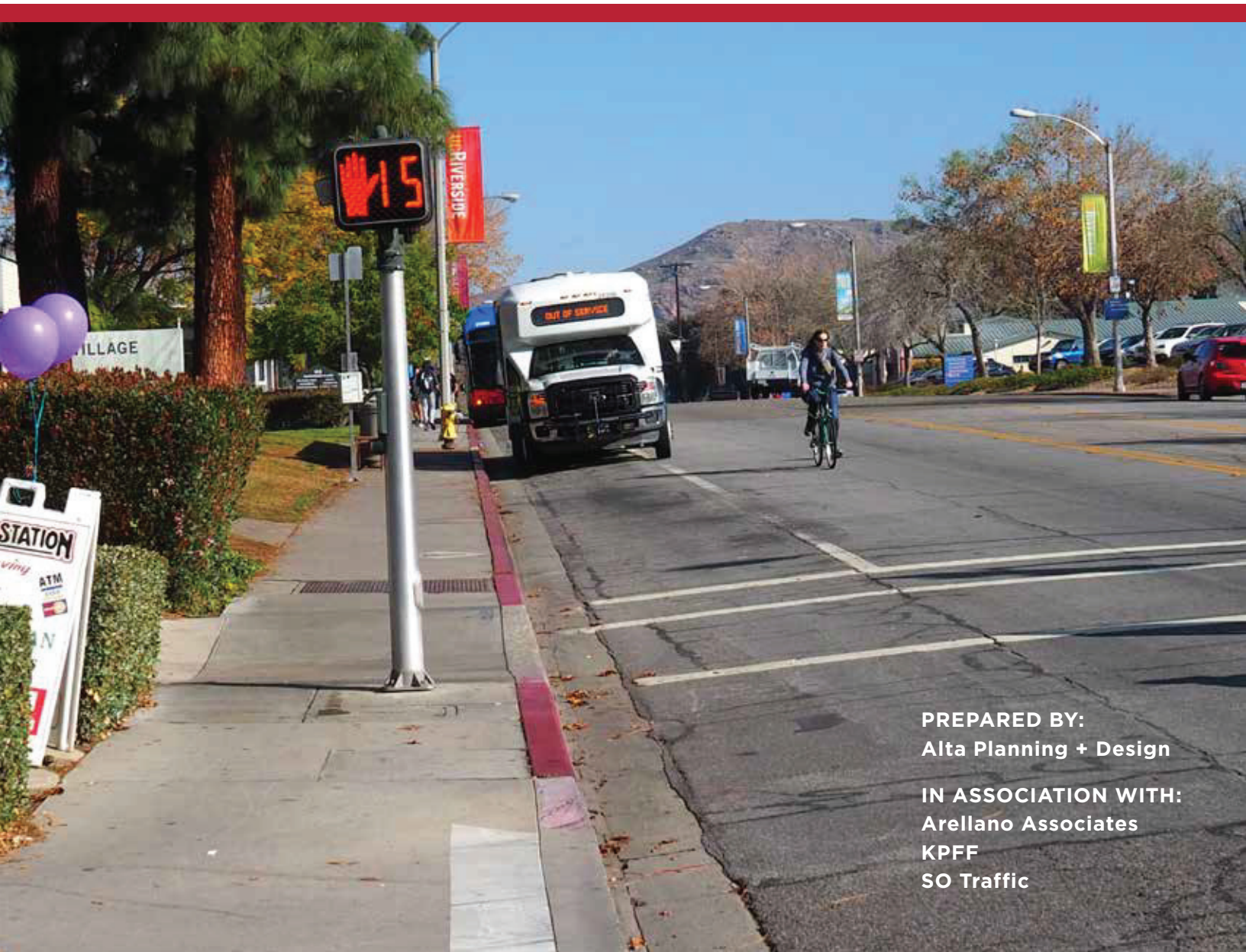


RFP NO. 19-050

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RIVERSIDE ACTIVE TRANSPORTATION PLAN

April 17, 2019



PREPARED BY:
Alta Planning + Design
IN ASSOCIATION WITH:
Arellano Associates
KPF
SO Traffic

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1. TITLE PAGE

REQUEST FOR PROPOSAL NO. 19-050

CITY OF RIVERSIDE ACTIVE TRANSPORTATION PLAN

SUBMITTED BY:

Alta Planning + Design

617 W. 7th Street, Suite 1103
Los Angeles, CA 90017

Phone: (213) 257-8600

Prime Contact: Sam Corbett, Principal-in-Charge

E-mail: samcorbett@altaplanning.com

A handwritten signature in black ink, appearing to read 'Greg Maher', with a stylized flourish at the end.

Greg Maher, Vice President, Alta Planning + Design

Individual Authorized to Commit the Firm

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April 17, 2019

Proposal Review Committee
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

RE: Request for Proposal No. 19-050, Riverside Active Transportation Plan

Dear Ms. Tapp and Members of the Proposal Review Committee:

I am pleased to submit this proposal, on behalf of Alta Planning + Design (Alta), to support the City of Riverside in the development of an Active Transportation Plan, Complete Streets Ordinance, and Pedestrian Target Hardening Plan. Our firm's reputation is built on supporting conversations that help community members balance the needs of people walking, taking the bus, riding bicycles, and driving. Our approach is to apply our national experience to create local solutions that help communities achieve their larger goals for economic vitality, healthy living, and improved quality of life.

Our team is led by Project Manager Jenny An, who serves as a Planning and Design Group Leader at Alta. Jenny has more than 15 years of Complete Streets implementation and practical transportation planning and operations experience. Her project management experience includes conducting extensive community outreach, developing ordinance-based implementation for transportation changes as a part of CEQA, and maximizing jurisdictional resources to create greater value for cities. The Alta team will be joined by leaders from **Arellano Associates, KPFF, and SO Traffic**. Our teaming partners are renowned for their work in outreach, placemaking, Complete Streets design, and innovative traffic engineering. Most importantly, our team brings experienced professionals who have worked with City of Riverside staff and are intimately familiar with the community of Riverside.

The Alta Team is uniquely qualified to support the City in this effort for the following reasons:

- **We have unparalleled active transportation expertise and knowledge:** Alta has led hundreds of active transportation plans across California and the United States. We provide a combination of local knowledge, leading active transportation design expertise, and experience with innovative public outreach approaches to create state-of-the-art and implementation-focused plans. Our approach to active transportation planning integrates expert planning, urban design, engineering, public outreach, modeling, public health, and land use to create safe and vibrant walking environments. Our experience over the past two decades includes dozens of pedestrian, bicycle, and SRTS master plans throughout Southern California.
- **We leverage our extensive knowledge and data:** We have completed a number of projects in the City of Riverside, including the City of Riverside Bicycle Master Plan (2012), County of Riverside Trails Master Plan (2017), University of California, Riverside Bicycle Master Plan (2019), WRCOG Active Transportation Plan (2018), WRCOG Complete Streets and Safe Routes to School Strategy (2014), and Victoria Grove Maintenance Association Traffic Review (2018). We can seamlessly integrate with SCAG's Active Transportation database and, most importantly, our extensive local knowledge allows us to hit the ground running and save time and money in the delivery of this project.
- **We break down barriers to engagement:** We rely on hands-on walking and bicycle audits and existing community events that meet people where they already are. We plan to listen to the community by being present at events like the Ice Cream Social, movie nights at libraries, or summer meals programs, and conduct on-site surveys and interactive outreach that is fun and engaging. We intend to achieve equity, education, encouragement, engineering, enforcement, and evaluation (6 E's) objectives to build community support and understanding for the Active Transportation Plan.

- **We will activate and update previous planning efforts:** The City has already completed a bicycle master plan, trails master plan, and sidewalk priority ranking processes. As such, the City has all the elements in place to ensure that the Active Transportation Plan, Complete Streets Ordinance, and Pedestrian Target Hardening Plan are building off of these previous plans to get the best results related to local and regional infrastructure priorities. Alta has authored many of the national design guidelines related to active transportation, including the NACTO *Urban Bikeway Design Guide* and FHWA *Small Town and Rural Multimodal Networks Guide*, and will bring our knowledge of these best practices to the Active Transportation Plan.
- **We will create a Riverside-calibrated Pedestrian Target Hardening Plan and Complete Streets toolkit:** Our strategy will involve developing recommendations that yield multiple benefits, including safer and more inviting public spaces and a comprehensive and robust Complete Streets toolkit. Bollards, lighting, street trees, public seating, and virtually every street component can be used as a preventative/passive protectionary element in the street. Our team includes design professionals with anti-force protection design expertise who will support our goal of integrating strong physical protection for people while also creating inviting public spaces.

I look forward to having the opportunity to work together. If you have any questions about our proposal, please contact me at (213) 257-8600 or at samcorbett@altaplanning.com, or Project Manager Jenny An at (619) 309-2159 or jenny@altaplanning.com. **Alta guarantees that this proposal will remain valid for a period of 90 calendar days.**

Sincerely,



Sam Corbett
Principal-in-Charge
Alta Planning + Design

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Alta Planning + Design



Arrellano Associates



KPFF



SO Traffic



3. Technical Approach



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Project Objectives, Concerns, and Key Issues

The team of Alta Planning + Design, Arellano Associates, KPFF, and SO Traffic understands that SCAG and the City of Riverside are soliciting consulting services to develop an Active Transportation Plan, Complete Streets Ordinance, and Pedestrian Target Hardening Plan. The following describes our understanding of the project objectives, key issues and concerns, and how our team is best-suited to deliver a successful project for SCAG and the City of Riverside:

PROJECT GOALS

We understand that SCAG and the City of Riverside have the following goals for this project that the Alta team is well positioned to deliver upon:

- 1. Develop a plan that identifies funding sources to implement and maintain active transportation infrastructure.** Alta has a deep bench of staff with grant-writing experience, and we stay on top of funding opportunities so that we can assist our clients with securing funding for their projects. We develop our plans in such a way that high priority projects are grant ready and can easily and quickly be extracted from the plan and added to grant applications. We will align planning products with the requirements of the California Active Transportation Program so that plans serve as an effective vehicle for accessing infrastructure funding. In the most recent round of ATP applications, Alta worked on nearly 30 applications. We are extremely knowledgeable in the requirements and have secured more than \$75 million in grant funding for our clients.
- 2. Evaluate existing conditions, identify and prioritize active transportation projects, provide a community engagement plan, and identify ATP support programs.** Our team has many connections to Riverside, and we are quite familiar with the City and its community characteristics. This local knowledge will help us complete this task efficiently and to a high standard as we will be able to hit the ground running and tailor our community engagement plan to match the specific individual needs of the City of Riverside.
- 3. Develop an Active Transportation Toolbox that will include sample plans, exhibits, and photos to be applied along corridors and trails selected for inclusion within the ultimate active transportation network.** Alta maintains an extensive library of photographs, design guidelines, and toolbox

options, and as active transportation professionals, we can easily draw upon these resources to create context sensitive designs and recommended treatments that help to advance an active transportation network for the City of Riverside.

- 4. Develop a Pedestrian Target Hardening Plan to identify physical infrastructure designs for high pedestrian activity areas at greater risk of exposure to vehicular traffic, and implementation plans to secure high-traffic pedestrian areas at greatest risk.** Our team has considerable experience in protective design services, and we will work collaboratively with the City of Riverside to identify vehicular impact threat scenarios and develop appropriate treatments and/or strategies to protect pedestrians from these risks.
- 5. Develop a Complete Streets Ordinance to ensure safe, multimodal streets for all ages and abilities.** Alta has assisted numerous clients in the development of Complete Streets policies and ordinances to encourage the transition to streets that are safe and comfortable for all users, ages, and abilities. Through this experience, we have learned that there is fierce competition for space in our public rights-of-way; however, we believe strongly in planning for our most vulnerable users (e.g., children, elderly, disabled, etc.) as a first principle and would love to assist the City of Riverside in developing their Complete Streets Ordinance.



Alta led a series of eight half-day Complete Streets policy workshops to assist Bay Area jurisdictions in drafting and adopting Complete Streets policies.

Researchers from the College of Engineering, Center for Environmental Research and Technology at UC Riverside completed a report titled *“Biking in Fresh Air: Consideration of Exposure to Traffic-Related Air Pollution in Bicycle Route Planning”* in which they explored the consideration of air quality in bicycle route planning to augment other key variables such as connecting destinations, providing low stress routes, and serving high population centers. One of the key findings of this research is that “current air quality measurement data are not available at the spatial resolution necessary for the planning of bicycle routes”. The researchers relied instead upon air quality modelling to estimate concentrations of traffic-related primary fine particulates throughout the City of Riverside. This data was then utilized along with other data which is more typically utilized in bicycle route planning such as speed limits, number of lanes, and traffic volumes, among other factors, to assess different route options for bicycling connections in the City of Riverside. Our team is quite familiar with this study, and we have even connected with the University of California, Riverside (UCR) researchers who authored it—they are excited that their research is being used and have offered to be a resource for this project.

Additionally, a Pedestrian Target Hardening Plan will be developed that will address and avert potential negative impacts associated with the fear of and subsequent lack of engagement with public space. The plan shall include streetscape components that

not only deter intentional vehicular attacks, but also reduce the potential for accidental collisions and serve as visual and functional enhancements for the public space, such as concrete planters or benches. The plan shall serve as a resource for the City to identify and prioritize infrastructure needs for vulnerable pedestrian areas and public spaces in the City.

As noted in the RFP scope of work, the Pedestrian Target Hardening Plan will identify physical infrastructure designs for high pedestrian activity areas at greater risk of exposure to vehicular traffic and implementation plans to secure high-traffic pedestrian areas at greatest risk. As part of this effort, KPFF’s Protective Design Group will consult with the planning and design team to establish vehicle design basis threat scenarios and develop conceptual-level design solutions for mitigating or eliminating such risk.

OTHER KEY ISSUES AND CONCERNS

Throughout the development of this project, the Alta team will go beyond the current state-of-practice to produce data-driven and innovative planning solutions for the City of Riverside. One area where innovation is most critical is in the public outreach component of the Active Transportation Plan. We increasingly find that challenges to implementing plans are less technical and much more about having conducted meaningful community outreach to build support for project recommendations. Data-driven planning is important, but community members may be skeptical of data



Teaming partner KPFF’s Protective Design Group provided perimeter security consulting services for the Des Moines, IA Performing Arts Center, located in the heart of downtown, on a city block with multiple entrances.



Alta has extensive experience leading equity-focused plans and inclusive engagement is central to our approach.

presented by outsiders. Community-developed data is a component that we have found adds value, so we will build this into our data collection and outreach approach. Similarly, not all “innovative designs” may be welcome by community members, particularly if they associate those designs with displacement or gentrification. Having an inclusive engagement process that tackles these challenging topics head-on will be critical to the success of these ATPs, and Alta’s experience in leading equity-focused plans ensures that this will be central to our approach. Our participatory planning process includes extensive field work on foot and bicycle, engaging residents and stakeholders through walking tours and targeted “pop-up” workshops, and documenting information with easily-readable maps, photo simulations, and infographics.

The strong connection between public health and transportation has long been acknowledged. In recent years, considerable evidence has been amassed to better understand how built, natural, and social environments impact health and well-being. Health concerns of transportation and land use planning are now part of the field’s lexicon, and planners are increasingly expected to effectively bring health into the planning and decision-making processes. To date, methods used to assess health impacts of transportation and related land use actions and policies were largely qualitative and lacked a systematic, evidence-based, defensible approach. Transportation planning and engineering require a common understanding of core principles and mechanisms by which the location and mode of investments interact with land use and impact health. Transportation planners need to be able to accurately predict trade-offs between mobility, health, environmental, and economic outcomes from actions at the neighborhood, corridor, and regional scales.

A comprehensive active transportation system and set of complementary programs can significantly and quantifiably impact the current chronic disease epidemic facing many communities in California and across the United States. A sense of community, social equity, safety, accessibility, and economic prosperity are all natural key ingredients of a vision centered on healthy lifestyles. The past two decades of active

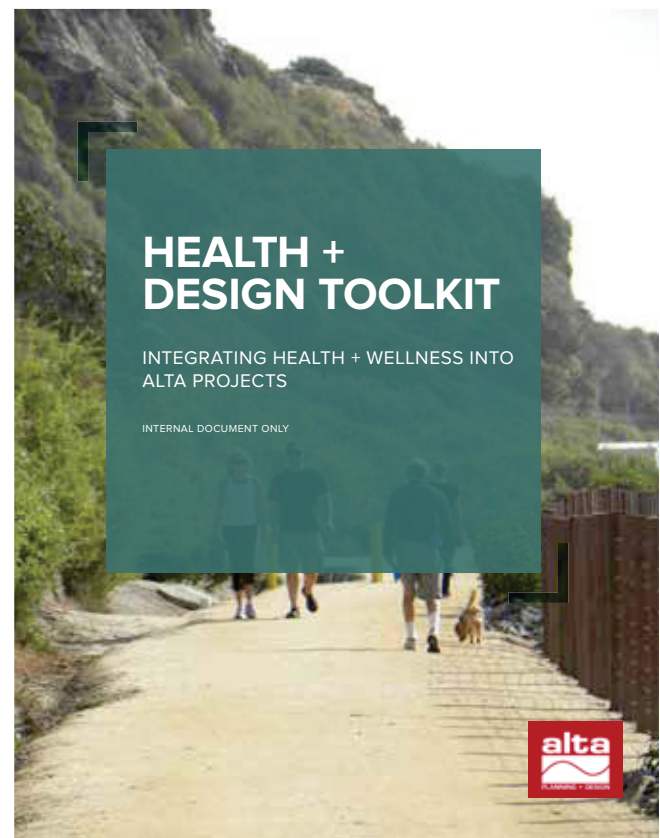
transportation research resulted in a new field at the nexus of transportation and health, which is just now becoming a mainstream approach to planning.

Proposed Modifications to Better Meet the Project Objectives

Alta does not have any proposed modifications.

Compliance Statement

Alta’s proposal serves to meet, and exceed, the stated objectives of this RFP. The Riverside Active Transportation Plan will be informed by our specialized, local experience and our unparalleled expertise in planning and designing active transportation projects.



Alta has developed internal standards of practice and professional trainings for integrating health and wellness into all of our planning and design products.

SCOPE OF WORK

We are excited by the opportunity to partner with the City of Riverside to develop a robust, integrated Active Transportation Plan (ATP), Pedestrian Target Hardening Plan (PThP), and Complete Streets Ordinance (CSO) that together will address community needs, activate public spaces, improve access, and enhance the safety of streets for all users. We look forward to providing technical support for the City and the communities of Riverside and are eager to help strengthen mobility through these comprehensive multimodal planning efforts.

Task 1: Project Management

It is important to start a project off on the right foot. We work very hard after the notice to proceed (NTP) is issued to make sure that we as a team are ready to go. From the issuance of the NTP, Alta will conduct an internal kick-off meeting and will begin developing a project management strategy work plan. Once approved by City staff, the project management plan will guide the project delivery strategy including communication, schedule, subconsultant coordination, quality control, and other items needed to ensure that this project is delivered on time and within budget. Alta will also establish a shared file structure, existing data capture, and compile data from publicly available resources, as available. This structure provides efficient and seamless sharing of project information.

Throughout the project process, Jenny An, Project Manager, will coordinate directly with the City's Project Manager via regular e-mails, weekly telephone calls, and written documents. Alta will write quick takeaways from any calls or meetings to provide a feedback loop and document confirmation of direction from City staff. In addition to prepared agendas and meeting notes, these quick takeaways will cover discussion items and will include a list of follow-up tasks and the responsible party for each task. This communication protocol will be confirmed at the kick-off meeting. Ongoing progress meetings will include budget and schedule updates, review of anticipated tasks, and preparation for task deliverables.

TASK 1.1 KICK-OFF MEETING

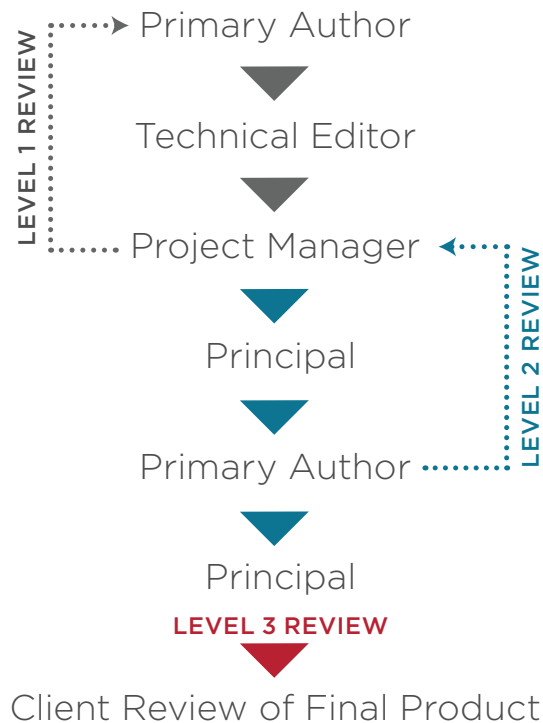
Within 30 days of the NTP, The Alta team will plan and facilitate a two-hour kick-off meeting to strategize with project partners. The purpose of the kick-off meeting is to confirm the work plan and schedule, clarify agency needs and roles, and to identify clear communication

pathways for responsible tasks. We recommend the agenda include the following items:

- Welcome and introduce SCAG PM, City of Riverside PM, City Partners, and the Consultant Team
- Review goals and priorities and any updates since the release of the RFP
- Identify any potential obstacles/challenges
- Establish communication protocols
- Review schedule and identify any budget adjustments
- Next steps and key action items

One of the most important lessons learned from our previous SCAG projects is the importance of establishing a clear check-in process on scope, schedule, and deliverables, particularly because this is a Caltrans grant-funded project. The deliverables section of each task clearly defines parameters related to a meeting, report, or data item.

Jenny, the Alta Project Manager, will prepare and submit a data request memo and draft agenda to the City PM prior to the kick-off meeting. The Alta team will inventory all of the information we have collected through our extensive previous work within the



The Alta team employs a three-tier quality control system which, coupled with our familiarity with SCAG processes, will facilitate the highest level of QA/QC for the project.

region. This includes data related to the trails master plan, planned and existing bicycle facilities, SCAG's resources, and WRCOG planning resources. We will then submit the Data Needs Request Memorandum for any additional data—this may include CAD files related to built information, striping plans, CAD linework, and GIS data related to recently implemented projects.

At the conclusion of the kick-off meeting, key action items will be identified, and the project schedule will be revised if necessary. The key deliverable from this meeting will be a project management strategy work plan. Jenny will provide a meeting summary within three days of the kick-off meeting. Additionally, the Alta team will conduct initial field confirmations for any conflicting data that we have compiled. We invite City staff to join us and share their insights.

Task 1.1 Deliverables

- Two-hour kick-off meeting agenda and summary
- Contingent upon the kick-off meeting, a revised scope and confirmed schedule
- Project management strategy work plan
- Data Needs Request Memorandum

TASK 1.2 MONTHLY INVOICING

Alta will develop and submit complete monthly invoice packages to SCAG as outlined in the consulting agreement executed with SCAG.

