

Proposal for Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan

August 31, 2023



IN ASSOCIATION WITH





August 31, 2023

Mr. Jesse Cain
City Manager
City of Colusa
425 Webster Street
Colusa, CA 95932

Subject: Proposal for Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan

Dear Mr. Cain:

TJKM Transportation Consultants (TJKM) is pleased to submit Proposal for the Safe Streets and Roads for All Comprehensive Safety Action Plan to the City of Colusa. TJKM commits to the City of Colusa in a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the technical, managerial, and schedule challenges to be encountered. The team offered by TJKM is not only unparalleled in each of these areas but has the creativity to develop innovative design approaches to meet any of the City of Colusa project goals.

TJKM commits to the project a dedicated, multi-disciplinary staff of seasoned, experienced experts who have demonstrated capabilities to meet the City, I am pleased to be the Project Manager for this contract. I bring 32 years of professional experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight.

The TJKM Team is the perfect group of experienced individuals for your project because we have:

- An ideally suited and capable Project Manager and Project Team
- Successfully completed numerous complete streets projects in a similar setting
- Staff that are fully available and committed to the successful completion of this project
- A strong reputation for technical competence and quality

As President of the firm, I am authorized to bind TJKM to a contract and you have my personal assurance that all the resources necessary to address the City's needs will be made available and ready to perform when the opportunity arises. We have included Exhibit C – Cost Proposal Form in the Sealed Fee. During the proposal process, please feel free to contact me via phone at (408) 410-2977 or by email at namin@tjkm.com. Mailed correspondence can be sent to our corporate headquarters located at 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

Thank you for considering TJKM for this project.

Sincerely,

TJKM Transportation Consultants

Nayan Amin, TE, President

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CONTACT INFORMATION

TJKM Transportation Consultants (TJKM) is pleased to submit our Proposal for Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan to City of Colusa. TJKM will be the prime consultant on the project with supporting services GHD. GHD will support our team on public outreach and equity analysis on the project.

CONTACT INFORMATION

Mr. Nayan Amin, TE, is our proposed Project Manager to develop the Comprehensive Safety Action Plan for the City of Colusa. He can be reached at (408) 410-2977 or via email at namin@tjkm.com. Mailed correspondence can be sent to our corporate headquarters located at 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.



INTRODUCTION & EXECUTIVE SUMMARY



INTRODUCTION & EXECUTIVE SUMMARY

Firm Information



TJKM, founded in 1974, is a traffic engineering, transportation planning, and traffic operations firm that provides professional services locally in California, Florida and Texas. TJKM currently has a staff of over 40 employees with offices in Pleasanton, San Jose, Sacramento, Fresno, and Santa Rosa, California; Tampa, Florida; and Austin, Texas. For 49 years, more than 3,500 satisfied clients have entrusted TJKM with their critical work.

We serve a full range of clients, including municipalities, congestion management agencies, metropolitan planning organizations, transportation agencies, private developers, other consulting firms, and attorneys. TJKM has been involved in more than 8,000 transportation projects and averages about 240 new projects each year. TJKM's primary service categories include traffic safety, transportation planning, traffic operations, multimodal area plans, complete streets, corridor studies, Intelligent Transportation Systems (ITS), and traffic engineering design (including Plans, Specifications, and Estimates (PS&E)).

Our motivation comes from satisfying clients' objectives and improving communities. TJKM has a strong roster of both public and private sector clients and continually builds upon this base.

Our planners and engineers have worked on the public side of the desk for years as municipal engineers, developing superior skills in collaborating with the public and city councils and, more importantly, crafting excellent relationships with the right people.

We have "hands-on" experience and understand the latest requirements, technologies, trends, and standards.

Our experience with local agency processes keeps projects moving faster, and our expertise from thousands of engagements helps us complete projects within budget.

TJKM is a Disadvantaged Business Enterprise (DBE) #40772 and Small Business Enterprise, and (SBE) #38780. We intend to use 77% of the total cost to

be completed by TJKM a certified DBE firm within the State of California.

Your Project Manager



Mr. Amin will function as the main coordinator and point of contact for the contract. He will oversee project updates under the direction of City staff, monitor timelines, review and evaluate products, ensure quality control and assist in facilitating meetings.

Mr. Amin has 32 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and ITS planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects include planning, design, and construction oversight for ITS. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

Mr. Amin has worked on numbers Local Road Safety Plans' including Culver City, Yuba County, Mendocino County, Santa Clara County, Town of Danville, Kern County, and City of Glendale just to name a few.

Relevant Skills & Experience

COLLISION ANALYSIS DASHBOARD

TJKM developed a Collision Analysis Dashboard based on collision data for the past 10 years for the City of Concord. The Dashboard comprises of an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor a high-injury network. The culmination of these features allows the City to implement resources to best prioritize safety projects with the highest benefit.





Sample from the City of Concord Dashboard

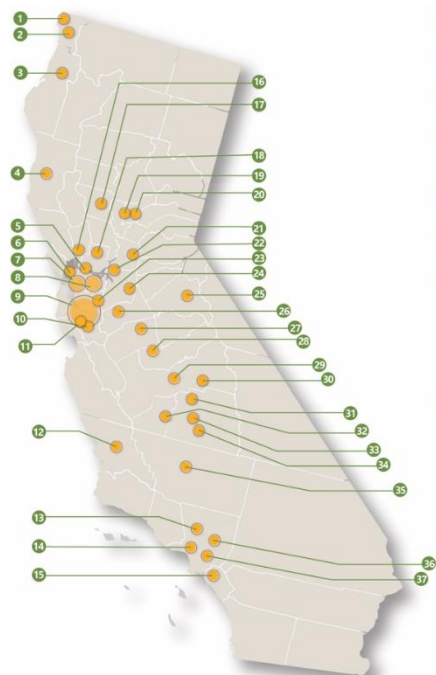
The GIS-based mapping tool was designed to connect several attribute charts. The Collision Analysis Dashboard assists the City to work towards achieving the Vision Zero goal. In addition, it is functionality embedded for the network to monitor the performance of implementation of safety measures and help formulate safety policies and procedures.



LOCAL ROAD SAFETY PLANS

TJKM has extensive experience in developing safety programs and viable safety projects for small, medium, and large cities and counties.

TJKM's team has successfully delivered Systemic Safety Analysis Reports (SSARs) for the Cities of Crescent City, Pittsburg, Yuba City, Concord, Dinuba, and Counties of Del Norte, San Luis Obispo, and Yuba, CA. We have completed Local Roadway Safety Plans (LRSPs) for the Cities of Pico Rivera, Glendale, Yorba Linda, San Bruno, Antioch, Isleton, Chowchilla, Cupertino, Williams, Pinole, Napa, Folsom, Dinuba, Culver City, Orinda, Moraga, and Farmersville, Albany, and Counties of Contra Costa, Solano, Yuba, and Tulare. TJKM also conducted multi-jurisdictional LRSPs in the Counties of Kern, Mendocino, and Santa Clara. Our team is currently conducting LRSPs for the Cities of Pittsburg, Patterson, Danville, and the County of Merced. Our relevant experience is illustrated below.



- 1 **Crescent City**
– Systemic Safety Analysis Report
- 2 **Del Norte County**
– Systemic Safety Analysis Report
- 3 **Eureka**
– Roadway Safety Audit Sign Upgrade Project
- 4 **Mendocino Council of Governments**
– Local Road Safety Plans
Mendocino County, Ukiah, Point Arena, Willits, Fort Bragg
- 5 **San Bruno**
– Local Road Safety Plan
- 6 **Milbrae**
– Local Road Safety Plan
- 7 **Alameda County**
– Roadway Safety Audit & Sign Upgrade Project
– Patterson Pass Road Safety Study
– Crow Canyon Road Safety Study
– City of Albany
– City of Hayward
– Citywide Intersection Safety Improvement Study
– Citywide Neighborhood Traffic Management Plan
- 8 **Contra Costa County**
– Orinda Local Road Safety Plan
– Moraga Local Road Safety Plan
– Danville Local Road Safety Plan
– Antioch Local Road Safety Plan
– Pinole Local Road Safety Plan
– Oakley Local Road Safety Plan
– Pittsburg Systemic Safety Analysis Report
- 9 **Atherton**
– Bike Safety Study
VTA Local Road Safety Plan
– Cupertino
– Palo Alto
– Campbell
– Gilroy
– Los Altos Hills
– Los Altos
– Milpitas
– Monte Sereno
– Morgan Hill

- 10 **Morgan Hill**
– Roadway Safety Audit & Sign Upgrade Project
- 11 **Santa Clara County**
– Countywide Local Road Safety Plan
– Countywide Local Road Safety Plan
- 12 **San Luis Obispo County**
– Systemic Safety Analysis Report
- 13 **Glendale**
– Local Road Safety Plan
- 14 **Culver City**
– Local Road Safety Plan
- 15 **Yorba Linda**
– Local Road Safety Plan
- 16 **Napa**
– Local Road Safety Plan
- 17 **Williams**
– Local Road Safety Plan
- 18 **Solano County**
– Local Road Safety Plan
- 19 **Yuba City**
– Systemic Safety Analysis Report
- 20 **Yuba County**
– Systemic Safety Analysis Report
– Local Road Safety Plan
- 21 **Folsom**
– Local Road Safety Plan
- 22 **Isleton**
– Local Road Safety Plan
- 23 **Livermore**
– Sandia Lab Safety Study
– Local Road Safety Plan
- 24 **Manteca**
– Countywide Sign Project CIP No. 16027
- 25 **Tuolumne County**
– Roadway Safety Signing Audit
- 26 **Patterson**
– Local Road Safety Plan
- 27 **Merced County**
– Local Road Safety Plan
- 28 **Chowchilla**
– Local Road Safety Plan
- 29 **Fresno**
– No Passing Zone Safety Study
- 30 **Fresno**
– Systemic Safety Analysis Report
- 31 **Dinuba**
– Systemic Safety Analysis Report
– Local Road Safety Plan
– Kamm & Greene Safety Improvement
– Pedestrian & Bicyclist Safety Study
- 32 **Kettleman**
– Kettleman City Safe Routes to School
- 33 **Tulare County**
– Local Road Safety Plan
- 34 **Farmersville**
– Local Road Safety Plan
- 35 **Kern Council of Governments**
– Local Road Safety Plans
Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, Wasco
- 37 **Pico Rivera**
– Local Road Safety Plan

VISION ZERO ACTION PLANS

Our team is currently working on developing Vision Zero Action Plans for the Cities of Concord, Cupertino, and Livermore. On these projects, our team members have assisted the Cities in developing a vision statement and guiding principles, analyzed 10 years of injury collision data and Cities' transportation network to identify collision patterns and trends, developed high injury network to maximize the impact of future safety improvement projects, and established metrics and targets for year-over-year collision reduction monitoring. Through an extensive literature review process, analysis, community outreach and field observations our team members have identified proven safety countermeasures (used nationally and globally) to decrease roadway conflicts, create networks that are safe for all users and contribute to place making.



The demographics of the area were also collected to ensure that the implementation of identified strategies and countermeasures are equitable throughout the City. Through coordination with City staff, stakeholders, and the community (through online and in-person community outreach events), our team members have helped the cities to form a Vision Zero Task Force who is assisting the City in developing and refining the core strategies and action policies for these Vision Zero initiatives to account for the uniqueness of City.

TJKM is also helping the cities to integrate their ArcGIS platform with the collision dashboard, this will help the agencies to continuously monitor the performance of the implemented countermeasures and safety projects. This monitoring mechanism helps the stakeholder advisory group to further fine-tune their safety countermeasures and strategies.

SAFETY STUDIES

TJKM has extensive experience in developing safety programs and viable safety projects for small, medium, and large cities and counties across California.

The key to successful starting and completing a systemic safety analysis is a clear and specific understanding of agency priorities, goals, and expectations for the process. The first issue that needs to be clearly and concisely resolved is the availability of high-quality crash, traffic, roadway, and environmental data. While crash data and traffic count data is often readily available, a Systemic Safety Analysis Report (SSAR) or a Local Roadway Safety Plan (LRSP) can also benefit from detailed inventories of changes to the roadway infrastructure that have occurred over the analysis years, and databases and maps of terrain features and the location of signage, safety equipment, and traffic control. TJKM's approach to safety analysis for a SSAR or LRSP is based on the following general workflow:



- Identify crash types associated with severe and fatal injuries based on system-wide collision data.
- Identify risk factors associated with severe crash types that can be used to identify and prioritize other high-risk locations, regardless of location crash history.
- Identify low-cost countermeasures, from the Caltrans Roadway Safety, that can be implemented at a large number of locations where risk factors are present throughout the County transportation system in order to maximize the safety investment return.
- Identify, map, and prioritize locations across the roadway network for implementation through HSIP and other available funding mechanisms. TJKM regularly assists jurisdictions with successful HSIP applications.

COMMUNITY & STAKEHOLDER ENGAGEMENT

TJKM has a combined total experience of about 70 years in the area of stakeholder engagement, including involvement in many meetings and hearings involving substantial areas of conflict among the participants. On any given week, it is common for many of TJKM's staff to attend, present, and answer project questions at city/town council or planning commission meetings or at transportation committee meetings related to our specific projects.

We are comfortable in this setting and skilled in presenting technical content clearly and concisely for a non-technical audience.

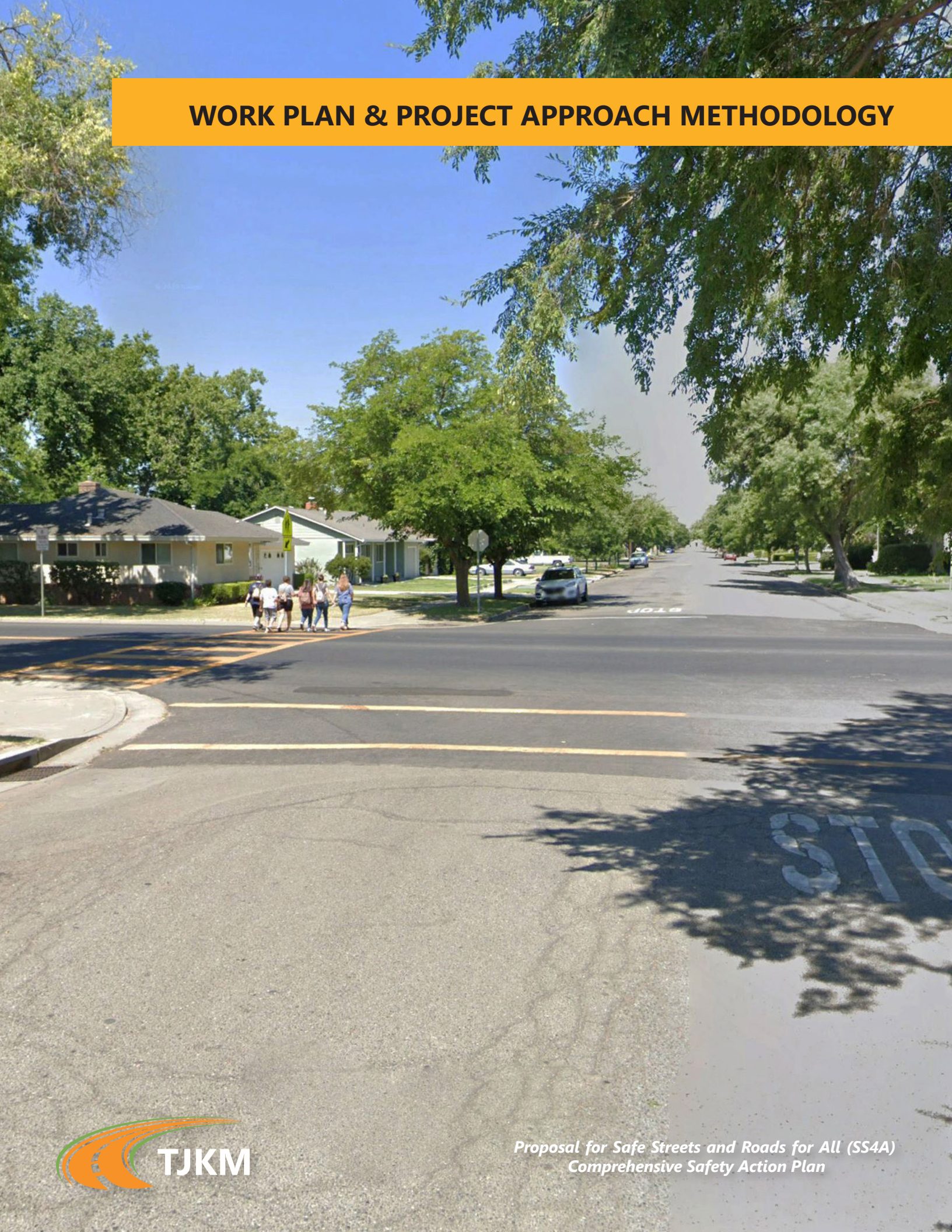


TJKM regularly works with stakeholders committees and groups. For instance, in the numerous downtown traffic studies we have conducted, we have surveyed, interviewed, and worked closely with downtown business owners. For neighborhood traffic safety studies, we often will hold neighborhood community meetings to fully evaluate a project's true issues. For school studies, we have met with school groups (PTAs, teacher groups, parents, and student committees) in order to convey the results of our studies.

We value a diversity of views by promoting public engagement and feedback. TJKM specializes in a variety of community outreach methods and strategies to assist our plans and clients, including public workshops, focus groups, hosting walking/biking tours, development of project websites for announcements and to elicit feedback, consent building, pop-up events and tactical urbanism, and intercept and online surveys.

