Stanley Consultants

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

IDIQ Contract for Vulnerable Road User (VRU) Technical Assistance

Contract No. 4400034080 | January 29, 2026

Louisiana Department of Transportation and Development
1201 Capitol Access Road
Baton Rouge, LA, 70802

Stanley Consultants

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STE 405
Baton Rouge, LA 70802

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RE: Entity Contract No-4400034080 – IDIQ Contract for Vulnerable Road User (VRU) Technical Assistance

Dear Members of the Selection Committee:

The Louisiana Department of Transportation and Development (DOTD) is looking for a consultant to complete traffic and safety services for Contract No. 4400033077. Stanley Consultants, Inc. (Stanley) has teamed with Fehr & Peers Inc., Grey Engineering, LLC, The Center for Planning Excellence, Inc. (CPEX), and Southern Traffic Services, Inc. to provide a comprehensive, experienced team that is immediately available to provide traffic engineering, safety analysis and planning services for this contract. We are confident our team will assist DOTD in improving vulnerable road user safety and mobility on Louisiana's public roadways. Our key team members consisting of Marta Gerber, Principal-In-Charge and QA/QC Manager, Tyler Grau, Project Manager (PM), and Ed Wedge, Client Service Manager, can attest to how important this contract is to our team. We are confident in providing the DOTD with:

Safety Expertise: Stanley's traffic and safety staff have decades of experience to offer as a valuable partner for this contract. Our Contract Principal-In-Charge, Marta Gerber, has 28 years of traffic safety experience developing safety studies, safety corridor studies, Road Safety Assessments, and supporting strategic transportation safety plans. The Stanley team will be led by Tyler Grau, PE, our Project Manager. Tyler has 20 years of experience serving local clients and state agencies developing solutions to safety issues in multiple states.

A Nationally Experienced Team with Boots on the Ground: Stanley and Fehr & Peers bring national experience serving a variety of local and state government clients across the country delivering vulnerable road user safety assessments, Safe Streets for All (SS4A) Comprehensive Safety Action Plans, and bicycle and pedestrian safety initiatives. This experience is enhanced by Grey Engineering's local presence and established relationships with the DOTD Highway Safety section. Grey Engineering's intimate knowledge of DOTD's processes and operational requirements will help our team effectively adapt and implement nationally recognized best practices within Louisiana. Our partnerships will provide DOTD a comprehensive team necessary for successful execution for the duration of this Contract.

Resource Capacity: Both Stanley and Fehr & Peers have nationwide experience in all areas of traffic engineering and safety analysis and with similar skill sets among our staff, our firms complement each other extraordinarily well. Stanley is the prime consultant and will ultimately be responsible for this contract. We have the ability to lead and provide QAQC for a task order, while relying on Fehr & Peers for additional resources due to numerous simultaneous task orders ongoing. Conversely, for any task order requiring services intended to be served by Fehr & Peers where capacity is a concern, Stanley has the bench depth to fill this void to maintain exceptional delivery of task orders.

Approach and Methodology: The Stanley team has put together an approach (Section 18) that proves we have done our homework. We illustrate an understanding of the services that will be required for this IDIQ contract and typical schedules that can be expected for selected tasks. We illustrate our alignment with DOTD and the goals and ambitions for this contract based on multiple meetings with the contract team prior to the advertisement.

Thank you for the opportunity to parter with DOTD to deliver this critical contract. We are excited for the chance to enhance safety for all users on Louisiana roadways. If you have any questions, please contact Tyler, our PM, and main point of contact for the duration of the contract. His contact information is 773.444.5954 (office), and email: GrauTyler@stanleygroup.com.

Sincerely,
Stanley Consultants, Inc.

Marta Gerber

Marta Gerber, PE, RSP1
Principal
GerberMarta@stanleygroup.com
T: 602.333.2243

Tyler Grau

Tyler Grau, PE
Project Manager
GrauTyler@stanleygroup.com
T: 773.444.5954

Our Reliable & Efficient Team

Stanley Consultants, Inc. (Prime)
- Traffic Engineering
- VRU Safety Analysis and Design
- Feasibility Studies
- Complete Streets
- Multimodal Design

Fehr & Peers Inc.
- Complete Streets
- Bicycle & Pedestrian Planning
- Safety Analysis

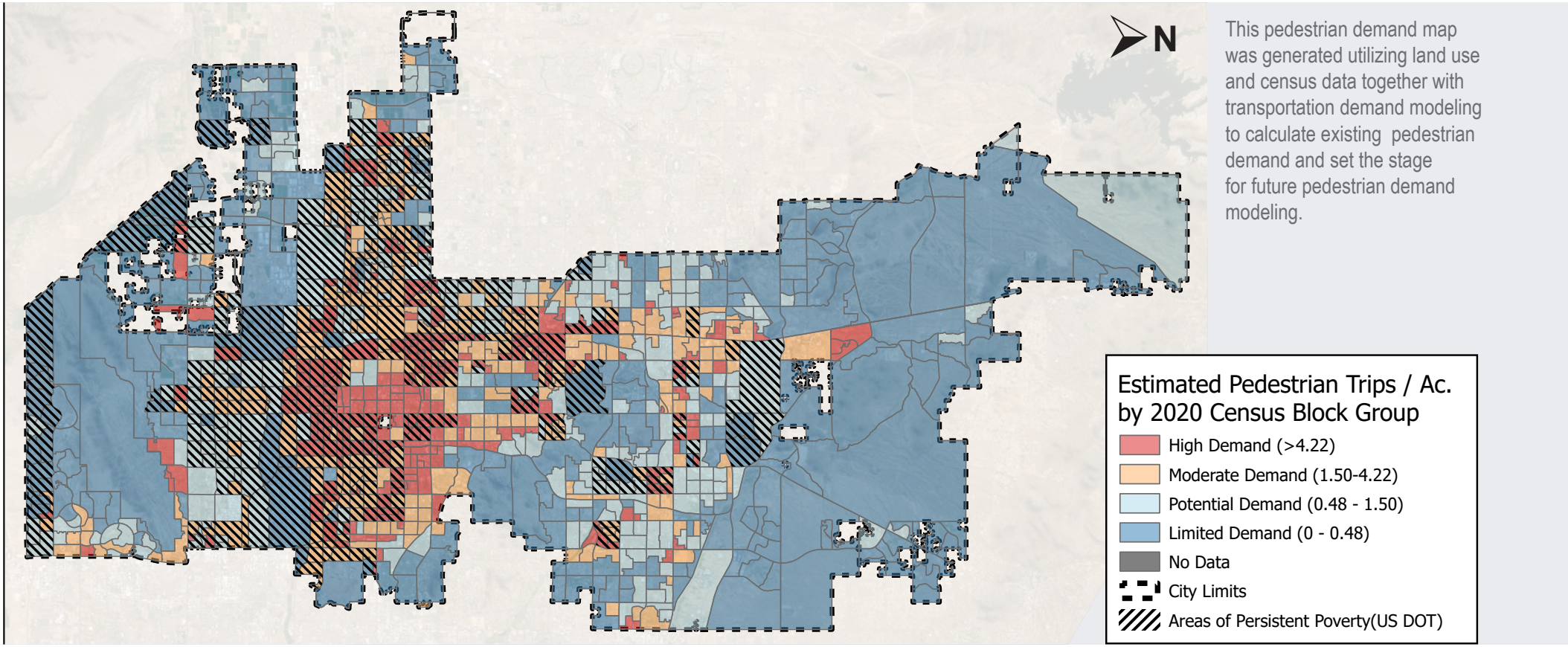
Grey Engineering
- Training
- Complete Streets
- Bicycle & Pedestrian Planning

Southern Traffic Services, Inc. (STS)
- Data Collection

The Center for Planning Excellence, Inc. (CPEX)
- Public Engagement
- Urban Planning

Sections 1-13

City of Phoenix Pedestrian Demand Map - Designed by Stanley Consultants, Inc.



This pedestrian demand map was generated utilizing land use and census data together with transportation demand modeling to calculate existing pedestrian demand and set the stage for future pedestrian demand modeling.

DOTD FORM: 24-102

(Revised August 11, 2025)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1	**Contract Name as shown in the advertisement**	IDIQ CONTRACT FOR VULNERABLE ROAD USER (VRU) TECHNICAL ASSISTANCE
2	**Contract Number(s) as shown in the advertisement**	4400034080
3	**State Project Number(s), if shown in the advertisement**	N/A
4	**Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)**	Stanley Consultants, Inc.
5	**Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)**	EF 000762
6	**Prime consultant mailing address**	700 Main Street, Suite 405 Baton Rouge, LA 70802
7	**Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)**	700 Main Street, Suite 405 Baton Rouge, LA 70802
8	**Name, title, phone number, and email address of prime consultant's contract point of contact**	Tyler Grau, PE – Project Manager (T): 773.444.5954 GrauTyler@stanleygroup.com
9	**Name, title, phone number, and email address of the official with signing authority for this proposal**	Marta Gerber, PE – Principal (T): 602.333.2243 GerberMarta@stanleygroup.com

10	**This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.** **Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.**	 Signature above shall be the same person listed in Section 9: January 27, 2026 Date:
11	**If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.**	**Firm(s):** No DBE Requirement **Firm(s)' %:** N/A

12 Discipline Table

Discipline(s)	% of Overall Contract	Stanley Consultants, Inc. (Prime)	Fehr & Peers Inc. (Sub)	The Center for Planning Excellence (Sub)	Grey Engineering, LLC* (Sub)	Southern Traffic Services, Inc. (Sub)	Each Discipline must total to 100%
Traffic	45%	50%	25%	0%	25%	0%	**100%**
Planning	40%	65%	25%	10%	0%	0%	**100%**
Data Collection	5%	0%	0%	0%	0%	100%	**100%**
Other (Engagement)	10%	10%	0%	90%	0%	0%	**100%**
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%	49.5%	21.25%	13.00%	11.25%	5.00%	**100%**

* DBE

13 Team Size

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract*	Total Number of Personnel Available in this DOTD Job Classification (if needed)
Stanley Consultants, Inc.	Principal	1	2
Stanley Consultants, Inc.	Supervisor - Eng	2	3
Stanley Consultants, Inc.	Engineer	3	6
Stanley Consultants, Inc.	Planner	1	3
Stanley Consultants, Inc.	Engineer Intern	2	3
Stanley Consultants, Inc.	Administrative	1	4
Stanley Consultants, Inc.	Engineer - Other	1	5
Stanley Consultants, Inc.	Supervisor - Other	1	4
Fehr & Peers Inc.	Planner	3	4
Fehr & Peers Inc.	Engineer	1	1
Fehr & Peers Inc.	Engineer - Other	1	1
Fehr & Peers Inc.	Administrative	1	1
The Center for Planning Excellence, Inc.	Planner	3	4
Grey Engineering, LLC	Principal	1	1
Grey Engineering, LLC	Administrative	1	1
Southern Traffic Services, Inc.	Administrative	1	3
Southern Traffic Services, Inc.	Senior Technician	2	8
Southern Traffic Services, Inc.	Engineer	1	1

Sections 14-16

City of Greeley, CO Rendering - Designed by Stanley Consultants, Inc.

A quick-build mini-neighborhood traffic circle can provide good traffic calming as well as a refuge for pedestrians crossing and enhance the visibility of pedestrians crossings overall.

14 | Organizational Chart

The Stanley Consultants team was carefully assembled to assure compliance with DOTD required MPRs.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

DOTD Project Manager

DOTD PM

Principal and QA/QC

Marta Gerber, PE, RSP1 1 +

Client Service Manager

Ed Wedge, PE 1 ▲

Project Manager

Tyler Grau, PE 1 + ■

Technical/Safety Analysis

Sophia Yang, PE, PTOE, RSP2I 1+ ■
Adam Capets, PE, PTOE, RSP1 1

Bicycle and Pedestrian Planning Document Development

Sophia Yang, PE, PTOE, RSP2I 1+ ■
Micah Makaiwi, PE, PTOE 1 ■
Nicole Waldheim 2

Public Engagement

Jessica Kemp 3
Alex Hobdy 3
Kimberly Marousek, AICP 3 +
Kaysie Bonnette 3
Tyler Grau, PE 1 + ■

Stage 0 Feasibility Studies and Project Development/ Limited Engineering Studies

Marta Gerber, PE, RSP1 1 +
Tyler Grau, PE 1 + ■
Micah Makaiwi, PE, PTOE 1 ■
Jared Blohowiak, PE 1
Jesse Tisdale, PE 1 ■

Technical Reviews

Natalie Carrick, PE, RSP1 1
Katie Guthrie, AICP 1 +

Data Collections/VRU Count Stations

Joe Poole, PE 5
Joel Ponder 5
Charles Williams 5

Complete Streets Steering Group Coordination

Katie Guthrie, AICP 1 +
April Renard, PE, PTOE, RSP2I 4 + ■
Jessica Kemp 3
Kaysie Bonnette 3

Review of Existing Practices for Complete Streets

Katie Guthrie, AICP 1 +
Nicole Waldheim 2
Josh Peterman, PE, TE, RSP1 2 *
Kristof Devastey, PE, PTOE, PTP 2
Cullen McCormick, AICP 2

Non-Motorized User Topic Training

Marta Gerber, PE, RSP1 1 +
April Renard, PE, PTOE, RSP2I 4 +

Legend:

1 = Stanley
2 = Fehr & Peers
3 = The Center for Planning Excellence
4 = Grey Engineering
5 = Southern Traffic Services

\+ = Meets MPR Criteria
■ = Meets Traffic Engineering Process & Report Training Requirements
▲ = Part Time
* = Registered for TEPR course April 22-23, 2026

15 Minimum Personnel Requirements

MPR No. Do not insert wording from ad	Personnel Being Used to Meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm Employed By	Type of License and Discipline Meeting MPR/ certification & number (Ex: PE # – Civil)	State of License	License / Certification Expiration Date
1	Marta Gerber, PE, RSP1	Stanley Consultants, Inc.	Road Safety Professional 1 #988	N/A	N/A
2	Katie Guthrie, AICP	Stanley Consultants, Inc.	Certified Planner #018478	N/A	N/A
3	Tyler Grau, PE	Stanley Consultants, Inc.	PE #49467 – Civil	LA	03/31/2027
4	April Renard, PE, PTOE, RSP2I	Grey Engineering	PE #35660 – Civil Professional Traffic Operations Engineer #3905	LA N/A	09/30/2026 N/A
5	April Renard, PE, PTOE, RSP2I	Grey Engineering	PE #35660 – Civil Professional Traffic Operations Engineer #3905	LA N/A	09/30/2026 N/A
6	Sophia Yang, PE, PTOE, RSP2I	Stanley Consultants, Inc.	PE #50116 – Civil	LA	09/30/2027
7	Kimberly Marousek, AICP	Center for Planning Excellence	N/A	N/A	N/A

16 Staff Experience

Marta leads and supports multi-disciplinary teams with a focus on safety for all modes of transportation. She specializes in vehicle and VRU traffic safety.

Meets MPR No. 1

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Marta Gerber, PE, RSP1	**Years of relevant experience with this employer:**	8
Title:	Principal Transportation Engineer	**Years of relevant experience with other employer(s):**	20
Degree(s) / Years / Specialization:		BS / 1998 / Civil Engineering ; EMBA / May 2026 (Expected) / Executive MBA	
Active Registration Number / State / Expiration Date:		PE #41369 / AZ / 09/30/2028	
Year Registered:	2004	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Principal in Charge, Quality Assurance and Quality Control, Traffic Engineer **Responsibilities and Expertise:** Principal and QA/QC, Non-Motorized User Topic Training, Stage 0 Feasibility Studies and Project Development/Limited Engineering Studies Marta has an ongoing professional commitment to improving safety on all roads. She has successfully served as project manager and/or quality control and quality assurance engineer and principal traffic engineer for dozens of safety and infrastructure projects from modeling and analysis to final design. Marta has participated in bicycle- and pedestrian-related studies and design projects, traffic calming and road diet design projects, as well as the development of context sensitive design solutions for unique safety improvement studies and design projects. Marta was the co-chair of the FHWA Safe Transportation for Every Pedestrian committee in Arizona for more than four years. She has extensive experience in data-driven safety analysis, the application of SS4A principles, the identification of countermeasures and the development of projects and strategies to improve safety.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Project Manager. This project includes a supplemental plan to the City’s existing Road Safety Action Plan. It is a bike- and pedestrian-focused, data-driven effort to reduce fatal and serious-injury crashes. I led development of the City’s bike and ped High Injury Network and High Risk Network maps to identify priority corridors and intersections for safety investment. To better understand exposure beyond crash history, I developed a pedestrian demand map based on land use types and pedestrian-attracting destinations. I also created a bicycle and pedestrian countermeasure selection tool to connect specific safety issues to proven treatments. Using these inputs, I led identification and prioritization of safety projects in high-risk areas; including locations beyond the existing High Injury Network; to proactively prevent crashes and improve safety, comfort, and connectivity for vulnerable road users. This project is anticipated to be completed in March of 2026.

Firm Employed By: Stanley Consultants, Inc.	
08/25 – 12/26 (anticipated)	**Vision Zero Plan and Safety Action Plan; Glendale, AZ:** Project Manager leading the City of Glendale's SS4A planning effort, including development of the City's Vision Zero Plan and Safety Action Plan. I recently facilitated a leadership workshop to develop the Vision Zero goal statement and align City leadership on a clear, actionable direction for Council consideration. The work includes crash analysis and systemic risk screening, development of High Injury Network and High Risk Network maps to identify priority corridors and locations, and coordination with key stakeholders (including Police, Fire, and EMS) to incorporate operational and first-responder perspectives. Ultimate deliverables include an implementation-ready, prioritized list of safety projects and programs, recommended policy and standard detail updates, and the development of complete street guidance. This project is anticipated to be completed in November of 2026.
07/25 – 12/26 (anticipated)	**Road Safety Action Plan and Demonstration Project; Goodyear, AZ:** Project Manager for the City of Goodyear's SS4A Road Safety Action Plan (RSAP) and associated demonstration project for bicyclist safety improvement. I recently worked with City leadership to develop a Vision Zero goal and supporting language for Council approval. The effort includes crash analysis and development of High Injury Network/High Risk maps to identify priority corridors and systemic needs, coordinating stakeholder input (including Police, Fire, and EMS perspectives), and supporting public engagement activities such as a public open house. Ultimate deliverables include a prioritized implementation-ready list of safety projects and programs, along with demonstration project concepts for bicycle safety, and new standard detail for bicycle marking and signing. The project also includes the development of a speed management process and recommended changes to current policies and standard details. This project is anticipated to be completed in December of 2026.
02/23 – 11/23	**Vulnerable Road User Safety Assessment; Colorado Department of Transportation; Denver, CO:** Project Manager/Lead Traffic Engineer responsible for performing crash analysis to identify high-risk areas and populations and develop the High-Injury Network. Marta was also heavily involved in the Consultation with representatives of identified High-Risk Areas such as CDOT Regional Departments, various municipal agencies in Colorado, counties, and advocacy groups. Full public involvement was not a requirement for this project; however, consultation included a combination of 15 in-person and virtual meetings. The VRU Assessment used the Safe System Approach framework to develop a program of projects and strategies to reduce VRU crashes based on the quantitative and qualitative assessments of the safety and crash data and the outcomes of the consultation process. Marta led the identification of projects and strategies for reducing vulnerable road user crashes in the identified High-Risk areas. These included consideration of the development of a more detailed analysis of VRU crash types and, the use of the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) to better understand contributing factors and movements for non-motorized crashes and more accurately match a countermeasure to the safety issue as well as a closer alignment of the crash reporting form with the information needed for PBCAT entry. Other recommendations included collecting VRU Exposure Data, VRU-specific and/or expanded Road Safety Audits, CDOT Regional Bicycle and Pedestrian Safety Studies, Repeat of Demographic Data Analysis to ensure continued demographic analysis and specific outreach to ES80 communities, Conducting Before and After studies, and Conducting Professional Education Opportunities on bicycle and pedestrian design, Complete Streets, and the Safe System Approach. The VRU Assessment was completed at the end of September 2023.
03/22 – 01/23	**Safe Routes to School Study for the Salt River Pima-Maricopa Indian Community; Maricopa Association of Governments; Scottsdale, AZ:** Project Manager. Under the MAG On-call for ITS and Transportation Safety, Stanley Consultants conducted two Safe Routes to School (SRTS) studies, commissioned by the Salt River Pima-Maricopa Indian Community. Study locations included Salt River Early Childhood Education Center and Salt River Elementary School. Stanley Consultants prepared the final report including an overview of elements of the study process and key findings such as background on the schools and community, state and federal support for SRTS, existing conditions, recommendations for infrastructure and roadway safety improvements, prioritization of these improvements, and an action plan for implementation.

16 Staff Experience

Tyler is a Senior Project Manager experienced in planning and design. He has presented on Vulnerable Road User safety requirements at conferences.

Meets MPR No. 3

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Tyler Grau, PE	**Years of relevant experience with this employer:**	18
Title:	Principal Transportation Engineer	**Years of relevant experience with other employer(s):**	2
Degree(s) / Years / Specialization:		BS / 2005 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #49467 / LA / 03/31/2027	
Year Registered:	2024	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Project Manager and Traffic Engineer **Responsibilities and Expertise:** Project Management, Stage 0 Feasibility Studies and Project Development/Limited Engineering Studies, Public Engagement Tyler has 20 years of experience in planning and design projects for MPOs, RPAs, DOTs, Counties, and municipalities. Tyler was the Project Manager for the SEIRPC SS4A CSAP (see Section 17) and has led public involvement activities for both in-person events and virtual meetings. He has a strong public speaking background to easily translate technical materials into easily understood concepts. He specializes in project delivery with a strong technical background in traffic and safety analysis, determining appropriate countermeasures for corridor and intersection projects, and conducting feasibility studies.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/25 – 06/25	**Comprehensive Safety Action Plan; SEIRPC; Burlington, IA:** Project Manager responsible for reviewing and coordinating the necessary project deliverables as part of completing a CSAP in accordance with the SS4A planning grant. The project included all municipalities within the four-county region of SEIRPC to define the HIN and prepare an implementation matrix with priority projects. Tyler led the regional safety committee meetings to present the findings and summarize the results of the CSAP. He guided the preparation of the planning document, preparation of cost estimates, and identification of projects for local agencies to pursue SS4A Implementation Grants.
02/25 – 08/25	**US 11 Corridor (I-12 to North Blvd); St. Tammany Parish; Slidell, LA:** Project Manager responsible for the traffic study on US 11 from I-12 to North Blvd to evaluate existing conditions, develop alternatives, and prepare a recommended alternative to address congestion and safety at two intersections. Tyler is responsible for coordinating submittal and reviews, coordinating with subcontractors, development of scope and fee, and execution of the project budget and schedule. The project received heightened attention from the governor’s office by a key stakeholder which required the team to accelerate the submittal schedule to meet the needs of the project.