Task 1.2 Deliverables

- Monthly invoice packages including progress report and performance report

TASK 1.3 MONTHLY REPORTING

Jenny will host a combined one-hour monthly project management phone calls with the SCAG PM and the City of Riverside PM to discuss the project status. Alta will develop and submit one-page written monthly progress and performance reports detailing work completed for each invoice. Performance reports will only include a copy of public facing materials as documentation of work completed.

In addition, Alta will produce a maximum five-page (ten pages if double sided) project closeout report to SCAG upon completion of the project. The project closeout report will serve as the executive summary for the ATP.

Task 1.3 Deliverables

- 12 monthly in-person/call meetings (these may be conducted as part of the TAC meetings)

- Monthly agenda and summary takeaways
- Five-page (double sided) project closeout report

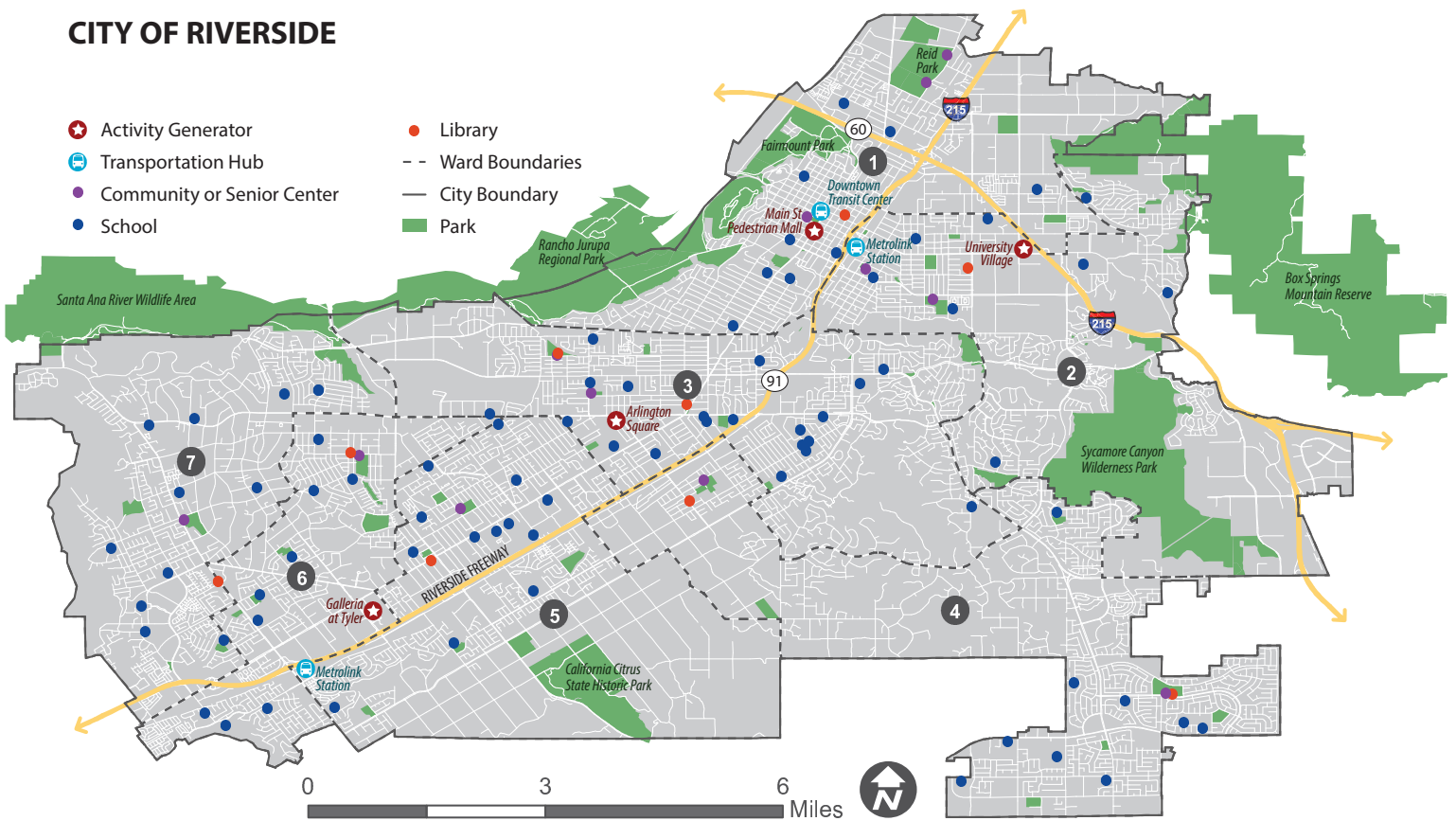
Task 2: Survey of Existing Conditions and Data Gathering

Our approach to the existing conditions and data gathering starts as soon as the NTP is issued. Because of our extensive working knowledge of Riverside, the Alta team will quickly gather all current publicly available resources, such as GIS, SWITRS, traffic counts, and census data, that we do not already possess. We are prepared to include data metrics from the Walk Riverside and Biking in Fresh Air Studies conducted by UCR Center for Environmental Research & Technology (CE-CERT). We look forward to working closely with UCR CE-CERT to maximize the existing conditions data collection for all three efforts in this scope.

Alta proposes to submit a technical report that combines Tasks 2.1 to 2.3. We propose a technical report so that it can be incorporated into the ATP as a chapter but also to provide a comprehensive understanding of who is currently walking, biking, using transit, and how close someone is to leaving driving behind, and what that experience is like today. The technical report will include text, mapping, and Alta will prepare and submit a corresponding GIS dataset that follows SCAG templates when possible. The general outline of the technical report is highlighted below:

- Who is walking, biking, using transit, and bikeshare? (census demographics and previous outreach related to walking, biking, transit use, and Bird users)
- How many people are walking, biking, using transit, or bikeshare (mode share)?
- Where are they going to and coming from? (land use/destination information)
- What are the roadways like? (roadway classifications, traffic volumes, and capacity information)
- Where and what are the current conditions of:
 - » Pedestrian facilities (i.e., crosswalks, ramps)?
 - » Bicycle facilities (i.e., parking, facility types)?
 - » Transit stops and amenities (i.e., shade structures, benches)?
- Where are pedestrian and bicycle collisions occurring and what are the common causes? (SWITRS data and data from the Riverside Police Department)

CITY OF RIVERSIDE



Our team has many connections to Riverside, and are quite familiar with the City and its community characteristics. This local knowledge will help us complete Task 2 efficiently and to a high standard as we will be able to hit the ground running and tailor our community engagement plan to match the specific individual needs of the City of Riverside.

- Where are the current conflict zones and how does this compare with collisions data?
- What are the City's current policies related to active transportation? (conclusions based on the existing plans and policies review conducted in Task 2.1)
- What are the amenities and collisions like surrounding the six planning areas (for the PTHP)? (special attention will be paid to these areas as this existing conditions evaluation will serve both plans)

We recommend one technical report because this allows our team and City staff to confirm what they are hearing in written word and seeing in the mapping. It is important that we confirm our findings with City staff because this technical report will become the basis that we use to develop all outreach materials, share data to the broader community, and will be folded into the ATP and the PTHP.

Once the technical report is submitted, Alta will review the technical report at one of the monthly management meetings with City staff. It is anticipated that this meeting will be held in person. We ask that the

City coordinate various departments' comments and provide one set of consolidated comments to Alta for one round of revisions.

TASK 2.1 REVIEW EXISTING PLANS AND POLICIES

Alta will build off of the plan policy review we conducted in late 2017. At the time of this submittal, Alta has already completed a plan and policy review on the Bicycle Master Plan, WRCOG ATP, and General Plan 2025. This is possible because we led the County of Riverside Trails Master Plan Update and the 2012 update and addendum to the City of Riverside Bicycle Master Plan, and we were part of the consultant team for the WRCOG ATP.

We will use our knowledge acquired from these projects as a launching off point to provide a comprehensive review of existing plans, policies, and ordinances relating to the active transportation and facilities development as identified by zoning ordinances and traffic codes.

Task 2.1 Deliverables

- Plan policy review submitted as part of the Existing Conditions Memo. Document review includes:
 - » City of Riverside Bicycle Master Plan
 - » WRCOG ATP
 - » City of Riverside General Plan
 - » Safe Routes to School (SRTS) Program
 - » City of Riverside traffic code, regulations and policies related to active transportation

TASK 2.2 INVENTORY EXISTING DATA

Alta currently has access to much of the non-motorized data for existing pedestrian and bicycle facilities through our work with WRCOG and SCAG. We will conduct a complete existing conditions data inventory and analysis based on SCAG's AT database and other available resources, and the City's prioritized sidewalk inventory. Alta will inventory with the City the following data:

- Traffic volumes and roadway capacity
- Existing intersection and segment traffic counts (as available from the City)
- Census data on mode share
- Land use designations and community destinations
- Demographics of walking and biking
- Quantitative pedestrian and bicycle crash data from SWITRS and data from the Riverside Police Department by location
- Five-year collision data in six specific planning areas identified for the PTHP
- Transit ridership data (although included on the original list, we think this data from Metrolink, RCTC is important)

Task 2.2 Deliverables

- Data collected in Task 2.2 will be used in the Existing Conditions Technical Report

TASK 2.3 GIS MAPPING

Alta currently has the GIS shapefiles for much of the non-motorized data for existing pedestrian and bicycle facilities. We will conduct a complete assessment of the existing GIS files based on the City's GIS resources, WRCOG ATP, and SCAG's resources. Alta will analyze and develop mapping for the following data:

- Existing active transportation facility types, locations, and conditions using SCAG templates where possible
- Conflict zones

- Amenities (related to active transportation, transit, or the six planning areas under the PTHP)
- Bicycle parking types, locations, and conditions
- Bicycling and walking volumes
- Transit routes, frequency, and volumes (GIS)
- Injury/fatality locations and collisions
- Five-year collisions types and rates of occurrence within six identified PTHP planning areas

Between Task 2.2 and Task 2.3, Alta will develop one technical memo as outlined above. As part of the kick-off meeting, Alta will review all available GIS files. Based on that review, we will make a data request of the City for any additional data.

Task 2.3 Deliverables

- Draft Existing Conditions Technical Report (covering Tasks 2.1 - 2.3)
- Final Existing Conditions Technical Report
- GIS dataset (in SCAG format)

TASK 2.4 PEDESTRIAN AND BICYCLE AUDITS

Alta will lead up to ten pedestrian and bicycle audits to engage community stakeholders (potentially City of Riverside staff, bike/pedestrian advocacy groups, residents, university students, businesses, and law enforcement officers) in the planning process. The audits will be strategically located all around the City to maximize visibility and reach to the surrounding neighborhoods. These audits will be promoted as community input opportunities and may be hands-on learning opportunities. The Alta team has allocated up to 40 hours of time for the audits which will include on-site photography, public interviews, post-trip participant survey, interactive exercises to document the community's preferred design ideas. These pedestrian and bicycle audits will serve two different purposes: 1) community education and outreach; and 2) inventory of existing data. While audits are an important tool for documenting and understanding the on-the-ground conditions, it is also a great opportunity for capacity building. This is also an opportunity to coordinate with both UCR CE-CERT and Riverside University Health (RUH) to build on outreach and data collection that has been conducted previously.

During the audits, participants will be given a form with a checklist and comment area to document the surrounding street and neighborhood conditions along walking/biking routes and to identify deficiencies, safety hazards and other barriers to walking and

bicycling. We will also identify existing travel patterns around community destinations, employment centers, vehicle parking, and bicycle parking areas. These audit surveys will also be uploaded to the project website for broader participation.

We will record audit findings and field investigation through digital photography, field measurements, and integrate real-time, GIS data capture to geo-tag linkage opportunities, missing facilities, gaps, harsh conditions, and other obstacles/concerns.

The Alta team will conduct field reviews to supplement GIS data and confirm conditions or facilities. We will consider key metrics such as safety, connectivity, completeness of network, ability to serve employment, recreational and transit destinations, barriers and constraints, and ability to serve the needs of different types of users based on age, physical ability, and comfort levels. The Alta team will identify a preliminary list of field investigation locations for confirmation by City staff prior to field review.

As part of the audits and the broader outreach process, the Alta team will incorporate a location-based survey tool that allows for real time capture of input of the community's identified challenges and barriers. The development of the survey tool is included under Task 3.3.

Task 2.4 Deliverables

- Up to ten pedestrian and bicycle audits
- Up to ten pedestrian and bicycle audit summary reports

Task 3: Stakeholder Engagement

TASK 3.1 INTERAGENCY COORDINATION (IC)

In developing the WRCOG ATP stakeholder working group, we know the importance of sharing information and bringing together stakeholders. It is a great strategy to have the interagency coordination meetings review both the ATP and PTHP. Alta will facilitate four two-hour meetings which may include the following stakeholders: the City of Riverside, Riverside County, Metrolink, RCTC, and adjacent cities. We anticipate interagency coordination to convene at key project points. Based on our initial assessment,

we anticipate the IC meetings may occur at the following review points:

- IC #1: Review project goals, outreach strategy and technical report
- IC #2: Provide input on the local infrastructure and regional infrastructure priority projects and outreach received regarding the PTHP
- C #3: Review funding strategies, draft plan outline for the ATP and preliminary recommendations for the PTHP
- IC #4: Provide review and comments on the draft ATP and PTHP

The agendas for each meeting will ultimately be guided by City staff's direction. City staff are responsible for scheduling and sending out the invitation to stakeholders. Alta will send the agenda and any review materials a minimum of two business days ahead of the meeting and summary notes will be posted a maximum of two business days after each meeting. This meets the 48-hour time parameter identified in the RFP.

Although four meetings are identified, the Alta team recognizes that it may be necessary to request information or data from the above stakeholders at the onset of the project. Alta will coordinate with City staff to make requests in a timely fashion.

Task 3.1 Deliverables

- Meeting agendas, materials and meeting summaries
- Four IC meetings



Alta's approach to outreach creates opportunities for residents to share important aspects of their culture, needs, and expectations related to mobility in their neighborhood.

TASK 3.2 FORM AND FACILITATE THE TECHNICAL ADVISORY COMMITTEE (TAC)

Alta will coordinate outreach to assemble a Technical Advisory Committee. Alta will support City staff in convening four two-hour TAC meetings. In the same manner as the interagency coordination stakeholder group, the TAC will review the progress and development of the ATP, PTHP, and Complete Streets Ordinance.

Alta will develop agendas and meeting summaries for each meeting. Alta will support City staff by organizing, scheduling, and facilitating the meetings, sending out agendas, distributing meeting materials, and sharing meeting summaries.

Task 3.2 Deliverables

- Meeting organization and facilitation
- Meeting agendas, materials, and meeting summaries
- Four TAC meetings

TASK 3.3 SOLICIT PUBLIC INPUT AND PUBLIC WORKSHOPS

Alta will work with the City of Riverside to develop an outreach strategy that is calibrated to the success of the ATP and PTHP. We recognize the SRTS outreach work and ongoing public health work that RUH conducts throughout the year, and will include RUH as a key outreach partner. Our team has built in the flexibility to meet the public outreach scope while also delivering more inclusive community engagement.

Branding

As part of the overall outreach strategy, Alta will develop branding that ties the ATP, PTHP, and Complete Streets Ordinance together. For the City of Rialto, Alta developed a branding strategy that is shared across the SRTS program, ATP, Bikeshare Feasibility Study, and Climate Action Plan. By creating one shared branding system, all of these planning efforts and programs are visually linked to the City of Rialto. Alta will use a similar branding approach on all public facing materials for this planning effort for the City of Riverside.

IS RIALTO READY FOR BIKE SHARE?

Communities of all sizes across America have implemented bike share systems. The City of Rialto and Alta Planning + Design are currently working on a bike share feasibility and implementation study for Rialto. The study will evaluate if bike share is financially and operationally feasible, and determine the best type of system to serve the citizens of Rialto.

We want to learn about your preferences for bike share in Rialto and how we can help meet your transportation needs. Stay tuned for a survey and more updates this spring!

What is a Bike Share System?

A bike share system is a network of shared bicycles available for short-term use, usually 15 to 45 minutes. People can check out a bicycle from locations around the city, ride to their destination, and then leave the bicycle for someone else to use. Bike share programs aim to increase transportation options by helping people move quickly about their neighborhood or connect with the larger community without using a car.

Who Uses Bike Share?

Bike Share is a convenient way for local residents, office workers, commuters, high school students, and visitors to quickly travel from one place to another by combining foot, bike, and/or public transit. Users choose to ride a bike share bike to avoid the hassle and cost of parking and to avoid congestion. People take bike share bikes for everyday trips such as going to lunch, meeting with friends at a coffee shop, or to commute to work.

BENEFITS OF BIKE SHARE

- Reduced emissions (5-25% of users substitute bike share for car trips)
- Contributes to an equitable transportation system

MILOR/ZUPANIC HIGH - BUDGET-FRIENDLY WALKING ROUTES TO SCHOOL

RIALTO CITYWIDE SAFE ROUTES to SCHOOL

An Active Transportation Community

Volunteer

SIGN UP FOR YOUR SCHOOL'S SRTS CORE TEAM.

The Core Team helps get students walking, rolling and biking safely. Email rialtoSRTS@gmail.com with your name and the name of your school to learn more.

WORK WITH SCHOOL STAFF

Help organize fun events like the Walking School Bus, Golden Sneaker Contest, or Bike to School Day.

SPREAD THE WORD

Talk about it on social media and school websites, and tag @rialtoSRTS on Instagram—but not while walking, rolling, biking or driving.

Join The Movement

WALKING & ROLLING TO SCHOOL

Always walk on the sidewalk and be aware of cars turning into driveways, garages and alleys. Never dart out into the street from between parked cars.

BIKING & SKATING TO SCHOOL

Always wear a properly fitted helmet. Check bikes routinely to make sure seat, handlebars, wheels, chain, brakes, and tires are tight and working properly. Look out for road hazards like pot holes, glass, puddles, dogs and parked cars. Stay alert at all times and ride where you feel the safest.

DISCONNECT FROM DEVICES

CROSSWALK REMINDERS

- STOP** at the curb's edge.
- LOOK** left, right, and behind you.
- MAKE EYE CONTACT** with drivers.
- CROSS** with head up and looking around!

City of Rialto is an e3p3 Model City | www.YourRialto.com/SRTS

RIALTO SAFE ROUTES to SCHOOL

An Active Transportation Community

BEFORE YOU RIDE, DO AN ABC QUICK CHECK

Ask an adult or older sibling to help you check your bike.

A - For Air: Do you have air in your tires? Inflate your tires to the pressure listed on the sidewall of the tire. Use a pressure gauge to check.

B - For Brakes: Check that your brake pads are not worn. Stop a rotating tire with your wheel on the ground. Check your brake levers. They should feel firm but not too tight to your handgrips.

C - For Chain, Sprocket & Cassette: Is your chain greasy? Use the correct amount of grease. Check your chain for wear. It should be replaced if it stretches more than 1/2 inch.

Q - For Quick Release: Are your quick release levers not tight? Check the lever on your hubs in the center of the wheel. Check the lever holding your seat post in place.

CHECK Take a few extra steps to check everything is working.

City of Rialto is an e3p3 Model City

For the City of Rialto, Alta developed a branding strategy that is shared across the SRTS program, ATP, Bikeshare Feasibility Study, and Climate Action Plan.

Survey

Under this task, Alta will develop an interactive online survey that includes location-based inputs and is mobile environment ready. Asking the right questions can get to the heart of why people do or do not choose active modes for their daily transportation needs. We have extensive experience developing these types of surveys. The Alta team will develop and conduct a tool that asks respondents about where they see challenges; documents their preferences, behaviors, and comfort related to biking, walking, and taking transit; and assesses their “readiness to change” to use or continue using these modes. The survey will be developed in a way so that the questions frame around both the ATP and the PTHP. We will ask community organizations and stakeholders including the school districts, Riverside University Health, and University of Riverside to share the survey out to the broader community. The survey will also be distributed in paper and online at each pop-up event and through social media including Next Door, Facebook, Peachjar, and other established means. All surveys will be written without technical jargon and will be available in English and Spanish.

Pop-up Outreach

With as busy as our lives are today, attending a public meeting is a significant ask and burden to the community. Many residents and business owners may not be able to attend traditional meetings. Our pop up or on-the-street outreach provides an opportunity

for members of the community to learn about the ATP and provide input while continuing in their daily lives. Targeted outreach can capture a much wider and more representative range of residents, allows for more informal but often more meaningful input, and also requires less staff and preparation time—meaning many more meetings can be covered in the equivalent time of large and heavily staffed formal meetings.

Through our extensive community outreach experience, we get more input and engagement through virtual outreach and by reaching people where they are. We can reach out with the survey through neighborhood centers, faith-based centers, schools, businesses, trailheads, and transit hubs. In lieu of four two-hour traditional workshops, our recommendation is to conduct pop-up outreach at four existing community events. Working with different community organizations and City staff, Alta will work to identify four different locations around the City of Riverside to provide equitable outreach all around the City.

We are experts in designing inclusive, fun, interesting, and innovative outreach strategies that bring community members together in a meaningful dialogue. Our design approach translates community vision into feasible solutions through technical analysis that considers relationships between regional and local transportation networks, ecologies, cultures, and economies. We pair this analytical approach with a sustained and meaningful engagement process that



Targeted outreach can capture a much wider and more representative range of residents, allows for more informal but often more meaningful input, and also requires less staff and preparation time.

harnesses the inherent wisdom of the community. This allows us to identify opportunities and challenges that can be addressed through the iterative and collaborative process of design. The Alta team is prepared to bring together a full analytical, graphic, visual, and educational suite of outreach tools in order to advance the priorities of the ATP and PTHP.

Interviews

As part of the outreach events, Alta will also interview the public for up to a total of ten hours. These interviews will be conducted as part of public events, and Alta will have a bilingual interpreter on hand as well. We propose to hold interviews at existing community events so that we can include outreach to five more events.

The ultimate goal for Task 3 is to span the ATP and PTHP and have the community provide their expertise on challenges and opportunities, confirm priorities, and refine first/last mile access strategies. Because the outreach will span ten months, we anticipate developing an outreach summary at key points during the planning process.

Task 3.3 Deliverables

- Project branding
- Nine pop-up outreach events (four pop-ups and five interviews), not to exceed two hours per event, including public interview sessions
- Online survey
- Public-facing materials including branding, flyers, brochures, presentations, etc.
- Outreach summaries

Task 4: Identify Proposed Bicycle, Pedestrian, and First/Last Mile Improvements

TASK 4.1 DEVELOP GOALS AND OBJECTIVES

Although identified in Task 4.1, the Alta team proposes that the development of the goals and objectives for the ATP and PTHP should be one of the first tasks completed. We anticipate that much of this work has already been done; however, the Alta team proposes finalizing a vision statement, goals, and objectives that can be more specific statements that define how goals will be achieved through the Complete Streets Ordinance.

By establishing the goals and objectives early on, this framework will help guide all three project processes to ensure all involved stay on track particularly from the perspective of stakeholders, the community, and City Council.