Our team will utilize unique insights from our experience to proactively identify and address potential concerns. Building on those prior lessons learned, we work closely with stakeholders to develop alternatives that meet safety and mobility goals while supporting a community-building approach that is inclusive and responsive.

WORK PLAN & PROJECT APPROACH METHODOLOGY



WORK PLAN & PROJECT APPROACH METHODOLOGY

Approach

It is our understanding that City of Colusa received Safe Streets and Roads for All (SS4A) funding under Fiscal Year 2022 to develop a Comprehensive Safety Action Plan that will assist the City in reducing fatal and serious crashes for all roadway users.

Based on our background in roadway safety, TJKM understands that developing a Comprehensive Safety Action Plan (CSAP) will require substantial planning, data collection efforts, a monitoring program, the development of a countermeasure toolbox, and revisions to policy and guidelines. The CSAP will establish core principles, strategies, and goals. It will help align policies and develop a series of implementation actions based on proven data-driven methods and community input. The CSAP will create a road map for action and the tools to measure and assess progress toward the goal of reducing fatal and serious injury crashes for all roadway users.

We understand that the safety and mobility enhancements will require that infrastructure improvements include all modes of transportation (automobile, pedestrian, bicyclist, and transit), the

non-engineering E's of traffic safety (Engagement, Education, Encouragement, Enforcement, Equity, and Emergency Medical Services) to account for human factors (aggressive driving, driving under the influence, distracted driving or walking, etc.), and the use of the "Safe Systems Approach" principles for CSAP. The CSAP will develop metrics for measuring progress towards collision reduction, a detailed High Injury Network (HIN) that focuses on both roadway segments and intersections, and tools with implementable actions easily adapted for the City to reach the Citywide goal of zero fatal and serious injuries in the future.

CSAP developed for City of Colusa by TJKM Team will be built on the following principles:

1. Commitment

The governing body, such as City Council, must embrace the fact that traffic-related deaths are preventable and that they are committed to eliminating, such deaths and serious injuries from roadways. The City's vision to provide a safe and secure transportation system for all users shows City's commitment to eliminating traffic fatalities and serious injuries from the transportation infrastructure within the City. A strong commitment to develop and implement a CSAP from various stakeholders is critical to achieving the goals of the Plan.

2. Collaboration

The CSAP is a data-driven, actions-oriented plan, to be implemented in collaboration with various departments, residents, businesses, and other external entities that may include first responder agencies, transit agencies, school districts, Health Departments, etc. Coordination and collaboration from these entities is expected at all stages of plan implementation.

3. Equity

The plan must truly reflect the diversity of transportation system users in terms of mode choice, age, physical limitations, and socio-economic background. It should support the safe and convenient



accessibility needs of all without compromising the needs of a specific group.

4. Accountability

Development of a CSAP does not guarantee elimination of traffic-related death and injuries without full accountability from all departments and external stakeholders that contribute to various action items. To assure that the agreed-upon targets are met and everyone is held accountable, appropriate Performance Indicators (PI) and targets must be developed and included in the Final CSAP.

TJKM has extensive experience developing safety plans for all modes of transportation and users and neighborhood traffic calming programs that will be instrumental in developing an ambitious yet implementable CSAP for the City of Colusa. From our knowledge of similar plans developed by numerous cities, we fully recognize that City's CSAP will be unique and may include different elements that best meets the needs of its community. Our preliminary Scope of Work to developing this plan is outlined below. We do recognize that with further discussions with City's staff, this approach will be modified as appropriate.

Detailed Work Plan

TASK 1 PROJECT STRUCTURE & WORK PLAN

Subtask 1.1 Project Work Plan

Within 15 days of the project kickoff meeting, TJKM will develop a Project Work Plan (PWP) describing the overall approach and methodology to completing the Comprehensive Safety Action Plan (CSAP). The PWP will incorporate any relevant changes made to the scope of work presented in the proposal during contract negotiation. The PWP will identify work organization, responsibilities, coordination, communication procedures, schedule, project branding, memorandum and report formats, graphic production standards, quality control procedures, and project schedule. The PWP is a living document and updated as appropriate during the life of the project.

Subtask 1.2 Project Kick-Off Meeting

The TJKM Team will schedule a Kick-Off meeting within 30 days of notice-to-proceed with the City. We will prepare a meeting agenda, sign-in sheets, handouts, and a brief PowerPoint presentation to ensure exceptional meeting productivity.

Deliverables:

- ✓ Kickoff meeting agenda, notes, and PowerPoint presentation
- ✓ Project Work Plan
- ✓ QA/QC Plan
- ✓ Google Doc Agenda
- ✓ Project schedule with key events and milestones

TASK 2 PROJECT MANAGEMENT & COORDINATION

Subtask 2.1 Regular Project Management Meetings

The TJKM Team will facilitate monthly meetings with the City of Colusa's project team and other relevant staff. We will provide an agenda in advance and meeting minutes after each meeting. TJKM project manager will manage the study as well as



coordination with the subconsultants; will be responsible for all documentation; and will serve as a single point of contact for the City project manager.

Subtask 2.2 Monthly Reporting/Invoicing

TJKM will prepare monthly invoices and progress reports in accordance with City of Colusa's invoicing and reporting methodologies. TJKM will obtain any templates/protocols from City of Colusa's staff, as available. TJKM invoices will be provided with summary of work performed, upcoming tasks or milestones; and status of scope and schedule.

Deliverables:

- ✓ Study Review Committee meeting agendas, minutes, materials, and presentations
- ✓ Project meetings with City of Colusa, agendas, and notes
- ✓ Monthly progress reports, monthly invoices with backup
- ✓ Scheduling and deliverables

TASK 3 ASSESSMENT OF EXISTING POLICIES, PROGRAMS, & PRACTICES (VALUE ADDED TASK)



The purpose of this task is to ensure the CSAP visions, goals are aligned with prior planning efforts, and that the potential E's strategies are consistent with local and regional policies and guidelines. TJKM Team will collect and review existing programs, policies, and activities, and provide a summary of current efforts to address transportation safety in the City of Colusa. The team will also review strategies that other cities and counties, are using to address safety, identify programs that have evidence of measurable success, and provide an assessment of the most effective and efficient methods used to achieve outcomes. The TJKM Team will review at a minimum the following documents:

- City of Colusa General Plan
- Specific Plans
- Bicycle and Pedestrian Master Plans
- Design Guidelines
- Engineering Standard Plans
- Capital Improvement Programs
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Safe Routes to Schools Initiative

We will summarize contents and key transportation and safety elements of the aforementioned documents in a Technical Memorandum. Based on our firm's past experience, we ensure the CSAP is developed consistent with the following documents:

- FHWA – Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans
- FHWA – Developing Safety Plans: A Manual for Local and Rural Road (2012)
- FHWA – Systemic Safety Project Selection Tool (2013)
- FHWA – Local and Rural Road Safety Program

- California's Strategic Highway Safety Plan
- Caltrans Systemic Safety Analysis Reports Program Guidelines
- Caltrans Local Roadway Safety Manual (LRSM)
- Highway Safety Manual
- NACTO, AASHTO, California Manual on Uniform Traffic Control Devices

TJKM will research other jurisdictions and programs statewide and nationally to identify and share best practices and strategies.

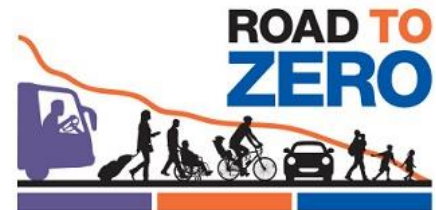
Deliverables:

- ✓ *Technical Memorandum summarizing existing conditions and relevant policies, programs, and practices to consider*

TASK 4 VISION & GOAL DEVELOPMENT & CSAP TASK FORCE

Subtask 4.1 Vision & Goal

Based on assessment of existing programs, policies, and other relevant documents and



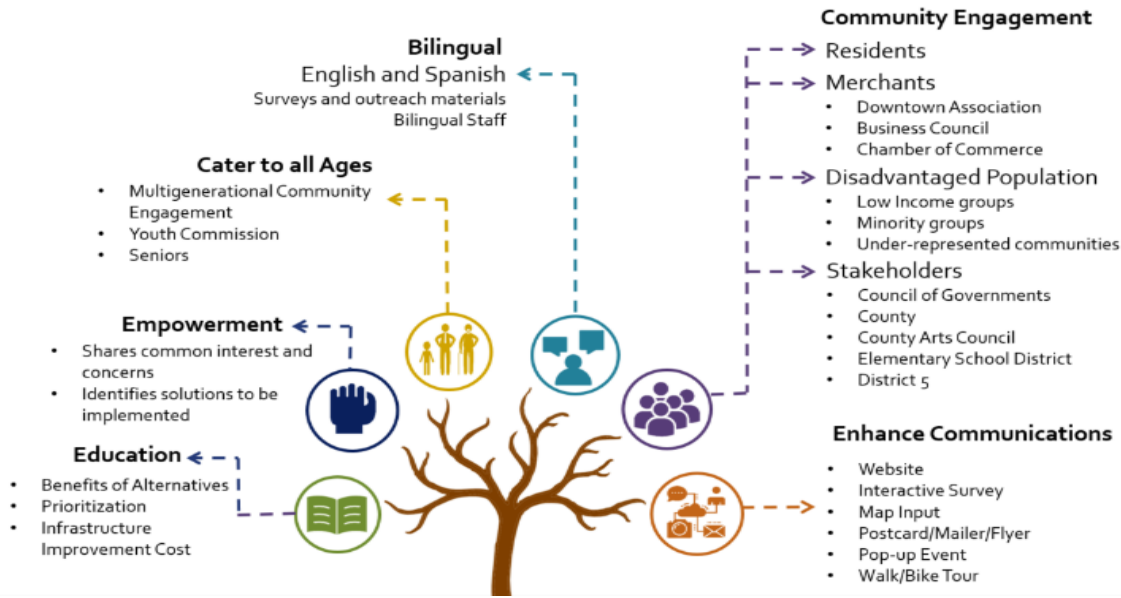
input from the policy makers, stakeholders, task force group and in consultation with City staff, TJKM Team will develop a statement that will cover guiding principles, goal, timeline, and commitment towards the plan.

Subtask 4.2 CSAP Task Force Group

The TJKM Team with the assistance of City staff will identify and recruit relevant parties to participate in the CSAP Task Force Group, including but not limited to:

- Elected officials or designated representatives
- Jurisdiction Planning/Public Works staff
- Health and Human Services
- Law Enforcement/Public Safety (CHP, Sheriff, Police and Fire)
- Education - Office of Education/Unified School Districts
- Colusa County
- Caltrans District 3
- Advocates - Bicycle and Pedestrian Coalition
- Local businesses – Chamber of Commerce
- Community Based Organizations

Approach to Public Outreach and Building Consensus



- Residents from identified Disadvantaged Communities
- Representatives from historically marginalized communities and Senior Living community
- Residents from community of colors

Under this task, the TJKM Team will facilitate up to three meetings.

Deliverables:

- ✓ Develop Vision and Goal of the Plan
- ✓ Form CASP Task Force Group
- ✓ Facilitate and Attend three meetings

TASK 5 STAKEHOLDER & PUBLIC ENGAGEMENT PROGRAM

Subtask 5.1 Task Force & Public Outreach Schedule

Under this task, the TJKM Team in consultation with City will develop a public outreach plan, which will include scheduled public outreach meetings, data gathering methods and incorporating information collected from the community. The public outreach plan will include a plan to engage residents from various communities like historically marginalized, BPIOC, economically disadvantaged, or even underrepresented. The plan will layout a detailed approach to seek and gain authentic and meaningful input from community and various communication methods to engage them and empower them.

A total of two Citywide Safety Events will be organized to solicit input from the community on safety issues. In addition, we will also conduct two Public Engagement and Education workshop to solicit feedback on the draft CSAP.

TJKM will develop presentation materials and documents for outreach meetings and will attend all of the meetings.

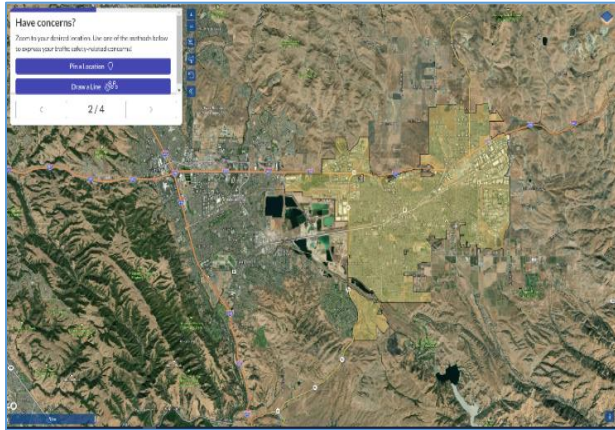


Subtask 5.2 Webpage

Under this task, to solicit feedback, communicate data and information to the public we will develop a City Comprehensive Safety Plan Webpage on the City's website with a map based, user-friendly map tool.

We propose to use **interactive GIS mapping web base tool**, which we have successfully used for more than 60 Local Road Safety Plan projects within the State of California. The *interactive map tool* will provide an overview of Safety Plan and its principles, purpose, goals, and objectives with complete

instructions for using the tool. The webpage will include but not limited to project overview, events, project updates, comment boxes, contact information, a public draft review section, in addition to an interactive GIS mapping and interactive input. We propose to update the website on a monthly basis.



Interactive GIS Map Input Platform for reporting concerns from the community

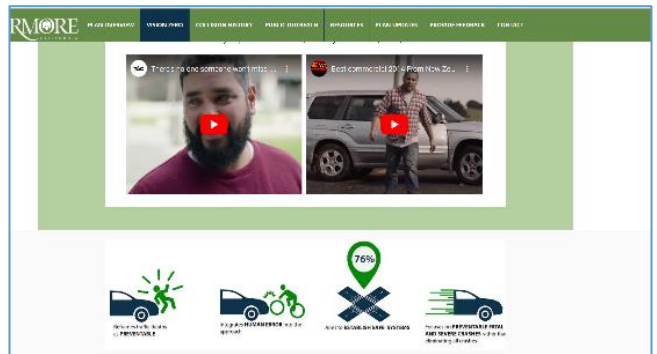
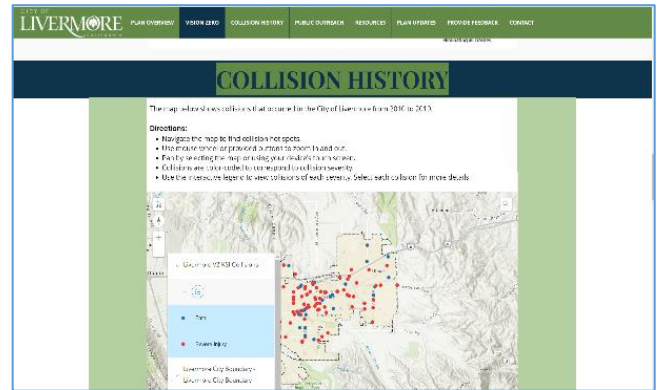
Subtask 5.3 Citywide Safety Event

TJKM will facilitate two citywide safety event to yield additional input, suggestions, and excitement for the Comprehensive Safety Action Plan. We will work closely with City staff and other relevant staff on scheduling and reserving a suitable venue for the event. We will prepare event materials, including but not limited to an agenda, sign-in sheet, PowerPoint presentation, large exhibits, handouts, and notifications (emails, flyers, social media posts, postcards, etc.).

Subtask 5.4 Public Engagement & Education Workshop

Under this task, TJKM in consultation with City staff will conduct two public workshop. We will develop a written plan regarding workshop structure, engagement and facilitation practices, presentation materials and other required documents for the workshop. We envision to solicit feedback from the community on the Draft CSAP.

Social equity issues are highly context-specific. As such, input and insights from the local government, community groups, and community members must be gained to understand the most relevant and impactful issues for the location and project. Leveraging the project team's Loveable Communities process, community outreach and engagement is



conducted to ascertain community priorities and needs and create an environment of collaboration and co-creation with impacted communities, with particular attention to capturing the input of underrepresented populations. The Loveable Communities process includes the following critical elements:

- Identifying community values
- Prioritizing community values
- Defining social benefit
- Measuring social outcomes

Our team specialize in creating educational materials for all engagement efforts so technical language is easy to understand. We have staff that speak Spanish and can provide outreach materials in different languages, as needed. Our team plans workshops, meetings, and pop-ups (in-person) where people

frequently go so we can meet people where they already are, thus reducing the barriers to attend. We are also particularly skilled in creating online engagement that is inclusive of all people and provided through easy-to-use tools so everyone is comfortable in providing comments. We enjoy working closely with the City to help build trust with the community so the planning efforts are something the residents can take ownership of. Ultimately, our team members develop responsive infrastructure recommendations with documented community support, creating projects, which are competitive for grant funding.

Subtask 5.5 Evaluation & Analysis of Collected Information

Under this task, the information collected from community engagement and stakeholder workgroups will be summarized, evaluated, and analyzed. Based on the evaluation and analysis the findings will be cross-referenced with project recommendations in existing countywide plans.