Firm Employed By: Stanley Consultants, Inc.	
12/24 – 05/25	**SS4A Comprehensive Safety Action Plan; INRCOG; Waterloo, IA:** Project Manager responsible for reviewing and coordinating the necessary project deliverables as part of completing a CSAP in accordance with the SS4A planning grant. The project included evaluating the downtown Waterloo, Iowa area to identify the high injury network (HIN) and develop an implementation matrix and recommended safety countermeasures to address the safety issues present within the community. The project included both virtual and in-person public engagement activities. Tyler led all safety committee meetings and coordinated with key stakeholders on the project. He presented the findings of the CSAP to city council to receive input and answer questions from the council members.
08/20 – 02/23	**Park Avenue Bicycle Traffic Signal Improvements; City of Waterloo; Waterloo, IA:** Lead Traffic Engineer responsible for coordinating and reviewing alternative bicycle detection technology to be incorporated into the project which included evaluating detector loops, radar / video detection, and single camera detection technology. Consideration was made for initial installation cost, long term maintenance considerations, and suitability for placement within the corridor. Tyler coordinated with staff to verify the proposed technology aligned with current guidelines and met the needs of the client. Tyler conducted team meetings and led the technical staff that prepared the bicycle signal improvements, pavement markings, quantities, and cost estimate for the contract documents. Our team prepared various detection methods including induction loops, video and radar based on cost effectiveness and maintainability and produced a detailed alternatives cost analysis report. The project also included the corresponding pavement marking and signage design to comply with bicycle signal heads. Deliverables included drafting specifications and estimating project cost. Responsible for completing, reviewing, and guiding the traffic signal design for the implementation of bicycle signals on Park Avenue in the City of Waterloo, Iowa. The project included adding bicycle signals to eight intersections to include an advanced bicycle phase to allow cyclists to enter the intersection before vehicles. Two intersections included single camera video detection units to determine bicycle presence for including the advanced bicycle phase. The project was designed in accordance with MUTCD, FHWA, and NACTO.
04/22 – 02/24	**I-380 Concept Statement – Segment 2; Iowa DOT; Swisher, IA:** Traffic Engineer responsible for evaluating crashes within the segment to prepare an analysis that identified safety concerns within the corridor with proposed countermeasures. Tyler prepared sight distance evaluations to determine if the proposed typical section created sight distance issues for vertical and horizontal sight distance. Tyler also reviewed intersection alternatives at the 120th Street interchange that included all-way stop control, signalized intersection, and roundabout alternatives. Evaluation included existing and future analysis to determine impacts and right-of-way needed to improve the intersections. Tyler used HCS and Synchro to analyze the alternatives.
10/22 –12/25	**US 90, Lafitte Ave to France Road; DOTD; New Orleans, LA:** Project Manager responsible for the pavement preservation and safety improvements of US 90 from Lafitte Ave to France Rd in New Orleans, LA which includes resurfacing, turn lane improvements, traffic signal modernization, ADA ramp improvements, and pavement marking and signing improvements. Tyler is responsible for managing the scope, schedule, budget, and coordinating with the client to provide project status reports and invoices. Tyler is also responsible for leading the development of the Traffic Signal Inventory (TSI) sheets for nine signalized intersections to include pedestrian signals and push buttons.
11/17 – 12/20	**IL 132 (Grand Ave) at Hunt Club Road; Lake County Division of Transportation; Lake County, IL:** Project Manager/Traffic Signal Lead responsible for reviewing the previous five-years of crash data and determining trends and countermeasures that could be incorporated into the project. The high crash location required geometric improvements to provide protected only left turn phases to address turning crashes and removing the corner islands that allowed for faster turning speeds and poor sight angles. Tyler developed alternatives for the project that included traffic analysis to determine the preferred alternative that best met the purpose and need of the project.

16 Staff Experience

Ed has over 30 years of DOTD experience that he will leverage to verify that each deliverable meets DOTD standards and quality expectations.

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Ed Wedge, PE	**Years of relevant experience with this employer:**	4
Title:	Principal Civil Engineer	**Years of relevant experience with other employer(s):**	34
Degree(s) / Years / Specialization:	BS / 1985 / Civil Engineering		
Active Registration Number / State / Expiration Date:	PE #24613 / LA / 9/30/2026		
Year Registered:	1992	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Client Service Manager **Responsibilities and Expertise:** As former Deputy Chief Engineer for the DOTD, Ed has a thorough understanding of policy, standards and processes required to perform as an engineering consultant working for the DOTD. He is knowledgeable about DOTD program management and development with respect to the environment, project design and management, construction traffic engineering, system preservation and improvements of highway bridges. While working at DOTD, Ed managed the Traffic Section, Construction and Consultant Contracts, Environmental, and Project Development for roads, bridges, programs, geotechnical, right-of-way and survey.		

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/13 – 06/21	**DOTD Deputy Chief Engineer; DOTD, Baton Rouge, LA:** Administered all matters, including engineering, related to the programs of the state of Louisiana with respect to the environment, project design and management, construction, traffic engineering, system preservation and regulation of highways and bridges, and other special programs as may be directed by DOTD Chief Engineer or DOTD Secretary. Assisted in the approval process of all plans, specifications, and estimates for the construction of all facilities and projects for which the office is responsible. Oversaw four direct reports with responsibilities in the areas of highways and bridges. Specifically, the Traffic Section, the Contracts Section (construction and consultant), the Environmental Section, and the Project Development Division (Road, Bridge, Project Management, Geotechnical, R/W, Survey). This included planning, organizing and evaluating the respective missions and activities of each which includes approximately 360 staff members. Routinely conferred with Assistant Secretaries, DOTD Division Chiefs, District/Section Administrators and managers to coordinate work efforts, communicate operational and managerial needs, utilize resources, eliminate duplication of efforts, and facilitate achievement of the Department’s overall goals. Participated in conferences with other state and federal agency officials to correlate administrative and operational programs.*

Firm Employed By: Stanley Consultants, Inc.	
04/11 – 01/15	**DOTD Project Management Director (Engineer 8 DOTD), Baton Rouge:** Directed implementation and execution of DOTD's Project Management Section. Coordinated with Chief Engineer, Project Development Chief, Project Delivery Steering committee, and Program Managers to ensure timely project delivery. Directed a staff of PMs responsible for high risk, technical, complex, environmental sensitive, regionally important and schedule constrained projects.*
07/08 – 04/11	**DOTD Contracts Administrator (Engineer 8 DOTD), Baton Rouge, LA:** Section Head over Consultant Contracts, Contracts and Specifications and Project Control. Monitored the processes and procedures of the Consultant Contract Services Unit, which is responsible for all contract and procurement actions for planning, environmental, engineering, and construction engineering consultant services. Monitored the processes and procedures of the Contracts & Specifications unit which is responsible for developing the construction specification package and the construction proposal; responsible for advertising projects for construction bids, issuing addenda, and assembling final contract documents after award. Monitored the processes and procedures of the Project Control unit which is responsible for managing and operating DOTD Construction Bid letting process in accordance with federal requirements and the state public bid law. Met and conferred with the Chief Engineer, participated in meetings with federal officials, consultants, contractors, and other stakeholders relative to the operations of Contract Services.*
06/06 – 07/08	**DOTD Consultant Contract Services Administrator (Engineer 7 DOTD) at Louisiana Department of Transportation & Development, Baton Rouge, LA:** Provided or recommended policy relative to the procurement of consultant engineer and related contract services, determined compensation for those services, and processed all contract actions for those services. Counseled PMs and other department personnel to provide assistance and guidance concerning the procurement process and in the proper management of engineering and related services contracts. Monitored the consultant evaluation system. Evaluated the qualifications of firms competing for engineering and related services projects. Chair of the Consultant Selection Committee. Presented the short-listed firms to the Secretary for final selection. Met with representatives of consultant engineering firms to provide feedback, information on the selection process and to provide answers to specific questions concerning selection and contract issues.*
07/01 – 06/06	**Engineer 6 – Road Design at Louisiana Department of Transportation & Development, Baton Rouge, LA:** Supervised all aspects of preconstruction engineering performed by consulting engineers and in house design staff. This supervision included providing guidance in all areas of plan preparation including hydraulic design, geometric design and ensuring conformance with the AASHTO "Green Book". The range of projects included design of freeways, urban arterials, rural collectors, and major and minor bridge replacement projects.*
05/00 – 07/01	**Engineer 6 – Office of Planning and Programming at Louisiana Department of Transportation & Development, Baton Rouge, LA:** This position was created to provide the feasibility, scope and budget of new construction and reconstruction projects. Prepare alignment studies. Monitors the scope and estimated costs of projects during plan development. Reviews and makes recommendations regarding requested changes in the scope and/or budget for projects in plan development.*
02/92 – 05/94	**Design Engineer – Road Design at Louisiana Department of Transportation & Development, Baton Rouge, LA:** Supervised a design squad, check design calculations and detail drawings Reviews plans for completeness. Reviews and approves plans and specifications submitted by consultant engineers.*

** Experience prior to joining Stanley Consultants.*

16 Staff Experience

Katie conducts studies for active transportation and facilitates community engagement in collaboration with local, state and federal partners.

Meets MPR No. 2

Firm Employed By: Stanley Consultants, Inc.

Name:	Katie Guthrie, AICP	**Years of relevant experience with this employer:**	1
Title:	Senior Planner	**Years of relevant experience with other employer(s):**	19
Degree(s) / Years / Specialization:		MA / 2024 / Sustainable Transportaion; BA / 1994 / Urban and Regional Planning	
Active Registration Number / State / Expiration Date:		Certified Planner #018478 / USA / N/A	
Year Registered:	2003	**Discipline:**	Transportation Planning

Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Transportation Planner **Responsibilities and Expertise:** Review of Existing Practices for Complete Streets, Complete Streets Steering Group Coordination, Technical Reviews Katie is a leader in active transportation planning, with a strong track record of managing studies, shaping policy and building partnerships across local, state and federal levels. She has developed and implemented safety programs like roadway safety audits, while integrating sidewalks, bicycle lanes and other active transportation improvements into broader policy efforts. Her work centers on community engagement, accessibility, mentoring youth ambassadors, supporting older adults and addressing the needs of underserved populations. Katie has led advocacy and public awareness campaigns that engage community members; she has expanded transportation networks and championed sustainable, safe mobility solutions through collaborative, data-driven approaches.

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Senior Transportation Planner responsible for conducting a Safe System benchmarking assessment to evaluate how Phoenix’s standards, codes, programs and policies align with Vision Zero practices, identify opportunities for safety-focused improvements and recommendations to better support bicycle and pedestrian safety. The project will develop separate High Injury Networks for pedestrians and bicyclists to identify locations with elevated risk of fatal and serious injury crashes. Using crash data, land use, travel patterns and access considerations, the team will analyze high-risk areas, generate demand maps and rank locations to create a prioritized network for targeted safety improvements.

Firm Employed By: Stanley Consultants, Inc.	
04/25 – 03/26 (anticipated)	**SS4A Supplemental Planning and Demonstration; City of Greeley; Greeley, CO:** Senior Transportation Planner responsible for supporting the project that built on a previously completed Comprehensive Safety Action Plan. Stanley partnered with the City of Greeley to implement quick-build, cost-effective strategies to address safety concerns at key corridors and intersections. As part of the site selection process, Stanley conducted Road Safety Audits to ensure the most effective locations were prioritized. The project focused on delivering safe, scalable quick-build improvements that enhanced safety for all modes of transportation, including pedestrians, micromobility users, transit riders, and drivers, while minimizing construction impacts on the community. To support both current and future initiatives, Stanley developed a comprehensive framework of tools, processes, criteria, with construction standards and specifications, establishing a strong foundation for ongoing safety improvements.
08/25 – 12/26 (anticipated)	**Vision Zero Plan and Safety Action Plan; Glendale, AZ:** Senior Transportation Planner responsible for reviewing and analyzing current plans and processes with a focus on improving bicycle and pedestrian safety while also developing policies and strategies to support safer, more sustainable transportation. The City's Safety Action Plan (SAP) will establish performance measures to improve transportation safety, guided by public input, stakeholder engagement and City staff coordination. The SAP will prioritize data-driven countermeasures, ranging from low-cost programs like speed management and pedestrian upgrades to long-term infrastructure improvements, with a focus on reducing fatal and serious injury crashes and addressing transportation inequities for vulnerable road users.
09/21 – 06/22	**Citywide Roadway Safety Study; City of Loveland; Loveland, CO:** Senior Transportation Planner responsible for assimilating engineering, enforcement and education strategies to increase safe mobility for all roadway users.*
03/18 – 09/23	**2040 Transportation Master Plan (Connect Loveland); City of Loveland; Loveland, CO:** Senior Transportation Planner responsible for developing and implementing comprehensive community outreach that influenced transportation priorities, policies and programs. Coordinated active transportation system assessments, including gap prioritization and corridor evaluations.*
03/14 – 07/15	**2015 Comprehensive Plan (Create Loveland); City of Loveland; Loveland, CO:** Senior Transportation Planner responsible for integrating the transportation system with land use planning to support future access and mobility. Led public outreach focused on underserved communities.*
11/11 – 05/12	**2012 Bicycle and Pedestrian Plan; City of Loveland; Loveland, CO:** Transportation Planner. Formed and led a community-based coalition that advocated for a comprehensive sidewalk inventory and established goals for the City's first active transportation plan. Used tactical urbanism as an advocacy tool with low-income teenagers.*
01/20 – 07/21	**2021 Regional Active Transportation Plan (RATP); North Front Range MPO; Northern Colorado:** Responsible for representing a local member agency's interests and leading collaboration on policies and projects of regional interest. Contributed technical expertise and policy language while also supporting data analysis, and stakeholder engagement.*

** Experience prior to joining Stanley Consultants.*

16 Staff Experience

Sophia leverages traffic safety analysis, traffic engineering and bicycle and pedestrian planning to drive data-driven analysis and prioritization.

Meets MPR No. 6

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Sophia (Ruiman) Yang, PE, PTOE, RSP2I	**Years of relevant experience with this employer:**	5
Title:	Senior Transportation Engineer	**Years of relevant experience with other employer(s):**	6
Degree(s) / Years / Specialization:	MS / 2016 / Civil Engineering; BS / 2014 / Civil Engineering		
Active Registration Number / State / Expiration Date:	PE #50116 / LA / 09/30/2027		
Year Registered:	2025	**Discipline:**	Civil Engineering

Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Traffic Engineer **Responsibilities and Expertise:** Technical and Safety Analysis, Bicycle and Pedestrian Planning Document Development Sophia brings extensive experience in HIN analysis, High Injury Intersection analysis, transportation master planning, areas of persistent poverty analysis, safety corridor analysis and safety benefit-cost analysis. Sophia is proficient in using tools such as Geographic Information Systems (GIS), Microstation, Civil 3D and safety analysis software such as IHSDM to identify and prioritize high-risk areas. Her role also involves gathering and analyzing traffic crash data, visualizing geospatial information and coordinating with clients and her project team to produce comprehensive safety action plans and corridor studies. Sophia developed various planning tools and documents for the City of Phoenix Pedestrian Risk Network Project to provide a framework for developing safety-first VRU infrastructure for future City Capital Improvement Plan (CIP) and private development projects. This included developing a pedestrian demand map tool and training material together with a safety countermeasure decision tree. These complementary tools both quantified how land-use changes drive the need for enhanced infrastructure and also determined which pedestrian, bicycle, and traffic calming infrastructure is most suitable to the land use context.
Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Safety Engineer responsible for developing methodology, analysis, and tools to identify projected pedestrian demand and develop countermeasure selection strategies. Her role involved developing a method for calculating existing Citywide pedestrian demand and estimating future demand based on land-use, demographic, and network connectivity factors. She also implemented an Excel-based spreadsheet tool to assist in the selection of traffic calming and safety countermeasures based on various contextual elements and incorporated visual examples and photos to improve user accessibility. The tool and accompanying training material were designed to support data-driven decision-making for capital project prioritization and grant applications, particularly in underserved areas with limited pedestrian infrastructure. Coordination with planning and GIS staff ensured the methodology aligned with citywide transportation goals and areas of persistent poverty objectives.

Firm Employed By: Stanley Consultants, Inc.	
01/25 – 06/25	**Comprehensive Safety Action Plan; SEIRPC; Burlington, IA:** Traffic Engineer and Safety Lead responsible for analyzing and creating a high-injury network and identifying high-injury intersections for the SEIRPC safety action plan. Her role involved gathering and analyzing traffic crash data to pinpoint high-injury locations across the region, with a particular emphasis on fatalities and serious injury crash sites. Using GIS mapping tools, she visualized and mapped the spatial distribution of these crashes, which helped identify the intersections and corridors that needed the most urgent safety improvements. In addition to her safety responsibilities, Sophia led the disadvantaged zone analysis for the region. She used the USDOT Equitable Transportation Community Explorer (ETC) tool to conduct inter-community disadvantaged zone analysis based on census tracts. This analysis helped identify disparities in transportation safety and access, ensuring that the safety action plan addressed the needs of all communities, especially the most vulnerable. Sophia also played a crucial role in the community engagement component of the Safety Action Plan. She assisted with the analysis of survey feedback, ensuring that the voices and concerns of community members were integrated into the plan.
03/25 – 12/25	**US 11 Corridor (I-12 to North Blvd); St. Tammany Parish; Slidell, LA:** Safety Engineer supervising safety analysis work along an arterial corridor. She supervised and analyzed crashes along the corridor, developing a crash analysis report, collision diagrams, and corrections to the submitted crash reports. She used GIS and Excel tools to help identify potential safety issues and enable staff to clearly identify countermeasures addressing the safety issues effectively in coordination with operational improvements. The analysis also included identification of crash trends at key intersections and midblock segments, with recommendations tailored to roadway geometry, speed profiles, and surrounding land uses. Her work supported coordination with design and operations teams to incorporate low-cost safety improvements and informed the prioritization of future infrastructure investments along the corridor.
12/24 – 05/25	**SS4A Comprehensive Safety Action Plan; INRCOG; Waterloo, IA:** Traffic Engineer responsible for completing the disadvantaged zone analysis narrative, assisting with the final presentations, and drafting of the comprehensive safety action plan.
04/25 – 12/25	**IL-127 Crash Analysis; Illinois Department of Transportation:** Safety Engineer supervising safety analysis work along an arterial highway corridor. Analysis included GIS mapping of crashes at intersections and developing tables and charts to highlight crash patterns and trends along the corridor. She identified high-crash locations and recurring contributing factors such as angle and rear-end collisions and evaluated roadway conditions and traffic control features at each location. The findings were used to inform the selection of potential countermeasures, including signal timing adjustments, signage enhancements, and geometric modifications, and were compiled into a summary report to guide future project scoping and funding applications.
07/25 – 12/26 (anticipated)	**Road Safety Action Plan and Demonstration Project; Goodyear, AZ:** Safety Lead supervising safety analysis work on a SS4A Safety Action Plan for the City of Goodyear. She is overseeing development of the high-injury and high-risk networks for the City together with the VRU high-injury and high-risk networks for all street segments and intersections. Her effort on this project includes collating and creating data to assist with analysis methods, performing safety analysis, visualizing geospatial crash patterns, supporting creation of public communication material, and delivering the final technical report.
07/22 – 1/23	**SDDOT US14A-SD 34, Lazelle Street Corridor Study; South Dakota Department of Transportation (SDDOT); Sturgis, SD:** Safety and Economic Analysis Lead responsible for evaluating the safety and cost-effectiveness of the Lazelle Street corridor. This analysis compared eight segments, comprising over 40 alternatives. Using IHSDM safety analysis software, predicted crash rates were determined following the Highway Safety Manual (HSM) methodology. Turning Movement Count surveys were conducted and crash history data was collected. This data, along with existing roadway geometry, facilitated the development of expected crash rates to account for prior crash history along the corridor using the Empirical Bayes methodology. Crash countermeasures were applied to each alternative to determine the decrease in crashes resulting from infrastructure improvement. Additionally, safety improvements and travel time savings were monetized, along with maintenance costs, infrastructure costs and other expenses, to determine the net present value and long-term benefit-cost ratio for the project based on various inflation rates. The final report included safety and economic analysis findings and appendices, providing data-driven insights for SDDOT to determine preferred alternatives based on safety performance and cost-effectiveness.*

** Experience prior to joining Stanley Consultants.*

16 Staff Experience

Natalie is responsible for planning and conducting safety assessments, and development, evaluation and design of safety improvement alternatives.

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Natalie Carrick, PE, RSP1	**Years of relevant experience with this employer:**	8
Title:	Principal Transportation Engineer	**Years of relevant experience with other employer(s):**	15
Degree(s) / Years / Specialization:		BS / 2003 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #49996 / AZ / 09/30/2027	
Year Registered:	2009	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Traffic Engineer **Responsibilities and Expertise:** Technical Reviews Natalie's primary focus is traffic safety, specifically related to evaluating, planning and designing for safe intersections and corridors. Natalie's certification as a Road Safety Professional shows her competency in providing for the safety of the traveling public and her support for safety initiatives. She has completed many Road Safety Audits, Strategic Transportation Safety Plans and SS4A funded projects and has been praised by project owners for recommending implementable countermeasures. Natalie has been responsible for the safety elements of numerous small, medium and large public and private projects. Natalie has led and participated in RSAs and Safety Studies for various Council of Governments and local municipalities in urban and rural settings at intersections as well as corridors.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/25 – 06/25	**Comprehensive Safety Action Plan; SEIRPC; Burlington, IA:** Lead QAQC responsible for reviewing the safety action plan and verifying all necessary components were completed in accordance with the SS4A grant program requirements. Stanley was the prime consultant responsible for developing a Comprehensive Safety Action Plan that positioned SEIRPC for pursuing 2025 SS4A Implementation and Demonstration grant funds.
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Lead QAQC responsible for reviewing the Pedestrian and Bicyclist High-Risk Network Plan and verifying all necessary components were completed in accordance with the SS4A grant program requirements. Stanley was the prime consultant responsible for developing the methodology, analysis, and tools to identify projected pedestrian demand and develop countermeasure selection strategies. The Stanley team developed a method for calculating existing Citywide pedestrian demand and estimating future demand based on land-use, demographic, and network connectivity factors to implement an Excel-based spreadsheet tool to assist in the selection of traffic calming and safety countermeasures based on various contextual elements. The tool was designed to support data-driven decision-making for capital project prioritization and grant applications, particularly in under-served areas with limited pedestrian infrastructure.

Firm Employed By: Stanley Consultants, Inc.	
04/25 – 12/27 (anticipated)	**SS4A Supplemental Planning and Demonstration; City of Greeley; Greeley, CO:** Project Manager responsible for all project tasks completion and providing technical direction to the team. The City of Greeley was awarded an SS4A federal grant to implement multiple safety projects across the city. The SS4A Planning and Demonstration project goal is to rapidly plan and implement construction of quick-build infrastructure targeting locations on the city's HIN to effectively reduce crashes. Natalie developed a safety study (RSA) to document and justify the selected quick-build locations and completed the preliminary design. The quick-build safety countermeasures will be installed at various locations throughout the city that represent a good cross-section of characteristics to evaluate the impact the different characteristics have on the effectiveness of each countermeasure and ultimately help the city develop guidelines on where these treatments are most effective. The project includes a before and after study to evaluate the effectiveness of the quick-build safety countermeasures implemented. The study will quantify the changes in key safety performance indicators, providing a data-driven approach to developing recommendations and lessons learned regarding the city's traffic safety improvement activities.
01/18 – Present	**MAG Transportation Safety Programs On-Call; Maricopa Association of Governments Metropolitan Planning Organization; Statewide, AZ:** Project Manager/Traffic Engineer responsible for project tasks completion and technical direction for projects completed under six consecutive on-call contracts with MAG, Arizona's largest metropolitan planning organization. Natalie has completed dozens of task orders which included signal timing/optimization projects, RSAs and PAs as the Project Manager or Traffic Engineer. As part of the RSA's, a systematic process was followed to evaluate the safety of roads and identify potential hazards. The tasks involved analyzing crash data, examining road design, signage and traffic patterns and considering various crash modification factors. The RSA team assessed the existing conditions, identified areas of concern and recommended improvements to enhance road safety for all users. All the RSA's provided a comprehensive approach to ensure safer journeys for drivers, pedestrians and cyclists.
08/25 – 12/26 (anticipated)	**Vision Zero Plan and Safety Action Plan; City of Glendale; Glendale, AZ:** Safety Analysis/Project Development/Prioritization Lead responsible for developing a fiscally unconstrained implementation matrix of projects prioritized using the HIN, equity data of importance to the City, and qualitative data gathered through public outreach efforts. The analyses will prioritize projects that have the most safety benefits and will be the most competitive for federal funds. Natalie will also be responsible for planning-level cost estimates along with an assessment of the technical feasibility of implementation.
06/22 – 09/23	**Road Safety Assessments Lane Departure Crashes; ADOT; Statewide, AZ:** Traffic Engineer responsible for analysis of Crash Modification Factors and preparing cost benefit analyses for a Road Safety Assessment (RSA) at three interstate locations (I-19 near Tucson, I-10 near Green Valley, I-17 near Cordes Junction, and one state route location at SR 88 near Apache Trail to evaluate existing conditions, identify deficiencies from a safety standpoint and provide recommendations to improve the safety of various highway segments and specifically recommend improvements to reduce lane departure crashes. Scope included addressing and identifying Crash Modification Factors (CMFs) for the proposed changes, as well as concept level design estimates, and benefit cost ratios for the proposed improvements.
07/25 – 12/26 (anticipated)	**Road Safety Action Plan and Demonstration Project; City of Goodyear; Goodyear, AZ:** Safe System Approach Lead responsible for verifying all necessary components are completed in accordance with the SS4A grant program requirements and Safe System Approach. Natalie was instrumental in assisting with facilitating the Visioning workshop to develop meaningful and actionable SS4A goals and objectives.