Task 4.1 Deliverables

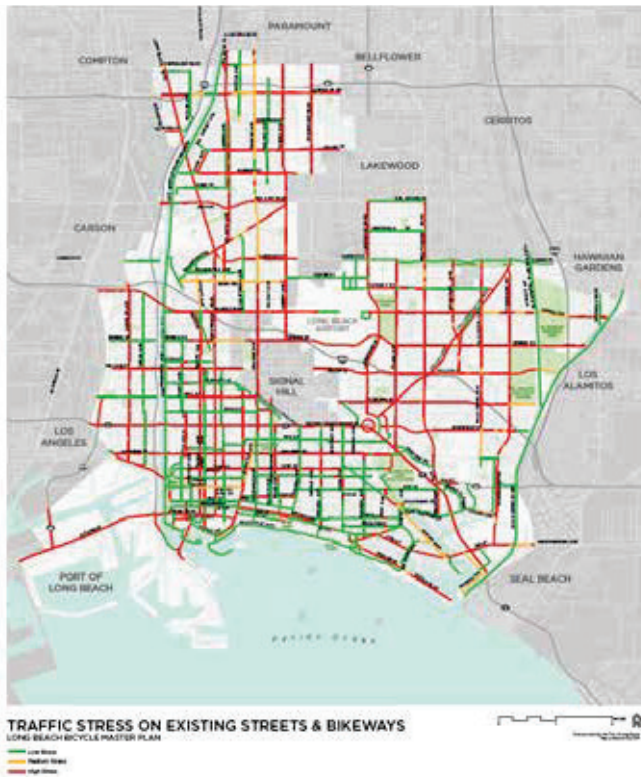
- List of goals and objectives

TASK 4.2 LOCAL INFRASTRUCTURE PRIORITIES

We already know that the City has made significant investments in physical bicycle and pedestrian facilities as well as SRTS planning and programming. We will focus on developing recommendations for equitable and health-based access for all non-motorized users.

Alta will work with City staff and build on the sidewalk prioritization methodology that Riverside already has in place. We will bring our experience in developing prioritization methodology based on demand, barriers/need, safety, construction feasibility, the goals, objectives, and performance metrics and values expressed by the community members during the public outreach process. The Alta team will work with the City to develop a prioritization process for the proposed infrastructure recommendations.

The Alta team will develop maps showing existing and planned pedestrian and bicycle networks by classification, types of facilities, and level of comfort. We will account for grades, route efficiencies, barriers, system connectivity, future pedestrian and bicycle demand, and future land use modifications. In addition to higher level network recommendations, The Alta team will identify more detailed initial short- and long-term recommendations. A toolbox of countermeasures aimed at protecting pedestrians and bicyclists will be applied to the locations with the highest number of pedestrian- and bicycle-related collisions. This more detailed set of recommendations may include enhancements on roadways that may be over-designed for vehicles based on existing traffic counts and could be redistributed to dedicate more space for pedestrian or bicycles, or possibly both. We will also identify recommendations for signalization adjustments, ADA improvements, curb extensions, and even protected intersections. Lastly, we will provide planning level cost estimates to highlight “low-hanging fruit” or low-cost improvement opportunities.



Alta uses a number of GIS-based tools to help communities understand and select bicycle and pedestrian facilities and corridors.

Task 4.2 Deliverables

- Prioritization methodology
- List of prioritized local projects

TASK 4.3 REGIONAL INFRASTRUCTURE PRIORITIES AND PATH NETWORK

Based on the prioritization methodology established in Task 4.2, Alta will develop a list of prioritized infrastructure recommendations based on regional goals. The interagency coordination stakeholders will help inform and align priorities for the ATP Plan and the PTHP.

As part of this task, Alta will draw on our trails and pathways development for the County of Riverside Trails Master Plan. We will develop an active transportation path network throughout the City that is sensitive to existing ROW and has high potential for implementation.

Task 4.3 Deliverables

- Prioritization methodology
- List of prioritized regional projects

Task 5: Develop Funding and Implementation Strategy

TASK 5.1 DEVELOP FUNDING STRATEGIES

The Alta team already has a database of major funding sources for street improvements, urban greening, urban park/recreation opportunities, and much more. We have built this knowledge over the last forty years for grant-writing and implementation. We propose to use our database early on in the project process to establish grant timelines. As part this task, we will match the priority project with funding opportunities based on criteria and requirements. We will also identify any additional text write-up and technical pieces that are needed in anticipation of grant submittal and how much local match is needed and if there are any potential gaps in funding based on previous award years.

We know that the City of Riverside has been very successful in obtaining grant dollars. We will work with City partners to include program development for SRTS, rapid roll out projects, and more whenever possible.

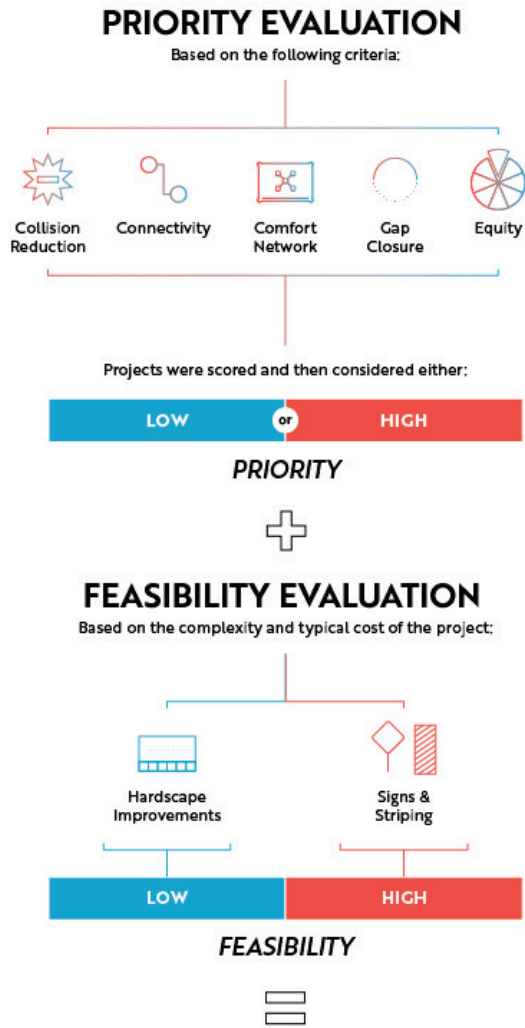
Task 5.1 Deliverables

- Funding Plan

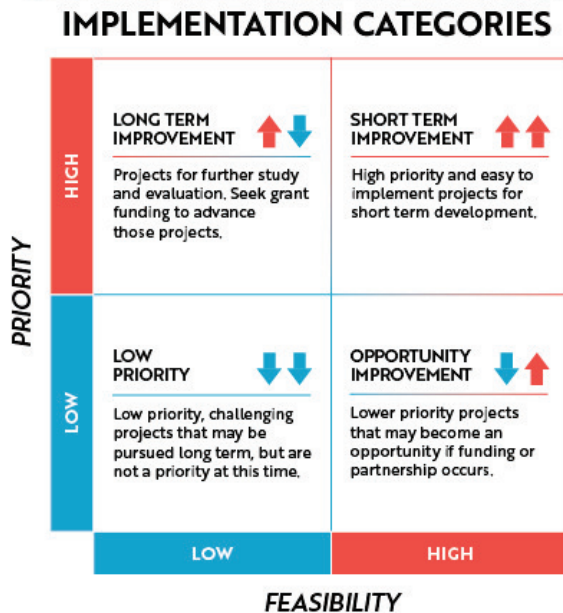
TASK 5.2 IMPLEMENTATION PLAN

The Alta team recognizes that Task 5.2 is the culmination of the direction provided by the community and City staff in previous tasks. We will prepare a five-year plan that lays out the fundable projects (Task 5.1) and how they compare in terms of the prioritization matrix (Task 4.2). We propose looking at the implementation plan through three different lenses: 1) What are the priority projects; 2) how do those projects need to be modified/adjusted to make them more competitive for funding; and 3) what projects should the City anticipate undertaking? Ultimately, we will develop an unconstrained 20-year implementation plan that also clearly shows that the full build-out might look like based on Task 5. The Implementation Plan is a formal documentation that will be folded into the ATP and PTHP.

The Alta team will look at a variety of concerns when preparing the implementation plan including potential need to acquire right-of-way, ensuring projects are multi-modal, and meet environmental standards. We will also consider the cost for projects including construction cost and long term maintenance. This



Based on the results from the two evaluations, projects are sorted into four:



The Alta team will work with the City to develop a prioritization process for the proposed infrastructure recommendations.

implementation plan will allow the City to have a road map that will provide them with recommendations of grant ready projects as well as allow them to monitor implementation of both new facilities and programs.

Task 5.2 Deliverables

- Implementation Plan

Task 6: Prepare Active Transportation Plan

The Alta team will bring together all the previous work completed as part of this project to prepare an actionable ATP. Our strategy for successfully delivering this plan in an expedited manner is to develop a Table of Contents early on in the project process. We will then conduct tasks and develop the chapters of the ATP as the project progresses rather than waiting until the end of the project to write the plan. By developing the ATP in this fashion, City staff will know the direction of the plan and provide feedback to the Alta team much earlier on, saving City staff time and effort.

TASK 6.1 PREPARE DRAFT ACTIVE TRANSPORTATION PLAN

Building upon the City’s Bicycle Master Plan, the regional ATP and related plans, the Alta team will prepare a draft ATP that synthesizes all previously completed project tasks. The Draft ATP will provide a conceptual framework for future active transportation improvements in a format that is concise, accessible to the community, graphically-oriented, and consistent with the California Active Transportation Program guidelines.

At a minimum, the draft ATP will include:

- **Local Network Recommendations:** A comprehensive list of recommended active transportation projects within the City of Riverside that includes: bicycle, pedestrian, Safe Routes to School, Safe Routes to Transit, and bikeshare related improvements, with emphasis on providing safe connections to major destinations and activity centers. This list will be organized into five-year phases up to 2035 and will include constrained and unconstrained scenarios.
- A list of “**low-cost**” active transportation projects that could be incorporated into broader improvement projects

- **Regional Corridor Recommendations:**
Recommendations to enhance and close gaps in the Regional Bikeway Network and Regional Greenway Network. These include:
 - » Improving interregional connections
 - » Strengthening access to regional destinations and access to regional transit
 - » A list of projects per regional corridor
 - » Preferred regional facility types for corridors with regional priority
 - » For both local and regional recommendations, the draft plan will identify:
 - » Recommended performance measures
 - » Existing and proposed wayfinding signage
 - » Funding sources and assumptions
- Riverside’s rank via national cycling and walking organization criteria
- Projected benefits associated with implementing the Riverside ATP based on academically-derived planning assumptions
- An ATP program scoring criteria compliance table for the draft ATP’s prioritized projects
- Complete Streets policy recommendations for local and Riverside County Transportation Commission (RCTC) adoption

Alta will submit an electronic PDF to the TAC for review and one hard copy of the ATP to City staff for review. After an agreed upon review period, Alta will address one set of consolidated comments that provides clear direction. Alta will then revise the draft ATP based on City and TAC comments to prepare the document for City Council hearings. The revised draft ATP will also be available for public review on the City’s website.

Task 6.1 Deliverables

- Table of Contents for the ATP
- One round of revisions/comments from the City to Alta
- Draft ATP (1 electronic PDF and 1 hard copy)

TASK 6.2 FINAL ACTIVE TRANSPORTATION PLAN

Following the City Council public hearings and public review period, Alta will develop the final ATP. We request one set of consolidated comments on the draft ATP from the City Project Manager in order to make revisions. Alta will prepare a ‘track changes’ version and clean final ATP as a PDF document.

Task 6.2 Deliverables

- One round of revisions/comments from City to Alta
- Final ATP (1 electronic PDF)

TASK 6.3 COUNCIL RESOLUTION

Alta understands that during a planning process the final step of adoption is critical. To support City staff during this process, Alta will focus our efforts on ensuring that the community supports the ATP and that any potential opposition to a specific project or detail is addressed well in advance of City Council presentation. Alta will prepare a presentation and will, in coordination with City staff, present the final ATP to the City Council and transportation subcommittee(s).

Task 6.3 Deliverables

- City Council PowerPoint Presentation
- Presentation to City Council



Task 7: Develop Pedestrian Target Hardening Plan

The Alta team will work closely with the City Project Manager, TAC, and community stakeholders to understand their concerns and assess the existing pedestrian environment in advance of preparing the PTHP.

TASK 7.1 ASSESS EXISTING CONDITIONS FOR PEDESTRIAN TARGET HARDENING PLAN

The Alta team will work with the City Project Manager to identify six priority areas to assess for the PTHP development. The priority areas will be evenly dispersed across Riverside and capture an array of contexts and key issues. As identified in the RFP, potential locations include the following:

- Main Street Pedestrian Mall
- Arlington Business District
- Galleria at Tyler
- University Village adjacent to the University Riverside
- Transit hubs
- Libraries, community centers, entertainment venues, and other significant pedestrian activity centers

We will examine crime data within the last five years in the Riverside community to understand any personal safety issues for pedestrians. For each of the locations identified, the Alta team will conduct a site assessment

to observe volumes of pedestrian activity, patterns of behavior, and potential risks to safety based on the built environment. To maximize resources, we propose to conduct this assessment in conjunction with the ATP existing conditions data collection effort, and if possible, in coordination with pop-up outreach events. Each site assessment will be documented with photographs, a summary of observations, potential site security measures, and diagrams of preliminary opportunities for improvement.

Task 7.1 Deliverables

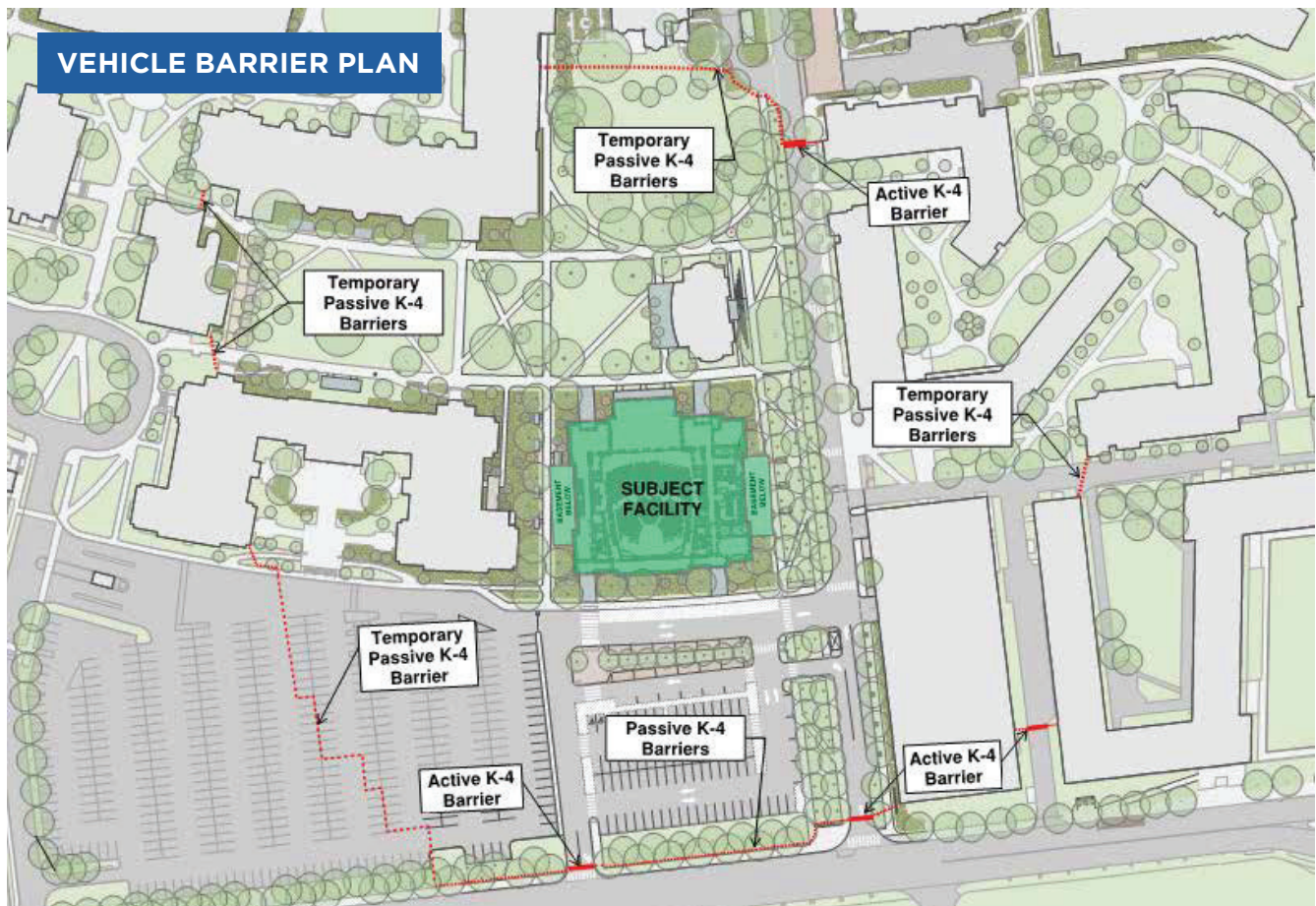
- Six site assessments
- Documentation including maps and summaries of observations, data collected, and opportunities for improvement

TASK 7.2 PUBLIC OUTREACH AND SCOPING MEETINGS

In lieu of conventional community workshops, we propose facilitating four pop-up outreach events, each held within one of the key priority locations identified

as part of Task 7.1. This targeted approach engages community members and stakeholders in direct observation and meaningful dialogue about their safety concerns and the barriers that deter walking. At least two of the four outreach events will target university areas and at least three of the events will prioritize disadvantaged communities. We know that students and disadvantaged communities are likely to rely on walking and taking transit for transportation and that people living within disadvantaged communities face additional obstacles to attending conventional workshops. The pop-up events will be promoted through the Riverside Community Health Foundation, Active Transportation Network and local university organizations to ensure feedback is gathered from key stakeholders in addition to the input captured from people passing by. If requested, Alta will attend follow-up meetings with student-based organizations to collect additional feedback on issues concerning the PTHP.

Additionally, Alta will facilitate two scoping meetings with the TAC to share K input obtained during pop-up events and to guide the development of the PTHP.



Sharon Gallant, PE, SE, leader of KPFF's Protective Design Services Group, will lend her 28 years of protective design consulting expertise to the Alta team. Sharon is well versed in the specification and implementation of physical security requirements, including vehicle hardening.

The input collected through community outreach will be summarized in a memorandum that includes a discussion of how input from community members, small businesses, and neighborhood groups within disadvantaged communities is addressed within the PTHP.



Task 8: Prepare Pedestrian Target Hardening Plan

Alta will develop a PTHP to improve the walking environment with design measures that reduce pedestrian exposure and vulnerability to collisions, while enhancing the look and feel of public spaces. Beyond protective design, the Alta team will identify recommendations that consider the complete pedestrian experience, including comfort, aesthetics, and safety using Crime Prevention Through Environmental Design (CPTED) strategies. Our team includes experts with CPTED Professional Designation who know how to apply placemaking elements such as landscaping, hardscaping, public art, benches, and planters to deter unwanted behavior and promote the intended use of public space. Both Alta and KPFF also have professionals experienced in anti-terrorism force protection requirements for the federal government and military installations around the country.

TASK 8.1 GOALS AND OBJECTIVES, KEY POLICY INITIATIVES, AND EXISTING CIRCULATION CONDITIONS ASSESSMENT

Using community and TAC input as well as the data collected as part of Tasks 2 and 7, Alta will draft the goals, objectives, and key policy initiatives and the Existing Conditions Chapter of the PTHP.

Task 8.1 Deliverables

- Draft and final goals, objectives, and key policy initiatives
- Draft Existing Conditions Chapter

TASK 8.2 INFRASTRUCTURE PRIORITIES AND POLICIES

Based on the existing conditions assessment, outreach, and site assessment outcomes, the Alta team will develop a list of key infrastructure priorities and safety initiatives that address:

- The existing street network, including vehicular and goods movement

- Physical barriers, streetscape design, and other physical safety improvements to the priority pedestrian areas to include the following assessments:
 - » Perform a vehicle vector analysis to determine attainable vehicle impact velocities at barriers located at each potential point of breach given existing site conditions depicted on a scalable conceptual level site plan developed by our civil engineer and landscape architect.
 - » Prepare a site security plan that depicts assumed approach paths at each point of vulnerability with resulting barrier ratings for each project area.
 - » Collaborate with the project team in identifying vendors for the evaluation and pricing of product options in development of conceptual design alternatives that address aesthetic impact, existing conditions, and other design considerations. We will also evaluate existing features that may service as either a deterrent or rated anti-ram barrier provided sufficient documentation of as-built condition is attainable.
- CPTED strategies that incorporate placemaking components including street furniture, landscaping, hardscaping, lighting, public art, and planters
- Technology applications to include camera systems. Cameras provide additional measures for hardening by allowing the City to access locations remotely. We will work with the City to identify locations where cameras provide additional help as well as systems that will work with the current city Traffic Management Center.
- Urban greening elements
- Funding allocations for planning purposes

Task 8.2 Deliverables

- Draft list of key infrastructure policies and safety initiatives
- Draft and final PTHP Infrastructure Priorities and Recommendations Chapter

TASK 8.3 PREPARE DRAFT PEDESTRIAN TARGET HARDENING PLAN

Alta will incorporate the outcomes of Tasks 8.1 and 8.2 into a comprehensive draft PTHP for City, TAC, and stakeholder review. The draft PTHP will include a robust narrative that presents the basis of our analytical approach, threat scenarios, due diligence findings and conceptual-level site design options and recommendations.

After an agreed upon review period, the Alta team will address one set of consolidated comments.

Task 8.3 Deliverables

- Draft Pedestrian Target Hardening Plan

TASK 8.4 PREPARE FINAL PEDESTRIAN TARGET HARDENING PLAN

Based on City, TAC, and public feedback, Alta will revise the draft PTHP to prepare the final PTHP.

Task 8.4 Deliverables

- Final Pedestrian Target Hardening Plan

TASK 8.5 COUNCIL RESOLUTION

Alta will prepare a presentation and will, in coordination with City staff, present the final PTHP to the City Council and transportation subcommittee(s). Alta proposes to present the final PTHP to City Council at the same time as presenting the final ATP and Complete Streets Ordinance.

Task 8.5 Deliverables

- City Council PowerPoint Presentation
- Presentation to City Council



Alta created a two-hour training on Complete Streets concepts with director-level staff from a dozen cities in the WRCOG region. Alta created photo simulations highlighting different levels of interventions—from minor to transformational—in order to illustrate potential improvements and spark discussion, and created materials to support the cities’ funding applications and community outreach efforts.

Task 9: Prepare Complete Streets Ordinance

TASK 9.1 PREPARE DRAFT COMPLETE STREETS ORDINANCE

Using the template provided by SCAG as a guide, Alta will use our expertise in Complete Streets policy development to prepare the draft Complete Streets Ordinance. The draft ordinance will include the ten elements of a comprehensive Complete Streets policy, consistent with the guidelines established by Smart Growth America.

Task 9.1 Deliverables

- Draft Complete Streets Ordinance

TASK 9.2 PREPARE FINAL COMPLETE STREETS ORDINANCE

Following an agreed upon review period, Alta will finalize the Complete Streets Ordinance based on one set of consolidated City staff and agency comments.

