



GTS
gentecsol.com



PROPOSAL FOR:

City of Hawthorne
Active Transportation Plan

GTS.220402.07



213-267-2332



11900 W Olympic Boulevard,
Suite 450, Los Angeles, CA 90064



info@gentecsol.com

Table of Contents

1. Cover Letter	1
2. Project Team	3
3. Work Plan	17
4. Cost Proposal	25

City of Hawthorne

Attn: Dweejal (DJ) Torado, T. E.

4455 W. 126th Street

Hawthorne, CA 90250

SUBJECT: Proposal for the City of Hawthorne Active Transportation Plan

Dear DJ:

On behalf of GTS, I am pleased to submit our proposal for the development of the City of Hawthorne Active Transportation Plan (ATP).

The GTS team will bring a proactive approach, leveraging technology and innovation to develop strategies that will address the City's active transportation needs and guide the programming, funding, planning, design, construction, and maintenance of your community's future multimodal transportation network.

Our multi-disciplinary team members have demonstrated capabilities to deliver top-quality results throughout the planning process and final product, across the disciplines of planning, safety, public outreach, engineering, and design.

At GTS, our mission is to save lives and prevent injuries by designing and implementing multimodal transportation networks that prioritize safety, enhance community livability, and promote sustainability. Because we work on both the planning and the engineering side, we are deeply familiar with all the elements that are needed to make streets safer and develop a top-quality citywide active transportation network, from policy crafting to planning, interagency coordination, stakeholder engagement, engineering, and design. Our recent successful projects are testimony to our expertise in the fields of transportation safety and active transportation planning, from Safe Streets for All Plans to Bicycle Master Plans, Corridor Concept Plans, and neighborhood traffic calming plans.

Ariel Godwin, AICP, will be your project manager and main point of contact for this project and will manage and coordinate the activities of our proposed team. Ariel is a certified planner with about 20 years of experience focusing on active transportation, safety, and complete streets. He has served in similar capacities for various projects, most recently for the City of San Dimas Bicycle Master Plan Update, the Los Osos Valley Road Corridor Concept Plan (a Complete Streets project in San Luis Obispo County), and plans for active transportation and traffic calming infrastructure around the South Bay region, including the Cities of Lawndale, Hermosa Beach, Torrance, Long Beach, and Rancho Palos Verdes.

I will serve as the Principal-in-Charge and engineering lead for this project. I have held similar roles on a variety of projects, including jurisdiction-wide road safety plans for the Cities of Glendora and Irwindale, the City of Santa Monica 20th Street Bicycle and Pedestrian Connector, and the Dominguez Channel Trail in Carson, among others. I have worked with the City of Hawthorne in past completing traffic signal warrant analysis and other traffic engineering studies.

Our team includes Rock Miller (PE, TE), a professional engineer and nationally recognized active transportation and safety expert with more than 40 years of transportation planning, design, and operations experience. Rock has worked with communities throughout California as a consultant in traffic design and safety for walking, urban bicycling, and complete streets infrastructure. He has served on the Caltrans Zero Traffic Fatalities Task Force and is responsible for many safety-related MUTCD updates. He has frequently been an invited speaker to regional and national conferences and committees on the topics of pedestrian circulation, innovative bikeway design, traffic calming, and transportation policy. Rock served as International President of the 15,000 member Institute of Transportation Engineers (ITE) in 2012.

We have also included Katherine Padilla & Associates (KPA) on our team to provide Spanish outreach services for this project. KPA's diverse team includes members who are fluent in Spanish and currently serving as outreach lead for the City of Glendale's Vision Zero Action Plan, as well as outreach team members for the LADOT's multi-year Safe Routes for Seniors project.

Our team's combined experience allows us to work collaboratively with your staff, covering all elements of the scope of services identified in the RFP.

GTS hopes that you will find our team, local understanding, and responsiveness beneficial to the City. If you have any questions regarding our submittal, please feel free to contact me at any time. We appreciate your consideration of the GTS team and look forward to working with the City.

Sincerely,

A handwritten signature in black ink that reads "Rawad Hani" followed by a stylized flourish.

Rawad Hani, PE, TE

Principal - GTS | General Technologies and Solutions

11900 W Olympic Blvd. Suite 450, Los Angeles, CA 90064 | t +1 213 267 2332 | rawad.hani@gentecsol.com

2. Project Team

GTS Profile and Brief Introduction

GTS was founded with a clear mission: to help public agencies harness advanced technology, enhance transportation safety, and improve mobility. Our team believes in the transformative power of smart technology to create safer, more efficient, and more connected communities. As smart cities continue to evolve, GTS remains at the forefront—bridging the gap between cutting-edge transportation solutions and the real-world needs of local agencies. Our office headquarters in Los Angeles gives us the governance of managing projects effectively across municipal agencies including the cities of Glendora, Irwindale, San Dimas, Rancho Palos Verdes, Hawthorne, Santa Monica, Hermosa Beach, Glendale, Burbank, among several others.

Our passion and mission as a company is based upon three pillars:

- i. Saving lives – improving road safety and preventing crashes
- ii. Saving time – mitigating congestion and increasing efficiency for all modes
- iii. Saving space – right-sizing transportation facilities and ensuring space is used optimally

We employ state-of-the-art technologies to provide innovation in:



At GTS, we don't just deliver results, we take pride in how we achieve them. Our team of highly experienced professionals supports clients throughout the entire project lifecycle, from strategic planning and grant funding to implementation and stakeholder communication. We work collaboratively with agencies to develop tailored mobility strategies, implement intelligent transportation systems, and integrate technology-driven solutions that align with community goals.

