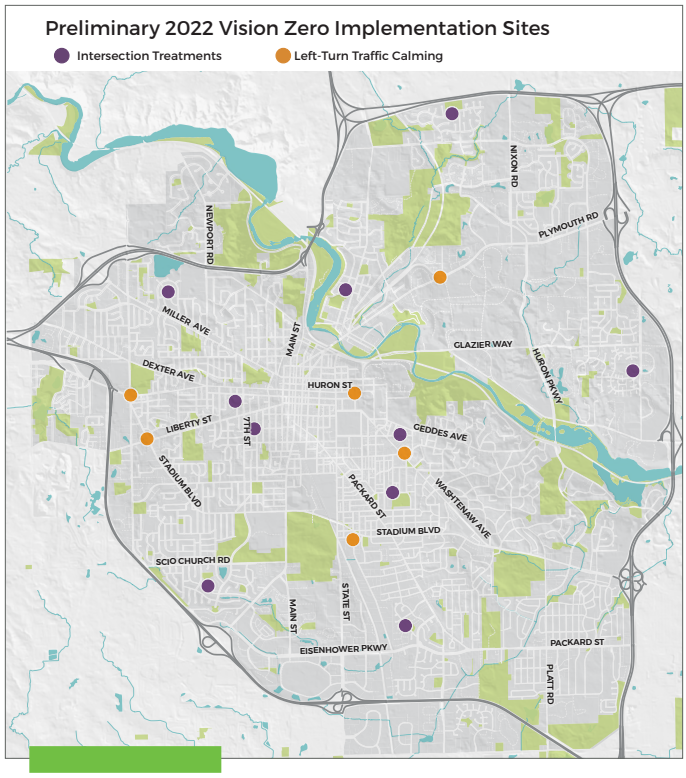
project ideas and develop designs for a subset of these locations while city staff design and implement others. SmithGroup will prepare conceptual drawings of four to six of the approved locations and treatments in enough detail to support installation.



Identified intersections for traffic calming and pedestrian/bicycle enhancement opportunities.

3.3: Policies and Practices for Safe Systems

A safe systems approach recognizes that humans are imperfect, but that we can design our streets and policies to anticipate the inherent fallacies and maintain safe environments despite them. Every project – even those where a safety focus seems irrelevant – should be viewed as an opportunity to improve safety and remove risk. Utility adjustments and maintenance are an opportunity to add bike lanes; retiming signals is an opportunity to encourage slower speeds; rebuilding curb ramps is an opportunity to shorten crossing distances through bumpouts. These systematic changes need to be integrated into the regular workflow of staff and partner agencies to become routine. This requires both messaging from city and department leadership on the expectations and potentially revisions to existing project development and implementation processes.

> Reducing speeds is one of the single most effective ways to improve safety. When people are driving slower, they are more aware of their surroundings and able to recognize potential conflicts; have more time to react to them; and need less time to slow down or stop. The combination of these factors has a significant effect on reducing the number of collisions that happen in the first place. Those that do still occur are much less likely to cause injury or death. Our Chicago Vision Zero team is currently working on a policy to reduce the speed limit through Chicago's downtown. Our team has taken this idea from concept through implementation, working on messaging to elected officials and stakeholders to build support for the idea; speed data collection, documentation, and justification for the state DOT, and identifying action steps necessary to make the change.

Our team will meet with department leadership and city staff to determine the best approach to achieve change in Ann Arbor, such as a project checklist or series of checklists; a review process that integrates the VZIC or Transportation Commission; or metrics incorporated as a regular agenda item for VZIC meetings and/or the annual report. To guide this discussion, we will address specific strategies identified in Moving Together that may require an operational change. Examples include, but are not limited to, incorporating measures of equity into project selection, adopting a policy to routinely include curb extensions, and adopting a policy to use the minimum feasible curb radii.

Deliverables:

- Technical memorandum of updated crash data findings
- Technical memorandum of recommended FY 2022 installations
- Technical memorandum outlining policy and/or process actions

4: Recommended Implementation Program

Our team will work with the VZIC to outline an aggressive, but achievable, implementation program over the next 5 years. This task will include adding definition to broad-based strategies where necessary, such as the All Ages and Abilities bike network, to scope out individual projects for the near term.

4.1: Catalog all near-term actions from Moving Together

While a commitment to Vision Zero in name is relatively new to Ann Arbor, the city's commitment to traffic safety is long-standing and significant work has recently been completed, is currently underway, or planned for the near future. We will begin this task by establishing the full scope of the action items to be initiated or completed within the first 5 years from the transportation plan update, categorizing them by lead agency and type of strategy (i.e. policy vs. capital improvement) and updating the status of each.

We will review this list with city staff and the VZIC, including any recommended updates based on findings from Task 3, to confirm this approach and refine the list as necessary. This list will form the foundation of the implementation program as well as a customized tracking system to be developed for the VZIC.

4.2: Project scoping

This task will take the Focus Corridors and Intersections and the All Ages and Abilities bike network identified through Moving Together a step further to define distinct projects based on the geographic scope, elements that should be included or considered, and the relative level of investment needed to address the specific safety concerns at that location. Our team will identify opportunities to "bundle" strategies within Moving Together, finding synergies where projects should be implemented together. Some project opportunities will be able to be addressed through straight-forward interventions that can be achieved in the short to medium term, while others will require a much more extensive investment in the construction, design, and/or planning of the intervention. Our team will build off of the work developed for the concept designs through Moving Together to complete this task.

4.3: Develop prioritization framework for capital improvements

Safety data is our primary guide for where to focus our efforts, however, other factors ultimately influence how and when capital investments can and should occur. These may include project complexity, equity in public investment, community support, project cost or benefit/cost ratio, opportunity, or efficiencies in investments.

To guide the programming of projects, our team will undergo an iterative process with the VZIC to develop a framework that incorporates and rank these factors to support project prioritization. We will first gauge the importance of individual factors in Ann Arbor. Upon applying the weighted criteria to the full list of projects, we will review the prioritized list with the VZIC for concurrence or refinement. We will develop a spreadsheet-based tool for the VZIC members to be able to adjust criteria rating themselves to see how they impact projects. At a committee meeting, we will lead a discussion to refine the prioritization framework collectively, which our team will use to develop the final programming plan.

4.4: Program annual installations over 5 years

In addition to more significant capital investments, which are the focus of Task 4.2, there will be smaller ongoing, routine investments that encompass a safe systems approach. These include strategies that already have funding identified, technical resources identified, and/or are simple installations that don't require much planning and design. For instance, Moving Together calls for investments in crosswalk upgrades, sidewalk infill, simple bike route markings, curb extensions, and quick-build strategies on an annual basis that are or could become routine. Our team will work with city staff and the VZIC to program out where those investments should occur, based off of the prioritization framework developed

in the previous task, refining it as necessary to adjust to the different scale of project.

For the sake of tracking and reporting, our team will also review recent and upcoming projects where Vision Zero strategies have already been incorporated.

4.5: Develop recommended implementation program

One final recommended implementation program will be developed, resulting from the project prioritization as well as the annual, routine installations, outlining actions by year. The recommended program will include preliminary project costs and be indexed to the Capital Improvement Program. Where necessary, outside funding opportunities beyond the city's capital program will be identified, pairing the most relevant sources to each project to maximize the likelihood of award.

Deliverables:

- Prioritization framework
- Recommended implementation program

5: Major Streets Traffic Calming

5.1: Best Practices Research

Major streets are often exempt from traffic calming programs as they are seen as streets where through traffic needs to be facilitated for emergency vehicles, transit, and the general public. However, major streets tend to be where the high concentrations of crashes occur and where driver speeds tend to be high.

Looking to best practices and drawing from national resources such as the National Association of City Transportation Officials (NACTO), the Federal Highway Administration (FHWA), the Institute of Transportation Engineers (ITE), and the Manual on Uniform Traffic Control Devices (MUTCD), as well as peer cities, our team will compile a list of tools that are appropriate on major streets and outline the constraints and/or flexibility associated with them. With this foundation, we will identify what is most applicable in Ann Arbor and which tools have the most potential.

5.2: Develop Major Streets Traffic Calming Toolbox and Process

To determine what strategies are feasible and most likely to be successful in calming traffic on major streets, we will first inventory the typology of streets and their characteristics, including:

- speed limits
- number of through lanes; presence of turn lanes
- typical intersection configuration
- traffic volumes
- lane and roadway widths
- presence/absence of bike lanes
- transit service
- presence and design of midblock crosswalks
- ID what needs to be evaluated prior to implementation/design

Pairing what we learned through the best practices with the street types in Ann Arbor, we will draft a toolbox for Major Streets Traffic Calming to complement the city's existing residential street program. The toolbox will include guidance on where each tool is applicable, the expected outcomes, considerations that may impact feasibility, and a relative cost. We will convene a workshop with city staff and key stakeholders, including TheRide, UM and St. Joseph's Hospital representatives, Ann Arbor Fire Department, Ann Arbor Police Department, and others as necessary to vet the tools and identify if specific analyses will be necessary in each case to satisfy concerns around the impact of the tool on access.

The process for evaluating traffic calming on major streets will vary significantly from the residential traffic calming program due to the more diverse needs of these corridors. Using feedback from the staff and stakeholder workshop, our team will create a clear process graphic that outlines a step-by-step approach to implementing major street traffic calming projects.

Toolboxes serve as tools in and of themselves to educate the public about the possibilities on public streets and to be transparent about the process for how traffic calming options are evaluated and implemented. The toolbox and process graphic will be developed in a digital-friendly and public-facing format to be incorporated on the city's website.

5.3: Major Streets Traffic Calming Action Plan and Pilot Projects

The Major Streets Traffic Calming task will be coincident with the project scoping subtask described above, with the toolbox research and results feeding into what is possible on the focus corridors. Our team will identify safety concerns along these corridors that can be addressed through these traffic calming techniques and determine whether those strategies should be considered an end state or an interim treatment. In some cases, that decision will depend on the success of the initial actions. Our team will identify performance measures to evaluate and guide this decision.

At up to three locations along the focus corridors, our team will identify traffic calming treatments that can be piloted through quick-build implementation.