Task 9.2 Deliverables

- Final Complete Streets Ordinance

TASK 9.3 COUNCIL RESOLUTION

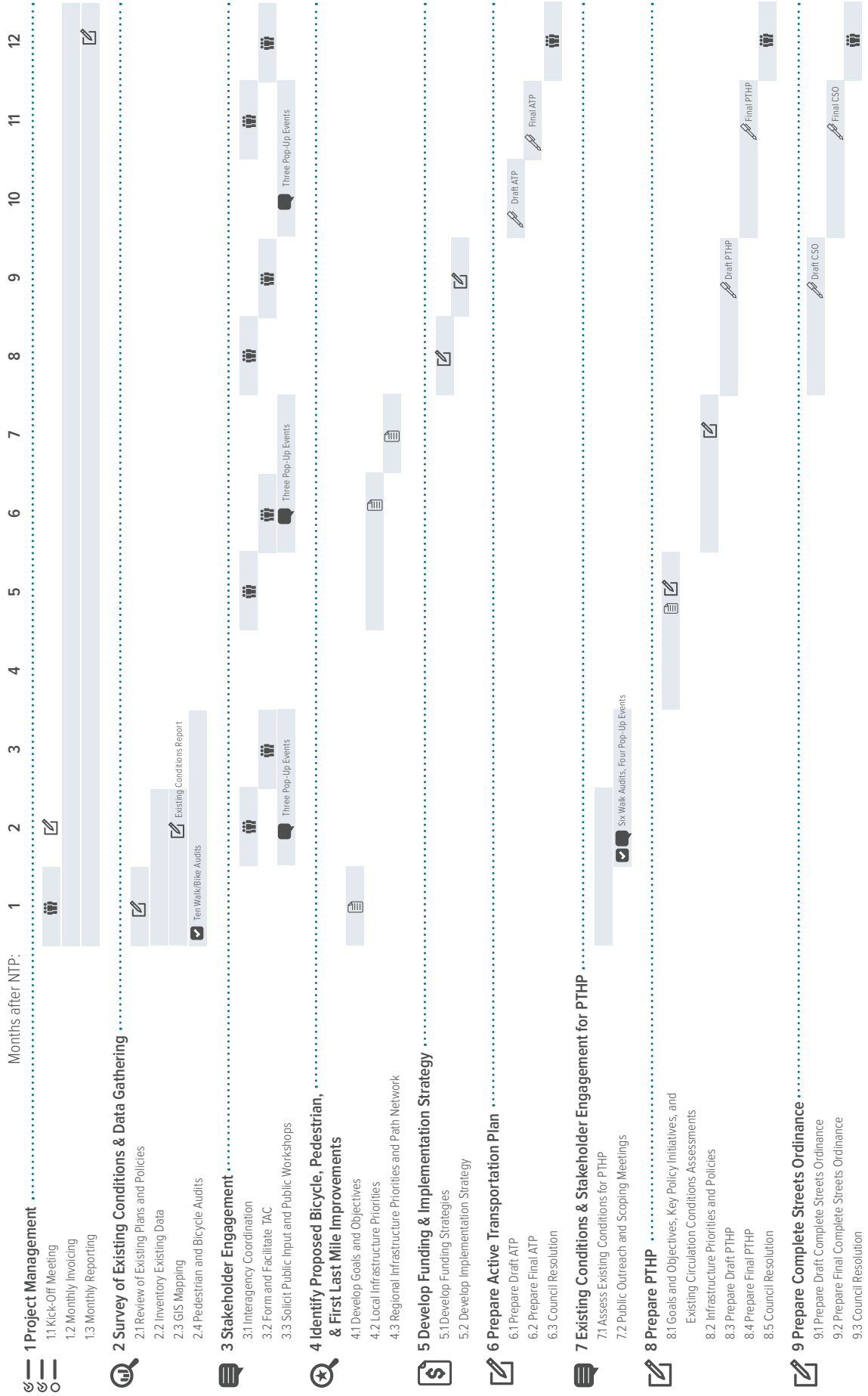
Alta proposes to present the Final Complete Streets Ordinance to the City Council and transportation subcommittee(s) at the same time as presenting the Final ATP and Final PTHP.

Task 9.3 Deliverables

- Presentation to City Council

SCHEDULE

The schedule below has been carefully organized to sequence key tasks, meetings, and deliverables, providing an efficient process and thorough review of all products as they are developed.



Alta Planning + Design

Arrellano Associates

KPFF

SO Traffic

4. Line Item Budget Cost Proposal



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Alta Planning + Design



Arrellano Associates



KPFF



SO Traffic



5. Profile of Firm



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ALTA PLANNING + DESIGN

Alta Planning + Design is North America's leading multimodal transportation firm that specializes in the planning, design, and implementation of Complete Street, bicycle, pedestrian, greenway, park, and trail corridors and systems. Founded in 1996, Alta has more than 200 staff in 30 offices across North America, six of which are in California, where this project will be managed locally in Los Angeles. On any given day, most staff walk, bike, or take transit to work. We are committed to transforming communities, one trip at a time, one step at a time, and one street, intersection, and park at a time.

Active Community Transportation Studies

Alta staff have been involved in the implementation of more than 8,000 miles of bikeways, walkways, and trails. Our experience includes over 500 active transportation master plans nationwide. Our planning process includes conducting extensive field work on bicycle and on foot, engaging residents and stakeholders through walking and bicycling tours, and documenting existing conditions and needs through easily-readable maps, photographs, and narrative discussion. Other key tasks include developing short- and long-term project and program recommendations, identifying traditional and innovative funding strategies, preparing development code language to leverage improvements through new development, and developing implementation plans to clearly map where communities should focus their investments first.

Crime Prevention Through Environmental Design

Alta is experienced in application of Crime Prevention Through Environmental Design (CPTED) principles. CPTED provides guidelines and strategies for reducing criminal behavior by manipulating the built environment that can support or discourage those crimes. Proper design and effective management of the site improvements can reduce crime, reduce the fear of crime, and improve the quality of life. Throughout the outreach and engagement process, Alta ties the three key objectives of sensitivity to concerns, thoughtful engagement, and best practices together to establish a sound platform for moving forward with a community-supported project.

Traffic Safety Analysis, Planning, and Design

Improving traffic safety includes accommodations for pedestrians and bicycles that are easily identifiable and comfortable. Alta works with clients to understand the local context and assess needed improvements through reviews of existing plans, projects and guidelines, reviews of national and international best practices, analysis of pedestrian crash data, and extensive field work. Our state-of-the-practice analyses use GIS mapping and other tools to assess demand, identify gaps and deficiencies, understand crash trends, and identify areas for improvement. We are thought leaders in the industry and our staff are part of the Public Rights-Of-Way Accessibility Guidelines (PROWAG) working group that is developing guidance for design of compliant sidewalks, bicycle facilities, and other right-of-way infrastructure not specifically detailed in ADA policy. Our planning processes lead to implementable recommendations that are based on current design standards tailored to the local context. We work with our clients to develop a systematic approach toward project prioritization that incorporates relevant criteria to determine where improvements are most needed to enhance mobility and reduce future conflicts.

Community Outreach

Through our straightforward communication style, ability to engage citizens, and use of the latest technology, we are able to produce outreach strategies and successful designs and plans that meet the needs of the community. Alta's professionals are experts at listening to the public, conveying technical issues in a clear manner, offering distinct choices and options to the public, and explaining trade-offs. Our outreach process is inclusive, interactive, and productive. We use a variety of innovative techniques, ranging from online surveys, the use of photo simulation to show how options will look, videotaped interviews, field reviews, GIS mapping, and interactive public workshops. We make contact with the community early and build confidence by addressing specific issues with a documented approach.

Office location from which work will be performed:

Alta Planning + Design
 617 W. 7th Street, Suite 1103
 Los Angeles, CA 90017
 Phone: (213) 489-7443



Established in 1994, **Arellano Associates (AA)** is a consulting firm specializing in communications and public outreach, community and government relations, and strategic planning and marketing programs. AA has placed a specific emphasis upon assisting public sector clients with improved analytical, communications and strategic planning methods for maximum benefit to constituents, the general public and the overall environment. Their team of professionals provides comprehensive communications and planning services for the full spectrum of public projects from planning to construction or implementation. AA also offers specialized professional services geared toward Latino and Spanish speaking communities. AA is a Limited Liability Corporation and is woman and minority owned. AA is a certified Small Business-owned (SBE) and Disadvantaged Business Enterprise (DBE). AA operates out of a single office in the City of Chino Hills and is comprised of a team of 45 staff members.

Arellano Associates develops outreach programs that reflect a technical understanding of the issues presented, which enhances our firm’s commitment to inform and engage communities in the public planning process. AA has worked on numerous active transportation related projects and will use this experience and lessons learned from our previous work

to provide strong outreach leadership. The following list represents relevant active transportation project experience:

- City of Downey Bicycle Master Plan
- City of Fontana Active Transportation Plan
- City of Santa Ana Bike Public Education and Bicycle Safety Program
- County of Orange OC Loop
- Los Angeles Regional River Bike Path
- Metro Safe Routes to School Pilot Program
- Metro Union Station and 1st/Central Station Linkages Study
- OCTA Active Transportation Plan
- OCTA OC Foothills Bikeways Collaborative
- Rail to River Intermediate Active Transportation Corridor Feasibility Study
- SCAG Bellflower-Paramount Joint Bicycle Master Plan

Office location from which work will be performed:

Arellano Associates
 5851 Pine Avenue, Suite A
 Chino Hills, CA 91709
 Phone: (909) 628-5804



Alta and Arellano Associates have collaborated on a number of active transportation projects in Southern California, including the OCTA District 3 Bikeways Collaborative and the Fontana Active Transportation Plan.



KPFF provides structural engineering, civil engineering, surveying, and protective design to architects, owners, government agencies, developers, and contractors. Founded in 1960, KPFF is one of the largest engineering firms in the United States, with over 1,100 employees in 22 offices throughout the U.S.

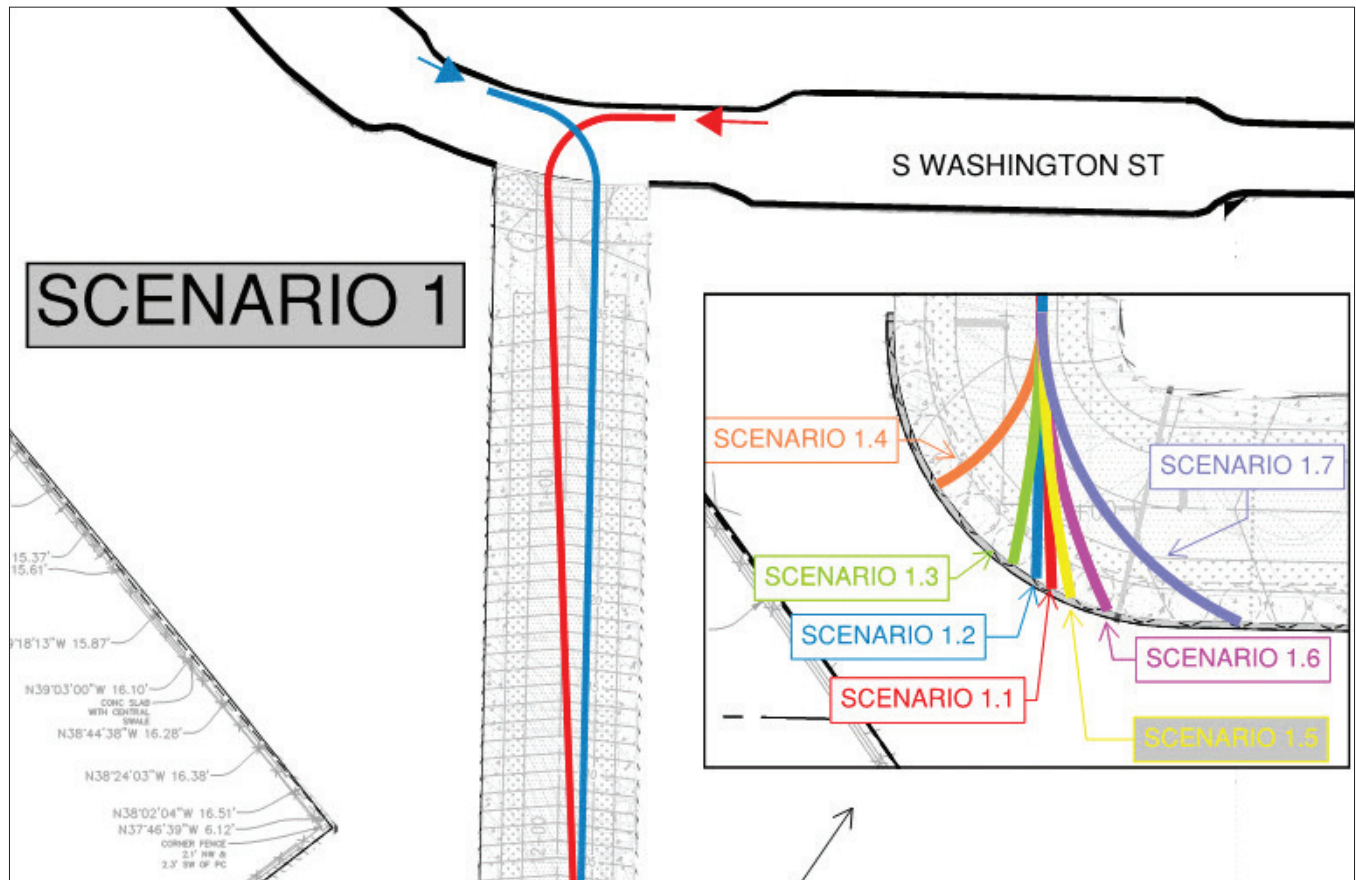
KPFF's Protective Design Group's mission is to protect life, property and operations by developing protective design measures that reduce risk exposure and vulnerabilities while enhancing resiliency. Their staff has provided consulting services on over 100 projects worldwide implementing Antiterrorism Force Protection design measures to mitigate the effects of vehicle impact, blast, ballistic and forced entry attacks.

Bringing an integrated and holistic approach to security design, KPFF protective design specialists proactively engage the owner, their security force and

design team to identify risks specific to each facility, including addressing man-made threats that may be beyond those established in standardized criteria. In collaboration with the security consultant, KPFF brings the expertise to provide site assessments and identify threats and vulnerabilities. They then provide recommendations for physical site security improvements, produce design options commensurate with the threat, and implement them through construction.

KPFF's Protective Design Group operates out of their San Francisco office:

KPFF
 45 Fremont Street, 28th Floor
 San Francisco, CA 94105
 Phone: (415) 989-1004



KPFF staff have provided consulting services on over 100 projects worldwide implementing Antiterrorism Force Protection design measures to mitigate the effects of vehicle impact, blast, ballistic and forced entry attacks. .



SO Traffic is a traffic engineering firm located in Costa Mesa California. SO Traffic brings a diverse background with 30+ years of combined experience in traffic signal design and communication. Before joining SO Traffic, Felipe Ortega provided technical support for a large number of cities in Riverside, Orange, and San Bernardino Counties. Michael Sampson spent the majority of his career working for public agencies in Riverside and Costa Mesa where he designed and installed numerous traffic signal cabinets. Their combined backgrounds provide SO Traffic with unique traffic engineering expertise.

SO Traffic recently partnered with EtherWAN to build out a working Traffic Management Center (TMC) within the EtherWAN building. This TMC has four fully functional signals, six CCTV cameras, copper wire and fiber integration, and a TMC hub.

Office location from which work will be performed:

SO Traffic
2340 Santa Ana Avenue, Unit B3
Costa Mesa, CA 92627
Phone: (707) 695-8108

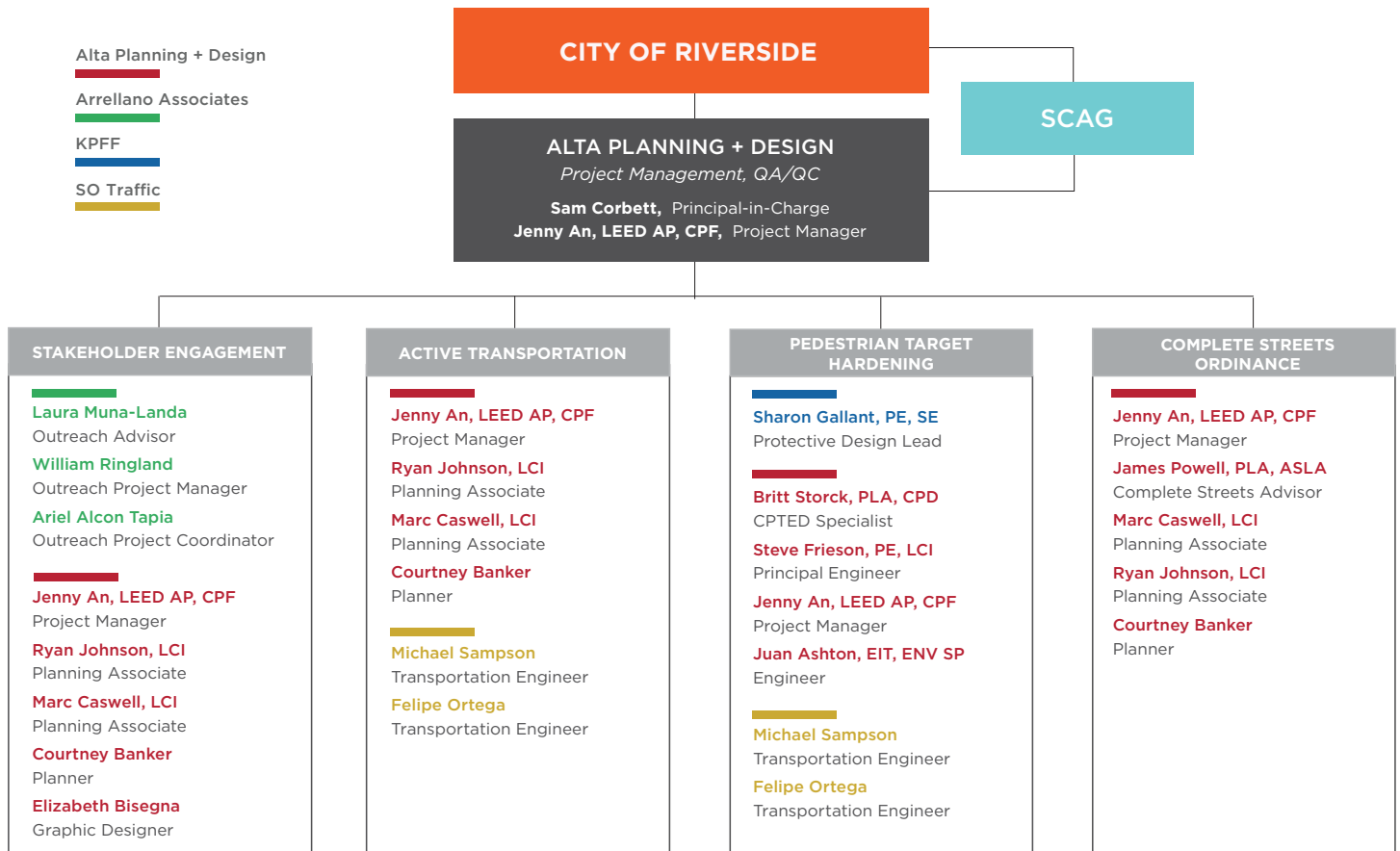
Key Staff Experience

Alta Planning + Design will manage the team for the Riverside Active Transportation Plan. Alta **Principal-in-Charge Sam Corbett** will draw upon his 20 years of experience as a transportation planner and manager to provide project guidance, quality control, and review for this project. **Jenny An, LEED AP, CPF, will serve as Project Manager**, coordinating project tasks and working directly with SCAG and project stakeholders. Jenny’s project experience includes community planning, bicycle and pedestrian master plans, and community facilitation as well as Complete Streets and public space design. Through her background in architecture, urban design, project management, and construction management, Jenny has developed strong organizational skills to smoothly move projects forward through all phases of implementation.

Alta’s teaming partners include **Arellano Associates**, providing outreach and engagement support, **KPFF**, providing protective design expertise to support the Pedestrian Target Hardening Plan, and **SO Traffic** to provide traffic engineering support and local knowledge.

The Alta team includes additional highly qualified planners, engineers, and designers who are passionate about improving active transportation networks, awareness, and culture.

Key staff roles and experience are described in the organizational chart below and in the resumes on the following pages.



Resumes



Sam Corbett *Principal-in-Charge*



Sam has 20 years of experience as a transportation planner and manager, specializing in transit planning, transportation demand management, pedestrian and bicycle planning, program development, transportation system improvements, survey design and analysis, implementation and evaluation techniques, and public outreach and communication strategies. Sam brings strong transportation planning skills, developed from working on a wide range of transportation projects. He has both planning and operational skill sets and has worked in both the public and private sector. The majority of his work has focused on assessing and improving urban transport systems, with particular focus on active modes and public transportation.

EDUCATION

Master of City Planning,
University of California,
Berkeley, 2001

BS, Environmental
Policy, Analysis, and
Planning, University of
California, Davis, 1996

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design,
2010-2012; 2018—

Section Leader/Client
Manager – New Zealand,
Jacobs, 2015-2018

Principal Transport
Planner, Auckland
Transport, 2012-2015

Assistant Director, UC
San Diego, 2006 - 2010

Planning and Policy
Manager, UC Los
Angeles, 2004 - 2006

Director of Planning,
Western Region,
Urbitrans Associates, Inc.,
2001-2004

PROJECT HOURS

48

RELEVANT EXPERIENCE

CITY OF RIVERSIDE BICYCLE MASTER PLAN UPDATE

In 2012, Alta prepared an update addendum to the City of Riverside's Bicycle Master Plan, which was previously prepared by Alta in 2007. The addendum updated the inventory of bicycle infrastructure and non-infrastructure improvements implemented over the previous five years; presented current and future bicycle and walking impact analysis of estimated bicycle and walking trips, reduced vehicle miles traveled, and emission reductions for current and future conditions; and provided an updated list of recommended bicycle improvements, including a new network of proposed bicycle facilities and programs. Sam served as the Project Manager.

UC RIVERSIDE BICYCLE MASTER PLAN STUDY

Sam is serving as Principal-in-Charge for a Bicycle Master Plan study for the University of California, Riverside. The study is focused on developing specific implementable recommendations for existing streets, within the campus core and as part of public-private developments. The study also includes developing a robust set of design guidelines for bikeway facilities and bike parking. Alta has collected and analyzed crashes, conducted counts, facilitated public engagement, and installed a temporary separated pathway facility.

REDLANDS PASSENGER RAIL ACCESSIBILITY PLAN

Alta was hired by the San Bernardino County Transportation Authority and the Southern California Association of Governments to lead this rail accessibility plan for the stations along the future Redlands Passenger Rail Project between the City of San Bernardino and the City of Redlands. This effort will fill the gap in transit access planning for the San Bernardino Valley's growing rail and Bus Rapid Transit system. Alta's role involves identifying safe, effective, and implementable strategies to enhance mobility for pedestrians and bicyclists, with the aim of supporting transit use and reducing motorized vehicle usage. Sam is the Principal-in-Charge.

LOS ANGELES COUNTY BIKEWAY MASTER PLAN

Sam led the development of a new Bicycle Master Plan for the County of Los Angeles. The plan addressed the need for bicycle facilities in unincorporated areas and other County properties such as flood control channels. The planning process included extensive outreach including the formation of an advisory committee and over 40 meetings with County staff, advisory committee members, stakeholders, and members of the general public. Alta also led an extensive feasibility review for over 300 miles of potential bikeways across the County.