16 Staff Experience

Micah has worked with agencies all over the country to enhance road network safety and mobility. Micah uses data-driven ways to find efficient methods of project delivery and innovative solutions.

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Micah Makaiwi, PE PTOE	**Years of relevant experience with this employer:**	2
Title:	Senior Transportation Engineer	**Years of relevant experience with other employer(s):**	9
Degree(s) / Years / Specialization:	MS / 2015 / Civil Engineering; BS / 2013 / Civil Engineering		
Active Registration Number / State / Expiration Date:	PE #062076339 / IL / 11/30/2027 Pending PE / LA / Registration submitted 01/22/26 NCEES Record #14-556-55		
Year Registered:	2024	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Traffic Engineer **Responsibilities and Expertise:** Stage 0 Feasibility Studies and Project Development/Limited Engineering Studies, Bicycle and Pedestrian Planning Document Development For the past 10 years, Micah has worked with agencies all over the country to enhance road network safety and mobility, acquiring and analyzing data to identify and prioritize projects to effectively improve the roadway system. Micah is currently Safety Engineer for the SS4A Planning and Demonstration project in Greeley, CO. By integrating geographic information systems (GIS), computer-aided design (CAD), big data, and traffic analysis programs, Micah has consistently elevated the quality, efficiency, and accuracy of traffic analysis and design. Micah's specialties include traffic analysis and simulation, traffic safety analysis, signal design, lighting design, signing and marking design, and transit planning and analysis.		

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/25 – 06/25	**Comprehensive Safety Action Plan; SEIRPC; Burlington, IA:** Traffic Engineer responsible for acquiring and processing crash data for 31 cities in southeast Iowa. He used GIS tools to find trends and correlate crash data with the roadway network and the development of the high injury network.
02/25 – 08/25	**US 11 Corridor (I-12 to North Blvd); St. Tammany Parish; Slidell, LA:** Traffic Engineer responsible for developing traffic analysis for corridor and multiple alternatives following Louisiana DOTD Traffic Engineering Process and Report methodology. Performed alternative analysis for congested arterial corridor to evaluate solutions to reduce capacity constraints using the FHWA CAP-X tool and PTV Vistro. Developed alternatives using innovative intersection configurations to reduce vehicle delays with lower-cost intersection configurations. Developed optimized signal timing plan for corridor to improve vehicle throughput. Produced reports and graphics to show travel time and congestion improvements for the preferred alternative in the corridor.

Firm Employed By: Stanley Consultants, Inc.	
12/24 – 05/25	**SS4A Comprehensive Safety Action Plan; INRCOG; Waterloo, IA:** Safety Engineer responsible for collecting and analyzing safety data for a Comprehensive Safety Action Plan to fulfill an SS4A planning grant received by INRCOG. The project includes a comprehensive safety analysis, the mapping of high-risk corridors throughout the project area, and the identification and ranking of appropriate programs and infrastructure countermeasures to improve safety in identified corridors. The project is guided by the Safe System Approach and will include project concept reports for use in future grant funding opportunities and policy recommendations.
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Traffic engineer responsible for developing Excel worksheet to prioritize and evaluate pedestrian and bike crash countermeasures. Developed excel sheet listing safety treatment countermeasures, appropriate locations, and estimate the potential safety improvements. Ensured the excel spreadsheet functioned without macros and could be updated by non-technical staff.
04/25 – 03/26 (anticipated)	**SS4A Supplemental Planning and Demonstration; City of Greeley; Greeley, CO:** Traffic Engineer responsible for developing a framework to integrate GIS, CAD, Excel and SQL Server databases to streamline the analysis and design of over 120 quick-build safety projects. Automated the production of the reports and developed workflows to document improvements in GIS so that the City was able to comment on work in real time and integrate the project into their asset management systems. Developed tools to automate and perform quality assurance on cost estimates, road safety audit reports and design. Developed integration between AutoCAD and GIS so that design changes in CAD could be synchronized with GIS data source.
06/22 – 08/22	**SMART SCALE Application Review; Statewide; Virginia Department of Transportation:** Application Reviewer and Scorer. The Virginia SMART SCALE Program uses scoring on multiple metrics to prioritize funding for transportation improvement projects throughout Virginia. Responsibilities: Reviewed over 200 applications to the VDOT SMART SCALE program for eligibility, completeness, consistency, and meeting program requirements; coordinated with VDOT central office and district personnel to update applications to meet all requirements; and developed VISSIM congestion scores for dozens of SMART SCALE projects with complex traffic throughout the state.*
08/18 – 07/19	**Roadway Departure Crash Low-Cost Mitigation Tool; Statewide; Virginia Department of Transportation:** Safety Analyst and Developer. This project supported VDOT's efforts to identify locations that experience significant roadway departure crashes and quickly determine the impacts of several low-cost countermeasures. Responsibilities: Developed the tool using Microsoft Excel to select countermeasures and determine the benefits and costs of applying each countermeasure. Selected countermeasures from various sources including FHWA's CMF Clearinghouse and CMFs developed by the Virginia Department of Transportation. Ensured that the Excel tool did utilize any macros so that it could be run in a variety of environments.*
01/23 – 05/24	**Loudoun County Metrorail Bicycle & Pedestrian Improvements; Loudoun County Virginia; Virginia Department of Transportation:** Signal and Traffic Engineering. This project designed multiple new sidewalks and shared-use-paths (SUP) providing connectivity, accessibility, and safety for bicyclists and pedestrians within the vicinity of two new metro stations in Loudoun County, Virginia – Loudoun County Gateway and Ashburn Village. Designed maintenance of traffic plans and signing and marking plans; developed signal plans with ADA-compliant pedestrian traffic signals; performing VDOT crosswalk analysis to determine safety countermeasures for crosswalks at freeway ramp termini.*
03/17 – 02/18	**I-81 Corridor Improvement Project; Western Virginia; Virginia Department of Transportation & Office of Intermodal Planning and Investment:** Lead Data Analyst. The I-81 corridor improvement project analyzed all 325 miles of Interstate 81 in Virginia and its parallel routes to find innovations, targeting improvements to increase the safety and reliability of I-81, which is a backbone for western Virginia and a major freight corridor, carrying $312 billion in goods a year on 11.7 million trucks. The I-81 corridor travels through the Blue Ridge Mountains and has high grades, tight curves, and significant congestion. This used crash data, reliability data, and congestion data to determine where there are deficiencies and identify and prioritize improvements.*

** Experience prior to joining Stanley Consultants.*

16 Staff Experience

Adam blends a passion for safety and active transportation into his work, encompassing all facets of transportation and mobility so that no road user is forgotten.

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Adam Capets, PE, PTOE, RSP1	**Years of relevant experience with this employer:**	1
Title:	Transportation Engineer	**Years of relevant experience with other employer(s):**	7
Degree(s) / Years / Specialization:		BS / 2017 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #062077695 / IL / 11/30/2027	
Year Registered:	2025	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Traffic Engineer **Responsibilities and Expertise:** Technical and Safety Analysis Adam is a transportation engineer specializing in traffic engineering. He has been involved in several multimodal corridor and intersection studies in urban and rural communities with the goal of improving roadway safety for all users, performing tasks such as crash analysis, speed assessments, network safety screening, safety countermeasure selection, and active transportation facility improvements. Adam also performs traffic operation and capacity analysis on projects, analyzing traffic signals and roundabouts, utilizing modeling software such as Synchro and Vissim, assessing traffic signal warrants, and reviewing operations during project construction.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/25 – 08/25	**US 11 Corridor (I-12 to North Blvd); St. Tammany Parish; Slidell, LA:** Traffic Engineer responsible for providing safety and operational analysis of alternatives as part of the Tier 1 and Tier 2 TEPR for an existing stop-controlled suburban intersection on the corridor. He performed Tier 1 predictive safety analysis using FHWA’s SPICE tool, calibrated using existing crash data, to determine feasible control alternatives, then identified the crash patterns and magnitude of crashes that would be affected/mitigated by each alternative. He also used FHWA’s Cap-X tool to estimate the capacity improvements of the alternatives prior to full analysis and summarized his findings, along with other considerations like right-of-way, cost, and environmental impacts, in an evaluation matrix. In Tier 2, he identified relevant Crash Modification Factors (CMFs) from the FHWA CMF Clearinghouse and determined the final safety impacts to use in a scoring matrix, which yielded the preferred alternative at the study intersection.

Firm Employed By: Stanley Consultants, Inc.	
12/24 – 03/26 (anticipated)	**SS4A Roadway Safety Action Plan – Pedestrian Risk Network; City of Phoenix, AZ:** Traffic Engineer responsible for a pedestrian/bicycle safety analysis of high crash risk network in the City of Phoenix. He helped develop a safety countermeasure selection Excel tool that takes existing street/intersection characteristics and existing safety concerns and recommends applicable countermeasures based on those inputs. The broad list of countermeasures and their selection criteria were researched using established sources like FHWA, NACTO, and other jurisdictions with best practices for pedestrian/bicycle safety. He then examined the high-risk network of intersections and segments developed by the subconsultant, which considered risk factors like existing roadway characteristics, land-use/pedestrian demand, and demographics, to identify a priority list of five facilities to demonstrate using the tool and develop pedestrian/bicycle safety countermeasures to ultimately propose at the facilities, including improvements to crossings, roadside/linear facilities, speed management, signals, and the existing bicycle network. He created concept sketches of the countermeasures for presentation to the client and the report.
10/22 – 12/25	**US 90, Lafitte Ave to France Road; DOTD; New Orleans, LA:** Traffic Engineer and QA/QC Reviewer responsible for reviewing and helping develop the updated Traffic Signal Inventory sheets for nine signals on the urban corridor. He helped compare the existing timings to the Traffic Signal Manual and made updates to ensure adherence to the guidance. He helped add the appropriate pedestrian timing parameters to accommodate the pedestrian crossing and signal hardware improvements proposed in the design.*
09/23 – 06/24	**Dayton Intersection Inventory and Safety Assessment; City of Dayton; Dayton, MN:** Lead Traffic Engineer responsible for a network safety assessment of the 30 major intersections within the City of Dayton. He identified several selection criteria to form the basis of the analysis and collected the necessary data for each intersection, including volumes, speeds, multimodal facilities, crash data, geometric deficiencies, and sight line obstructions. He screened and prioritized the intersections based on risk level for each of the criteria to further analyze ten priority intersections. He assessed signal warrants/operations, performed predictive safety analysis by modeling intersections with IHSDM, and reviewed relevant multimodal safety guidance to determine appropriate recommendations, then performed benefit-cost analyses to determine projects with the greatest impact relating to vehicle and bicycle/pedestrian safety.*
04/23 – 08/23	**Corcoran Evaluation of Pedestrian Crossings; City of Corcoran; Corcoran, MN:** Lead Traffic Engineer for the evaluation of two proposed pedestrian crossing locations in residential areas of the City - Stieg Road at Elm Lane and Gleason Parkway between Carriage Way and Wildflower Trail. He examined Minnesota DOT and national pedestrian crossing guidance to select the appropriate facilities based on number of lanes, vehicle volume, and vehicle speed of the crossed roadway. He recommended enhanced crossing facilities with high-visibility warning signage and markings, plus an RRFB system at one of the crossings. He also developed a pedestrian crossing policy which the City can incorporate in the future examination of other pedestrian crossing locations. The policy is based on Minnesota state guidance and industry best practices for pedestrian safety and includes an evaluation process and countermeasure selection matrix.*
04/23 – 11/24	**Coffeen Avenue and East Brundage Lane Corridor Survey; Wyoming Department of Transportation; Sheridan, WY:** Traffic Engineer for the study of two urban corridors in a mixed-use area of the city. He assessed existing conditions, including pedestrian/bicycle facility deficiencies, crash types/causes, access density, segment crash rates, vehicle speeds, and operational concerns. He explored safety and operational improvements, including median installation in the commercial area to reduce turning conflicts with vehicles and pedestrians, lane narrowing/traffic calming/corridor reimagining in the residential area to reduce vehicle speeds and provide pedestrian crossing opportunities and human centered street design, and intersection improvements like signal timing adjustments/optimization, intersection reconfiguration, and roundabout installation to improve multimodal safety and capacity. He wrote the study document that highlighted these recommendations and demonstrated their benefits to costs.*

** Experience prior to joining Stanley Consultants.*

16 Staff Experience

Jared has seven years of experience designing DOTD projects. His most recent work has included preparing models and development of detailed geometry for urban roadways and complete streets.

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Firm Employed By: Stanley Consultants, Inc.

Name:	Jared Blohowiak, PE	**Years of relevant experience with this employer:**	7
Title:	Transportation Engineer	**Years of relevant experience with other employer(s):**	0
Degree(s) / Years / Specialization:		BS / 2017 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #46547 / LA / 09/30/2026	
Year Registered:	2022	**Discipline:**	Civil Engineering

Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Roadway Engineer **Responsibilities and Expertise:** Stage 0 Feasibility Studies and Project Development/Limited Engineering Studies Jared's roadway experience includes working on DOTD projects with oversight by several professional engineers. He has been responsible for the design of guard rails, drainage design with HYDRWIN, typical section design, geometric design, permanent signage and striping design, site plans, and the accurate and precise tabulation of materials and services required. Jared is often responsible for detailed corrections and adjustments to plan sets and for ensuring that plan sets comply with DOTD specifications and standards. He has created and manipulated 3D surfaces, models, alignments, cross sections, and profiles to describe new and existing ditches, and roadways using Inroads and Openroads software

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/24 – 11/26	**LA 44, I-10 Roundabouts; DOTD; LA:** Project Engineer responsible for design assistance with a focus on drainage design for three multi-lane roundabouts along the LA 44 corridor at the heavily traversed I-10 interchanges in Gonzales, LA.
01/23 – 12/25	**I-20 Widening; DOTD; West Monroe, LA:** Engineer responsible for engineering design services on an interstate improvement project to an section of Interstate 20 in Monroe, Louisiana. Jared's responsibilities include the collection and documentation of sign data along the corridor, analysis of drainage patterns and structures to evaluate potential flooding hazards, and the design of new drainage systems to minimize the hazards for the roadway and neighboring communities.
09/24 – 03/27	**US 190 R-Cut; DOTD; St. Landry Parish, LA:** Design Engineer responsible for the design and annotation of the graphical grades for the project to ensure adequate drainage and clear and concise construction notes for the geometry of the r-cut turn lanes.
01/23 – 01/24	**LA 447 Corridor Roadway Widening; DOTD; Walker, LA:** Project Engineer responsible for assisting with collecting field data during a site visit as well as providing QA of typical sections, plan and profile sheets, and geometric details.

06/18 – 02/20	**LA 1, Iberville P/L – Port Allen Canal BR; DOTD; Various Cities, LA:** Engineering Intern responsible for assisting with topographic survey field work. He assisted with the drafting of typical section sheets, quantity tables, guardrail layouts, miscellaneous detail sheets using MicroStation and performing quantity calculations. Following the Stanley Consultants QA/QC Plan, Jared is also responsible for designing guardrail layouts, quantity calculations and assisting with the development of cost estimates.
09/18 – 04/22	**LA 30 Roundabouts at Tanger I-10; DOTD; Ascension Parish, LA – District 61:** Engineer responsible for assisting with all necessary engineering and related services required for the design of four multi-lane roundabouts along LA 30 at the heavily traversed commercial interchange at I-10 in Gonzales, LA. Assisted with QA of typical sections, pedestrian and bicycle design, roadway geometrics, roundabout geometrics, drainage design, and driveway details for this project.
01/17 – 09/20	**Bootlegger Road Mill and Overlay, Bootlegger Road Bridge-Design; St. Tammany Parish; Covington, LA:** Engineering intern responsible for assisting with the design of a three-legged multi-lane roundabout and multiple intersection improvements along US 171.

16 Staff Experience

Jesse has been responsible for design of roadway projects such as roadway reconstruction, intersection safety projects, turn lane additions, corridor safety projects, and roundabout projects throughout Louisiana.

Stanley Consultants INC.

Firm Employed By: Stanley Consultants, Inc.			
Name:	Jesse Tisdale, PE	**Years of relevant experience with this employer:**	7
Title:	Senior Transportation Engineer	**Years of relevant experience with other employer(s):**	6
Degree(s) / Years / Specialization:		BS / 2012 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #40972 / LA / 03/31/2027	
Year Registered:	2016	**Discipline:**	Civil Engineering

Contract Role(s) / Brief Description of Responsibilities:	**Contract Role:** Transportation Engineer **Responsibilities and Expertise:** Stage 0 Feasibility Studies and Project Development/Limited Engineering Studies Jesse is a Transportation Engineer whose professional experience includes design and project management of local road, state highway and interstate highway projects. His design experience includes conceptual and environmental design layout, detailed geometric design and construction plan preparation. His responsibilities involve detailed design, including the design of detailed horizontal and vertical geometry, drainage systems, sewer alterations, roadway modeling, and limited utility relocation coordination and design. Jesse's plan preparation experience includes development of preliminary and final construction plans for asphalt and concrete roadways and all associated roadside drainage designed to DOTD specifications using all associated standards. His project experience also includes large-scale project cost estimation, construction scheduling, and assistance with infrastructure program cost estimation. Jesse has participated in early project planning coordination with local entities and construction coordination with contractors and stakeholders.

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 – 12/25	**I-20 Widening; DOTD; West Monroe, LA:** Project Manager responsible for adherence to scope of work, budget, and schedule requirements. Additional responsibilities include QC/QA and subconsultant coordination.
12/17 – 03/23	**I-12 LA 21 to US 190; DOTD; St. Tammany Parish, LA:** Serving as PM, Jesse was responsible for assisting and overseeing the horizontal and vertical alignment design, drainage design, and sequence of construction with minimum temporary traffic control layout and striping according to DOTD specifications, standards and design criteria. His additional responsibilities include standard PM duties including coordination, QC of plans and design, project coordination and scheduling. Design tools used for this project included MicroStation, InRoads, CADConform, Bentley InRoads, DOTD HydrWIN and Microsoft Project.
09/24 – 03/27	**US 190 R-Cut; DOTD; St. Landry Parish, LA:** Quality Control and Assurance Manager responsible for providing quality control for the project as well as assisting the project manager in coordinating design elements. Also responsible for assisting in making high level design decisions.

Firm Employed By: Stanley Consultants, Inc.	
01/23 – 01/24	**LA 447 Corridor Roadway Widening; DOTD; Walker, LA:** Project Manager responsible for overall project oversight, adherence to scope of work, budget, and schedule requirements, as well as QC/QA activities.
09/24 - 03/27	**US 190 R-Cut; DOTD; St. Landry Parish, LA:** Quality Control and Assurance Manager responsible for providing quality control for the project as well as assisting the project manager in coordinating design elements. Also responsible for assisting in making high level design decisions.
09/24 - Present	**US 190:** R-Cut @ LA 741; DOTD; Port Barre, LA: Quality Control and Assurance Manager responsible for providing quality control for the project as well as assisting the project manager in coordinating design elements. Also responsible for assisting in making high level design decisions.
11/18 - 04/22	**LA 30 Roundabouts at Tanger & I-10; DOTD; Ascension Parish, LA:** PM/Lead Design Engineer responsible for providing oversight for all necessary engineering and related services required for the design of four multi-lane roundabouts along LA 30 at the heavily traversed commercial interchange at I-10 in Gonzales, LA. Mr. Tisdale also provided QA of typical sections, pedestrian and bicycle design, roadway geometrics, roundabout geometrics, drainage design, and driveway details for this project.
11/23 - Present	**LA 1088 Forest Brook Blvd Roundabout; DOTD; St. Tammany Parish, LA:** As the QA/QC controller on this IDIQ Jesse is responsible for the quality and completeness of the design and construction plans. Additionally, he is assisting in managing the project as the overall IDIQ PM, while others manage the individual projects.
08/24 - Present	**LA 44, I-10 Roundabouts; DOTD; Ascension Parish, LA – District 61:** Project Manager responsible for providing oversight for all necessary engineering and related services required for the design of three multi-lane roundabouts along the LA 44 corridor at the heavily traversed I-10 interchanges in Gonzales, LA.
05/24 – Present	**Inter. Imp. on LA 92 @ LA 733 & Gallet Rd.; DOTD; Lafayette Parish, LA:** QAQC lead engineer responsible for reviewing work products for technical adequacy and completeness, verifying preparation and checking procedures have been followed, reviewing Quality Control Checklists as a discipline approver at each designated quality "checkpoint", and reviewing design criteria documents for compliance with LA DOTD and AASHTO standards. Also responsible for providing design guidance to the project team as a subject matter expert.
09/19 - 03/23	**Lee Drive Widening; East Baton Rouge Parish, LA; MOVEBR:** Serving as Stanley Consultants' Project Manager and Lead Designer. Stanley Consultants is a sub-consultant on this project responsible for all road design between Highland Road and the Bayou Duplantier Bridge. Jesse is responsible for the oversight of all roadway design for the portion of the project that has been assigned to Stanley Consultants. This project involves developing the limited Lee Drive corridor into a widened footprint with a divided roadway, bike lanes, and pedestrian facilities.
09/19 - 03/23	**Stone Road to Powell Drive Extension; St. Tammany Parish, LA:** Project Manager for engineering design services for a new greenfield connector roadway between Ben Thomas Road and Powell Drive as well as widening and drainage improvements to an existing section of Powell Drive. The purpose of this project is to accommodate industrial traffic accessing and egressing Interstate 12 to the north by providing improved system linkage with a new north-south connector roadway and improving an existing roadway within the project limits.

Fehr & Peers

Firm Employed By: Fehr & Peers Inc.

Name:	Nicole Waldheim	**Years of relevant experience with this employer:**	3
Title:	Technical Advisor / Internal PIC	**Years of relevant experience with other employer(s):**	17
Degree(s) / Years / Specialization:		BA / 2000 / Sociology & Environmental Studies	
Active Registration Number / State / Expiration Date:		N/A	
Year Registered:	N/A	**Discipline:**	Transportation Planning
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Transportation Planner **Responsibilities and Expertise:** Review of Existing Practices for Complete Streets, Bicycle and Pedestrian Planning Document Development Nicole is a well-recognized, national multimodal safety expert with an extensive 20-year career in transportation planning and policy and over a decade specializing in safety planning work. Nicole started her transportation career at the Association of Metropolitan Planning Organizations (AMPO), providing technical assistance to MPOs across the country, especially on safety.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
5/2023 – 5/2025	**Regional Planning Commission of Greater Birmingham Safety Project Planning (Birmingham, AL):** Technical Advisor. Nicole is collaborating with the Metropolitan Planning Organization to develop a training module focused on transportation safety planning and implementation. The module is designed to help local agencies identify and advance safety improvements within their transportation systems. Nicole is leading development of the curriculum and plans to begin training practitioners using the module. Her work supports capacity building and consistent application of safety best practices across the region.
10/2023 – 11/2023	**FHWA Office of Safety MPO Safe System Approach Assessment (Nationwide):** Nicole is the project manager, collaborating with 15 MPOs across the country to assess the extent to which their cultures, programs, policies, and projects align with the Safe System Approach. To obtain this information, understand successes, and identify and solve challenges, Nicole is leading a series of three workshops. The final products will include workshop summaries, case studies, and recommendations for technical assistance needs.
4/2023 – 3/2023	**City of Denton Safety Benchmark Assessment (Denton, TX):** As project manager, Nicole collaborated with City staff and multidisciplinary stakeholders to assess how Denton’s safety program aligned with the Safe Systems Approach (SSA) and Vision Zero Core Elements, as well as opportunities it could build upon and challenges that it should address. The assessment resulted in recommendations to help the City move away from business as usual with its up-coming Vision Zero Plan and move toward a more successful safety planning program.

