

## PROFESSIONAL CONSULTANT SERVICES AGREEMENT

KIMLEY-HORN AND ASSOCIATES, INC.

Vision Zero Action Plan (Safe Streets for All Grant Funded Project)  
(RFP No. 2421)

THIS PROFESSIONAL CONSULTANT SERVICES AGREEMENT (“Agreement”) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ (“Effective Date”), by and between the CITY OF RIVERSIDE, a California charter city and municipal corporation (“City”), and KIMLEY-HORN AND ASSOCIATES, INC., a North Carolina corporation authorized to do business in California (“Consultant”).

1. **Scope of Services.** City agrees to retain and does hereby retain Consultant and Consultant agrees to provide the Services more particularly described in Exhibit “A,” “Scope of Services” (“Services”), attached hereto and incorporated herein by reference, in conjunction with Vision Zero Action Plan (Safe Streets for all Grant Funded Project) (RFP No. 2421) (“Project”).

2. **Term.** This Agreement shall be effective on the date first written above and shall remain in effect from January 14, 2026, through January 13, 2029, unless otherwise terminated pursuant to the provisions herein. The term may be extended for two (2) additional one (1)-year periods, upon mutual written consent of the parties.

3. **Compensation/Payment.** Consultant shall perform the Services under this Agreement for the total sum not to exceed Two Hundred Seventy-Two Thousand Eight Hundred Ninety-One Dollars and Ninety-One Cents (\$272,891.91), payable in accordance with the terms set forth in Exhibit “B.” Said payment shall be made in accordance with City’s usual accounting procedures upon receipt and approval of an itemized invoice setting forth the Services performed. The invoices shall be delivered to City at the address set forth in Section 4 hereof.

4. **Notices.** Any notices required to be given, hereunder shall be in writing and shall be personally served or given by mail. Any notice given by mail shall be deemed given when deposited in the United States Mail, certified and postage prepaid, addressed to the party to be served as follows:

To City

Public Works Department  
City of Riverside  
Attn: Philip Nitollama  
3900 Main Street  
Riverside, CA 92522

To Consultant

Kimley-Horn and Associates, Inc.  
Attn: Jason Melchor  
555 Capitol Mall, Suite 300  
Sacramento, CA 95814

5. **Prevailing Wage.** If applicable, Consultant and all subcontractors are required to pay the general prevailing wage rates of per diem wages and overtime and holiday wages determined by the Director of the Department of Industrial Relations under Section 1720 et seq. of the California Labor Code and implemented by Resolution No. 13346 of the City Council of the City of Riverside. The Director's determination is available on-line at [www.dir.ca.gov/dlsr/DPreWageDetermination.htm](http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm) and is referred to and made a part hereof; the wage rates therein ascertained, determined, and specified are referred to and made a part hereof as though fully set forth herein.

6. **Contract Administration.** A designee of the City will be appointed in writing by the City Manager or Department Director to administer this Agreement on behalf of City and shall be referred to herein as Contract Administrator.

7. **Standard of Performance.** While performing the Services, Consultant shall exercise the reasonable professional care and skill customarily exercised by reputable members of Consultant's profession practicing in the Metropolitan Southern California Area and shall use reasonable diligence and best judgment while exercising its professional skill and expertise.

8. **Personnel.** Consultant shall furnish all personnel necessary to perform the Services and shall be responsible for their performance and compensation. Consultant recognizes that the qualifications and experience of the personnel to be used are vital to professional and timely completion of the Services. The key personnel listed in Exhibit "C," attached hereto and incorporated herein by this reference and assigned to perform portions of the Services shall remain assigned through completion of the Services, unless otherwise mutually agreed by the parties in writing, or caused by hardship or resignation in which case substitutes shall be subject to City approval.

9. **Assignment and Subcontracting.** Neither party shall assign any right, interest, or obligation in or under this Agreement to any other entity without prior written consent of the other party. In any event, no assignment shall be made unless the assignee expressly assumes the obligations of assignor under this Agreement, in a writing satisfactory to the parties. Consultant acknowledges that any assignment may, at the City's sole discretion, require City Manager and/or City Council approval. Consultant shall not subcontract any portion of the work required by this Agreement without prior written approval by the responsible City Contract Administrator. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement, including without limitation, the insurance obligations set forth in Section 12. The Consultant acknowledges and agrees that the City is an intended beneficiary of any work performed by any subcontractor for purposes of establishing a duty of care between any subcontractor and the City.

10. **Independent Contractor.** In the performance of this Agreement, Consultant, and Consultant's employees, subcontractors, and agents, shall act in an independent capacity as independent contractors, and not as officers or employees of the City of Riverside. Consultant acknowledges and agrees that the City has no obligation to pay or withhold state or federal taxes or to provide workers' compensation or unemployment insurance to Consultant or to Consultant's employees, subcontractors, and agents. Consultant, as an independent contractor, shall be responsible for any and all taxes that apply to Consultant as an employer.

## 11. **Indemnification.**

11.1 **Design Professional Defined.** For purposes of this Agreement, “Design Professional” includes the following:

- A. An individual licensed as an architect pursuant to Chapter 3 (commencing with Section 5500) of Division 3 of the Business and Professions Code, and a business entity offering architectural services in accordance with that chapter.
- B. An individual licensed as a landscape architect pursuant to Chapter 3.5 (commencing with Section 5615) of Division 3 of the Business and Professions Code, and a business entity offering landscape architectural services in accordance with that chapter.
- C. An individual registered as a professional engineer pursuant to Chapter 7 (commencing with Section 6700) of Division 3 of the Business and Professions Code, and a business entity offering professional engineering services in accordance with that chapter.
- D. An individual licensed as a professional land surveyor pursuant to Chapter 15 (commencing with Section 8700) of Division 3 of the Business and Professions Code, and a business entity offering professional land surveying services in accordance with that chapter.

11.2 **Defense Obligation For Design Professional Liability.** Consultant agrees, at its cost and expense, to promptly defend the City, and the City’s employees, officers, managers, agents, and council members (collectively the “Parties to be Defended”) from and against any and all claims, allegations, lawsuits, arbitration proceedings, administrative proceedings, regulatory proceedings, or other legal proceedings to the extent the same arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant, or anyone employed by or working under the Consultant, or for Services rendered to the Consultant in the performance of the Agreement, notwithstanding that the City may have benefited from its work or Services and whether or not caused in part by the negligence of an Indemnified Party. Consultant agrees to provide this defense immediately upon written notice from the City, and with well-qualified, adequately insured, and experienced legal counsel acceptable to City. Consultant will reimburse City for reasonable defense costs for claims arising out of Consultant’s professional negligence based on the percentage of Consultant’s liability. This obligation to defend as set forth herein is binding on the successors, assigns, and heirs of Consultant and shall survive the termination of Consultant’s Services under this Agreement.

11.3 **Indemnity For Design Professional Liability.** When the law establishes a professional standard of care for Consultant’s Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, and hold harmless the City and the City’s employees, officers, managers, agents, and council members (“Indemnified Parties”) from and against any and all claim for damage, charge, lawsuit, action, judicial, administrative, regulatory, or arbitration proceeding, damage, cost, expense (including counsel and expert fees), judgment, civil fines and penalties,

liabilities or losses of any kind or nature whatsoever to the extent the same arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant, or anyone employed by or working under the Consultant, or for Services rendered to the Consultant in the performance of the Agreement, notwithstanding that the City may have benefited from its work or Services and whether or not caused in part by the negligence of an Indemnified Party.

**11.4 Defense Obligation For Other Than Design Professional Liability.**

Consultant agrees, at its cost and expense, to promptly defend the City, and the City's employees, officers, managers, agents and council members (collectively the "Parties to be Defended") from and against any and all claims, allegations, lawsuits, arbitration proceedings, administrative proceedings, regulatory proceedings, or other legal proceedings which arise out of, or relate to, or are in any way connected with: 1) the Services, work, activities, operations, or duties of the Consultant, or of anyone employed by or working under the Consultant; or 2) any breach of the Agreement by the Consultant. This duty to defend shall apply whether or not such claims, allegations, lawsuits, or proceedings have merit or are meritless, or which involve claims or allegations that any or all of the Parties to be defended were actively, passively, or concurrently negligent, or which otherwise assert that the Parties to be defended are responsible, in whole or in part, for any loss, damage, or injury. Consultant agrees to provide this defense immediately upon written notice from the City, and with well-qualified, adequately insured, and experienced legal counsel acceptable to City. This obligation to defend as set forth herein is binding on the successors, assigns, and heirs of Consultant and shall survive the termination of Consultant's Services under this Agreement.

**11.5 Indemnity For Other Than Design Professional Liability.** Except as to

the sole negligence or willful misconduct of the City, Consultant agrees to indemnify, protect, and hold harmless the Indemnified Parties from and against any claim for damage, charge, lawsuit, action, judicial, administrative, regulatory, or arbitration proceeding, damage, cost, expense (including counsel and expert fees), judgment, civil fine and penalties, liabilities or losses of any kind or nature whatsoever whether actual, threatened or alleged, which arise out of, pertain to, or relate to, or are a consequence of, or are attributable to, or are in any manner connected with the performance of the Services, work, activities, operations, or duties of the Consultant, or anyone employed by or working under the Consultant, or for Services rendered to Consultant in the performance of this Agreement, notwithstanding that the City may have benefited from its work or Services. This indemnification provision shall apply to any acts, omissions, negligence, recklessness, or willful misconduct, whether active or passive, on the part of the Consultant or anyone employed or working under the Consultant.

**12. Insurance.**

**12.1 General Provisions.** Prior to the City's execution of this Agreement, Consultant shall provide satisfactory evidence of, and shall thereafter maintain during the term of this Agreement, such insurance policies and coverages in the types, limits, forms, and ratings required herein. The rating and required insurance policies and coverages may be modified in writing by the City's Risk Manager or City Attorney, or a designee, unless such modification is prohibited by law.

12.1.1 **Limitations.** These minimum amounts of coverage shall not constitute any limitation or cap on Consultant's indemnification obligations under Section 11 hereof.

12.1.2 **Ratings.** Any insurance policy or coverage provided by Consultant or subcontractors as required by this Agreement shall be deemed inadequate and a material breach of this Agreement, unless such policy or coverage is issued by insurance companies authorized to transact insurance business in the State of California with a policy holder's rating of A or higher and a Financial Class of VII or higher.

12.1.3 **Cancellation.** The policies shall not be canceled unless thirty (30) days' prior written notification of intended cancellation has been given to City by certified or registered mail, postage prepaid.

12.1.4 **Adequacy.** The City, its officers, employees, and agents make no representation that the types or limits of insurance specified to be carried by Consultant pursuant to this Agreement are adequate to protect Consultant. If Consultant believes that any required insurance coverage is inadequate, Consultant will obtain such additional insurance coverage as Consultant deems adequate, at Consultant's sole expense.

12.2 **Workers' Compensation Insurance.** By executing this Agreement, Consultant certifies that Consultant is aware of and will comply with Section 3700 of the Labor Code of the State of California requiring every employer to be insured against liability for workers' compensation, or to undertake self-insurance before commencing any of the work. Consultant shall carry the insurance or provide for self-insurance required by California law to protect said Consultant from claims under the Workers' Compensation Act. Prior to City's execution of this Agreement, Consultant shall file with City either: 1) a certificate of insurance showing that such insurance is in effect, or that Consultant is self-insured for such coverage; or 2) a certified statement that Consultant has no employees, and acknowledging that if Consultant does employ any person, the necessary certificate of insurance will immediately be filed with City. Any certificate filed with City shall provide that City will be given ten (10) days' prior written notice before modification or cancellation thereof.

12.3 **Commercial General Liability and Automobile Insurance.** Prior to City's execution of this Agreement, Consultant shall obtain, and shall thereafter maintain during the term of this Agreement, commercial general liability insurance and automobile liability insurance as required to insure Consultant against damages for personal injury, including accidental death, as well as from claims for property damage, which may arise from or which may concern operations by anyone directly or indirectly employed by, connected with, or acting for or on behalf of Consultant. The City, and its officers, employees, and agents, shall be named as additional insureds under the Consultant's insurance policies.

12.3.1 Consultant's commercial general liability insurance policy shall cover both bodily injury (including death) and property damage (including, but not limited to, premises operations liability, products-completed operations liability, independent contractor's liability, personal injury liability, and contractual liability) in an amount not less than \$1,000,000 per occurrence and a general aggregate limit in the amount of not less than \$2,000,000.

12.3.2 Consultant's automobile liability policy shall cover both bodily injury and property damage in an amount not less than \$1,000,000 per occurrence and an aggregate limit of not less than \$1,000,000. All of Consultant's automobile and/or commercial general liability insurance policies shall cover all vehicles used in connection with Consultant's performance of this Agreement, which vehicles shall include, but are not limited to, Consultant owned vehicles, Consultant leased vehicles, Consultant's employee vehicles, non-Consultant owned vehicles and hired vehicles.

12.3.3 Prior to City's execution of this Agreement, copies of insurance policies or original certificates, along with additional insured endorsements acceptable to the City evidencing the coverage required by this Agreement, for both commercial general and automobile liability insurance, shall be filed with City and shall include the City and its officers, employees, and agents, as additional insureds. Said policies shall be in the usual form of commercial general and automobile liability insurance policies, but shall include the following provisions:

It is agreed that the City of Riverside, and its officers, employees, and agents, are added as additional insureds under this policy, solely for work done by and on behalf of the named insured for the City of Riverside.