Deliverables:

- Draft toolbox
- Final toolbox
- Process graphic
- Technical memorandum summarizing a Major Streets Traffic Calming Action Plan
- Conceptual designs for up to three quick-build installations on Focus Corridors

6: Action Plan and Implementation Program Annual Report

Our team will prepare the city's first annual report to be a succinct, user-friendly, public-facing document. The annual report is intended to serve as an accountability tool as well as an educational tool. The report will include graphics, photos, and narrative summarizing the actions taken to date and upcoming efforts. It will also include a review of crash statistics over the previous year as well as the previous five years and additional meaningful metrics at the project-level as well as the plan-level.

This first annual report will serve as a template for development in future years by city staff and will be developed with that in mind to be replicable in terms of the layout and graphics development as well as the metrics tracked and reported on.

The annual report will also serve as an outlet to adapt Moving Together over the years to be responsive to changes in the community and in transportation trends and maintain relevance.

Deliverables:

- Draft Annual Report
- Final Annual Report

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Ann Arbor Vision Zero Action Plan

	2021			2022					
	October	November	December	January	February	March	April	May	June
Task 1: Project Management									
Task 2: Community Engagement									
2.1: Vision Zero Implementation Committee									
2.2: Internal stakeholder coordination									
2.3: Commission & Council meetings									
2.4: External/partner organization coordination									
2.5: Public engagement									
Task 3: Data & Analysis									
3.1: Review updated crash data									
3.2: Identify locations and projects for immediate-term implementation									
3.3: Policies for Safe Systems									
Task 4: Recommended Implementation Program									
4.1: Catalog all near-term actions from Moving Together									
4.2: Project scoping									
4.3: Develop prioritization framework									
4.4: Program annual installations									
4.5: Develop recommended implementation program									
Task 5: Major Streets Traffic Calming									
5.1: Best Practices Research									
5.2: Develop Major Streets Traffic Calming Toolbox and Process									
5.3: MSTC action plans and pilot projects									
Task 6: Action Plan and Implementation Program Annual Report									
6.1: Draft annual report									
6.2: Final annual report									

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ATTACHMENT B
LEGAL STATUS OF OFFEROR

(The Respondent shall fill out the provision and strike out the remaining ones.)

The Respondent is:

- A corporation organized and doing business under the laws of the state of _____, for whom _____ bearing the office title of _____, whose signature is affixed to this proposal, is authorized to execute contracts on behalf of respondent.*

  *If not incorporated in Michigan, please attach the corporation's Certificate of Authority

- A limited liability company doing business under the laws of the State of New York, whom Stacey Meekins bearing the title of Principal whose signature is affixed to this proposal, is authorized to execute contract on behalf of the LLC.

- A partnership organized under the laws of the State of _____ and filed with the County of _____ , whose members are (attach list including street and mailing address for each.)

- An individual, whose signature with address, is affixed to this RFP.

Respondent has examined the basic requirements of this RFP and its scope of services, including all Addendum (if applicable) and hereby agrees to offer the services as specified in the RFP.

S. Meekins
_____ Date: 8.25.21,
Signature

(Print) Name Stacey Meekins Title Principal and National Practice Leader, Complete Streets

Firm: Sam Schwartz Consulting, LLC (Sam Schwartz)

Address: 223 W. Jackson, Suite 1101, Chicago, IL, 60606

Contact Phone 312-736-2547 Fax _____

Email smeekins@samschwartz.com

ATTACHMENT C
CITY OF ANN ARBOR DECLARATION OF COMPLIANCE

Non-Discrimination Ordinance

The "non discrimination by city contractors" provision of the City of Ann Arbor Non-Discrimination Ordinance (Ann Arbor City Code Chapter 112, Section 9:158) requires all contractors proposing to do business with the City to treat employees in a manner which provides equal employment opportunity and does not discriminate against any of their employees, any City employee working with them, or any applicant for employment on the basis of actual or perceived age, arrest record, color, disability, educational association, familial status, family responsibilities, gender expression, gender identity, genetic information, height, HIV status, marital status, national origin, political beliefs, race, religion, sex, sexual orientation, source of income, veteran status, victim of domestic violence or stalking, or weight. It also requires that the contractors include a similar provision in all subcontracts that they execute for City work or programs.

In addition the City Non-Discrimination Ordinance requires that all contractors proposing to do business with the City of Ann Arbor must satisfy the contract compliance administrative policy adopted by the City Administrator. A copy of that policy may be obtained from the Purchasing Manager

The Contractor agrees:

(a) To comply with the terms of the City of Ann Arbor's Non-Discrimination Ordinance and contract compliance administrative policy.

(b) To post the City of Ann Arbor's Non-Discrimination Ordinance Notice in every work place or other location in which employees or other persons are contracted to provide services under a contract with the City.

(c) To provide documentation within the specified time frame in connection with any workforce verification, compliance review or complaint investigation.

(d) To permit access to employees and work sites to City representatives for the purposes of monitoring compliance, or investigating complaints of non-compliance.

The undersigned states that he/she has the requisite authority to act on behalf of his/her employer in these matters and has offered to provide the services in accordance with the terms of the Ann Arbor Non-Discrimination Ordinance. The undersigned certifies that he/she has read and is familiar with the terms of the Non-Discrimination Ordinance, obligates the Contractor to those terms and acknowledges that if his/her employer is found to be in violation of Ordinance it may be subject to civil penalties and termination of the awarded contract.

Sam Schwartz Consulting, LLC (Sam Schwartz)
Company Name

S. Meekins 8.25.21
Signature of Authorized Representative Date

Stacey Meekins | Principal and National Practice Leader, Complete Streets
Print Name and Title

223 W. Jackson, Suite 1101, Chicago, IL, 60606
Address, City, State, Zip

312-736-2547 / smeekins@samschwartz.com
Phone/Email address

Questions about the Notice or the City Administrative Policy, Please contact:
Procurement Office of the City of Ann Arbor
(734) 794-6500

Revised 3/31/15 Rev. 0 NDO-2

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ATTACHMENT D

CITY OF ANN ARBOR
LIVING WAGE ORDINANCE DECLARATION OF COMPLIANCE

The Ann Arbor Living Wage Ordinance (Section 1:811-1:821 of Chapter 23 of Title I of the Code) requires that an employer who is (a) a contractor providing services to or for the City for a value greater than $10,000 for any twelve-month contract term, or (b) a recipient of federal, state, or local grant funding administered by the City for a value greater than $10,000, or (c) a recipient of financial assistance awarded by the City for a value greater than $10,000, shall pay its employees a prescribed minimum level of compensation (i.e., Living Wage) for the time those employees perform work on the contract or in connection with the grant or financial assistance. The Living Wage must be paid to these employees for the length of the contract/program.

Companies employing fewer than 5 persons and non-profits employing fewer than 10 persons are exempt from compliance with the Living Wage Ordinance. If this exemption applies to your company/non-profit agency please check here [___] *No. of employees*__

The Contractor or Grantee agrees:

(a) To pay each of its employees whose wage level is not required to comply with federal, state or local prevailing wage law, for work covered or funded by a contract with or grant from the City, no less than the Living Wage. The current Living Wage is defined as $14.05/hour for those employers that provide employee health care (as defined in the Ordinance at Section 1:815 Sec. 1 (a)), or no less than $15.66/hour for those employers that do not provide health care. The Contractor or Grantor understands that the Living Wage is adjusted and established annually on April 30 in accordance with the Ordinance and covered employers shall be required to pay the adjusted amount thereafter to be in compliance with Section 1:815(3).

Check the applicable box below which applies to your workforce

[X] Employees who are assigned to any covered City contract/grant will be paid at or above the applicable living wage without health benefits

[X] Employees who are assigned to any covered City contract/grant will be paid at or above the applicable living wage with health benefits

(b) To post a notice approved by the City regarding the applicability of the Living Wage Ordinance in every work place or other location in which employees or other persons contracting for employment are working.

(c) To provide to the City payroll records or other documentation within ten (10) business days from the receipt of a request by the City.

(d) To permit access to work sites to City representatives for the purposes of monitoring compliance, and investigating complaints or non-compliance.

(e) To take no action that would reduce the compensation, wages, fringe benefits, or leave available to any employee covered by the Living Wage Ordinance or any person contracted for employment and covered by the Living Wage Ordinance in order to pay the living wage required by the Living Wage Ordinance.

The undersigned states that he/she has the requisite authority to act on behalf of his/her employer in these matters and has offered to provide the services or agrees to accept financial assistance in accordance with the terms of the Living Wage Ordinance. The undersigned certifies that he/she has read and is familiar with the terms of the Living Wage Ordinance, obligates the Employer/Grantee to those terms and acknowledges that if his/her employer is found to be in violation of Ordinance it may be subject to civil penalties and termination of the awarded contract or grant of financial assistance.

Sam Schwartz Consulting, LLC (Sam Schwartz)	223 W Jackson, Suite 1101
Company Name	Street Address
S Meekins 8.25.21	Chicago, IL 60606
Signature of Authorized Representative Date	City, State, Zip
Stacey Meekins Principal and National Practice Leader, Complete Streets	312-736-2547 / smeekins@samschwartz.com
Print Name and Title	Phone/Email address

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City of Ann Arbor Procurement Office, 734/794-6500, procurement@a2gov.org Rev. 3/9/21

ATTACHMENT E

VENDOR CONFLICT OF INTEREST DISCLOSURE FORM

All vendors interested in conducting business with the City of Ann Arbor must complete and return the Vendor Conflict of Interest Disclosure Form in order to be eligible to be awarded a contract. Please note that all vendors are subject to comply with the City of Ann Arbor's conflict of interest policies as stated within the certification section below.

If a vendor has a relationship with a City of Ann Arbor official or employee, an immediate family member of a City of Ann Arbor official or employee, the vendor shall disclose the information required below.

1. No City official or employee or City employee's immediate family member has an ownership interest in vendor's company or is deriving personal financial gain from this contract.
2. No retired or separated City official or employee who has been retired or separated from the City for less than one (1) year has an ownership interest in vendor's Company.
3. No City employee is contemporaneously employed or prospectively to be employed with the vendor.
4. Vendor hereby declares it has not and will not provide gifts or hospitality of any dollar value or any other gratuities to any City employee or elected official to obtain or maintain a contract.
5. Please note any exceptions below:

Conflict of Interest Disclosure*	
Name of City of Ann Arbor employees, elected officials or immediate family members with whom there may be a potential conflict of interest.	( ) Relationship to employee _____ ( ) Interest in vendor's company ( ) Other (please describe in box below)
Sam Schwartz Consulting, LLC (Sam Schwartz) has no potential conflict of interest.	