We specialize in traffic engineering, multi-modal planning, systems engineering, and road safety plans. GTS provides mobility solutions for all road users: pedestrians, bicycle, transit, auto, and freight modes. Our recent related projects have included Federally funded Streets for All Plans, Local Road Safety Plans, Bicycle Master Plans, Pedestrian and Bicycle Connectivity Plans, Neighborhood Traffic Calming Plans, Arterial Corridor Safety Improvements, and more.

An in-depth detailed analysis of related projects carried out by GTS over previous years will be shown on the following pages.

Key Project Team Overview

Rawad Hani, PE, TE | Role: Principal-in-charge and Engineering Lead

Rawad is a registered traffic and civil engineer and roadway safety professional with over 22 years of experience. Rawad has managed road safety and engineering design projects in the US and internationally, most recently the City of Irwindale SS4A Comprehensive Safety Action Plan and Glendora Local Road Safety Plan. His recent experience includes assisting local governments across Southern California with systematic road safety improvement projects, Comprehensive Safety Action Plans, and traffic calming studies. As a seasoned manager of complex projects involving large interdisciplinary teams, Rawad understands the importance of striking the right balance between engineering (mobility and safety) and planning (livability and sustainability) considerations.

Ariel Godwin, AICP | Role: Project Manager and Planning Lead

Ariel is a certified planner with over 16 years of experience focusing on data-driven solutions to improve traffic safety, with a focus on non-motorized travel modes. His previous work has included crash data analysis, road safety countermeasures, Complete Streets policies, traffic calming plans, bicycle and pedestrian facility design, and innovative solutions to improve safety for vulnerable road users, including applications of AI models to identify near-misses. He has also worked specifically on equity analysis for planning efforts, including strategies for better serving underrepresented populations and improving equity in municipal regulations.

Rock Miller, PE, TE, PTOE | Role: ATP & Safety Consultant

Rock is a nationally recognized expert in traffic design and safety for walking, urban bicycling, and Complete Streets infrastructure. Rock is a registered Civil Engineer and Traffic Engineer in the State of California with more than 40 years of transportation planning, design, and operations experience. He is an expert in the latest capabilities and requirements available and expected from cities and municipal governments. For more than 25 years, Rock has been a consultant at the senior or principal level in the field of traffic engineering, traffic safety, and circulation design. He also has 10 years of public agency experience serving as City Traffic Engineer for Costa Mesa and staff traffic engineer with the County of Orange.

Cassandra Garcia, TE | Role: Design Engineer

Cassandra is a transportation engineer who has worked on multiple projects across southern California, from traffic signal designs to signing and striping to traffic control plans among others. Cassandra will also assist with the bilingual public involvement efforts for the SS4A Comprehensive Safety Action Plan.

Ryan Meller | Role: Transportation Planner

Ryan is a transportation planner who has worked extensively on Safe Streets for All plans, Bicycle Master Plans, and GIS crash data analysis. Ryan's recent projects include the San Dimas Bicycle Master Plan and City of Irwindale Comprehensive Safety Action Plan, for which he facilitated community engagement events and developed action items. For his master's thesis project, he created a Bicycle Master Plan for the California Polytechnic State University San Luis Obispo campus.

Katherine Padilla | Role Communications Specialist

Katherine is a communications specialist and strategist (fluent in Spanish) with expertise in organizational development/systems thinking, facilitation and mediation, marketing research and integrated communications strategy, and community and government relations. Other areas of expertise include global logistics, planning, architecture, and engineering.

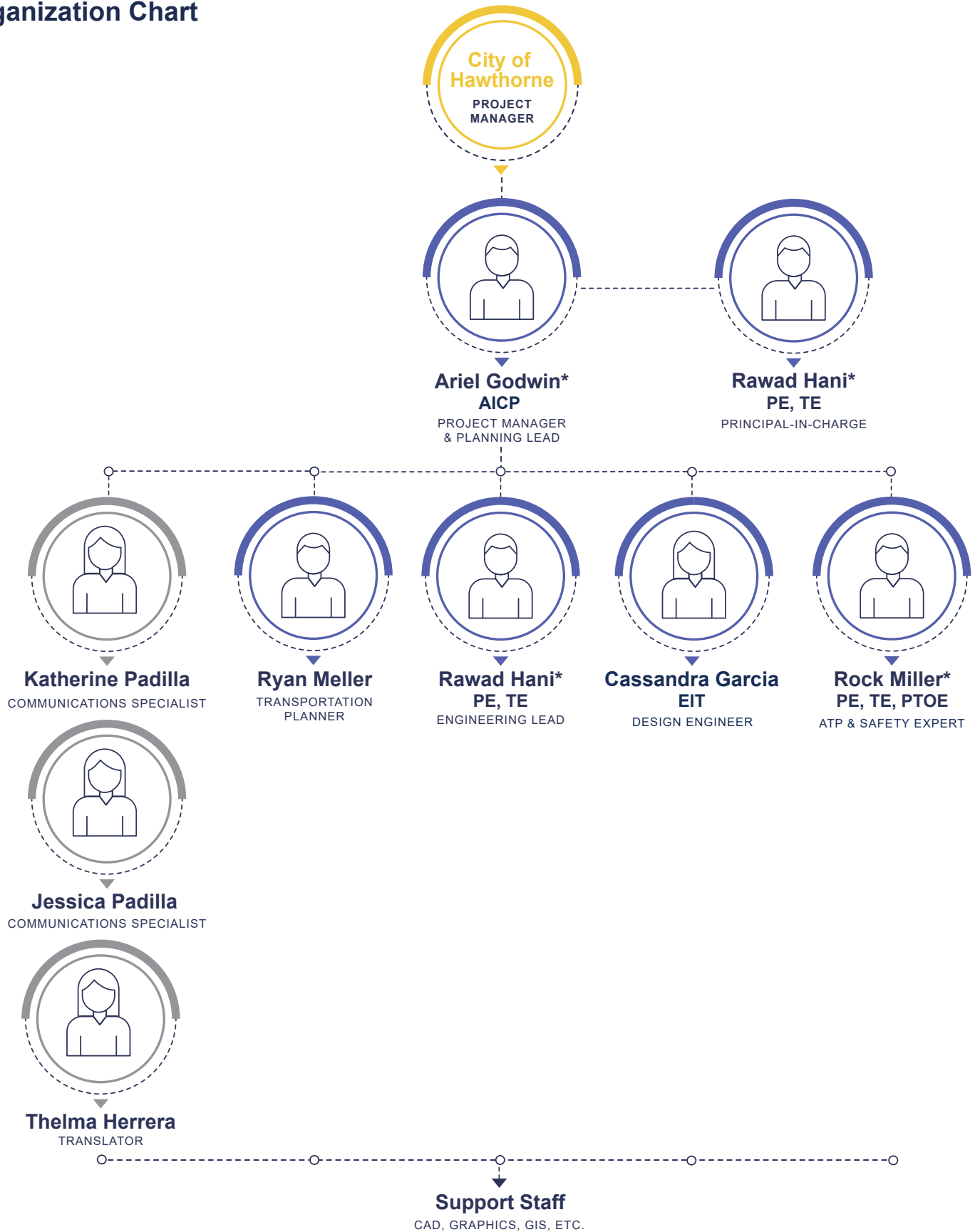
Jessica Padilla Bowen | Role: Communications Specialist