12.3.4 The insurance policy or policies shall also comply with the following provisions:

- a. The policy shall be endorsed to waive any right of subrogation against the City and its sub-consultants, employees, officers, and agents for Services performed under this Agreement.
- b. If the policy is written on a claims-made basis, the certificate should so specify and the policy must continue in force for one year after completion of the Services. The retroactive date of coverage must also be listed.
- c. The policy shall specify that the insurance provided by Consultant will be considered primary and not contributory to any other insurance available to the City and Endorsement No. CG 20010413 shall be provided to the City.

**12.4 Errors and Omissions Insurance.** Prior to City's execution of this Agreement, Consultant shall obtain and shall thereafter maintain during the term of this Agreement, errors and omissions professional liability insurance in the minimum amount of \$1,000,000 to protect the City from claims resulting from the Consultant's activities.

**12.5 Subcontractors' Insurance.** Consultant shall require all of its subcontractors to carry insurance, in an amount sufficient to cover the risk of injury, damage, or loss that may be caused by the subcontractors' scope of work and activities provided in furtherance of this Agreement, including, but without limitation, the following coverages: Workers' Compensation, Commercial General Liability, Errors and Omissions, and Automobile liability.

Upon City's request, Consultant shall provide City with satisfactory evidence that Subcontractors have obtained insurance policies and coverages required by this section.

13. **Business Tax.** Consultant understands that the Services performed under this Agreement constitutes doing business in the City of Riverside, and Consultant agrees that Consultant will register for and pay a business tax pursuant to Chapter 5.04 of the Riverside Municipal Code and keep such tax certificate current during the term of this Agreement.

14. **Time of Essence.** Time is of the essence for each and every provision of this Agreement.

15. **City's Right to Employ Other Consultants.** City reserves the right to employ other Consultants in connection with the Project. If the City is required to employ another consultant to complete Consultant's work, due to the failure of the Consultant to perform, or due to the breach of any of the provisions of this Agreement, the City reserves the right to seek reimbursement from Consultant.

16. **Accounting Records.** Consultant shall maintain complete and accurate records with respect to costs incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

17. **Confidentiality.** All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant, except as otherwise directed by City's Contract Administrator. Nothing furnished to Consultant which is otherwise known to the Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television, or radio production, website, or other similar medium without the prior written consent of the City.

18. **Ownership of Documents.** All reports, maps, drawings, and other contract deliverables prepared under this Agreement by Consultant shall be and remain the property of City. Consultant shall not release to others information furnished by City without prior express written approval of City.

19. **Copyrights.** Consultant agrees that any work prepared for City which is eligible for copyright protection in the United States or elsewhere shall be a work made for hire. If any such work is deemed for any reason not to be a work made for hire, Consultant assigns all right, title, and interest in the copyright in such work, and all extensions and renewals thereof, to City, and agrees to provide all assistance reasonably requested by City in the establishment, preservation, and enforcement of its copyright in such work, such assistance to be provided at

City's expense but without any additional compensation to Consultant. Consultant agrees to waive all moral rights relating to the work developed or produced, including without limitation any and all rights of identification of authorship and any and all rights of approval, restriction, or limitation on use or subsequent modifications.

20. **Conflict of Interest.** Consultant, for itself and on behalf of the individuals listed in Exhibit "C," represents and warrants that by the execution of this Agreement, they have no interest, present or contemplated, in the Project affected by the above-described Services. Consultant further warrants that neither Consultant, nor the individuals listed in Exhibit "C," have any real property, business interests, or income interests that will be affected by this project or, alternatively, that Consultant will file with the City an affidavit disclosing any such interest.

21. **Solicitation.** Consultant warrants that Consultant has not employed or retained any person or agency to solicit or secure this Agreement, nor has it entered into any agreement or understanding for a commission, percentage, brokerage, or contingent fee to be paid to secure this Agreement. For breach of this warranty, City shall have the right to terminate this Agreement without liability and pay Consultant only for the value of work Consultant has actually performed, or, in its sole discretion, to deduct from the Agreement price or otherwise recover from Consultant the full amount of such commission, percentage, brokerage, or commission fee. The remedies specified in this section shall be in addition to and not in lieu of those remedies otherwise specified in this Agreement.

22. **General Compliance With Laws.** Consultant shall keep fully informed of federal, state, and local laws and ordinances and regulations which in any manner affect those employed by Consultant, or in any way affect the performance of Services by Consultant pursuant to this Agreement. Consultant shall at all times observe and comply with all such laws, ordinances, and regulations, and shall be solely responsible for any failure to comply with all applicable laws, ordinances, and regulations. Consultant represents and warrants that Consultant has obtained all necessary licenses to perform the Scope of Services and that such licenses are in good standing. Consultant further represents and warrants that the Services provided herein shall conform to all ordinances, policies, and practices of the City of Riverside.

23. **Waiver.** No action or failure to act by the City shall constitute a waiver of any right or duty afforded City under this Agreement, nor shall any such action or failure to act constitute approval of or acquiescence in any breach thereunder, except as may be specifically provided in this Agreement or as may be otherwise agreed in writing.

24. **Amendments.** This Agreement may be modified or amended only by a written agreement and/or change order executed by the Consultant and City.

25. **Termination.** City, by notifying Consultant in writing, shall have the right to terminate any or all of Consultant's Services and work covered by this Agreement at any time. In the event of such termination, Consultant may submit Consultant's final written statement of the amount of Consultant's Services as of the date of such termination based upon the ratio that the work completed bears to the total work required to make the report complete, subject to the City's rights under Sections 15 and 26 hereof. In ascertaining the work actually rendered through the

termination date, City shall consider completed work, work in progress, and complete and incomplete reports and other documents only after delivered to City.

25.1 Other than as stated below, City shall give Consultant thirty (30) days' prior written notice prior to termination.

25.2 City may terminate this Agreement upon fifteen (15) days' written notice to Consultant, in the event:

25.2.1 Consultant substantially fails to perform or materially breaches the Agreement; or

25.2.2 City decides to abandon or postpone the Project.

26. **Offsets.** Consultant acknowledges and agrees that with respect to any business tax or penalties thereon, utility charges, invoiced fee, or other debt which Consultant owes or may owe to the City, City reserves the right to withhold and offset said amounts from payments or refunds or reimbursements owed by City to Consultant. Notice of such withholding and offset shall promptly be given to Consultant by City in writing. In the event of a dispute as to the amount owed or whether such amount is owed to the City, City will hold such disputed amount until either the appropriate appeal process has been completed or until the dispute has been resolved.

27. **Successors and Assigns.** This Agreement shall be binding upon City and its successors and assigns, and upon Consultant and its permitted successors and assigns, and shall not be assigned by Consultant, either in whole or in part, except as otherwise provided in paragraph 9 of this Agreement.

28. **Venue.** Any action at law or in equity brought by either of the parties hereto for the purpose of enforcing a right or rights provided for by this Agreement shall be tried in the Superior Court, County of Riverside, State of California, and the parties hereby waive all provisions of law providing for a change of venue in such proceedings to any other county. In the event either party hereto shall bring suit to enforce any term of this Agreement or to recover any damages for and on account of the breach of any term or condition of this Agreement, it is mutually agreed that each party will bear their own attorney's fees and costs.

29. **Nondiscrimination.** During Consultant's performance of this Agreement, Consultant shall not discriminate on the grounds of race, religious creed, color, national origin, ancestry, age, physical disability, mental disability, medical condition, including the medical condition of Acquired Immune Deficiency Syndrome (AIDS) or any condition related thereto, marital status, sex, genetic information, gender, gender identity, gender expression, or sexual orientation, military and veteran status, in the selection and retention of employees and subcontractors and the procurement of materials and equipment, except as provided in Section 12940 of the California Government Code. Further, Consultant agrees to conform to the requirements of the Americans with Disabilities Act in the performance of this Agreement.

30. **Severability.** Each provision, term, condition, covenant, and/or restriction, in whole and in part, of this Agreement shall be considered severable. In the event any provision, term, condition, covenant, and/or restriction, in whole and/or in part, of this Agreement is declared

invalid, unconstitutional, or void for any reason, such provision or part thereof shall be severed from this Agreement and shall not affect any other provision, term, condition, covenant, and/or restriction of this Agreement, and the remainder of the Agreement shall continue in full force and effect.

**31. Authority.** The individuals executing this Agreement and the instruments referenced herein on behalf of Consultant each represent and warrant that they have the legal power, right, and actual authority to bind Consultant to the terms and conditions hereof and thereof.

**32. Entire Agreement.** This Agreement constitutes the final, complete, and exclusive statement of the terms of the agreement between the parties pertaining to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings or agreements of the parties. Neither party has been induced to enter into this Agreement by, and neither party is relying on, any representation or warranty outside those expressly set forth in this Agreement.

**33. Digital and Counterpart Signatures.** Each party to this Agreement intends and agrees to the use of digital signatures that meet the requirements of the California Uniform Electronic Transactions Act (Civil Code §§ 1633.1, et seq.), California Government Code § 16.5, and California Code of Regulations Title 2 Division 7 Chapter 10, to execute this Agreement. The parties further agree that the digital signatures of the parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures for purposes of validity, enforceability, and admissibility. For purposes of this section, a “digital signature” is defined in subdivision (d) of Section 16.5 of the Government Code and is a type of “electronic signature” as defined in subdivision (h) of Section 1633.2 of the Civil Code. This Agreement may be executed in any number of counterparts, each of which will be an original, but all of which together will constitute one instrument. Each certified or authenticated electronic copy of an encrypted digital signature shall be deemed a duplicate original, constituting one and the same instrument and shall be binding on the parties hereto.

**34. Interpretation.** City and Consultant acknowledge and agree that this Agreement is the product of mutual arms-length negotiations and accordingly, the rule of construction, which provides that the ambiguities in a document shall be construed against the drafter of that document, shall have no application to the interpretation and enforcement of this Agreement.

**34.1** Titles and captions are for convenience of reference only and do not define, describe, or limit the scope or the intent of the Agreement or any of its terms. Reference to section numbers is to sections in the Agreement unless, expressly stated otherwise.

**34.2** This Agreement shall be governed by and construed in accordance with the laws of the State of California in effect at the time of the execution of this Agreement.

**34.3** In the event of a conflict between the body of this Agreement and Exhibit “A” - Scope of Services hereto, the terms contained in Exhibit “A” shall be controlling.

35. **Exhibits.** The following exhibits attached hereto are incorporated herein to this Agreement by this reference:

Exhibit "A" - Scope of Services  
Exhibit "B" - Compensation  
Exhibit "C" - Key Personnel

**[SIGNATURES ON THE FOLLOWING PAGE]**

IN WITNESS WHEREOF, City and Consultant have caused this Agreement to be duly executed the day and year first above written.

CITY OF RIVERSIDE, a California charter city and municipal corporation

KIMLEY-HORN AND ASSOCIATES, INC., a North Carolina corporation authorized to do business in California

By: \_\_\_\_\_  
City Manager

By: *Darren Adrian*  
Print Name: Darren Adrian PE No. 53031  
Title: Senior Vice President  
(Signature of Board Chair, President, or Vice President)

Attest: \_\_\_\_\_  
City Clerk

and

Certified as to Availability of Funds:

By: *Jason Melchor*  
Chief Financial Officer

By: *Jason Melchor*  
Print Name: Jason Melchor PE No. 65218  
Title: Associate / Assistant Secretary  
(Signature of Secretary, Assistant Secretary, CFO, Treasurer, or Assistant Treasurer)



Approved as to Form:

By: *Tan A. Tro*  
Deputy City Attorney

**EXHIBIT “A”**

**SCOPE OF SERVICES**

Proposal for Professional Services for  
**City of Riverside**  
**Vision Zero Action Plan**

## B. STATEMENT OF UNDERSTANDING AND APPROACH

### Project Understanding and Approach

Kimley-Horn understands that Vision Zero requires a holistic approach that involves a wide array of strategies and actions. The development of a Vision Zero Action Plan is just one component of an ongoing program that will involve infrastructure, programs, policies and procedures throughout the City in an evolving package that is responsive to traffic safety challenges as they arise and are addressed. The City of Riverside has already made significant strides in its pursuit of zero traffic deaths, and this plan and associated activities will build on that progress, doubling down on what has been working, and pivoting from strategies that have been less effective than anticipated. The existing LRSP has already identified key safety needs in the city and has led to several subsequent focused studies, success with grant awards, and implementation projects.

Our team will develop the Vision Zero Action Plan using the Safe System Approach (SSA). This approach will result in a plan that is aligned with state and federal safety priorities, making future grant applications more competitive, and the project prioritization process more focused on solving the most urgent safety challenges efficiently and with greater short-term benefit.

Our team's implementation of the SSA will prepare a plan to:

- ▲ Identify any additional stakeholder partners through a stakeholder analysis that are needed to reach Zero Fatalities and Serious Injuries based on the SSA
- ▲ Assess the current understanding and acceptance of SSA's elements and principles
- ▲ Assess the readiness to make the changes that may be required for full alignment with the SSA in California, determine a path to full readiness, and implement that plan during SHSP development and implementation
- ▲ Develop plan for agencies to grow and align their culture to support the successful and sustainable implementation of the Vision Zero Action Plan, aligned with the SSA
- ▲ Measure the traffic safety culture of road users that predict high priority crash types
- ▲ Identify traffic safety culture strategies to reduce those high priority crash types
- ▲ Develop methods of analyzing crash factors that are consistent with the SSA (i.e., system wide factors that interact to influence crash trends over time). For example, system mapping is a way of looking at the interrelationship amongst factors across the entire transportation system that influence crashes
- ▲ Develop a mindset and best practices for evaluating all traffic safety strategies for alignment with the SSA

The Tasks that are included in this Vision Zero Action Plan will add to that framework, giving city staff and decision makers more tools to work with in the fight against traffic fatalities, and better information to share successes, and to quickly identify new safety challenges.