Deliverables:

- ✓ Stakeholder Workgroup Contact List/Participant confirmation
- ✓ Workgroup and Public outreach calendar/schedule
- ✓ Maps, visuals and collateral, and meeting notes/summaries for all meetings
- ✓ City Safety Plan Webpage with map based tool for public feedback and information distribution
- ✓ Summary analysis of Public/Stakeholder feedback including comment matrix and community-driven projects list, as an Appendix
- ✓ Summary (Matrix) cross reference of projects with public comments
- ✓ Organize and attend two Citywide Safety Events
- ✓ Organize and attend two Public Engagement and Education Workshop

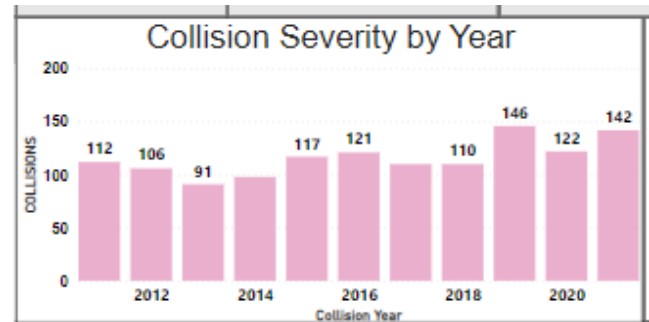
TASK 6 DATA COLLECTION & SAFETY ANALYSIS

TJKM will collect and analyze existing crash history and historical trends throughout Colusa and its extraterritorial jurisdiction (ETJ) regardless of the owning jurisdiction of the roadways.

Subtask 6.1 Collision Data

TJKM will obtain the latest 10 years of collision data from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), Caltrans

Traffic Accident and Surveillance Analysis System (TASAS) and Transportation Injury Mapping System (TIMS). We will obtain statewide statistics and collision data for comparison. We will also reference supplemental information from the City, such as complaint database, if available.



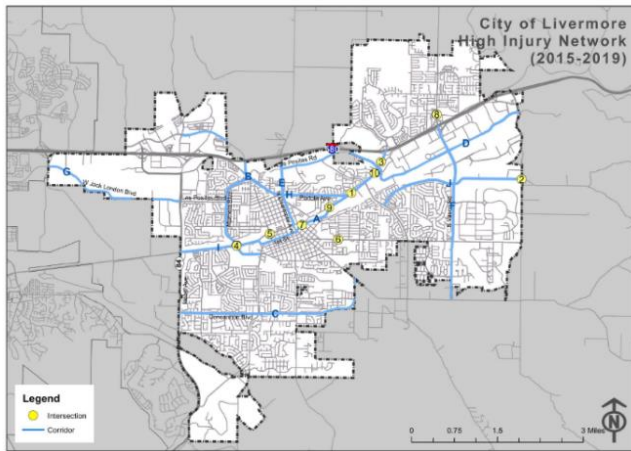
Subtask 6.2 Systemic Analysis

TJKM will conduct a citywide collision analysis for all collisions, with an emphasis on Killed and Severely Injury (KSI) collisions. An analysis of systemic and specific safety needs will be performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). The analysis will include all roadways within the City of Colusa and sphere of influence, without regard for ownership. This will be a data-driven process including the following steps:

- Collision Trend: Analyzing and summarizing collision distribution including severity, travel mode, trend over time, lighting conditions, weather conditions, time of day, demographics of the victims and parties at-fault, collision type, and violation category.
- Collision Profile: Combining collision factors to identify prominent collision types.

Emphasis Area			
Violation Categories			
Violation Description	Collision Severity (Counts)	Collision Severity (%)	
08 - Improper Turning	217	43.06%	
01 - Unsafe Speed	90	17.80%	
01 - DUI	85	16.87%	
09 - Automobile ROW	43	8.53%	
Total	504	100.00%	
Road Conditions			
Road Condition	Collision Severity (Counts)	Collision Severity (%)	
No Unusual Condition	481	95.44%	
Loose Material on Roadway	9	1.79%	
Other	5	0.99%	
Total	504	100.00%	
Weather Conditions			
Weather Condition	Collision Severity (Counts)	Collision Severity (%)	
A - Clear	424	84.13%	
B - Cloudy	56	11.11%	
Total	504	100.00%	
Lighting Conditions			
Lighting Condition	Collision Severity (Counts)	Collision Severity (%)	
A - Daylight	302	59.92%	
D - Dark - No Street	133	26.39%	
Unknown	5	0.99%	
Total	504	100.00%	
Vehicle Types At Fault			
Vehicle Type At Fault	Collision Severity (Counts)	Collision Severity (%)	
Passenger Car/Station Wagon	298	59.13%	
Pickup or Panel Truck	103	20.44%	
Motorcycle/Scooter	42	8.33%	
Not stated	17	3.37%	
Truck or Truck Tractor with Trailer	15	2.98%	
Pickup or Panel Truck with Trailer	10	1.98%	
Total	504	100.00%	

We will produce GIS-based mappings, charts, and other visualizations to help inform the decision making process. We will summarize the collision analysis and maps in a technical memorandum.



Subtask 6.3 Identify High Injury Network (HIN)

This is a critical step to identify locations throughout the City that are collision-prone such that future collision can be prevented. Primarily, TJKM will identify City's HIN by ranking collision rates over roadway network. These are the corridors responsible for KSI on roadways.

In addition, the TJKM Team proposes to employ the Sliding Window Algorithm (SWA) to pinpoint collision-prone locations that can oftentimes neglected from a simple HIN ranking process. The SWA partitions City roadway system into comparable segments and is used to ensure the corridor ranking is based on normalized collision rate calculation. Our collision rate calculations will be in compliant with FHWA guidelines and the Highway Safety Manual.

High Injury Network		
High Injury Roadway Corridors (Excluding State Highway)		
Corridor	Count of HIN	%GT Count of HIN
OLD HWY 99W	41	12.97%
LONE STAR RD	25	7.91%
RIVER RD	16	5.06%
BUTTE SLOUGH RD	11	3.48%
GRIMES-ARBUCKLE RD	11	3.48%
MAXWELL COLLUSA RD	9	2.85%
LURLINE AVE	8	2.53%
SITES LODOGA RD	7	2.22%
BEAR VALLEY RD	6	1.90%
MAXWELL RD	6	1.90%
Total	316	100.00%
High Injury Intersections		
Intersection	Collision Severity (Counts)	Collision Severity (%)
OLD HWY 99W & HAHN RD	5	2.66%
WILDWOOD RD & WAGNER AVE	4	2.13%
FREMONT ST & 4TH ST	3	1.60%
FREMONT ST & 6TH ST	3	1.60%
LONE STAR RD & ABEL RD	3	1.60%
NORMAN RD & GLENN CO LINE	3	1.60%
OLD HWY 99W & MYERS RD	3	1.60%
1ST ST & CARSON ST	2	1.06%
Total	188	100.00%

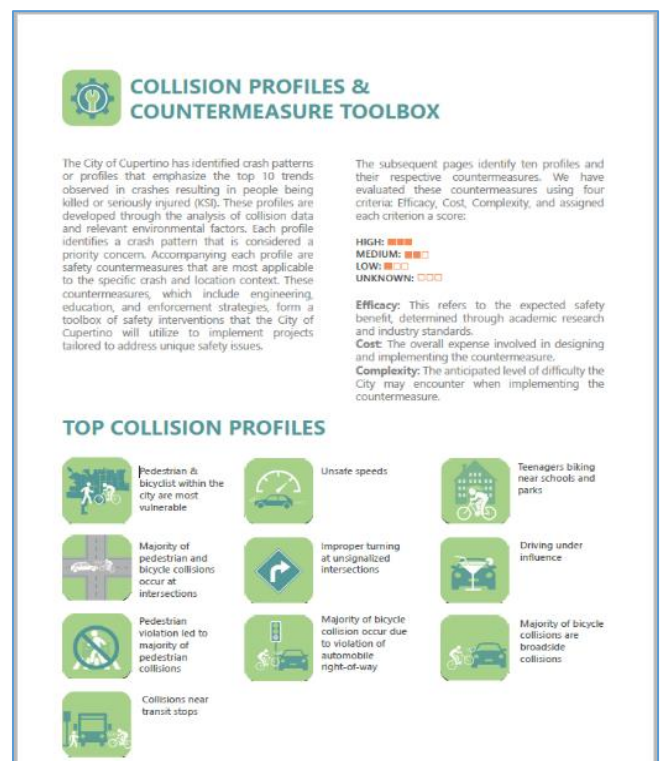
Subtask 6.4 Community Data

From community meetings and a portal function on the project website, TJKM will collect information regarding traffic safety from the community at large. While much of the information may be anecdotal, it provides important insight into the history and trends, as people perceive them. Community feedback helps us to mitigate locations that need attention and have characteristics similar to other high injury locations, but have not had any collisions. This approach helps us in proactive implementation of countermeasures systemically rather than traditional reactive approach. This information will be compiled into an appropriate format for analysis and sharing.

Subtask 6.5 Collision Profile

Based on the collision analysis and high-injury network identified, the TJKM Team will work with the City to identify emphasis areas and develop the corresponding collision profiles. The collision profiles will include description and goals of the emphasis areas, indicating the primary risk factors, collision types, facility type, and related collision statistical summary.

The emphasis areas will inform the identification of countermeasures, policy strategies, and safety projects in later stages of the project.





Deliverables:

- ✓ Citywide collision data analysis summary for the most recent ten years of available data
- ✓ Citywide HIN GIS Map
- ✓ Summary of community data
- ✓ Identification of emphasis areas

TASK 7 TRANSPORTATION EQUITY REVIEW

TJKM will conduct a Disproportionate Environmental Burden analysis that focuses on transportation equity. The goal of this analysis will be to determine limitations to accessibility to transportation from specific racial, socioeconomic, and geographic groups within the study area. Information from the Environmental Protection Agency's Environmental Justice Screening and Mapping Tool will help determine specific target areas with limitations to socio-economic mobility. This tool uses thirteen environmental indicators, seven socio-economic indicators, thirteen environmental justice indexes, and thirteen supplemental indexes. TJKM will integrate these indicators into the analytical platform that integrates this information along with additional traffic safety and environmental factors, both built and natural.

As part of this task, the TJKM Team will develop and assess regional transportation indicators that easily

measure transportation barriers in the City and/or potential structural inequalities that different population groups may face. These indicators will include, at minimum accessibility, connectivity effectiveness, environment, health, mobility, safety, level of community engagement; and other equity indicators, as required.

The project team will develop a "scorecard" consistent with the Center for Transportation Equity, Decisions & Dollars (CTEDD) Transportation Equity Scorecard to screen and prioritize projects (in later tasks) that advance equity and safety based on the following six categories:

- Access to Opportunity
- Health and Environment
- Safety and Emergency Evacuation
- Affordability
- Mobility
- Burdens

Deliverables:

- ✓ Develop Regional Transportation Indicators
- ✓ Disproportionate Environmental Burden analysis summary (Tech Memorandum)

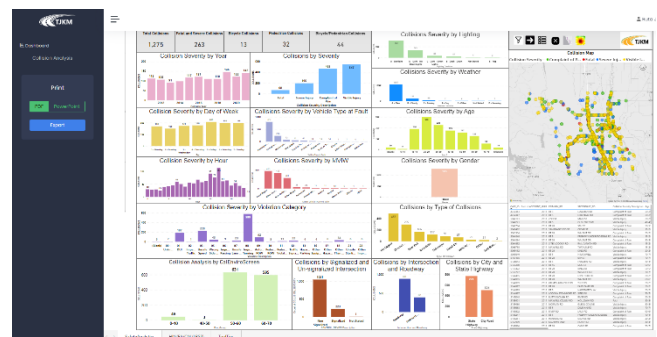
TASK 8 DASHBOARD & TOOLKIT

Subtask 8.1 Dashboard

TJKM has developed a tool to conduct collision analysis using GIS maps, implementable actions, and performance measure for many of our other clients. We propose to develop a similar tool to conduct the collision analysis for this project.

Subtask 8.2 Toolkit

We will explore solutions for enhancing safety for all roadway users within Colusa. The TJKM Team will leverage our extensive experience developing traffic calming strategies and complete streets enhancements. We will further consider the safety improvements identified as part of other studies within the area at high-risk locations and will review

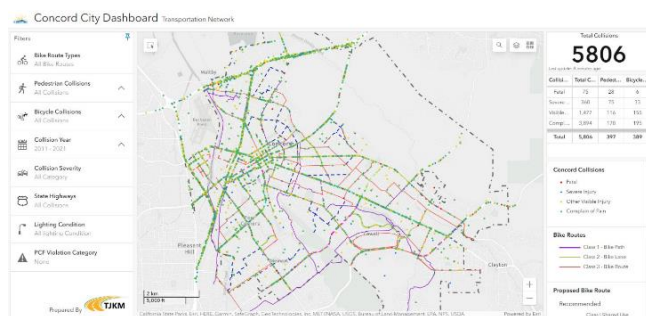


the effectiveness of any improvements that have already been implemented using available historical collision data comparisons.

TJKM will utilize an automated countermeasure selection toolkit developed in-house for selecting feasible countermeasures based on numerous data attributes, e.g., roadway characteristics: number of lanes, pavement conditions, and traffic control types; and collision information: collision types, collision locations, and primary collision factors. The toolkit has successfully assisted the project team to narrow down feasible countermeasures proposed for numerous jurisdictions. We will use the FHWA Crash Modification Factor Clearinghouse and other published research papers to evaluate crash reduction factors and the effectiveness of each countermeasure. We place emphasis on HSIP eligible countermeasures applications and other countermeasures associated with various grants.

Deliverables:

- ✓ Dashboard that allows for sharing of collision and injury data in forms that are easily accessible and understandable to the different stakeholders (e.g. summary data for community members; condensed details for staff and policy makers)
- ✓ Toolkit for sharing information regarding traffic safety strategies and performing alternatives analysis for applicable safety enhancement strategies



TASK 9 IMPLEMENTATION MATRIX

The TJKM Team will share its experience and involvement in safety-related projects, as well as suggest the most feasible and reasonable practices and policies that Colusa should take into consideration for implementation. It will include, but is not limited to, overarching goals and objectives of Colusa's Comprehensive Safety Action Plan initiatives, a clear target on fatal and severe injury collision reductions and eventual elimination,

suggested departmental involvement, and performance tracking methods.

Subtask 9.1 Implementation Framework

The TJKM Team will first provide a matrix of pursuable Federal and State grant fact sheets that instruct Colusa staff with materials and timeline for each funding opportunity. We will develop the Implementation Plan as part of the Comprehensive Safety Action Plan, based on the E's strategies with detailed descriptions, an estimated timeline of completion, responsible agencies, and potential funding sources.

Subtask 9.2 Programming Matrix

Based on community input, analysis, and findings, a program of work will be developed that allows for:

- Continuous activity to demonstrate that what can be done is being done;
- A phased approach to planning, design and implementation of improvements;
- Budget forecasting to minimize adverse impacts on public funding of other needed project and programs;
- Readily implementable improvements that provide benefits immediately in response to documented concerns; and
- A tiered approach to project planning and implementation that is flexible and responsive to changes in stated public needs and opportunistic to utilize whatever funding is available at a given time.
- While programs like these are thought of in short-, mid-, and long-term project delivery, two other aspects should be considered:
- Capital projects, which can take several years and multiagency coordination and funding to plan and implement, and
- Administrative support, the daily program management, and accounting occurring within city staff to continue the resulting programs once the initial project is completed.



Deliverables:

- ✓ *Short-term (less than two years) mid-term (two to three years), long-term (three to five years), and capital projects (five to 10 years and more) action list of projects and programs*
- ✓ *Develop short/mid/long-term/capital funding plan in alignment with strategy list and resources*
- ✓ *Identify administrative program support needs with suggested level of staffing and budget*

TASK 10 ADMINISTRATIVE DRAFT & FINAL PLAN

Based on the work completed, TJKM will prepare a Comprehensive Safety Action Plan Report that aligns with State and Federal Highway Standards and meets Colusa's requirements. City staff and other stakeholders will review both the draft and final documents. The Report will contain at a minimum the following sections (subject to adjustments):

- Introduction, Vision, Goals, and Objectives
- Collision Data, Systemic Safety Analysis, and High-Risk Network
- Emphasis Areas and E's Strategies
- Safety Projects and Cost Estimate
- Implementation Action Plan
- Monitoring and Ongoing Evaluation

Once finalized, TJKM will provide to Colusa in an ADA-accessible format for online web viewing and downloading.

Deliverables:

- ✓ *Short-, mid-, and long-term action list of projects and programs*
- ✓ *Flexible draft policy and resolution templates with consistent policy language*
- ✓ *Develop short-, mid-, and long-term funding plan in alignment with strategy list and resources*
- ✓ *Administrative Draft Comprehensive Safety Action Plan*
- ✓ *Final Comprehensive Safety Action Plan*
- ✓ *Materials and activities to support adoption*

TASK 11 EXECUTIVE SUMMARY/FACT SHEET

Upon completion of the CSAP, TJKM will develop a brief executive summary or fact sheet in PDF format, which relays all pertinent information in an easy-to-follow format. The summary will be concise and highly graphic, highlighting major assumptions, strategies, and recommendations.

Deliverables:

- ✓ *Executive Summary/Fact Sheet*

TASK 12 FINAL DELIVERABLES

Upon final project completion, TJKM will deliver a high-resolution document in PDF format. Along with all previously mentioned deliverables, TJKM will provide all data and study products to the City of Colusa at the conclusion of the project. All meeting summaries and technical analyses will be included in the appendix to the final document.

Deliverables:

- ✓ *Final CSAP report in high-resolution PDF format*
- ✓ *All data and study products*
- ✓ *All meeting summaries and technical analyses*

Project Timeline

Our proposed team is an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to the satisfaction of City of Colusa. Our proposed team has a proven track record of successful similar projects and is dedicated to providing high-quality products. With our available resources and experience, TJKM is equipped to provide the level of responsiveness required by the City, all while providing professional and quality services.