*Disclosing a potential conflict of interest does not disqualify vendors. In the event vendors do not disclose potential conflicts of interest and they are detected by the City, vendor will be exempt from doing business with the City.

I certify that this Conflict of Interest Disclosure has been examined by me and that its contents are true and correct to my knowledge and belief and I have the authority to so certify on behalf of the Vendor by my signature below:		
Sam Schwartz Consulting, LLC (Sam Schwartz)		312-736-2547
Vendor Name		**Vendor Phone Number**
S. Meekins	8.25.21	Stacey Meekins
Signature of Vendor Authorized Representative	**Date**	**Printed Name of Vendor Authorized Representative**

Questions about this form? Contact Procurement Office City of Ann Arbor Phone: 734/794-6500, procurement@a2gov.org

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Stacey Meekins, AICP

Principal + National Practice Leader, Complete Streets

Ms. Meekins is a leading expert in pedestrian safety and mobility. She has focused her career on helping communities implement solutions to make their transportation systems more inclusive; establishing safer, more inviting environments that promote and empower walking and bicycling as integral modes of transportation.

Relevant Experience

Vision Zero South Side Neighborhood Action Plan, CHICAGO, IL
Sam Schwartz is leading a neighborhood-based action plan to improve traffic safety in two high crash areas on the City's south side in neighborhoods that have long experienced disinvestment. The team is using a deliberately immersive approach in the community to allow community leaders to help shape the overall engagement process so that the resulting plan is truly community-driven and therefore responsive to their unique needs and concerns. Ms. Meekins serves as the Project Manager for this plan.

Pedestrian Capital Program Planning and Design, CHICAGO, IL
Sam Schwartz is providing Phase I engineering to the Chicago Department of Transportation for pedestrian safety improvements throughout three neighborhoods as part of a $20 million capital investment program. Sam Schwartz's role includes prioritizing locations, identifying the interventions, and developing preliminary engineering designs. Ms. Meekins serves as Principal in Charge for this effort.

Complex Intersections Study, CHICAGO, IL
Sam Schwartz is providing support on a comprehensive review of complex intersections in the City of Chicago. The study involves creating an inventory of all complex intersections, defined by the number of legs, skew angles, and proximity to rail crossings; developing concept plans for improving safety and access at 100 major intersections; and developing a framework plan and toolbox for enhancements to minor intersections. Sam Schwartz is leading the framework plan and a subset of the 100 concept plans. Ms. Meekins serves as Principal in Charge for the Sam Schwartz efforts on this study.

Years of Experience
15 Years

Education
Master Urban Planning + Policy
University of Illinois at Chicago, 2005

B.S. Civil Engineering
Northwestern University, 2000

Certifications
American Institute of Certified Planners

Professional Affiliations
American Planning Association

Association of Pedestrian and Bicycle Professionals

Active Transportation Alliance

Women's Transportation Seminar

Presentations
National Complete Streets Coalition Instructor

Vision Zero: From Concept to Pracitce, Presenter, Ontario Traffic Council Vision Zero Symposium, 2021

Equity in Bikeshare, Panel Moderator, WTS Annual Conference, 2015; Chicago, IL

Vision Zero: From Concept to Practice, Presenter, Ontario Traffic Council, 2020

Sam Schwartz

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Stacey Meekins, AICP

Sam Schwartz

Ann Arbor Comprehensive Transportation Plan Update, ANN ARBOR, MI

Ms. Meekins served as Project Manager for a Vision Zero-focused comprehensive transportation plan update in Ann Arbor, Michigan. The plan used traditional data analyses combined with innovative approaches to assess the state of transportation relative to the City's goals. With a prominent goal being to achieve zero deaths and serious injuries from traffic crashes, a strong focus has been devoted to safety analyses and the development of strategies that make the transportation network safe for all users, in addition to working well as a whole system.

Ann Arbor Pedestrian & Bicycle Infrastructure Review, ANN ARBOR, MI

Sam Schwartz performed a review of Ann Arbor's Crosswalk Design Guidelines compared to relevant standards and guidance in the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) 2011. The assessment resulted in a series of recommendations to refine the crosswalk site evaluation and implementation process. Ms. Meekins served as Principal in Charge of this effort.

Downtown Vision Zero Action Plan, CHICAGO, IL

Ms. Meekins led the development of a Vision Zero Action Plan to identify near-term strategies to reduce fatal and serious injury crashes in one of the City's High Crash Areas. This plan employed a diverse group of stakeholders in a task force co-chaired by downtown Alderman Brendan Reilly to arrive at a consensus on a variety of strategies including capital investments, educational strategies, and policy changes. The plan led to a series of "Rapid Delivery Projects" along one of the high crash corridors being implemented before the plan's release.

Traffic Safety Education Programs and Planning, CHICAGO, IL

Sam Schwartz was contracted by CDOT to manage and administer the City's Vision Zero and Pedestrian programs. Led by Ms. Meekins, the team is tasked with implementing the City's Vision Zero Action Plan. The program encompasses a multi-disciplinary approach to developing safe streets citywide, including setting policy initiatives, direct community education in high crash areas, and installing/monitoring capital improvements.

School Pedestrian Safety Study, DOWNERS GROVE, IL

Ms. Meekins serves as Principal-in-charge for this pedestrian safety study jointly commissioned by High School District 99 and the Village for areas surrounding the community's two public high school campuses. The alternatives analysis included outreach, multimodal transportation planning, traffic modeling, and conceptual design services and will conclude with a preferred alternative to provide the safest routes to each school.

Phoenix Key Corridors Master Plan, PHOENIX, AZ

The Phoenix Key Corridors Master Plan will act as the City's guiding document in determining modal and functional priorities on all major streets through the development of typologies. Ms. Meekins is providing oversight and quality assurance of Sam Schwartz's assessment of the existing transportation system for people walking, biking, and using transit—incorporating innovative performance metrics that examine access to jobs via different modes and measure transit's contributions in reducing congestion and increasing overall people throughput.

East Jefferson TOD Framework, DETROIT, MI

Ms. Meekins served as an advisor on Complete Streets. The East Jefferson corridor provides an important connection into downtown Detroit via transit, by bicycle, and car. The TOD Framework will guide the corridor toward economic growth while balancing the needs of the streets through

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Alex Hanson, AICP

Associate

Alex Hanson works with cities around the country to better connect their transportation policies and street design to community goals like safety, health, equity, and resiliency. He specializes in developing new analytical methods to understand transportation challenges and employing data to tell compelling stories that build support for transformative projects and plans.

Relevant Experience

Ann Arbor Comprehensive Transportation Plan Update, ANN ARBOR, MI
Sam Schwartz partnered with the City of Ann Arbor to develop a transformative update to the City's Comprehensive Transportation Plan focused on eliminating deaths and serious injuries related to traffic crashes and enabling a rapid shift to a carbon neutral transportation system by 2030. Mr. Hanson acted as deputy project manager and technical lead for the project, helping to develop a successful community engagement process involving thousands of residents and an innovative analytical approach to understand safety and other transportation needs. He also led the design of the all ages and abilities bike network, crafted strategies to address dangerous driving behaviors and high crash locations, and developed a values-based method to prioritize investments across the City.

Vision Zero Data Analysis, CHICAGO, IL
Mr. Hanson acted as project manager for Sam Schwartz' work with the Chicago Department of Transportation to analyze a myriad of data streams related to speeding, traffic safety, and driver behavior and determine how the City can use this information to advance Chicago's Vision Zero Action Plan and neighborhood specific plans. Mr. Hanson developed speed profiles for arterial and collector roadways across the City and investigated temporal, demographic, geographic, and built environment-related patterns within the data. Mr. Hanson also provides ongoing advice to CDOT on developing partnerships with technology and insurance companies to gain access to new safety data sources and how best to use this data.

Key Corridors Safety Analysis and Action Plan, PHOENIX, AZ
The Key Corridors Master Plan is Phoenix's guiding document for determining modal and functional priorities on all major streets and prioritizing and coordinating transportation improvements. Mr. Hanson led

Years of Experience
9 Years

Education
M.S. City & Regional Planning
Georgia Institute of Technology, 2017

B.S. Foreign Service
Georgetown University, 2011

Certifications
American Institute of Certified Planners

Professional Affiliations
American Cities Climate Challenge, Specialized Consultant

ULI Chicago Resiliency Initiative, Physical Infrastructure Task Force

Board Member, Association of Pedestrian and Bicycle Professionals – Chicagoland Chapter

American Planning Association

Publications
NACTO Designing Cities, From Pop-Up to Permanent: Delivering Lasting Impact from Pilot Projects, 2020.

Transportation Research Board, Aligning Organizational Structure with Strategic Direction in City Transportation Agencies, 2020

Association of Pedestrian and Bicycle Professionals, Street Typologies: An organizing framework for more walkable, bikeable streets, 2020

Walk/Bike/Places, Using Data to Assess the Potential Impacts of Dockless Bike Share in Your City, 2018

Sam Schwartz

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Sam Schwartz' assessment of the existing transportation system—incorporating innovative performance metrics that examine access to jobs via different modes and quantify transit's contributions in reducing congestion and increasing overall people throughput. Mr. Hanson also developed a data-driven process for assigning modal and functional priorities to over 1,000 miles of major streets that incorporates urban form, existing activity patterns, and future land use per corridor. He also led a citywide safety assessment and developed a toolbox of design and policy solutions as part of a safety action plan.

New York City Streets Plan, NEW YORK, NY

Sam Schwartz is leading the development of New York City's Streets Plan. In response to City Council legislation, New York City Department of Transportation (NYC DOT) is developing a comprehensive plan to prioritize street improvements and other investments that improve safety, access, equity, and sustainability in how New Yorkers move around and utilize their streets. Mr. Hanson is working with NYC DOT to develop a performance tracking framework for the plan—identifying performance indicators and targets for the department's key goals. He is also leading an assessment of NYC DOT's internal processes and systems, focused on how to improve project development and delivery and enhance internal coordination to improve efficiency and effectiveness.