- **Data Collection / Best Practices** will use a variety of methods to evaluate current roadway travel patterns and multimodal trips relative to crashes to support the safety analysis task. The team will also work through an extensive checklist of safety best practices with the County to identify opportunities to enhance safety through non-infrastructure programs, policies, ordinances, and resources.
- **Safety Analysis** will update the statistics and information developed for the LRSP as part of a before and after assessment to determine what progress has been made at the local level on safety improvement. The analysis process will also be expanded to include an citywide High Injury Network and more focused emphasis areas to help with the implementation matrix further on.
- **Transportation Equity** will be considered as part of the analysis process using both state and federal definitions to help projects align with funding opportunities and to identify underserved populations with the city that are bearing a disproportionate amount of impact from traffic related injuries. Our approach will review impacts to disadvantaged populations through the lenses of geography and demographics.



*Proposal for Professional Services for*  
**City of Riverside**  
**Vision Zero Action Plan**

- **Complete Streets** will use information from the data collection task to determine where multimodal facilities will provide the most benefit, balancing the goals of separating traffic modes while providing safe accessibility for all roadway users. Our team has a complete streets toolbox with a variety of solutions applicable to a given set of roadway contexts.
- **Implementation Matrix** will provide guidance on funding opportunities, project prioritization, typical project costs, and project evaluation. The goal will be an implementable set of projects and initiatives that the City can use that highlights the best opportunities to pursue in the short, mid, and longer-terms to reduce the most traffic injuries in the shortest time with available resources.

TRAFFIC CALMING TOOLBOX	PRIMARY CRITERIA								ADDITIONAL CRITERIA				
	Roadway Functional Class			Location		Speed Limit	Volume	Cut-Through Traffic	Bike Lane	Transit Route	Commercial/Industrial Access Route	Emergency Vehicle Access Route	Grade
	Arterial	Collector	Local	Segment	Intersection								
<b>STRIPING</b>	✗	✗	✗	✗	✗	Any Speed Limit	Any Volume	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	Any Slope
<b>SIGNAGE</b>	✗	✗	✗	✗	✗	Any Speed Limit	Any Volume	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	Any Slope
<b>SPEED LEGENDS</b>	✗	✗	✗	✗	✗	Any Speed Limit	Any Volume	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	Any Slope
<b>CROSSING IMPROVEMENTS</b>													
<i>High-Visibility Crosswalk</i>	✗	✗	✗	✗	✗	Any Speed Limit	Any Volume	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	<5%
<i>Curb Extensions (bulbouts)</i>	✗	✗	✗	✗	✗	Any Speed Limit	Any Volume	Any Amount	Appropriate	Appropriate with conditions	Appropriate with conditions	Appropriate with conditions	<5%
<i>Pedestrian Refuge Island</i>	✗	✗		✗	✗	<=35 mph	ADT > 9,000 vpd	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	<5%
<b>ROAD DIET/TONING</b>	✗	✗		✗		>35mph	ADT < 20,000 vpd	Any Amount	Appropriate	Appropriate with conditions	Appropriate with conditions	Appropriate	Any Slope
<b>MODERN ROUNDABOUT</b>	✗	✗	✗		✗	Any Speed Limit	Any Volume	Any Amount	Appropriate with conditions	Appropriate with conditions	Appropriate with conditions	Appropriate with conditions	<6%
<b>VERTICAL DEFLECTIONS</b>													
<i>Speed Humps</i>			✗	✗		<=25 mph	ADT < 2,500 vpd	Any Amount	Appropriate	Not Appropriate	Not Appropriate	Not Appropriate	<10%
<i>Speed Cushions</i>	✗	✗	✗	✗		<= 30 mph	ADT < 4,000 vpd	Any Amount	Appropriate	Appropriate	Appropriate	Appropriate	<8%

Kimley-Horn's approach also proposes to create an overarching framework for the City that would create a consolidated safety strategy, folding in both existing bodies of work and those created under this effort. The Plan will include a map of responsibilities, reporting mechanisms, and a discussion forum to allow traffic safety strategies to be coordinated across the seven wards.

We will utilize our built-in efficiencies from our prior work on the LRSP. Our statistical network screening tool is already set-up for the City and can be simply re-run with the updated collision data. We have base maps of each Ward created and are already familiar with the City's Traffic Signal Priority list. These are inherent efficiencies that allow us to focus budget elsewhere, such as creating a logo that is synonymous with the Vision Zero Action Plan and creating a multilingual survey for the constituents. Our public engagement mapping tool, PublicCoordinate, is an interactive tool to gather public input and is discussed in detail in Task 2.2. The tool has the ability to summarize public input into a summary dashboard.



Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

### Scope of Services

#### Task 1 – Project Management

##### **TASK 1.1: PROJECT KICK-OFF MEETING**

Upon notice to proceed, Kimley-Horn will coordinate with the City of Riverside project manager to schedule a kick-off meeting within two weeks after the commencement of work. The Kimley-Horn project manager will prepare a meeting agenda that includes team member introductions, project visioning and goal setting, project scope, schedule and budget, data needs, and membership of the project management team (PMT) that will be engaged in future check-in meetings and deliverable review. Kimley-Horn will establish a project task and deliverable tracking sheet that will be used to monitor project progress throughout that can be used as a standing agenda and notes document as well.

##### **Task 1.1 Deliverables:**

- Project kick-off meeting agenda
- Project kick-off meeting notes and list of attendees
- Project action and deliverable tracking sheet

##### **TASK 1.2: PROJECT PROGRESS MEETINGS**

Kimley-Horn will establish a recurring monthly meeting for the PMT to update on project progress and to get input and direction on upcoming tasks. The Kimley-Horn project manager will maintain the project action list and deliverable tracker ahead of each meeting and that tracker will serve as the meeting agenda, and depository for meeting notes and action items. The meetings will be set with a one hour schedule, but may be shorter if there are fewer discussion items, and at periods of higher project activity or key decision points, additional meetings might be scheduled. We anticipate a 12-month schedule and have budgeted for twelve (12) progress meetings.

##### **Task 1.2 Deliverables:**

- Updated Deliverable and Tracking sheet for up to 12 PMT meetings
- Meeting minutes documentation with list of attendees (up to 12)
- Meeting materials, agenda, including presentations or handouts (up to 12)

##### **TASK 1.3: PROJECT MANAGEMENT, MONTHLY INVOICING AND REPORTING**

Kimley-Horn will perform project management, staffing, accounting, and administrative functions including communications with City staff. We will develop monthly invoices and progress reports to document project progress and expenditures. Associated progress reports will use the deliverable tracking sheet to show percent completion by task along with amount spent and the status of project deliverables being worked on that month in a bar chart format. It will also document expected work to be conducted the following month.

##### **Task 1.3 Deliverables:**

- Monthly invoices
- Progress reports

#### **Task 2 –Stakeholder Meetings / Public Outreach Meetings / Pop-Up Workshops / Develop Traffic Safety Culture Pledges**

##### **TASK 2.1: STAKEHOLDER ENGAGEMENT**

The PMT will work to establish a Vision Zero stakeholder group for this project that includes the local community, businesses, Chamber of Commerce, non-profit organizations, local transportation providers such as Riverside Transit Agency, (RTA), the City's Public Works department, the Planning Division, Riverside Police Department, Riverside Fire Department (RFD), Riverside Unified School District (RUSD), Alvord Unified School District (AUSD), and health and safety agencies. We can build off the stakeholder group established from the LRSP efforts. This group will develop and provide guidance for the overall project effort to establish the City's VZAP.

The project team will meet with the stakeholder group, preferably in-person, to allow for two-way communication and feedback on the materials communicated. We will establish for up to five (5) stakeholder meetings with the group to discuss plan development, implementation, and maintenance of the VZAP. Once project profiles are created in Task 5, we will conduct a field tour of each of the project locations.

Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

### Task 2.1 Deliverables:

- Citywide stakeholder contact list
- Citywide stakeholder meetings (5)
- Meeting agenda and minutes (5)
- Field Tour

### TASK 2.2: PUBLIC OUTREACH

Kimley-Horn will develop a robust public outreach program to inform, educate, and gather feedback from the Riverside community. The program will include seven (7) in-person hour-long outreach meetings with one meeting to be held in a location within each of the City's seven (7) Wards and at time that is accessible for those in underserved communities.

These outreach meeting workshops will consist of a public presentation of the key aspects of the VZAP as well as a listening session where City staff and consultant team members will address questions and comments on the report and interact with the Public. We will create a survey and provide engagement activities to be facilitated at the workshop event. We will create a logo specifically for the VZAP so that the public can recognize and tie together VZAP related information, events, and activities.

Kimley-Horn will outline the workshop and public engagement efforts in an Outreach Plan that will be provided to the City for review and comment.

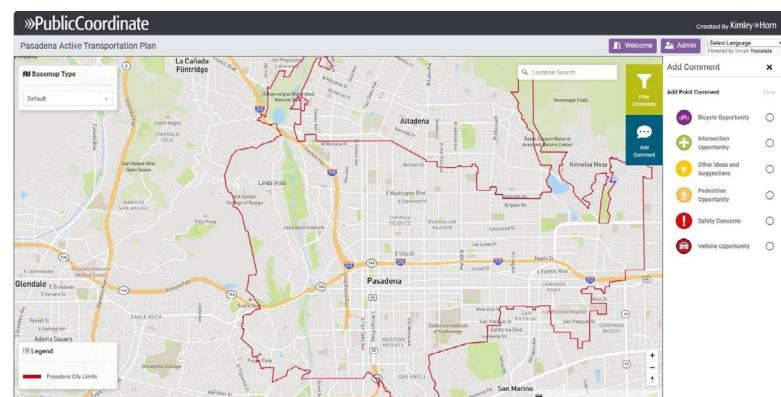
Online engagement activities and surveys, if desired, will be disseminated so that all members of the public have the opportunity to provide input. The Kimley-Horn team will provide all materials and public notifications for the workshop and other public engagement activities. Following each workshop, the Kimley-Horn team will develop a public engagement debrief that will include a summary and documentation of feedback as well as photos and graphics from the event. This summary will be included in the VZAP.

Kimley-Horn also proposes to use our mapping tool, **PublicCoordinate**, to collect the input from those who live, work, and spend time in Riverside. This mapping tool can be embedded on any webpage and readily shared through social media sites to boost public participation. Within PublicCoordinate, we will create subpages for each Ward. The public will be able to use this interactive, user-friendly tool to highlight specific intersections and locations with concerns and draw segments where they would like facilities, such as pedestrian and bicycle, added or upgraded.

We will participate in up to three (3) pop-up workshops of pre-existing related City events to collect feedback from the community regarding the VZAP. Events such as Concerts in the Park or the Farmers Markets are pop-up workshop opportunities.

For these events, we will develop traffic safety culture pledges, primary messaging, to help educate residents about the importance of safety, build awareness of the City's Vision Zero strategy, create positive interest in the initiative, and support the City's Vision Zero efforts.

At each of the events, we can provide foreign language-speaking team members (Spanish, Mandarin) to engage the public and provide translation of outreach materials.



Proposal for Professional Services for

# City of Riverside

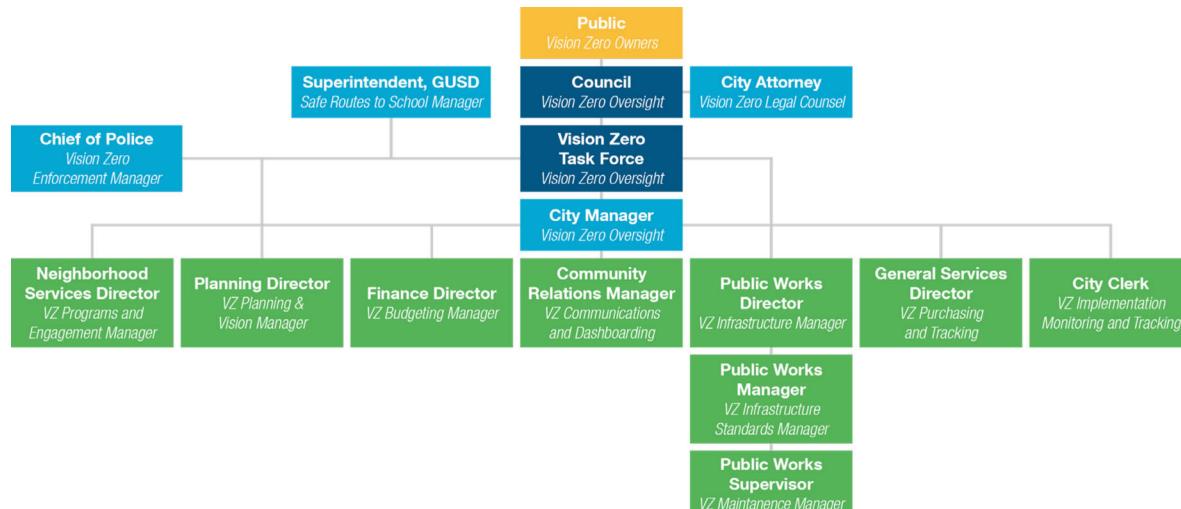
## Vision Zero Action Plan

### Task 2.2 Deliverables:

- Public Outreach Meetings (7 total – one per Ward) with interpretation service
- Pop-Up Workshops (up-to 3) with interpretation service
- Outreach boards (up-to 4) for use at Pop-Up Workshops and Public Meetings
- Outreach materials in Spanish and/or Mandarin
- Develop Traffic Safety Culture Pledges
- Project website with sub-pages for Ward
- Summary write-ups for each event
- Safety survey
- Summary of survey results
- VZAP logo
- Meeting agendas and minutes.