Jenny An, LEED AP, CPF

Project Manager



Jenny leads mobility planning and placemaking projects that help communities create visions and implement innovative design solutions to create transformative places. Through her background in architecture, urban design, project management, and construction management, she has developed strong organizational skills to smoothly move projects forward through all phases of implementation. Her project experience includes community planning, bicycle and pedestrian master plans, community facilitation as well as Complete Streets and public space design. Jenny's creativity, energy, and experience in both community planning, urban design, and street design give her the tools to create vibrant public spaces and transportation networks in diverse communities.

EDUCATION

MArch, Andrews University, School of Architecture, 2005

BS, Architecture and Architectural History, Andrews University, School of Architecture, 2004

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2018–

MIG, 2015-2017

City of San Diego, 2014-2015

KTUA, 2007-2014

Torti Gallas and Partners, 2004-2007

PROFESSIONAL REGISTRATIONS

LEED Associated Professional

Certified Public Facilitator

American Planning Association

American Institute of Architects

PROJECT HOURS

410

RELEVANT EXPERIENCE

IMPERIAL COUNTY PEDESTRIAN MASTER PLAN

Jenny is the Project Manager for a Pedestrian Master Plan for the unincorporated areas of Imperial County. The plan will be based on a needs assessment and will address issues such as safety and security, environmental issues, convenience, accessibility, and connectivity. It will serve as a guiding document for the development of an integrated network of pedestrian facilities throughout the County.

RIALTO BIKE SHARE FEASIBILITY AND IMPLEMENTATION STUDY

Jenny is the Project Manager leading engineering design, feasibility analysis, planning, and implementation for the City of Rialto's and San Bernardino County's first bike sharing program. Alta will conduct a local context analysis to examine the current state of bicycling in Rialto, analyze bike share demand throughout the City, and conduct a thorough opportunities and constraints analysis. As part of the study, Alta will create plans to guide public outreach, a social equity strategy, and an employer incentive program, and will lead targeted focus groups with key community stakeholders to understand their objectives for bike share. Alta will provide the City with a system plan and business plan, and will support Rialto in implementing and launching the new bike share program.

SAN BERNARDINO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

Alta is leading this countywide Safe Routes to School program that will target 25 priority schools throughout the County with education, encouragement, enforcement, and evaluation activities. The program involves student and parent workshops, school and community rodeos, walking events, and bike and pedestrian audits. The program will address the conflict points throughout San Bernardino County that currently deter children from walking or biking to school. Alta designed both a logo and a stakeholder facing website for the project. Jenny is the lead transportation planner.

ANTI-FORCE TERRORISM PROTECTION (ATFP) MILITARY BASE PLANNING

Jenny led space utilization studies and base planning studies for the United States Army, Navy, and Marines. These studies incorporated Uniform Facilities Code per the Federal Government and included building hardening, stand off distances, and vehicle barriers as a part of protection of campus planning and facilities assets.



Steve Frieson, PE, LCI

Principal Engineer

Steve has 35 years of experience managing site civil and transportation projects throughout Southern California. His technical expertise includes planning, design, and construction management. He augments his engineering skills with strong administrative abilities in the oversight and direction of technical professionals, client relations, quality control, subconsultant coordination, public outreach, and resource allocation to see that projects are delivered on time and within budget. Steve excels in site development, freeway and interchanges, signing and striping, street lighting, traffic-handling plans, roadway drainage, grading, traffic studies, and pedestrian and bike paths.

EDUCATION

BS, Civil Engineering,
Stanford University, 1983

PROFESSIONAL HIGHLIGHTS

- Alta Planning + Design,
2018—
Vice President –
Transportation/
Public Works, Psomas,
2014-2018
- President, BASE + Birge
Engineering, 2011-2013
- CEO, Birge Engineering,
2008-2011
- CEO, Arroyo Engineering
Solutions, 2005-2008
- Managing Engineer,
Boyle Engineering,
1997-2005
- Senior Engineer, PBSJ,
1988-1997

PROFESSIONAL REGISTRATIONS

- Professional Engineer,
CA (#42110)
- Professional Engineer,
NV (#11599)
- League of American
Bicyclists -League
Cycling Instructor
(#3460)

PROJECT HOURS

14

RELEVANT EXPERIENCE

LADOT SHERMAN WAY STREETScape IMPROVEMENTS

Steve is serving as Project Manager for a streetscape improvement project for Sherman Way in the Reseda area of the San Fernando Valley. A key component of the envisioned corridor environment is a protected bike lane facility that will provide accessibility and connectivity to residents of the Reseda neighborhood as well as patrons of and visitors to the corridor. The project also includes street beautification elements such as street furnishings and enhanced landscaping.

CULVER CITY LA BALLONA ELEMENTARY PROTECTED BIKE LANE AND SAFE ROUTES TO SCHOOL PROJECT

Culver City hired Alta to lead the conceptual design, outreach, and preparation of construction documents for Culver City’s first separated bikeway on Elenda Street, as well as neighborhood improvements to create Safe Routes to La Ballona Elementary School. The separated bikeway design includes parking and traffic analysis, streetscape and pedestrian lighting, striping, and bicycle signal design at two major boulevards (Washington Boulevard and Culver Boulevard). The neighborhood greenway improvements include curb extensions with green infrastructure, raised crosswalks, and streetscape improvements. Steve is serving as Principal Engineer for the project.

CV LINK, COACHELLA VALLEY

Steve is serving as the Principal Engineer providing engineering QA/QC and design management for CV Link, an innovative, multimodal facility of national importance that connects communities in the Coachella Valley. In 2013, Alta began development of the CV Link Master Plan for a nearly 80-mile portion of the multi-modal pathway connecting the nine cities of the Eastern Riverside County region. The proposed pathway system will accommodate low speed electric vehicles in addition to bicyclists and pedestrians. Alta is providing recommendations for on-street segments at the highest design standard, and supporting infrastructure, including LSEV charging facilities.

CITY OF WESTMINSTER ACTIVE TRANSPORTATION PLAN*

Steve was the Project Manager for the development of a citywide Active Transportation Plan in conjunction with a General Plan Amendment for the City of Westminster. The final product was an Active Transportation Plan that the City can use to pursue funding for individual projects. As an immediate continuation of the planning work, Steve developed a conceptual Class IV, two-way bikeway facility along Garden Grove Boulevard from the I-405 ramps through Edwards Street featuring crossings and transition (ingress/egress) schemes.

*Completed prior to joining Alta



Britt Storck, PLA, CPD *CPTED Specialist*

Britt Storck is a CPTED specialist with professional designation (CPD). She obtained her credentials through several courses offered by the National Institute of Crime Prevention. CPTED, as defined, is a multi-disciplinary approach to deterring unwanted behavior through environmental design. CPTED strategies rely upon the psychological design of space to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment. Britt is qualified to identify strategies and concepts that effect human behavior and influence a project's real and perceived security. She also performs field assessments and site plan reviews, as well as writing CPTED ordinances, design guidelines, reviewing construction documents and providing overlay districts for planning and zoning.

EDUCATION

Bachelor of Landscape Architecture, Cum Laude, University of Georgia, 2005

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design,
Durham, Atlanta offices
2010–current

Greenways Incorporated,
Durham, NC, 2007–2010

Lappas + Havener, P.A.,
Durham, NC, 2007

Van Atta Associates/
The Office of KOR Inc.,
Santa Barbara, CA,
2005–2007

PROFESSIONAL REGISTRATIONS

NICP Crime Prevention
Through Environmental
Design (CPTED)
Professional Designation
(CPD 2015-2019)

Professional Landscape
Architect, Georgia
(#001754), North
Carolina (#1761),
Alabama (#833)

PROJECT HOURS

14

RELEVANT EXPERIENCE

MATADERO CREEK TRAIL FEASIBILITY STUDY, PALO ALTO, CA

Britt provided CPTED assessment and recommendations for a creek trail within the Midtown neighborhood of Palo Alto. Up to five on-creek and off-creek (on-street) corridors were assessed for suitability/feasibility using a multi-criteria and GIS-based analysis. Additional trail analysis included compatibility and access to future potential over/undercrossings of the Caltrain and Highway 101 corridors, which are key barriers in the City.

KRATZER FARM PARK MASTER PLAN, LOWER MACUNGIE, PA

Alta led the Kratzer Farm Park Master Plan for a 92-acre historic farm in Lower Macungie Township. The project involved a design charette, site analysis documentation, and concept development. Britt provided CPTED assessment and recommendations.

KELLY BRYANT BRIDGE TRAIL FEASIBILITY STUDY, DURHAM, NC

The Kelly Bryant Bridge South (KBBS) Trail is proposed along a 1.5-mile corridor through the Plum Street neighborhood in southeast Durham. This project provided a comprehensive overview of the steps necessary to provide a multi-use trail facility through this corridor that leverages available opportunities, works within the constraints of the area, and serves the residents of Durham into the future. Alta was selected to update the planning work associated with the corridor, and develop the concept design and opinion of probable costs. Britt provided CPTED assessment and recommendations.

LOWERRE-YONKERS RAIL TRAIL CONSTRUCTION DOCUMENTS, YONKERS, NY

Alta led an area-wide neighborhood brownfield plan in the Lawrence Street area of Yonkers, NY, in 2014. A rail trail emerged from the plan as a priority project, and Alta was hired to design the trail and bring it to construction. In addition to designing the trail, Alta is working to ensure that this new amenity complements the Lawrence Street area's unique social and physical characteristics while serving the needs expressed by residents throughout the planning process. Britt provided CPTED assessment and recommendations.



Ryan Johnson, LCI

Planning Associate

Ryan excels at interagency collaboration, bringing key players together for decision making and coordination. He brings a range of skills including project management, multimodal master planning, transit access studies, SRTS program coordination, community outreach, and festival and event production. He is experienced at collaborating with various stakeholders in multiple jurisdictions to gain consensus on bikeway plans and establish linkages across city boundaries. Ryan has managed numerous regional planning efforts, including the San Gabriel Valley Bicycle Master Plan and Las Virgenes-Malibu Regional Bicycle Plan. His work has won the respect of his peers and his clients, leading to him being named the 2016 Professional of the Year by the Association of Pedestrian and Bicycle Professionals.

EDUCATION

Master of Urban and Regional Planning, University of California, Los Angeles, 2012

BA, Sociology and Political Science, University of Mississippi, 2008

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2012–

Intern/Event Staff, CicLAvia, 2010-2012

Bike-Friendly Business District Intern, Bike Long Beach, 2011-2012

Volunteer Coordinator, Pro Walk/Pro Bike/Pro Place, Long Beach, CA, 2012

PROFESSIONAL REGISTRATIONS

League of American Bicyclists, League Cycling Instructor (#3994)

PROJECT HOURS

290

RELEVANT EXPERIENCE

SAN GABRIEL VALLEY REGIONAL ACTIVE TRANSPORTATION PLAN AND GREENWAY NETWORK STUDY

The primary objective of this project is to develop Active Transportation Master Plans for five partner cities (Glendora, Irwindale, La Puente, Monrovia, and Montebello), prioritizing programs and infrastructure improvements that will increase the number of people walking, bicycling, and using other human-powered modes. The project team, led by Alta, is complementing the planning process with a series of bicycle safety trainings and nighttime bicycle light distributions. The project is also analyzing over 150 miles of waterways, rail corridors, and utility easements for the potential development of a regional greenway network. Ryan is the Project Manager.

SCAG GO HUMAN TACTICAL URBANISM EVENTS, ROUND 2

Alta worked with SCAG to develop and implement the 2017 Tactical Urbanism component of “Go Human”, a region-wide safety and encouragement campaign. It was comprised of ten events in ten different locations. Alta helped SCAG achieve its goals of promoting walking and biking across the region by implementing a series of events that allowed residents to temporarily experience roadways that are designed for people and not just cars, as well as building cross jurisdictional relationships and community partnership to support and implement future infrastructure. Ryan was the Project Manager.

LA METRO FIRST-LAST MILE STRATEGIC PLAN GUIDELINES

The First-Last Mile Strategic Plan Guidelines advance the objectives established by Metro’s Board to promote active transportation. Ryan contributed to intermodal planning on the consultant team, developing technical analyses to support the development of an Active Transportation and Design Policy. He also provided recommendations for multimodal access to transit facilities.

ORANGE COUNTY TRANSPORTATION AUTHORITY DISTRICTS 1 AND 2 BIKEWAYS COLLABORATIVE

Ryan was the Lead Planner for this project, which involved developing a bikeways strategy for Districts 1 and 2 in Orange County. Phase 1 of the project identified 50 miles of regional corridors in Districts 1 and 2 which link to adjacent district routes. Alta prioritized the routes based on Bicycle Corridor Improvement Program screening criteria. In Phase 2, feasibility studies were conducted for the top-ranked corridors.



James Powell, PLA, ASLA

Complete Streets Advisor



James brings a wide range of solutions to his work, drawing upon experience managing and leading design processes in a wide variety of settings. These include trail master plans from local to regional scales, trail design services from grant writing and feasibility through PS&E, construction support, complete street and streetscape design, corridor planning, and implementation plans. His recent projects have included green infrastructure and protected bikeway design, trail prioritization modeling, facility evaluation frameworks, and landscape designs for streetscapes, medians, and trailheads. James has hands-on experience coordinating subconsultants from a variety of disciplines, as well as with the project management, design, and analysis tools.

EDUCATION

Master of Landscape Architecture, California State Polytechnic University, Pomona, 2013

Bachelor of Arts, Humanities, New College of Florida, 2001

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2013-
Urban Design Studio, Los Angeles Department of City Planning, 2011-2012

PROFESSIONAL REGISTRATIONS

Registered Landscape Architect: California (#6416)

PROJECT HOURS

120

RELEVANT EXPERIENCE

LADOT SHERMAN WAY STREETScape IMPROVEMENTS, LOS ANGELES

James is serving as the Landscape Architect for a streetscape improvement project for Sherman Way in the Reseda area of the San Fernando Valley. A key component of the envisioned corridor environment is a protected bike lane facility that will provide accessibility and connectivity to residents of the Reseda neighborhood as well as patrons of and visitors to the corridor. The project also includes street beautification elements such as street furnishings and enhanced landscaping.

INYO COUNTY OLANCHA CARTAGO CORRIDOR STUDY

This project, funded by a Caltrans Sustainable Planning grant, reimagines two communities that are being bypassed by a new highway realignment. Situated in the Eastern Sierra, the project is able to draw upon natural beauty, national park tourism, and recreational opportunities to propose short- and long-term improvements to the area that will help bring visitors and provide visual continuity to the corridor. James is serving as Alta's Project Manager.

SOUTH EL MONTE MERCED AVENUE GREENWAY

The Merced Avenue Greenway project will address environmental health issues along a 1.5-mile corridor in South El Monte. As part of a larger team, Alta is leading landscape architecture, signing, and striping and supporting community outreach on this project, taking it from concept design to 100% construction documentation. The project will create a protected bikeway, incorporate stormwater capture in planted areas, narrow the roadway to provide traffic calming benefits, and improve pedestrian crossings to enhance safety for all roadway users. James is serving as Alta's Project Manager.

RIVERSIDE COUNTY TRAILS MASTER PLAN

Alta developed this Comprehensive Trails Plan for Riverside County, in partnership with municipalities and other agencies within the County. The plan analyzed the current trail segment assessment process, catalogued the Riverside County Regional Park and Open-Space District's inventory of existing trails and trail classifications; analyzed system gaps, property rights, and approaches for acquisition; developed context sensitive, sustainable trail design guidelines through analysis and recommendations of the current standards; and examined key policy issues related to trails. Alta also developed a plan for trail implementation and phasing; provided maps and wayfinding recommendations; provided a framework for long-term funding models; and developed and implemented a trail-user survey with data analysis to help inform the master plan. James served as Assistant Project Manager and Lead Designer.



Marc Caswell, LCI
Planning Associate

Marc has more than a decade of experience in transportation planning in communities across California including Los Angeles, Long Beach, and San Francisco and smaller suburban communities like Arroyo Grande, Culver City, Eastvale, and El Monte. Since joining Alta, Marc has worked with cities across southern California on bicycle and pedestrian master plans, applications for grants and funding, safe routes to school trainings, and public safety campaigns. He has extensive experience creating safety messages and training curricula for drivers, bike riders, and police officers. Marc brings his expertise in project management, coalition-building, and civic engagement to encourage safer, more inviting walking and bicycling.

EDUCATION

Masters in Urban and Regional Planning, University of California, Los Angeles, 2016

BA, Religion, Sociology, University of Florida, Gainesville, 2004

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2016-

City of Long Beach Public Works Department Traffic Engineering, 2015-2016

Climate Resolve, 2013-2014

San Francisco Bicycle Coalition, 2008-2013

Urban Habitat, 2006-2008

PROFESSIONAL REGISTRATIONS

League of American Bicyclists, Certified Cycling Instructor (#4088)

PROJECT HOURS

290

RELEVANT EXPERIENCE

WRCOG COMPLETE STREETS TRAINING

Alta provides a variety of services to the Western Riverside Council of Governments (WRCOG) through an on-call contract. One task included creating a two-hour training on Complete Streets concepts with Director-level staff from a dozen cities in the WRCOG region. Alta created a curriculum that speaks to the land use and demographics of the region, is context-sensitive to the WRCOG communities while highlighting the benefits of Complete Streets, and provides strategies on how these local jurisdictions can implement Complete Streets improvements. Marc helped develop the curriculum and assisted with the trainings.

ARROYO GRANDE HALCYON ROAD COMPLETE STREETS VISIONING

In partnership with an engineering firm, Alta led outreach and active transportation planning efforts in a complete re-envisioning of the city's main north/south arterial roadway. Marc coordinated website development, neighbor surveys, outreach, and facilitated four community meetings with more than 200 attendees throughout the process. The project included a Level of Traffic Stress analysis, as well as a variety of Complete Streets public participation.

BEVERLY HILLS COMPLETE STREETS PLAN

As part of a larger consultant team, Alta is leading community outreach for the Beverly Hills Complete Streets Plan. The project places a strong emphasis on expanding the city's bike network and bikeshare system, and preparing for the Metro Purple Line extension into the City. Furthermore, recommendations are being developed to guide planning and policymaking around new mobility.

GRANTWRITING ON BEHALF OF CITIES

Marc has worked with and on behalf of cities to craft proposals for funding a variety of projects. Leading a team of Alta employees, Marc has guided jurisdictions as they identify projects that are competitive and tailored to specific requirements of funding sources, and created compelling narratives to maximize points for the scoring matrices.

CULVER CITY BICYCLE AND PEDESTRIAN ACTION PLAN

Facilitating a large, broad-based outreach effort throughout Culver City, Marc is leading the project team to update the City's 2010 Bicycle and Pedestrian Master Plan to reflect current and future project plans. The project includes demonstration projects, development of a Vision Zero Action Plan, and a full citywide bicycle and pedestrian plan. Marc is serving as the Project Manager.



Ryan Taylor-Gratzer

GIS Analyst

Ryan specializes in research, design, GIS, and safety analysis and is skilled in visualizing geographic data. Before joining Alta, he worked as a planner and a researcher for the City of Long Beach and UCLA, respectively. At UCLA, Ryan modeled bicyclist crash risk and evaluated the safety impacts of newly-installed bikeways in the City of Los Angeles.

EDUCATION

Masters in Urban and
Regional Planning,
University of California
Los Angeles, 2016

BA, Sociology, University
of California, Santa
Barbara, 2002

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design,
2017-

City of Long Beach,
Public Works,
Department of Traffic
Engineering, 2016

UCLA, Lewis Center for
Regional Policy Studies,
2014-2016

Portland State
University, Initiative for
Bicycle and Pedestrian
Innovation, 2007-2011

PROJECT HOURS

150

RELEVANT EXPERIENCE

UC RIVERSIDE BIKE MASTER PLAN

Alta is leading a Bicycle Master Plan study for the University of California, Riverside. The study is focused on developing specific implementable recommendations for existing streets, within the campus core and as part of public-private developments. The study also includes developing a robust set of design guidelines for bikeway facilities and bike parking. Alta has collected and analyzed crashes, conducted counts, facilitated public engagement, and installed a temporary separated pathway facility. Ryan conducted spatial analyses and developed maps for public use.

SAN BERNARDINO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

Alta is leading this countywide Safe Routes to School program that will target 25 priority schools throughout the County with education, encouragement, enforcement, and evaluation activities. The program involves student and parent workshops, school and community rodeos, walking events, and bike and pedestrian audits. Alta has designed both a logo and a stakeholder facing website for the project. Ryan conducted spatial analyses and developed maps for public use.

FONTANA ACTIVE TRANSPORTATION PLAN

This plan sought to develop a comprehensive pedestrian and bicycling network that provides safe and comfortable access to local parks, schools, workplaces, shopping, and dining, as well as to destinations in other San Bernardino County communities. A variety of data was collected to inform this plan, including city and regional GIS data, collision data, interviews, and school campus walk audit observations. As the GIS Analyst, Ryan created a comprehensive Bicycle Master Plan for the City of Fontana, identified priority projects, and documented the potential constraints along each corridor.

SAN GABRIEL VALLEY REGIONAL ACTIVE TRANSPORTATION PLAN AND GREENWAY NETWORK STUDY

In partnership with the Southern California Association of Governments (SCAG) and the San Gabriel Valley Council of Governments (SGVCOG), Alta is leading the development of active transportation plans for five cities in the San Gabriel Valley. This effort will include a region-wide trail feasibility study and a comprehensive education and outreach campaign. Ryan created maps of the five project cities, including maps of bikeways, land use, and census data.

LONG BEACH BIKE MASTER PLAN UPDATE

Alta is working with the City of Long Beach to update the City's Bicycle Master Plan. The continued development of the City's network of bicycle facilities will not only make bicycling a more viable mode of transportation, but will contribute to an enhanced quality of life in the City that includes increased public health, community development, and reduced greenhouse gas emissions. Ryan updated the Long Beach Bike Map based on newly-completed infrastructure projects.



Juan Ashton, EIT, ENV-SP Engineer



Juan is an Engineer specializing in planning and design projects that have an emphasis on sustainability and helping communities thrive. Before joining Alta, Juan worked for the Department of Public Works at both the County and City of Los Angeles, where he developed technical drawings and specifications for street and stormwater improvement projects, provided design support during construction including plan clarifications and as-built drawings, and performed design investigations, quantity takeoffs, cost estimates, and geospatial analysis. Juan also has experience in road and flood improvement projects, creating spatial datasets for bikeway facilities, and facilitating stakeholder meetings. Juan is fluent in Spanish.

EDUCATION

BS, Civil Engineering,
California State
University, Los Angeles
(CSULA), 2017

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design,
2018-
Civil Engineering
Associate, City of Los
Angeles Department of
Public Works, 2017-2018
Civil Engineering Intern,
County of Los Angeles
Department of Public
Works, 2016-2017
Transportation Manager,
Special Olympics World
Games, Los Angeles,
2015

PROFESSIONAL REGISTRATIONS

Engineer-in-Training,
(#160495)
Certified SolidWorks
Associate (CSWA),
(#C-U5VRRZ698Z)

PROJECT HOURS

16

RELEVANT EXPERIENCE

CV LINK, COACHELLA VALLEY

Juan is serving as an Engineer on this innovative, multimodal facility of national importance that connects communities in the Coachella Valley. In 2013, Alta began development of the CV Link Master Plan for a nearly 80-mile portion of the multimodal pathway connecting the nine cities of the Eastern Riverside County region. Alta is providing recommendations for on-street segments at the highest design standard, and supporting infrastructure, including LSEV charging facilities.