Jessica is a long-time accredited communications pro and events manager as well as a certified coach. She has more than 20 years experience in government and nonprofit communication and serves as Senior Associate with Katherine Padilla & Associates, a full-service communications firm.

Thelma Herrera | Role: Translator

Thelma will support bilingual community engagement efforts and provide written and spoken translation services between Spanish and English.

Organization Chart

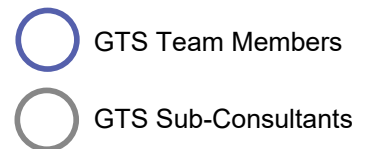


***Licenses:**

Rawad Hani: 83730 (Civil Engineer - CA); 2817 (Traffic Engineer - CA)

Rock Miller: 29493 (Civil Engineer - CA); 1139 (Traffic Engineer - CA); PTOE

Ariel Godwin: 026448 (American Institute of Certified Planners)





ARIEL GODWIN, AICP

PROJECT MANAGER & PLANNING LEAD

PROFILE

Ariel is a transportation planner with more than 16 years of experience in planning, design, and project management. Throughout a career focused on multimodal planning and transportation safety, he has worked on a wide variety of projects, from Complete Streets policy development to pedestrian and bicycle plans to leveraging advanced technology for traffic data analytics. Skilled in GIS, he uses advanced cartographic and data analysis techniques to convey geographic information. An avid cyclist, he enjoys experiencing the communities he works for firsthand, on two wheels.

EXPERIENCE

- **City of San Dimas Bicycle Master Plan Update.** Ariel is the project manager for this project, which consists of a full update of the City's 2011 Bicycle Master Plan including a comprehensive public involvement program and safety analysis.
- **Old Torrance Revitalization Plan.** Ariel carried out bicycle and pedestrian connectivity analysis and diagnostics for Downtown Torrance as part of an active transportation planning effort.
- **Los Osos Valley Road Corridor Concept Plan, San Luis Obispo County.** Ariel was the Project Manager and Planning Lead on this project, guiding the development of a Complete Streets design for an arterial corridor. Ariel also facilitated public workshops and managed the project website.
- **Rancho Palos Verdes Miraleste Drive Complete Streets Plan.** Ariel developed solutions for encouraging active transportation on a major arterial corridor, including traffic analysis, community engagement, concept designs, and roadway cross-sections.
- **California State University Dominguez Hills, Pedestrian & Bicycle Connectivity Plan.** Ariel was the Planning Lead for this plan, which assessed multimodal connectivity for the CSUDH campus and identified gaps in the pedestrian, bicycle, transit, and vehicular transportation networks, as well as challenges for connections between travel modes, and recommended and prioritized solutions to close those gaps.
- **Lawndale 14th St Traffic Calming.** Ariel carried out a traffic calming study for the 147th Street corridor in Lawndale, recommending a range of quick-build and long-term countermeasures to improve pedestrian and bicycle conditions and road safety.
- **City of Long Beach School Traffic Studies.** Ariel was the Planning Lead on two multimodal traffic studies for schools in the City of Long Beach, which focused on improving safety and access for bicyclists, pedestrians, schools buses, and vehicular traffic.
- **Palos Verdes Peninsula School Bike & Ped Safety Plans.** Ariel was the Planning Lead on neighborhood traffic calming plans and multimodal traffic circulation plans for 5 schools in Rancho Palos Verdes. Ariel analyzed school traffic data to inform recommendations for slowing traffic and reducing collision risks.

PUBLICATIONS

- Godwin, Ariel and Anne M. Price. 2016. "Bicycling and Walking in the Southeast USA: Why is it Rare and Risky?" *Journal of Transport & Health* (3): 26-37.