Firm Employed By: Fehr & Peers Inc.	
4/2025 – Ongoing	**Elkridge Bicycle and Pedestrian Priority Area Plan (BPPA) (Elkridge, MD):** Principal-in-Charge. Nicole leads MDOT SHA's Elkridge BPPA Plan, guiding crash analysis, comfort assessments, and development of targeted bicycle and pedestrian safety improvements. She oversaw a PLOC analysis to identify priority locations where safety needs and pedestrian demand intersect. The plan provides clear, data-driven recommendations to improve walking and biking safety and connectivity.
6/2025 – Ongoing	**DDOT Neighborhood Safety and Mobility Studies (NSAMS) Program (Washington, D.C.):** Project Manager. Nicole leads Fehr & Peers' work for the District Department of Transportation (DDOT) to advance the Neighborhood Safety and Mobility Study (NSAMS) program. The program identifies roadway segments and intersections in need of safety, accessibility, and mobility improvements and emphasizes practical, buildable solutions. Nicole directs program management and technical development, guiding DDOT in prioritizing locations and implementing quick-build, high-impact countermeasures. Under her leadership, Fehr & Peers developed a prioritization framework and countermeasure toolbox to support neighborhood livability and advance the District's Vision Zero goals.
05/2023 – 11/2023	**Baltimore Metropolitan Council (BMC) Local Agency Safe System Approach Implementation (Baltimore, MD):** Nicole is currently managing this project and collaborating with three local agencies (Baltimore City, Baltimore County, and Carroll County) to benchmark their level of Safe System Approach (SSA) Alignment, highlight successes as case studies, and document actions to overcome challenges. The information will be compiled into a comprehensive guide to help local agencies incorporate safe system principles and elements into their plans and organizational processes.

Fehr & Peers

Firm Employed By: Fehr & Peers Inc.

Name:	Josh Peterman, PE, TE, RSP1	**Years of relevant experience with this employer:**	21
Title:	Technical Advisor / Internal PIC	**Years of relevant experience with other employer(s):**	6
Degree(s) / Years / Specialization:		MS / 1999 / Civil Engineering BS / 1996 / Civil and Environmental Engineering Certificate / 2003 / Telecommunications and Network Engineering	
Active Registration Number / State / Expiration Date:		PE #50016 / LA / 9/30/2027	
Year Registered:	2025	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Traffic Engineer, Planner **Responsibilities and Expertise:** Review of Existing Practices for Complete Streets Josh is Fehr & Peers Dallas Office Leader with over 25 years' experience managing the planning and design of transportation infrastructure, from complete streets to traffic signal systems, street, and intersection lighting, ITS, transit enhancements, striping and signing. He has prepared designs for multimodal improvements at school campuses and hospitals and has extensive experience selecting and designing multimodal infrastructure that is appropriate to its context within the overall transportation network.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2/2025 – Ongoing	**DART Bicycle Lane Improvement Program (Dallas, TX):** Fehr & Peers was retained by the City of Dallas to prepare bidding and construction documents for protected bike lane facilities in Downtown Dallas on S Harwood Street and Commerce Ave. The scope of work included field review, preparation of construction documents in alignment with City standards, and the creation of design standards for protected bike lanes in other parts of the city. Work included signing, striping, evaluation of turning movements and preparing bid item descriptions. The scope of work included TDLR review, as well as the provision of construction support during construction. The project was fast-tracked due to funding deadline imposed by DART, the funding source for the project.
6/2024 – 2/2025	**Oak Farms Complete Streets Planning (Dallas, TX):** Fehr & Peers as a subconsultant performed a Complete Streets Study of the neighborhood surrounding the old Oak Farms Dairy site in Dallas. Using Big Data overlayed with traditional data sources, Fehr & Peers worked with the City to determine modal priorities within the study area using a GIS-enabled Layered Network Approach. Once complete, Fehr & Peers worked with the design team to develop revised cross-sectional concepts for key corridors which we scored according to their modal priority using our StreetScore+ Methodology. We then worked with the team and City to pick a corridor among the highest-scoring corridors to move forward into final design, to be ultimately implemented by the City. Josh served as the project manager for this project.

Firm Employed By: Fehr & Peers Inc.	
1/2024 – 6/2024	**Richardson Complete Streets Policy (Richardson, TX):** Fehr & Peers assisted the City of Richardson with developing their Complete Streets Policy and accompanying Checklist. The work included an assessment of current complete streets efforts and resources in Richardson; a survey of attitudes toward complete streets; development of a Complete Streets Policy using the Complete Streets Coalition framework for policy best practices; and derivation of a checklist to be used by City staff leading transportation projects to assure that complete streets practices are implemented into projects. Josh supported stakeholder outreach.
6/2022 – 1/2024	**El Paso Vision Zero (El Paso, TX):** Fehr & Peers led the systemic pedestrian safety analysis and supported all other tasks in preparation of El Paso's first Vision Zero Plan. Fehr & Peers role on the team was to conduct the data discovery and data collection, perform crash data analysis and develop the High-Injury Network (HIN), prepare collision profiles with crash reduction costs, prioritize locations for immediate attention, as well as prepare a predictive pedestrian safety model that would help identify risky locations based on crash history, land use and roadway characteristics. Fehr & Peers also prepared the web-based dashboard showing crash history and the high injury network.
5/2023 – 1/2024	**TxDOT Pedestrian Safety Action Plan / Designing for Pedestrian Safety Training (Austin and San Antonio, TX):** Fehr & Peers supported the development of customized training materials and technical assistance to TxDOT as they and their consultant, Jacobs, prepared a Statewide Pedestrian Safety Action Plan (PSAP). Work included advising over a multi-year effort to prepare the PSAP and developing and delivering technical training to TxDOT staff. In Texas specifically, the work included preparation and delivery of a combined 2-day PSAP and Designing for Pedestrian Safety (DPS) course in Austin and a 1-day DPS in San Antonio. The course development also included outdoor and group exercises designed to engage participants and create hands on learning opportunities.
4/2022 – 3/2023	**Denton Vision Zero Assessment (Denton, TX):** The City of Denton described safety as their #1 priority in their 2022 Mobility Plan, including an important goal of development a Vision Zero Plan. Fehr & Peers helped the City continue that momentum and acted as part of a team to develop Vision Zero strategies based on an assessment of their existing programs and policies, using the Ten Core Elements of Vision Zero as a benchmark, which Fehr & Peers developed in partnership with ITE and the Vision Zero Network. The project involved online surveys followed by in-person and virtual workshops, and in-person interviews. The key takeaways are to be used and folded into a Vision Zero Plan.

Fehr & Peers

Firm Employed By: Fehr & Peers Inc.

Name:	Kristof Devastey, PE, PTOE, PTP	**Years of relevant experience with this employer:**	3
Title:	Technical Advisor / Internal PIC	**Years of relevant experience with other employer(s):**	16
Degree(s) / Years / Specialization:		MS / 2010 / Civil Engineering; BS / 2007 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #78230 / FL / 02/28/2027	
Year Registered:	2014	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Traffic Engineer, Transportation Planner **Responsibilities and Expertise:** Review of Existing Practices for Complete Streets Kristof is a professional engineer with over 18 years of experience in traffic and transportation engineering. His work emphasizes roadway safety, livable transportation, and context-based solutions. Above all, Kristof's passion resides in finding ways to reconcile conventional approaches to safety with safe systems and context-based solutions approaches. Kristof believes that every person has the right to travel safely, and he is committed to designing transportation systems that reflect this principle.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
7/2023 – 12/2025	**MetroPlan Orlando Vision Zero Action Plan (Orange, Osceola and Seminole Counties):** Following our support to MetroPlan Orlando in the preparation of a successful $3.79 million grant application through the Safe Streets and Roads for All (SS4A) Grant Program, Fehr & Peers prepared a Regional Vision Zero Action Plan, branded as Vision Zero Central Florida and helped guide the development of 3 County-wide and 19-City Action Plans for the MetroPlan Orlando region. To support the regional and local action plans, Fehr & Peers developed a project hub site to share project templates, materials for use by all jurisdictions in the region, such as a benchmarking frameworks and Vision Zero Resolution guidance, as well as allowing for data downloads by those working on the jurisdictional plans. We also prepared an interactive data dashboard to allow others to view the crash data as well as the High Injury Networks for each jurisdiction. Kristof led the development of the Countermeasure Toolbox and helped with the Policy Benchmarking.
1/2024 – Ongoing	**Broward MPO Regional Safety Action Plan (Broward County, FL):** The Broward Regional Safety Action Plan was a joint commitment between the Broward MPO and Broward County to plan and implement projects and strategies that will prevent roadway deaths and serious injuries by improving safety for all roadway users, including vulnerable users (pedestrians, bicyclists, public transportation users, micromobility and other non-motor vehicle users). As part of this plan, a safety analysis was completed that included various levels of data-driven analysis, focusing on crashes where people have been or have the potential to be Killed or Seriously Injured (KSI crashes). The two parallel and complementary components of this task include the development of the High Injury Network (HIN) and the High-Risk Network (HRN). Kristof led the Safety Analysis, the development of the HIN and the HRN and led the development of concept plans for 3 corridors from the HIN.

Firm Employed By: Fehr & Peers Inc.	
6/2021 – 6/2022	**FDOT District 1 Safety Training (FDOT District 1, FL):** Fehr & Peers partnered with the Vision Zero Network and CUTR to help develop a culture of safety in District 1. The team was involved in interviewing District staff at all levels to identify challenges with incorporating safety into every project and knowledge gaps related to safety. Based on the interviews and discussions with leadership, Fehr & Peers led the preparation and delivery of training materials at the district staff level and subsequently the MPO level to advance safety on all projects within District 1. The presentations included background on Vision Zero and the Safe Systems approach, explored collision trends nationally and within D1, highlighted the costs of collisions, and identified how safety can be incorporated at all steps in the process. During each of the workshops, all participants identified safety improvements that could be implemented along a segment of Cortez Road. Kristof helped facilitate two half-day workshops related to Vision Zero and the incorporation of safety considerations into every project.
6/2025 – Ongoing	**FDOT District 1 Project Prioritization Tool (FDOT District 1, FL):** Fehr & Peers is supporting the Planning Studio of FDOT District 1 in the development of a GIS-based prioritization tool that ranks corridors for transportation projects. The purpose of this tool is to compile and analyze a variety of data sets and leverage geographic information systems (GIS) to analyze and rank locations based on established criteria. Kristof is project manager.
9/2023 – 10/2024	**60th Street Context Based Solutions (City of Pinellas Park, FL):** Kristof served as Project Manager on the development of a context based solutions plan along 60th Street in Pinellas Park. The project included collision analysis, intersection and corridor operations analysis using Synchro/SimTraffic, and an analysis of Level of Traffic Stress (LTS) for pedestrians and bicyclists using the corridor. As part of the community engagement efforts for the project, Kristof led a Community Walk Audit and a Community Workshop to help gather feedback from the community and build consensus. The workshop also included a small discussion to refine the proposed alternatives for further consideration.
1/2024 – 3/2025	**Seminole Boulevard Concept Plan (Largo, Fl):** Fehr & Peers worked with Forward Pinellas and the City of Largo to develop Safety recommendations for Seminole Boulevard as part of the SS4A program. The recommendations developed are intended to address safety issues identified through data analysis and concerns brought forward by the community. The recommendations consisted of geometric changes, signal timing adjustments, modifications to signing, and pavement markings, and also included non-engineering related measures. Kristof served as project manager and led a stakeholder walk audit and community workshop to obtain feedback and perspective from the community. The process included regular coordination meetings between Forward Pinellas, the City of Largo and FDOT to ensure that all parties with a role in project implementation were in support of the final plan.

Fehr & Peers

Firm Employed By: Fehr & Peers Inc.

Name:	Cullen McCormick, AICP	**Years of relevant experience with this employer:**	11
Title:	Technical Advisor / Internal PIC	**Years of relevant experience with other employer(s):**	4
Degree(s) / Years / Specialization:		MS / 2012 / Urban and Regional Planning; BS / 2007 / City and Regional Planning	
Active Registration Number / State / Expiration Date:		Certified Planners #34433 / USA / N/A	
Year Registered:	2024	**Discipline:**	Planning
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Planner **Responsibilities and Expertise:** Review of Existing Practices for Complete Streets Cullen designs thoughtful communications for complex and controversial projects. Over his 15 years of practice, with the last 11 at Fehr & Peers, Cullen has helped FHWA launch the Safe System Approach; equipped the City of Los Angeles to discuss traffic safety with skeptical and hostile audiences; researched and authored WMATA and BART's stories about how transit helps their communities prosper; and supported federal grant applications yielding millions of dollars to agencies like the City of Detroit and Port of Long Beach.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
5/2023 – 7/2025	**WMATA Benefits of Transit Update & Communications Toolkit (Metropolitan Washington, DC):** Project Manager. Fehr & Peers helped WMATA tell its story about the myriad ways that transit helps the region prosper. Working backward from the end goal—a succinct narrative on the benefits of transit designed to resonate with key audiences—positioned our team to implement a research methodology aligned with four themes of mobility, social equity, environmental resilience, and economic prosperity. This research fed into a graphic-rich Communications Toolkit extolling the benefits that transit brings to the region through social media graphics, talking points, an illustrated report, and short videos. WMATA has deployed the Toolkit on Metro station information screens, through a web and social media blitz, and in regional conversations about transit funding such as DMVMoves.

Firm Employed By: Fehr & Peers Inc.	
6/2025 – Ongoing	**DDOT Neighborhood Safety and Mobility Studies (NSAMS) Program (Washington, D.C.):** Creative Lead. Fehr & Peers led a team to design and deploy the Neighborhood Safety and Mobility Studies (NSAMS) Program. We helped DDOT develop a replicable process for bringing quick-build, tactical safety improvements to neighborhood streets, and we helped pilot this program through an initial NSAM study in Advisory Neighborhood Council (ANC) 8C. Cullen developed a brand identity for the project to bring cohesion to the team's work. He developed community-focused graphics to explain how DDOT selected ANC 8C for the first study, as well as maps to help community members identify locations for safety enhancements. The program ensures DDOT has a framework to improve safety, connectivity, and accessibility in neighborhoods across the District.
12/2022 – 10/2024	**DDOT North Capitol Street Corridor Study (Washington, DC):** Project Manager. The District Department of Transportation (DDOT) enlisted Fehr & Peers, as part of a team led by KLS Engineering, to re-envision North Capitol Street. This multilane boulevard with grade separations, freeway-style ramps, frontage roads, and complex intersections creates a barrier for people crossing the street and using the corridor's busy transit lines. Fehr & Peers redesigned the street to improve safety for people walking and biking, enhance local access, control driver speed and limit unsafe behavior, and prioritize transit. Each of the alternatives that Fehr & Peers designed prioritized a different set of road users, and Fehr & Peers evaluated the tradeoffs of each alternative through a set of multimodal performance measures. These conceptual designs readied DDOT for future investments along North Capitol Street, identifying priority action areas and positioning the agency to secure funding for future phases of design and implementation.
9/2021– 7/2022	**Arlington Systemic Safety Analysis (Arlington County, VA):** Project Manager. Fehr & Peers holistically explored the "why" behind crash patterns in Arlington County, both countywide and in Equity Emphasis Areas. By cross-tabulating crash factors with land use, transportation, and socioeconomic variables, we derived specific crash profiles—such as pedestrian-involved left-turn crashes at signalized, medium-speed, low-traffic intersections—and developed relevant crash countermeasure packages to apply both where crashes occurred and at locations without crash histories but with similar characteristics, where crashes might be likely to occur. This work guides the County's investments in systemic safety countermeasures to help achieve the Vision Zero goal of eliminating serious and fatal traffic deaths by 2035.
3/2021 – 4/2023	**Streets for People (Detroit, MI):** Creative Lead and Project Manager. Fehr & Peers, working with WSP and MKSK, lead document design for Streets for People, the City of Detroit's transportation master plan. Building from the City's brand, we created a visual identity that put Detroiters at the center of their mobility future. We combined vivid photography, explanatory graphics, and an easy-to-read format of short headlines with approachable text to demystify how the City's planning process works.
3/2023 – 4/2024	**BART Role in the Region Report (San Francisco Bay Area, CA):** Strategic messaging and Creative direction. The pandemic vastly transformed where people live and work in the Bay Area. Although BART's role has evolved in response to emerging trends, the system remains vital to the region's success—both today and for generations to come. Fehr & Peers helped BART research and author its Role in the Region report to understand the ways that a healthy transit system nurtures all aspects of quality of life. The report examined the external forces and trends shaping BART ridership, BART's value to the region, and the system's strengths, challenges, and strategic opportunities in the face of disruptive trends. Ultimately, the report builds the case for a new funding model to support BART's enduring role in the future of the Bay Area.

16 Staff Experience

Firm Employed By: The Center for Planning Excellence, Inc.

Name:	Kimberly Marousek, AICP	**Years of relevant experience with this employer:**	3.5
Title:	Vice President of Planning	**Years of relevant experience with other employer(s):**	29
Degree(s) / Years / Specialization:		BS / 1993 / Environmental Studies	
Active Registration Number / State / Expiration Date:		Certified Planner #017813 / USA / N/A	
Year Registered:	2002	**Discipline:**	Transportation Planning
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Planner **Responsibilities and Expertise:** Public engagement subconsultant team manager, principle contact with prime, support for strategic plan development, develop outreach and engagement plan and deploy training materials. Kim has 29 years of community planning experience at the regional, parish, municipal and neighborhood scales. She has specialized in working with local governments, leading community planning efforts, and finding creative solutions to address local issues. She also has experience in post disaster recovery and long-term community resilience building. Understanding local values and goals while also considering big ideas underpin the approach that she takes when working with local communities. Kim has worked in the Capital Region for the past eight years and in Louisiana for 15 years. Prior to moving to Louisiana, Kim was a community planner in Washington state for 13 years. Kim is a member of the American Planning Association and American Institute of Certified Planners. Meets MPR No. 7	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
1/24 – 6/25	***Imagine Abbeville* Master Plan:** Developed the first comprehensive plan for Abbeville, LA. The plan focused on the implementation of land use policies, active transportation projects and policies, and economic development policies to revitalize the community in alignment with their desired vision.
6/24 – present	**US DOT Thriving Communities Program:** Led the development of a statewide Thriving Communities Program grant application in coordination with the Division of Administration and the LA Main Street program. Currently providing technical assistance and planning services to six Louisiana Main Streets – Homer, Winnsboro, New Roads, Opelousas, Franklin and St. Martinville – to improve placemaking and economic development opportunities in their downtown through context sensitive roadway design and improved safety for pedestrians and bicyclists.
01/23 – 6/24	Developed Complete Streets Ordinance for East Baton Rouge parish, provided adoption support by City/Parish Council.
06/24	**LSU Rural Complete Streets Summit 2024:** Facilitated discussions with local mayors and elected officials about the need for and structure of public engagement for bicycle and pedestrian project development.

Firm Employed By: The Center for Planning Excellence, Inc.	
8/14 – 8/22	**Director of Planning at the Capital Region Planning Commission, Baton Rouge, LA:** Select job experiences included education and outreach to local community stakeholders and elected officials about developing transportation projects for inclusion in the Metropolitan Transportation Plan (MTP), particularly around alternative transportation and safety related projects. Designed and led engagement and stakeholder activities for MOVE 2042 MTP (2018) and supported efforts for MOVE 2046 (2022). Designed public outreach and engagement for regional bike/ped plan (2022).
1/8 – 8/14	**Director of Planning St. Charles Parish, LA:** While in this role led the development of a parish wide comprehensive plan, developed public engagement plan and facilitated over 20 community meetings, oversaw steering committee for plan development. Developed and deployed public engagement for context sensitive corridor revitalization plan (Paul Maillard Rd) which sought to modify a planned roadway widening (4-lane) to a mobility (bike/ped and road diet) improvement project.

16 Staff Experience

CENTER *for* PLANNING EXCELLENCE

Firm Employed By: The Center for Planning Excellence, Inc.			
Name:	Jessica Kemp	**Years of relevant experience with this employer:**	12
Title:	Vice President	**Years of relevant experience with other employer(s):**	8
Degree(s) / Years / Specialization:		PhD / 2007 / English	
Active Registration Number / State / Expiration Date:		N/A	
Year Registered:	N/A	**Discipline:**	N/A
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Transportation Policy **Responsibilities and Expertise:** Complete Streets Steering Group Coordination, Public Engagement, policy expert and facilitator Jessica's career has been focused on research, communications, fund development and social justice philanthropy. Before coming to CPEX in 2013, Jessica served as Vice President of Communications for the Foundation for Louisiana where she led communications, outreach, and fund development efforts to advance programs and policies for community-driven economic development, affordable housing, and capacity building for grassroots leadership.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/12 – 12/17	Project manager for the CONNECT Coalition, authored policy briefs, and provided expert content for policy forums, developed policy strategy. The CONNECT Coalition advocated for expanded mobility choices, multi-modal transportation network of passenger rail, transit, complete streets, transportation planning in the Baton Rouge to New Orleans Super Region, and a statewide Complete Streets Policy.
01/13 –12/13	Lead contributor and editor for the Walk/ Ride Policy Guide: A Resource Guide to Pedestrian, Bicycle and Complete Streets Project Funding. The Guide served to translate federal and state transportation policy into user-friendly terms that communities and advocates can use to identify needs and opportunities for improving complete streets infrastructure.
01/18 – present	Leading Complete Streets work in rural communities throughout Louisiana – developing Complete Streets action plans and facilitating implementation with municipal and parish governments and DOTD.
01/16 – 12/18	Helped form and run the Capital Region Industry for Sustainable Infrastructure Solutions coalition dedicated to finding cost-effective solutions – plans, projects and policies -- to congestion in the Greater Baton Rouge Area.
01/20 – present	Serve on the DOTD Complete Streets Policy Committee.

16 Staff Experience

CENTER *for* PLANNING EXCELLENCE

Firm Employed By: The Center for Planning Excellence, Inc.			
Name:	Alex Hobdy	**Years of relevant experience with this employer:**	2
Title:	Design Associate	**Years of relevant experience with other employer(s):**	7.5
Degree(s) / Years / Specialization:		BA / 2016 / Landscape Architecture	
Active Registration Number / State / Expiration Date:		Licensed Landscape Architect #22-0818 H-339 / LA / 1/31/26	
Year Registered:	2013	**Discipline:**	Transportation Planning
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Planner **Responsibilities and Expertise:** Public Engagement, Planning and Implementation Alex is a Licensed Landscape Architect in Louisiana with a background in site analysis and design for trail networks, regional parks and master planned communities. His experience doing community development charettes helped him realize his passion for engaging the public and elevating residents' voices to shape the built environment. Alex is interested in sustainable community design that creates meaningful open spaces and networks that create a sense of community and bring people together.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/22 – present	**LSU Ag Center – Bicycle and Pedestrian/Complete Streets Action Plans for rural communities:** In coordination with LSU Ag Center agents lead the development of complete streets plans for over 7 rural communities across the state.
12/22 – present	**LDH – Well Ahead Program:** Facilitate implementation of plans, policies and demonstration projects to improve the connection between active transportation and public health. Provide implementation support to ensure active transportation projects are built through conceptual design and grant writing support.
6/24 – present	**US DOT Thriving Communities Program:** Provide technical assistance and planning services to six Louisiana Main Streets – Homer, Winnsboro, New Roads, Opelousas, Franklin and St. Martinville – to improve placemaking and economic development opportunities in their downtown through context sensitive roadway design and improved safety for pedestrians and bicyclists. Local community lead for engagement and planning work in Homer. Design lead for transformative active transportation projects for all six communities.
3/23 – present	**Tactical Urbanism/Demonstration projects:** Design and support the implementation of transformative demonstration projects for local communities to garner support for bicycle and pedestrian oriented improvements. Examples of this work include a downtown roadway redesign in Abbeville, LA that included traffic calming measures and the installation of a ½ mile temporary bike lane; Marksville, LA where artful crosswalks were installed around the parish courthouse to highlight pedestrian crossings and slow traffic; Winfield, LA two blocks of the downtown were resigned to narrow the roadway to slow traffic and temporary roundabouts were installed at intersections to slow traffic through the main street.