We have developed an individualized approach for each task that combined with an active project management and team-oriented approach will ensure the delivery of timely, high-quality services.

TJKM will complete this project in accordance with the schedule shown below.

Task Name	Duration	Start	Finish
Project Management	262 days	Mon 9/25/23	Tue 9/24/24
Notice-to-Proceed	1 day	Mon 9/25/23	Mon 9/25/23
Project Work Plan	5 days	Tue 9/26/23	Mon 10/2/23
Kick-Off Meeting	1 day	Tue 10/3/23	Tue 10/3/23
Assessment of Existing Policies, Programs & Practices	21 days	Wed 10/4/23	Wed 11/1/23
Conduct Assessment	10 days	Wed 10/4/23	Tue 10/17/23
Develop Draft Technical Memorandum	3 days	Mon 10/16/23	Wed 10/18/23
Submit to City	1 day	Thu 10/19/23	Thu 10/19/23
City Staff Review	5 days	Fri 10/20/23	Thu 10/26/23
Develop Final Technical Memorandum	3 days	Fri 10/27/23	Tue 10/31/23
Submit to City	1 day	Wed 11/1/23	Wed 11/1/23
Vision & Goal Development & CSAP Task Force	165 days	Wed 10/4/23	Tue 5/21/24
Develop Vision & Goal	15 days	Fri 10/20/23	Thu 11/9/23
CSAP Task Force Group	10 days	Wed 10/4/23	Tue 10/17/23
Task Force Group Meeting No. 1	1 day	Wed 10/25/23	Wed 10/25/23
Task Force Group Meeting No. 2	1 day	Thu 3/21/24	Thu 3/21/24
Task Force Group Meeting No. 3	1 day	Tue 5/21/24	Tue 5/21/24
Stakeholder & Public Engagement Program	162 days	Mon 10/9/23	Tue 5/21/24
Task Force & Public Outreach Schedule	7 days	Mon 10/9/23	Tue 10/17/23
Webpage	10 days	Thu 10/19/23	Wed 11/1/23
Citywide Safety Event	83 days	Fri 1/26/24	Tue 5/21/24
Safety Event No. 1	1 day	Fri 1/26/24	Fri 1/26/24
Safety Event No. 2	1 day	Tue 5/21/24	Tue 5/21/24
Public Engagement & Education Workshop	83 days	Thu 1/18/24	Mon 5/13/24
Workshop No. 1	1 day	Thu 1/18/24	Thu 1/18/24
Workshop No. 2	1 day	Mon 5/13/24	Mon 5/13/24
Evaluation & Analysis of Collected Information	5 days	Fri 1/26/24	Thu 2/1/24
Data Collection & Safety Analysis	95 days	Thu 11/2/23	Wed 3/13/24
Collision Data	45 days	Thu 11/2/23	Wed 1/3/24
Systemic Analysis	21 days	Thu 1/4/24	Thu 2/1/24
Identify High Injury Network	15 days	Fri 2/2/24	Thu 2/22/24
Community Data	7 days	Fri 2/23/24	Mon 3/4/24
Collision Profile	7 days	Tue 3/5/24	Wed 3/13/24

Task Name	Duration	Start	Finish
Transportation Equity Review	39 days	Tue 3/5/24	Fri 4/26/24
Conduct Equity Review	15 days	Tue 3/5/24	Mon 3/25/24
Develop Draft Technical Memorandum	7 days	Tue 3/26/24	Wed 4/3/24
Submit to City	1 day	Thu 4/4/24	Thu 4/4/24
City Staff Review	10 days	Fri 4/5/24	Thu 4/18/24
Develop Final Technical Memorandum	5 days	Fri 4/19/24	Thu 4/25/24
Submit to City	1 day	Fri 4/26/24	Fri 4/26/24
Dashboard & Toolkit	82 days	Thu 1/4/24	Fri 4/26/24
Develop Dashboard	75 days	Thu 1/4/24	Wed 4/17/24
Develop Toolkit	21 days	Fri 3/29/24	Fri 4/26/24
Implementation Matrix	41 days	Wed 4/24/24	Wed 6/19/24
Implementation Framework	10 days	Wed 4/24/24	Tue 5/7/24
Programming Matrix	10 days	Wed 5/8/24	Tue 5/21/24
Develop Draft Technical Memorandum	7 days	Wed 5/22/24	Thu 5/30/24
Submit to City	1 day	Fri 5/31/24	Fri 5/31/24
City Staff Review	7 days	Mon 6/3/24	Tue 6/11/24
Develop Final Technical Memorandum	5 days	Wed 6/12/24	Tue 6/18/24
Submit to City	1 day	Wed 6/19/24	Wed 6/19/24
Administrative Draft and Final Plan	63 days	Thu 6/6/24	Mon 9/2/24
Develop Draft Plan	30 days	Thu 6/6/24	Wed 7/17/24
Submit to City	1 day	Thu 7/18/24	Thu 7/18/24
City Staff Review	21 days	Fri 7/19/24	Fri 8/16/24
Develop Final Plan	10 days	Mon 8/19/24	Fri 8/30/24
Submit to City	1 day	Mon 9/2/24	Mon 9/2/24
Executive Summary/Fact Sheet	6 days	Mon 9/2/24	Mon 9/9/24
Develop Executive Summary/Fact Sheet	5 days	Mon 9/2/24	Fri 9/6/24
Submit to City	1 day	Mon 9/9/24	Mon 9/9/24
Final Deliverables	11 days	Tue 9/10/24	Tue 9/24/24
Develop Final Deliverables	10 days	Tue 9/10/24	Mon 9/23/24
Submit to City	1 day	Tue 9/24/24	Tue 9/24/24

Project Management Plan

The TJKM Project Management Plan that will be used on these projects is based on proven management, lessons learned and administrative systems developed to enhance communication among the City of Colusa, the TJKM Project Manager and team members, and other affected agencies. This management approach has been used successfully on numerous projects throughout California. The TJKM Project Management Plan has the following elements:

WORK PLAN

It is a TJKM policy to prepare a Work Plan for all projects, large and small. Upon receipt of a Notice-to-Proceed, we will prepare, in consultation with the City and other local jurisdictions, an overall project work plan that includes detailed work elements for each team specialty. A TJKM work plan typically includes: definition of the project purpose; task objectives; scope of services; staffing; coordination requirements; deliverables; budget; schedule; and monitoring and reporting procedures.

COORDINATION & COMMUNICATION

Frequent and effective communication between the City, other local jurisdictions, and the TJKM Team is needed to maintain the project schedule and ensure a quality product. The key to our success is an integrated team approach. Our goal is "no surprises" and a partnership that has common understanding and expectations every step of the way. Mr. Amin will maintain close communication with the City's Project Manager by personal contact, telephone, written communications, and meetings. Our Project Manager strongly believes in the necessity and benefit of scheduled monthly progress meetings. Mr. Amin, as well as other key team members, will meet with the City's Project Manager monthly to discuss project issues, status, schedule, budget, and invoicing items. This will ensure that our "no surprises" goal is maintained and the City is thoroughly aware of all aspects of the project.

The TJKM Team will maintain regular contact with City staff to ensure clear communication on project tasks, products, meetings, and schedule. Specifically, we will:

- Hold scheduled conference calls to review project status and discuss key issues. During these calls,

we will discuss various project deliverables including workshop agendas, workshop summaries, proposed alternatives, preferred alternative, Draft Plan, and Final Plan documents.

- Participate in additional calls and meet with City staff, as needed at key stages during the planning effort to review key ideas, products, deliverables, project status and overall project direction and budget.
- Manage all aspects of the project to maintain project schedule and budget, maintain continuous liaison with the City and other stakeholders.
- Prepare and submit monthly progress status updates to the City. The reports will include progress of work; status of public involvement; updated project schedule; information/decisions required to maintain schedule and complete deliverables; problems encountered that may affect schedule; budget or work products and anticipated work products for the following month.

COST CONTROL

Control of project costs will be accomplished by monitoring on a task level basis. This detailed task level will roll up into milestone summaries and a project summary. Our cost accounting system is a "live" database that the project manager can access to determine the financial status of the project at any time. Cost control reporting to TJKM's Project Manager will be implemented through the invoicing process. Progress reports will also be included to relay information on project progress and critical issues.



SCHEDULE CONTROL

Establishing a schedule that meets the project objectives is relatively easy. Maintaining this schedule during changing project priorities, unforeseen conditions, public consensus building, etc., is a challenge. The project work scope will be broken down by function and separated into defined tasks. Tasks will be linked logically and will be sufficiently detailed to allow for realistic representation of the project. Project progress will also be monitored by percent complete for each task.

QUALITY CONTROL

- **QA/QC Procedures** – TJKM's Quality Assurance (QA) Procedures are utilized throughout the life of the Project. Quality Control (QC) starts at the proposal and scope definition stage and continues through the completion of all assignments. To assure that errors, omissions and ambiguities in submittals and drawings are limited to an absolute minimum, the responsibilities for technical review, peer review/coordination checking, and technical audit functions are assigned to the appropriate TJKM Team members. TJKM's approach integrates the work of our subconsultants into the QC system through the use of established procedures and our peer review/independent checking capability augmented with technical audits.
- **Quality Control** – TJKM's QC Program provides quality services and products that meet or exceed the expectations of our clients. QC is an integral part of TJKM's entire professional service process, which is integrated into our work plan, and deliverables. The formal QC Reviews consist of "Constructability Reviews" and "Project Manager and Project Engineer Reviews". All formal QC Reviews will result in comments recorded on Comment Sheets. TJKM's established QC Plan ensures that TJKM will receive thorough and accurate documents that are prepared in formats consistent with local agency and Caltrans guidelines. Our Project Manager has responsibility for implementation of the QC Plan.

Similar Projects

Nearly 85 percent of our clients are repeat clients. Prompt service, attention to detail, strict adherence to schedule requirements, and commitment to our clients' goals are among the reasons for this steady client base. Our objective on every assignment is to provide the most cost-effective product that meets the specific needs and criteria of each client within the planned schedule and budget. Below are projects we feel have the similar size, scope, type, and complexity that our team has successfully completed in the past.

VISION ZERO & ACTION PLAN, CUPERTINO

Reference: David Stillman | City of Cupertino | 10300 Torre Avenue, Cupertino, CA 95014 | (408) 777-3249, Email: DavidS@cupertino.org |
Dates: 2022-Ongoing | **TJKM Fee:** \$79K



TJKM is assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy; formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

VISION ZERO PLAN, LIVERMORE

Reference: Joanna Liu | City of Livermore | 1052 S Livermore Avenue, Livermore, CA 94550 | (925) 960-4556 | xliu@cityoflivermore.net | **Dates:** 2023 | **TJKM Fee:** \$84K



TJKM is assisting City of Livermore to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group (SAG); communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable actions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Draft VZP to be presented to the Council for Adoption.

COUNTYWIDE LOCAL ROADS SAFETY PLAN, SANTA CLARA COUNTY

Reference: Eugene Maeda | Santa Clara Valley Transportation Authority | 3331 N. First Street, San Jose, CA 95134 | (408) 952-4298 | Eugene.maeda@vta.org | **Dates:** 2021-2023 | **TJKM Fee:** \$119K



TJKM assisted VTA in preparing a multi-jurisdictional LRSP for the local agencies in the County. The nine jurisdictions included in the report were the Cities of Campbell, Gilroy, Milpitas, Monte Sereno, Morgan Hill, Palo Alto, Santa Clara, Town of Los Altos, and Town of Los Altos Hills.

The purpose was to provide high-level solutions to address traffic safety on a countywide basis and prepare Santa Clara County's local agencies to apply for Highway Safety Improvement Program (HSIP) Cycle 11 funding.

Tasks on the project included document review, collision analysis countywide and for each city, systemic countermeasures, and emphasis areas.

TJKM worked with the cities that have already prepared LRSPs and incorporated their findings into the countywide plan to ensure it reflects the needs of all cities within the County. As a part of the LRSP, comprehensive Safety Action Plan was developed for the County.

LOCAL ROADWAY SAFETY PLAN, GLENDALE

Reference: Pastor E. Casanova | City of Glendale | 633 E. Broadway, Room 205, Glendale, CA 91206 | (818) 548-3945 | pcasanova@Glendaleca.gov | **Dates:** 2020-2022 | **TJKM Fee:** \$80K



TJKM assisted the City of Glendale in developing an LRSP. This is a living document that includes:

- Systemic Safety Analysis
- Identification of High-Risk Roadway Segments and Intersections
- Emphasis Areas and 4 E's Strategies
- A Countermeasure Toolbox
- Priority Safety Projects viable to be phased in short, near, and long-term implementation

Four stakeholder meetings (two with City Staff and two with Community members) were conducted to receive feedback and comments and a project website with an interactive map tool was developed and utilized to gather community input.

The final report was submitted to the City in July 2022. As a part of the LRSP, comprehensive Safety Action Plan was developed.

Based on the Safety Action Plan developed as part of the project, TJKM prepared and submitted three HSIP applications for Cycle 11 on behalf of the City in September 2022 and the City was successful in receiving the HSIP funds.

LOCAL ROAD SAFETY PLAN, WILLIAMS

Reference: Colt Esenwein | City of Williams | P.O. Box 310, Williams, CA 95987 | (530) 473-2519 | cesenwein@cityofwilliams.org | **Dates:** 2021-2022 | **TJKM Fee:** \$39K



The City of Williams is a small city located in Colusa County, approximately one hour north of Sacramento on Interstate 5. TJKM assisted the City in preparing its first LRSP to analyze traffic collisions on City roadways, as well as State Route 20 and the ramps with Interstate 5. The team conducted a literature review, analyzing 10 years' worth of collision data, proposing countermeasures, developing safety projects, and providing an implementation plan. The project also included one stakeholder meeting.

LOCAL ROAD SAFETY PLAN, YUBA COUNTY

Reference: Stevan Campbell | County of Yuba | 915 8th Street, Marysville, CA 95901 | (530) 749-5422 | scampbell@co.yuba.ca.us | **Dates:** 2021-2022 | **TJKM Fee:** \$80K

TJKM assisted the County in developing a LRSP to identify, analyze, and address traffic safety issues on suburban and rural County roads. The LRSP was developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety: Education, Enforcement, Engineering, and Emergency Medical Services (EMS), along with a countermeasure toolbox, safety projects, and an implementation strategy. TJKM provided the County with an implementable LRSP that ensured the County could apply for two HSIP Cycle 11 applications in September 2022. The County was notified of funding of the HSIP applications in March 2023.

LOCAL ROADWAY SAFETY PLANS, KERN COUNTY

Reference: Joseph Stramaglia | Kern Council of Governments | 1401 19th Street, Bakersfield, CA 93301 | (661) 635-2914 | jstramaglia@kerncog.org | **Dates:** 2021-2022 | **TJKM Fee:** \$562K



TJKM prepared the LRSP's for nine Cities in Kern County as one single contract, including Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Each LRSP included a system review, collision analysis, identification of high-risk locations, emphasis areas with 4 E's strategies, community /stakeholder outreach, countermeasure selection, and safety projects. As a part of the LRSP, comprehensive Safety Action Plan was developed. Based on the Safety Action Plan developed as part of the project. Based on the Safety Action Plan, TJKM prepared and submitted HSIP applications for Cycle 11 and the City was successful in receiving the HSIP funds.

LOCAL ROADWAY SAFETY PLANS, MENDOCINO COUNTY

Reference: Loretta Ellard | Mendocino Council of Governments | 525 South Main Street, Ukiah, CA 95482 | (707) 234-3434 | lellard@dbcteam.net | **Dates:** 2021-2022 | **TJKM Fee:** \$309K

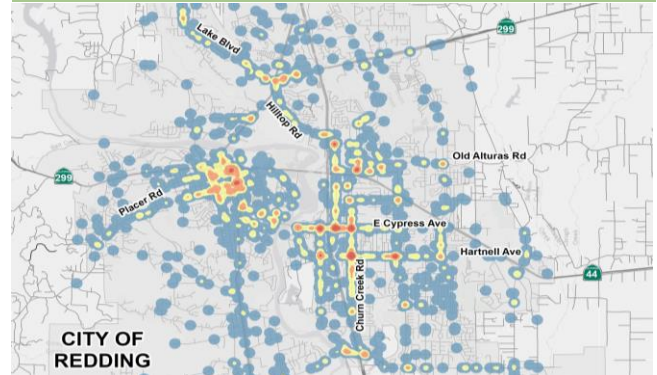
TJKM prepared an LRSP for four local agencies in Mendocino County as one single contract, including the unincorporated area within the County and the Cities of Ukiah, Willits, Fort Bragg, and Point Arena. Each LRSP under this contract included system review, collision analysis, identification of high-risk locations, recommendation of emphasis areas using a five traffic safety E's strategy, countermeasure selection, and safety projects.



The scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach. As a part of the LRSP, comprehensive Safety Action Plan was developed. Based on the Safety Action Plan developed as part of the project, TJKM prepared and submitted HSIP applications for Cycle 11 and local agencies were successful in receiving the HSIP funds.