EDUCATION

- Master of City and Regional Planning, Ohio State University
- BA, Grinnell College

CERTIFICATIONS

- AICP (American Institute of Certified Planners)

AREAS OF EXPERTISE

- Bicycle and Pedestrian Planning
- Traffic Impact Studies
- Crash Data Analysis
- Complete Streets Policies and Design
- GIS data and mapping

RECENT PRESENTATIONS

- "Leveraging AI Technology to Quantify Near Misses at Intersections" (Transpo 2024, Orlando, Florida)
- "Bikes on Sidewalks: Why They're Not Going Away, and How E-Bikes Change the Game" (GPA 2023, Atlanta, Georgia)

RAWAD HANI, PE, TE

PROJECT MANAGER & PRINCIPAL

PROFILE

Rawad is a registered Civil Engineer and Traffic Engineer, and certified Road Safety Professional with over 22 years of experience. He specializes in traffic engineering, parking analysis, demand modeling, and technology applications. Rawad has managed engineering design projects in the US and internationally where he advised public, private, and institutional clients. His recent experience includes assisting local governments across Southern California with ITS plans, traffic studies, and signal and street lighting designs. His on-call project experience includes the cities of Hermosa Beach, Irvine, Buena Park, Commerce, Santa Monica, and Glendora among others. Rawad understands the importance of striking the right balance between engineering (mobility and safety) and planning (livability and sustainability) considerations. He has worked on context-sensitive design projects and has helped planning and transportation agencies achieve effective solutions.

EXPERIENCE

- **City of San Dimas Bicycle Master Plan Update.** Rawad supported this project's engineering and engagement efforts. The project included a full update of the City's 2011 Bicycle Master Plan including a comprehensive public involvement program and safety analysis.
- **City of Rancho Palos Verdes Traffic Calming Manual Update, Project Manager** – As part of the on-call, Rawad led the Traffic Calming Manual update for the City of Rancho Palos Verdes which included detailed descriptions of all traffic calming measures, their advantages and disadvantages, best practices and context-sensitive considerations for their implementation, updated example photographs, and updated cost estimates.
- **Downtown Torrance Pedestrian and Bicycle Connectivity Analysis, Torrance, CA, Project Manager** – As part of the downtown revitalization plan, Rawad led the active transportation planting and safety analysis which included analyzing the multi-modal connectivity, collision data as well as developing insights and trends. The project involved a data-driven process to address injuries for people traveling on foot, by bike, or by car; identify high-risk roadway characteristics; recommend countermeasures; and close active transportation network gaps.
- **City of Irwindale Safe Streets for All Comprehensive Safety Action Plan** – Rawad is the principal-in-charge for this project, which includes an extensive public involvement program, crash data analysis, and prioritized countermeasure selection.
- **City of Glendora Local Roadway Safety Plan (LRSP), Glendora, CA, Project Manager** – Rawad led the LRSP for the City of Glendora which included developing the goals and objectives of the plan, stakeholder engagement, safety analysis, identifying and prioritizing countermeasures, and documentation.
- **La Habra Heights Traffic Calming and HSIP Grants, City of La Habra Heights, CA, Project Manager** – Rawad led this study to help the City enhance the safety of its transportation system and enhance signage and control while engaging with the community. He developed two HSIP applications were on behalf of the City that brought in about two million dollars to address safety issues.
- **City of Santa Monica, Bergamot Expo Rail Station Pedestrian and Bicycle Connection, Santa Monica, CA, Traffic Engineering Lead** – Rawad led the traffic engineering tasks for closing this key bike and pedestrian network gap to enhance safety for all modes and serve as a critical linkage between the Michigan Avenue Neighborhood Greenway and Bergamot Expo Station. The project included traffic signal modifications design and working with the City and Caltrans to obtain necessary approvals.

EDUCATION

- BE Civil Engineering, American University
- MS Civil Engineering, American University

REGISTRATIONS/ CERTIFICATIONS

- Civil Engineer in CA, WA, and FL
- Traffic Engineer in CA
- PTOE - Professional Traffic Operations Engineer
- PTP - Professional Transportation Planner
- RSP1 - Road Safety Professional 1

AREAS OF EXPERTISE

- Traffic Engineering
- Safety Analysis
- Transportation Planning
- Transportation Technology Applications



ROCK E. MILLER, PE, TE, PTOE

ATP AND SAFETY CONSULTANT

PROFILE

Rock is a registered Civil Engineer and Traffic Engineer in the state of California with more than 40 years of transportation planning, design, and operations experience. He is an expert in the latest capabilities and requirements available and expected from cities and municipal governments. For more than 25 years, Rock has been a consultant at the senior or principal level in the field of traffic engineering, traffic safety, and circulation design. He also has 10 years of public agency experience serving as City Traffic Engineer for Costa Mesa and staff traffic engineer with the County of Orange.

Rock has completed a wide variety of unique transportation projects, including traffic signals, signing and striping, street lighting, work site traffic control, traffic impact analysis, and the design of street and highway improvements. He has also prepared many transportation policy plans and completed controversial and complex transportation studies, including neighborhood traffic calming projects, complete streets, pedestrian and bicycle studies, projects anticipating litigation by another public agency, and projects with intense public opposition.

Rock is a national expert in the traffic design and safety for walking and urban bicycling infrastructure. He has frequently been an invited speaker to regional and national conferences and committees on many topics, including pedestrian circulation, innovative bikeway design, traffic calming, and transportation policy. Rock served as International President of the 15,000 member Institute of Transportation Engineers (ITE) in 2012. He is a Professional Engineer (Civil) and Professional Engineer (Traffic) in the State of California and a Certified Professional Traffic Operations Engineer by the Institute of Transportation Engineers.