Move DSM Transportation Master Plan,

DES MOINES, IA

Mr. Hanson acted as deputy project manager for Sam Schwartz' partnership with the City of Des Moines to design a multimodal transportation network and establish new street design standards that emphasize safety, health, and quality of life. He led the team's analysis of the current state of Des Moines' streets, evaluated safety and crashes on a city-wide basis, and developed new analytical approaches to measure accessibility and efficiency for users of all modes. Mr. Hanson partnered with the City to update its complete streets policy, which was ranked as one of the best policies of 2018 by the National Complete Streets Coalition, and improve its project development and delivery processes to see the plan's recommendations through to reality.

Atlanta's Strategic Transportation Plan,

ATLANTA, GA

Sam Schwartz partnered with Bloomberg Associates to help realize Atlanta Mayor Keisha Lance Bottoms' vision to create a new department of transportation and deliver safe, equitable mobility for all Atlantans. In order to create and direct the new agency, relevant City stakeholders worked together to determine its responsibilities and functions along with specific goals, strategies, and benchmarks to guide the department upon launch. Mr. Hanson helped facilitate a series of workshops with officials from the Mayor's Office, Planning, Public Works, and other key departments to understand the opportunities and challenges that currently exist and craft the mission and vision for the new department. He also led the design of the final Strategic Plan document, creating a visually engaging format to help build excitement and support for the plan.

NACTO Structured for Success Study and Guide,

NATIONAL/INTERNATIONAL

Sam Schwartz is leading a study for NACTO on the factors that contribute to transportation agency effectiveness in delivering both innovation projects and everyday services. The Sam Schwartz team is examining the role of a diverse range of factors like internal and citywide organizational structure; foundational policies and plans; project delivery systems and processes; and funding and procurement strategies. Mr. Hanson is managing the project and leading a wide-ranging literature review, interviewing experts from inside and outside government, and helping facilitate peer exchange between transportation leaders from across North America. The result will be a public guide to effective transportation governance geared towards mid-sized and large cities.

Siddharth Shah

Planner + Engineer

Mr. Shah is a Planner + Engineer with experience in developing and implementing improvements that make our streets safer for all people walking, biking, riding transit, and driving. Additionally, he has worked extensively with data to identify patterns and trends in traffic safety that further inform policy and infrastructure improvements.

Relevant Experience

Pedestrian Program Projects , CHICAGO, IL

Mr. Shah is the coordinator for the Chicago Department of Transportation's Pedestrian Program. In this role, he helps CDOT in location selection and project management for installing pedestrian safety improvements such as concrete curb extensions, pedestrian refuge islands, and pavement marking upgrades. Mr. Shah develops conceptual designs for locations and coordinates within the department to produce engineering drawings and work orders.

Rapid Delivery Projects, CHICAGO, IL

Mr. Shah analyzes crash data and street conditions to identify locations for the Chicago Department of Transportation to implement Rapid Delivery Projects. Rapid Delivery Projects are low-cost, quick improvements on city streets using tools such as paint markings to make the streets safer for vulnerable road users. Furthermore, Mr. Shah helps in implementing these improvements by developing conceptual drawings and preparing preliminary cost estimates for the Rapid Delivery Projects. Mr. Shah is currently developing a policy document to guide Left Turn Traffic Calming installations in the city of Chicago.

Data Working Group for Vision Zero Chicago, CHICAGO, IL

Mr. Shah facilitates the Vision Zero Chicago Data Working Group for the Chicago Department of Transportation. Mr. Shah coordinates with multiple agencies, including the Chicago Department of Public Health, Chicago Police Department, and Chicago Metropolitan Planning Association, for the stakeholders to have a platform to discuss and address issues related to crash data and other traffic safety and equity data. As part of the Data Working Group's tasks, Mr. Shah worked to set up an automated notification system for all aldermanic offices to receive emails whenever there

Years of Experience

3 Years

Education

Master of Urban Planning
New York University, 2018

M.S. Civil Engineering
University of Illinois at Urbana-Champaign, 2016

B.Tech. Civil Engineering–Construction
CEPT University, 2015

Certifications

LEED Green Associate

Professional Affiliations

American Planning Association

Young Professionals in Transportation

Chi Epsilon–Civil Engineering Honor Society

Presentations

From Pop-up to Permanent: Tactical Implementation beyond COVID-19, Presenter and Panelist, 29th Congress for New Urbanism, 2021

Pop-up to Permanent: Delivering Lasting Impacts from Pilot Projects, Presenter and Workshop Facilitator, NACTO Designing Cities, 2020

Pedestrian Safety, Acceptable Risks, and Public Health Equity, Presenter, APA-IL State Conference, 2019

Rapid Delivery Project on Milwaukee Avenue, Presenter, Transport Chicago, 2019

Sam Schwartz

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is a severe crash in their ward. Sam Schwartz is retained by the Chicago Department of Transportation for program management of Vision Zero Chicago, including managing Vision Zero Chicago working groups.

Vision Zero Downtown Action Plan, CHICAGO, IL
Sam Schwartz was retained by the Chicago Department of Transportation to develop a Vision Zero Action Plan for the high crash area of downtown Chicago. The services provided by Sam Schwartz included assembling a Vision Zero Downtown task force, facilitating the task force's public meetings, providing data analysis and data-driven insights, developing recommendations, and drafting the action plan document for a wide audience. Mr. Shah was involved in each task and specifically worked on data analysis, developed visualizations for stakeholder presentations, assisted in stakeholder meetings and provided data and graphics for the action plan document.

Milwaukee Ave Project Evaluation Report,
CHICAGO, IL
Mr. Shah designed and compiled the evaluation report for the Milwaukee Avenue Rapid Delivery project to help the Chicago Department of Transportation communicate the safety benefits of the project to a wide audience. The evaluation report detailed how the project increased safety along the project corridor for people traveling in all modes of transportation and increased comfort for people walking and biking along the corridor.

Fatal Crash Response Coordination Committee,
CHICAGO, IL
Mr. Shah served as the key person from Sam Schwartz for coordinating the City of Chicago's Fatal Crash Response Coordination Committee. The committee meets monthly to assess the circumstances of fatal traffic crashes in the city and he facilitated the meetings on behalf of the Chicago Department of Transportation. Mr. Shah tracks traffic fatalities for the City of Chicago and develops a summary document for each meeting consisting of an overview of the year to date fatal traffic crashes in Chicago. Additionally, Mr. Shah coordinates the Chicago Department of Transportation's field investigation visits at the location of fatal crashes to recommend specific safety improvements.

Borough Pedestrian Safety Action Plans Update,
NEW YORK, NY
Prior to Sam Schwartz, Mr. Shah was a September 11 Memorial Scholar at the New York City Department of Transportation. Mr. Shah composed a draft of New York City's update to its Pedestrian Safety Action Plan which was released in its final version in February 2019. He produced data analysis tables and maps for the Action Plan to communicate the change in pedestrian safety conditions across the five boroughs of New York City. Additionally, he tracked progress on the commitments outlined in the 2014 Action Plans and compiled case studies of safety improvements installed along major corridors in each of the city's boroughs.

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Allison Porton

Transportation Planner

Ms. Porton serves as a consultant to the Chicago Department of Transportation as the Vision Zero Chicago team's planning and policy analyst. In this role, she leads actionable traffic safety policy work amongst CDOT staff and stakeholders, bringing international and national research, and original local analyses to policy formation and implementation.

Years of Experience
4 Years

Education
Master of Urban Planning + Policy, University of Illinois at Chicago, 2018

B.A.
The George Washington University, 2010

Relevant Experience

Vision Zero South Side Neighborhood Action Plan, CHICAGO, IL
Sam Schwartz is leading a neighborhood-based action plan to improve traffic safety in two high crash areas on the City's south side in neighborhoods that have long experienced disinvestment. The team is using a deliberately immersive approach in the community to allow community leaders to help shape the overall engagement process so that the resulting plan is truly community-driven and therefore responsive to their unique needs and concerns. Ms. Porton's responsibilities on the project include conducing a safety analysis of the study areas.

State Street High Crash Corridor Before-and-After Study, CHICAGO, IL
Sam Schwartz is in the process of conducting a before-and-after study of corridor safety improvements that were installed on the State Street high crash corridor in the Central Business District. Ms. Porton reviewed best practices and designed a data collection procedure to measure impact on safety. After data collection was recently completed and results are forthcoming.

Vision Zero Chicago, Downtown Action Planning, CHICAGO, IL
As part of the Vision Zero Chicago team, Ms. Porton facilitated the stakeholder-driven process of developing a crash reduction plan for Chicago's Central Business district. As part of this effort, she matched stakeholder input and experience with local data and national policy standards to develop the plan's policy recommendations, exploring both familiar and specialized opportunities.

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Sam Schwartz

Allison Porton

Sam Schwartz

Vision Zero Chicago, Crash Notification System, CHICAGO, IL

The Sam Schwartz staff on Chicago's Vision Zero team developed a process to distribute notifications to via email to elected officials each time a crash occurs within a ward. Language was developed to accompany each notification and Ms. Porton created a number of online resources that provide additional information for the ward office staff.

Vision Zero Chicago, Driver Training Curriculum, CHICAGO, IL

In partnership with relevant City agencies, the Vision Zero Chicago team is developing a safe driving curriculum for City staff that drive as part of their jobs. The curriculum reviews local laws and best practices, emphasizing the unique challenges of driving in a dense urban environment in close proximity to vulnerable road users.

Previous Experience

Developable Land Analysis, CHICAGO, IL

As part of a project aimed at identifying developable land parcels within the City of Chicago, Ms. Porton developed GIS and excel data analysis tools to select relevant plots and pair information such as ownership and development rights. Using the results of the analysis, Ms. Porton developed policy recommendation and focus geographies to facilitate development in historically disinvested areas.

Municipal Fiscal Analysis, CHICAGO REGION, IL

Ms. Porton served as project staff responsible for compiling and analyzing a database of financial reports of Chicago Region municipalities. Her work included creating narrative and visual documentation of the Region's fiscal health over time and recommendations for improved fiscal health.