LOCAL ROADWAY SAFETY PLAN, REDDING | GHD

Reference: Shelby Nadin | City of Redding | 777 Cypress Avenue, Redding, CA 96001 | (530) 245-7135 | snadin@cityofredding.org **Dates:** 2020-Ongoing | **GHD Fee:** \$71K



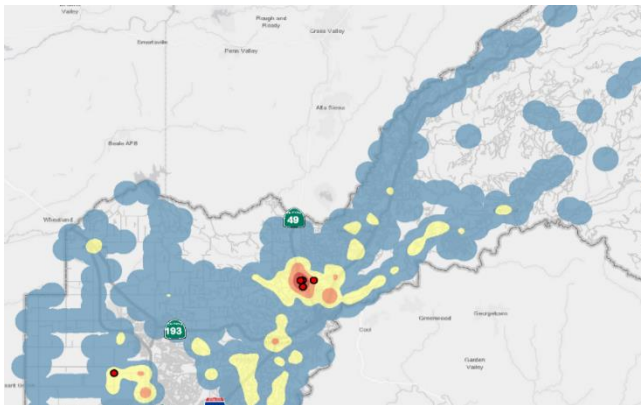
The City of Redding LRSP project kicked off with collision analysis for the past five years from SWITRS with supplemental data from the City collision database, traffic counts, and City's safety plans and projects. Even though Redding had large concentrations of collisions, there were a lot of planned safety projects recently awarded funding, in the design phase, and ready to go to construction. Therefore, we wanted to capture this in the plan (in not mitigating areas with planned improvements) and help to highlight this in the public outreach process. After this meeting, GHD rectified and mapped the City collisions and Caltrans collisions (I-

5, SR 299, SR 44) on separate maps per City direction. GIS maps were created for collision density (heat maps), collision severity (FSI), bicycle collisions, and pedestrian collisions.

The Stakeholder Working Group took formation, and the 1st Stakeholder Working Group meeting was held in December 2020. At this meeting, we discussed the overall LRSP process, collision analysis top intersections and segments per collision severity and frequency, challenge, and emphasis areas per the SHSP, and started the mission, vision, and goals/priorities. The 2nd Stakeholder Working Group is scheduled the 1st week of May 2021. We will discuss the public outreach and public comments (as the website has been live), recommended countermeasures and safety projects, and finalized the vision, mission, and goals.

LOCAL ROADWAY SAFETY PLAN, PLACER COUNTY | GHD

Reference: Phil Vasson | Placer County | 3091 County Center Drive, Suite 220, Auburn, CA 95603 | (530) 745-7581 | pvasson@placer.ca.gov |
Dates: 2021-2021 | **TJKM Fee:** \$105

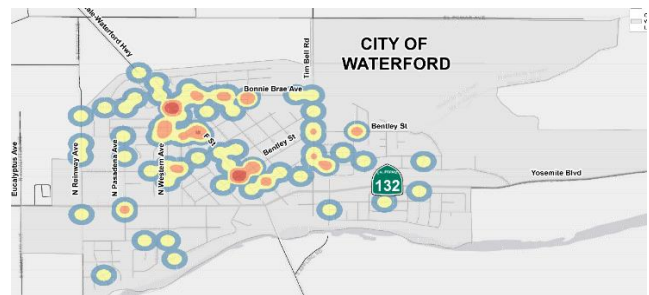


GHD prepared an LRSP for Placer County following the National Association of County Engineer format. Prior to embarking on this project, the County had adopted a traffic safety program/process 10 years earlier, which put them ahead of the curve in developing an HSIP qualifying safety plan. One of the significant challenges of Placer County has its sheer geo- graphic size and the number of partner agencies and stakeholders. GHD, in collaboration with the County, managed this scale by focusing on direct coordination with designed representatives of various safety discipline and through email and the website with all other identified stakeholders.

GHD has developed the County's website, nearly completed the systemic analysis, and held several coordination meetings. Placer County's Local Roadway Safety Plan focused on the larger County Wide systemic patterns and not including location specific analysis. However, analysis led us to identify larger geographic concentrations of collision patterns, which is consistent with the differences of more urbanized Western side of the County versus the more rural and mountainous eastern side. GHD successfully prepared a universally accepted Local Roadway Safety Plan that was unanimously adopted by the County Board of Supervisors.

LOCAL ROADWAY SAFETY PLANS, WATERFORD | GHD

Reference: Michael Pitcock | City of Waterford | 101 East Street, Waterford, CA 95386 | (209) 874-2328 x 103 | mpitcock@cityofwaterford.org |
Dates: 2020-2021 | **TJKM Fee:** \$74K



After a thorough kick-off meeting over the LRSP process, scope, and the City's needs, data collection efforts were defined as the starting point. Per this meeting, the City sent the past five years of collision reports. GHD crosschecked those collisions with the same past five years of collision data from SWITRS and TIMS in building a comprehensive collision set. With the main corridor through the City under Caltrans jurisdiction (Yosemite Boulevard (SR 132)), the collision characteristics and trends on this road and the interactions with the adjacent City streets were evaluated. The collision data was further dissected to identify fatal and injury collisions, primary collision factor, bicycle and pedestrian collisions, and any collision trends for the City roadways.

In August and October 2020, the LRSP stakeholder working group met and discussed the collision data, current safety projects, and recommended countermeasures and projects. Cross-collaboration

occurred with Caltrans for safety improvements of SR 132 to include Americans with Disabilities Act (ADA) improvements, extended walk times, and pedestrian leading intervals.

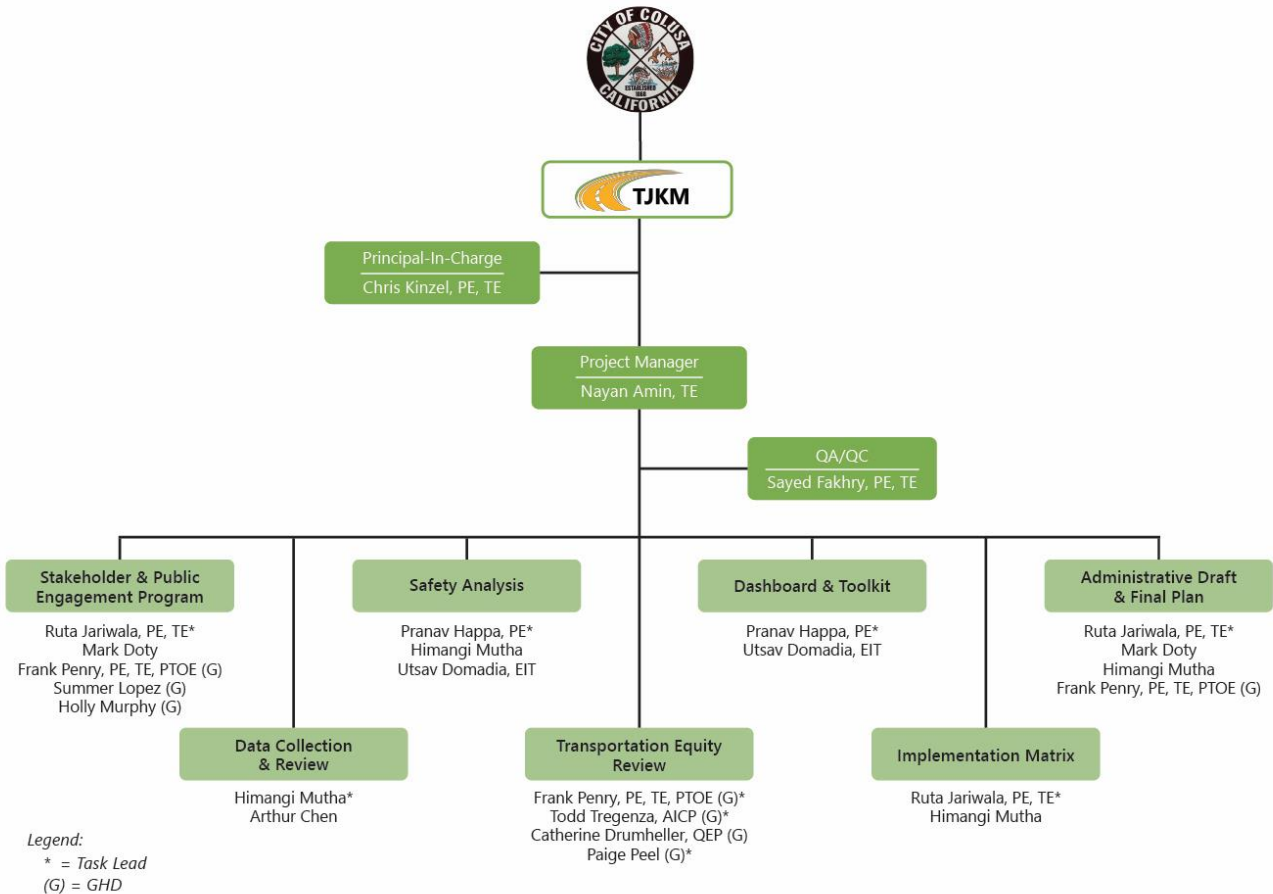
In addition, based on the project flyer for the Social Pinpoint website in the utility mailing and subsequent Social Pinpoint website, the working group discussed the public comments and safety concerns at the 2nd Stakeholder meeting in October 2020. After the meeting and concurrence on safety projects, the LRSP was sent to all stakeholders for review and comments and posted on the website for the public comment process. The final LRSP was successfully adopted by City Council in May 2021 and can be found at this link (<https://www.cityofwaterford.org/v5/wp-content/uploads/2021/10/Final-Waterford-LRSP-with-Appendices.pdf>).

Organizational Chart/Staff Resumes

ORGANIZATION CHART

Our Team Organization Chart illustrates our proven chain of command. Work performed will be conducted under the direct supervision/direction of the Project Manager, Mr. Nayan Amin, TE. Mr. Amin will be responsible for overall coordination on this contract and single point of contact.

The personnel listed in our organization chart are available to work on the project for the entire duration of the project. Our proposed staff has the availability to accept and complete this key project on schedule and within budget.



STAFF RESUMES OF KEY PERSONNEL

Nayan Amin | Project Manager



Registration: CA TE 2290

Education: M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Mr. Amin has 32 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and ITS planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects include planning, design, and construction oversight for ITS. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

Local Road Safety Plan

- City of Folsom
- City of Culver City
- Yuba County
- Town of Danville
- County of Mendocino
- County of Santa Clara
- City of Glendale
- City of Yorba Linda
- City of Pittsburg
- County of Kern
- City of Dinuba
- City of Napa
- County of Yuba

Vision Zero & Action Plans

- City of Livermore
- City of Cupertino
- City of Concord

Systemic Safety Analysis Report Program

- County of San Luis Obispo
- City of Pittsburg
- County of Del Norte
- City of Dinuba

Pedestrian & Bicycle

- Pedestrian & Bicyclist Safety & Connectivity Study, Dinuba

Corridor Studies

- SR 233 Chowchilla Multimodal Corridor Plan
- Citywide Multimodal Improvements Study, Hayward

Chris Kinzel, PE, TE | Principal-In-Charge



Registration: CA TE 0023 | CA CE 15347

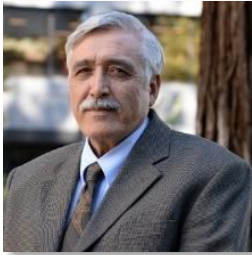
Education: M.S., Transportation Engineering, University of California, Berkeley, Berkeley, CA | B.S., Civil Engineering, California State University, Fresno, CA

Mr. Kinzel has 62 years of experience in nearly all aspects of traffic engineering and planning. He has managed and performed hundreds of traffic studies over the years. A former municipal engineer, much of his career today is focused on working with city and county traffic engineers to reduce traffic congestion. Mr. Kinzel has made presentations at hundreds of city council/planning commission/public meetings to present traffic study recommendations, and has taught traffic-engineering courses for the University of California and the University of Santa Clara.

Safety Studies

- Rossmoor Pedestrian Safety Evaluation, Walnut Creek
- Digital/GIS Crash Analysis Database, Alameda County, El Cerrito, Mountain House, Palo Alto, Patterson, San Joaquin County, Tracy, & Union City
- South County Corridor Study, Stanislaus County
- Crow Canyon Road, Alameda County
- Charleston-Arastradero Corridor Project, Palo Alto

Sayed Fakhry, PE, TE | QA/QC



Registration: CA TE 2237 | CA CE 48249

Education: M.S. Transportation Engineering San Jose State University, San Jose, CA | M.S. Civil Engineering Hydraulics University of Newcastle upon Tyne, UK | B.S. Civil Engineering Kabul University

Mr. Fakhry has over 35 years of experience in civil and transportation engineering working in the public and private sector. He has worked in different capacities for the Cities of Santa Ana, Santa Clara, Mountain View, and the County of Orange. His experience is in highway design, transportation/traffic studies, signal design, land development reviews, pedestrian and bike improvements and complete street projects. He also taught as adjunct professor at San Jose State University for over 17 years.

Local Roadway Safety Plan

- City of San Bruno
- City of Cupertino
- City of Millbrae
- City of Pinole
- City of Napa
- County of Santa Clara
- City of Williams
- County of Kern
- County of Mendocino
- City of Glendale
- City of Folsom
- City of Culver City
- City of Antioch
- County of Yuba
- City of Isleton
- County of Solano
- City of Farmersville,
- City of Chowchilla
- City of Pittsburg
- City of Coalinga
- City of Yorba Linda
- County of Kern

Ruta Jariwala, PE, TE | Stakeholder & Public Engagement Program Task Lead | Implementation Matrix Task Lead | Administrative Draft & Final Plan Task Lead



Registration: Texas Professional Engineer 135281 | California Civil Engineer C73840 | California Traffic Engineer TR2465

Education: M.S., Civil Engineering, San Jose State University, San Jose, CA | B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Ms. Jariwala has 24 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/EIRs and intelligent transportation systems planning, design and construction oversight. She has extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists, and traffic safety studies.

Vision Zero Plan

- City of Livermore
- City of Cupertino
- City of Concord
- County of Santa Clara
- City of Napa City of Dinuba
- County of Kern
- County of Mendocino
- City of Glendale
- City of Folsom
- City of Culver City
- City of Antioch
- City of Farmersville
- County of Yuba
- City of Williams
- City of Yorba Linda
- County of Solano
- City of Chowchilla
- City of Pittsburg
- Town of Moraga
- City of Orinda
- Town of Danville
- City of Coalinga
- City of Isleton

Local Roadway Safety Plan

- City of San Bruno
- City of Cupertino
- City of Millbrae
- City of Pinole
- County of Santa Clara
- City of Napa City of Dinuba
- County of Kern
- County of Mendocino
- City of Glendale
- City of Folsom
- City of Culver City
- City of Antioch
- City of Farmersville
- County of Yuba
- City of Williams
- City of Yorba Linda
- County of Solano
- City of Chowchilla
- City of Pittsburg
- Town of Moraga
- City of Orinda
- Town of Danville
- City of Coalinga
- City of Isleton

Pranav Happa, PE | Safety Analysis Task Lead | Dashboard & Toolkit Task Lead



Registration: TX 119973 (Civil) | TxDOT Pre-Certified, ESN 23644

Education: M.S., Civil Engineering, University of Texas at Arlington, Texas | B.E., Civil Engineering, Gujarat University, Gujarat, India

Mr. Happa has more than 17 years of transportation planning/engineering experience, and specializes in subarea and corridor planning, feasibility study, major investment grade study, traffic engineering study and traffic signal timing study. His technical skills include travel demand forecast modeling, travel demand surveys, Geographic Information System, transportation planning and analysis, micro-simulation analysis and highway capacity analysis. Mr. Happa specializes in Traffic and Revenue Study, travel demand modeling using TransCAD and Cube. He also specializes in traffic operations analysis using VISSIM, and Synchro/SimTraffic.

Local Roads Safety Plan

- Santa Clara County
- City of Cupertino
- City of Yorba Linda

Vision Zero Plan

- City of Livermore
- City of Cupertino
- City of Orinda

Transportation Planning

- SR 91 Transmodeler
Microsimulation Model Toll
Operations Upgrade,
Orange County

Himangi Mutha | Data Collection & Review Task Lead



Registration: N/A

Education: Master's in City & Regional Planning, University of Texas, Arlington, TX | Bachelors of Architecture, University of Pune, India

Ms. Mutha has over three years of professional experience in urban land use and development planning. She has worked with varies jurisdictions in California, Florida, Texas, and India and is familiar with variety of current and development planning projects.

Ms. Mutha has provided her contribution to a variety of planning projects using urban sustainability, equity, and planning issues through a creative, humanistic, multi-disciplinary, and collaborative approach based on strategic systems. She has in depth knowledge of land use suitability analysis using Geographic Information System and explored statistical techniques in planning analysis. She also has experience in creating ordinance amendments to the Comprehensive Plan, Land Development Code, processing Board of Adjustment applications, Environmental Impact Report, corridor planning, street revitalization, and street network analysis projects.

Vision Zero Plan

- City of Livermore

Local Roadway Safety Plan

- City of Orinda

- City of Yuba County
- City of Patterson
- City of Napa
- City of Yuba County

- City of Albany
- City of Moraga
- Santa Clara County
- City of Livermore

Frank Penry, PE, TE, PTOE | Transportation Equity Review Task Lead | GHD



Registration: N/A CA CE 62785 | OR CE 84632 | CNMI 418 | CA TE 2304 | PTOE 1603

Education: BS, Civil Engineering, California State University, Chico, CA

Mr. Penry has 26 years of experience in transportation planning and traffic engineering design. He has managed numerous transportation studies and design projects over the years, from small development impact studies to major roadway improvements. Frank has served as the City Traffic Engineer for the Cities of Petaluma, Cotati, Sonoma, Windsor, and Fortuna, providing the administration and development of Municipal Traffic Engineering Programs. He is well-versed in a wide range of traffic engineering design standards and encroachment requirements, traffic signals, roundabouts, traffic calming and streetscapes, construction traffic handling, detour, and control plans for a variety of civil engineering projects. His experience includes traffic operations, traffic signal timing and design, ITS, transit signal priority, feasibility studies; environmental studies and documents; roadway and intersection design; signing and striping design; and traffic control plans.