EXPERIENCE

- **CV Link Multi-Purpose Trail, Coachella Valley, California** - Rock is providing traffic engineering and active transportation designs for a consulting team working on the CV Link project. This project will construct a 70-mile multi-use trail for walking, biking, and neighborhood electric vehicles across the developed portions of the Coachella Valley from Palm Springs to Coachella along the Whitewater River Wash. The trail features shade structures, charging stations, and thematic landscape architectural treatments. Rock has developed designs for on-street portions of the project that will maintain the continuity and low-stress design of the complete facility.
- **Bicycle Infrastructure Improvement Projects, City of Santa Monica** - Rock has worked with many firms and consultant teams on improvements to bicycle infrastructure in the City of Santa Monica. The City is one of the most Bicycle Friendly communities in Southern California. Projects include the 17th Street Protected Bikeway, the 20th Street Bikeway over I-10 Freeway, the Ocean Avenue Bikeway from Colorado Street north to the California Incline, and bikeway improvements near Santa Monica High School.
- **Living Streets Design Manual, South Bay Cities (Redondo, Hermosa, and Manhattan Beach, CA)** - Rock oversaw preparation of a design manual to improve walking, biking, and livability in the South Bay beach cities. The Manual was based upon the Los Angeles County Design Manual for Living Streets and customized for focused usage in the South Bay Communities. Coastal access and vehicular traffic issues were major considerations.



EDUCATION

- MS Civil Engineering, UC Davis
- BS Civil Engineering, UC Davis

REGISTRATIONS/ CERTIFICATIONS

- Civil Engineer in CA and HI
- Traffic Engineer in CA
- PTOE - Professional Traffic Operations Engineer

AFFILIATIONS

- Voting Member, National Committee on Uniform Traffic Control Devices
- International President, 2012, Institute of Transportation Engineers
- Member, Association of Pedestrian and Bicycle Professionals
- Member, American Society of Civil Engineers
- Past Section and District President, Institute of Transportation Engineers
- Fellow, Institute of Transportation Engineers

CASSANDRA GARCIA, EIT

DESIGN ENGINEER

PROFILE

Cassandra provides traffic engineering and design services ranging from signal designs to signing and striping, traffic control plans, and street lighting. Her recent experience includes the collection of data and creation of design plans for resurfacing projects, bike path projects, and traffic signal upgrade projects. Cassandra strives to improve communities through implementation of safe and effective methods of transportation.

EXPERIENCE

- Colton Speed Study, Colton, CA. Assisted in the collection of data and preparation of documents for a speed study within city of Colton.
- RPV On-Call, Rancho Palos Verdes, CA. Worked on multiple signing and striping improvement plans, collision diagrams, and traffic signal plans for four Rectangular Rapid Flashing Beacon (RRFB) crossing locations.
- Glendora LRSP, Glendora, CA. Set up a site for the collection of stakeholder comments and analyzed collision data to form a report and develop a list of viable countermeasures to be used in a HSIP application.
- San Bernardino Traffic Signal Hardware Upgrade, San Bernardino, CA. Created plans for the relocation, replacement and/or upgrade of traffic signal equipment including vehicle heads, pedestrian heads, and pedestrian push buttons for multiple intersections in the San Bernardino region.
- Carson Signal Design, Carson, CA. Performed a field visit and prepared plans for the installation of poles, curbs, video detection cameras and other traffic signal equipment at an intersection within the city of Carson.
- Carson On-Call, Carson, CA. Performed a field visit along multiple corridors for the purpose of implementing bike routes and bike lanes to join disconnected portions of the Dominguez Channel Bike Path. Created signing and striping plans for all connecting sections along the channel and paved street roads.
- LHH Signal Design, La Habra Heights, CA. Created signing and striping plans for all Hacienda Road within La Habra Heights city limits and assisted with traffic signal design plans.
- Burbank Road Resurfacing Project (Phase I & II), Burbank, CA. Worked on creating signing and striping plans as well as loop replacement plans for multiple corridors pending resurfacing within the city of Burbank.
- WEHO Melrose, West Hollywood, CA. Performed field visit and created base plans for multiple signalized intersections within the city of West Hollywood.
- CSULB SS, Long Beach, CA. Created signing and striping for stop-controlled intersection within California State University, Long Beach.
- Norwalk TCP, Norwalk, CA. Developed traffic control plans within Caltrans right-of-way for the purpose of utility installation.
- Eastern Ave/Medford Project, Los Angeles, CA. Performed a field visit and created utility plans for two signalized intersections in the city of Los Angeles.
- Sunset4All, Los Angeles, CA. Performed a field visit along several miles of Sunset Blvd for the purpose of implementing a bike path along the corridor and created a signalized intersection concept.
- Rosemead HAWK, Rosemead, CA. Performed field visit and created a base with the purpose of creating plans for the implementation of a HAWK crossing near a school and public park.
- Watt EV, Long Beach, CA. Created signing and striping plans for a truck charging station development within the city of Long Beach.



EDUCATION

- BS Civil Engineering, California State Polytechnic University, Pomona

CERTIFICATIONS

- EIT (Engineer-In-Training)

RYAN MELLER

TRANSPORTATION PLANNER

PROFILE

Ryan is a transportation planner who has worked extensively on Safe Streets for All plans, Bicycle Master Plans, and GIS crash data analysis.