16 Staff Experience

Firm Employed By: The Center for Planning Excellence, Inc.

Name:	Kaysie Bonnette	**Years of relevant experience with this employer:**	2.5
Title:	Project Manager & GIS Lead	**Years of relevant experience with other employer(s):**	5.5
Degree(s) / Years / Specialization:		BA / 2015 / Geography and Political Science MURP / 2018 / Urban and Regional Planning	
Active Registration Number / State / Expiration Date:		N/A	
Year Registered:	N/A	**Discipline:**	Transportation Planning
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Planner **Responsibilities and Expertise:** Complete Streets Steering Group Coordination, Public Engagement	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
1/25 – present	*Louisiana Department of Transportation Complete Streets Committee – voting member*
1/25 – present	East Baton Rouge Complete Streets Advisory Committee - member
6/24 – present	**US DOT Thriving Communities Program:** Supported the development of a statewide Thriving Communities Program grant application in coordination with the Division of Administration and the LA Main Street program. Currently managing project to provide technical assistance and planning services to six Louisiana Main Streets – Homer, Winnsboro, New Roads, Opelousas, Franklin and St. Martinville – to improve placemaking and economic development opportunities in their downtown through context sensitive roadway design and improved safety for pedestrians and bicyclists. Local community lead for engagement and planning work in New Roads and Opelousas.
01/23 6/24	Developed Complete Streets Ordinance for East Baton Rouge parish, provided adoption support by City/Parish Council.
1/24 – 6/25	***Imagine Abbeville* Master Plan:** Authored the transportation element for the comprehensive plan, designed and facilitated public outreach and engagement, developed a “streets for all” plan.
2/21 – 9/21	Authored Jamestown Complete Streets Plan and Campbell Council Bicycle and Pedestrian plan.
12/19 -12/20	**East Baton Rouge Parish Local Road Safety Plan:** Primary author to develop plan based on crash data analysis, engagement with local parish officials, developed priority projects for safety improvements - including vulnerable roadway users – identified countermeasures.

Firm Employed By: Grey Engineering, LLC

Name:	April Renard, PE, PTOE, RSP2I	**Years of relevant experience with this employer:**	>4
Title:	Principal & Owner	**Years of relevant experience with other employer(s):**	>16
Degree(s) / Years / Specialization:		BS / 2006 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #35660 / LA / 09/30/26	
Year Registered:	2010 **Discipline:**	Civil Engineering	
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Transportation Planner **Responsibilities and Expertise:** Non-Motorized User Topic Training, Complete Streets Steering Group Coordination April is fully engaged in the data-driven analysis of crash, traffic and roadway data. Her experience includes involvement with NCHRP projects, TRB committees, AASHTO's Committee on Safety and AASHTO's Task Force for the second edition of the Highway Safety Manual. Meets MPR Nos. 4 and 5	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/25 – present	**New Orleans Safe Streets for All (SS4A) Plan:** April provides comprehensive project support under subcontract to Toole Design Group, including participation in all key meetings (kickoff, bi-weekly progress, advisory committee, and public workshops), development of prioritized infrastructure safety projects and countermeasure lists that will guide the City's investment decisions, support for meeting materials development, and quality assurance review of all project deliverables to ensure technical rigor and compliance with federal SS4A program requirements.
02/23 – present	**City of Central Greenways Plan; Central, LA:** April serves as the client representative for this federally funded TAP initiative, overseeing all aspects of project delivery including stakeholder coordination, QA/QC protocols, and monthly progress reporting to DOTD and the City of Central. As lead engineer, she directs comprehensive technical analysis including traffic studies, crash data analysis, Bicycle Level of Traffic Stress assessments, latent demand analysis, and GIS database development to identify priority corridors and inform context-sensitive design guidance with order-of-magnitude cost estimates. April also leads community engagement through Steering Committee facilitation, stakeholder interviews, public outreach materials development, City Council presentations, and preparation of a funding eligibility matrix that identifies state, regional, and federal grant opportunities for implementation.
08/25–present	**USDOT Thriving Communities Program & Louisiana Main Street:** April serves as Principal Engineer for Grey Engineering's subcontractor work, providing specialized transportation planning and technical assistance to six Main Street communities (https://www.louisianamainstreet.org/) across Louisiana (St. Martinville, Franklin, New Roads, Winnsboro, Homer, and Opelousas) under contract with CPEX. Her scope encompasses targeted community support including crash data analysis, safety assessments, community vision development, walk audits, road safety assessments, preliminary concept designs, and grant application guidance for federal programs like TAP, as well as coordination with DOTD and MPOs to obtain and analyze transportation data, development of educational content on transportation best practices, technical feedback on US DOT work plans, quarterly reporting, and participation in the Community of Practice that shares knowledge across all participating communities.

Firm Employed By: Grey Engineering, LLC	
06/22 – present	**Town of St Francisville's Commerce Street Betterment Project:** April served as the lead engineer for the redesign of Commerce Street. The scope of the project includes narrowing the travel lane widths, installing wide sidewalks and new curbs, constructing raised crosswalks, providing angled on-street parking near the park's entrance, and retrofitting the catch basins with biofiltration beds.
10/22 – present	**BREC Dawson's Creek Trail and Health Loop:** April served as the lead engineer for developing the conceptual layouts of the proposed health loop, connecting the Dawson's Creek Trail at Perkins Road Community Park to Ward's Creek Trail. This includes conducting on-site assessments of proposed trail segments and establishing the servitude limits for the proposed trail location.
10/20 – 9/21	**City of Baton Rouge & Parish of East Baton Rouge MOVEBR Capacity Program Complete Streets Lead:** April served as the Subject Matter Expert on Complete Streets by reviewing all design studies, project design reports, and preliminary plans to ensure pedestrians, bicyclist, and transit users of all ages and abilities are provided reasonable and appropriate facilities given a project's context. April also led the development of standard street cross sections that were adopted into the MOVEBR Design Guidelines to improve walkability, bikability, ADA compliance, transit accommodations, calm traffic, mitigate stormwater runoff impacts, and improve water quality. She also produced and hosted a MOVEBR Design Guidelines workshop.
10/20 – present	**City of Baton Rouge & Parish of East Baton Rouge MOVEBR US 61/Scenic Highway Enhancement Project (LA 408/Harding Boulevard to Swan Avenue):** April is the project lead for the Scenic Highway Survey and Preliminary Design, developing existing plan and profile sheets, determining feasible typical sections and intersection geometry given constrained Right-of-Way and limited budget. Her work involves coordinating with various stakeholders within the community, the MOVEBR Program Management Team, and DOTD representatives while producing technical concepts to address the purpose and need of the project. Concepts include ADA compliant sidewalks, bike lanes, traffic calming countermeasures, transit stop improvements, and green infrastructure (e.g. biofiltration swales and curb extensions).
7/19 – 10/20	**City of Baton Rouge & Parish of East Baton Rouge MOVEBR Project Manager | CSRS, Inc.:** In the early phases of MOVEBR, April created the data-driven prioritization schema of MOVEBR projects and led the collection and processing of the data to produce the first tier of prioritized projects. April also developed the MOVEBR federal funding strategy matrix for pursuing federal funds for eligible projects. After the overall program strategy was developed, April served as a Project Manager for 6 MOVEBR Capacity Program projects (Midway, Constantin/Dijon, Old Hammond Highway Segment 1, Old Hammond Highway Segment 2, Harding at I-110 Interchange, Ardenwood-Lobdell Connector), which included coordinating all aspects of project delivery (e.g. traffic analysis, environmental permitting, state and federal agency requirements, design, Right-of-Way acquisition, utility coordination) for reducing project delivery time (schedules are managed in Primavera P6).
09/14 – 07/19	**DOTD Highway Safety, Louisiana:** April was responsible for the development and implementation of Louisiana's Strategic Highway Safety Plan in coordination with the Federal Highway Administration. She provided direction to staff on the State's safety data analysis processes for identifying potential Highway Safety Improvement Program projects (23 U.S.C. 148). April provided guidance across disciplines on data-driven safety considerations within DOTD's project delivery process and led the Complete Streets Policy implementation activities for Louisiana. Other projects included the management of the East Baton Rouge Parish Bicycle and Pedestrian Masterplan contract, oversight of the Local Road Safety Program in coordination with the Louisiana Local Technical Assistance Program (LTAP) Office, and the creation and administration of the first-of-its-kind Safe Routes to Public Places Program. While a DOTD employee, April represented the State on the AASHTO Task Force for the Second Edition of the Highway Safety Manual and served as an expert witness concerning protected safety data. Also while at DOTD, April managed consultant contracts for feasibility studies, developed a Road Safety Assessment report template and process, developed safety study guidelines for Transportation Management Plans, served on the State's Work Zone Task Force, conducted training and provided technical assistance for highway safety analytical tools, and conducted high-profile engineering studies (e.g. Statewide Cable Median Barrier Study, LA 10 Task Force study).

16 Staff Experience

Southern Traffic Services
A Rekor Systems Subsidiary

Firm Employed By: Southern Traffic Services, Inc.			
Name:	Joe P. Poole, PE	**Years of relevant experience with this employer:**	18
Title:	Engineer	**Years of relevant experience with other employer(s):**	23
Degree(s) / Years / Specialization:		BS / 1984 / Civil Engineering	
Active Registration Number / State / Expiration Date:		PE #31067 / LA / 3/31/2026	
Year Registered:	2004	**Discipline:**	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Traffic Engineer **Responsibilities and Expertise:** Data Collections/VRU Count Stations	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/08 – Present	Mr. Poole is responsible for the management of the Traffic Engineering section of STS. Duties include traffic forcasting, transportation concurrency studies, traffic signal design, development and implementation of ITS projects, traffic engineering studies, traffic signal warrant studies, access management, traffic signal systems timings, data collection and QA/QC of collected data.

16 Staff Experience

Southern Traffic Services
A Rekor Systems Subsidiary

Firm Employed By: Southern Traffic Services, Inc.

Name:	Joel Ponder	**Years of relevant experience with this employer:**	23
Title:	Senior Technician	**Years of relevant experience with other employer(s):**	0
Degree(s) / Years / Specialization:		AAS Electronics – Hinds County Community College	
Active Registration Number / State / Expiration Date:		N/A	
Year Registered:	N/A	**Discipline:**	N/A
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Senior Technician **Responsibilities and Expertise:** Data Collections/VRU Count Stations Joel will deploy required traffic data collection equipment to collect the specified data.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/03 – Present	Performs all types of traffic studies primarily in Louisiana, Mississippi, Alabama and Tennessee. Deploy event recorders for tube counts, AI units for non-intrusive Class/Speed/and Volume counts, and cameras for turning movement or pedestrian/bike counts weekly.

16 Staff Experience

Southern Traffic Services
A Rekor Systems Subsidiary

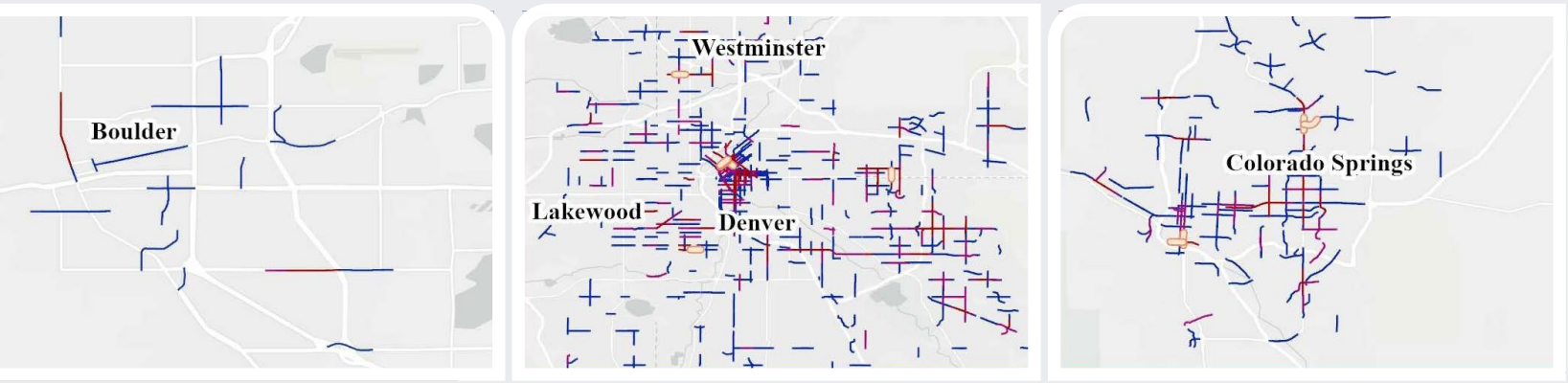
Firm Employed By: Southern Traffic Services, Inc.

Name:	Charles Williams	**Years of relevant experience with this employer:**	23
Title:	Senior Technician	**Years of relevant experience with other employer(s):**	0
Degree(s) / Years / Specialization:		AAS Electronics – Hinds County Community College	
Active Registration Number / State / Expiration Date:		N/A	
Year Registered:	N/A	**Discipline:**	N/A
Contract Role(s) / Brief Description of Responsibilities:		**Contract Role:** Senior Technician **Responsibilities and Expertise:** Data Collections/VRU Count Stations Charles will deploy required traffic data collection equipment to collect the specified data.	

Experience Dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/03 – Present	Performs all types of traffic studies primarily in Louisiana, Mississippi, Alabama and Tennessee. Deploy event recorders for tube counts, AI units for non-intrusive Class/Speed/and Volume counts, and cameras for turning movement or pedestrian/bike counts weekly.

Section 17

VRU Sliding Window, Colorado DOT - Designed by Stanley Consultants, Inc.



Pedestrian and Bicycle Sliding Windows Visualizations prepared for the Colorado VRU Safety Assessment

Stanley Consultants INC.

Firm Name	Stanley Consultants, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	Vulnerable Road User Safety Assessment	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	Colorado Department of Transportation (DOT)
Project Location	Denver, CO	**Owner's Project Manager**	David Swenka, PE, PTOE
Owners Address, Phone, Email	2829 W. Howard Place, Denver, CO 80204; 303.512.5103; david.swenka@state.co.us		
Services Commenced By This Firm (MM/YY)	02/23	**Total consultant contract cost ($1,000's)**	$208.5
Services Completed By This Firm (MM/YY)	11/23	**Cost of consultant services provided by this firm ($1,000's)**	$208.5

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

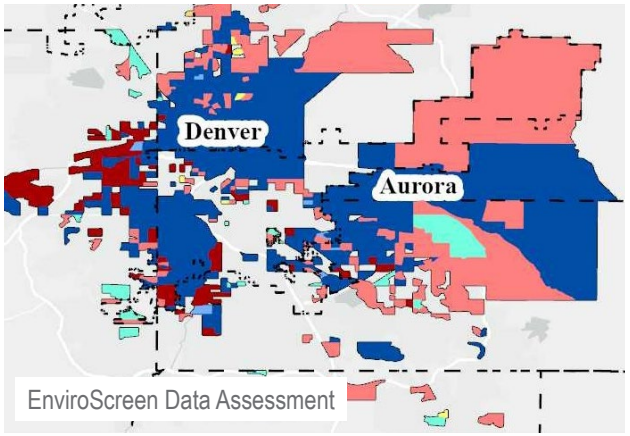
Firm's Role: As the prime consultant, Stanley worked with the Colorado Department of Transportation to develop the state's Vulnerable Road User (VRU) Safety Assessment.

Project Description: Using the Safe System Approach to achieve a vision of zero deaths and serious injuries on the transportation network, the VRU Safety Assessment tasks included:

- a comprehensive crash assessment;
- consultation with local agencies and affected communities;
- the creation of a high-injury network;
- the creation of a set of projects and strategies using evidence-based solutions and;
- the consideration of transportation access and equity in project selection, prioritization and implementation.

The Stanley team used a sliding-windows analysis to create a high-injury network, identifying 40 high-risk locations throughout Colorado. An analysis using Colorado's Enviroscreen data was performed to assess the extent of VRU safety differentials in Colorado and ensure that final project locations reflect the need to address gaps and make substantial improvements in disadvantaged communities. Each location was analyzed by a team of planners, traffic engineers and transportation safety professionals to determine effective countermeasures. Cut sheets were developed for each location, which included current conditions, a summary of crash types and injuries, relevant roadway design and land use elements, transit stop locations, currently planned projects, and data required for HSIP and/or federal grant applications.

Team Members: Marta Gerber



EnviroScreen Data Assessment

Project Similarity

The Stanley team prepared a VRU Safety Assessment following FHWA's VRU Assessment template, including: Overview of Vulnerable Road User Safety Performance; Summary of Quantitative Analysis; Summary of Consultation; Program of Projects or Strategies; and the use of a Safe System Approach.

Stanley Consultants INC.

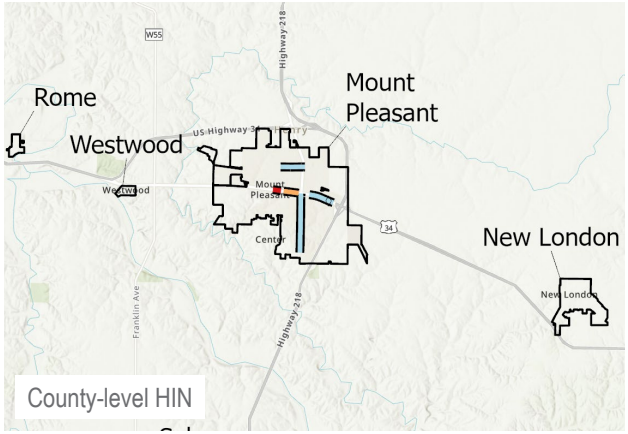
Firm Name	Stanley Consultants, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	SS4A Comprehensive Safety Action Plan	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	Southeast Iowa Regional Planning Commission (SEIRPC)
Project Location	West Burlington, IA	**Owner's Project Manager**	Sam Avery, Regional Planner
Owners Address, Phone, Email	211 N Gear Ave., Suite 100, West Burlington, IA 52655; 319.753.4306, savery@seirpc.com		
Services Commenced By This Firm (MM/YY)	01/25	**Total consultant contract cost ($1,000's)**	$80
Services Completed By This Firm (MM/YY)	06/25	**Cost of consultant services provided by this firm ($1,000's)**	$65.7

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Stanley was the prime consultant responsible for developing a Comprehensive Safety Action Plan (CSAP) to fulfill a Safe Streets and Roads for All planning grant received by SEIRPC. Stanley's services included the development of a comprehensive SS4A Action Plan that positioned SEIRPC for pursuing 2025 SS4A Implementation and Demonstration grant funds.

Project Description: The project included a comprehensive safety analysis, mapping of high-injury corridors throughout the project area, public involvement, and the identification and ranking of appropriate programs and infrastructure countermeasures to improve safety in identified corridors. The public involvement included an online survey due to the large region that the study boundary covered. The survey results were used to inform the project team on locations where the public felt unsafe and areas of the transportation network that are most important for them to improve. Stanley led the data collection, analysis, recommendations, and steering committee meetings. The work was guided by the Safe System Approach and included project concept reports with planning level cost estimates for use in future grant funding opportunities and policy recommendations. The final product was an SS4A-compliant Safety Action Plan.

Team Members: Tyler Grau, Sophia Yang, Micah Makaiwi, Natalie Carrick



Project Similarity

Stanley worked with 31 local communities in the CSAP area. The CSAP prioritized safety improvements and provided investment decision support for SEIRPC, and will serve as a basis to improve roadway safety by reducing and ultimately eliminating serious injury and fatal crashes. The project required continuous communication with community members and collaboration with stakeholders to understand safety issues that may not be shown in the quantitative data.

Stanley Consultants INC.

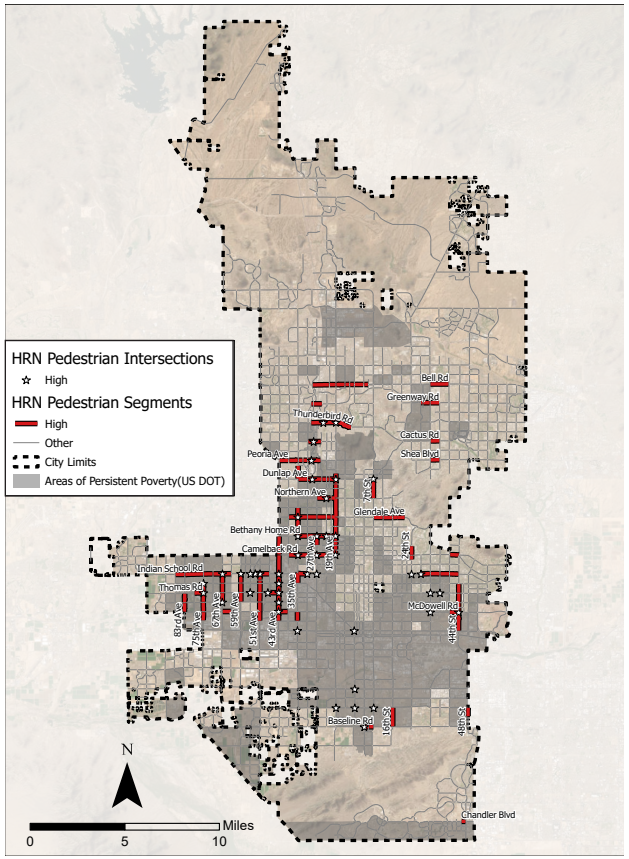
Firm Name	Stanley Consultants, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	SS4A Roadway Safety Action Plan – Pedestrian Risk Network	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	City of Phoenix
Project Location	Phoenix, AZ	**Owner's Project Manager**	Reed Henry, PE
Owners Address, Phone, Email	200 W. Washington Street, Phoenix, AZ 85003; 602.625.4013, reed.henry@phoenix.gov		
Services Commenced By This Firm (MM/YY)	12/24	**Total consultant contract cost ($1,000's)**	$349.8
Services Completed By This Firm (MM/YY)	03/26	**Cost of consultant services provided by this firm ($1,000's)**	$192.1

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: The Stanley team provided safety planning services for the Safe Streets and Roads 4 All (SS4A) Road Safety Action Plan (RSAP) Pedestrian Risk Network Project as a supplement to the City of Phoenix's Vision Zero RSAP.

Project Description: Stanley developed two high-risk networks (HRNs) for pedestrians and bicyclists, including the creation of a pedestrian and bicyclist demand map. Additionally, the Stanley team authored recommendations for changes to policies and standards to align the plan with the principles of the Safe System Approach. These include strategies and countermeasures to reduce fatal and serious injury crashes, along with performance measurement criteria for these countermeasures and strategies. The project team also coordinated with the concurrent Speed Management study to integrate potential countermeasure recommendations. The project also included the development of a toolbox to prioritize safety in the city's capital project development.