Local Roadway Safety Plan

- Sonoma County
- City of Petaluma
- City of Rohnert Park
- City of Cotati
- City of Santa Rosa
- City of Windsor
- City of Healdsburg
- City of Sebastopol

Relevant Experience

- Comprehensive Bike Lane & Signage Program, Sonoma
- Starr Road Traffic Calming Study, Windsor
- Fortuna Boulevard Paving & Pedestrian Improvements, Fortuna
- Farmer's Lane, Santa Rosa
- Ukiah Streetscape & Road Diet, Phase 1, Ukiah
- Contra Costa Boulevard Improvements, Pleasant Hill
- Stony Point Road Improvement, Santa Rosa

Level of Effort

Below is a table showing the breakout of hours and percentage of time by the proposed task.

Task	TJKM Transportation Consultants (TJKM)										GHD							Total Hours by Task
	Chris Kinzel	Sayed Fahkry	Nayan Amin	Ruta Jariwala	Pranav Happa	Mark Doty	Himangi Mutha	Utsav Domadia	Erika Totanes	TJKM Hours by Task	Frank Penry	Summer Lopez	Holly Murphy	Todd Tregenza	Catherine Drumheller	Paige Peel	Hours by Task	
Task 1 Project Structure and Work Plan	2	1	12	4	4					23	2						2	25
Subtask 1.1 Project Kick-Off Meeting	1		4	2	2					9	2						2	11
Subtask 1.2 Project Work Plan	1	1	8	2	2					14								14
Task 2 Project Management and Coordination			44	6	6					56	2						2	58
Subtask 2.1 Regular Project Management Meetings			28	6	6					40	2						2	42
Subtask 2.2 Monthly Reporting/Invoicing			16							16								16
Task 3 Assessment of Existing Policies, Programs & Practices			2				8			10								10
Task 4 Vision & Goal Development & CSAP Task Force			24	16		8	4		6	58								58
Subtask 4.1 Vision & Goal			12	8		4	2		2	28								28
Subtask 4.2 CSAP Task Force Group			12	8		4	2		4	30								30
Task 5 Stakeholder & Public Engagement Program	1		25	26		28	16			96	8	44	100			32	184	280
Subtask 5.1 Task Force & Public Outreach Schedule			8	8						16	8	8					16	32
Subtask 5.2 Webpage			4							4		12	20				32	36
Subtask 5.3 Citywide Safety Event	1		8	8		12				29		12	40			16	68	97
Subtask 5.4 Public Engagement & Education Workshop			4	8		12				24		12	40			16	68	92
Subtask 5.5 Evaluation & Analysis of Collected Information			1	2		4	16			23								23
Task 6 Data Collection & Safety Analysis		4	26	24	40		76	64		234								234
Subtask 6.1 Collision Data		2	6		10		24	24		66								66
Subtask 6.2 Systemic Analysis		2	6	8	12		16	16		60								60
Subtask 6.3 Identify High Injury Network			6	8	10		16	20		60								60
Subtask 6.4 Community Data			2		2			4		8								8
Subtask 6.5 Collision Profile			6	8	6		20			40								40
Task 7 Transportation Equity Review	1		2	12						15	4			16	16	40	76	91
Task 8 Dashboard & Toolkit		2	4	16	40			60		122								122
Subtask 8.1 Dashboard		1	2	8	20			40		71								71
Subtask 8.2 Toolkit		1	2	8	20			20		51								51
Task 9 Implementation Matrix	1	2	8	16			30			57								57
Subtask 9.1 Implementation Framework		1	4	8			20			33								33
Subtask 9.2 Programming Matrix	1	1	4	8			10			24								24
Task 9 Administrative Draft and Final Plan	2	4	10	16		20	40		16	108	16						16	124
Task 10: Executive Summary/Fact Sheet	1		4						8	13								13
Task 11: Final Deliverables			2				8			10								10
Total	8	13	163	136	90	56	182	124	30	802	32	44	100	16	16	72	280	1082

Subcontract



GHD provides transportation planning and engineering, environmental, advisory, digital, and construction services to private and public sector clients. They offer clients the ability to develop a working relationship with local staff while having access to global experience base. Put simply, they work where our clients work. Their business model is to work internationally and deliver locally. Established in 1928, GHD is a wholly-owned subsidiary - a privately held international engineering firm owned by their people and operating across five continents. Their people can offer decades of knowledge, as well as a deep understanding of the challenges facing businesses and communities today. They deliver projects with high standards of safety, quality, and ethics across the entire asset value chain. Driven by a client service-led culture, we connect the knowledge, skill, and experience of their people with innovative practices, technical capabilities, and robust systems to create lasting community benefits.

References

We encourage the City to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us.

TJKM

Cupertino Vision Zero | Reference: David Stillman | City of Cupertino | 10300 Torre Avenue, Cupertino, CA 95014 | (408) 777-3249, Email: DavidS@cupertino.org | Dates: 2022-Ongoing | TJKM Fee: \$79K

Livermore Vision Zero | Reference: Joanna Liu | City of Livermore | 1052 S Livermore Avenue, Livermore, CA 94550 | (925) 960-4556 | xliu@cityoflivermore.net

Williams Local Road Safety Plan | Reference: Colt Esenwein | City of Williams | P.O. Box 310, Williams, CA 95987 | (530) 473-2519 | cesenwein@cityofwilliams.org

Yuba County Local Road Safety Plan | Reference: Stevan Campbell | County of Yuba | 915 8th Street, Marysville, CA 95901 | (530) 749-5422 | scampbell@co.yuba.ca.us

Mendocino County Local Roadway Safety Plan | Reference: Loretta Ellard | Mendocino Council of Governments | 525 South Main Street, Ukiah, CA 95482 | (707) 234-3434 | lellard@dbcteam.net

GHD

Redding Local Roadway Safety Plan | Reference: Shelby Nadin | City of Redding | 777 Cypress Avenue, Redding, CA 96001 | (530) 245-7135 | snadin@cityofredding.org

Placer County Local Roadway Safety Plan | Reference: Phil Vassion | Placer County | 3091 County Center Drive, Suite 220, Auburn, CA 95603 | (530) 745-7581 | pvassion@placer.ca.gov

Waterford Local Roadway Safety Plan | Reference: Michael Pitcock | City of Waterford | 101 East Street, Waterford, CA 95386 | (209) 874-2328 x 103 | mpitcock@cityofwaterford.org

Availability

TJKM has successfully delivered numerous projects to our clients on schedule and budget. The team proposed for this project are experienced (including professionals registered in applicable fields, other professionals, and technicians) to competently and efficiently perform the work. TJKM can meet the required time schedule based on current and known future workload of the staff assigned to the project. Below we have included the current workload and availability of the project manager and other key staff members. TJKM is committing that the staff proposed in this submittal will be available for the proposed work.

DBE Information

TEXAS-T J K M, INC is a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) #20151874 in the state of Texas.

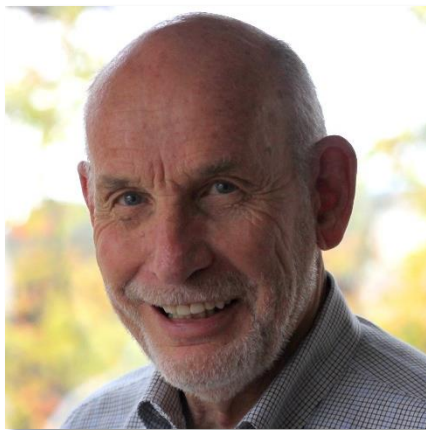


APPENDICES



*Proposal for Safe Streets and Roads for All (SS4A)
Comprehensive Safety Action Plan*

Appendix A – Key Staff Resumes



AREAS OF EXPERTISE

- Municipal Traffic Engineering
- Freeway Operations
- Arterial System Planning
- Circulation Studies
- Traffic Impact Studies
- General/Specific Plans
- Parking Studies
- Corridor Studies
- Expert Witness Testimony
- Transportation Planning
- Geometric Design
- Safety Studies

YEARS OF EXPERIENCE

63

REGISTRATIONS & CERTIFICATIONS

CA TE TR0023 (Traffic)
CA CE C15347 (Civil)

PROFESSIONAL HISTORY

TJKM	1974 - Present
Lampman & Associates	1971 - 1974
City of Hayward	1966 - 1971
County of Fresno	1960 - 1965

EDUCATION

M.S., Transportation Engineering,
University of California, Berkeley,
Berkeley, CA
B.S., Civil Engineering, California State
University, Fresno, Fresno, CA

Mr. Kinzel is the Vice President of TJKM and has 63 years of experience in nearly all aspects of traffic engineering and planning. He has managed and performed hundreds of traffic studies over the years. A former municipal engineer, much of his career today is focused on working with city and county traffic engineers to determine the most effective strategies for reducing traffic congestion. He has also worked with many California developers and homebuilders, performing development studies and presenting study results.

Mr. Kinzel has made presentations at hundreds of city council/planning commission/public meetings to present traffic study recommendations. He has conducted over 100 expert witness projects related to traffic safety. He currently provides project management services on major projects while conducting specialized traffic studies.

Chris Kinzel, PE, TE

VICE PRESIDENT

Project Role: Principal-In-Charge

Project Experience

Rossmoor Pedestrian Safety Evaluation, Walnut Creek, CA, Golden Rain Foundation of Walnut Creek, 2016-2017, \$33K: QA/QC on project that provided traffic engineering consulting services on a project to conduct pedestrian and vehicle safety study for a senior housing complex. Primary goals were to make Rossmoor a safer environment for pedestrians, golf cart users, and motorists. Scope of work included: field review of existing conditions and deficiencies on crosswalks, sidewalks, driveways, parking lots, pedestrian connectivity. The Team identified solutions to improve traffic and pedestrian safety and circulation.

No Passing Zone Study, Fresno County, CA, County of Fresno, 2012, \$67K: Principal-In-Charge. TJKM was hired by the County to conduct a no passing zone study. The project included 55 roadway study segments having a combined length of 287 miles. The comfortable speed for each segment was determined by the Team. All study street segments were driven and when the available sight distance fell below the standards for the comfortable speeds on the roadway in question, a No Passing zone was recommended. In addition, no passing zones were placed on the last 300 feet on the approach to each intersection. Three separate logs of all

surveyed roadway segments were created. The first log contained a "Trace" of the existing striping in place on the date of the field surveys, the second log contained the "Raw" of the recommended no passing zones prior to an in depth review of the passing zones to be retained, and the third and final log contained the recommendations for No Passing zones for each of the 55 study segments.

Charleston-Arastradero Corridor Project, Palo Alto, CA, City of Palo Alto, 2014-2016, \$260K: QA/QC on a project for a corridor serving multimodal users including bicycles, vehicles, transit, and pedestrians from 11 schools and adjacent neighborhoods. Goals included addressing gaps in bike lanes, improving pedestrian and bicycle safety, reducing traffic congestion, and reducing vehicular speeds. Community workshops were conducted to gain public input on design alternatives. TJKM was responsible for completing traffic analysis, developing conceptual design, sections of the environmental document, and preparation of plans, specifications and estimates (PS&E) related to pavement delineation, signing, traffic signals, and enhancements to pedestrian facilities.

South County Corridor Study, Stanislaus County, CA, T.Y. Lin International, 2014-2016, \$80K: Principal-In-Charge assisted with



feasibility study evaluating the existing conditions and future conditions for various alternatives. TJKM developed forecasts for several alternatives and helped to evaluate rating criteria.

State Route 233 Chowchilla Multimodal Corridor Plan, Madera County, CA Madera County Transportation Commission, 2019-2021, \$360K: Principal-In-Charge. Provided stakeholder coordination, developed public participation/ outreach plan, evaluated existing conditions and developed recommendations, developed implementation plan, conducted truck route and signage study, conducted and developed downtown core study/master plan, and prepared presentation/report. This project is a two-phase Corridor Planning Study/Downtown Master Plan of State Route 233/Robertson Boulevard from State Route 152 to Road 19 with an emphasis in the Downtown Chowchilla area. The project was funded by Senate Bill 1 (SB 1) Sustainable Communities Planning Grant Program.

Eureka North-South Multimodal Corridor Study, Eureka, CA, City of Eureka, 2017-2018, \$72K: Principal-In-Charge & QA/QC that oversaw the development of a Multimodal Corridor Plan, for the City of Eureka, focusing on the 1.5-mile corridors of H and I Streets. With the growing and higher collision rates on H and I Streets, TJKM located "hot spots" as identifying measures to calm traffic and reinforce right-of-way for all modes of transportation. The Team partnered with a City-certified local outreach agency to streamline the community engagement process. The Team completed an informational workshop, a stakeholders meeting, and a walking/biking tour which were all well-received. TJKM prepared the next round of the community workshop. Residents and other community members were able to review and comment on the proposed concept alternatives before the final plan was complete.

Neighborhood Traffic Calming Program & Complete Streets Policy, Dinuba, CA, City of Dinuba, 2018-Ongoing, \$59K: Principal-In-Charge & QA/QC overseeing the development of

their first Neighborhood Traffic Calming Program (NTCP) and Complete Streets Policy. The NTCP aims to provide a well-defined toolbox to effectively utilize the most appropriate traffic calming solutions with proper community outreach and collaboration. Key tasks of this plan are:

- Development of a Traffic Calming Toolbox
- Policies and guidelines for application of each strategy in the toolbox
- Develop necessary forms and educational documents to establish community support
- Traffic calming involves strategies and physical measures to reduce vehicular speeds and cut-through traffic, thus improving safety for all travel modes.

In addition, the Team is developing a Complete Streets Policy to assist long-term citywide multimodal planning and decision making. The Team recommended a joint outreach effort for the NTCP and Complete Streets Policy, along with the ongoing Pedestrian and Bicyclist Safety and Connectivity Study that TJKM is currently contracted to complete.

Citywide Multimodal Improvement Study, Hayward, CA, City of Hayward, 2015-2020, \$250K: Principal-In-Charge overseeing a Citywide Intersection Study to address existing and future congestion and enhance operations for all modes of transportation throughout the City of Hayward. TJKM conducted a comprehensive outreach approach geared in part to addressing potential concerns on the part of both the development community and City leaders. TJKM is examining about 100 intersections and 15 roadway segments for the project. TJKM used land use information from the General Plan to determine the amount of growth expected, and will conduct a thorough study of needed roadway improvements, leading to the preparation of the CIP document. As a part of the project TJKM will also prepare conceptual layouts for the recommended improvements.

Citywide Multimodal Improvement Plan, Mountain View, CA, City of Mountain View, 2015-2018, \$220K: As Principal-In-Charge, oversaw the development of an Area-wide Multimodal Improvement Plan. Elements of the Multimodal Improvement Plan are largely drawn from several recent studies and plans analyzing future conditions and provides potential improvement strategies and projects. More than 50 study intersections and 50 roadway segments are being evaluated as part of the study to identify deficiencies, and improvements to enhance operations for all modes of transportation. The Plan is also intended to help reduce VMT/GHG and help meet mode shift goals. As a part of the project TJKM will also prepare conceptual layouts for the recommended improvements.

Sandia National Laboratories/CA Traffic Safety Study, Livermore, CA, Sandia National Laboratories, 2015-2016, \$50K: Principal-In-Charge on traffic safety study that identified unsafe conditions in the current network of roadways, pedestrian walkways and bicycle pathways at Sandia's energy research campus, and developed appropriate solutions to make travel safer for motorists, pedestrians and bicyclists.

Pedestrian & Bicyclist Safety & Connectivity Study, Dinuba, CA, City of Dinuba, 2018-2019, \$157K: Principal-In-Charge & QA/QC for the project which is providing planning services to complete the Dinuba Pedestrian and Bicyclist Safety and Connectivity Study. TJKM conducted an assessment of existing conditions; reviewed existing multimodal transportation infrastructure and connectivity for gaps and deficiencies, as well as barriers to safe routes to school; and examined crash data available from SWITRS and the Dinuba Police Department and developed countermeasures that enhance safety and mobility for all travel modes. Extensive public participation is planned, including a walking/bicycling tour and online survey. The project also involved the development of a neighborhood traffic calming program and a complete streets policy.



AREAS OF EXPERTISE

- Transportation Planning
- Traffic Impact Studies
- Transportation Management Plans
- Traffic Operations
- Transit Priority
- Freeway & Arterial Management Studies
- Multimodal Studies

YEARS OF EXPERIENCE

33

REGISTRATIONS & CERTIFICATIONS

CA TR 2290 (Traffic)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
TJKM	1996-2000
VK Patel	1990-1996

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
 B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Mr. Amin has 33 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects range from traffic studies for developments, specific plans, general plans, corridor studies, and area-wide studies to long-term planning studies. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

Nayan Amin, TE

PRESIDENT

Project Role: Project Manager

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Principal-In-Charge. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, \$71K: Principal-In-Charge and QA/QC overseeing the team preparing the City of Folsom's Local Road Safety Plan

(LRSP) comprised of data-driven and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, \$79K: Principal-In-Charge. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Road Safety Plan, Culver City, CA, City of Culver City, 2020-2021, \$66K: Principal-In-Charge and QA/QC oversaw the project to assist the City with conducting the Local Road Safety Plan for enhancing safety on city roadways for



all travel modes. TJKM customized effective measures under the various 4 E's. The team also prepared Highway Safety Improvement Program applications on behalf of the City aiming for Cycle 10 submission.