Logan Square Neighborhood Parking Survey, CHICAGO, IL

Ms. Porton designed and performed a neighborhood parking survey in a commercial and segment of Logan Square surrounding Milwaukee Ave, with the goal of both assessing parking supply and policy and creating a replicable GIS system for that can be used in the future by neighborhood groups.

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Katherine Nickele

Transportation Planner

Ms. Nickele is a transportation planner at Sam Schwartz specializing in active transportation safety and facility design and engagement. With a background in public health, Ms. Nickele previously designed community-engaged research and evaluation centered around recreation and active transportation within the built environment. Ms. Nickele leverages this background to frame conversations surrounding street design with easy-to-understand language and graphics. Fluent in Spanish, Ms. Nickele has experience in bilingual community engagement and outreach.

Relevant Experience

Chicago Department of Transportation Traffic Safety Education and Planning – Vision Zero, CHICAGO, IL

Ms. Nickele provides in-house support for Chicago Department of Transportation's Vision Zero team. Ms. Nickele leads the city's fatal crash response coordination committee, conducts detailed crash analyses, and assists with the identification of rapid delivery projects for high crash locations. Additionally, Ms. Nickele manages the team's planned development review of citywide developments for best practice bicycle and pedestrian safety and design. Ms. Nickele assists in the creation of community engagement graphics and provides Spanish translation for engagement materials.

Ann Arbor Comprehensive Transportation Plan Update, ANN ARBOR, MI

Sam Schwartz partnered with the City of Ann Arbor to develop a transformative update to the City's Comprehensive Transportation Plan, Ann Arbor Moving Together Towards Vision Zero, that detailed a clear path towards eliminating deaths and serious injuries related to traffic crashes, increasing residents' transportation choices, and reducing emissions from the transportation sector. Ms. Nickele served as an analyst and produced materials for community engagement, including the creation of various surveys and designing engagement materials. Ms. Nickele assisted in the development of a framework for a low-stress bike network throughout the city and coordinated online interactive mapping activities.

Years of Experience

7 Years

Education

Master Urban Planning and Policy
University of Illinois at Chicago, 2019

Master of Public Health
University of Illinois at Chicago, 2018

BA Spanish, Global Health
Northwestern University, 2012

Professional Affiliations

American Planning Association

Association of Pedestrian and Bicycle Professionals

Publications + Presentations

Transport Chicago, Bikeway Design Made Easy: How to Evaluate and Design the Right Facilities for Your Community, 2020

Illinois Bike Summit, Bike Equity in Chicago: An Observational Tool for Neighborhood Bikeability, 2018

APA National Planning Conference, Bike Equity: An Observational Tool, 2018

Active Living Research Conference, Lessons learned for facilitating multi-sectoral policy & environmental changes in communities, 2018

Active Living Research Conference, Creating active-friendly communities and schools, 2017

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Katherine Nickele

Sam Schwartz

West Side Bike Network Development and Design, CHICAGO, IL
Ms. Nickele is part of the Sam Schwartz team developing a network of safe, comfortable, and connected bikeways in the three Chicago communities, focusing on short-term opportunities that can be implemented quickly and longer-term projects. Ms. Nickele is leading analysis and supporting benefit assessments to evaluate bike network alternatives and traffic calming recommendations.

Bartlett & Streamwood Bicycle and Pedestrian Plan, BARTLETT & STREAMWOOD, IL
Sam Schwartz is working with the Villages of Bartlett and Streamwood to develop a plan to make walking and bicycling more safe, comfortable, and convenient. Ms. Nickele assists in data analysis and plan development. Additionally, Ms. Nickele leads community engagement efforts, including the development of a project website, along with online public surveys and interactive maps. Ms. Nickele works to produce outreach materials, such as social media posts in English and Spanish, and assist in organizing both in-person and virtual stakeholder and community events.

Downers Grove High School Safety Study, DOWNERS GROVE, IL
Sam Schwartz partnered with the Village of Downers Grove and their school district to develop and evaluate alternatives and impactful solutions to traffic and pedestrian safety at Downers Grove North and South High Schools. Ms. Nickele conducted crash analyses, helped design street design alternatives, and created educational, engagement materials. Ms. Nickele led the study's public engagement by developing a series activity-based stations for in-person open houses and a successful interactive online community map.

Northwest Municipal Conference Multimodal Transportation Plan, NORTHWEST SUBURBS, IL
Ms. Nickele supported a planning effort encompassing 43 municipalities in the north and northwest suburbs of Chicago intended to better connect the region's bikeway system and create comprehensive guidelines that will outline a regional bicycle and pedestrian network that is safe and comfortable for all ages and abilities. Ms. Nickele led the team's GIS analyses of the region's network connectivity and safety. Additionally, Ms. Nickele assisted in developing community outreach activities aimed at understanding resident perception of active transportation.

Randolph Street Corridor Improvement Study, CHICAGO, IL
Ms. Nickele serves as an analyst in an ongoing study to develop corridor alternatives for Randolph Street, a historic, one-and-a-half-mile corridor directly west of the City's central business district. Ms. Nickele assists with GIS data analyses related to crashes, parking, curbside, and sidewalk behavior and creates graphic engagement materials. Ms. Nickele designed a series of interactive maps and design-based activities to help community residents to imagine their corridor in a different way.

El Paseo Phase I Engineering, CHICAGO, IL
Ms. Nickele is serving on a team developing design concepts, access point analysis, and crossing treatments for a planned four-mile bicycle and pedestrian path and greenway through Chicago's Little Village and Pilsen neighborhoods. Ms. Nickele created a set of data-driven design guidelines to inform initial concepts for the multi-use path. In addition to technical evaluation, Ms. Nickele provides graphic support.

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Erica Salutz, PE

Senior Design Engineer

Ms. Salutz specializes in roadway design, traffic signal design, and preliminary engineering for the Chicago Department of Transportation (CDOT) and Illinois Department of Transportation (IDOT). She also has specialized experience in the requirements of the American's with Disabilities Act as it pertains to pedestrian facilities.

Years of Experience
12 Years

Education
B.S. Engineering
University of Dayton, 2008

Certifications
Professional Engineer: IL

Professional Affiliations
Institute of Transportation Engineers

Relevant Experience

Pedestrian Signal Project, VILLAGE OF MOUNT PROSPECT, IL
Ms. Salutz served as project manager and design engineer for the Sam Schwartz team. The project consists of four intersections in need of updated pedestrian crossing infrastructure. Three of the intersections are in the center of the downtown area near the commuter train station. The Sam Schwartz team developed signal plans and ADA details for pedestrian crossing improvements at all intersections. Construction was completed in 2020.

Village of Mount Prospect Downtown Transportation Study,
VILLAGE OF MOUNT PROSPECT, IL
Ms. Salutz served as design engineer for the Sam Schwartz team. The Transportation Study conducted by the Sam Schwartz team identified options for alleviating traffic congestion cause by commuter train interruptions in the downtown area of the Village of Mount Prospect. As part of this study, Ms. Salutz evaluated the pedestrian crossings and signals in the near the railroad crossings. Recommendations were then developed to improve the pedestrian realm near the train station.

Chicago Department of Transportation Bikeways, CHICAGO, IL
Ms. Salutz serves as Project Manager for the Sam Schwartz team on the CDOT Bikeways contract. This contract involves design of bike facilities along several corridors in Chicago. Ms. Salutz leads the team in preparing the existing conditions and proposed designs for 8 miles of bike facilities in Chicago. These bike facilities range from contraflow lanes on Neighborhood streets to protected bike lanes on Local Roadways.

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Wheaton Bike Route Signage, WHEATON, IL
Ms. Salutz served as Project Manager for the Sam Schwartz team on the Wheaton Bike Sign project. Ms. Salutz oversaw the design and production of plans, in accordance with IDOT and MUTCD standards, for a network of bike route wayfinding signage in Wheaton, IL. The signs are placed along several streets citywide to direct cyclists along bike routes, as well as to provide directions and distances to destinations, such as parks, transit stops, schools, and shopping districts.

Moline Trail Alternatives, MOLINE, IL
Ms. Salutz served as a project engineer for the Moline Trail Alternatives analysis, which recommended a preferred alignment for connecting other trail assets to and through downtown Moline to the Mississippi River. The City of Moline intends to use this study as the starting point for a full Phase I study, the next step in the process toward seeing the trail improvements constructed. Ms. Salutz aided in the analyses for the trail alternatives.

North Milwaukee Avenue Design and Reconstruction, CHICAGO, IL
Ms. Salutz serves as design engineer for the Sam Schwartz team on the Milwaukee Ave reconstruction from Belmont Ave to Logan Boulevard. The Milwaukee Avenue (Logan Boulevard to Belmont Avenue) Design Services project presents an opportunity to improve the entire Milwaukee Avenue corridor to meet its multimodal demands by utilizing Complete Streets and sustainable urban infrastructure designs. This project seeks to assist in the positive transformation of Milwaukee Avenue, bringing continuity to the streetscape, improving safety, and looking for opportunities to improve public open space. Ms. Salutz was involved in developing design concepts for the corridor, presenting to the public at community meetings, and preparing preferred design alternatives for completion of the Phase I process. Phase I completed at the end of 2018.

Preliminary Engineering for 31st Street, OAKBROOK, IL
Ms. Salutz served as Engineer for the preliminary engineering for 31st Street from Meyer to York Rd in Oakbrook. This work consisted of development of preliminary plan and profile sheets, as well as evaluation of ADA features along the project. Intersection Design studies were prepared for several intersections within the project limits, Ms. Salutz worked on the Jorie Blvd and 31st Street IDS. This experience was prior to joining Sam Schwartz.

Improvement of Harlem Avenue under UP, CHICAGO, IL
Ms. Salutz served as Civil Engineer, working on the Phase I Plan for Harlem Avenue under the UP and CTA railroad tracks. The project consisted of Intersection Design study for the Signalized intersection under the viaduct. As well as Roadway plan and profiles, cross sections, ADA details and a construction traffic control plan. This experience was prior to joining Sam Schwartz.