### TASK 2.3: VISION ZERO TASK FORCE

Kimley-Horn will work with City staff to develop a Vision Zero framework that combines the various safety planning activities and documents that already exist or that are created as part of this project into a unified citywide safety strategy. We will develop a multidisciplinary task force that will work under City Council supervision to track progress in implementing safety initiatives, and help the Vision Zero task force establish recurring meetings and activity agendas to build a solid foundation for ongoing work in the future. The figure below is an example of possible task force membership roles and functions. We anticipate up to three meetings. An initial meeting to introduce the responsibilities of the task force, a second meeting during the development of the Action Plan, and a third meeting after completion of the Action Plan.



### Task 2.3 Deliverables:

- Vision Zero Task Force roster
- Facilitate up to three meetings with Vision Zero Task Force.

## Task 3 – Update Existing Traffic Safety Policy Materials / Establish Procedures / Development Standards

### TASK 3.1 – REVIEW BEST PRACTICES, EXISTING PLANS, PROGRAMS, AND POLICIES

Kimley-Horn will work with City staff to identify programs and policies within the City that are most supportive of safety, identify which ones could be updated to better align with current best practices, and where there are opportunities for new initiatives that would support the efforts of the VZAP. We will update the City staff interview responses to the list of questions provided by Kimley-Horn during the preparation of the City's LRSP. Kimley-Horn will provide an updated questionnaire to include recent best practices.

As part of the prior LRSP efforts, Kimley-Horn conducted a literature review of existing plans published by the City, including the General Plan, Active Transportation Plan Section 4, and the Riverside P.A.C.T., which consists of a Pedestrian Target Safeguarding Plan (PTS), an Active Transportation Plan (AT Plan), a Complete Streets Ordinance (CSO), and a Trails Master Plan (TMP). Documents produced by the Riverside County Transportation Department (RCTD), the Southern California Association of Governments (SCAG), and Caltrans were also reviewed to identify projects, policies, and programs that are in place or recommended that might be of value to this analysis. We will build off the prior review conducted by Kimley-Horn and update the literature review to include new documents and plans that have been established since the development of the LRSP.

Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

We will coordinate with the City to obtain recent engineering studies that have been completed relating to roadway safety improvements—including traffic signal warrants, the traffic signal priority list, feasibility studies, and project study reports—and examine the available citywide collision history. Our team will also utilize Transportation Injury Mapping System (TIMS), which was developed by the Safe Transportation Research and Education Center (SafeTREC) as a web-based tool for local agencies to gather data for their safety analysis.

### Task 3.1 Deliverables:

- Summary of Opportunities for Best Practices (updated from LRSP)
- Updated Question list for City Staff
- Technical Memorandum – Existing Plans and Programs (updated from LRSP)
  - Traffic safety policy and programs
  - Traffic safety procedures and operations
  - Development Standards

## Task 4 – Evaluate Existing Collision Data Analysis & Provide Prioritized Proven Safety Countermeasures

### TASK 4.1 – IDENTIFY TARGET CRASH TYPES / RISK FACTORS / TRENDS

The Kimley-Horn team will coordinate with City staff to pull the Crossroads database over the last five-years of collision data. The data will be gathered to allow insight into trends and to better mitigate the natural year-over-year fluctuation caused by natural randomness in collision activity. Kimley-Horn's approach is to look at all collision severity levels, which provides a richer dataset to review and allows the team to determine factors where collision severity levels are high relative to overall collision numbers.

Kimley-Horn has previous data from the LRSP efforts with the City on roadway functional classification, intersection control, schools, parks, transit stops, and other roadway characteristics that impact safety. We will obtain updated available traffic volume data from the City. If possible, additional ADTs will be accessed from the Riverside County Model (RIVCOM) or from REPLICA, big data software.

Kimley-Horn will perform a comprehensive data analysis review. We will re-run our statistical network screening tool with the updated collision data using Highway Safety Manual Methods, which are selected to identify locations with higher-than-expected collision activity that can be reviewed to identify roadway and intersection characteristics associated with higher risk. These methods also review a variety of collision characteristics to identify locations where specific types of collisions are overrepresented, which assists in diagnosing factors that are contributing to elevated numbers of collisions.

The first screening step is to develop critical crash rates for segments and intersections in the City. Average crash rates are developed for intersections based on control type, and roadway segments based on functional classification. A statistical threshold is then established based on daily traffic volumes for each segment and intersection. The difference between the actual crash rate and the critical crash rate for each location can then be used to estimate the relative risk faced by users of the given intersection or segment. This method builds on the High Collision or High Injury Networks that essentially mirror High Traffic networks to provide deeper insight into potential low-cost safety measures. Roadways and intersections with lower classifications will also be identified, allowing the LRSP to broach risk factors associated with those roadways.

### Task 4.1 Deliverables:

- Prepare Existing Collision Data Analysis
- Safe Systems Approach analysis
- Technical Memorandum – Citywide Safety Background and Trends
  - Collision analysis for each of the City's seven (7) Wards.

### TASK 4.2 – PRIORITIZE SAFETY COUNTERMEASURES

Our team will begin to identify potential projects by examining the crash data and determining the appropriate countermeasures improvements to roadway segments. We will prepare a toolbox of systemic safety mitigations that can be applied citywide or on key parts of the network.

Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

Countermeasures will include a mixture of infrastructural improvements, educational initiatives, law enforcement strategies, emergency response, policy updates, coordination activities, and other items that will contribute to the overall tapestry of roadway safety in the City. We will identify safety measures that are appropriate, cost efficient, and proven effective by the US Department of Transportation and the Federal Highway Administration.

The toolbox will be developed in three steps:

1. The site visit locations will be used as case studies. Solutions that emerge from those will be associated with the conditions they are addressing and added to the toolbox.
2. The team will identify priority safety countermeasures for the City based on collision trends and patterns that can be looked at holistically to identify broader strategies that can be employed to address them.
3. The best practices review will be used to identify actions the City can take to improve the safety environment.

### Task 4.2 Deliverables:

- Safety Countermeasure Toolbox (Update from LRSP)
- Priority list of Safety Countermeasures

## Task 5 – Prepare Collision Profiles / Prepare Safety Action Plans / Establish High Injury Network

### TASK 5.1 – PREPARE COLLISION PROFILES

Our team will develop collision profiles based on the collision analysis and trends, primarily those which contributed to fatal and serious injury collisions. We will define up to ten (10) collision profiles which may include, but are not limited to, intersections (signalized and unsignalized), fatal and severe injury collisions, age or responsible party, high incident locations, time of day, bicycle/pedestrian involved collisions, collision types, and primary collision factors. We will identify potential improvements and recommendations for each of the seven (7) Wards. We will conduct a field tour of the project locations.

### Task 5.1 Deliverables:

- Project Collision Profiles (Up to 10 locations)
- Field Notes

### TASK 5.2 – PREPARE SAFETY ACTION PLANS

Based on the stakeholder and public feedback, we will identify focus areas for each of the City's Wards that represent dominant factors involved in crash trends, particularly those that seem to be increasing. As much as possible, these focus areas will align with those of the overall VZAP, the Strategic Highway Safety Plan, incorporating the Safe Systems Approach, state funding priorities, and elevating the City's competitiveness for safety funding. Both infrastructure and non-infrastructure improvements will be identified.

For the focus area locations, the sheets developed in Task 5 will provide the City with a scalable overview of the most cost-effective safety options at each location based on the level of resources available. The solutions identified there will be included in the toolbox as appropriate. Additional systemic safety mitigations will also be included based on the observed crash trends and patterns along with stakeholder and community input.

### Task 5.2 Deliverables:

- Prepare Safety Action Plans (Focus Areas for each Ward)
- Provide improvement recommendations for each Ward

### TASK 5.3 – ESTABLISH HIGH INJURY NETWORK

Kimley-Horn will analyze the existing collision data (fatal and severe injury collisions) and roadway network to develop a High Injury Network (HIN) for all travel modes—pedestrians, bicyclists, and automobiles. These HINs will highlight where the greatest concentration of crashes resulting in fatalities and injuries occur. In this analysis we will identify a subset of the roadway network where most crashes (>50%) are occurring. Creation of this network will help to determine which geographic areas the crashes are concentrated in and to prioritize investments within these areas. We will map the HIN and incorporate it into the VZAP.



### Task 5.3 Deliverables:

- Collision Analysis Memorandum with High-Injury Network maps

Proposal for Professional Services for  
**City of Riverside**  
**Vision Zero Action Plan**

### **TASK 5.4 – UPDATE TRAFFIC SIGNAL PRIORITY LIST**

Kimley-Horn will update the City's un-signalized traffic signal priority list and include as part of the VZAP. As part of this task, the Kimley-Horn team will collect AM/PM peak hour turning movement counts at up-to 50 unsignalized intersections. The count data will be used to conduct the Peak Hour Signal Warrant as part of updating the traffic signal priority list. Additionally, as an added value, prepare up-to two traffic safety standard signing and striping design plan exhibits, similar to City examples at 14th/Sedgewick and Arlington/Hawarden.

#### **Task 5.4 Deliverables:**

- Updated Traffic Signal Priority List
- Collect AM/PM peak hour turning movement counts at up-to 50 unsignalized intersections
- Traffic safety standard signing and striping design plan exhibits (up-to 2)

## **Task 6 – Evaluation & Analysis of Transportation and Socio-Economic Equity Data**

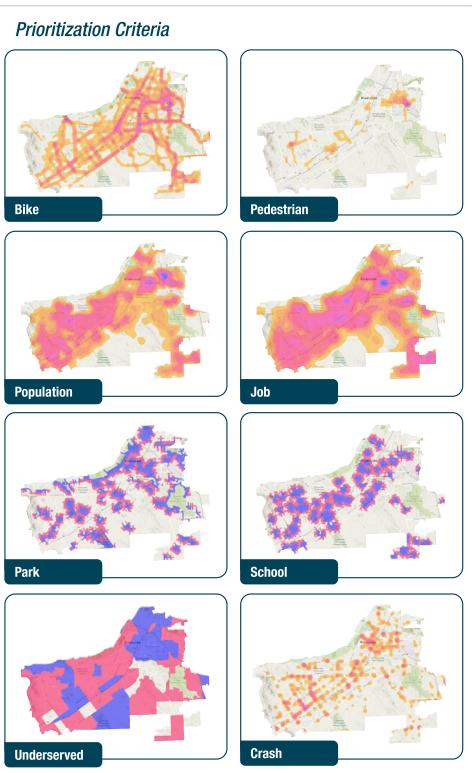
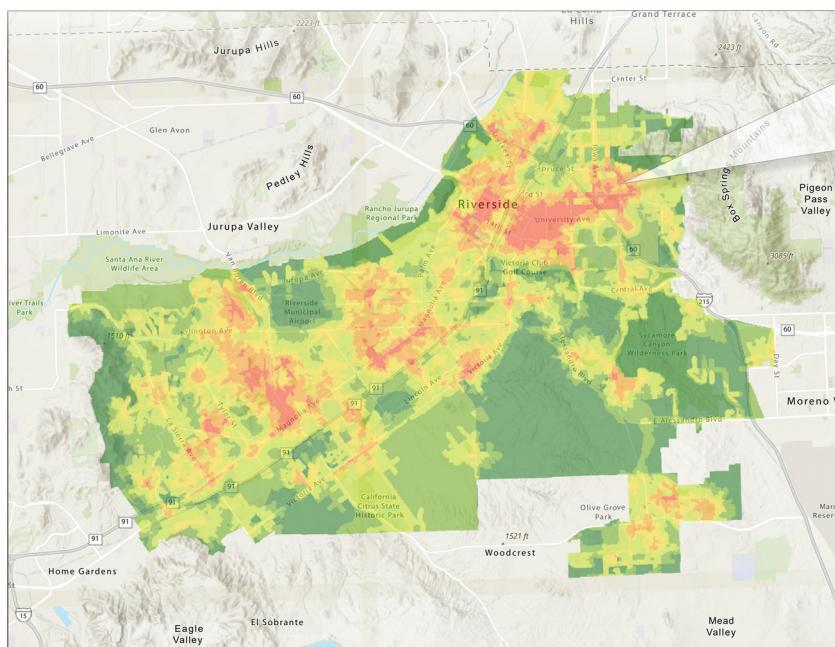
### **TASK 6.1 – TRANSPORTATION EQUITY ASSESSMENT**

Kimley-Horn will explore the impact of traffic safety on disadvantaged populations as identified by Justice40 and SB 535 as the Vision Zero Plan is developed. Showing safety challenges that are particular to these disadvantaged communities, and countermeasures that are best suited to address them, provides unique funding opportunities and may be eligible for funding prioritization through a variety of state and federal grant programs. Particular attention will be placed on vulnerable road users (VRU) as they face greater risk of injury and death from traffic collisions and are much more likely to be exposed to traffic hazards if they belong to a minority or low-income group. The VZAP will consider ways to improve safe multimodal transportation accessibility for underserved communities consistent with the goals established by SS4A Undeserved Population tools as defined by areas of persistent poverty. The transportation equity assessment will be included as a section in the VZAP.

#### **Task 6.1 Deliverables:**

- Transportation Equity Assessment

### **CITY OF RIVERSIDE SAFETY PRIORITY TIERS**



Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

### Task 7 – Develop Content for VZAP for City-hosted Website

#### **TASK 7.1 – PROJECT WEBSITE**

Kimley-Horn will develop project content for a City-hosted website as part of the larger VZAP. The project website will include information about the project meetings, allow stakeholders to submit feedback without attending meetings, and provide updates on the VZAP. The website will also include PublicCoordinate, which will allow for the public to complete an online survey to allow us to see real-time iterative feedback from Riverside residents. The site will also include an interactive map that community members can use to provide suggestions and submit comments on desired location and type of mobility, either vehicle, transit or active transportation. The project website content will also allow us to extend the public workshops for those that cannot attend in-person or prefer to engage in a virtual setting. The website will include a calendar of events, a forum to submit feedback, and links to public ready documents and presentations.