LADOT SHERMAN WAY STREETScape IMPROVEMENTS

Alta is leading a streetscape improvement project for Sherman Way in the Reseda area of the San Fernando Valley. A key component of the envisioned corridor environment is a protected bike lane facility that will provide accessibility and connectivity to residents of the Reseda neighborhood as well as patrons of and visitors to the corridor. The project also includes street beautification elements such as street furnishings and enhanced landscaping. Juan prepared final construction documents and an engineer's opinion of cost for corridor improvements along Sherman Way and Hart Street. Juan also provided coordination with project stakeholders including the Los Angeles Department of Water and Power, Department of Public Works Bureau of Engineering.

CULVER CITY LA BALLONA PROTECTED BIKE LANE AND SRTS PROJECT

This project is an effort to reduce fatalities and injuries among students who walk or bike to school and encourage greater access to walking and biking for the community at-large. The project is funded through the active transportation grant program administered by the California Transportation Commission. Juan is preparing final construction documents for intersection improvements including: curb extensions, ADA curb ramps, a two-way protected bikeway, high-visibility crosswalks and signing and striping. Juan has also provided traffic analysis and swept-path vehicle analysis as part of the final design process.

SANTA ANA SAFE ROUTES TO SCHOOL PLAN

This effort will involve an extensive and inclusive community engagement process, identification and prioritization of school infrastructure improvements, and the development of programs and strategies to better educate and encourage students to walk and bike to school. The result will be a comprehensive 6 E's SRTS Plan that will lead to improved safety and mobility for all Santa Ana residents, especially the community's students and youth, through engineering, education, encouragement, and enforcement recommendations. Juan is the Project Engineer.



Courtney Banker

Planner

Courtney's enthusiasm for fostering active, sustainable communities fuels her dedication to the field. Skilled in outreach, programs, and research, Courtney brings extensive experience facilitating diverse and inclusive events. Prior to joining Alta, she helped Central Floridians "reThink" their commutes as an Outreach Specialist for the Florida Department of Transportation's transportation demand management (TDM) program. Courtney later served as a planner for a Central Florida school district where she analyzed mode splits of district schools.

EDUCATION

BA, Environmental
Studies, Rollins College,
2016

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design,
2019-

Co-Founder of The
Homage Project, 2018

Facilities Planning
and Real Estate
Management, Orange
County Public Schools,
FL: 2017-2018

Outreach Specialist,
Florida Department
of Transportation,
2016-2017

PROJECT HOURS

200

RELEVANT EXPERIENCE

UC RIVERSIDE BIKE MASTER PLAN

Alta is leading a Bicycle Master Plan study for the University of California, Riverside. The study is focused on developing specific implementable recommendations for existing streets, within the campus core and as part of public-private developments. The study also includes developing a robust set of design guidelines for bikeway facilities and bike parking. Alta has collected and analyzed crashes, conducted counts, facilitated public engagement, and installed a temporary separated pathway facility. Courtney is a Planner on the project.

SCAG DISADVANTAGED COMMUNITIES PLANNING INITIATIVE

Alta is developing a template that is intended to be used by communities throughout the SCAG region to develop active transportation plans. The ATP template is being developed with disadvantaged communities in mind who are often under-resourced at the city staff level and do not have the assets for project implementation and delivery. The development of the ATPs will include a data driven needs assessment, an extensive community engagement, a 'Go Human' demonstration event, and a grant writing assistance at the end of the project. Courtney is helping to lead the development of the Active Transportation Plan template, as well as supporting the specific ATPs for participating communities.

IMPERIAL COUNTY PEDESTRIAN MASTER PLAN

Alta is leading a Pedestrian Master Plan for the unincorporated areas of Imperial County. The plan will be based on a needs assessment and will address issues such as safety and security, environmental issues, convenience, accessibility, and connectivity. It will serve as a guiding document for the development of an integrated network of pedestrian facilities throughout the County. Courtney is a Planner on the project.

SANTA ANA SAFE ROUTES TO SCHOOL

This effort involves an extensive and inclusive community engagement process, identification and prioritization of school infrastructure improvements, and the development of programs and strategies to better educate and encourage students to walk and bike to school in Santa Ana. The result will be a comprehensive 6 E's SRTS Plan that will lead to improved safety and mobility for all Santa Ana residents, especially the community's students and youth, through engineering, education, encouragement, and enforcement recommendations. As a Planner on the project, Courtney has helped facilitate walk audits, and has provided Spanish translation and data collection.

SANTA CLARITA MOBILITY PLAN UPDATE

Alta is developing an updated Mobility Plan for the entire City of Santa Clarita, with a particular sub-focus on the Newhall and Saugus communities. As a Planner on this project, Courtney has helped develop surveys, provided Spanish translation for outreach materials, and staffed outreach events.



Elizabeth Bisegna
Graphic Designer

Elizabeth is a graphic designer with nearly 20 years of experience in drafting, designing, illustration and teaching. She has created branding, marketing, and packaging materials for clients ranging from small, locally-owned businesses to City Parks and Recreation agencies. Elizabeth draws on her expertise to provide highly professional graphic design for Alta projects, including final master planning reports and encouragement and education campaigns. She offers technical expertise in Adobe Creative Suite, hand drafting, drawing, and sketching.

EDUCATION

MFAIA, Goddard College, 2017

BFA, Art Institute of Chicago, 2011

BA, Bowdoin College, 1997

PROFESSIONAL HIGHLIGHTS

Alta Planning + Design, 2016—

Bike To Work LLC Art and Design, 2015-2016

Works Partnership Architecture, 2011-2015

Art Institute of Seattle, 2005-2007

Freelance Design, 2002-2007

Booth Hansen Associates, 1999-2002

PROJECT HOURS

32

RELEVANT EXPERIENCE

SCAG GO HUMAN TACTICAL URBANISM EVENTS, ROUND 2

Alta worked with SCAG to develop and implement the 2017 Tactical Urbanism component of “Go Human”, a region-wide safety and encouragement campaign. It is comprised of ten events in ten different locations. The primary goal of the Tactical Urbanism component is to promote walking and biking across the region by implementing a series of events that allow residents to temporarily experience roadways that are designed for people and not just cars. Liz successfully applied the existing Go Human branding guidelines to the design of logos, marketing materials, event signage and programs for a variety of locations, creating a recognizable and cohesive campaign, while also developing individual identities for each of the events based on their specific characteristics and needs.

METRO LA RIVER PATH PROJECT, LOS ANGELES

Alta is co-leading the team selected by LA Metro to design the landmark Los Angeles River Path Gap Closure project. This \$365M project—one of the largest active transportation trail projects in the country—will close an eight-mile gap in the path along the Los Angeles River (LA River) in downtown Los Angeles and Vernon. Once complete, the LA River Path will be a 32-mile continuous pathway for walking and biking from Long Beach to the San Fernando Valley, providing a world-class facility for Angelenos and the region. Liz is a Graphic Designer on this project.

CALIFORNIA STATEWIDE BICYCLE AND PEDESTRIAN MASTER PLAN

Alta developed California’s first statewide bicycle and pedestrian plan. Alta led the development of plan goals, objectives, performance measures, and strategies, as well as identifying the existing and needed data to support performance measures and ongoing bicycle and pedestrian counts. The project team designed a public survey to gauge community interests, as well as a “big idea” board to premiere the planning process at the 2015 CalBike Summit. Liz designed a new logo for the plan, branded Toward an Active California. Liz also designed informational materials to explain recommended bicycle- and pedestrian-focused road safety features for California planners and engineers.

COALINGA ACTIVE TRANSPORTATION PLAN

Alta worked with the City of Coalinga to develop an Active Transportation Plan that includes recommendations for walking, biking, Safe Routes to School, and identifies opportunities for traffic calming. The plan is implementation-focused and presents prioritized recommendations and supporting cost benefit analyses to help the City compete for grant funding. Working closely with the planning team, Liz designed the layout for the final, four-volume report for the City, synthesizing all of the project’s findings and recommendations into a clear, organized, accessible document.



Laura Muna-Landa
Outreach Advisor



Laura brings a unique perspective to her projects, having worked for several municipal governments and understands the issues and challenges of cities and agencies. As Director of Projects, she uses her proven skills and expertise in project management, stakeholder engagement, strategic communications, marketing, public policy, urban and transportation planning, grant writing and video development to provide a comprehensive array of services to clients. Laura is accustomed to working with a variety of partners including senior staff, elected officials, business leaders, grassroots community leaders and the community-at-large. She is known for her thorough knowledge of planning, environmental, design, and construction projects and has a strong work ethic and the ability to deliver exceptional service for these programs.

EDUCATION

Bachelor of Arts in Business Administration, Concentration in Management, California State University, San Bernardino 1990

Master of Arts in Public Administration, California State University, San Bernardino 1993

Economic Development Professional Certification, National Development Council Economic Development 1995

AREAS OF EXPERTISE

- Project Management
- Strategic Planning
- Public Meeting Facilitation
- Urban, Regional and Transportation Planning
- Marketing - New Transportation Systems
- Federal And State Environmental Programs
- Public Event Planning

PROJECT HOURS

26

RELEVANT EXPERIENCE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION METROLINK MARKETING

Laura is leading the development and implementation of a marketing campaign to increase awareness and ultimately patronage of the Metrolink system from and to Riverside County surrounding the 91 corridor, including the existing services of the Inland Empire-Orange County Line and the 91 Line, and future service of the Perris Valley Line. She works closely with Metrolink staff on the behalf of RCTC to create branding, digital communications, media relations, collateral materials, advertising, special events, and employer-based communications.

FONTANA ACTIVE TRANSPORTATION PLAN

Laura led the public engagement activities for the City of Fontana Active Transportation Plan. The outreach approach focused on bringing the process to the community by establishing relationships with stakeholders representing all demographics, interests, and ages. AA conducted outreach where the community assembled: existing community group meetings, farmers markets, soccer fields, festivals and other local events. Laura coordinated fun and engaging activities to encourage community participation while reinforcing the project message and obtaining input. AA's project prize wheel, sticker voting exercises and hashtag photo booth were just some of the methods being used.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - 91 EXPRESS LANES MARKETING

Laura leads the effort to develop marketing and outreach opportunities that position the 91 Express Lanes as an ideal, long-term transportation option for commuters in the region to reduce their travel time on the 91. The AA team is educating and providing incentives for 91 Express Lanes audiences to take advantage of the benefits of using the Express Lanes. Through grassroots outreach at special events in targeted communities most include to use the Express Lanes, the AA team seeks to build ridership through education and outreach promoting the expansion of the 91 Express Lanes to both new and existing users.

OCTA ACTIVE TRANSPORTATION PLAN, ORANGE COUNTY

Laura, in conjunction with OCTA outreach staff, has identified nearly two dozen community events throughout the county that will allow for the opportunity to promote the OC Active Transportation Plan project and solicit participation in the project survey. :Laura is leading the development and promotion of the online survey and is sharing project information at events through the county.

William Ringland
Outreach Project Manager



William is a Project Manager for Arellano Associates. With eight years of community relations and marketing experience, he has worked with clients on diverse projects throughout the Southern California region. William is a communications professional with proven experience in transportation planning, message development, inter-agency relations, stakeholder engagement, and project implementation. William’s particular expertise includes marketing strategies and implementation of traditional and digital marketing campaigns. Under his leadership, projects have experienced record growth in stakeholder participation.

EDUCATION

Master of Business Administration, University of LaVerne, 2016

Bachelor of Science, Marketing, Azusa Pacific University, 2011

AREAS OF EXPERTISE

- Project Management
- Strategic Planning
- Public Outreach Programs
- Community Relations
- Federal And State Environmental Programs
- Urban And Regional Planning
- Marketing Strategies

PROJECT HOURS

98

RELEVANT EXPERIENCE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC) SR-60 TRUCK CLIMBING LANES, SAN BERNARDINO

The State Route 60 Truck Lanes Project will widen a 4.5-mile section of SR-60 in order to provide a safer passage for truck drivers, recreational vehicles and commuters through the Badlands between Moreno Valley and Beaumont. A major component to this project will be the six-month closure of the SR-60. Willam is serving as co-project manager working alongside the technical and construction team to develop and implement construction awareness, construction noticing, and facilitation of project milestone events.

RCTC METROLINK MARKETING, RIVERSIDE COUNTY

With construction improvements occurring on rail segments and highways over the course of the next several years, RCTC has initiated a marketing program to promote the attractive alternative of using Metrolink instead to Los Angeles or Orange counties and destinations along the way. William is serving as co-project manager for the marketing program.

CITY OF MONTCLAIR CENTRAL AVENUE IMPROVEMENTS

The City of Montclair has proposed street rehabilitation, signal modifications, median improvements, and handicap accessibility upgrades along Central Avenue. The City has assured business that while limited closures may occur, the public will still have access. William is serving as Project Manager, working alongside the construction team to provide noticing public information and noticing that is sensitive to the difficulties which can arise during construction.

OMNITRANS WEST VALLEY CONNECTOR, SAN BERNARDINO COUNTY

William serves as co-project manager and leads the AA team in a comprehensive community and stakeholder engagement effort including stakeholder and city council briefings, collateral materials development, key messaging development and coordination and facilitation of three rounds of public meetings in each city (fifteen meetings total). To address recent project developments, William is assisting with implementation of a targeted outreach program to contact over 200 impacted property owners through “shoe-leather” outreach approach of going door-to-door and conducting community pop up workshops at the local neighborhood level.



Ariel Alcon Tapia
Outreach Project Coordinator



Ariel serves as a Senior Project Coordinator and provides community outreach services which involve strategic communication and message development, inter-agency relations, marketing, event coordination and implementation, and project organization. He has exhibited a tremendous ability to relate to both public and private sector clients, as well as evaluate their needs and offer excellent real-time solutions. Ariel manages several e-blast communications programs, website notification, and public comment forums for Arellano projects. His recent project experience includes public outreach programs within Orange, Riverside and San Bernardino County. He is fluent in Spanish, which allows him to actively engage with the Spanish-speaking community.

EDUCATION

Master of Arts in Political Science
 California State University, Fullerton,
 2014

Bachelor of Arts in Political Science/
 International Relations
 University of California, Riverside, 2009

AREAS OF EXPERTISE

- Construction
- Community Outreach
- Creative Material Development
- Database Management Support
- Presentations
- Public Event Planning and Coordination
- Government Relations

PROJECT HOURS

110

RELEVANT EXPERIENCE

RCTC OPERATION LIFESAVER PROJECT, RIVERSIDE, CORONA, BANNING, JURUPA VALLEY AND PERRIS

Arellano Associates is collaborating with California Operation Lifesaver Inc., a non-profit educational organization that educates communities about railroad track safety, to organize safety education presentations and outreach events. Ariel has developed and manages the Operation Lifesaver Outreach strategy to the elementary, middle, high schools, and colleges as well as communities adjacent to active railroad tracks. He presents rail safety information to students and other community members through an assembly-type format and setting up booths at events. Ariel coordinates with cities and other agencies to place rail safety banners and sidewalk stickers. He also formats and designs flyers and provides social media messaging to RCTC.

CITY OF SANTA ANA PUBLIC EDUCATION ON BICYCLE SAFETY

Arellano Associates provided translation and cultural awareness services, and Safe Moves conducting direct education for the Public Education on Bicycle Safety Campaign. Ariel provides cultural sensitivity feedback on campaign strategies that will be presented to the City of Santa Ana. He ensured that messages will resonate with diverse Hispanic communities and will be translated clearly

RCTC METROLINK MARKETING RIVERSIDE COUNTY

The Riverside County Transportation Commission is continuing to promote Metrolink service to residents following the opening of the 91/Perris Valley Line. Ariel provides support to project staff to create branding, digital communications, media relations, collateral materials, advertising, and the coordination and facilitation of dedication event hosting over 300 guests. He also coordinates directly with community organizations to schedule train excursions for groups.

RCTC, INTERSTATE 215 CENTRAL PROJECT, PERRIS AND MENIFEE

RCTC, in partnership with Caltrans and the cities of Menifee and Perris, widened a 12.5 mile section of Interstate 215 between Scott Road in Menifee and Nuevo Road in Perris. Ariel was responsible for creating and distributing weekly construction alerts to key stakeholders in the community. He coordinated with project engineers and technical staff to ensure that information will be clearly read by the public. Ariel managed the project database and public inquiry logs.



Sharon Gallant, PE, SE

Protective Design Lead

Sharon joined KPFF in 2015 to spearhead the Protective Design Services Group. As physical security and blast engineering consultant, she brings over 28 years of protective design consulting expertise and is well versed in the specification and implementation of physical security requirements, including vehicle hardening, for both government-mandated as well as those developed in collaboration with owners and their security force. She has provided security consulting services across the US for public and private clients, and on international projects, primarily US embassy and military facilities. Her areas of expertise include physical security planning and site assessment and analysis, blast engineering, progressive collapse, vehicle impact, forced-entry/ballistics and seismic engineering to mitigate the effects of manmade and extreme hazards.

EDUCATION

MS, Structural Engineering, Stanford University

BS, Civil Engineering, California State University, San Jose

PROFESSIONAL REGISTRATIONS

Professional Engineer, CA
Structural Engineer, CA, AZ

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers:
Blast Shock Impact;
Technical Committee;
Disproportionate Collapse
ASIS International
Society of American Military Engineers

PROJECT HOURS

60

RELEVANT EXPERIENCE

Sharon has provided physical site security consulting and engineering services for the following select projects:

- Harvard Business School, Klarman Hall Protective Design Consulting Services, Allston, MA
- Des Moines Civic Center, Perimeter Vehicle Barrier Study, Des Moines, IA
- Yessler Terrace Vehicle Barrier Design, Seattle, WA
- GSA Severance Project, Northwest Artic Region Campus, Auburn, Washington
- Portland International Airport, PDXNext Terminal Core Redevelopment Project, Portland, OR
- Oregon Military Department, Joint Forces Headquarters, Salem, OR
- Iron Mountain Data Center Design Guidelines, Blast & Physical Security Consulting, Boston, MA
- US Department of State, OBO, Embassy Compound, Major Renovation, Vienna, Austria
- Multiple Facilities, Veterans Administration, Southern Oregon Rehabilitation Center & Clinic, White City, Oregon
- Federal Bureau of Investigation Field Office, Roseville, CA
- Manchester Pacific Gateway Office Building, San Diego, CA
- VA Mental Health Inpatient/Outpatient and Community Living Center, Long Beach
- New United States Federal Office Building, Miramar, South Florida*
- USACE, U.S. Army Public Health Command Laboratory Replacement, Aberdeen Proving Ground, MD*
- New United States Federal Courthouse, San Diego, CA*
- Vulnerability Assessment, Edward J. Schwartz Federal Courthouse, San Diego, California*
- US Department of Veterans Affairs, New Medical Campus, New Orleans, LA*
- Security Upgrade Peer Review, United Nations Plaza, New York, NY*
- Federal Reserve Bank of San Francisco, Renton, WA*

**Work completed prior to joining KPFF*



Michael Sampson
Senior Transportation Engineer

Michael has spent the majority of his career working for public agencies in their traffic engineering departments. During his time at the City of Riverside, Michael served as the Bicycle Advisory Coordinator where he worked directly with residents focused on connecting bicycles and pedestrians. He also worked with the City Traffic Engineer to design a number of traffic signal. Michael subsequently worked for the City of Costa Mesa where he was solely responsible for running and maintaining the traffic signal network. While managing the City's 125+ signals, he also was tasked with ensuring reception of communication at the Traffic Management Center. Michael developed an expertise in traffic signal communication and networking through this experience.

EDUCATION

BS, Civil Engineering,
 California Baptist
 University, Riverside, CA,
 2011

AREAS OF EXPERTISE

- Implementation and support on-site
- Project/Construction Management
- Design and inspection of Traffic Signals and Signal Communication
- Asset Management
- Community Outreach

PROJECT HOURS

100

RELEVANT EXPERIENCE

- Managed the City of Costa Mesa's 125+ Signals
- Implemented Signal Hardening measures and created protocols for the City of Costa Mesa
- Developed asset management procedures for the City of Costa Mesa
- Designed Hawk Signals for Fort Collins CO, Costa Mesa CA, and Riverside CA
- Prepared and received Grant funding for the City of Riverside and Costa Mesa
- Developed communication standardization to aid in accelerated implementation of signal networks
- Bicycle Advisory Coordinator for the City of Riverside
- Extensive experience using AutoCAD
- Proficient in Signal Network design using VLANs
- Managed various high dollar grants from application to installation
- Conducted signal turn ons for new and modified signals



Felipe Ortega
Senior Transportation Engineer



Felipe is an expert in systems integration, and adds value as a solid liaison who competently relates to city and agency staff. Felipe is gifted in training maintenance staff to use system hardware and software (including use of newly installed traffic systems and TMC equipment) and provides technical understanding and advice during city/client interviews and project meetings. Felipe also provides essential support for clients, both onsite and remotely, in design implementation, purchasing consultation, and last-mile integration of signal systems, controllers, and TMC hardware.

PROFESSIONAL CERTIFICATIONS

Traffic Signal Tech
 Level III 2016

Transportation Center
 System Specialist
 Level I 2019

PROJECT HOURS

110

TRAFFIC MANAGEMENT CENTER AND COMMUNICATIONS SYSTEMS:

Multijurisdictional SBCTA Project:

- Installed central traffic systems throughout San Bernardino County as part of a multijurisdictional project, using QuicNet, CTNET, Actra and Aries software. He also designed and created network schematics for Tier 1 & 2 agencies.
- Prepared communications plans using both existing fiber optic and copper interconnect.
- Implemented communications plans via splicing twisted pairs, installing jumpers at patch panels, configuring and installing routers, switches, encoders, decoders and Ethernet extenders.
- Created and managed VLANs and other networking parameters.
- Modernized legacy-type Central Traffic Systems, installing and configuring software and hardware with newer communication protocols (i.e., converting from serial to IP communications).
- Developed communications maps and capably troubleshoots communications issues, including hardware, fiber optic and wireless equipment.
- Rebuilt communications infrastructure, in some cases where interconnect had either been abandoned or was non-operational for years.
- Conducted signal turn ons for new and modified signals.

Onsite and Remote Support:

- Provided signal timing implementation, and support, both remotely and in the field for synchronization projects completed.
- Performed complex controller replacement and intersection rephasing, applying special logic configurations to all types of controllers.
- Conducted before and after time delay studies at major arterials throughout Southern California.

Alta Planning + Design

Arrellano Associates

KPFF

SO Traffic

6. References



Project References and Experience

Figure 6-1: City of Riverside Existing and Proposed Bikeways



City of Riverside Bicycle Master Plan Update

In 2012, Alta prepared an update addendum to the City of Riverside’s Bicycle Master Plan, which was previously prepared by Alta in 2007. The addendum updates the inventory of bicycle infrastructure and non-infrastructure improvements implemented over the previous five years; presents current and future bicycle and walking impact analysis of estimated bicycle and walking trips, reduced vehicle miles traveled, and emission reductions for current and future conditions; and provides an updated list of recommended bicycle improvements, including a new network of proposed bicycle facilities and programs that will help the City of Riverside upgrade their current designation as a bronze level bicycle friendly community. Local bicycle advocates were involved in the 2007 plan development through public meetings and direct correspondence with the City.