Grand Ave Improvement, CHICAGO, IL
Ms. Salutz served as Project Engineer, coordinating the design for Grand Ave from Pulaski Rd to Chicago Ave for Chicago DOT. The project included roadway plans for widening and resurfacing of Grand Ave, including ADA details, signing and pavement marking plans, landscape plans, drainage and utility plans, and traffic signal plans. Construction was completed in 2018. This experience was prior to joining Sam Schwartz.

Kinzie Street Improvements, CHICAGO, IL
Ms. Salutz served as Civil Engineer, aiding in the design for Kinzie Street from Ogden to Milwaukee/DesPlaines for Chicago DOT. The project included roadway plans for the reconstruction of Kinzie Street, including ADA details, signing and pavement marking plans, landscape plans, and drainage and utility plans. Construction was completed in 2016. This experience was prior to joining Sam Schwartz.

Shameka Turner

Community Outreach Liaison

Ms. Turner has extensive experience in community engagement, program development, and public relations. She is highly skilled in communication, public engagement, and grant writing and possesses the required skills to build and maintain relationships within the community.

Relevant Experience

SAFE (Street Are for Everybody) Program Manager, CHICAGO, IL

Since joining Sam Schwartz, Ms. Turner has been working with the City of Chicago's Department of Transportation Vision Zero program and managing the education and engagement aspect of the City's initiative of zero traffic deaths. In an effort to engage everyone, Ms. Turner renamed and rebranded the formerly known as, Chicago Bicycling Ambassadors to the SAFE (Streets Are for Everybody) Ambassadors. The name change was an strategic effort to engage, educate and encourage all residents of Chicago on how to safely walk, safely bike, safely drive, and use mass transit. Achieving the goals of Vision Zero requires many different approaches. The ways in which the SAFE Ambassador program educate the public about the importance of traffic safety is through a host of engagement opportunities such as learn to ride classes, Safe Routes presentations, child passenger safety seat checks, community bike rides, health fairs, bike to work events, just to name a few.

Learn to Ride

In partnership with Divvy bike share, City's Colleges of Chicago, and the Chicago Park District, the SAFE Ambassadors are able to offer residents free learn to ride a bike class during summer months, in which they receive personalized safe cycling instruction, a free helmet, the opportunity to ride a Divvy for free, and learn a new life skill.

Ms. Turner oversees this program and has expanded its offerings. In addition to Beginner Learn to ride, the program has added Advanced Learn to Ride, and a Learn to Commute opportunities, in response to the uptick in biking as a result of the pandemic. The addition of the confidence building "Advanced Learn to Ride" and Learn to commute, have been widely received and attended. As biking becomes increasingly more popular, Ms. Turner and her team look forward to adding addition classes and learning opportunities.

Years of Experience

11 Years

Education

B.S. Business Administration
Trinity Christian College, 2000

Certifications

Child Passenger Safety Seat Technician

League Cycling Instructor

Sam Schwartz

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Shameka Turner

Sam Schwartz

Safe Routes to School Program Lead, CHICAGO, IL
Ms. Turner manages the Safe Routes to School program for the City of Chicago. This program was created to ensure compliance of HB4799, which states: in every public school maintaining any of grades kindergarten through 8, there shall be instruction, study, and discussion of effective methods for the prevention and avoidance of traffic injuries related to walking and bicycling. Provides that if a school board provides instruction on safety education under a provision in the Code, the instruction includes ped and bike safety.

The two main goals of this program are:

- Educate, enable and encourage children, including those with different abilities, to walk, bicycle, or use mass transit to get to school.
- Make walking and bicycling to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

The program achieves these goals by providing an assortment of age appropriate safety presentations and workshops. As the need to address traffic safety in and around schools continue to grow, the program has developed relationships with multiple schools that request the Ambassadors to visit their school on more than one occasion. These repeat visits allows the City and the program the opportunity to ensure that all school age youth learn to understand and appreciate all forms of safe mobility.

As the SAFE program had to pivot during Covid, her team was able to translate their in class SAFE routes to school presentations into digital content, to ensure compliance.

SAFE Routes for Seniors, Chicago, IL
The SAFE Seniors program, managed by Ms. Turner, collaborates with local senior housing facilities, senior centers, and community-based organizations. The goal of the program is to listen to the concerns of the residents and assist them in assessing their community's needs, supporting them to become informed about their local government and showing them how to use City's 311 service to report issues and concerns. The Ambassadors also provide the seniors with various maps and resources to ensure that they know how to independently get around the city. This year's focus for the 55 and better populations, was Dementia Awareness. To pivot during the pandemic, the SAFE Ambassadors did engagement and education from the sidewalk of the senior facilities to let them know that they had not been forgotten and that we cared.

Junior Ambassadors Program
Ms. Turner oversees the Junior Ambassador program for youth. This program, offered by the City, consists of a 6 week summer mentorship employment opportunity in which a select number of teenagers and young adults are hired and trained to provide walking and biking safety presentations and workshops to Chicago Park District Day camps. The day camps are held throughout the city and provide the Ambassadors program with the opportunity to reach children ages 6-12 years old and educate them on safe walking and biking skills. This program is a peer-to-peer pedestrian and bicycling safety program which continues to thrive.

Traffic Safety Education Missions
In partnership with the Chicago Police Department, the Ambassadors previously hosted "Traffic Safety Education Mission Pop-ups" in which they visit some of Chicago's most dangerous intersections for traffic, addressing the behaviors that make it less safe for people to walk and bike in the community. During the time out on the streets with the officers, the Ambassadors provide smiles, reflective safety stickers, free bike lights, safety tips and warnings. Ms. Turner, in rethinking effective engagement, decided to create a more impactful form of motorist engagement, and has gotten certified as Child Passenger Safety Seat Technician. This certification created a new safer method to engage and educate motorists, while keep the children safe.

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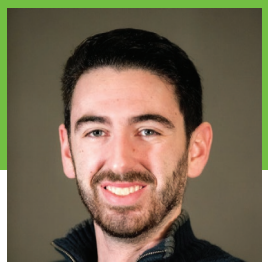
Kyle Sant, PE, PTOE

Transportation Engineer



Mr. Sant specializes in traffic operations and analysis for private developers and municipalities in the Chicago Metropolitan Area and throughout the country. He is an expert at utilizing technical software including Synchro, SimTraffic, VISSIM, and AutoCAD.

Relevant Experience

Ann Arbor Pedestrian & Bicycle Infrastructure Review, ANN ARBOR, MI

Sam Schwartz performed a review of Ann Arbor's Crosswalk Design Guidelines compared to relevant standards and guidance in the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and the *Michigan Manual of Uniform Traffic Control Devices* (MMUTCD) *2011*. As a part of this review, Mr. Sant conducted an inventory of 23 crosswalk locations identified through input from the city's Pedestrian Crossing Survey and councilmembers. The crosswalks reviewed included a variety of midblock crossings, school crossings, and/or were located along bike routes, making a geographically diverse and representative sample of the existing pedestrian and bicycle network throughout the city. At each crosswalk, all relevant pedestrian infrastructure was documented, including (but not limited to) pavement markings, signage and signals, pedestrian refuge islands or curb extensions, ADA accommodations, and lighting. The inventory was used to provide recommendations for Ann Arbor to update its guidance and enhance best practice applications for pedestrian crossings.

North Avenue Multimodal Corridor Improvement Plan,

OAK PARK AND CHICAGO, IL

At a previous consulting firm, Mr. Sant served as the transportation team's lead project engineer on a multimodal corridor improvement plan covering a two-mile portion of North Avenue. The improvement plan, presented to the cities of Oak Park and Chicago, identified recommendations for improving pedestrian, bicycle, and transit experiences while balancing vehicular mobility on one of Chicago's primary east-west arterials. As lead project engineer, Mr. Sant performed an inventory of the corridor, documenting all relevant pedestrian, bicycle, transit, and vehicular infrastructure to establish existing conditions. To assess the existing and future operational characteristics of the corridor, Mr. Sant created and ran a

Years of Experience

6 Years

Education

B.S. Civil Engineering
University of Notre Dame, 2015

Certifications

Professional Engineer: IL

Professional Traffic Operations Engineer

Professional Affiliations

American Society of Civil Engineers, Illinois Section Member

Sam Schwartz

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traffic model using Synchro capacity analysis software. Mr. Sant also helped draft concept pedestrian improvements intended to increase comfort and safety at unsignalized crossings, including curb extensions and refuge islands, among others. Lastly, Mr. Sant participated in several public engagement meetings intended to gather feedback on the plan from area residents.

Calumet-Ridge Streetscape Plan, MUNSTER, IN
Sam Schwartz (in coordination with Teska Associates) drafted a Streetscape Plan for the Town of Munster Indiana focused on developing a more welcoming environment for walking and biking. As a part of the existing conditions analysis, Mr. Sant performed an inventory of existing vehicular, pedestrian, and bicycle infrastructure along the primary district corridors of Calumet Avenue and Ridge Road. As the lead project engineer, Mr. Sant also performed operational analysis on the corridor using Synchro capacity analysis software in order to study the feasibility of implementing various improvements, including a potential road diet on Ridge Road.

Redevelopment Plan for the University Avenue Corridor, WEST DES MOINES / CLIVE, IA
Sam Schwartz drafted a transportation improvement plan for the cities of West Des Moines and Clive focusing on the University Avenue Commercial District, a central commercial and business district. The goals of the plan included increased walkability and coexistence of vehicles and pedestrians, promotion of transit service, and the minimization of traffic congestion and expanded use of alternate modes. As a part of the engineering team, Mr. Sant performed capacity analysis using Synchro software in order to assess the viability of various roadway infrastructure improvements. Mr. Sant also helped draft a report documenting Sam Schwartz's recommendations, which included research into the safety benefits of striping and other pedestrian improvements at unsignalized crosswalks.

Richton Road Two-Way Conversion Study, RICHTON PARK, IL
Sam Schwartz performed a traffic study analyzing the feasibility of converting Richton Road (a one-way street serving the local commuter rail station) to a two-way section. As a part of the analysis, Mr. Sant performed a review of over 300 crash reports in the study area, including pedestrian and bicycle crashes. Mr. Sant created several collision diagrams documenting the crash distribution and helped develop recommendations to improve pedestrian safety, including the adjustment of pedestrian countdown timers at signalized intersections and installation of signalized crosswalks.