### Task 8 – Prepare VZAP Summary Reports (Draft and Final)

#### **TASK 8.1 – DRAFT VZAP**

Kimley-Horn will prepare a draft VZAP to document the findings of the previous tasks. The draft plan will summarize the identified needs, safety goals, emphasis areas, and a prioritized list of improvements and activities. It will also identify responsibilities and resources to carry out the plan. The plan will also document the stakeholders and their involvement and its development. It will also contain a strategy for implementing the opportunities identified and a process for monitoring safety outcomes, to determine which strategies are most effective. Finally, the plan will include steps on how it can be evaluated for effectiveness and process for updating it in the future. The draft report will be submitted to the City for review and comments, and we will assist in circulating the draft plan to members of the project stakeholder group for review. Kimley-Horn will also hold a meeting for City staff to review the draft VZAP. Kimley-Horn will track and collect a consolidated, non-conflicting set of comments from City staff to review and update the report.

##### **Task 8.1 Deliverables:**

- Draft Report Outline
- Draft Report
- Comment Response Matrix

#### **TASK 8.2 – FINAL VZAP**

Kimley-Horn will respond to up-to two rounds of consolidated, non-conflicting comments received on the Draft Plan into the Final VZAP. This document will guide the City's effort to improve transportation safety and reduce the number of incidents and the severity of those incidents on our transportation systems. The VZAP will be a living document and analysis methods will be clearly outlined to facilitate future updates as the City completes projects, gets new collision data, as needs and priorities change, and seeks funding in future grant application cycles. Kimley-Horn will assist City staff to have the Final VZAP ready for City Council for adoption. As part of this, Kimley-Horn will prepare materials for citywide adoption, consisting of a 1-2 page Executive Summary and fact sheet summarizing Plan highlights and key information, in PDF format. This will include Vision Zero policy and plan goals, acknowledgements from City elected official(s) and Vision Zero Task Force, brief overview of the collision data and collision profiles, HIN, and implementation strategy.

##### **Task 8.2 Deliverables:**

- Final VZAP Report in editable format
- SS4A Application Matrix
- Graphic and materials for Citywide Vision Zero Plan Adoption
- Attendance at a public meeting

#### **TASK 9.1 – DEVELOP PUBLIC SURVEY**

Kimley-Horn has included one survey as part of the Public Outreach described in Task 2.2. Additional community surveys to gather public input on the citywide speed limit reduction program specifically or other specific focus will be provided as part of this task. We can provide up to two additional surveys and provide summary results. The survey can be hosted on the City website.

##### **Task 9.1 Deliverables:**

- Up to two public surveys
- Summary of survey results (up to two)

Proposal for Professional Services for

# City of Riverside

## Vision Zero Action Plan

### Task 10 – Develop Data Driven VZAP Traffic Safety Campaign Message / Social Media Posts / Create Logo

#### **TASK 10.1 – CAMPAIGN GOALS AND OBJECTIVES**

Kimley-Horn will meet with City staff to share ideas and define campaign goals and objectives, and set realistic expectations that can be combined with our Public Outreach efforts in Task 2.2.

#### **TASK 10.2 – CAMPAIGN CONCEPTS**

Kimley-Horn will develop Vision Zero outreach and engagement materials as part of Task 2.2 Public Outreach for ease of implementation and for the public to engage with the plan. The goal is for the materials of the Vision Zero outreach/campaign is to resonate with the City's brand and efforts towards improving safety in the community.

#### **TASK 10.3 – CONTENT CREATION**

Kimley-Horn will create a project logo as part of the Public Outreach efforts in Task 2.2. We can format Public Outreach materials (handouts, boards) to be shared through social media posts or on the project website, created at part of Task 11.

##### **Task 10 Deliverables:**

- Meeting to discuss campaign goals and objectives
- Social media materials

### Task 11 – Develop Content for VZAP for non-city hosted website

#### **TASK 11.1 – PROJECT WEBSITE**

Kimley-Horn will set up a publicly accessible project website using WIX or a similar web builder engine at the onset of this project to help with engagement down the line. The website will help keep the public engaged about the VZAP, specifically about project progress, upcoming meetings, and ongoing safety projects and updates. The project website will include information about the project meetings, allow stakeholders to submit feedback without attending meetings, and provide updates on the VZAP. The website will also include PublicCoordinate, which will allow for the public to complete an online survey to allow us to see real-time iterative feedback from Riverside residents. The site will also include an interactive map that community members can use to provide suggestions and submit comments on desired location and type of mobility, either vehicle, transit or active transportation. The project website context will also allow us to extend the public workshops for those that cannot attend in-person or prefer to engage in a virtual setting. The website will include a calendar of events, a forum to submit feedback, and links to public ready documents and presentations.

##### **Task 11 Deliverables:**

- Project Website

**EXHIBIT “B”**

**COMPENSATION**

## Attachment F

### Vision Zero Action Plan (VZAP) - Cost Proposal Form (Sample)

<b>Grant Category</b>	Fiscal Year 2023 Safe Streets For All (SS4A) - Vision Zero Action Plan (Supplemental Planning Component)		
<b>Grant Fiscal Year</b>	Awarding Cycle FY 2023-24		
<b>Project Title</b>	Vision Zero Action Plan (VZAP) (Supplemental Planning Component)		
<b>Organization</b> (Legal name)	City of Riverside, CA		
Task #	Task Title	Wires	No Line Item Cost
<b>BASE BID (TASKS 1-8)(Required):</b>			
1	Project Management & City Staff Meetings	\$	27,733.89
2	Stakeholder Meetings/ Public Outreach Meetings / Pop Up Workshops / Develop Traffic Safety Culture Pledges	\$	98,785.67
3	Update Existing Traffic Safety Policy Materials / Establish Proposed Procedures / Development Standards	\$	5,579.07
4	Evaluate Existing Collision Data Analysis (most recent 5 years) & Provide Prioritized Proven Safety Countermeasures	\$	13,164.02
5	Prepare Collision Profiles / Prepare Safety Action Plans / Establish High Injury Network (Safety Corridor)(most recent 5 years)	\$	57,419.06
6	Evaluation & Analysis of Transportation & Socio-Economic Equity Data	\$	9,315.33
7	Develop content for VZAP for City - hosted website	\$	
8	Prepare VZAP Summary Reports (Draft + Final)	\$	37,948.27
		<b>Base Tasks Total \$</b>	<b>249,945.31</b>
<b>ADDITIONAL BID (TASKS 9-12)<sup>1</sup> (Optional):</b>			
9	Public VZAP Surveys (Optional)	\$	
10	Develop Data Driven VZAP Traffic Safety Campaign Messages / Data-Driven Social Media Posts / Create VZAP Logo	\$	13,867.21
11	Develop content for VZAP for non-city hosted website	\$	9,079.39
12	Other Indirect Costs (OPTIONAL)		
		<b>Optional Tasks Total \$</b>	<b>22,946.60</b>

<sup>1</sup> The city's preference is to complete all Tasks 1-12 within the existing budget. However, if the existing budget does not cover all tasks, then the city has identified Tasks 1-8 as the required tasks (Base Bid). The Additive Bid Tasks 9-12 are considered optional tasks that may (or may not) exceed the existing budget. Proposal fees exceeding the existing budget are subject to City Staff & City Council

**City of Riverside**  
**Vision Zero Action Plan (VZAP)**

Kimley-Horn and Associates, Inc.												
Category/Title	Sr. Professional III	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst II	Analyst I	Project Support	Total Hours	Total Cost	Expenses	Total Project Costs
196.29% Overtime/10% Fee% w/o FCCM	\$135.59	\$111.50	\$86.04	\$80.25	\$62.50	\$53.26	\$48.05	\$55.13	110	\$ 27,733.89	\$ -	\$ 27,733.89
	\$443.41	\$364.63	\$287.91	\$262.43	\$204.39	\$174.17	\$157.13	\$114.88				\$ 2,813.31
<b>Task 1 Project Management</b>	<b>1</b>	<b>32</b>	<b>16</b>	<b>34</b>	<b>12</b>	<b>6</b>	<b>9</b>	<b>110</b>	<b>\$ 27,733.89</b>	<b>\$ -</b>	<b>\$ 2,813.31</b>	<b>\$ 28,133.31</b>
1.1 Project Kick-Off Meeting	2	4	4	4	30	12	6	1	11	\$ 2,813.31	\$ -	\$ 19,182.61
1.2 Project Progress Meetings	18	12	12	30	45	60	80	8	78	\$ 19,182.61	\$ -	\$ 19,182.61
1.3 Project Management, Monthly Invoicing and Reporting	1	12	12	20	40	60	80	21	573.97	\$ 5,737.97	\$ -	\$ 5,737.97
<b>Task 2 Stakeholder Meetings/Public Outreach Meetings/Pop-up Workshops/Develop Traffic Safety Culture Pledges</b>	<b>64</b>	<b>75</b>	<b>85</b>	<b>80</b>	<b>115</b>	<b>2</b>	<b>421</b>	<b>\$ 94,535.67</b>	<b>\$ 4,250.00</b>	<b>\$ 98,785.67</b>	<b>\$ -</b>	<b>\$ 98,785.67</b>
2.1 Stakeholder Engagement (5 meetings)	20	20	40	40	45	60	80	25	2	107	\$ 25,384.23	\$ 750.00
2.2 Public Outreach (7 meetings + 3 Pop-up workshops)	40	40	40	45	60	80	10	49	49	\$ 3,500.00	\$ 3,500.00	\$ 61,819.59
2.3 Vision Zero Task Force	4	15	15	20	20	30	40	49	49	\$ 10,831.85	\$ -	\$ 10,831.85
<b>Task 3 Update Existing Traffic Safety Policy Materials/Establish Proposed Materials</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>30</b>	<b>\$ 5,579.07</b>	<b>\$ -</b>	<b>\$ 5,579.07</b>	<b>\$ -</b>	<b>\$ 5,579.07</b>
3.1 Review Best Practices, Existing Plans, Programs, and Policies	2	2	2	2	2	8	15	1	30	\$ 5,579.07	\$ -	\$ 5,579.07
<b>Task 4 Evaluate Existing Collision Data Analysis (Most Recent 5-Year History) &amp; Provide Prioritized Proven Safety Countermeasures</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>30</b>	<b>13</b>	<b>2</b>	<b>67</b>	<b>\$ 13,164.02</b>	<b>\$ -</b>	<b>\$ 13,164.02</b>
4.1 Identify Target Crash Types/Risk Factors/Trends	1	1	2	2	6	12	5	27	27	\$ 5,485.87	\$ -	\$ 5,485.87
4.2 Prioritize Safety Countermeasures	2	2	2	6	18	8	2	40	40	\$ 7,678.14	\$ -	\$ 7,678.14
<b>Task 5 Prepare Collision Profiles/Prepare Safety Action Plans/Establish High Injury Network (Designate Safety Corridors)(Most Recent 5 Years)</b>	<b>2</b>	<b>8</b>	<b>22</b>	<b>4</b>	<b>34</b>	<b>67</b>	<b>128</b>	<b>265</b>	<b>\$ 49,919.06</b>	<b>\$ 7,500.00</b>	<b>\$ 57,419.06</b>	<b>\$ 57,419.06</b>
5.1 Prepare Collision Profiles	1	4	4	12	12	20	20	49	49	\$ 9,201.60	\$ -	\$ 9,201.60
5.2 Prepare Safety Action Plans	4	12	4	30	30	60	60	110	110	\$ 20,616.19	\$ -	\$ 20,616.19
5.3 Establish High Injury Network	2	2	6	20	25	30	30	85	85	\$ 16,499.48	\$ -	\$ 16,499.48
5.4 Update Traffic Signal Priority List	1	1	1	2	2	18	18	21	21	\$ 3,601.79	\$ -	\$ 3,601.79
<b>Task 6 Evaluation &amp; Analysis of Transportation and Socio-Economic Equity Data</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>15</b>	<b>20</b>	<b>50</b>	<b>50</b>	<b>\$ 9,315.33</b>	<b>\$ -</b>	<b>\$ 9,315.33</b>	<b>\$ -</b>	<b>\$ 9,315.33</b>
6.1 Transportation Equity Assessment	1	4	10	15	20	50	50	50	50	\$ 9,315.33	\$ -	\$ 9,315.33
<b>Task 7 Develop Content for VZAP for City-Hosted Website</b>	<b>8</b>	<b>120</b>	<b>144</b>	<b>6</b>	<b>217</b>	<b>272</b>	<b>347</b>	<b>14</b>	<b>74</b>	<b>\$ 15,515.81</b>	<b>\$ -</b>	<b>\$ 15,515.81</b>
7.1 Project Website	4	10	21	40	60	50	185	185	185	\$ 37,948.27	\$ -	\$ 37,948.27
<b>Task 8 Prepare VZAP Summary Reports (Drafts + Final)</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>20</b>	<b>40</b>	<b>30</b>	<b>111</b>	<b>\$ 22,432.46</b>	<b>\$ -</b>	<b>\$ 22,432.46</b>	<b>\$ -</b>	<b>\$ 22,432.46</b>
8.1 Draft VZAP	2	6	6	20	20	20	20	74	74	\$ 15,515.81	\$ -	\$ 15,515.81
8.2 Final VZAP	2	4	4	10	15	20	20	74	74	\$ 15,515.81	\$ -	\$ 15,515.81
<b>TOTAL HOURS</b>	<b>8</b>	<b>120</b>	<b>144</b>	<b>6</b>	<b>217</b>	<b>272</b>	<b>347</b>	<b>14</b>	<b>74</b>	<b>\$ 1,128</b>	<b>\$ -</b>	<b>\$ 1,128</b>
Subtotal Labor:	\$3,947.24	\$43,751.14	\$41,458.68	\$1,574.60	\$44,351.95	\$47,374.33	\$54,525.02	\$1,608.34	\$ -	\$ 238,195.31	\$ 11,750.00	\$ 249,945.31
<b>TOTAL COST:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Optional Tasks</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>32</b>	<b>9</b>	<b>76</b>	<b>76</b>	<b>\$ 13,867.21</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,867.21</b>
<b>Task 9 Develop Public Survey for VZAP</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>\$ 3,499.17</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,499.17</b>
10.1 Develop Data Driven VZAP Traffic Safety Campaign Messages/Social Media Posts/Create Logo	1	1	1	4	4	35	35	\$ 6,075.56	\$ -	\$ 6,075.56	\$ -	\$ 6,075.56
10.2 Campaign Goals and Objectives	1	1	1	18	18	1	25	\$ 4,292.48	\$ -	\$ 4,292.48	\$ -	\$ 4,292.48
10.3 Campaign Concepts	1	1	1	16	25	47	47	\$ 9,079.39	\$ -	\$ 9,079.39	\$ -	\$ 9,079.39
<b>Task 11 Develop Content for VZAP for Non-City Hosted</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>25</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>\$ 9,079.39</b>	<b>\$ -</b>	<b>\$ 9,079.39</b>	<b>\$ -</b>	<b>\$ 9,079.39</b>
11.1 Project Website	2	4	16	25	47	47	47	\$ 9,079.39	\$ -	\$ 9,079.39	\$ -	\$ 9,079.39
<b>Task 12 Indirect Costs</b>	<b>6</b>	<b>11</b>	<b>21</b>	<b>19</b>	<b>57</b>	<b>9</b>	<b>123</b>	<b>\$ 1,033.94</b>	<b>\$ 22,946.60</b>	<b>\$ 22,946.60</b>	<b>\$ -</b>	<b>\$ 22,946.60</b>
Optional Tasks Total Cost:	\$2,187.76	\$3,166.98	\$4,292.12	\$3,309.24	\$8,956.56	\$1,033.94	\$ -	\$ 22,946.60	\$ -	\$ 22,946.60	\$ -	\$ 22,946.60