Client Reference:

City of Riverside, Brandi Becker,
Senior Admin Analyst,
(951) 826-5341,
bbecker@riversideca.gov



UC Riverside Campus Bicycle Master Plan

Alta is leading a Bicycle Master Plan study for the University of California, Riverside. The study is focused on developing specific implementable recommendations for existing streets within the campus core and as part of public-private developments. The study also includes developing a robust set of design guidelines for bikeway facilities and bike parking. Alta has collected and analyzed crashes, conducted counts, facilitated public engagement, and installed a temporary separated pathway facility.

Client Reference:

University of California, Riverside,
Melissa Garrety, Campus Planning,
(951)-827-7376,
melissa.garrety@ucr.edu



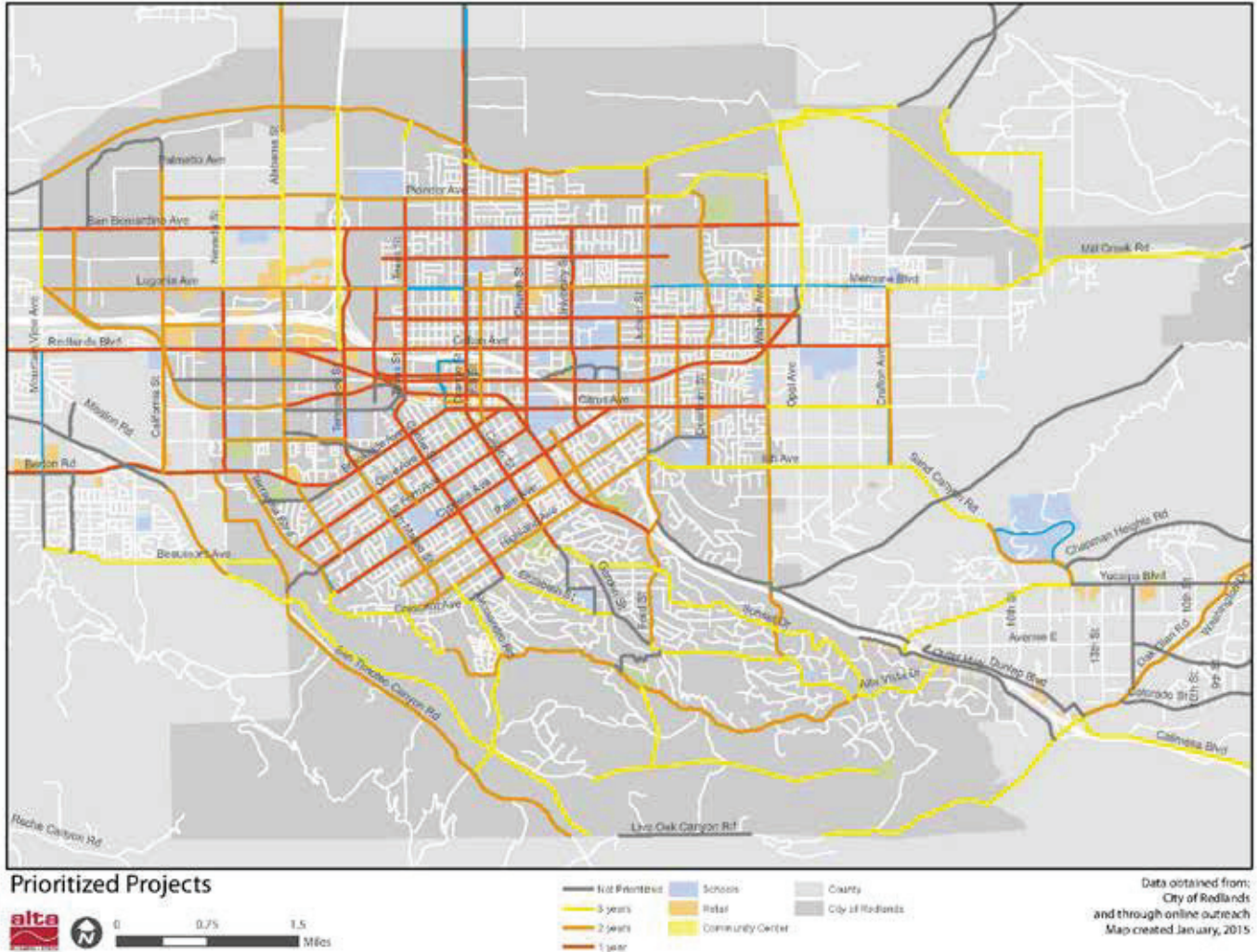
SCAG Go Human Tactical Urbanism Events: Riverside Artswalk

Alta designed and delivered ten Tactical Urbanism projects as a part of the Southern California Association of Governments' (SCAG) Round 2 Go Human region-wide safety and encouragement campaign. The primary goal of the Tactical Urbanism component of the campaign was to promote region-wide walking and biking, and to allow residents to temporarily experience roadways that are designed for people—not just cars.

The *Riverside Artswalk* Go Human event took place on June 1, 2017, and gave community members an opportunity to explore pop-up pedestrian improvements during the monthly downtown Artswalk. On the day of the event, a pop-up plaza displayed improved seating and shade elements at the Chinese Pavilion, pedestrian bulb-outs and an artistic crosswalk at the intersection of Mission Inn Avenue and Orange Street, along with two pedestrian scrambles allowing diagonal crossings where Mission Inn Avenue intersects Lemon and Market Streets; the Mission Inn Avenue/Market Street scramble crossing was a pilot demonstration that remained in place for three weeks.

Client Reference:

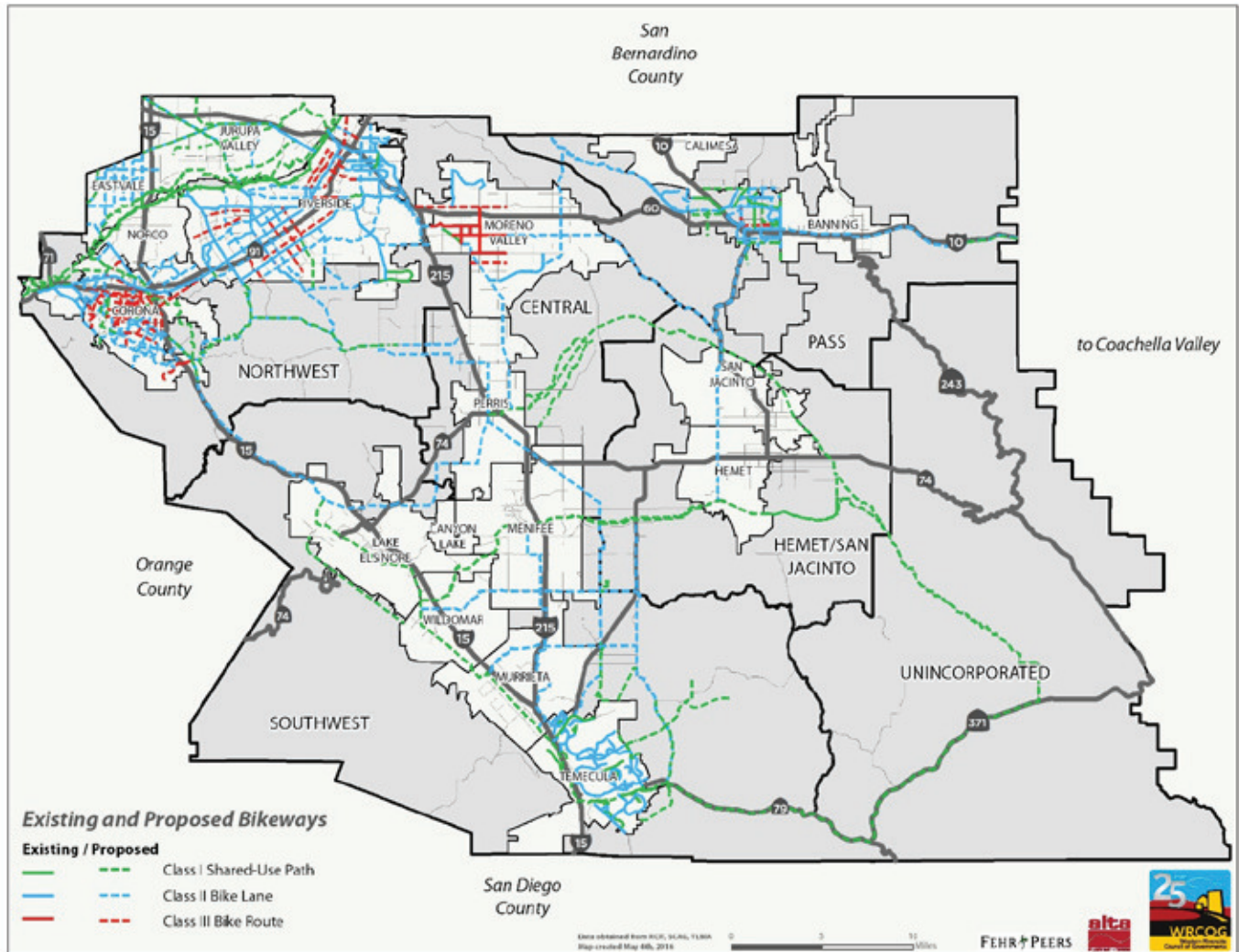
City of Riverside, Nathan Mustafa, City Traffic Engineer and Mobility Planning Manager, (951) 826-2251, nmustafa@riversideca.gov



City of Redlands Bicycle Master Plan

Alta developed a Bicycle Master Plan for the City of Redlands that is consistent with Caltrans ATP guidelines, including trip estimation, benefit/cost analysis, policies, and funding. Infrastructure recommendations included creating an extensive on-street bicycle route system, as well as potential connections to neighboring cities and regional trail systems like the Santa Ana River Trail. The plan development incorporated the results of earlier city-wide outreach efforts, but also included an interactive online mapping effort where the public entered information about desirable biking routes, biking destinations, potential parking locations, and difficult intersections to cross. The plan also includes an extensive discussion of ongoing and potential educational and encouragement efforts as well as a design guide.

Client Reference: City of Redlands, Celina Suarez, (909) 798-7527 x8, csuarez@cityofredlands.org



WRCOG Active Transportation Plan

Alta was on the project team for this regional plan that builds on the 2010 Western Riverside County Non-Motorized Transportation Plan. The Western Riverside County Active Transportation Plan addressed existing conditions of walking and biking infrastructure, set goals and objectives for increasing safety and effectiveness of the non-motorized system, and incorporated local Safe Routes to Schools planning efforts. Alta supported this effort by leading the information gathering and analysis of the existing conditions.

Client Reference:
 Western Riverside Council of Governments, Christopher J. Gray, Director of Transportation, (951) 955-8304, cgray@wrcog.us



WRCOG On-Call and Complete Streets Training

Alta provides a variety of services to the Western Riverside Council of Governments (WRCOG) through an on-call contract. One task included creating a two-hour training on Complete Streets concepts with Director-level staff from a dozen cities in the WRCOG region. Alta created a curriculum that speaks to the land use and demographics of the region, is context-sensitive to the WRCOG communities while highlighting the benefits of Complete Streets, and provides strategies on how these local jurisdictions can implement Complete Streets improvements. In the weeks before the training, Alta staff created a survey for participants, including their perceived challenges, goals, and possible projects they would like to accomplish. Alta then created photo simulations that highlighted different levels of interventions—from minor to transformational—in order to illustrate potential improvements and spark discussion, and created materials for the cities to use in applications for funding or community outreach facilitation.

Client Reference:

Western Riverside Council of Governments, Christopher Tzeng, Transportation Program Manager, (951) 955-8379, ctzeng@wrcog.us



San Bernardino Associated Governments Safe Routes to School Inventory
August 2015



Prepared by Alta Planning + Design - In Collaboration with
San Bernardino Associated Governments and the Southern California Association of Governments

SANBAG COMPLETE STREETS/ SAFE ROUTES TO SCHOOL PLAN

About the Plan

The San Bernardino Associated Governments (SANBAG) Complete Streets/Safe Routes to School Plan combines two elements to accomplish regional goals and streamline project delivery:

- Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
 - Safe Routes to School is a national movement to create safe, convenient, and fun opportunities for children and their families to commute to school via active (biking and walking) and shared (carpool, transit, bussing) modes.
- This plan supports the existing regional policy framework:
- The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy vision that Southern California supports mobility and livability while decreasing greenhouse gas emissions from transportation.
 - The Countywide Vision promotes a sustainable system of high-quality infrastructure that complements natural resources and the environment.
 - The San Bernardino County Non-Motorized Transportation Plan goals of encouraging the development of non-motorized transportation facilities, identifying design standards, and supporting education and safety efforts.



Plan Goals

- Promote active transportation options
- Shift travel from single occupancy vehicles
- Educate the public and jurisdictions about the public health, livability, GHG reduction, and other benefits of active transportation
- Improve connectivity between active transportation and transit networks.
- Encourage inter-agency coordination

Why Participate?

Community outreach will include workshops, surveys, and interviews. By participating in the plan development, San Bernardino communities will help to:

- Develop context-sensitive Complete Streets language that will work for different contexts;
- Identify regional high priority projects;
- Leverage Safe Routes to School efforts;
- Build relationships with neighboring jurisdictions and local groups to find opportunities for collaboration; and
- Position the region for new funding opportunities through active transportation, public health, and sustainability.



This project is funded by the Southern California Association of Governments (SCAG) Sustainability Program and the San Bernardino Associated Governments (SANBAG).



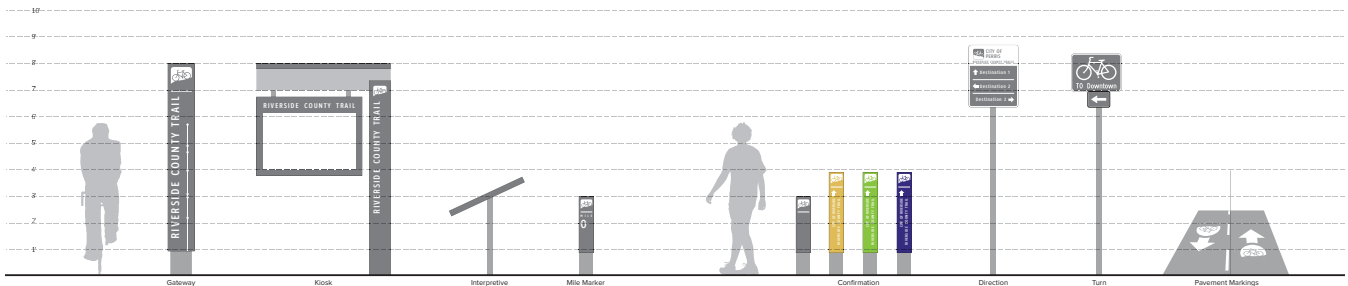
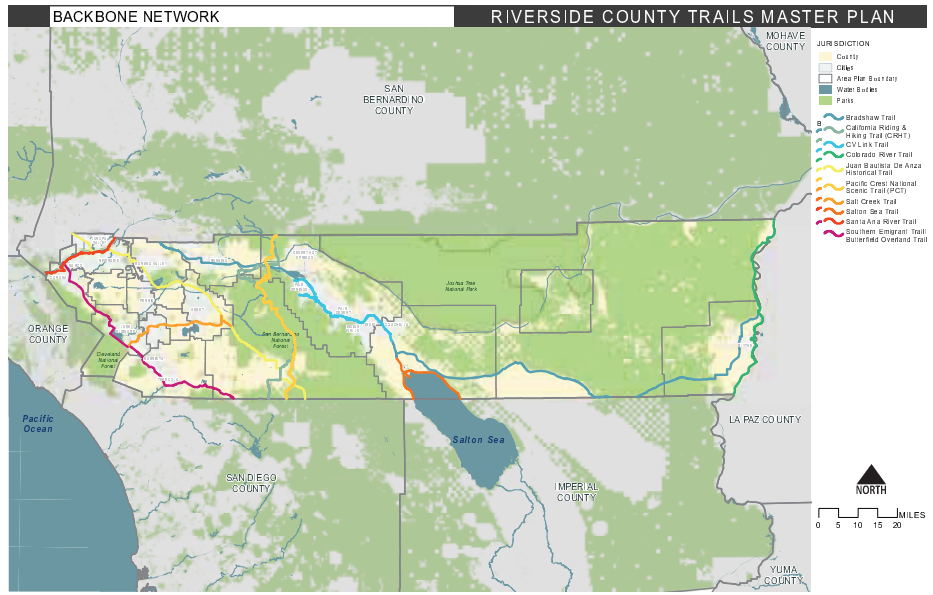
San Bernardino Countywide Complete Streets Strategy and SRTS Inventory

Alta was selected by the Southern California Association of Governments and the San Bernardino County Transportation Authority (SBCTA) to develop a Countywide Complete Streets Strategy and Safe Routes to School Inventory for San Bernardino County.

The Complete Streets Strategy involved a jurisdiction survey and data collection to inventory existing conditions and develop recommended policies and actionable implementation steps for establishing Complete Streets throughout the county. Alta helped SBCTA and member jurisdictions leverage existing efforts and establish a regional strategy by: 1) convening local jurisdiction, school district, and other community partners to discuss existing efforts and potential regional SRTS programs; 2) compiling existing efforts to identify opportunities for coordination and recommendations for regional SRTS activities and events; and 3) inventorying and prioritizing existing bicycle/pedestrian facilities, gaps, and needs.

Client Reference: :

San Bernardino County
Transportation Authority,
Josh Lee, Chief of Planning,
(909) 884-8276,
jlee@gosbcta.com

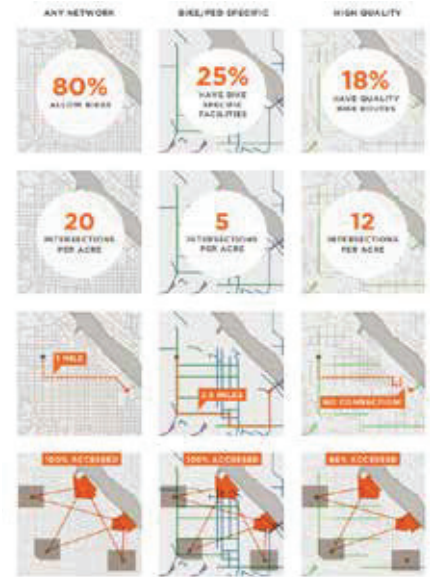
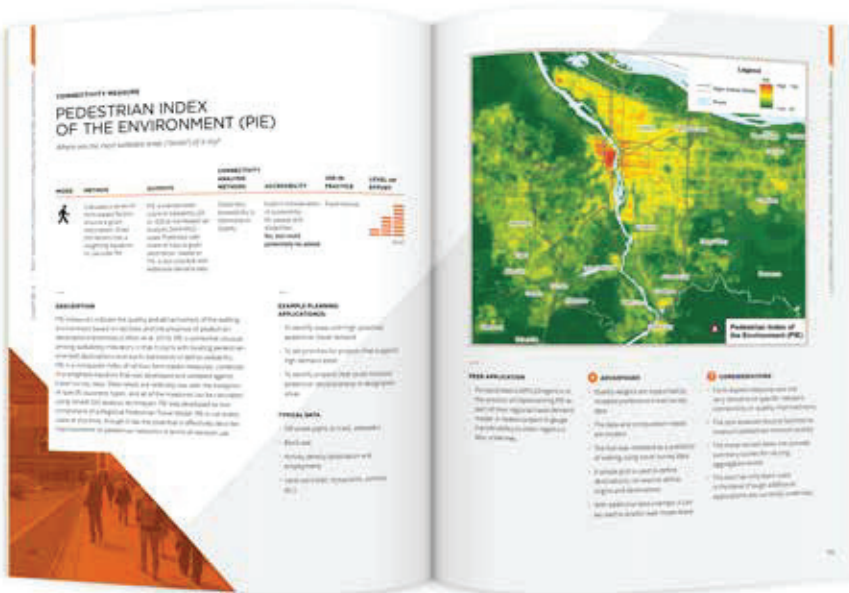


Riverside County Comprehensive Trails Master Plan

The Riverside County Regional Park and Open-Space District, as the managing agency for the county’s trail network, hired Alta to develop a Comprehensive Trails Plan for Riverside. The Comprehensive Trails Plan analyzes the current trail segment assessment; catalogues the District’s inventory of existing trails and trail classifications; analyzes system gaps, property rights, and approaches for acquisition; develops context sensitive, sustainable trail design guidelines through analysis and recommendations of the current standards; and examines key policy issues related to trails such as: land use, easements, liability, unsanctioned use, and illegal motorized trail use.

Client Reference: Riverside County, Marc Brewer, Senior Park Planner, (951) 955-4316, mbrewer@co.riverside.ca.us

Alta also developed a plan for trail implementation and phasing; provided maps, signs, and wayfinding recommendations to support trail use; defined the District’s role as lead agency or manager of the County trails program; identified agencies for potential trails partnerships and recommend immediate and long-term funding models; provided a framework of recommendations that will serve as a blueprint for future trails planning, maintenance, and development; and developed and implemented a trail-user survey with data analysis to help inform the master plan.



FHWA Measuring Multimodal Network Connectivity Guide

Alta, in partnership with ICF and Portland State University, developed the FHWA guidebook for *Measuring Multimodal Network Connectivity*, which provides information on incorporating connectivity measures into state, metropolitan, and local transportation planning processes. Alta contributed to the technical analysis, methodologies, and three of the case studies for the guide, synthesizing and presenting the full range of options available for measuring network connectivity and tracking change over time. The guide provides a step-by-step framework for selecting and applying connectivity measures to help make decisions that are grounded in a comprehensive vision and supported by clearly defined goals and measurable objectives. It outlines core components of network connectivity, including network completeness, network density, route directness, access to destinations, and network quality. By using multimodal measurements to inform the iterative, comprehensive process of planning and implementation, transportation agencies can more successfully create and improve mobility options and systems. Connectivity measures can help fill gaps and address barriers in the transportation network, resulting in increased safety for users and improved access to jobs, schools, economic centers, and other destinations.

Client Reference: FHWA, Gary A. Jensen, Livability Team Leader, (202) 366-2048, gary.jensen@dot.gov



Fontana Active Transportation Plan

The City of Fontana was awarded grant funds by the California Department of Transportation Division of Transportation Planning for the development of a community-based planning process to develop an Active Transportation Plan.

As a subconsultant to Alta Planning + Design, Arellano Associates (AA) developed a community-based engagement plan that evaluated the preferred improvements and analyzed potential challenges and solutions to meet the ATP's objectives, including:

- Increase bicyclist and pedestrian safety
- Increase trail connectivity for bicycle commuters within the City and to its neighboring cities
- Reduce congestion on City streets
- Decrease bicyclist and pedestrian injuries and fatalities resulting from collisions involving vehicles and pedestrians or bicyclists
- Create an alternative mode of transportation to work, schools, and shopping
- Develop a reputation for being a pedestrian and cyclist friendly city

As part of the outreach effort, AA developed project collateral materials, as well as the webpage and social media approaches. AA also organized community outreach meetings, stakeholder briefings, and community pop-up workshops and events.