Local Roadway Safety Plan, Danville, CA, Town of Danville, 2022-Ongoing, \$60K: Principal-In-Charge overseeing the project for the Town of Danville in preparing its first Local Roadway Safety Plan. Tasks include document review, systemic collision analysis of vehicular, bicycle, and pedestrian collisions, emphasis area identification, countermeasure selection, and safety project development. The plan also includes a robust outreach plan, including two stakeholder meetings and a project website with an interactive map tool input so residents can submit traffic safety concerns. Also, preparing Highway Safety Improvement Program (HSIP) grant ready materials on behalf of the Town.

Local Roadway Safety Plan, Glendale, CA, City of Glendale, 2020-2022, \$80K: Principal-In-Charge on team who assisted the City of Glendale in developing a Local Roadway Safety Plan. The Glendale Local Roadway Safety Plan is a living document that included systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. As part of the scope, TJKM prepared and submitted three HSIP applications for Cycle 11 on behalf of the City.

Local Road Safety Plan Yorba Linda, CA, City of Yorba Linda, 2021-2022, \$63K: Principal-In-Charge that oversaw the project for the City of Yorba Linda that prepared their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Prepared two HSIP

Cycle 11 grant applications on behalf of the City.

Local Road Safety Plan Pittsburg, CA, City of Pittsburg, 2021-Ongoing, \$79K: Principal-In-Charge. The City of Pittsburg is located in East Contra Costa County in the San Francisco Bay Area and has a population of approximately 71,000. As a follow up to the City's Systemic Safety Analysis Report, assisting the City of Pittsburg in preparing its first Local Road Safety Plan. The project is being funded through the Caltrans LRSP grant program. Tasks include document review, systemic collision analysis, emphasis areas, countermeasure selection, and safety projects. Also, will prepare two HSIP grant applications based on the results of the Local Road Safety Plan and submit on behalf of the City.

Local Road Safety Plan, Napa, CA, City of Napa, 2021-2022, \$80K: Principal-In-Charge for the Napa Local Road Safety Plan that analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. Also included grant application preparation for the HSIP Cycle 11 call for projects.

Local Roadway Safety Plan, Moraga, CA, Town of Moraga, 2022, \$45K: Principal-In-Charge that oversaw the project for the Town of Moraga in preparing its first Local Roadway Safety Plan. Tasks included document review, collision analysis, emphasis area identification, countermeasure selection, ordinance review, and safety project development. Also, held two stakeholder meetings, hosted a project website with an interactive map tool, and prepared HSIP grant ready materials on behalf of the Town.

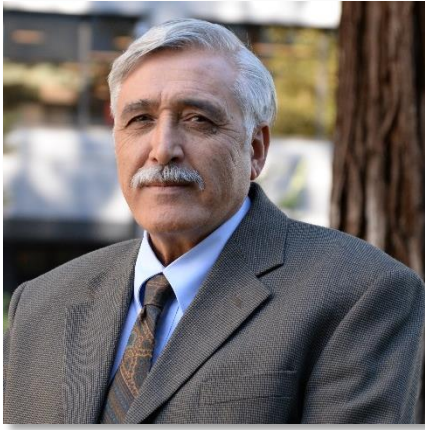
Local Road Safety Plan, Orinda, CA, City of Orinda, 2022-Ongoing, \$44K: Principal-In-Charge overseeing the project for the City of Orinda in preparing its first Local Road Safety Plan. Tasks include document review, collision analysis, emphasis area identification, countermeasure selection, traffic

calming toolkit, and safety project development. In addition to this, stakeholder outreach and the development of an interactive map input tool will be included. The project includes grant ready materials for the Highway Safety Improvement Program Cycle 11 call for projects.

Systemic Safety Analysis Report Program, Pittsburg, CA, City of Pittsburg, 2018, \$50K: Principal-In-Charge and QA/QC. The team identified risk factors and safety countermeasures for locations where severe collisions have occurred in the past. The team also developed safety projects based on the identified countermeasures and prioritized them through benefit-cost analysis. We developed 30% concept drawings for the top three projects that the City submitted for HSIP Cycle 9 grant applications.

In addition, the team developed a toolkit that documents the correlation between facility characteristics and potential countermeasures so that the City can use it for planning citywide systemic roadway network safety enhancement.

Systemic Safety Analysis Report Program, Del Norte, CA, County of Del Norte, 2018-2019, \$69K: Project Manager that assisted the County of Del Norte to develop a SSAR. The development of a SSAR was funded through the state-funded SSARP, the intent of which is to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP. The team followed the Caltrans Local Roadway Safety Manual and Caltrans SSARP Guidelines to conduct data analysis, countermeasure selection, and develop and prioritize safety projects. Stakeholder workshops and public meeting and/or outreach to gain feedback on local safety concerns and countermeasure selection were held. The team developed a Safety Countermeasures Evaluation Toolbox to evaluate the effectiveness of previously implemented safety countermeasures.



AREAS OF EXPERTISE

- Traffic Circulation
- Roadway Safety & Complete Street
- Neighborhood Traffic Management Plan
- Pavement Delineation
- Signage Plans
- Pedestrian & Bicycle Safety Improvements
- Sidewalk, Curb & Gutter, Drainage & Roadway Improvements

YEARS OF EXPERIENCE

36

REGISTRATIONS & CERTIFICATIONS

CA TE TR2237 (Traffic)
CA CE C48249 (Civil)

PROFESSIONAL HISTORY

TJKM 2020-Present
City/County (Various) 1987-2020
University of Newcastle, UK 1983-1985
San Jose State University Adjunct
Professor 2002-2018

EDUCATION

M.S., Transportation Engineering San Jose State University, San Jose, CA
M.S., Civil Engineering Hydraulics University of Newcastle upon Tyne, UK
B.S., Civil Engineering Kabul University

Mr. Fakhry has over 36 years of experience in civil and transportation engineering working for public sector. He has worked in different capacities for the City of Santa Ana, County of Orange, City of Santa Clara and City of Mountain View. His last position was with the City Mountain View where he worked as City Traffic Engineer. His experience is in highway design, transportation/traffic studies, signal design, land development reviews, pedestrian and bike improvements and complete street projects. He has worked closely with neighborhood groups, City Council, and Council Committees and Sub-committees. He also taught as adjunct professor at San Jose State University for over 17 years.

Sayed Fakhry, PE, TE

QUALITY ASSURANCE & QUALITY CONTROL MANAGER

Project Role: Quality Assurance & Quality Control

Project Experience

Local Roadway Safety Plan, San Bruno, CA, City of San Bruno, 2021-2023, \$80K: QA/QC for the San Bruno LRSP, which analyzed traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the Highway Safety Improvement Program call for projects.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-2022, \$86K: QA/QC for the Cupertino LRSP, which analyzed traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the Highway Safety Improvement Program call for projects.

Local Roadway Safety Plan, Millbrae, CA, City of Millbrae, 2021-2022, \$45K: QA/QC. Team assisted the City of Millbrae in preparing its first LRSP. Tasks on the project included document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder

outreach, and safety projects. As part of the scope, we prepared and submitted Highway Safety Improvement Program applications for Cycle 11 on behalf of the City.

Local Roadway Safety Plan, Pinole, CA, City of Pinole, 2021-2023, \$40K: QA/QC. The team developed the City of Pinole's first LRSP which will enhance traffic safety on local roads for all modes of transportation. Tasks on the project included document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects.

Local Roadway Safety Plan, Napa, CA, City of Napa, 2021-2022, \$80K: QA/QC for the Napa LRSP, which analyzed traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects.

Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-2022, \$119K: QA/QC for VTA's Countywide LRSP, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county.



The project will include collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for Highway Safety Improvement Program Cycle 11 funding.

Local Roadway Safety Plan, Williams, CA, City of Williams, 2021-2022, \$39K: QA/QC for the Williams LRSP, which analyzed traffic collisions on the City's roadways and recommend solutions. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects.

Local Roadway Safety Plan, Isleton, CA, City of Isleton, 2021-2022, \$75K: QA/QC. The team assisted the City of Isleton in preparing their first LRSP. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of high-risk locations, Emphasis Areas development, countermeasure selection (including 4 E's strategies), and safety project development. It also included stakeholder/community outreach, as well as a project website with an interactive mapping tool.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-2022, \$562K: QA/QC on project for preparing LRSP for nine cities in Kern County as one single contract. Cities included Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope included two Highway Safety Improvement Program application preparations for each city.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022, \$309K: QA/QC on project for preparing LRSP for four local agencies in Mendocino County as one single contract. This included Cities of Ukiah,

Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included Highway Safety Improvement Program application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

Local Roadway Safety Plan, Glendale, CA, City of Glendale, 2020-2022, \$80K: QA/QC on project for developing a LRSP for the City of Glendale. The Glendale LRSP is a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation. As part of the scope, the team prepared and submitted three Highway Safety Improvement Program applications for Cycle 11 on behalf of the City.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, \$71K: QA/QC on project for preparing the City of Folsom's LRSP comprised of data- and community-driven decision making process, with the overarching goal of reducing the number of fatal and severe injury collisions in the City using the 4 E's of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

Local Road Safety Plan, Culver City, CA, City of Culver City, 2020-2021, \$66K: QA/QC. The team assisted the City of Culver City with conducting a LRSP for enhancing safety on City roadways for all travel modes. The team customized effective measures under various E's, including Engineering, Education, Encouragement, Enforcement, Emerging Technologies, and Evaluation. The team also prepared Highway Safety Improvement Program applications on behalf of the City aiming for Cycle 10 submission.

Local Road Safety Plan, Farmersville, City of Farmersville, 2020-2021, \$72K: QA/QC on developing the LRSP. We identified the high-risk intersections and roadway segments for determining the most feasible countermeasures. We also

identified countermeasures, priority safety projects, and emphasis areas.

Local Road Safety Plan Yorba Linda, CA, City of Yorba Linda, 2021-2022, \$63K: QA/QC on project to assist the City of Yorba Linda in preparing their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Also, prepared two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City. The project is currently ongoing.

Local Roadway Safety Plan, Chowchilla, CA, City of Chowchilla, 2021-2022, \$45K: QA/QC on project to assist the City of Chowchilla in developing the City's first LRSP. State Route 233 runs through its downtown which is considered a major thoroughfare serving local traffic. As part of the scope, prepared and submitted Highway Safety Improvement Program applications for Cycle 11 on behalf of the City.

Local Road Safety Plan Pittsburg, CA, City of Pittsburg, 2021-2023, \$79K: QA/QC. The City of Pittsburg is located in East Contra Costa County in the San Francisco Bay Area and has a population of approximately 71,000. As a follow up to the City's Systemic Safety Analysis Report, assisted the City of Pittsburg in preparing its first LRSP. The project was being funded through the Caltrans Local Road Safety Plan grant program. Tasks included document review, systemic collision analysis, emphasis areas, countermeasure selection, and safety projects. Also, prepared two Highway Safety Improvement Program grant applications based on the results of the Local Road Safety Plan and submitted on behalf of the City.



AREAS OF EXPERTISE

- Signal Coordination
- Project Management
- Traffic Impact Studies
- Freeway Operations
- Traffic Operations
- Traffic Planning

YEARS OF EXPERIENCE

24

REGISTRATIONS & CERTIFICATIONS

CA CE C73840 (Civil)
 CA TE TR2465 (Traffic)
 TX CE 135281 (Civil)

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
Autodesk	1999-2001

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
 B.S., Civil Engineering, Bombay University, Mumbai, Maharashtra, India

Ms. Jariwala has 24 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/EIRs and intelligent transportation systems planning, design and construction oversight. She has extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists, and traffic safety studies.

Ruta Jariwala, PE, TE

PRINCIPAL

Project Role: Stakeholder & Engagement Program, Implementation Matrix, & Administrative Draft & Final Plan Task Lead

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Project Manager. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, \$79K: Project Manager. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and

operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Roadway Safety Plan, San Bruno, CA, City of San Bruno, 2021-Ongoing, \$80K: Project Manager for the San Bruno LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-Ongoing, \$86K: Project Manager for the Cupertino LRSP, which will analyze traffic collisions on the City's roadways and recommend

solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP call for projects.

Local Roadway Safety Plan, Millbrae, CA, City of Millbrae, 2021-Ongoing, \$45K: Principal-In-Charge. TJKM is assisting the City of Millbrae in preparing its first LRSP. Tasks on the project include document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects. As part of the scope, we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.

Local Roadway Safety Plan, Pinole, CA, City of Pinole, 2021-Ongoing, \$40K: Principal-In-Charge. TJKM is developing the City of Pinole's first LRSP aiming at enhancing traffic safety on local roads for all modes of transportation. Tasks on the project will include document review, systemic safety analysis, identification of high-risk locations, countermeasure selection, Emphasis Areas with 4E's strategies, stakeholder outreach, and safety projects.

Local Roadway Safety Plan, Napa, CA, City of Napa, 2021-Ongoing, \$80K: Project Manager for the Napa Local Roadway Safety Plan, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP Cycle 11 call for projects. The project is in the beginning stages.

Local Roadway Safety Plan, Williams, CA, City of Williams, 2021-Ongoing, \$39K: Principal-In-Charge for the Williams LRSP, which will analyze traffic collisions on the City's roadways and recommend solutions. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas,

countermeasure selection, and safety projects. It also includes grant application preparation for the HSIP Cycle 11 call for projects.

Local Roadway Safety Plan, Isleton, CA, City of Isleton, 2021-Ongoing, \$75K: Principal-In-Charge. TJKM is assisting the City of Isleton in preparing their first LRSP. Isleton is a small community located in the heart of the Delta region on the Sacramento River. It experiences a high amount of recreational traffic on State Route 160, which serves as the main thoroughfare in Isleton. Tasks on this project include a review of the transportation system, systemic collision analysis, identification of high-risk locations, Emphasis Areas development, countermeasure selection (including 4E's strategies), and safety project development. It will also include stakeholder/community outreach, as well as a project website with an interactive mapping tool.

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021, \$43K: Principal-In-Charge for a Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects. The report will also include the preparation of HSIP Cycle 11 grant ready materials.

Local Roadway Safety Plan, Glendale, CA, City of Glendale, 2020-Ongoing, \$72K: Task Lead on TJKM Team who will be assisting the City of Glendale in developing a LRSP. The Glendale LRSP will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. As part of the scope, TJKM will prepare and submit three HSIP applications for Cycle 11 on behalf of the City.

Local Road Safety Plan, Folsom, CA, City of Folsom, 2020-2021, \$71K: Task Lead on project team who prepared the City of Folsom's LRSP comprised of data- and community-driven decision making process, with the overarching goal of

reducing the number of fatal and severe injury collisions in the city using the four E's of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

Local Road Safety Plan, Culver City, CA, City of Culver City, 2020, \$66K: Project Manager responsible for assisting the City of Culver City with conducting a LRSP for enhancing safety on city roadways for all travel modes. She customized effective measures under various E's, including Education, Engineering Evaluation, Enforcement, Encouragement, and Emerging Technologies. HSIP applications on behalf of the city aiming for Cycle 10 submission were also prepared.

Local Road Safety Plan, Antioch, City of Antioch, 2020-Ongoing, \$72K: Principal-In-Charge on project to assist the City of Antioch in developing a LRSP. The project is currently in progress of public and stakeholder outreach in order to gather public input with regard to traffic safety concerns the citizen encounters on a daily basis.

Local Road Safety Plan, Farmersville, City of Farmersville, 2020-2021, \$72K: Principal-In-Charge on project team who assisted the City of Farmersville in developing its LRSP. We have identified the high-risk intersections and roadway segments for determining the most feasible countermeasures. Some of the next steps included identification of countermeasures, priority safety projects, and emphasis areas.

Local Roadway Safety Plan, Danville, CA, Town of Danville, 2022-Ongoing, \$60K: Project Manager responsible for assisting the Town of Danville in preparing its first Local Roadway Safety Plan. Tasks include document review, systemic collision analysis of vehicular, bicycle, and pedestrian collisions, emphasis area identification, countermeasure selection, and safety project development. The plan also includes a robust outreach plan, including two stakeholder meetings and a project website with an interactive map tool input so residents can submit traffic safety concerns. Also, preparing HSIP grant ready materials on behalf of the Town.



AREAS OF EXPERTISE

- Traffic Capacity Analysis
- Transportation Planning
- Urban Street
- Traffic Safety Design
- Accident & Crash Analysis
- Corridor Operation Studies
- Rail Grade Crossing
- Traffic Impact Studies
- Traffic Signal Optimization
- Travel Demand Modeling

YEARS OF EXPERIENCE

17

REGISTRATIONS & CERTIFICATIONS

TX 119973 (Civil)
TxDOT Pre-Certified, ESN 23644

PROFESSIONAL HISTORY

TJKM	2019-Present
Atkins	2013-2019
C&M Associates	2012-2013
CDM Smith	2006-2012
TxDOT	2006-2007

EDUCATION

M.S., Civil Engineering, University of Texas at Arlington, Texas
B.E., Civil Engineering, Gujarat University, Gujarat, India

Mr. Happa has more than 17 years of transportation planning/engineering experience, and specializes in subarea and corridor planning, feasibility study, major investment grade study, traffic engineering study and traffic signal timing study. His technical skills include travel demand forecast modeling, travel demand surveys, Geographic Information System (GIS), transportation planning and analysis, micro-simulation analysis and highway capacity analysis.

Mr. Happa specializes in Traffic and Revenue Study, travel demand modeling using TransCAD and Cube. He also specializes in traffic operations analysis using VISSIM, and Synchro/SimTraffic.