EXPERIENCE

- **City of Irwindale Safe Streets for All Comprehensive Safety Action Plan.** Ryan conducted data analysis and led community engagement activities.
- **City of San Dimas Bicycle Master Plan Update.** Ryan carried out policy analysis, wrote sections of the Plan Update, and led community engagement events.
- **Los Osos Valley Road Corridor Concept Plan, San Luis Obispo County.** Ryan organized site visits, collected field data, wrote sections of the final plan document, and assisted at community engagement events for the project.
- **LA Metro Park-and-Ride Analysis.** Ryan conducted site visits to multiple existing and future Park-and-Ride lots as part of an analysis for future transit-oriented development. He also contributed to the parking utilization and occupancy analysis and the final site analysis document.
- **Downtown Khobar Revitalization Project, Saudi Arabia.** Ryan helped write sections of the final plan document, including the existing condition analysis and literature review, contributed to traffic impact modeling, and contributed to graphic development.
- **Rancho Palos Verdes On-Call.** Ryan has written various memos and analyses on safety-related concerns brought by residents to the City. The memos analyze existing conditions and collisions, literature reviews, and mitigation recommendations.
- **Bicycle Master Plan for Cal Poly San Luis Obispo Campus (Master's Thesis Project).** Ryan developed an update to Cal Poly's 2011 Bicycle Master Plan where he conducted outreach, analyzed existing conditions and collisions, established goals and policies, and proposed new infrastructure and programs. His research was presented to Transportation & Parking Services, Facilities Management, and the consultant developing the Circulation Master Plan.
- **Graduate Research Assistant, Cal Poly College of Engineering.** Ryan conducted research under Dr. Shams Tanvir on on-demand delivery services across California, examining service availability and business models in different regions. Ryan also conducted research under Dr. Anurag Pande on various subjects, including a preliminary analysis for establishing a Vision Zero program in South Dakota.
- **Graduate Research Assistant, Cal Poly Department of City & Regional Planning.** Ryan conducted an analysis of greenhouse gas inventories in various climate action plans in California cities under Dr. Michael Boswell for a CARB-funded research project. His research also contributed to the California Climate Action Plan Database.

EDUCATION

- Master of City and Regional Planning, Cal Poly, San Luis Obispo (Specialization in Transportation Planning)
- BA, Psychology and Sociology, Stony Brook University

KATHERINE PADILLA

COMMUNICATIONS SPECIALIST

PROFILE

Founder and President of Katherine Padilla & Associates, (KPA), Inc. for 30 years, Ms. Padilla Otanez is a communications specialist and strategist with expertise in organizational development/systems thinking, facilitation and mediation, marketing research and integrated communications strategy, and community and government relations. Other areas of expertise include global logistics, planning, architecture, and engineering. KPA is a certified DBE/MBE/WBE/SBE firm. Prior to forming KPA, Ms. Padilla Otanez managed and delivered drafting services for structural engineering and architecture projects, while obtaining her MBA and Bachelor of Science degrees. Other areas of education and expertise include NEPA Policies, Procedures and Practices, UCLA Extension; CEQA Overview and Policies, Association of Environmental Professionals; and Environmental Justice in Land Use Planning, 2-day American Planning Association Workshop; Diversity, Equity and Inclusion in the Workplace Certificate, South Florida University, Muma College of Business.

EXPERIENCE

- **Santa Monica North Beach Trail Project, City of Santa Monica, Managing Principal.** Ms. Padilla Otanez and her team developed construction notices, informational materials, social media and blogs, held community meetings, developed way-finding signage for Santa Monica Pier and surrounding area as well as promotional videos with drone flyovers to show the progress of construction of the North Beach Trail near Santa Monica Pier.
- **City of LA Seventh Street Streetscape Improvement Project, Outreach Lead.** Katherine Padilla Otanez and her team led outreach efforts including outreach strategy development, branding and key message development, content for the City-managed website, focus group interviews, community meetings and door-to-door visits to businesses along seventh street through the design phase and at the start of construction.
- **City of LA Connecting San Pedro Pedestrian Access and Multi-Modal Improvements, Managing Principal.** Katherine Padilla Otanez oversaw and participated in outreach activities including developing a fact sheet, conducting door-to-door visits of affected business owners, provided presentations to community organizations and the Chamber of Commerce and local Business Improvement Districts, and provided briefings for representatives of local elected officials.
- **LA County Norwalk Boulevard Metro Rail Station First-Last Mile Plan, Managing Principal.** LA County Lambert Road Metro Rail Station First-Last Mile Plan, 2019 – 2023, Managing Principal. Developed outreach plan and strategy. Conducted interviews, with walk audits, planned and facilitated community meetings, developed surveys, press releases, contacted and engaged community-based organizations and stakeholders, oversaw the development and production of collateral, outreach materials, such as flyers, factsheets, press releases, social media, and planned and staffed pop-ups at community events.
- **Metro LA River Path, Los Angeles County, Managing Principal.** As a member of the outreach team, Katherine Padilla Otanez is overseeing KPA's involvement in strategy development, staffing informational sessions and community pop-up events as well as community meetings.



EDUCATION

- Master of Business Administration, California State University, Los Angeles
- Bachelor of Science, Business Administration, California State University, Los Angeles

TRAINING

- Certified Charrette Planner, Certified Charrette Manager Certified Public Meeting Facilitator - National Charrette Institute
- Trained in Mediation - LA City Attorney's Office, Dispute Resolution Program
- Trained (and experienced) in Project Management and Interpersonal Communication - UCLA Extension
- Completed coursework for Global Logistics Specialist®, Professional Certification Program - CA State University Long Beach
- Completed training in "The Art of Hosting Conversations that Matter," Facilitative Techniques - Berkana Institute, Bangor, PA

Examples of Recent Projects

City of San Dimas Bicycle Master Plan Update

GTS prepared the Bicycle Master Plan Update for the City of San Dimas. Many changes have taken place since the completion of the previous Bicycle Master Plan in 2011, including implementation of some improvements recommended in the plan, changes in commuting patterns, regional population growth, and regional demographic changes. In addition, a new edition of the California Manual of Uniform Traffic Control Devices (CA-MUTCD) has been published, containing guidance for several new types of bicycle-related marking and signage.



To provide a complete and comprehensive update, GTS worked closely with the City, establishing a departmental committee to oversee the project throughout its life cycle and launching a comprehensive community engagement program. In addition to in-person outreach events and efforts, GTS developed a website on the Social Pinpoint platform for virtual public engagement, allowing users to place pins on a map with comments and also allowing for surveys.

GTS also coordinated with staff to help publicize the planning effort through other online channels including social media. This included designing a project logo and a select range of colors, fonts, and aesthetics to be used for consistent project branding in materials such as handouts, maps, agendas, and reports.