Client Reference: City of Fontana, Monique Reza, Project Manager, (909) 350-7632, mreza@fontana.org



OCTA District 3 Bikeways Collaborative

OCTA conducted strategic regional bikeways planning efforts on a supervisorial district-level basis for all of Orange County. District 3—also known as the OC Foothills Bikeways Collaborative was the last district under study. The study was conducted in two-phases; the development of a bikeways strategy (Strategy) and the feasibility study (Study) of the top-ranked corridors. The Strategy identified a set of regional bikeway corridors to be vetted through the community.

As a subconsultant to Alta Planning + Design, AA identified outreach opportunities throughout District 3 and on the planning and implementation of two roundtable discussions to solicit public input on the bikeway corridors. AA also participated in the Project Development Team meetings.

Client Reference: OCTA, Nathan Wheadon, (714) 560-5936, nwheadon@octa.net

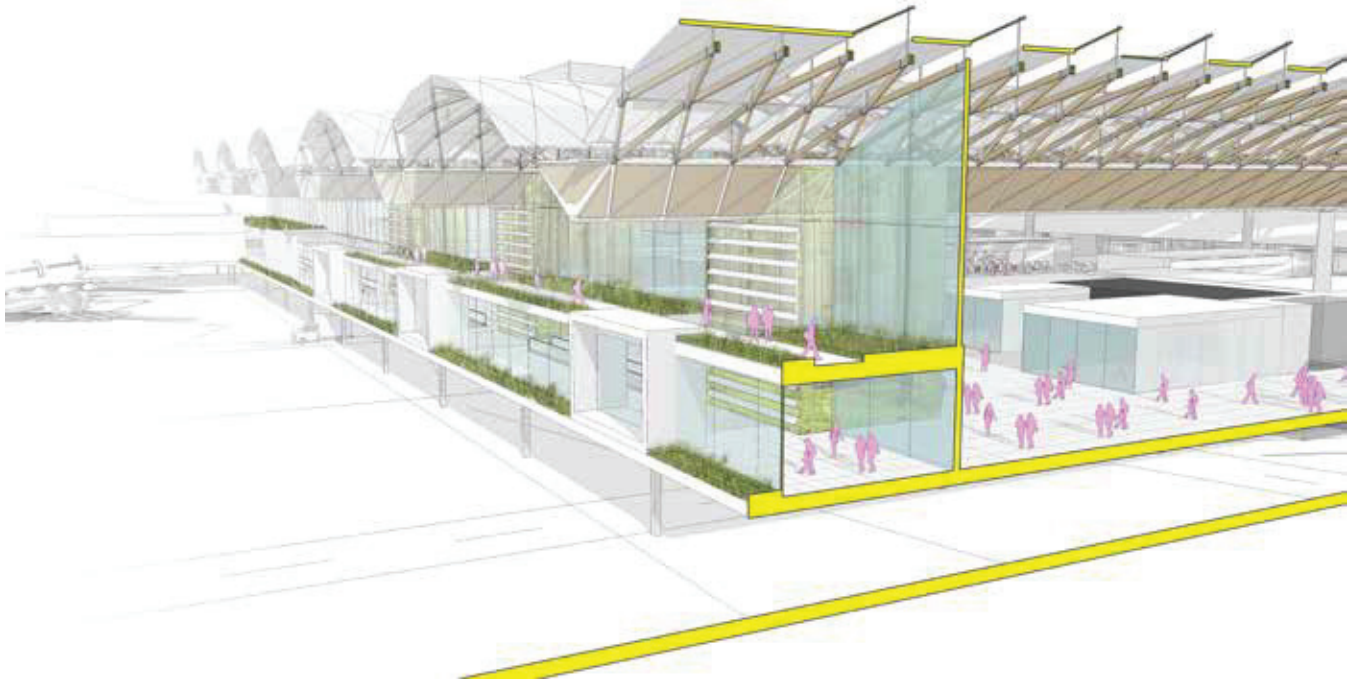


OC Active

The Orange County Transportation Authority (OCTA) is preparing OC Active; a plan to map out a better plan for walking, rolling, and bicycling. This would be the first comprehensive countywide effort to identify transportation needs and opportunities for both walking and bicycling.

AA, in conjunction with OCTA outreach staff, identified nearly two dozen community events, throughout the county, that allowed for the opportunity to promote the OC Active project and solicit participation in the project survey. AA promoted the online survey (with iPad kiosks) and shared project information (business card with survey link) at family-oriented fairs, special events, and schools throughout the county. Special outreach events and contest such as, Healthy and Sustainable OC, Connect with a Cop, Ride and Run/Walk OC, and Chalk, Walk, Roll, were identified and implemented as a means to engage students, parents, law enforcement, churches and health care providers.

Client Reference: OCTA, Emily Mason, Former OCTA Community Relations Specialist, (909) 247-1018



PDXNext Terminal Core Redevelopment and Anti-ram Barrier Study, Portland, OR

KPFF's Protective Design Group provided a threat and vulnerability assessment for the redevelopment of the terminal core at Portland International Airport. Services included threat identification through meetings with security and police stakeholders, performance of a vehicle impact analysis at approach deplaning/enplaning roadways, and blast analysis of the existing terminal façade systems and structure.

Client Reference:

PDXNext, Port of Portland,
Sharon Gordon,
Public Safety & Security Lead,
(503) 415-6844,
Sharon.Gordon@portofportland.com



Des Moines Civic Center Perimeter Vehicle Barrier Study and Design, Des Moines, IA

KPFF's Protective Design Group provided perimeter security consulting services for the Des Moines Performing Arts Center, located in the heart of downtown, on a city block with multiple entrances. Their services included a vehicle impact assessment with the determination of vehicle design basis threat scenarios, weight and approach paths, and attainable impact velocity at proposed barriers at the theater entrance plaza and across the street at an outdoor event plaza.

Client Reference:

RDG Planning & Design, Eric Iverson,
Partner, (515) 309-3237,
eiverson@rdgusa.com

Threat/Vulnerability Assessment for Harvard Business School, Klarman Hall, Boston, MA

KPFF's Protective Design Group, under contract with Guidepost Solutions, provided a threat and vulnerability assessment considering moving vehicle and explosive attack scenarios for a new two-story building housing an auditorium and conference center. The vehicle impact study considered each credible vehicle approach path and determined attainable impact velocity for a range of vehicle types. Conceptual level options were provided for placement of vehicle barriers and building design enhancements based on our analytical findings.

Client Reference:

Harvard Business School, John O'Conner, Director of Administrative Services and Operations, (617) 496-1610, joconnor@hbs.edu

EtherWAN Traffic Management Center, Anaheim

SO Traffic helped EtherWAN install a miniature Traffic Management Center (TMC) at EtherWAN's Anaheim office. This TMC includes four fully functional signals, highlights the use of copper and fiber as communication, and has working PTZ cameras. All of the work highlights signal communication as well as best practices for safe and secure networking within the traffic signal cabinet.

Client Reference:

EtherWAN, Jim Toepper, (949) 244-9546, Jim.toepper@etherwan.com

City of Costa Mesa Signal Inventory

While working for the City of Costa Mesa, Michael Sampson conducted a Citywide Traffic Signal Inventory. This project developed organically as the City had to deal with a handful of cabinet knockdowns where there was no historical data for what was installed at specific locations. Michael Sampson worked directly with Felipe Ortega, who was working for a different consultant at the time, to standardize the inventory. Once inventory was taken, Michael was also able to use the data to look at locations that needed upgrades to the components.

Client Reference:

City of Costa Mesa, Raja Sethuraman, (714) 754-5032, raja.sethuraman@costamesaca.gov

Alta Planning + Design



Arrellano Associates



KPFF



SO Traffic



7. Required Forms



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TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

RFP No. 19-050

- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.

- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.


N/A

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

Alta Planning + Design _____

Name of Firm

Greg Maher, Vice President,
as duly authorized

 _____
Signature (original signature required)

4/15/2019 _____

Date



SCAG CONFLICT OF INTEREST FORM

RFP No. 19-050

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Alta Planning + Design

Name of Preparer: Greg Maher

Project Title: Riverside Active Transportation Plan Phase 2

RFP Number: 19-050 **Date Submitted:** 4/17/2019

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Greg Maher, hereby declare that I am the (position or title) Vice President of (firm name) Alta Planning + Design, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/15/2019 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 Signature of Person Certifying for Proposer
 (original signature required)

 4/15/2019
 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



Vendor Information

SECTION 1. GENERAL CONTACT INFORMATION

Primary Contact Sam Corbett
 Title Principal
 Telephone No. (213) 257-8600 Fax No. N/A
 E-mail Address samcorbett@altaplanning.com
 Company Website Address www.altaplanning.com

SECTION 2. REMITTANCE ADDRESS (IF DIFFERENT FROM FORM W-9)

Company Name Alta Planning + Design, Inc.
 Address 711 SE Grand Avenue
 City Portland State OR Zip Code 97214
 Telephone No. (503) 230-9862 Fax No. (503) 230-9864

SECTION 3 PROPOSER'S/BIDDER'S LIST INFORMATION (REQUIRED)

Is your firm a Disadvantaged Business Enterprise (DBE)? Yes No

As defined in Title 49 Part 26.11 of the Code of Federal Regulations, complete the required information below regardless of whether your firm is a DBE or non-DBE:

Age of Firm: 22 Years

Annual Gross Receipts (select one):

- Less than \$1 Million
 \$5 Million – \$10 Million
 \$15 Million – \$17.4 Million
 \$1 Million – \$ 5 Million
 \$10 Million – \$15 Million
 \$17.4 Million +

A COPY OF THE FIRMS DBE CERTIFICATION MUST BE PROVIDED TO QUALIFY AS A DBE.

For vendors located within the Southern California region, certification must be from one of the agencies listed below.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)
 Civil Rights MS 79, 1823 14th Street ,Sacramento, CA 95814
 Phone: (916) 324-1700 or (866) 810-6346, Fax: (916) 324-1862, website: caltrans.ca.gov

CITY OF LOS ANGELES
 Office of Contract Compliance, Centralized Certification
 1149 S. Broadway Street, Suite 300, Los Angeles, CA 90015
 Phone:(213) 847-6480, Fax: (213) 847-5566, website: bca.lacity.org

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)
 Diversity and Economic Opportunity Department
 One Gateway Plaza, Los Angeles, CA 90012
 Phone: (213) 922-2600, Fax: (213) 922-7660, website: mta.net

If you believe you qualify as a DBE but are not certified, you may want to contact one of the certifying agencies listed at <http://californiaucp.org/> to initiate the certification process.



SECTION 4. COMMODITY CODE

Check all boxes of the commodity codes that apply to your company’s particular areas of expertise.

General Goods & Services								
<input checked="" type="checkbox"/>	NIGP	DESCRIPTION	<input checked="" type="checkbox"/>	NIGP	DESCRIPTION	<input checked="" type="checkbox"/>	NIGP	DESCRIPTION
<input type="checkbox"/>	60001	Painters	<input type="checkbox"/>	60204	Telecommunications	<input type="checkbox"/>	60720	Paper, Fine
<input type="checkbox"/>	60007	Electrical	<input type="checkbox"/>	60233	Appliances	<input type="checkbox"/>	60730	Trophies & Awards
<input type="checkbox"/>	60008	Plumbing	<input type="checkbox"/>	60400	Audio Visual Equipment	<input type="checkbox"/>	60863	Temporary Staffing
<input type="checkbox"/>	60009	Small General Contractors	<input type="checkbox"/>	60401	Audio Visual Supplies	<input type="checkbox"/>	60875	Registrations (Training/Seminars)
<input type="checkbox"/>	60016	Security Systems	<input type="checkbox"/>	60402	Video Equipment	<input type="checkbox"/>	61000	Office Supplies
<input type="checkbox"/>	60017	H V A C Contractors	<input type="checkbox"/>	60545	Moving & Storage	<input type="checkbox"/>	90640	Graphic Design Services
<input type="checkbox"/>	60030	Sound Systems & Electronics	<input type="checkbox"/>	60637	Lease – Equipment	<input type="checkbox"/>	90640.1	Image Setting
<input type="checkbox"/>	60102	Postage & Courier Services	<input type="checkbox"/>	60637.1	Lease – Building	<input type="checkbox"/>	90640.2	Premium/Promotional Items
<input type="checkbox"/>	60102.1	Postage Machines	<input type="checkbox"/>	60638	Maintenance Agreement	<input type="checkbox"/>	96600	Printing & Related Services
<input type="checkbox"/>	60104	Memberships(Professional)	<input type="checkbox"/>	60640	Copiers/Mimeo/Dupl.	<input type="checkbox"/>	96115	Catering & Concessions
<input type="checkbox"/>	60105	Subscriptions (Periodicals)	<input type="checkbox"/>	60670	Furniture – Office	<input type="checkbox"/>	96115.1	Coffee & Tea Services
<input type="checkbox"/>	60200	Computer Hardware	<input type="checkbox"/>	60700	Typewriters & Supplies	<input type="checkbox"/>	96115.2	Bottled Water
<input type="checkbox"/>	60201	Computer Software	<input type="checkbox"/>	60701	Office Machines	<input type="checkbox"/>	96618	Copying/Reproduction Services
<input type="checkbox"/>	60202	Computer Supplies	<input type="checkbox"/>	60702	Office Machine Supplies	<input type="checkbox"/>	91528	Mailing Services & Electronic Info.
<input type="checkbox"/>	60203	Computer Services	<input type="checkbox"/>	60710	Stationary Supplies	<input type="checkbox"/>		
<input type="checkbox"/>	Other							

Professional/Consulting Services								
<input checked="" type="checkbox"/>	NIGP	DESCRIPTION	<input checked="" type="checkbox"/>	NIGP	DESCRIPTION	<input checked="" type="checkbox"/>	NIGP	DESCRIPTION
<input checked="" type="checkbox"/>	60012	Architects, Engineer	<input type="checkbox"/>	91840	Employee Benefits Consulting	<input type="checkbox"/>	91892.1	Growth Visioning Planning
<input checked="" type="checkbox"/>	90868	Project Management	<input type="checkbox"/>	91843	Environmental Consulting	<input type="checkbox"/>	91893	Security/Safety Consulting
<input type="checkbox"/>	91804	Accounting/Auditing/Budgeting	<input checked="" type="checkbox"/>	91846	Feasibility Studies	<input checked="" type="checkbox"/>	91894	Traffic Consulting
<input type="checkbox"/>	91804.1	Organizational, Financial, & Performance Audits/Project Management Services	<input type="checkbox"/>	91849	Finance/Economic Consulting	<input type="checkbox"/>	91895	Telecommunications Consulting
<input type="checkbox"/>	91806	Administrative Consulting	<input type="checkbox"/>	91858	Government Consulting	<input checked="" type="checkbox"/>	91896	Transportation Planning Consulting
<input type="checkbox"/>	91806.1	Administrative Services	<input type="checkbox"/>	91858.1	Government Relations	<input type="checkbox"/>	91896.1	Highway Corridor Analysis
<input type="checkbox"/>	91812	Modeling-Analytical Studies & Surveys	<input type="checkbox"/>	91858.2	Institutional Analysis	<input checked="" type="checkbox"/>	91896.2	Rail Planning & Analysis
<input checked="" type="checkbox"/>	91812.1	Survey and Data Collection	<input type="checkbox"/>	91863	Housing Consulting	<input checked="" type="checkbox"/>	91896.3	Transit & Non-motorized Planning & Analysis
<input checked="" type="checkbox"/>	91812.2	Travel Demand Model Improvement	<input type="checkbox"/>	91865	Human Relations Consulting	<input type="checkbox"/>	91896.4	Transportation Management & Coordination
<input checked="" type="checkbox"/>	91812.3	Geographic Information System	<input type="checkbox"/>	91866	Human Resources Consulting	<input type="checkbox"/>	91896.5	Truck Lane Analysis/GoodsMovement
<input type="checkbox"/>	91812.4	Software Support for Studies & Surveys	<input type="checkbox"/>	91866.1	Executive Search	<input type="checkbox"/>	91896.6	Transportation Financing
<input type="checkbox"/>	91812.5	Regional Data Systems	<input type="checkbox"/>	91866.2	Insurance Broker Services	<input type="checkbox"/>	91896.7	Transportation & Economic Development
<input type="checkbox"/>	91817	Aviation Consulting	<input type="checkbox"/>	91874	Legal Consulting	<input type="checkbox"/>	91896.8	Transportation Investment Analysis
<input type="checkbox"/>	91826	Communications: Public Relations Consulting	<input type="checkbox"/>	91874.1	Legislative Services	<input type="checkbox"/>	91896.9	Transportation Modeling Support
<input type="checkbox"/>	91828	Computer Hardware Consulting	<input checked="" type="checkbox"/>	91874.2	Alternative Dispute Resolution	<input checked="" type="checkbox"/>	91897	Gas, Water, Electric Consulting
<input type="checkbox"/>	91828.1	Computer Service Center	<input type="checkbox"/>	91875	Management Consulting	<input type="checkbox"/>	91897.1	Air Quality Planning & Modeling
<input type="checkbox"/>	91829	Computer Software Consulting	<input type="checkbox"/>	91875.1	Organization & Staff Development	<input type="checkbox"/>	91897.2	Water Supply Analysis
<input type="checkbox"/>	91829.1	Information Systems	<input checked="" type="checkbox"/>	91876	Marketing Consulting	<input type="checkbox"/>	96175	Translation Services
<input type="checkbox"/>	91829.2	Unix Systems Support	<input type="checkbox"/>	91876.1	Social Economic Impact Analysis	<input checked="" type="checkbox"/>	91892	Urban Planning Consulting
<input type="checkbox"/>	91829.3	Macintosh Computer Technical Support	<input type="checkbox"/>	91876.2	Social Justice/Equity Analysis			
<input type="checkbox"/>	91837	Economy Analysis Consulting	<input type="checkbox"/>	91879	Social Justice/Equity Analysis			
<input checked="" type="checkbox"/>	91838	Education & Training Consulting	<input type="checkbox"/>	91883	Minority & Small Business Consulting			
<input type="checkbox"/>	Other		<input type="checkbox"/>	91885	Organizational Development Consulting			
<input type="checkbox"/>			<input type="checkbox"/>		Personnel/Employment Consulting			

SECTION 5. F O R M SUBMISSION

Include this form in your proposal



Notice Regarding California Public Records Act

Section 1 - Summary

A proposal submitted in response to this RFP will be subject to public disclosure pursuant to the California Public Records Act, Cal. Gov. Code section 6250 et. seq., (the "Act"). The Act provides generally that all records relating to a public agency's business are open to public inspection and copying, unless specifically exempt from public disclosure under one of several exemptions set forth in the Act. If you believe that any portion of your proposal is exempt from disclosure under the California Public Records Act, **you must: 1). Mark such portion "TRADE SECRET," "CONFIDENTIAL," or "PROPRIETARY," within your proposal; 2). Complete Section 2 below, and 3). Include this Attachment 10 in your submittal.** or your proposal will be subject to public disclosure under the Act. Proposals marked "TRADE SECRET," "CONFIDENTIAL," OR "PROPRIETARY" in their entirety will not be honored, and SCAG will not deny public disclosure of proposals so marked. By submitting a proposal with specific material marked "TRADE SECRET," "CONFIDENTIAL," or "PROPRIETARY," you represent you have a good faith belief that the material is exempt from disclosure under the Act; however, such designations will not necessarily be conclusive. You may be required to further justify in writing why such material should not, upon request, be disclosed by SCAG under the Act. Fee and pricing proposals are not considered "TRADE SECRETS", "CONFIDENTIAL", or "PROPRIETARY".

If SCAG denies disclosure, then by submitting your proposal you agree to reimburse SCAG for, and to indemnify, defend, and hold harmless SCAG, its officers, fiduciaries, employees, and agents from and against any and all claims, damages, losses, liabilities, suits, judgments, fines, penalties, costs, and expenses including, without limitation, attorneys' fees, expenses and court costs of any nature whatsoever (collectively, "Claims") arising from, in connection with, or relating to SCAG's non-disclosure. By submitting your proposal, you also agree to defend, indemnify, and hold harmless SCAG from and against any and all Claims arising from, in connection with, or relating to SCAG's public disclosure of any such designated portions of your proposal if SCAG reasonably determines disclosure is deemed required by law, or if disclosure is ordered by a court of competent jurisdiction.

Section 2 - Exemption Request

Page Number of Proposal	Brief Explanation for the Exemption Under the Act and any Other Comments

Attach additional pages as necessary

Check here if proposer claims no exemption

Signature:  **Greg Maher, Vice President**
Alta Planning + Design

Date: 4/15/2019



TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

RFP No. 19-050

- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
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- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

Arellano Associates
 Name of Firm


 Signature (original signature required)

4/17/19
 Date



SCAG CONFLICT OF INTEREST FORM

RFP No. 19-050

SECTION I: INSTRUCTIONS

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Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, especially if you answer “yes” to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Arellano Associates

Name of Preparer: Genoveva L. Arellano

Project Title: Riverside Active Transportation Plan (ATP) Phase 2.

RFP Number: 19-050 **Date Submitted:** _____

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

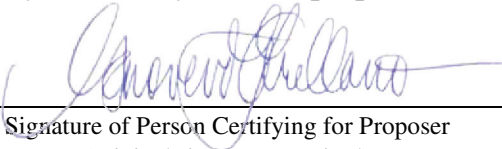
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Genoveva L. Arellano, hereby declare that I am the (position or title) Principal of (firm name) Arellano Associates, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/17/19 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 4/17/19
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION


RFP No. 19-050

- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

KPFF Consulting Engineers
Name of Firm


Signature (original signature required)

04/08/2019
Date



SCAG CONFLICT OF INTEREST FORM

RFP No. 19-050

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: KPFF Consulting Engineers
Name of Preparer: Sharon Gallant, PE, SE
Project Title: Active Transportation Plan & Pedestrian Target Hardening Plan, City of Riverside, CA
RFP Number: 19-050 **Date Submitted:** 04/08/2019

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest



Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Sharon M. Gallant, hereby declare that I am the (position or title) Principal of (firm name) KPFF Consulting Engineers, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 04/08/2019 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

04/08/2019

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

RFP No. 19-050

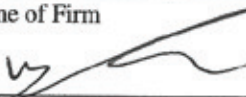
- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

SO Traffic

 Name of Firm



 Signature (original signature required)

4/3/19

 Date



SCAG CONFLICT OF INTEREST FORM

RFP No. 19-050

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: SO Traffic

Name of Preparer: Michael Sampson

Project Title: Riverside Active Transportation Plan Phase 2

RFP Number: 19-050 Date Submitted: 4/3/19

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



Attachment 7

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Michael Sampson, hereby declare that I am the (position or title) Vice President of (firm name) SO-Traffic, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/3/19 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

4/3/19

 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

EXCEPTIONS TO STANDARD CONTRACT

The Alta team respectfully requests the following exceptions to the Southern California Association of Governments' standard contract.

- 18.a Ownership, Confidentiality, and Use of Work Products - "All Work Products and Related Work Materials..."

Add ", upon final payment to Consultant for all services rendered."
to second to last sentence