Pranav Happa, PE

PROJECT MANAGER

Project Role: Safety Analysis & Dashboard & Toolkit Task Lead

Project Experience

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Task Lead. Assisted the City to develop Vision Zero Plan (VZP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the city's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and Emergency Medical Services (EMS) departments; and creating a Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-Ongoing, \$79K: Task Lead. Assisting City of Cupertino to develop a Vision Zero Action Plan (VZAP) to enhance safety and operations for all modes of transportation of all ages. The overarching goal of a VZP is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The scope of work includes: development of a Vision Zero policy, formation of Stakeholder Advisory Group (SAG); public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and a draft and final Vision Zero Action Plan.

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera 2022-2023, \$115K: Task Lead assisted in the preparation of the City of Pico Rivera's Local Roadway Safety Plan. Tasks included; system review, stakeholder/public outreach, collision analysis, emphasis areas, countermeasure selection, safety projects, and final Local Roadway Safety Plan. TJKM prepared two Highway Safety improvement Program Cycle 11

applications on behalf of the City that were awarded in March 2023.

Countywide Local Roads Safety Plan, Santa Clara County, CA, VTA, 2021-Ongoing, \$117K: Task Lead for VTA's Countywide Local Roads Safety Plan, which will analyze traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project will include collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan is to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities & towns to apply for HSIP Cycle 11 funding. The project is in the beginning stages.

Local Roadway Safety Plan, Cupertino, CA, City of Cupertino, 2021-2022, \$86K: Task Lead for the Cupertino LRSP, which analyzed traffic collisions on the City's roadways and recommended solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. It also included grant application preparation for the HSIP call for projects.

Local Road Safety Plan, Yorba Linda, CA, City of Yorba Linda, 2021-2022, \$63K: Task Lead assisted the City of Yorba Linda in preparing their Local Road Safety Plan to identify and address traffic safety issues on Yorba Linda streets. Tasks on this project included a review of the transportation system, systemic collision analysis, identification of the top 10 high risk intersections and 10 roadway segments, emphasis areas with 4 E's strategies, a countermeasure toolbox, and safety projects. Also, prepared two Highway Safety Improvement Program Cycle 11 grant applications on behalf of the City. The project is currently ongoing.

Local Roadway Safety Plan, Orinda, CA, City of Orinda, 2022-Ongoing, \$44K: Task Lead assisting the City of Orinda in preparing its first Local Roadway Safety Plan. Tasks include document review, collision analysis, emphasis area identification,

countermeasure selection, traffic calming toolkit, and safety project development. In addition to this, stakeholder outreach and the development of an interactive map input tool will be included. The project includes grant ready materials for the Highway Safety Improvement Program Cycle 11 call for projects.

VTA 2020-2024 CMP Monitoring & Conformance Reports, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-Ongoing, \$720K: Transportation Planner. Assisting with analyzing each intersection in VISTRO software to calculate the LOS. He is also supporting VTA in transitioning their preferred analysis software for the CMP monitoring efforts from TRAFFIX to VISTRO. Additional as needed tasks include assisting VTA with incorporating VMT into their CMP process, and updating their traffic impact analysis guidelines.

State Route 91 Transmodeler Microsimulation Model Toll Operations Upgrade, Orange County, CA, OCTA, 2020-2022, \$200K: Project Planner assisted the Orange County Transportation Authority (OCTA) who has developed a Caliper TransModeler microsimulation model for the State Route 91 (91 Model) between State Route 57 and Interstate 15. As part of this project, the 91 Model was upgraded to account for existing and planned managed lane operations.

Toll Collection System & Toll Services for the Interstate 10 Corridor Dynamic Pricing Simulation Modeling, San Bernardino, CA, TransCore, 2019-Ongoing, \$845K: Task Lead assisting with developing, calibrating, and supporting the Dynamic Pricing Simulation Model (DPSM) in advance of system delivery to simulate the traffic conditions on both the express lanes and general purpose lanes along the Interstate 10 corridor. The DPSM will serve the following major purposes:

- To test the Dynamic Pricing Algorithm (DPA) and configurable features and functionality

- Evaluate whether the logic of the DPA is coded properly, prior to installing it in the toll system
- Evaluate the effectiveness and versatility of the DPA in managing traffic on the Interstate 10 corridor
- Assess the balance between revenue generation and operational traffic volumes
- Provide insight regarding the ability of the DPA to generate revenue
- Identify the key parameters within the DPA that are most closely related to revenue generation potential
- Update the DPSM regularly to inform future pricing decisions

Based on the evaluation and assessment, the tolling algorithm will be developed to be implemented for the Express Lane Project.

Interstate 40/Interstate 440/US 64 Interchange Improvements, Raleigh, NC, NCDOT, 2018-2019, \$700K: Developed microsimulation model using VISSIM for the base year and the future year for North Carolina Department of Transportation (NCDOT). Calibrated and validated model against traffic counts and travel time data by changing calibration parameters within acceptable range. Evaluated microsimulation model for operational analysis.

Jacksonville Parkway Extension, Raleigh, NC, NCDOT, 2018-2019, \$50K: Performed capacity analysis and traffic operational analysis of Jacksonville Parkway using SYNCHRO North Carolina Department of Transportation (NCDOT). Utilized the Capacity Analysis for Planning of Junction (Cap-X) tool for providing alternative design for mitigation measures at congested locations. Compared five alternative innovative intersection designs.



AREAS OF EXPERTISE

- Transportation Planning
- Urban Design
- Architectural Design

YEARS OF EXPERIENCE

3

PROFESSIONAL HISTORY

TJKM	2022-Present
County of San Benito	2021-2022
City of Destin, FL	2020-2021
City of Arlington, TX	2019-2020

EDUCATION

Master's in City & Regional Planning, University of Texas, Arlington, TX
 Bachelors of Architecture, University of Pune, India

Ms. Mutha has over three years of professional experience in urban land use and development planning. She has worked with various jurisdictions in California, Florida, Texas, and India and is familiar with variety of current and development planning projects. She also has an architectural background with a concentration in urban design.

Ms. Mutha has provided her contribution to a variety of planning projects using urban sustainability, equity, and planning issues through a creative, humanistic, multi-disciplinary, and collaborative approach based on strategic systems. She has in depth knowledge of land use suitability analysis using Geographic Information System and explored statistical techniques in planning analysis. She also has experience in creating ordinance amendments to the Comprehensive Plan, Land Development Code, processing Board of Adjustment applications, Environmental Impact Report, corridor planning, street revitalization, and street network analysis projects.

Himangi Mutha

TRANSPORTATION PLANNER

Project Role: Data Collection & Review Task Lead

Project Experience

Vision Zero Plan Development, Livermore, CA, City of Livermore, 2023-Ongoing, \$150K: Transportation Planner. Working on developing strategies to reduce fatalities and serious injuries. Developed safe system approach for improved roadway system and adopted related policies. Helping establish a roadway map to eliminate traffic deaths and serious injuries on City streets through community engagement. Worked on emphasis areas and assisted in fostering a partnership between stakeholders and city to identifying emphasis areas, high injury network/locations, and their respective countermeasures. Identified opportunities, challenges, and lessons for the communities. Prepared an outline which could address the unique needs of each community.

Local Roadway Safety Plan, Napa, CA, City of Napa, 2021-Ongoing, \$80K: Transportation Planner for the Napa Local Roadway Safety Plan, which will analyze traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure

selection, and safety projects. It also includes grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects. The project is in the beginning stages.

Local Roadway Safety Plan, Yuba County, CA, County of Yuba, 2021-Ongoing, \$80K: Transportation Planner assisting with the analysis of traffic collisions on the County's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. Project also includes grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects.

Local Roadway Safety Plan, Moraga, CA, Town of Moraga, 2022-Ongoing, \$45K: Transportation Planner. Assisted in identifying and analyzing traffic safety issues and recommends appropriate safety improvements. Work on comprehensive analysis of collisions of all severity types in the Town of Moraga and comparing this with killed and severe Injury (KSI) collisions. The Town of Moraga in preparing its first Local Roadway Safety Plan. Tasks include document review, collision analysis,

emphasis area identification, countermeasure selection, ordinance review, and safety project development. Also, holding two stakeholder meetings, hosting a project website with an interactive map tool, and preparing Highway Safety Improvement Program grant ready materials on behalf of the Town.

Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-Ongoing, \$119K: Transportation Planner for VTA's Countywide Local Roads Safety Plan, which will analyze traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project will include collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan is to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for Highway Safety Improvement Program Cycle 11 funding. The project is in the beginning stages.

Local Roadway Safety Plan, Livermore, CA, City of Livermore, 2022-Ongoing, \$80K: Transportation Planner working on developing the City's first Local Roadway Safety Plan. Identifying potential issues and providing recommendations for addressing roadway safety needs within the City. Working with Caltrans on State Route 84/Isabel Avenue right of way improvements. Identifying high injury locations and safety projects. Partnering with the city to work vision zero plan development. Its development relied on a partnership with stakeholders and public outreach/community outreach using the 4 "E's" of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

Neighborhood Traffic Calming Program, Napa, CA, City of Napa, 2022-2023, \$150K: Transportation Planner. Working on creating the community engagement process and transportation infrastructure improvements to help reduce speed/volume in residential and commercial areas. Developing the countermeasures toolbox to help mitigate critical issues to reduce vehicle speeds and decrease cut-through traffic to improve safety. Worked on objectives and goals to reduce speeding and collision frequency/severity, enhance street environment, increase safety and access to all users/modes of transportation, and reduce cut-through motor vehicle traffic. This project aims to make use of both transportation expertise and community engagement process to reduce vehicle speed and improve the quality of life in neighborhoods. This program addresses excessive speed, pedestrian and bicycle safety, cut-through traffic, crashes and quality of life issues.

Downtown Master Plan, Arlington, TX, City of Arlington, 2019, \$700K: Strategic Planning Intern. Worked on Master Plan update that was a 12 month collaborative effort between residents, business owners, and city officials to culminate the hopes and desires of all involved. The Master Plan is built upon multiple strategies, studies, best practices, and extrapolated into present and future opportunities. Worked on investigation of past trends, current conditions, and alternative. The overall process was structured to allow for community participation.

Abram Street Corridor Study, Arlington, TX, City of Arlington, 2019-2020, \$200K: Worked on Data collection for the initial corridor study and field visit. Assessed existing and forecasted conditions along the corridor and develop an implementation plan of prioritized projects based on need and when they how occur in a long term. Work on process of planning and programming projects for further study and funding. Work on design concepts on the corridor and road frontage, traffic signal optimization high-occupancy lanes, intersection improvements, type of vehicle lanes, and traffic calming measures. Work on concepts of two way and one way streets. Work on environmental data documentation. Worked on community outreach.

New York Street Corridor Study, Arlington, TX, City of Arlington, TX, 2017-2018, \$200K: Urban Planner: Worked on data collection for the initial corridor study and performed a field visit. Assessed existing and forecasted conditions and develop an Implementation Plan of prioritized projects based on need and when they occur. Worked on process of planning and programming projects into their project for further study and funding. Work on design concepts on the corridor and road frontage, traffic signal optimization, high-occupancy lanes, intersection improvements, types of vehicle lanes, and traffic calming measures. Worked on concepts of two way and one way streets and environmental data documentation. Assisted with community outreach for the project.



Frank Penry PE, TE, PTOE

Consultant Project Manager



Location

Santa Rosa, CA

Experience

26 years

Qualifications/Accreditations

- BS, Civil Engineering, California State University, Chico, CA, 1996
- Civil Engineer, CA #62785, OR #84632, Commonwealth of the Northern Mariana Islands (CNMI) #418
- Traffic Engineer, CA #2304
- Professional Traffic Operations Engineer #1603

Key Technical Skills

- Traffic Signal Design/Intelligent Transportation Systems (ITS)
- Traffic Engineering Design
- Transit and Rail Design
- Roadway Improvements
- Project Management

Memberships

- Institute of Transportation Engineers (ITE), San Francisco Bay Area Section, Past-President
- American Society of Civil Engineers (ASCE), Redwood Empire Section, Past P-President
- Registered Traffic Engineers of America
- American Public Works Association

Relevant Experience Summary

Frank Penry has 26 years of experience in transportation planning and traffic engineering design. He has managed numerous transportation studies and design projects over the years, from small development impact studies to major roadway improvements. Frank has served as the City Traffic Engineer for the Cities of Petaluma, Cotati, Sonoma, Windsor, and Fortuna, providing the administration and development of Municipal Traffic Engineering Programs. He is well-versed in a wide range of traffic engineering design standards and encroachment requirements, traffic signals, roundabouts, traffic calming and streetscapes, construction traffic handling, detour, and control plans for a variety of civil engineering projects. His experience includes traffic operations, traffic signal timing and design, ITS, transit signal priority, feasibility studies; environmental studies and documents; roadway and intersection design; signing and striping design; and traffic control plans.

Local Road Safety Plans for 7 Jurisdictions

Project Manager

Sonoma County Transportation Agency | Sonoma County, CA

Served as Project Manager for development of seven LRSPs in Sonoma County, including Petaluma, Rohnert Park, Cotati, Santa Rosa, Windsor, Healdsburg, and Sebastopol.

Comprehensive Bike Lane and Signage Program

Project Manager

City of Sonoma | Sonoma, CA

Prepared the project study report and project study analysis and coordinated environmental clearance,

conceptual plans, final design, and construction engineering support to install Class II bike lanes on approximately 4.2 miles (22,000 feet) of City streets within the City. The project included the removal of on-street parking, roadway reconfiguration, and proposing bicycle lane configurations to create continuity with existing bike trails, Safe Routes to School (SRTSs), and was developed as part of the Sonoma Bicycle and Pedestrian Plan and as a component to the Sonoma County Transportation Authority Countywide Bicycle and Pedestrian Master Plan. The concept plans were used for public input and environmental approvals and included planning level construction cost estimates. From the project study analysis, a recommendation to “road diet” portions of 5th Street West to facilitate bike lanes, retain parking, and improve pedestrian access to an adjacent Sassarini Elementary School.

Starr Road Traffic Calming Study

Project Manager
Town of Windsor | Windsor, CA

Engaged by the Town to address neighborhood concerns about pedestrian safety, cyclist facilities, roadway alignment, travel speeds, and to develop a traffic calming study as part of the project preliminary roadway alignment for Starr Road. The roadway, situated along the Town's western urban edge, has a mix of suburban and rural property frontages and feel. Neighborhood representatives shared concerns for increased speeds and traffic volumes and the need for traffic calming.

Fortuna Boulevard Paving and Pedestrian Improvements

Project Traffic Engineer
City of Fortuna, CA | Fortuna, CA

Served as Project Traffic Engineer for this roadway rehabilitation and sidewalk, curb, gutter, and pedestrian ADA improvements. The project included the final design of dual zone, solar powered, audible, pedestrian activated safety crossing enhancement, which included the use of in-roadway warning lights, flashing beacons, and LED enhanced roadway signage.

Vintage Ranch Subdivision Public Improvement

Project Manager
City of American Canyon | American Canyon, CA

Responsible for preparation of traffic signal modification, street lighting, and enhanced pedestrian crossing signal designs for the Vintage Ranch Subdivision at the junction of American Canyon Road and Silver Oak Trail. The design was originally intended to include a Rectangular Rapid Flashing Beacon (RRFB), which had recently lost its interim approval by Federal Highways Administration (FHWA) and was changed during construction to include a Light-Emitting Diode (LED) enhanced pedestrian activated signage system.

City of Santa Rosa Farmer's Lane

Senior Traffic Engineer
City of Santa Rosa | Santa Rosa, CA

Responsible for final traffic signal design, interconnect, signing and striping for the extension of Farmer's Lane, over two miles in length, from Bennett Valley Road to Petaluma Hill Road. The project consists of a new roadway, bridge, drainage, retaining walls, landscaping, and electrical improvements. The project construction cost is currently estimated at \$30 million.

Ukiah Streetscape and Road Diet, Phase 1

Traffic Engineering Lead
City of Ukiah | Ukiah, CA

Responsible for traffic engineering for this federally, state and locally funded project includes a road diet through the downtown. The project reduced travel lanes, improving parking and pedestrian improvements, added landscaping, and rebuilding the roadway.

Contra Costa Boulevard Improvements

Project Manager
City of Pleasant Hill | Pleasant Hill, CA

Served as Project Manager for traffic signal modification improvements at the intersection of Contra Costa Boulevard and Ellinwood Drive, and street lighting analysis and design along the corridor. The Highway Safety Improvement Program (HSIP)-funded project features accessible pedestrian actuation, bicycle detection, and pedestrian scale lighting.

Stony Point Road Improvement

Senior Traffic Engineer
City of Santa Rosa | Santa Rosa, CA

Responsible for the design of four traffic signals along the 1.25-mile roadway widening of Stony Point Road, from south of Sebastopol Road to Hearn Avenue. The project consisted of utility and drainage improvements, Rule 20A utility undergrounding, landscaping, and electrical improvements. The project is a fully funded redevelopment project, whose goal is to help revive the southwest entry into the City while creating local jobs and stimulating the economy.

San Francisco Department of Public Works Great Highway/Skyline Boulevard Roundabout

Project Manager
City of San Francisco | San Francisco, CA

Developed concept-level design and conceptual construction estimates of a proposed multi-lane roundabout during the feasibility phase of the project development. The design, aimed at improving bicycle, pedestrian, and vehicle safety and circulation at the Great Highway/Skyline Boulevard intersection, included a 170-foot inscribed circle design. The roundabout was reviewed as an alternative to the existing stop-controlled "T"-intersection. Reviewed the potential impacts and design solutions of the multi-lane design and prepared a conceptual signalized intersection design alternative.



CALIFORNIA | FLORIDA | TEXAS

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