Team Members: Marta Gerber, Sophia Yang, Natalie Carrick, Adam Capets, Micah Makaiwi, Katie Guthrie



Project Similarity

The Pedestrian Risk Network project was specifically focused on Vulnerable Road Users. As a supplement to the city's RSAP, this project focused on pedestrians and bicyclists to address safety problems and support lower speeds in the priority, high-crash, high-crash severity, and high-risk locations defined through the HRN. The risk of death and serious injury is much higher for bicyclists and pedestrians when a crash does occur; Stanley's HRN Implementation Plan included specific ways to address these pedestrian and bicyclist safety areas.

Stanley Consultants INC.

Firm Name	Stanley Consultants, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	Safe Routes to School Study for the Salt River Pima-Maricopa Indian Community	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	Maricopa Association of Governments
Project Location	Scottsdale, AZ	**Owner's Project Manager**	Maggie Wong, Interim Safety Policy Manager
Owners Address, Phone, Email	302 North 1st Avenue, Suite 200, Phoenix, AZ 85003; 602.900.4812, mwong@azmag.gov		
Services Commenced By This Firm (MM/YY)	03/22	**Total consultant contract cost ($1,000's)**	$49.5
Services Completed By This Firm (MM/YY)	01/23	**Cost of consultant services provided by this firm ($1,000's)**	$46.2

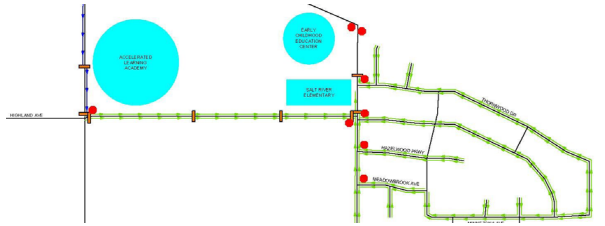
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Under the MAG On-call for ITS and Transportation Safety, the Salt River Pima-Maricopa Indian Community (SRPMIC) commissioned Stanley for a Safe Routes to School (SRTS) study at two locations: Salt River Early Childhood Education Center and Salt River Elementary School.

Project Description: Within a one-mile radius around each school, the Stanley team examined and assessed the extent of road safety issues for school children walking and biking to school. The Stanley team evaluated and developed options and recommendations that include the six E's: Engagement, Equity, Engineering, Encouragement, Education and Evaluation to support new or existing SRTS programs. The school also chose to include a seventh E – Enforcement. Data was collected during a regular weekday, during regular school ingress and egress times, and avoided school breaks and holidays. Locations for traffic counts for each school site were provided by the Tribal Project and the School District Transportation Supervisor. The traffic counts were concentrated on bicyclists, pedestrians and vehicles.

Stanley conducted surveys with school parents and students to inform the recommendations and SRTS tools and resources to track, maintain and promote programs and projects within the schools. In preparing the final recommendations, we used the data collected and the surveys conducted together with information gathered for each school. Information included inventory of site conditions (location, security of bicycle storage, vehicle/pedestrian conflict points, sight distances, presence of sidewalks, lighting); the number of people walking, biking and using buses to access the schools; and where the buses were unloading and loading. Detailed notes and diagrams were used to document the findings at each location.

Team Members: Marta Gerber, Natalie Carrick



Project Similarity

Stanley prepared a school walking and biking route map for the schools to provide parents and students with information on the most convenient and complete routes to/from school. The final report included an overview of elements of the study process and key findings such as background on the schools and community, state and federal support for SRTS, existing conditions, recommendations for infrastructure and roadway safety improvements, prioritization of these improvements, and an action plan for implementation. The action plan identified strategies to increase the number of children who walk and bicycle to school, and included long- and short-term steps for activating all seven E's.

Stanley Consultants INC.

Firm Name	Stanley Consultants, Inc.	**Past Performance Evaluation Discipline(s)***	Planning and Traffic
Project Name	SS4A Planning and Demonstration	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	City of Greeley
Project Location	Greeley, CO	**Owner's Project Manager**	Steven Younkin
Owners Address, Phone, Email	2835 10th Street, Greeley, CO 80634; 970.373.6281, steven.younkin@greeleyco.gov		
Services Commenced By This Firm (MM/YY)	04/25	**Total consultant contract cost ($1,000's)**	$691.5
Services Completed By This Firm (MM/YY)	03/26	**Cost of consultant services provided by this firm ($1,000's)**	$426.1

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Stanley worked with the City of Greeley to identify, prioritize and build improvements to the City's road network to increase safety. The improvements are quick-build, low-cost countermeasures and will be constructed along Greeley's High Injury Network (HIN).

Project Description: The City of Greeley was awarded a federal grant through the SS4A program to implement multiple safety projects across the city. The SS4A Planning and Demonstration project goal is to rapidly plan and implement construction of quick-build infrastructure targeting locations on the city's HIN to effectively reduce crashes. The base phase of the project included a Road Safety Assessment (RSA) to document and justify the selected quick-build locations and preliminary design.

The quick-build safety countermeasures were installed at various locations throughout the city. These locations represented a good cross-section of characteristics to evaluate the impact the different characteristics have on the effectiveness of each countermeasure. This approach enabled the city to develop guidelines on where these treatments would be most effective.

Preliminary designs of the quick-build infrastructure were completed in October 2025, with final design in spring 2026 followed by construction. This project will include a before-and-after study to determine the effectiveness of the improvements, and how well they worked to reduce speeds and crashes on the roadway network and to develop guidelines for implementing these improvements in other locations.

The Stanley team has developed a comprehensive system of tools, processes, criteria, and construction standards and specifications to set a strong foundation for future safety initiatives.

Team Members: Natalie Carrick, Micah Makaiwi, Marta Gerber, Katie Guthrie

Project Similarity

Over 125 potential improvement locations were identified with a short timeline to complete the design. Stanley and the City identified and prioritized safety improvements across the city's road network quickly and efficiently, with a systematic approach that included the creation of GIS portals that enabled Stanley and City staff to share information in real time. The selected projects include new or improved bulb-outs, bike lines, raised crosswalks, high-visibility crosswalks, lane reductions and mini roundabouts. The project not only aims to reduce speeds and crashes on Greeley's roadways but also to establish guidelines for future safety initiatives in other locations.

Fehr & Peers

Firm Name	Fehr & Peers Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	Elkridge Bike & Ped Priority Area Plan	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	DC25-0149	**Owner's Name**	Maryland DOT State Highway Administration (MDOT SHA)
Project Location	Elkridge, Maryland	**Owner's Project Manager**	Shane Sarver Bicycle and Pedestrian Planner Grants and Program Management Division State Highway Administration
Owners Address, Phone, Email	707 North Calvert Street MS C-502, Baltimore MD 21202 | 410-545-5662 | ssarver@mdot.maryland.gov		
Services Commenced By This Firm (MM/YY)	04/25	**Total consultant contract cost ($1,000's)**	Not available
Services Completed By This Firm (MM/YY)	12/23	**Cost of consultant services provided by this firm ($1,000's)**	$114

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

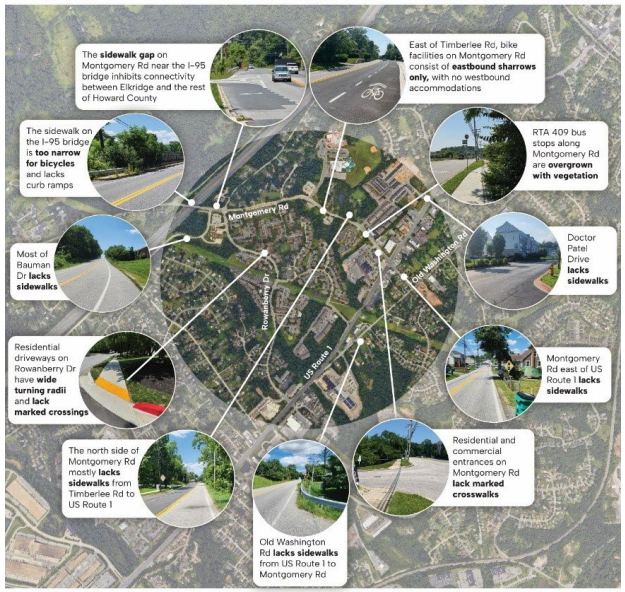
Firm's Role: Fehr & Peers supported the Elkridge Bicycle and Pedestrian Priority Area Plan (BPPAP) for the Maryland Department of Transportation State Highway Administration (MDOT SHA).

Project Description: The plan developed a comprehensive strategy to enhance bicycle and pedestrian safety, comfort, and connectivity within the state-designated Elkridge BPPA. Using Pedestrian Level of Comfort (PLOC) analysis, the team identified and addressed barriers to safe and accessible walking conditions.

The analysis revealed low pedestrian comfort along high-volume corridors such as US Route 1 and Montgomery Road, where narrow or missing sidewalks and unprotected crossings created stressful walking environments. In contrast, new sidewalks, bike lanes, and refuge islands along Montgomery Road improved comfort and connectivity. Fehr & Peers developed targeted countermeasure recommendations that aligned with MDOT SHA's Vision for Highways program and reflected an understanding of the improvements feasible on state roadways. These recommendations supported MDOT SHA's goals for safer, multimodal mobility throughout Elkridge.

Team Members: Nicole Waldheim provided technical oversight on the project.

Infrastructure and Safety Challenges in Elkridge BPPA



17 | Firm Experience

Fehr & Peers

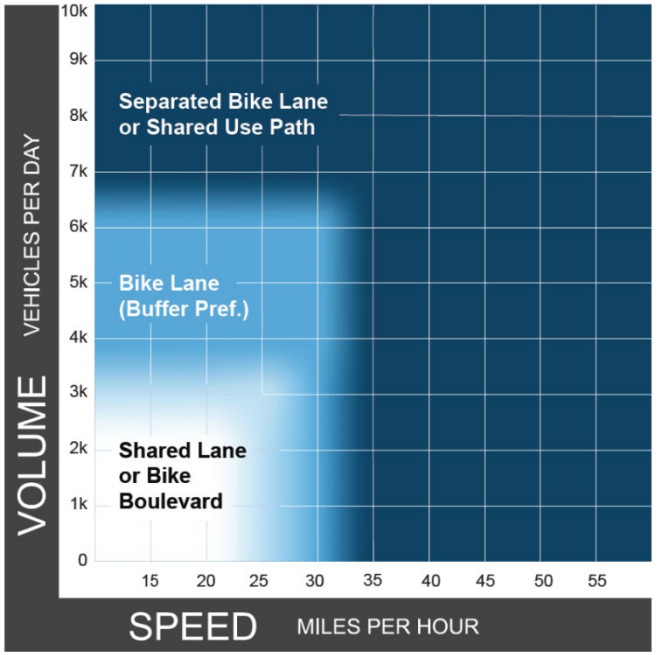
Firm Name	Fehr & Peers Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	El Paso Bike Plan Update	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	DA25-0041	**Owner's Name**	City of El Paso, TX
Project Location	El Paso, Texas	**Owner's Project Manager**	Anna Mesa-Zendt, AICP, Transportation Planning Administrator
Owners Address, Phone, Email	218 N. Campbell St., 3rd Floor | El Paso, TX 79901 ZendtAD@elpasotexas.gov (915) 212-0065		
Services Commenced By This Firm (MM/YY)	11/25	**Total consultant contract cost ($1,000's)**	$400
Services Completed By This Firm (MM/YY)	08/26 (Expected)	**Cost of consultant services provided by this firm ($1,000's)**	$100

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Fehr & Peers is performing the data analysis tasks related to El Paso's update of their 2017 Bicycle Plan.

Project Description: Fehr & Peers, as a subconsultant to Alta Planning + Design, developed metrics by which bicycle facilities would be evaluated, and supported the development of a prioritization framework centered on access to transit and implementation potential. The framework was based on the latest AASHTO Bicycle Design Guidelines, as well as the TxDOT Roadway Design Manual.

Team Members: Josh Peterman managed the project.



Fehr & Peers

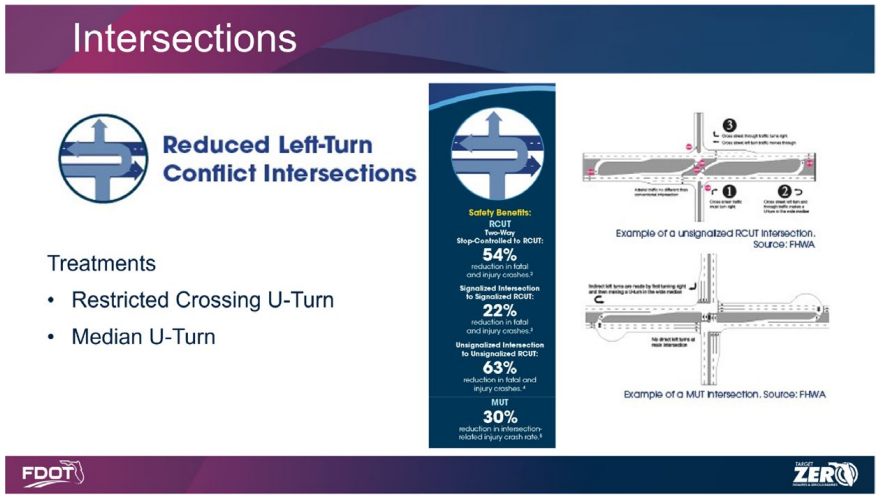
Firm Name	Fehr & Peers Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	FDOT Vision Zero Support	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	OR21-0011	**Owner's Name**	Florida Department of Transportation
Project Location	Florida District 1	**Owner's Project Manager**	Jason Jackman, USF Center for Transportation Research
Owners Address, Phone, Email	E. Fowler Ave. University of South Florida STOP: ENG030/Tampa, FL 33620-5350 813-974-6065 jackman@cutr.usf.edu		
Services Commenced By This Firm (MM/YY)	11/21	**Total consultant contract cost ($1,000's)**	$100
Services Completed By This Firm (MM/YY)	06/22	**Cost of consultant services provided by this firm ($1,000's)**	$64

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Fehr & Peers partnered with the Vision Zero Network and the Center for Urban Transportation Research (CUTR) to help develop a culture of safety in District 1 of the Florida Department of Transportation (FDOT).

Project Description: Fehr & Peers was involved in interviewing D1 FDOT staff at all levels to identify challenges with incorporating safety into every project and knowledge gaps related to safety. Based on the interviews and discussions with leadership, Fehr & Peers led the preparation and delivery of training materials at the district staff level and, subsequently, the MPO level to advance safety on all projects within District 1 (D1). The presentations included background on the Safe Systems Approach, explored collision trends nationally and within D1, highlighted the costs of collisions, and identified how safety can be incorporated at all steps in the process. During each of the six workshops, all participants identified safety improvements that could be implemented along a high injury network segment. The training was so popular within D1, the training was replicated in a neighboring district, with the addition of a road safety audit at the end of the course such that participants could apply the knowledge learned to a near-by high crash corridor.

Team Members: Kristof Devastey managed the project for Fehr & Peers.



17 | Firm Experience

Firm Name	The Center for Planning Excellence, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	CONNECT	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	The Ford Foundation
Project Location	Southeast Louisiana	**Owner's Project Manager**	Jerry Maldonado
Owners Address, Phone, Email	320 E 43rd St, New York, NY 10017; Tel. (+1) 212-573-5000		
Services Commenced By This Firm (MM/YY)	01/13	**Total consultant contract cost ($1,000's)**	$350
Services Completed By This Firm (MM/YY)	12/17	**Cost of consultant services provided by this firm ($1,000's)**	$350

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: CPEX formed the CONNECT Coalition to provide a collaborative, multi-sector advocacy voice representing a transportation policy platform that prioritizes regional connectivity, connections between jobs and housing, and multimodal transportation choices.

Project Description: CONNECT successfully engaged a diverse group of advocates and stakeholders, comprised of 40 organizations that represent a broad range of constituencies, including universities, housing advocates, transit riders, neighborhood leaders, community development organizations, faith-based non-profits and public health entities.

CONNECT built valuable relationships with decision-makers throughout the Baton Rouge – New Orleans Super Region and established itself as a trustworthy source of information and advocacy focused on viable solutions. CONNECT has been successful in advancing its policy agenda; building the capacity of members to develop and advocate for policies that benefit their constituencies; fostering collaboration that bridges geographic, departmental, sector and socioeconomic divides; and securing tangible wins, such as dedicated funding for transit systems, adoption of Complete Streets policies and development of resources to support implementation, adoption of community-focused performance measures, inclusion of transit projects in regional and state plans, and the formation of an Intrastate Rail Compact and the LA Super Region Rail Authority.

CONNECT drove a range of outcomes consistent with its policy agenda that continue to have meaningful impacts today, including: formation of a statewide Complete Streets Policy housed within DOTD; New Orleans and Baton Rouge transit authorities made significant new investments in expanding the routes, reach and frequency of the transit systems, and the agencies have more professional leadership in place to oversee the ongoing growth of these systems; CONNECT created new metrics for measuring progress, have elevated equity as a basis for decision making, and have held theses public agencies accountable for outcomes that improve mobility for all. CPEX's support of the Southern Rail Commission drove creation of a Governor's Briefing Book on Passenger Rail which has provided the administration with a solid action plan for advancing the project. The Governor has publicly stated he will start construction on this project in his first term and has allocated $30 M in FastAct funding for the EIS and corridor safety improvements that lay the groundwork for passenger rail services. Complete Streets Coalitions have been formed that are focused on implementation in New Orleans, Jefferson, St. Bernard, and Baton Rouge parishes with an emphasis on investment in low-income areas. As part of the CONNECT initiative, CPEX also worked with DOTD to apply for Smart Growth America's Governor's Institute on Community Design to address the internal rules and legacy practices at DOTD that create barriers to Complete Streets implementation.

Team Members: Jessica Kemp

17 | Firm Experience

Firm Name	The Center for Planning Excellence, Inc.	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	Healthy Community Planning and Design Guide	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	N/A	**Owner's Name**	Blue Cross Blue Shield Louisiana Foundation
Project Location	Baton Rouge, statewide	**Owner's Project Manager**	Michael Tipton
Owners Address, Phone, Email	P.O. Box 98022 – Baton Rouge, LA 70898-9022 | 225-298-7979 | BCBSLAFoundation@bcbsla.com		
Services Commenced By This Firm (MM/YY)	01/20	**Total consultant contract cost ($1,000's)**	$100
Services Completed By This Firm (MM/YY)	03/21	**Cost of consultant services provided by this firm ($1,000's)**	$100

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: CPEX created Building a Healthier Louisiana: A Guide for Communities to help a range of stakeholders better understand the connections between transportation and land use planning, the built environment, and community health outcomes and empower them to take action in their own communities.

Project Description: Informed by CPEX's research and expertise as well as input from planning and public health professionals and community advocates throughout the state, the content is designed to be accessible by non-experts and is intended to provide foundational knowledge and a road map for action for local governments, community leaders, community-based organizations and others interested in leveraging the power of planning and community design to improve health and quality of life in Louisiana communities. The Guide describes built environment features such as Complete Streets, parks and green space, housing stock, and proximity of uses, as well as policy provisions regarding land use, transportation development, and air and water quality, that impact specific human health outcomes. The Guide also provides examples of plans, organizations, and projects in Louisiana that have been formed to address health and the built environment and have successfully built leadership, improved infrastructure, and advanced helpful policy initiatives. The Guide provides checklists and guiding questions to help stakeholders assess their community needs and opportunities, engage community, and develop and prioritize strategies for plans, projects, and policies that support improved health outcomes for residents.

Team Members: Jessica Kemp

17 | Firm Experience

Firm Name	Grey Engineering, LLC	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	City of Central Transportation Program Management & Greenways Plan	**Firm Responsibility (Prime Or Sub?)**	Prime
Project Number	H.015854	**Owner's Name**	City of Central & DOTD
Project Location	Central, Louisiana	**Owner's Project Manager**	Mayor Wade Evans & Brian Nunes
Owners Address, Phone, Email	1201 Capitol Access Rd, Baton Rouge, LA 70801		
Services Commenced By This Firm (MM/YY)	02/23	**Total consultant contract cost ($1,000's)**	N/A
Services Completed By This Firm (MM/YY)	Ongoing	**Cost of consultant services provided by this firm ($1,000's)**	N/A

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Project Manager for Grey Engineering on the City of Central Greenways Plan, a federally funded Transportation Alternatives Program (TAP) initiative through DOTD.

Project Description: In this leadership capacity, April Renard oversees all aspects of project delivery including development and implementation of the Project Management Plan, Quality Assurance/Quality Control protocols, and coordination with multiple stakeholders including the City of Central, DOTD, East Baton Rouge Parish, and the Parks and Recreation Commission (BREC). April leads the project team through monthly progress reporting and ensures compliance with federal funding requirements while maintaining direct communication with city officials through the mayor's office.

As the lead engineer, April directs the technical analysis components that form the foundation of the greenway network planning. She conducts comprehensive data collection and analysis including traffic volume studies, crash data analysis, and Bicycle Level of Traffic Stress (BLTS) assessments to identify priority corridors and safety concerns. April performs latent demand analysis to understand where residents would use greenway facilities if they existed and develops GIS project databases that integrate multiple data layers to inform network development. Her engineering expertise guides the preparation of context-sensitive design guidance for bicycle and pedestrian facilities, along with order-of-magnitude cost estimates that account for right-of-way acquisition, utility relocations, and construction costs—critical information for the city's future funding pursuits.

Beyond technical analysis, April plays a central role in community engagement and strategic planning for the project. She facilitates the Greenways Plan Steering Committee through three formal meetings, conducts stakeholder interviews, and coordinates community engagement events to ensure the plan reflects local priorities and values. April develops public outreach materials including website content and social media graphics and delivers formal presentations to the City Council to maintain transparency and build support for implementation. She identifies potential funding sources including state, regional, and federal grant opportunities, and prepares a funding eligibility matrix that helps the city strategically pursue resources for priority projects. Through her comprehensive approach spanning engineering analysis, public engagement, and implementation planning, April ensures the City of Central receives a technically sound and community-supported greenway plan that can guide alternative transportation development for years to come.

Team Members: April Renard

17 | Firm Experience

Firm Name	Grey Engineering, LLC	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	USDOT Thriving Communities Program	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	N/A	**Owner's Name**	Louisiana Division of Administration & Center for Planning Excellence (CPEX)
Project Location	Louisiana	**Owner's Project Manager**	Lakesha Hart
Owners Address, Phone, Email	Division of Administration | Office of Planning and Budget | 1201 North 3rd Street, Baton Rouge, LA 70802 Office Phone Number: 225.219.2923; Lakesha.Hart@la.gov		
Services Commenced By This Firm (MM/YY)	07/24	**Total consultant contract cost ($1,000's)**	$1,244
Services Completed By This Firm (MM/YY)	07/27	**Cost of consultant services provided by this firm ($1,000's)**	$130n

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Specialized transportation planning and technical assistance for Thriving Communities Program which includes six Main Street communities across Louisiana—St. Martinville, Franklin, New Roads, Winnsboro, Homer, and Opelousas.

Project Description: April serves as the Principal engineer for Grey Engineering's subcontractor work on the Thriving Communities Program. In this capacity, she provides specialized transportation planning and technical assistance to six Main Street communities across Louisiana—St. Martinville, Franklin, New Roads, Winnsboro, Homer, and Opelousas. Working under a contract with the Center for Planning Excellence (CPEX), April brings her expertise in transportation engineering to support communities that traditionally lack the capacity to pursue federal transportation grants and implement complete streets projects.

April's technical scope focuses on three core areas of transportation engineering support. For targeted community support, she conducts existing conditions data collection including crash data analysis and safety assessments, develops community visions related to transportation infrastructure, and co-facilitates community workshops including walk audits and road safety assessments. She provides critical engineering input for strategic plans, develops preliminary concept designs, and guides communities through the technical aspects of grant applications—particularly for programs like the Transportation Alternatives Program (TAP). Her work includes preparing detailed data analyses, charts, and technical narratives that enable these small communities to compete for federal funding.