**EXHIBIT “C”**

**KEY PERSONNEL**

*Proposal for Professional Services for*  
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## E. COMPANY PERSONNEL

Kimley-Horn understands that when you select a consultant, you are really choosing the people who will provide the right combination of relevant experience, technical competence, local knowledge, passion, and superior skill in successful project delivery, with an eye for quality and detail and with whom you will enjoy working. **Jason Melchor, PE** will lead the project and serve as the City's primary point of contact. He will be supported by a core team of experienced engineers, planners, and analysts with recent Vision Zero experience who are ready to support the City on this important project.

Per Q&A #1 released by the City of Riverside on September 2, 2025, we have included our key personnel's resumes, which contain names, contact numbers and description of experience, including licenses and/or certifications, in the Appendix.

Kimley-Horn will not be using any subconsultants for this project.

### Organizational Chart



Proposal for Professional Services for  
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## APPENDIX: RESUMES



### Jason Melchor, PE

*Project Manager, Implementation, Cost Estimates*

Jason has over 26 years of experience in the management, design, and review of traffic engineering projects. He has worked with clients across California, including Riverside, San Bernardino, Orange, Los Angeles, San Diego, and Santa Barbara counties to complete systematic safety studies, LRSPs, and traffic impact studies and perform the technical analysis for a variety of safety projects, transportation planning projects, parking studies, transit analyses, site plan reviews, and circulation studies. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, street lighting, and signal interconnect and ITS design plans, and he has served as a key staff member on many transportation studies, traffic and civil engineering design and active transportation projects. Having the design understanding is beneficial when costing out projects for potential grant applications.

#### EDUCATION

- Bachelor of Science, Civil Engineering, Specialization in Transportation, University of California, Irvine

#### CREDENTIALS

- Professional Engineer in California #65218

#### CONTACT NUMBER

- 714.705.1331

### Relevant Experience

- ▲ **City of Riverside, LRSP, Riverside, CA** – Project Manager
- ▲ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Project Manager
- ▲ **City of Rialto, SS4A SAP, Rialto, CA** – Project Manager
- ▲ **City of Ontario, SS4A SAP, Ontario, CA** – Project Manager
- ▲ **City of Riverside, VMT Mitigation Banking Study, Riveside, CA** – Principal-in-Charge
- ▲ **City of Indian Wells, SAP, Indian Wells, CA** – Project Engineer
- ▲ **City of Costa Mesa, LRSP, Costa Mesa, CA** – Project Engineer
- ▲ **City of Palm Desert, LRSP, Palm Desert, CA** – Project Engineer
- ▲ **City of Menifee, LRSP, Menifee, CA** – Project Engineer
- ▲ **City of Perris, LRSP, Perris, CA** – Project Engineer
- ▲ **City of Eastvale, SSAR, Eastvale, CA** – Project Engineer
- ▲ **City of Eastvale, LRSP, Eastvale, CA** – Project Engineer
- ▲ **City of Whittier, LRSP, Whittier, CA** – Project Manager and Project Engineer
- ▲ **City of Corona, LRSP, Corona, CA** – Project Manager
- ▲ **City of Anaheim, LRSP, Anaheim, CA** – Project Manager
- ▲ **City of Orange, LRSP, Orange, CA** – Project Manager
- ▲ **City of Seal Beach, LRSP, Seal Beach, CA** – Project Manager
- ▲ **City of La Quinta, SSAR, La Quinta, CA** – Project Engineer
- ▲ **City of San Clemente, LRSP, San Clemente, CA** – Project Engineer
- ▲ **City of Artesia, LRSP, Artesia, CA** – Project Engineer
- ▲ **City of Maywood, LRSP, Maywood, CA** – Project Engineer
- ▲ **County of Riverside, I-215/Van Buren Blvd Interchange PA/ED and PS&E, Riverside, CA** – Project Engineer
- ▲ **County of Riverside Transportation Department, Mission Blvd Bridge Replacement, Riverside, CA** – Project Engineer

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## Jean Fares, PE

*Principal-in-Charge*

Jean has more than 35 years of experience with the planning and design of traffic and transportation projects throughout California. He has prepared signing and striping plans for more than 300 miles of urban and rural roadways. He has experience managing, designing, and reviewing signage and markings, traffic collision and safety analysis, and local roadway improvement projects. In addition, Jean has wide-ranging experience with traffic operations, traffic signal design, transportation management plans, and traffic control plans.

### EDUCATION

- Bachelor of Science, California State Polytechnic University, Pomona

### CREDENTIALS

- Professional Traffic Engineer in California #TR2097

### CONTACT NUMBER

- 213.354.9402

## Relevant Experience

- ▲ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Principal-in-Charge
- ▲ **City of Monterey Park, LRSP, Monterey Park, CA** – Project Manager
- ▲ **City of Costa Mesa, Development of a SS4A Action Plan, Costa Mesa, CA** – Principal-in-Charge
- ▲ **City of Corona, LRSP, Corona, CA** – Principal-in-Charge
- ▲ **City of Palmdale, Palmdale Sustainable Transportation Plan, Palmdale, CA** – Principal-in-Charge
- ▲ **City of Riverside, LRSP, Riverside, CA** – Principal-in-Charge
- ▲ **City of Menifee, LRSP, Menifee, CA** – QC/QA Manager
- ▲ **City of Eastvale, SSAR, Eastvale, CA** – QC/QA Manager
- ▲ **City of Eastvale, LRSP, Eastvale, CA** – QC/QA Manager
- ▲ **City of Palm Desert, LRSP, Palm Desert, CA** – Project Manager
- ▲ **City of Perris, LRSP, Perris, CA** – QC/QA Manager
- ▲ **City of Indio, LRSP, Indio, CA** – Project Manager
- ▲ **City of Compton, LRSP, Compton, CA** – Project Manager
- ▲ **County of Ventura, LRSP, Ventura County, CA** – Principal-in-Charge
- ▲ **County of Imperial, SSAR for Varied Roadways, Imperial County, CA** – Project Manager
- ▲ **Ventura County Public Works Agency (VCPWA), LRSP and Box Canyon Road RSA, Ventura County, CA** – Principal-in-Charge
- ▲ **City of Monterey Park, PS&E for Monterey Pass Road Complete Streets Project, Monterey Park, CA** – Project Manager

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**Mike Colety, PE, PTOE, RSP<sub>2BI</sub>**  
QC/QA

Mike has over 27 years of experience with the evaluation, planning, and design of transportation facilities that address the safety of all road users. He is currently leading the Update and Implementation of the Strategic Highway Safety Plans (SHSPs) for both California and Nevada and has actively participated in the Standing Committee on Highway Traffic Safety (SCOHTS) Safety Management for the last five years. Mike led the Highway Safety Manual (HSM) Implementation for the Nevada Department of Transportation (NDOT) as well as assisted with the Federal Highway Administration (FHWA) Scale and Scope of HSM Guidebook and the Guide for Scalable Risk Assessment Methods for Pedestrians and Bicyclists. Mike has worked on over 10 LRSPs and has facilitated over 30 RSAs.

## Relevant Experience

- ▲ **Caltrans, SHSP Update and Implementation 2020-2024, Statewide, CA** – Project Manager
- ▲ **Caltrans, On-Call Safety Programs Support Services, Statewide, CA** – Contract Manager
- ▲ **Caltrans, Safety Performance Management Targets Setting Analysis, Statewide, CA** – Project Manager
- ▲ **Caltrans, CMAS Safety Performance Management Target Setting Analysis, CA** – Project Manager
- ▲ **County of El Dorado, LRSP, El Dorado County, CA** – Principal-in-Charge
- ▲ **CCTA, Countywide Comprehensive Transportation Safety Action Plan, Contra Costa County, CA** – Principal-in-Charge
- ▲ **CCTA, LRSP, Contra Costa County, CA** – Senior Advisor
- ▲ **VTA, US 101/SR 25 Interchange Improvements Phase 1 PS&E and SR 152 Trade Corridor, Santa Clara County, CA** – Project Manager
- ▲ **NDOT, RSA Program, Las Vegas, NV** – Project Engineer
- ▲ **NDOT, SHSP Implementation Support, Statewide, NV** – Project Manager
- ▲ **ADOT, Bicycle Safety Action Plan, Phoenix, AZ** – Principal-in-Charge
- ▲ **ADOT, Statewide Pedestrian Safety Action Plan, Statewide, AZ** – Project Engineer
- ▲ **Iowa DOT, LRSP, Statewide, IA** – Principal-in-Charge
- ▲ **FHWA Eastern Federal Lands Highway Division (EFLHD), RSA for the U.S. Forest Service, Nationwide, United States** – Project Engineer
- ▲ **FHWA EFLHD, Transportation Planning, Pavement Design, Performance Management, Traffic Monitoring, Safety Reports & Studies, and Asset Management, Eastern Region, United States** – Project Engineer
- ▲ **City of Ventura, SSARP, Ventura, CA** – Principal-in-Charge
- ▲ **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions SSARP, Santa Clarita, CA** – Principal-in-Charge
- ▲ **City of Moreno Valley, RSA/RSSA, Moreno Valley, CA** – Project Manager

## EDUCATION

- Master of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Bachelor of Science, Engineering, California Polytechnic State University, San Luis Obispo

## CREDENTIALS

- Professional Engineer in California #60858 (also in AZ, CO, NV, and UT)
- Road Safety Professional 1 #22
- Road Safety Professional 2I #37
- Road Safety Professional 2B #16
- Professional Traffic Operations Engineer #28020
- TRB Toward Zero Deaths Subcommittee, Chair

## CONTACT NUMBER

- 510.350.0227

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**Darryl dePencier, AICP, GISP,  
RSP<sub>2B</sub>**

*Planning and Safety Analysis Task Lead, Governance Review,  
Safe System Approach*

Darryl has been leading transportation safety projects for over 17 years, including over 40 recent SSARs, LRSPs, and RSAs. He has developed a number of tools to root out the spatial relationships between collision events to determine the factors and conditions that increase the probability of vehicle crashes. His experience ranges from establishing safety policy language, to network screening, to crash site engineering reviews, to developing countermeasure toolboxes. Darryl also conducts statistical analyses of crash activity using methods presented in the Highway Safety Manual, the Local Roadway Safety Manual, and customized analyses for unusual locations or conditions. He has worked on studies at the statewide, regional, local, and site-specific levels that incorporate all of the four Es of safety (engineering, education, enforcement, and emergency services). Work products include guidance documents, local roadway safety plans, safety thresholds, safety audits, and local countermeasure recommendations.