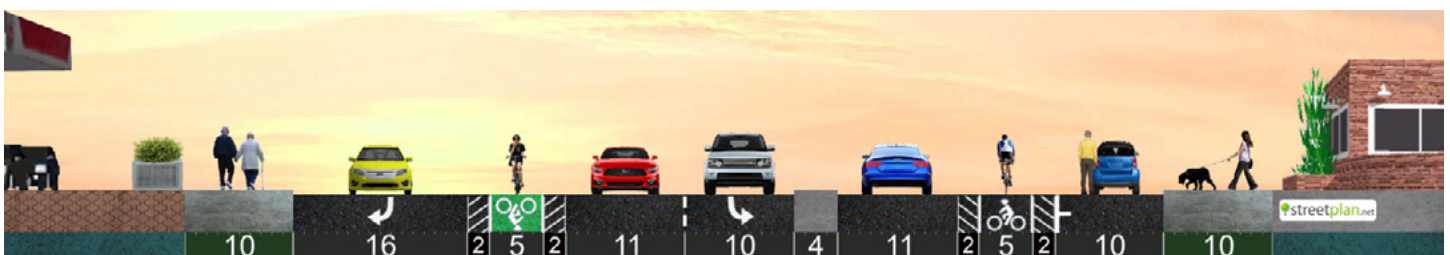
The final plan includes a GIS-based gap analysis and a prioritized list of projects detailed by short-term (1-2 years) and long-term (3-5 years) time ranges as well as a non-constrained implementation plan for the next 10-15 years, developed in coordination with key stakeholders and informed by extensive input from the community. This plan also reflects new developments in best practices with regard to bicycle facility design, operations, and safety, drawing upon the latest research.

County of San Luis Obispo, Corridor Bicycle Improvements, CA

GTS created a Corridor Concept Plan to improve safety for a four-mile section of Los Osos Valley Road in San Luis Obispo County, California. Residents were concerned about safety for all travel modes, and the community voiced a desire for protected bicycle lanes, sidewalk improvements, crosswalks, and improved vehicular safety. The Corridor Concept Plan began with a review and synthesis of four prior overlapping plans, identifying opportunities for further development of ideas that were supported by the community.

GTS led a robust public involvement effort for this project, which included on-site events, focused committee meetings, and a website featuring an interactive map and survey (using social pinpoint). The public involvement strategy was a great success, with over 400 map comments posted and over 500 survey responses, in a small community of less than 10,000 people.

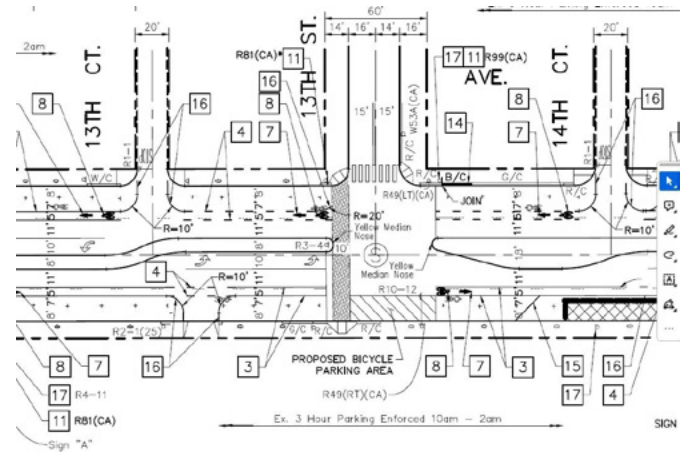
Informed by this stakeholder input, GTS created a design for the corridor that will close gaps in the sidewalk and bike lane network, improve the quality of pedestrian and bicycle facilities, improve safety, and increase the efficiency of traffic flow along the corridor as a whole. Our intent is for this Corridor Concept Plan to be fully feasible and implementable for the community. Project prioritization and funding sources were included in the plan, as well as identification of opportunities to include planned items in existing capital projects such as resurfacing.



City of Hermosa Beach, Bicycle Lanes and Dining Decks, CA

GTS led the design and safety improvement efforts for a truly transformative project on two key business corridors in the City of Hermosa Beach. By implementing a road diet, reducing the travel lanes from four to two, and adding bicycle lanes where there was previously no accommodation for cyclists, this project accomplished a substantial reduction in travel speeds and a vast improvement in the safety and comfort of non-motorized users along the two corridors.

In addition to the above improvements, GTS developed plans and designs for establishing more than 20 dining decks (parklets), repurposing existing on-street parking spaces in front of restaurants along the two road segments. Since the project was implemented, the additional visual narrowing of the roadway and vertical features have brought about a perceptible traffic calming effect, contributing to the transformation of these two streets into safe multimodal corridors.

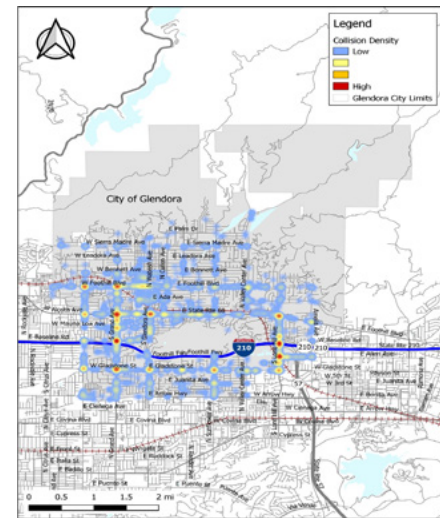


Lastly, GTS conducted a comprehensive post-project evaluation, looking at the safety of the dining decks and crash-worthiness of the perimeter materials. Our analysis included evaluation of different dining deck materials and safety countermeasures to mitigate the risk of vehicular collisions with dining decks, as well as some general strategies for the continued improvement and evaluation of safety in the road diet areas.