Beyond direct community support, April coordinates with key state and regional transportation agencies including LA DOTD and metropolitan planning organizations to obtain and analyze transportation-related data. She develops educational content and training materials on transportation data collection and evaluation best practices, making complex engineering concepts accessible to low-capacity local communities. April also contributes to program administration by providing technical feedback on work plans required by US DOT, developing quarterly reporting narratives, and participating in the Community of Practice that shares knowledge across all six participating communities.

Team Members: April Renard

17 | Firm Experience

Firm Name	Grey Engineering, LLC	**Past Performance Evaluation Discipline(s)***	Planning
Project Name	New Orleans Safe Streets for All (SS4A) Action Plan	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	K24-1056	**Owner's Name**	Toole Design Group
Project Location	New Orleans, Louisiana	**Owner's Project Manager**	Lakesha Hart
Owners Address, Phone, Email	jshaffer@tooledesign.com, 479-227-3101		
Services Commenced By This Firm (MM/YY)	01/25	**Total consultant contract cost ($1,000's)**	Unknown
Services Completed By This Firm (MM/YY)	01/26	**Cost of consultant services provided by this firm ($1,000's)**	$46

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Lead technical consultant for the New Orleans Safety Action Plan project, working under subcontract to Toole Design Group.

Project Description: As Principal of Grey Engineering, April Renard serves as the lead technical consultant for the New Orleans Safety Action Plan project, working under subcontract to Toole Design Group. Her role encompasses comprehensive participation in the project's collaborative process, including attendance at the project kickoff meeting, bi-weekly progress meetings with the prime contractor and client, up to four advisory committee meetings, and up to four public workshops throughout the project duration. This extensive meeting participation ensures Grey Engineering maintains alignment with project goals and provides consistent technical input across all phases of the Safety Action Plan development.

April's technical responsibilities center on developing critical safety analysis deliverables for the City of New Orleans. She leads the development of a prioritized list of infrastructure safety projects, applying her expertise to identify the most impactful countermeasures for reducing crashes and improving roadway safety for all road users. Additionally, she develops a prioritized list of safety countermeasures, translating data-driven safety analysis into actionable recommendations that align with federal SS4A program requirements. These deliverables form the technical foundation of the Safety Action Plan and will guide the City's future investment decisions.

Beyond direct deliverable development, April provides essential quality assurance and technical review services throughout the project lifecycle. She supports the development of materials for advisory committee meetings and public workshops, ensuring technical accuracy and clarity in public-facing communications. Her role also includes comprehensive review and comment on all project deliverables produced by Toole Design Group and other team members, maintaining consistency and technical rigor across the entire Safety Action Plan. This multi-faceted role leverages her engineering expertise to ensure the final plan meets federal requirements while addressing New Orleans' unique safety challenges..

Team Members: April Renard

17 | Firm Experience

Firm Name	Southern Traffic Services, Inc.	**Past Performance Evaluation Discipline(s)***	Data Collection
Project Name	LA 494: LA 6 to Blanchard Rd	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	H.015590.5	**Owner's Name**	Arcadis
Project Location	Natchitoches Parish	**Owner's Project Manager**	Ari Dietch
Owners Address, Phone, Email	6100 Corporate Blvd, Suite 325, Baton Rouge, LA 70808; 225.244.6643; Ari.Deitch@arcadis.com		
Services Commenced By This Firm (MM/YY)	11/24	**Total consultant contract cost ($1,000's)**	Not available
Services Completed By This Firm (MM/YY)	12/24	**Cost of consultant services provided by this firm ($1,000's)**	$50

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Scheduled all data collection activities for project.

Project Description: An STS team member loaded this project into our management software and scheduled all data collection activities for Mr. Ponder and Mr. Williams to complete. Mr. Williams deployed event recorders with pneumatic tubes to collect a 7-day classification count. Our data analysts processed the counts and prepared reports in the desired format. STS submitted the reports and waited to receive the count hours for the next phase. Once we received the approved count hours Mr. Ponder and Mr. Williams returned to deploy event recorders with pneumatic tubes to collect 20 48-hour approach counts and cameras to collect 11 18-hour Turning Movement Counts along with mid-block Bike/Ped counts throughout the entire corridor. Mr. Poole reviewed and approved the final reports before submission.

Team Members: Joe P. Poole, Charles Williams

17 | Firm Experience

Firm Name	Southern Traffic Services, Inc.	**Past Performance Evaluation Discipline(s)***	Data Collection
Project Name	SR 3 Corridor Bike-Ped Study	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	25052.05	**Owner's Name**	Burgess and Niple, Inc. (for Florida Department of Transportation)
Project Location	Florida	**Owner's Project Manager**	Rich Jardim
Owners Address, Phone, Email	1800 Pembrook Dr, Ste 265, Orlando, FL 32810; 352.933.2579; RichJardim@burgessniple.com		
Services Commenced By This Firm (MM/YY)	09/25	**Total consultant contract cost ($1,000's)**	Not available
Services Completed By This Firm (MM/YY)	10/25	**Cost of consultant services provided by this firm ($1,000's)**	$6

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Scheduled all data collection activities for project.

Project Description: An STS team member loaded this project into our management software and scheduled all data collection activities. STS senior field technicians deployed cameras to collect video of this 1500' segment of SR 3. Then, our experienced processors watched all videos noting the time, location, and direction of each pedestrian crossing. Mr. Poole reviewed the compiled study prior to submitting the data to Burgess & Niple/FDOT.

Team Members: Joe P. Poole

17 | Firm Experience

Firm Name	Southern Traffic Services, Inc.	**Past Performance Evaluation Discipline(s)***	Data Collection
Project Name	SR 50 Corridor Bike-Ped Study	**Firm Responsibility (Prime Or Sub?)**	Sub
Project Number	25052.04	**Owner's Name**	Burgess and Niple, Inc. (for Florida Department of Transportation)
Project Location	Florida	**Owner's Project Manager**	Rich Jardim
Owners Address, Phone, Email	1800 Pembrook Dr, Ste 265, Orlando, FL 32810; 352.933.2579; RichJardim@burgessniple.com		
Services Commenced By This Firm (MM/YY)	09/25	**Total consultant contract cost ($1,000's)**	Not available
Services Completed By This Firm (MM/YY)	10/25	**Cost of consultant services provided by this firm ($1,000's)**	$8

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

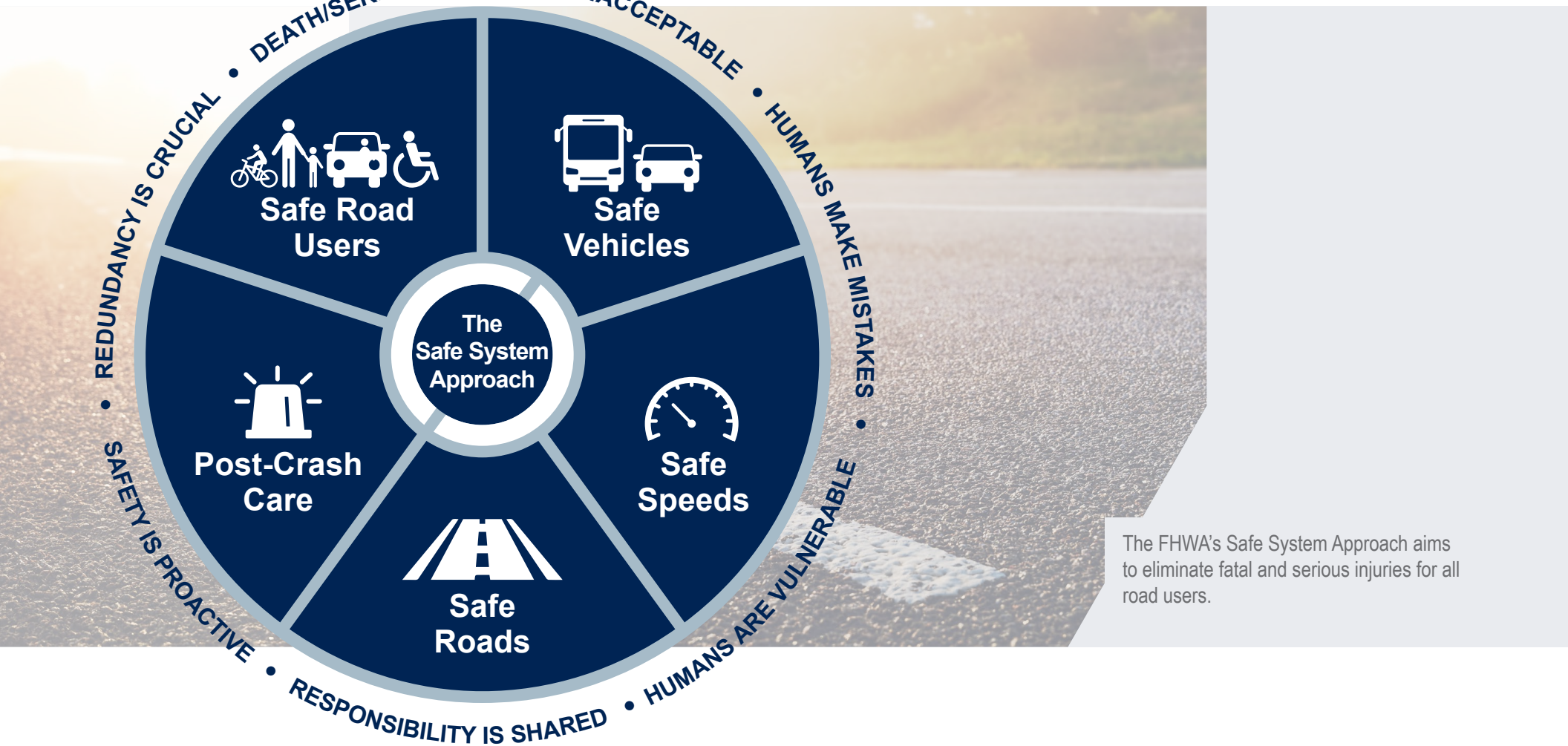
Firm's Role: Scheduled all data collection activities for project.

Project Description: An STS team member loaded this project into our management software and scheduled all data collection activities. STS senior field technicians deployed cameras to collect video of this 1900' segment of SR 50. Then, our experienced processors watched all videos noting the time, location, and direction of each pedestrian crossing. Mr. Poole reviewed the compiled study prior to submitting the data to Burgess & Niple/FDOT.

Team Members: Joe P. Poole

Section 18

The Federal Highway Administration (FHWA) Safe System Approach -
Source: FHWA



The FHWA's Safe System Approach aims to eliminate fatal and serious injuries for all road users.

TASK I VULNERABLE ROAD USER (VRU) ASSESSMENT, SAFETY ANALYSES AND BEST PRACTICES

Data Use, Availability and Cleanliness

The Stanley team has experience reading, interpreting and cleaning crash analysis datasets across multiple states and data structures. Using GIS workflows combined with Excel-based tools and programming expertise, we can help partially automate data scrubbing, so the information is consistent, usable and defensible for network screening and VRU assessment. Our team will evaluate what data is available, identify gaps that could impact screening results and apply consistent rules to improve quality and usability, with attention to detail so DOTD can gain clear, actionable insights from the data that exist today.

EXPERTISE IN ACTION

Stanley completed a corridor study following the Traffic Engineering Process and Report (TEPR) process along US-11 for St. Tammany Parish. After close examination of the police crash reports, coding errors were discovered leading to a different interpretation of the crash patterns. Correction required significant QA/QC. However, when scaled up to a statewide level, various tools and QA/QC methods could be implemented to save time and money with cleaning the data on a project-by-project basis.

Methodology Review

The Stanley team has deep experience reviewing methodologies and benchmarking current practices against best practices in safety planning and design, then translating recommendations into practical updates for implementation. We can review DOTD's current approach for non-motorized network screening and VRU assessment, including how candidate locations are identified, how results are summarized, and how the process moves from screening into project development. Based on that review, we will provide recommendations to strengthen consistency, clarity, and decision-making so the methodology produces results that are repeatable and easy to apply across the state.

User Screening Results and Safety Analysis

The Stanley team will build on lessons learned from the Colorado VRU study for non-motorized network screening, VRU assessment and safety analyses previously competed.

To balance safety needs with operations, a thorough safety analysis will be conducted to identify potential improvements, including calculating benefit-cost ratios based on expected crash reductions and costs of proposed improvements. Our comprehensive safety planning study will account for safety, operations and benefit-cost ratios for a seamless transition into project design.

The Stanley team will apply the Safe System Approach in accordance with the DOTD Strategic Highway Safety Plan. Stanley has recent and ongoing experience with six Comprehensive Safety Action Plans (CSAPs) that are focused on identifying the High Injury Network (HIN) and High Risk Network (HRN) determining proven safety countermeasures to address the crash history.

We will review crash data from the Center for Analytics & Research in Transportation Safety (CARTS) to verify trends and identify causes. After this analysis, our team will propose potential safety improvements based on FHWA's Proven Safety Countermeasures. Stanley will refer to the Crash Modification Factors (CMF) Clearinghouse to identify the best CMF that fits the project context.

Planning studies may include coordination with stakeholders to present findings and recommendations. Stanley will prepare concept drawings and renderings depicting the recommended safety improvement with cost estimates for purposes of programming the improvement for future plan development.

In most cases, safety concerns are flagged by local agencies at intersections or corridors. Once an issue has been reported or suspected, our team will analyze crash data to determine the underlying causes and contributing factors associated with the identified intersection or roadway segment. Using CARTS, we will conduct a comprehensive review of historical crash data. Our analysts will identify whether observed trends are site-specific or part of a broader systemic issue.

EXPERTISE IN ACTION

Stanley screened state roads across Colorado to identify 40 corridors with the highest pedestrian and bicycle crash risk. This effort involved intensive outreach to dozens of local agencies and advocacy partners for feedback on the project scope. Strategies and recommendations were made to suit each location.

1. **Systemic and Site-Specific Assessments:** Our team will combine analysis with field reviews to identify safety deficiencies. Field investigations will be in coordination with local engineers, law enforcement and emergency responders, capturing insights from multiple perspectives.
2. **Countermeasure Identification and Prioritization:** Using FHWA Proven Safety Countermeasures and the CMF Clearinghouse, recommendations will be evidence-based, cost-effective and provide quantifiable benefits.
3. **Project Development and Funding Alignment:** We will support local agencies in developing implementable projects that meet DOTD's funding program requirements. We will assist with application documentation and benefit-cost analysis.

Key issues (environmental, right-of-way and utility conflicts) will be addressed during plan development to facilitate implementation of recommendations from safety-related studies and planning efforts such as Road Safety Assessments (RSAs), Safe Routes to School, Safety Planning Studies and/or Access Management Evaluations/ Studies.

Safety improvement plans may include documentation and prioritization of safety improvement needs, as well as preparation of construction, signing, pavement marking and lighting plans. Stanley understands the Concept, Preliminary and Final Design timelines, requirements and the coordination required to deliver on time. We will deliver safety plans and meet the various essential tasks, or events, to complete the project as we currently do for all DOTD projects. Types of detailed design and construction plans may be prepared to implement the types of safety improvements such as J-turns, roundabouts, and other proven safety countermeasures.

Highway Safety Manual 2nd Edition (HSM2) Best Practice Review and Recommendations

Publication of the HSM2 is expected in Spring 2026 and will incorporate numerous tools and methods developed via various National Cooperative Highway Research Program projects and pooled funds from 22 State Transportation Agencies including DOTD. These tools will be nationwide in scope, and the Stanley team is prepared to adapt these upcoming tools and processes to local conditions.

For the Phoenix Pedestrian Risk Network project Stanley created safety tools including a pedestrian demand and countermeasure selection tool. These tools can be developed for DOTD as well, strengthening in-house capabilities to evaluate projects for safety while encouraging uniformity and efficiency for outside consultants.

TASK II STAGE 0 FEASIBILITY AND DEVELOPMENT

The Stanley team will serve as the primary point of contact with roadway owners and local stakeholders, providing efficient coordination and decision documentation, and keeping the focus on implementation.

Turning Data into Prioritized Project Bundles

We begin by identifying locations, defining the safety problem and packaging improvements into efficient parish- or district-wide bundles using safety network screening, VRU Safety Assessment findings, local input and other available data. We have applied this approach on multiple programs, most recently on the City of Phoenix Bicycle and Pedestrian Risk Network, where we identified bike and ped HIN and HRN locations using StreetLight data and then translated those findings into prioritized project bundles.

We also bring advanced network-screening capability, including early adoption and applied experience with Vision Zero Suite (VZS), used since 2023 to reduce network screening duration and identify locations where safety issues can be addressed quickly and effectively. Combining VZS-enabled screening with stakeholder and various data input helps us move from “where crashes happened” to “where risk is highest and preventable,” producing bundles that are scalable, implementable and ready for rapid progression into concept development and ultimately final design.

Countermeasures, Safety Benefits and Cost Estimates Built for Decision-Making

From the short list of candidate locations, we develop countermeasure recommendations tailored to the roadway context and VRU needs, supported by planning-level cost estimates and quantification of safety benefits. The Phoenix Pedestrian Risk Network demonstrates this approach: the pedestrian demand map helped to better understand exposure beyond crash history, and the countermeasure selection tool matches common VRU safety issues to proven treatments.

The Stanley team prioritizes solutions that deliver tangible safety outcomes, and we apply consistent evaluation criteria; effectiveness, feasibility, cost, and implement-ability, so local agencies and DOTD partners can make fast, defensible programming decisions and move priority projects efficiently toward design and delivery.

Documentation and Right-Sized Concept Development

The Stanley team will prepare concise documentation packages for each project that explain what we recommend, why and what it will take to build. Deliverables will include alternatives matrices and analyses comparing options by effectiveness, cost, feasibility, right-of-way impacts, maintenance considerations and stakeholder factors; conceptual layouts that show design intent, typical footprint and key elements, plus short narratives that connect findings to recommendations.

To reduce delivery time and stretch safety dollars, we pair this documentation with a right-sized design approach for simple and systemic safety projects. For appropriate project types, we use aerial imagery, GIS, simple quantity take offs and over-the-shoulder review to stay nimble and reduce review time and effort.

This approach advances multiple improvements at once and reduces plan iterations while delivering clear, implementable, DOTD-aligned concepts that local partners can understand, support and program while remaining conceptual for Stage 0.

Public and Stakeholder Involvement

Public and stakeholder outreach is essential to confirm problems, validate priorities and improve implementation. Stanley will lead the overall coordination and technical content, partnered with our subconsultant CPEX to plan and execute outreach. We will document what we heard, how it influenced decisions and how feedback is incorporated, supporting transparency and accelerating approvals.

Field Reviews and Road Safety Assessments (RSAs)

Where a field-based assessment is needed, Stanley will conduct field reviews and RSAs. We will coordinate with DOTD and the local road owners to assemble a multidisciplinary team of 5-6 experts from local stakeholders, fire, law enforcement, etc. incorporating a local perspective. We compile an RSA information package (crash history, fatal/serious injury reports, as-builts, aerials, prior studies, planned projects), conduct briefing and field reviews (including night observations as appropriate), and deliver prioritized findings and recommendations. Resulting concepts will be grounded in real-world constraints to execute efficiently with minimal rework or excess effort.

STAGE 0 OUTPUTS WILL INCLUDE:

- Location/problem definitions and bundled project packages
- HIN/HRN screening outputs and analyses
- Countermeasure recommendations with safety Benefit-Cost Analysis (BCA) and planning-level costs
- Alternatives matrices and conceptual layouts Documented outreach/field findings.

TASK III TECHNICAL PROJECT REVIEWS FOR STANDARDS AND BEST PRACTICES

The Stanley team will evaluate planning documents, engineering reports and design plans to confirm that facilities safely, efficiently and effectively accommodate non-motorized users and transit operations. Reviews will assess project alignment with adopted policies, manuals, guidelines, requirements and best practices.

We will consider each project’s physical, social and community context to develop designs that meet community needs plus performance and regulatory requirements. We will evaluate multimodal comfort, safety and connectivity measures by analyzing user experience, crash risks

and how well projects link to existing bicycle, pedestrian and transit networks. We will review operational impacts on transit, curb use and freight to facilitate efficient and predictable movement for all users. In addition to policy analysis and benchmarking, the Stanley team will use redlining to identify gaps, conflicts or missed opportunities for multimodal accommodations, and field reviews or site audits to observe real-world conditions, user behavior and accessibility or operational issues. We will assess accessibility and collaboration across disciplines to align design intent with real-world operations and long-term maintenance needs.

The Stanley team will review engineering studies and safety analyses and develop alternative design sketches to strengthen multimodal outcomes. Through hands-on technical review, we will deliver safe, inclusive and well-integrated transportation facilities for people walking, bicycling and riding transit in communities across Louisiana.

REVIEWS WILL INCLUDE:

- DODT 2016 Complete Streets Policy and Engineering Directives and Standards Manual
- American Association of State Highway and Transportation Officials Publications
- Manual on Uniform Traffic Control Devices (MUTCD)
- Public Right-of-Ways Accessibility Guidelines
- FHWA's Safe System Approach

TASK IV TOPIC TRAINING

The Stanley Team will develop and deliver targeted training for engineers and planners on non-motorized user topics, including countermeasure implementation, design considerations, land use and plan development, and speed management. The training will emphasize practical application, including how land use and connectivity influence walking and biking demand and how speed management strategies can reduce risk for VRUs. As an example, we created a countermeasure selection tool for the City of Phoenix to support consistent, data-informed decisions for bicycle and pedestrian improvements.

TASK V STUDIES AND IMPLEMENTATION

The Stanley Team will take a deeper look at high-priority projects screened in the Stage 0 feasibility studies, examining countermeasure recommendations and alternatives to pinpoint their benefits to VRU safety and quality of travel. Following TEPR guidelines for traffic analysis, the feasibility studies will serve as the Tier 1 Analysis, having conducted safety analysis, a preliminary assessment of all countermeasure alternatives, and produced a comparison criteria matrix describing costs and impacts to safety, operations, right-of-way, the environment and communities.

We will prepare engineering studies for projects advancing to this stage using Tier 2 Analysis guidance. This includes full VRU safety analysis, vehicle operations analysis where countermeasures may impact traffic flow, concept sketches for each alternative and an evaluation scoring matrix. Our analysis and recommendations will encompass context-sensitive solutions through evidence-based methodology. Aligned with the SSA, countermeasures can be applied in tandem for layered safety and redundancy.

We will develop the initial countermeasures list at selected locations after assessing conditions and crash data. Through previous Louisiana safety projects, we understand the crash data available through CARTS and will assess crash characteristics and patterns at each location, along with risk factors due to roadway geometry or traffic conditions. To identify the most impactful countermeasures that address existing safety concerns, we will use FHWA's Proven Safety Countermeasures Initiative and PEDBIKESAFE Guides, and NACTO's design guides.

To fully understand VRU safety countermeasure effects, we will supplement traditional methods like CMFs from FHWA with predictive safety analysis using the new HSM2. Along with the latest version of the Highway Safety Software (HSS), this adds robust VRU crash prediction functionality. The predictive method also estimates baseline crash risk at each location accomplished through Safety Performance Functions calibrated with crash data, allowing us to identify deficiencies and proactively improve VRU safety.

We will conclude studies with results and measures of effectiveness specific to pedestrians and cyclists, including pedestrian delay and multimodal level-of-service for urban streets, vehicle delay where necessary, and final vehicle speeds for proposed traffic calming strategies.

TASK VI COMPLETE STREETS AND STAKEHOLDER COORDINATION

The Stanley team will coordinate and provide technical expertise to advance the Complete Streets Implementation Plan's goals, strategies, objectives and actions. This includes reviewing and refining the Plan's content into clear steps with defined timelines and responsibilities. We will evaluate performance measures and develop metrics to track progress, evaluate outcomes and inform data-driven decisions. The Stanley Team will prepare meeting agendas and background materials, guide discussions, document decisions and action items, and produce meeting minutes to support follow-through and accountability.
We will work with the Steering Group to align priorities, actions and performance measures with Complete Streets implementation goals and VRU improvements. Through action planning and data-informed decision-making, we will help translate the Complete Streets Implementation Plan into effective, on-the-ground outcomes.