### Relevant Experience

- ▲ **City of Riverside, LRSP, Riverside, CA** – Project Planner
- ▲ **City of Goleta, Vision Zero Strategy, Goleta, CA** – Project Planner
- ▲ **Caltrans, Statewide Vulnerable Road User Safety Assessment, Statewide, CA**  
– Project Manager
- ▲ **City of Santa Clara, Vision Zero Action Plan, Santa Clara, CA** – Project Planner
- ▲ **City of Rialto, SS4A SAP, Rialto, CA** – Project Planner
- ▲ **City of Ontario, SS4A SAP, Ontario, CA** – Project Planner
- ▲ **City of Indian Wells, SAP, Indian Wells, CA** – Project Manager
- ▲ **City of Goleta, Traffic Safety Study LRSP, Goleta, CA** – Project Manager
- ▲ **City of Goleta, Local Road Safety Plan, Goleta, CA** – Project Planner
- ▲ **City of Goleta, Systemic Safety Analysis Report, Goleta, CA** – Project Planner
- ▲ **City of Goleta, San Jose Creek Trail; Reconnecting Communities Grant, Goleta, CA** – Project Planner
- ▲ **Caltrans, 2020-2024 Strategic Highway Safety Plan, Statewide, CA** – Project Planner
- ▲ **Caltrans, Vulnerable Road User Safety Assessment, Statewide, CA** – Project Manager
- ▲ **Caltrans, Local Development Safety Review Guidelines, Statewide, CA** – Project Manager
- ▲ **Caltrans, CMAS Safety Performance Management Target Setting Analysis, CA** – Project Planner
- ▲ **City of Ventura, Citywide SSARP Ventura, CA** – Project Planner
- ▲ **City of Santa Clarita, Citywide SSAR, Santa Clarita, CA** – Project Planner
- ▲ **City of Los Angeles, Vision Zero Program Independent Evaluation, Los Angeles, CA** – Project Planner
- ▲ **City of Lancaster, Safe Routes to School Plan, Lancaster, CA** – Project Planner
- ▲ **City of Lancaster, Systemic Safety Analysis Report Program (SSARP), Lancaster, CA** – Project Manager
- ▲ **City of Palmdale, Sustainable Transportation Plan, Palmdale, CA** – Project Manager
- ▲ **City of Artesia, LRSP Artesia, CA** – Project Manager
- ▲ **City of Eastvale, LRSP, Eastvale, CA** – Project Manager

### EDUCATION

- Master of Science, Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Arts, Geography, Carleton University
- Certificate of Geographic Information Systems, Algonquin College

### CREDENTIALS

- Geographic Information Systems Professional #59317
- American Institute of Certified Planners #026552
- Road Safety Professional 1 #279
- Road Safety Professional 2B #17

### CONTACT NUMBER

- 213.261.4039

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## Tatiana Lundstrom, PE, RSP,<sub>1</sub>

*Engagement and Outreach Task Lead, Engagement Plan/Strategy*

Tatiana has nearly 10 years of experience working on a variety of transportation projects, bringing expertise in both design and public outreach. As a designer, she has contributed to projects involving bicycle and pedestrian facilities, intersections, signing and pavement marking, roundabouts, and other safety improvements. In her role as an outreach coordinator, she has led public project workshops, community event canvassing, school walk audits, safe school outreach initiatives, and the scheduling, planning, and coordination of active transportation plans and transportation safety action plans. Tatiana has led outreach on multiple projects, planning project specific outreach events that had over 500 attendees.

Conversational in Spanish and Mandarin Chinese, in addition to English, Tatiana's multilingual skills allow her to engage effectively with diverse communities, making outreach efforts more inclusive and accessible. Her strong written and verbal communication skills, combined with her ambition, passion for the industry, and drive to develop creative solutions, have enabled her to deliver high-quality work efficiently and effectively.

### Relevant Experience

- ▲ **City of Santa Clara, Vision Zero Plan, Santa Clara, CA** – Deputy Project Manager, Outreach and Engagement Lead
- ▲ **City of Ontario, SS4A SAP, Ontario, CA** – Deputy Project Manager, Outreach and Engagement Lead
- ▲ **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Outreach and Engagement Lead
- ▲ **City of San Marcos, Active Transportation Plan, San Marcos, CA** – Engagement Lead
- ▲ **Caltrans, Statewide Vulnerable Road Users Safety Assessment, Statewide, CA** – Deputy Project Manager and Stakeholder Coordinator
- ▲ **City of Bakersfield, Old Town Kern Core Area Vision Plan, Downtown Bakersfield, CA** – Deputy Project Manager, Outreach and Engagement Lead
- ▲ **Caltrans, SHSP Update and Implementation, Statewide, CA** – Deputy Project Manager
- ▲ **Jamul Indian Village, SR 94 Improvements, National Environmental Policy Act (NEPA), Environmental Impact Report (EIR), Project Approval/Environmental Document (PA/ED), and PS&E** – Deputy Project Manager
- ▲ **City of Moreno Valley, Pedestrian Access Plan, Moreno Valley, CA** – Outreach and Engagement Lead
- ▲ **City of Costa Mesa, Development of Safe Routes to School Action Plan, Costa Mesa, CA** – Deputy Project Manager, Outreach and Engagement Lead
- ▲ **Caltrans, State Route (SR) 78 Asset Management Plans, Specifications, and Estimates (PS&E), San Marcos, CA** – Deputy Project Manager
- ▲ **San Diego Association of Governments (SANDAG), Orange Bikeway Final Design, San Diego, CA** – Task Manager
- ▲ **Caltrans District 11, Voigt Drive/Interstate 5 (I-5) North Coast Corridor (NCC) Improvements (PS&E), San Diego, CA** – Task Manager
- ▲ **Caltrans District 11, I-5 NCC PS&E, Construction Support, and Express Lanes, San Diego, CA** – Task Manager
- ▲ **Caltrans District 11, A&E On-Call Roadway Design Services, 11A3332 - SR 52 PS&E (Asset Management Task Orders (T0s) 1, 6, 27), San Diego, CA** – Task Manager

### EDUCATION

- Bachelor of Science, Civil Engineering, Clemson University
- Bachelor of Arts, Modern Languages (Mandarin), Clemson University

### CREDENTIALS

- Professional Engineer in California #95416
- Road Safety Professional 1 #1559
- Conversational in Spanish and Mandarin

### CONTACT NUMBER

- 619.614.4704

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## Ryan Calad, PE, TE

*Engineering and Safety Countermeasures Task Lead*

Ryan has 19 years of experience and is a recognized leader in the transportation and public works field. He has served in leading roles on many transportation and public works projects and has extensive experience managing projects for the City. He has an extensive planning and design background and is effective at anticipating and resolving problems and issues on concurrent project task orders involving multi-disciplined project teams, agencies, and subconsultants. Ryan is highly skilled at managing “on-call” type projects and understands that our team will serve as an extension of your staff. He will place communication with Public Works as the highest priority to ensure that work products are timely and responsive to your needs.

### Relevant Experience

- ▲ **Town of Apple Valley, Town-wide School Zone Analysis and LRSP, Apple Valley, CA** – Project Manager\*
- ▲ **Town of Apple Valley, SRTS Master Plan, Apple Valley, CA** – Project Manager\*
- ▲ **Town of Apple Valley, The ‘Village’ SR 18 Corridor Enhancement Plan, Apple Valley, CA** – Project Manager\*
- ▲ **City of Twentynine Palms, SSARP, Twentynine Palms, CA** – Project Manager\*
- ▲ **City of Costa Mesa, Development of Safe Routes to School Action Plan, Costa Mesa, CA** – Task Manager
- ▲ **Caltrans, Coast Highway Intersection Improvement Feasibility Study, Laguna Beach, CA** – Project Manager\*
- ▲ **City of Anaheim, On-Call Traffic Engineering Services, Anaheim, CA** – Contract Manager\*
- ▲ **City of Anaheim, HSIP Cycle 12 Grant Support, Downtown Anaheim, CA** – Project Manager\*
- ▲ **City of Palm Springs, LRSP, Palm Springs, CA** – Task Manager\*
- ▲ **City of Escondido, LRSP, Escondido, CA** – Technical Lead\*
- ▲ **Town of Apple Valley, Town Wide Park-Related Traffic Control Analysis Compliance Review, Apple Valley, CA** – Project Manager\*
- ▲ **City of Culver City, Culver Boulevard Class IV Bike Lane Gap Closure, Culver City, CA** – Project Manager\*
- ▲ **City of Inglewood, Intelligent Transportation Systems (ITS) Gap Closure Part II, Inglewood, CA** – Task Manager
- ▲ **City of Los Angeles, On-Call: Project Design Services for Affordable Housing and Sustainable Communities (AHSC) Round 5 Projects Transportation Improvements, Los Angeles, CA** – Traffic Task Manager\*
- ▲ **County of Los Angeles, Willowbrook 2 (AHSC) Complete Streets Project, Task Order PW15151-022, Los Angeles, CA** – Project Manager\*
- ▲ **City of Long Beach, As-Needed Traffic Engineering and Transportation Planning Services, Long Beach, CA** – Contract Manager\*
- ▲ **City of Long Beach, Studebaker Road Complete Streets/ITS Project, Long Beach, CA** – Task Manager\*
- ▲ **City of Orange, As-Needed Traffic Engineering Services, Orange, CA** – Project Manager\*
- ▲ **City of Pomona, On-Call Traffic Engineering Services, Pomona, CA** – On-Call Assistant City Traffic Engineer\*
- ▲ **City of South Pasadena, Citywide Signal Systems Inventory & HSIP Cycle 7 Grant Applications, South Pasadena, CA** – Project Manager\*

\*Prior to joining Kimley-Horn

### EDUCATION

- Bachelor of Science, Ecology, University of California, Irvine

### CREDENTIALS

- Professional Engineer in California #91422
- Professional Traffic Engineer in California #2692

### CONTACT NUMBER

- 657.291.8815

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### Abbey Ibarra

*Policy, Programs, and Standards Review; Spanish Interpretation*

Abbey has experience in transportation planning, traffic engineering, and traffic safety analysis. Her experience includes preparation of signing and striping, parking studies, active transportation plans, local roadway safety plans, vulnerable road user safety assessments, and stakeholder and community engagement. She has extensive experience in GIS and has experience in sorting GIS data to identify and interpret trends. She assists in collecting data and implementing the assessing methodology to projects for determining the level of traffic safety given various parameters. Abbey is also fluent in Spanish.

### Relevant Experience

- ▲ **City of Indian Wells, SAP, Indian Wells, CA** – Analyst
- ▲ **City of Rialto, SS4A SAP, Rialto, CA** – Analyst/Outreach
- ▲ **City of Ontario, SS4A SAP, Ontario, CA** – Analyst/Outreach
- ▲ **County of Ventura, Systemic Intersections Design, HSIP Cycle 10, Ventura County, CA** – Analyst
- ▲ **City of Santa Maria, Local Roadway Safety Plan, CA** – Analyst
- ▲ **City of Santa Clarita, Professional Services for Development of Local Roadway Safety Plan (LRSP), Santa Clarita, CA** – Analyst
- ▲ **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Analyst
- ▲ **City of Morro Bay, LRSP, Morro Bay, CA** – Analyst
- ▲ **City of Inglewood, Intelligent Transportation Systems (ITS) Gap Closure Part II, Inglewood, CA** – Analyst
- ▲ **City of Palmdale, LRSP, Palmdale, CA** – Analyst
- ▲ **City of Palmdale, Sustainable Transportation Plan, Palmdale, CA** – Analyst
- ▲ **City of Lynwood Planning & Engineering Services LRSP, Lynwood, CA** – Analyst
- ▲ **City of Compton, LRSP, Compton, CA** – Analyst
- ▲ **City of Alhambra, LRSP, Alhambra, CA** – Analyst
- ▲ **City of South El Monte, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 9, El Monte, CA** – Analyst
- ▲ **City of Whittier, LRSP, Whittier, CA** – Analyst
- ▲ **City of Seal Beach, LRSP, Seal Beach, CA** – Analyst
- ▲ **San Gabriel Valley Council of Governments (SGVCOG), San Gabriel Valley Transit Study, Irwindale, CA** – Analyst
- ▲ **City of Anaheim, LRSP, Anaheim, CA** – Analyst
- ▲ **City of Costa Mesa, LRSP, Costa Mesa, CA** – Analyst
- ▲ **Orange County Transportation Authority (OCTA), Santa Ana Transit Cooperation Study, Orange County, CA** – Analyst
- ▲ **City of Riverside, Local Road Safety Plan, Riverside, CA** – Analyst
- ▲ **City of San Clemente, LRSP, San Clemente, CA** – Analyst
- ▲ **City of Menifee, LRSP, Menifee, CA** – Analyst
- ▲ **County of San Benito, LRSP, San Benito County, CA** – Analyst
- ▲ **San Benito County, LRSP Development, CA** – Analyst
- ▲ **City of Indio, LRSP, Indio, CA** – Analyst
- ▲ **Caltrans, Vulnerable Road User Safety Assessment, Statewide, CA** – Analyst

### EDUCATION

- Master of Science, Civil Engineering, California State Polytechnic University, Pomona
- Bachelor of Science, Urban and Regional Planning, California State Polytechnic

### CONTACT NUMBER

- 213.438.9288

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## Tom Chalmers, RSP<sub>1</sub>

*Emphasis Areas, Caltrans Coordination*

Tom has experience in project management for local roadway SAPs, ATPs, prioritization studies, and the development of GIS applications. He is skilled in various computer programs, including ArcGIS Pro, ArcGIS Online (including Experience Builder and Story Maps), ESRI Field Maps/Collector for ArcMap, QGIS, PostgreSQL, Tableau, and Adobe Illustrator. Tom currently leads the data analysis task for the Caltrans SHSP, which is the primary road safety plan for the state of California. He has led the development of the SHSP's crash data dashboard, which provides visualizations and statistics for key safety emphasis areas, including bicyclists and pedestrians. With his background in GIS, Tom is particularly focused on linking geospatial data to communicating trends with stakeholders.