Sedona Area Transit Planning, SEDONA, AZ
At his previous firm, Mr. Sant served on a consultant team to the City of Sedona to evaluate the potential construction of a transit center intended to serve the pedestrian-focused uptown Sedona district and the surrounding tourist areas. Mr. Sant updated an existing vehicular and pedestrian VISSIM model of Sedona to assess the efficacy of multiple proposed improvements including grade-separated pedestrian facilities. As a part of the public engagement process, Mr. Sant developed visual representations of the simulation to illustrate the expected performance of several proposed improvements.

Interstate 294 "Hot Spot" Crash Analysis, CHICAGO METRO AREA, IL
As a part of an on-call contract with the Illinois Tollway at a previous consulting firm, Mr. Sant served as the lead analyst on a safety assessment project focused on I-294. Mr. Sant coordinated the collection of hundreds of crash reports along the length of the Tri-State Tollway before sorting by severity and crash type. Mr. Sant led the team that developed a list of "Hot Spot" crash locations, or areas that experience greater than average crash numbers or severity. Mr. Sant also drafted a report for the Tollway to assist in the development of their safety improvement program.

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PRINCIPAL, SENIOR MOBILITY STRATEGIST

JANET ATTARIAN

AIA, LEED AP BD+C

EDUCATION

Master of Architecture,
University of Michigan, 1992

Bachelor of Science in Architecture,
University of Michigan

REGISTRATIONS

Registered Architect:
Illinois

LEED Accredited Professional
Building Design + Construction

PROFESSIONAL AFFILIATIONS

American Institute of Architects

LOCATION

Detroit, Michigan

Janet has over 25 years of experience in creating beautiful, livable cities with a focus on urban mobility and street design. In her leadership role as Senior Mobility Strategist, she helps craft SmithGroup's vision for multi-modal mobility that is focused on people and planet, and has a gift for synthesizing the multiple disciplines it takes to create safe, vibrant streets and innovative policy and programs. Previously, as Complete Streets Director for the Chicago Department of Transportation, she led the implementation of the City's Pedestrian and Bicycle Plans, including the creation of a safety education campaign, implementation of pedestrian and bicycle safety improvements, and helping to start the City's Vision Zero program.

DTE ENERGY DEVELOPMENT AND STREETSCAPE

Detroit, Michigan. Collaboration with DTE Energy to complete a near and long-term vision to transform its downtown campus into an identifiable mixed-use neighborhood that delivers a value proposition for future office, residential, entertainment, retail, and institutional development.

PITTSBURGH DOWNTOWN MOBILITY PLAN

Pittsburgh, Pennsylvania. Intended to serve as a seminal document that will guide transportation and development investments, projects, programs, and policies in Downtown Pittsburgh.

PUBLIC LIFE STUDY AT FLORIDA AND NEW YORK AVENUES, NE

Washington, DC. A Public Life Study applying observational, people-centric measures to inform policy and public space design. Data uncovers how people want and need to use the space now and in the future. Recommendations re-imagine how the area can become an inviting place that accommodates all ages and abilities, all types of mobility, with attractive high-quality spaces.

JOE LOUIS GREENWAY FRAMEWORK PLAN

Detroit, Michigan. The Joe Louis Greenway is a comprehensive recreational path that will connect inner city neighborhoods previously separated by freeways and discontinuous transit via new trails and on-street bike lanes, creating a total of 31.5 miles of accessible and connected pathways. The Framework plan was developed in close cooperation with the community with the goal of bringing equitable development and access without displacement, connecting people to jobs, recreation, and services, including key mobility hubs to transfer to others forms of mobility.

LAS VEGAS MASTER PLAN UPDATE

Las Vegas, Nevada. The Master Plan will inform the next 30 years of transformational growth in Las Vegas, guided by a robust public engagement process. The plan will act as a guiding framework for the desired future economic, social, cultural and quality of life vision and goals for the city.

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PRINCIPAL | LANDSCAPE ARCHITECT

OLIVER KILEY
PLA

With over 20 years of experience as a landscape architect, Oliver practices at the intersection of community planning, green infrastructure, mobility/street design, and public engagement – all in complex urban environments. He excels at working across scales and in bridging the gap between deep planning-level study and physical implementation, with a special emphasis on urban mobility and greenway projects.

ANN ARBOR STREETSCAPE FRAMEWORK PLAN

Ann Arbor, Michigan. Development of a street framework plan for downtown Ann Arbor including a comprehensive set of standards to govern the design and construction of public and private projects impacting the street right of way; enhance and maintain the high quality experience provided by some streets and seek to improve the identity and functionality of others; and provide strategic recommendations to improve and simplify how streetscapes are coordinated, managed, and maintained.

ANN ARBOR DOWNTOWN STREETSCAPE SOUTH UNIVERSITY

Ann Arbor, Michigan. SmithGroup was retained to design improvements to South University Street in downtown Ann Arbor as a first project following the development of the Ann Arbor Downtown Street Design Manual. The design aesthetic seeks to translate design typologies of the adjacent University of Michigan campus while maintaining a flexible, understated canvas that supports human activity rather than dictates it.

ANN ARBOR DOWNTOWN STREETSCAPE ASHLEY & WILLIAM STREET

Ann Arbor, Michigan. SmithGroup provided streetscape design, public engagement, survey, stormwater and grading, and bid package and construction administration services.

JOE LOUIS GREENWAY FRAMEWORK PLAN

Detroit, Michigan. The Joe Louis Greenway is a comprehensive recreational path that will connect inner city neighborhoods previously separated by freeways and discontinuous transit via new trails and on-street bike lanes, creating a total of 31.5 miles of accessible and connected pathways. The Framework plan was developed in close cooperation with the community with the goal of bringing equitable development and access without displacement, connecting people to jobs, recreation, and services, including key mobility hubs to transfer to others forms of mobility.

THE DISTRICT DETROIT FRAMEWORK PLAN

Detroit, Michigan. SmithGroup began early work with Olympia Development of Michigan to craft a framework of streets and open spaces throughout the District Detroit. This framework served as the launching point for several projects including the Little Caesars Arena, the Little Caesars Global Resource Center, The District Detroit Design Standards, DMC SMI, WSU SBA, Henry Plaza, surface parking lot enhancements, and three new parking decks.

EDUCATION
Master of Landscape Architecture, University of Michigan, 2008

Bachelor of Science in Natural Resources, University of Michigan, 2003

REGISTRATIONS
Landscape Architect: Michigan

PROFESSIONAL AFFILIATIONS
American Society of Landscape Architecture

American Planning Association

LOCATION
Ann Arbor, Michigan

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CIVIL ENGINEER

ALEX RUSSEAU
PE

Alex Russeau's professional experience includes civil engineering and planning for an assortment of projects ranging from educational and transportation projects to campus and waterfront planning. Alex's experience includes the design of roadways, utility systems, parks and recreation, stormwater management and property development, while providing computer skills in AutoCAD and Civil 3D.

DEARBORN STREETSCAPES

Dearborn, Michigan. In an effort to modernize its regulations through the RRC program, the City sought a pilot district that could be replicated for the East Downtown and its corridors and subsequent phases. SmithGroup led a public open house to generate ideas and enthusiasm for a set of sub-districts to capture the distinct characteristics of the core downtown and adjacent neighborhoods.

JOE LOUIS GREENWAY FRAMEWORK PLAN

Detroit, Michigan. The Joe Louis Greenway is a comprehensive recreational path that will connect inner city neighborhoods previously separated by freeways and discontinuous transit via new trails and on-street bike lanes, creating a total of 31.5 miles of accessible and connected pathways. The Framework plan was developed in close cooperation with the community with the goal of bringing equitable development and access without displacement, connecting people to jobs, recreation, and services, including key mobility hubs.

MIDTOWN LOOP GREENWAY

Detroit, Michigan. Multi-phased, 3.5-mile non-motorized trail in midtown to connect the various educational, medical, and cultural facilities for health, tourism, and economic benefits. Greenway elements include 10-foot-wide sidewalks incorporating colored paving surfaces, attractive and sustainable landscapes, unique lighting and wayfinding, public art displays, and site furnishings.

ANN ARBOR DOWNTOWN STREETSCAPE SOUTH UNIVERSITY

Ann Arbor, Michigan. SmithGroup was retained to design improvements to South University Street in downtown Ann Arbor as a first project following the development of the Ann Arbor Downtown Street Design Manual. The design aesthetic seeks to translate design typologies of the adjacent University of Michigan campus while maintaining a flexible, understated canvas that supports human activity.

ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY FIFTH AVE & DETROIT STREETSCAPE

Ann Arbor, Michigan. Right-of-way boundary resolution and detailed topographic mapping including surface materials, inventory of public and franchise utilities and tree inventory. Boundary aspect of the survey required research of historic surveys that comprised the original Village of Ann Arbor, recovery, and evaluation of physical survey evidence to determine the location of the public corridor.

EDUCATION

Bachelor of Science in Civil Engineering
Michigan State University, 2011

Associate of Science in Pre-Engineering
Siena Heights University, 2009

REGISTRATIONS

Professional Civil Engineer:
Michigan

LOCATION

Ann Arbor, Michigan

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Jeffrey J Sandberg

Traffic Engineer

Education

BS, Civil Engineering, Northwestern University, 2003

Licenses/Registrations

Professional Engineer, Wisconsin, #39308-6

Professional Engineer, Illinois, #062060020

Professional Engineer, Minnesota, #47752

Professional Engineer, North Dakota, #8689

Professional Traffic Operations Engineer, #2478

Road Safety Professional 1, #253

Years of Experience

With AECOM: 13

With Other Firms: 4

Mr. Sandberg is experienced in traffic engineering, transportation planning, and roadway design. He has extensive experience leading and managing traffic and design projects. He has been the lead engineer and project manager for numerous traffic signal design projects for state departments of transportation, metropolitan planning commissions, counties and municipalities. Mr. Sandberg also has extensive experience in leading and managing road safety projects, including Road Safety Audits, HSM predictive safety analysis, intersection safety reviews, pedestrian safety projects, and system-wide safety improvement projects. In addition, Mr. Sandberg is experienced in traffic operations studies, traffic signal timing, and traffic signal system timing. Mr. Sandberg has successfully led the design effort to implement his study recommendations, including Complete Streets implementation, pedestrian improvements, intersection geometric improvements, and traffic signal timing and operations improvements.