TASK VII COMPLETE STREETS PRACTICE REVIEW

The Stanley team will review current and past Complete Streets initiatives, including the Implementation Action Plan and Annual Legislative Reports, to understand DOTD's commitments, priorities and progress. We will evaluate how Complete Streets is integrated into planning, feasibility and project development to identify where multimodal considerations are consistently applied and where gaps occur.

To support implementation, we will assess design and delivery resources, including guidelines, reports, standard plans, manuals and reference documents with focus on traffic study and forecasting requirements and how multimodal operations, safety and accessibility are incorporated into design. We will review project selection processes for policy and design standard compliance,

and assess current Americans with Disabilities Act (ADA) compliance practices and documentation.

Finally, we will evaluate public outreach processes and coordination with local jurisdictions, MPOs and local plans to understand how community input and local context inform decision-making and project development.

To supplement document review, we will conduct targeted stakeholder interviews with DOTD staff and partners to confirm how Complete Streets is applied and identify improvements. Interviews will focus on workflows, decision points and challenges in planning, project development, design, traffic analysis, ADA compliance, public involvement and coordination with local agencies and MPOs.

We will develop a matrix documenting initiatives, processes and documents reviewed, noting where Complete Streets is addressed, the responsible program, and opportunities to strengthen consistency across DOTD programs. Findings will inform actionable tools and recommendations to advance Complete Streets outcomes statewide.

TASK VIII TECHNICAL DOCUMENT ASSISTANCE

The Stanley team has significant experience in updating manuals and specifications following national best practices. We recently worked with the City of Buckeye, AZ and City of Aurora, CO to update their engineering design standards.

EXPERTISE IN ACTION

For the Greeley SS4A Planning and Demonstration project, Stanley updated City standards following the most recent guidance from the MUTCD and FHWA's Proven Safety Countermeasures. Use of specifications and standards helped reduce over-engineering of drawings and encouraged rapid, efficient implementation of the quick-build safety solutions on over 120 projects.

Statewide safety evaluation documents developed by the Stanley team include the Arizona DOT **Safe Transportation for Every Pedestrian (STEP)** program. Led by Marta Gerber, this program incorporated nationwide best practices in a method that promotes uniform safety analysis and recommendations.

TASK IX OVERCOMING IMPLEMENTATION BARRIERS

The Stanley team will begin by reviewing existing plans and policies, followed by attitudinal surveys, workshops and interviews. Lack of funding or funding misalignment, misaligned goals of those responsible for the vision and the implementation and lack of staff capacity are frequently cited barriers. Stakeholder interviews and workshops are used to gather feedback and work together on tools to overcome these obstacles.

EXPERTISE IN ACTION

During an early assessment of barriers to achieving "Vision Zero" in Denton, TX, the Fehr & Peers team identified misaligned goals as a potential barrier to implementation of safety projects. Departmental workshops gave participants space to discuss their experiences on project implementation, and brainstorm what implementation processes could be changed.

TASK X BICYCLE AND PEDESTRIAN PLANNING

The Stanley team will consider several factors in updating the Bicycle Planning Tool and modeling regional demand, including census population, housing units, commercial square footage and accessibility of jobs to walking, biking and transit. This will provide an additional framework beyond the Bicycle LOS and Bicycle Demand map used to prioritize improvements for the Bicycle Planning Tool.

EXPERTISE IN ACTION

For the Phoenix Pedestrian Risk Network, the Stanley team combined GIS, traffic engineering and policy creation to develop a system for measuring projected increases in pedestrian demand based on land-use changes. With decision trees and countermeasure toolboxes, this new policy framework enables CIP and development projects to proactively install pedestrian, bicycle and traffic calming infrastructure.

TASK XI QUICK DEPLOY COUNT STATIONS AND MODELING FOR SEASONAL VARIATION

Southern Traffic Services (STS) will collect and record data counts. STS provides fast, reliable processing and turnaround. They record all the video and raw data we may need, enabling reprocessing or manual review if needed. STS utilizes quality-tested artificial intelligence (AI) models to analyze video and deliver count data efficiently and accurately. They offer fast permanent count installations which can capture seasonal variability, plus a range of other count services that can be tailored to each analysis scenario.

STS will collect all data associated with VRU traffic, including pedestrian and bicycle counts, and other applicable data points including transit usage, vehicle counts and vehicle speeds. STS will also perform gap and near-miss analysis with their proprietary AI models to identify crash close calls and risky behavior that contribute to VRU safety concerns. Seasonal adjustments based on travel patterns and industry best practices will help produce meaningful results.

Understanding land use is crucial to determining the potential generation of VRU traffic, which we will assess with resources from the Institute of Transportation Engineers (ITE) and FHWA. Along with knowledge of traffic variation due to tourism or events, we will establish sound assumptions for adjusting our data and even predicting added future demand of VRU facilities after they are built.

SCHEDULE

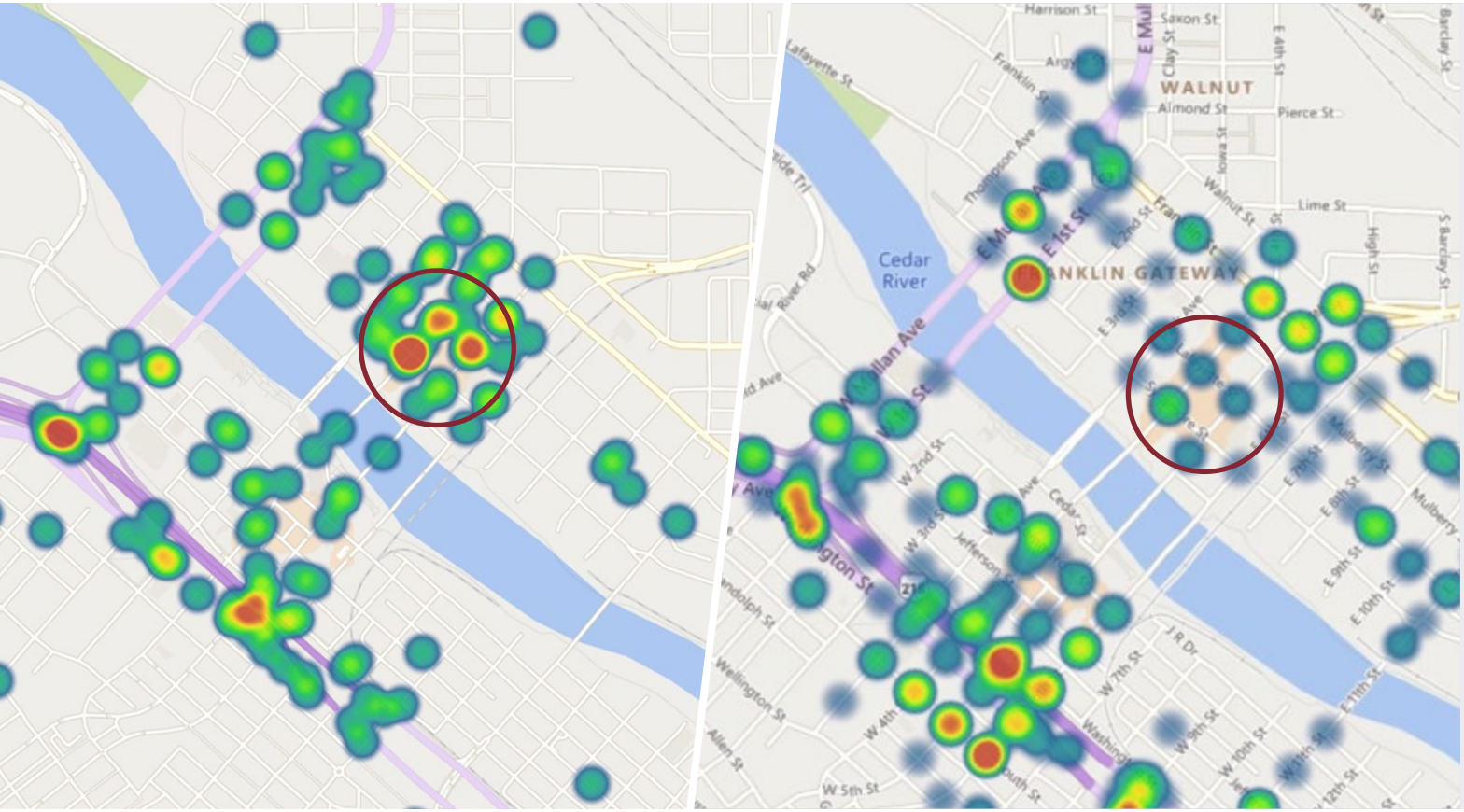
Stanley will set schedules for individual projects in coordination with DOTD's needs and goals.

Study Example (single location)	Months							
Tasks	1	2	3	4	5	6	7	8
Data Collection								
Crash Analysis								
Countermeasure ID and Report								
DOTD review								
Response to Comments and Final Report								

RSA Example	Months									
Tasks	1	2	3	4	5	6	7	8	9	10
Establish Team & Schedule										
Data Collection										
Perform Field Reviews										
Preliminary Findings Mtg and Debriefing Mtg										
Prepare Draft Report										
Final Report										

Sections 19-23

Crash Analysis Map - Survey and Crash Data Maps from Waterloo, IA
Prepared by Stanley Consultants, Inc.



Stanley used online surveys as part of an SS4A project in Waterloo, IA. Respondents were asked to identify locations in the city on an interactive map where they felt unsafe either as a driver or vulnerable road user. This data was used to assist us in determining the high-risk network and revealed a location in their business district (*far left)* that had few crashes but is perceived to be dangerous by the respondents. Comments regarding the location revealed safety concerns at night related to restaurants and bars. The project team discussed the concept of a Superblock for this section of the city that would eliminate cut-through traffic to reduce demand and improve safety of the patrons. Because of the survey, this location was included in the prioritized list of projects which otherwise would not have been included through analyzing crash data alone.

Firm(s)	Discipline(s)*	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Stanley Consultants, Inc.	Road	44-23943; H.009892	US 90 FR: Exit to LA 329	$300,466
Stanley Consultants, Inc.	Road	44-23943; H.016278	US 167: Median Improvements	$119,019
Stanley Consultants, Inc.	Road	44-23943; H.014886.5	US 90: Lafitte Ave to France Rd	$173,303
Stanley Consultants, Inc.	Road	44-27093; H.016141	LA 353: Cypress Isl Ext-LA 31	$2,926
Stanley Consultants, Inc.	Road	44-27093; H.016110	LA 31: LA 94 – LA 341	$56,959
Stanley Consultants, Inc.	Road	44-23943; H.013941	LA 724: Roundabout at Landry Rd	$49,492
Stanley Consultants, Inc.	Road	44-27093; H.014041	Inter. Imp. on LA 92 @ LA 733 & Gallet Rd.	$26,914
Stanley Consultants, Inc.	Road	44-28432; H.015569.5	LA 44: I-10 Roundabouts	$392,021
Stanley Consultants, Inc.	Road	44-23943; H.012633	LA 1088 Forest Brook Blvd Roundabout	$312,411
Stanley Consultants, Inc.	Road	44-27093; H.015849	US 190: R-Cut @ LA 741	$23,277
Stanley Consultants, Inc.	Road	44-27093; H.014824	US 90 @ Wax Lake	$17,000
Stanley Consultants, Inc.	Road	44-27093; H.015847	US 90: LA 668 to LA 318	$232,208
Stanley Consultants, Inc.	Road	44-27093; H.015949	LA 335: E JCT LA 694 – LA 14	$115,530
Stanley Consultants, Inc.	Road	44-30072; H.016294	LA 10: LA 467 - Lookout	$5,173
Stanley Consultants, Inc.	Road	44-30072; H.016295	LA 126: US 167- LA 34	$6,310
Stanley Consultants, Inc.	Road	44-27735; H.014056	I-69 Frontage Road Connector (Stonewall Frierson)	$190,530
Stanley Consultants, Inc.	Road	44-27735; H.005184	I-69 Frontage Rd (Stonewall to Ellerbe Rd)	$485,000
Stanley Consultants, Inc.	Road	44-27735; H.014054	I-69 Frontage Rd (Ellerbe Rd to LA 1)	$510,372
Stanley Consultants, Inc.	Road	44-24641; H.005734.5	LA 447: I-12 to Buddy Ellis Road	$485,377
Stanley Consultants, Inc.	CE&I/OV	44-23943; H.011909.6	US 171 Roundabout at Boone St. Construction Support	$64,788
Stanley Consultants, Inc.	CE&I/OV	44-23943; H.011137 & H.013866	I-12 Construction Support Contract 2	$36,677
Stanley Consultants, Inc.	CE&I/OV	44-23943; H.010960	LA 30 Construction Support 2	$54,041
Stanley Consultants, Inc.	CE&I/OV	44-23943; H.009892	US 90 FR: Exit to LA 329 Construction Support	$10,000
Stanley Consultants, Inc.	Other (Project Management)	44-28432; H.015569.5	LA 44: I-10 Roundabouts	$43,558
Stanley Consultants, Inc.	Other (Project Management)	44-27735; H.014056	I-69 Frontage Road Connector (Stonewall Frierson)	$254,060
Stanley Consultants, Inc.	Other (Project Management)	44-27735; H.005184	I-69 Frontage Rd (Stonewall to Ellerbe Rd)	$286,030
Stanley Consultants, Inc.	Other (Project Management)	44-27735; H.014054	I-69 Frontage Rd (Ellerbe Rd to LA 1)	$278,662

Firm(s)	Discipline(s)*	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Stanley Consultants, Inc.	Other (Trial Services)	32184S-T001; H.011909	US 171 – Trial Services	$3,315
Stanley Consultants, Inc.	Other (Real Estate)	32184S-T002; H.011909	US 171 – Property Report	$3,200
Stanley Consultants, Inc.	Bridge	44-25029; H.015545	Stoney Point Burch over Drainage Bayou	$9,307
Stanley Consultants, Inc.	Bridge	44-25029; H.015550	Pride-Baywood Over Mill Creek	$11,168
Stanley Consultants, Inc.	Bridge	44-27735; H.005184	I-69 Frontage Rd (Stonewall to Ellerbe Rd)	$123,138
Stanley Consultants, Inc.	Bridge	44-27735; H.014054	I-69 Frontage Rd (Ellerbe Rd to LA 1)	$89,458
Stanley Consultants, Inc.	Traffic	44-27735; H.014056	I-69 Frontage Road Connector (Stonewall Frierson)	$184,114
Stanley Consultants, Inc.	Traffic	44-27735; H.005184	I-69 Frontage Rd (Stonewall to Ellerbe Rd)	$147,000
Stanley Consultants, Inc.	Traffic	44-27735; H.014054	I-69 Frontage Rd (Ellerbe Rd to LA 1)	$191,270
Fehr & Peers Inc.	No Current DOTD Projects			N/A
Grey Engineering, LLC	Planning	44-27181, H.015861.5	LA 4 Sidewalks (Jonesboro)	$8,432
Grey Engineering, LLC	Planning	44-27181; H.015918.5	Downtown Winnfield Sidewalk Project	$8,535
Southern Traffic Services, Inc.	Traffic	4400023690/H.016529.5	US 90BUS (Broad St): Enterprise BL-I-210	$43,281
The Center for Planning Excellence, Inc.	No Current DOTD Projects			N/A

Stanley Consultants, Inc.

Certificate of Completion

presented to

Tyler Grau

for completing the

Traffic Engineering Analysis Process & Report Class
Module 1, 2 & 3

Date: July 10 – 11, 2024
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 8.50

Authorized Instructor

Authorized Instructor

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Micah Makaiwi

for completing the

Traffic Engineering Analysis Process & Report Class
Module 1, 2 & 3

Date: July 10 – 11, 2024
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 8.50

Authorized Instructor

Authorized Instructor

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Congratulations!
Sophia Yang

You have completed

Traffic Engineering Analysis Process & Report Class
Modules 1, 2 &3

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Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 8.50

Authorized Instructor

Authorized instructor

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Stanley Consultants, Inc.

Certificate of Completion

presented to

Jesse Tisdale

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: January 29, 2020
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Jesse Tisdale

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: January 29, 2020
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Jesse Tisdale

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: January 30, 2020
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

AICP

This certificate hereby qualifies

Katie Meyers Guthrie

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 018478

Joel Albizo, FASAE, CAE
Chief Executive Director

Karen Wolf, FAICP
President

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Fehr & Peers Inc.

From: LTRC Registration Website <no_reply@lsu.edu>
Sent: Wednesday, January 14, 2026 8:21 PM
To: Josh Peterman
Subject: Registration Confirmation for Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)

You don't often get email from no_reply@lsu.edu. Learn why this is important

[EXTERNAL EMAIL]

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Josh
Last Name: Peterman
Company: Fehr & Peers
Title: Principal
Phone: 925-209-3688

If you need assistance with managing your submission, please contact Layne Brown at layne.brown@la.gov.

Visit Website | (225) 767-9183

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AICP

Kimberly A. Marousek, AICP

APA ID: 123705

AICP Start Date: 07/01/2002
AICP Certification #: 17813

CM Reporting Period Ends: 05/31/2026
CM Grace Period Ends: 05/31/2026

The American Institute of Certified Planners provides the only nationwide, independent verification of planners' qualifications. Certified planners pledge to uphold high standards of practice, ethics, and professional conduct, and to keep their skills sharp and up to date by continuously pursuing advanced professional education.

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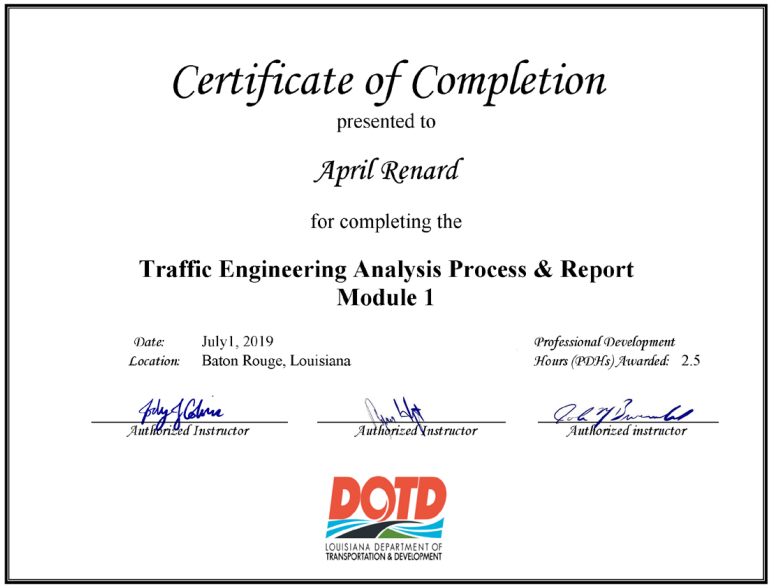
AICP

Grey Engineering, LLC



Certificate of Completion

presented to

April Renard

for completing the

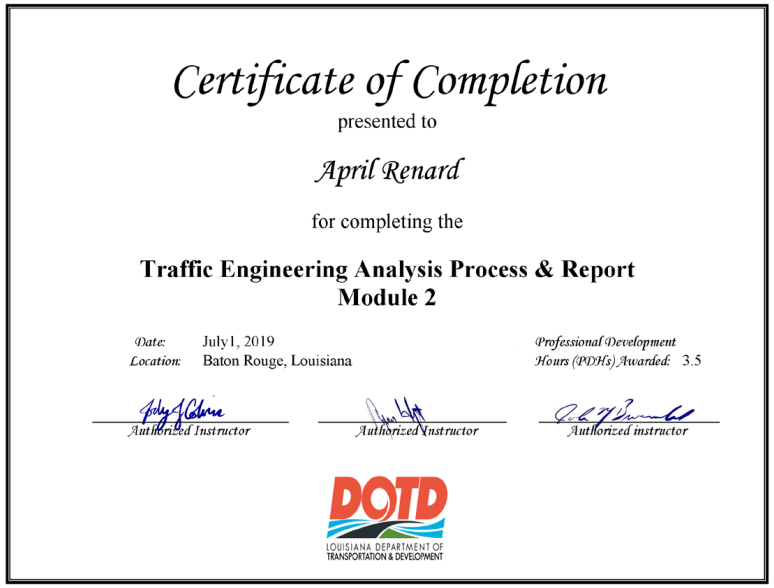
Traffic Engineering Analysis Process & Report
Module 1

Date: July1, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

April Renard

for completing the

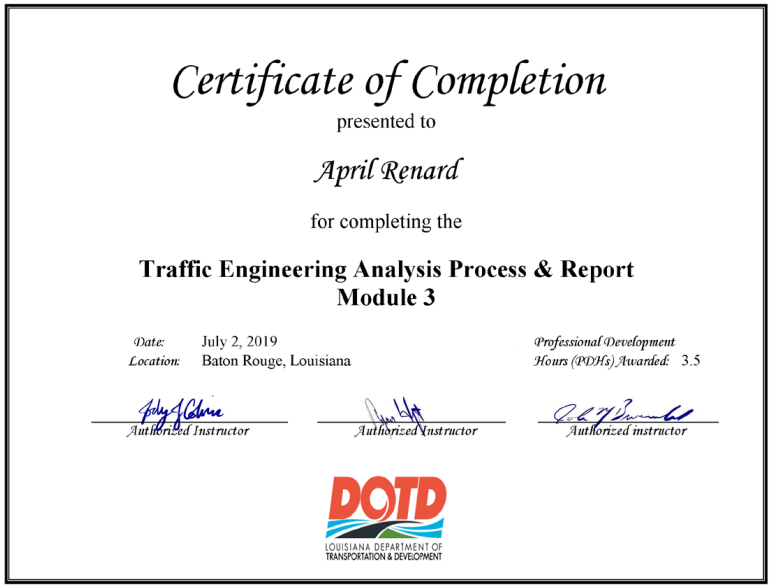
Traffic Engineering Analysis Process & Report
Module 2

Date: July1, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

April Renard

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: July 2, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Secretary of State (SOS) Screenshots

Name	Type	City	Status
STANLEY CONSULTANTS, INC.	Business Corporation (Non-Louisiana)	MUSCATINE	Active

Name	Type	City	Status
FEHR & PEERS INC.	Business Corporation (Non-Louisiana)	WALNUT CREEK	Active

Name	Type	City	Status
THE CENTER FOR PLANNING EXCELLENCE, INC.	Non-Profit Corporation	BATON ROUGE	Active

Name	Type	City	Status
GREY ENGINEERING, LLC	Limited Liability Company	GREENWELL SPRINGS	Active

Name	Type	City	Status
SOUTHERN TRAFFIC SERVICES, INC.	Business Corporation (Non-Louisiana)	GULF BREEZE	Active

21 QA / QC Plan

If the advertisement requires submission of a QA/QC plan, include it here. **Otherwise, leave this section blank. If a QA/QC plan is included in this section and was not required by the advertisement, it will be redacted.**

22 Sub-Consultant Information

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
Fehr & Peers Inc.	700 N Pearl Street, Suite 930 Dallas, TX 75201	Josh Peterman, PE, TE, RSP1 j.peterman@fehrandpeers.com	**972.371.0449**
The Center for Planning Excellence, Inc.	757 Main Street Baton Rouge, LA 70802	Kim Marousek, AICP kmarousek@cpex.org	**225.267.6300**
Grey Engineering, LLC	7146 Landmor Drive, Greenwell Springs, LA 70739	April Renard, PE, PTOE, RSP2I april@greyeng.com	**225.773.6272**
Southern Traffic Services, Inc.	2911 Westfield Road Gulf Breeze, FL 32563	Brandi Smith bsmith@rekor.ai	**800.786.3374 ext. 103**

23 Location

If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the advertisement.