### EDUCATION

- Master of Science, Geographic Information Science, California State University, Long Beach
- Bachelor of Science, Geographic Information Science, University of Maryland

### CREDENTIALS

- Road Safety Professional #1389

### CONTACT NUMBER

- 619.744.0182

### Relevant Experience

- ▲ **Caltrans, SHSP, Statewide, CA** – Task Lead
- ▲ **Stanislaus Council of Governments (StanCOG), REAP 2.0 Community Enhancement Zone Plans, VMT Mitigation Strategy, and SCS Bicycle and Pedestrian Plans** – Project Planner
- ▲ **City of Claremont, LRSP, Claremont, CA** – Project Manager\*
- ▲ **City of Duarte, SRTS Plan, Duarte, CA** – Task Lead
- ▲ **City of Riverside, County GIS Bridge Inventory, Riverside, CA** – Task Lead\*

\*Prior to joining Kimley-Horn

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## Fabian Campos, AICP

*Underserved Population Assessment, Engagement Plan/Strategy,  
Spanish Interpretation*

Fabian works with public and private clients on equitable strategies and implementation, providing nuanced understanding of markets, the federal legislative process, and regulatory environment to plan, design, and develop projects that advance equitable outcomes for underserved communities. With over six years of experience, Fabian has worked on a variety of multimodal transportation projects, zero-emission transition plans, micromobility pilot programs, local, state, and federal grants, and conducted benefit-cost analyses for bridge projects. Fabian's broader technical experience includes geospatial analyses, land-use planning, transit-oriented communities, community engagement, and research.

### Relevant Experience

- ▲ **City of Goleta, Reconnecting Communities Pilot (RCP) Grant Program (RCP), Goleta, CA** – Lead Grant Writer
- ▲ **Santa Barbara County Association of Governments (SBCAG), Solutions for Congested Corridors Program (SCCP) Grant, Santa Barbara, CA** – Grant Writer
- ▲ **Santa Barbara County Association of Governments (SBCAG), Trade Corridor Enhancement Program (TCEP) Grant, Santa Barbara, CA** – Grant Writer
- ▲ **SLOCOG, Regional VMT Mitigation Program, San Luis Obispo County, CA** – Project Manager
- ▲ **City of Bakersfield, Old Town Kern Core Area Vision Plan, Bakersfield, CA** – Project Analyst
- ▲ **City of Paso Robles, Trade Corridor Enhancement Program (TCEP) Grant, Paso Robles, CA** – Lead Grant Writer
- ▲ **Fresno COG, Regional VMT Mitigation Program Study, Fresno, CA** – Project Manager
- ▲ **StanCOG, RTP/SCS including Regional VMT Bank Element for the SCS, Stanislaus County, CA** – Project Manager
- ▲ **Contra Costa Transportation Authority (CCTA), Safe Routes to Transit and Bay Trail Program (SR2TBT) Project Grant, Moraga, CA** – Equity Lead
- ▲ **Contra Costa Transportation Authority (CCTA), Roadway Safety Plan, Moraga, CA** – Project Analyst
- ▲ **California Department of Transportation (Caltrans) District 4, Vision 980: Phase 2 Feasibility Study, West Oakland, CA** – Equity Task Lead\*
- ▲ **Valley Metro Transit System, Zero-Emission Bus Transition Plan Equity Analysis, Phoenix, AZ** – Task Lead\*
- ▲ **Valley Metro Transit System, Low-and-No Emission Grant, Phoenix, AZ** – Equity Analysis Lead\*
- ▲ **Port of Portland, Clean Ports Program: Climate and Air Quality Planning Competition, Portland, OR** – Equity Lead\*
- ▲ **Pierce County, Canyon Road Northerly Extension Benefit-Cost Analysis, Tacoma, WA** – Equity Task Lead\*
- ▲ **City of Milwaukee Environmental Collaboration Office, Preliminary Electric Vehicle Readiness Plan, Milwaukee, MN** – Equity Task Lead\*
- ▲ **Sarasota County, Climate Pollution Reduction Grant (CPRG), Sarasota, FL** – Engagement Lead\*
- ▲ **US Department of Transportation (USDOT), Thriving Communities Program (TCP), US, National** – Technical Assistance Lead\*
- ▲ **National Park Service (NPS) and Federal Highway Administration (FHWA), Equity Blueprint for Access Communities, US, National** – Deputy Project Manager\*
- ▲ **Federal Highway Administration (FHWA), Congestion Tolling Equity Study, US, National** – Equity Task Lead\*
- ▲ **Maryland Transit Administration, Electric Vehicle Garage Charging Study, Baltimore, MD** – Equity Task Lead\*
- ▲ **New Jersey Transit, Capital Plan: Mid-Plan Update, Jersey City, NJ** – Equity Lead and eTOD Researcher\*

### EDUCATION

- Master of Science, Urban and Regional Planning, University of California, Los Angeles
- Bachelor of Science, Sociology, Grinnell College

### CREDENTIALS

- American Institute of Certified Planners #242006

### CONTACT NUMBER

- 213.634.5275

\*Prior to joining Kimley-Horn

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### Alyssa Phaneuf, PE

Funding

Alyssa has 25 years of experience in the transportation industry. She has a unique ability to translate stakeholder needs into transportation solutions, which she uses to write successful grant applications and receive funding for a variety of different projects, including high occupancy vehicle (HOV) lanes, transit improvements, and transportation technology projects. She has won hundreds of millions of dollars through Senate Bill 1 (SB1), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure for Rebuilding America (INFRA), and Metro Call for Projects funding programs, among others. She understands that the key to a successful grant application is a story backed by data-driven analysis. She is an expert in transportation technology, as she has planned and implemented projects for Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and Caltrans Districts 3, 4, 5, 7, 10, 11, and 12.

#### EDUCATION

- Master of Science, Civil Engineering—Transportation, Georgia Institute of Technology
- Master of City and Regional Planning, Georgia Institute of Technology
- Bachelor of Science, Civil Engineering, University of California, Berkeley

#### CREDENTIALS

- Professional Engineer in California #63123

#### CONTACT NUMBER

- 213.261.4047

### Relevant Experience

- ▲ **Los Angeles Department of Transportation (LADOT), Application and Grant Writing for Large Infrastructure Projects, Los Angeles, CA** – Project Manager
- ▲ **Department of Energy, Office of Energy Efficiency and Renewable Energy, Vehicles Technologies Office (VTO) Fiscal Year 2021 Research Funding Opportunity, Santa Clarita, CA** – Project Manager
- ▲ **City of Moreno Valley, RAISE Grant Application, Moreno Valley, CA** – Project Manager
- ▲ **City of Coachella, RAISE Grant Application, Coachella, CA** – Project Manager
- ▲ **Santa Barbara County Association of Governments (SBCAG), SB1 Grant Services and Grant Writing Services, Santa Barbara County, CA** – Project Manager
- ▲ **SBCAG, RAISE Grant Application, Santa Barbara County, CA** – Project Manager
- ▲ **San Diego Association of Governments (SANDAG), Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Application, San Diego, CA** – Task Lead
- ▲ **SANDAG, Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Assistance, San Diego, CA** – Project Lead
- ▲ **City of Seaside, Active Transportation Program (ATP) Grant Assistance for Broadway Avenue Complete Street Corridor, Seaside, CA** – Task Lead
- ▲ **Caltrans District 3, Regional Managed Lanes Feasibility Study, Various Counties, CA** – Project Engineer
- ▲ **Metro, North Hollywood to Pasadena BRT Planning and Environmental Study, Los Angeles, CA** – Project Engineer
- ▲ **Metro, I-405 Sepulveda Pass Corridor Project Benefit Analysis, Los Angeles, CA** – Project Manager

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## Sowmya Chandrasekhar, PE, TE, PTOE

*Safety Countermeasures Toolbox*

Sowmya has over 16 years of professional experience as a transportation engineer. She is experienced in SRTS, corridor operational analyses, traffic impact analyses, traffic signal designs, illumination designs, temporary/permanent traffic control plans, traffic control warrant analyses, parking studies, pedestrian studies, crash analyses, and innovative intersection improvements. Sowmya has provided support for the development of transportation simulation models, preparation of ATP/HSIP grant applications, and review of connected vehicle applications for agencies.

### Relevant Experience

- ▲ **City of Lancaster, SRTS Master Plan, Lancaster, CA** – Senior Traffic Engineer
- ▲ **City of Lancaster, Paraclete High School SRTS Plan, Lancaster, CA** – Senior Traffic Engineer
- ▲ **City of Lancaster, LRSP, Lancaster, CA** – Project Manager
- ▲ **City of Lancaster, Pedestrian Gap Closures and Street Lighting, Lancaster, CA** – Senior Project Engineer
- ▲ **City of Simi Valley, LRSP, Simi Valley, CA** – Project Engineer
- ▲ **City of Los Angeles, Department of Recreation and Parks, Griffith Park Safety & Mobility Active Transportation Project, Los Angeles, CA** – Project Manager
- ▲ **City of Diamond Bar, On-Call Civil and Traffic Engineering Services, Diamond Bar, CA** – Project Manager
- ▲ **City of Diamond Bar, Neighborhood Traffic Management Plan (NTMP) on North Del Sol Lane and Highland Valley Road, Diamond Bar, CA** – Project Manager
- ▲ **City of Diamond Bar, Quail Elementary School Study, Diamond Bar, CA** – Project Manager
- ▲ **City of Diamond Bar, Castle Rock Elementary School Study, Diamond Bar, CA** – Project Manager
- ▲ **City of Malibu, On-Call Traffic and Civil Engineering Services, Malibu, CA** – Senior Project Engineer
- ▲ **City of Laguna Niguel, Rancho Niguel Road and Rancho Azul Corridor Operations and Safety Study, Laguna Niguel, CA** – Senior Project Engineer
- ▲ **City of Buena Park, On-Call Transportation Engineering Services, Buena Park, CA** – Project Manager\*
- ▲ **City of Buena Park, SRTS ATP Grant Application Support, Buena Park, CA** – Project Manager\*
- ▲ **City of Thousand Oaks, Thousand Oaks Boulevard Short Corridor Pedestrian Study, Thousand Oaks, CA** – Project Manager\*
- ▲ **California State University Long Beach Pedestrian Crossing Studies, Long Beach, CA** – Project Engineer\*
- ▲ **City of Santa Monica, Design Services for SRTS Pedestrian Improvements, Santa Monica, CA** – Project Engineer\*
- ▲ **NYCDOT, SRTS Program, New York City, NY** – Graduate Intern\*

\*Prior to joining Kimley-Horn

### EDUCATION

- Master of Science, Civil Engineering, Missouri University of Science & Technology
- Bachelor of Science, Civil Engineering, Visvesvaraya National Institute of Technology, India

### CREDENTIALS

- Professional Engineer in California #83100
- Professional Traffic Engineer in California #2760 and Texas #109776
- Professional Traffic Operations Engineer #3323

### CONTACT NUMBER

- 213.354.9400

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**Amy Restelli, PE**

*Safety Countermeasures Toolbox*

Amy has 14 years of experience in transportation planning and design projects with a passion for creating active, healthy communities through equitable access to mobility options. Amy's work includes multi-modal corridor plans, community plan updates, active transportation plans, safety plans, and campus circulation plans across the region. Her safety experience includes large-scale statewide plans as well as intersection and corridor-specific improvement designs. She works on a variety of other transportation project types including intersection and corridor operational analyses, bicycle and pedestrian facility intersection designs, traffic signal design, traffic signal optimization and coordination, transportation management plans, and signing and pavement marking plans. Her excellent written and verbal communication skills, combined with her ambition and passion for the industry, and her drive to develop creative solutions have allowed her to produce numerous quality products in a timely manner. Amy thrives in building stakeholder consensus through planning and development of projects. Her project and task management focuses on keeping projects streamlined and grounded, making it easier for the public to understand improvement objectives.

**EDUCATION**

- Bachelor of Science, Civil Engineering, Villanova University

**CREDENTIALS**

- Professional Engineer in Maryland #41282
- Women's Transportation Seminar (WTS), Board Member

**CONTACT NUMBER**

- 619.744.0143

**Relevant Experience**

- ▲ **City of Imperial Beach, LRSP, Imperial Beach, CA** – Project Manager
- ▲ **City of San Marcos, ATP, San Marcos, CA** – Project Manager
- ▲ **City of Salinas, ATP, Salinas, CA** – Project Manager
- ▲ **UC Riverside, Intersection Safety Study, Riverside, CA** – Project Manager
- ▲ **City of Artesia, ATP, Artesia, CA** – Kimley-Horn Project Manager
- ▲ **City of Menifee, ATP, Menifee, CA** – Kimley-Horn Project Manager
- ▲ **City of Menifee, Complete Streets Plan Update, Menifee, CA** – Kimley-Horn Project Manager
- ▲ **City of Menifee, LRSP, Menifee, CA** – Project Engineer
- ▲ **City of Citrus Heights, LRSP, Citrus Heights, CA** – Project Engineer
- ▲ **City of Roseville, LRSP, Roseville, CA** – Project Engineer
- ▲ **City of Artesia, LRSP, Artesia, CA** – Project Engineer
- ▲ **SANDAG, San Vincente Comprehensive Multimodal Corridor Plan, San Diego, CA** – Project Manager
- ▲ **City of San Marcos, Street Design Manual, San Marcos, CA** – Project Manager
- ▲ **City of San Diego, Mira Mesa and University Community Plan Update, San Diego, CA** – Project Manager
- ▲ **City of San Diego, University Community Plan Update, San Diego, CA** – Project Manager
- ▲ **UC Riverside, Campus Traffic Engineering Study, Riverside, CA** – Project Manager
- ▲ **UC San Diego, Gilman Corridor Study, San Diego, CA** – Project Manager
- ▲ **Caltrans, SHSP, Statewide, CA** – Project Engineer
- ▲ **City of National City, El Toyon/Las Palmas Bike Corridor Final Design ATP, National City, CA** – Project Engineer
- ▲ **City of National City, Euclid Avenue Pedestrian and Bicycle Enhancements, National City, CA** – Project Engineer
- ▲ **City of Salinas, Bardin Road SRTS, Salinas, CA** – Project Engineer
- ▲ **City of San Diego, Market and Euclid Complete Streets, San Diego, CA** – Project Engineer
- ▲ **San Joaquin County, SSAR, San Joaquin County, CA** – Project Engineer