Project Experience

Wisconsin Department of Transportation - Bureau of Traffic Operations, Region Safety Improvement Plans, Wisconsin. Lead engineer for development of a systemic approach to produce safety improvement plans for each of WisDOT's five regions. Responsibilities include analysis and disaggregation of statewide crash data, development of countermeasures, coordination with stakeholders, and development of safety improvement project lists. [06/2010 – 12/2013]

City of Stevens Point, Business 51 Corridor Study, Stevens Point, Wisconsin. Lead engineer for the operational, safety, and access evaluation of the Business 51 Corridor Study. Responsibilities include crash analysis, operational analysis, multi-modal evaluation, HSM predictive safety evaluation, and intersection control evaluation, including preliminary design of signalized and roundabout intersection alternatives. Study outcomes included recommendations to implement various complete streets principles, such as bicycle facilities, pedestrian facilities, and reduced number of travel lanes. [03/2012 - Present]

Wisconsin Department of Transportation - Bureau of Traffic Operations, High Risk Rural Roads Corridor Safety Evaluations, Wisconsin. Lead engineer and project manager for evaluation of high risk rural county roads identified by the UW Tops Lab. Responsibilities include corridor field review, coordination with county highway commissioners, corridor safety evaluations, and development of interactive web-based evaluation summaries. [05/2013 – present]

Wisconsin Department of Transportation, La Crosse Safety & Operations Study. Project manager for a Safety & Operations study of all north-south arterials in the City of La Crosse. The operational analysis includes traffic data collection, forecasting, Synchro modeling, and O-D study. The safety analysis includes a historical crash analysis following WisDOT's Safety Certification Process and a predictive crash analysis using the Interactive Highway Safety Design Model (IHSDM). Other project tasks include structure and pavement evaluation, improvement alternatives evaluation, cost estimation, and project prioritization. [4/2020 – present]

California Department of Transportation, Highway Safety Manual Analysis Task Order. Technical lead for a task order to prepare and review safety analyses following the Highway Safety Manual predictive method. Responsibilities include review of safety analyses prepared by other consultants, determination of appropriate safety analysis methods, and preparation of quantitative (i.e. predictive) and qualitative safety analyses for projects in CalTrans District 4 (Bay Area / Oakland). [12/2020 – present]

Wisconsin Department of Transportation, SE Region Freeway Safety Modeling. Project manager for AECOM's subconsultant role on two safety modeling efforts encompassing all freeways in the WisDOT SE region. Responsibilities include predictive safety analysis and traffic analysis of the existing conditions, no-build, and multiple improvement alternatives. Predictive

safety analysis includes use of the Interactive Highway Safety Design Model (IHSDM), while traffic analysis includes the use of Vissim. [7/2019 – 3/2021]

Kentucky Transportation Cabinet, KY 841 Interchange Improvement Alternatives Analysis, Louisville, Kentucky. Project safety engineer for a safety analysis of an interchange alternatives study in Louisville. Responsibilities include predictive safety analysis of the existing conditions, no-build, and multiple interchange improvement alternatives. Predictive safety analysis includes use of the Interactive Highway Safety Design Model (IHSDM) [4/2019 – 02/2020]

Missouri Department of Transportation, Safety Improvement Design-Build, St. Charles & Franklin Counties, Missouri. Lead engineer for the predictive safety analysis for a safety improvement design-build project. Responsibilities include predictive safety analysis of safety improvements for 27 locations in a two-county area near St. Louis. Predictive safety analysis includes use of HSM spreadsheets and ISATe. [11/2016 – 6/2017]

Various Agencies, Predictive Safety Analysis for Federal Grant Applications. Project safety engineer for multiple predictive safety analysis projects in support of federal funding grant applications. Responsibilities include predictive safety analysis using the Interactive Highway Safety Design Model (IHSDM), ISATe, and Highway Safety Manual (HSM) spreadsheets in support of project benefit-cost analysis. Federal grant application agencies include IDOT, NCDOT, PennDOT, AZDOT, KYTC, SDDOT, and various Cities and Counties. [1/2017 – Present]

Wisconsin Department of Transportation, IH 39/90 Reconstruction, Dane & Rock Counties, Wisconsin. Traffic engineer for the corridor management team for the reconstruction of the 45-mile segment of IH 39/90 between the Illinois state line and Madison. One traffic-related task was completing a safety evaluation using ISATe to determine the safety impacts of opening the expanded roadway to six lanes on an interim basis, or keeping the freeway a four-lane facility. [06/2012 - Present]

Wisconsin Department of Transportation - Northwest Region, STH 65 Highway Safety Manual Analysis, Polk County, Wisconsin. Lead engineer and project manager for a Highway Safety Manual analysis of STH 65 in Polk County. Responsibilities include crash analysis, development of predictive crash analysis systems, safety countermeasure evaluation, economic prioritization of countermeasures, and report preparation. [12/2011 – 02/2013]

Wisconsin Department of Transportation - Northwest Region, STH 93 Safety, Operations, and Planning Study, Arcadia, Wisconsin. Lead engineer and project manager for a Planning Study and Safety and Operations Study of STH 93 in Arcadia. Responsibilities include crash analysis, HSM predictive safety analysis, operational analysis, intersection control evaluations, including preliminary design of signalized and roundabout intersection alternatives, corridor improvement alternative evaluation, access and future roadway needs evaluation, and report preparation. Study outcomes included recommendations to implement various complete streets principles, such as bicycle facilities, pedestrian facilities, and reduced number of travel lanes. AECOM completed the design of the improvements recommended in this study. [6/2010 – 12/2016]

Wisconsin Department of Transportation - Southwest Region, USH 14 Road Safety Audit, Black Earth, Wisconsin. Lead engineer and project manager for a road safety audit of USH 14 near the Wisconsin Heights High School. Responsibilities include crash analysis, HSM predictive safety analysis, field safety review, local official coordination, corridor improvement analysis, and report preparation. [08/2012 – 02/2013]

Wisconsin Department of Transportation - Southwest Region, USH 12 Road Safety Audit, Tomah, Wisconsin. Lead engineer and project manager for a road safety audit of the pedestrian crossing of USH 12 at Arthur Street in Tomah, WI. Responsibilities include crash analysis, field safety review, local official coordination, pedestrian crossing improvement alternatives, and report preparation. [06/2012 – 12/2012]

Sarah Lagpacan
Transportation Planner

Education
BS, City and Regional Planning, Ohio State University, 2018

Years of Experience
With AECOM: 3

Professional Affiliations
American Planning Association

Training
Esri Cartography
NHI Bicycle Facility Design

Registrations/Certifications
AICP Candidate

Sarah assists communities in planning their multimodal networks through data analysis, public and stakeholder engagement, visioning, evaluation of alternatives, and implementation preparation. She is well-versed in the use of GIS and the Adobe Creative Suite to make sense of data and communicate ideas visually.

Professional history

05/2018 – Present: AECOM

05/2017 – 05/2018: Mid-Ohio Regional Planning Commission

Selected project experience

Napier Corridor Pedestrian & Bicycle Feasibility and Conceptual Engineering Plan, Southwest Michigan Planning Commission, Benton Harbor to St. Joseph, MI (Plan Developer)
Worked with the Planning Commission, stakeholders, and the public to identify a preferred alternative for pedestrian and bicycle facilities in a regional corridor. Utilized findings from walk audits and public engagement to prepare plan recommendations and their rationale for presentation to stakeholders and the public. Provided a final plan with feasible options for lane rebalancing, sidewalks, crossings, bike lanes, and sidepaths as well as their associated costs. Developed renderings to illustrate what the new facilities would look like if implemented.

Moving Together Towards Vision Zero, City of Ann Arbor, MI (Plan Developer)
Worked with the City to update its Comprehensive Transportation Plan with a focus on Vision Zero principles. Assembled and analyzed spatial and quantitative data regarding Ann Arbor's transportation system to develop an understanding of existing conditions, inform goals for the future of the system, and identify interventions to improve safety for all users of the system. Analyzed crash reports, identified intersections and corridors to focus on in terms of safety, and developed site-specific countermeasure plans and associated diagrams for each one.

Mobility-Oriented Development Study, Regional Transit Authority of Southeast Michigan (Plan Developer)
Worked with the RTA to equip local governments throughout the region with a set of key actions to make future station areas more ready for high capacity transit investment. Conducted site visits and utilized GIS data to identify mobility gaps preventing different modes of transportation from safely accessing future transit stations and connecting to the areas around them. Created action plans for each station area based on the mobility gap analysis with specific recommendations for pedestrian crossings, walking and biking paths, bike parking, and bikeshare stations.

Transit Capital Upgrades Preview, City of Detroit, MI (Mapping Lead)
Worked with the City and its Department of Transportation to assess key bus transfer points and potential mobility hub locations and identify opportunities for intersection improvements and transit amenities to create safer and easier access for transit riders. Developed concepts and accompanying graphics to illustrate how enhanced bus stops, access management, and intersection reconfigurations could be employed at each of the assessed locations.

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Road Bond Program, Jefferson Parish, LA (Map Developer)
Developed maps to inform the timeline of projects in the Parish's Road Bond Program and identify missing elements to be included in each project. The maps illustrate how planned bicycle and pedestrian facilities on multiple different corridors and included in multiple different projects will connect to one another and what kind of facilities and amenities are included, such as signals, bike lane delineators, and pavement markings.

LinkUS Transit Program, Central Ohio Transportation Authority, Columbus, OH (Mapping Lead and Plan Developer)
Working with COTA, the City of Columbus, and the Mid-Ohio Regional Planning Commission to identify projects to include in the regional mobility initiative that will be taken to the ballot for a local funding measure in 2022. Developed project identification criteria and applied these criteria in GIS to identify locations to target investment in first-mile/last-mile service and facilities, including smart mobility hubs and new micromobility service areas. Coordinating prioritization of these transit agency-led projects with the prioritization of bikeways, greenways, roadways, and sidewalk projects led by other agencies.

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO

25 YEARS | Sam Schwartz

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