City of Glendora, Local Road Safety Plan, CA

GTS contracted with the City of Glendora to develop a multimodal Citywide Local Road Safety Plan (LRSP). The purpose of the LRSP is to identify a prioritized set of evidence-based safety countermeasures that can be implemented on local roads to prevent traffic injuries and deaths. In addition, the LRSP is required for securing state and federal grant funding from various sources.

To develop the LRSP, GTS staff facilitated a series of workshops with local stakeholders to identify locations within the City of Glendora that should be prioritized for traffic safety improvements. GTS also set up an interactive website (using social pinpoint) where residents of Glendora could provide input by noting traffic safety problems associated with specific locations and modes (bicycle, pedestrian, auto). Concurrently, GTS performed an in-depth GIS-based analysis of a five-year span of crash data, identifying the city's top 10 high-crash intersections and corridors. After the priority intersections and corridors were identified, GTS selected a range of proven engineering, enforcement, and education countermeasures that are expected to reduce collisions at these locations. Subsequently, GTS applied a cost-benefit analysis to identify which of the safety countermeasures would have the highest cost-benefit ratio when the cost of implementation is measured against the predicted benefit of collisions prevented. This resulted in a prioritized list of countermeasures that city leaders can use as a road map toward improving safety.



As a value-added item, GTS prepared and submitted a Highway Safety Improvement Program (HSIP) grant application for the city to secure funding to implement selected projects from the LRSP. The grant funding was awarded, in the amount of \$1.7 million.

Lawndale 147th Street Traffic Calming Study

GTS carried out a traffic calming study for 147th Street, a neighborhood street in the City of Lawndale that includes single- and multi-family residences, an elementary school, and a library. Residents had reported high traffic speeds and drivers not stopping at stop signs. GTS carried out speed and traffic volume measurements along with an assessment of driver compliance at stop signs based on analysis of traffic camera footage. This allowed for the development of a range of short-term and long-term recommended traffic calming measures,

offering multiple alternatives (for example, comparing the advantages and disadvantages of traffic circles versus curb extensions at the intersections) and including recommendations for temporary, tactical installations of some traffic calming measures (such as curb extensions, speed humps, and traffic circles) using readily available materials in order to test the effectiveness prior to permanent installation. Cross-sections for roadway restriping were also included. In addition to engineering measures, recommendations for targeted enforcement and driver education were also included.

California State University - Dominguez Hills (CSUDH), Pedestrian & Bicycle Connectivity Plan, CA

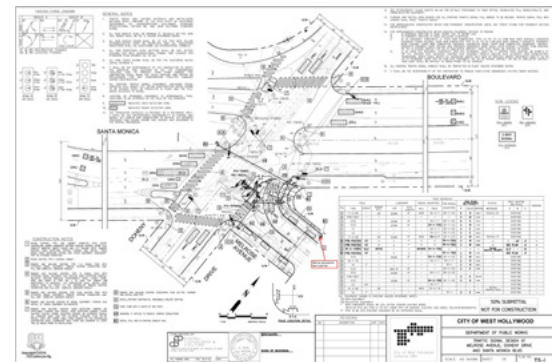
CSUDH experienced a considerable increase in its student population during the past few years, accompanied by an increase in traffic and associated safety concerns, including pedestrian-vehicle conflicts and other issues. GTS analyzed traffic counts for all modes (pedestrian, bicycle, and vehicular) and crash history data, and assessed the multimodal network on the campus and surrounding streets to identify potential conflict points, traffic safety problems, and gaps in connectivity for the pedestrian and bicycle networks.

This analysis led to the development of a range of prioritized short-term and long-term improvements, which were refined in collaboration with university staff. The recommended actions included engineering, enforcement, and education measures for all the travel modes that are typically used on campus: private vehicles, rideshare, public transportation, pedestrians, bicyclists, and golf carts.



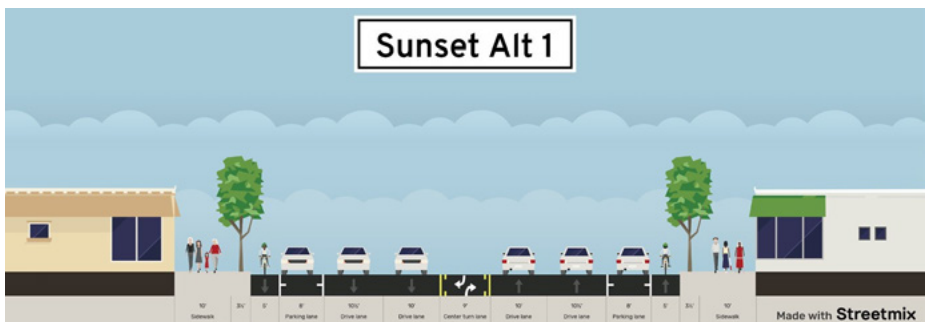
City of West Hollywood, Melrose Design District Complete Streets Project, CA

As part of the Melrose Design District complete streets project in the City of West Hollywood, GTS provided multiple road safety elements and strategies for collision reduction. This included Traffic Signal and Highway Safety Light Improvement Plans and detailed design of traffic signal systems and highway safety light systems at the controlled intersections. We also created Smart In-Roadway Warning Light (IRWL) System Improvement Plans for LED edge lit signs, push button activation technology, and several related safety features.



City of Los Angeles, Sunset4All, CA

Sunset Boulevard is one of Los Angeles' most iconic streets. However, in the past 10 years, more than 1,000 people have been injured or killed along this corridor, which has narrow bicycle lanes in the "door zone" of parked cars. The Sunset4All grassroots effort intends to make Sunset Boulevard safe for all road users of all ages. To support these efforts, GTS partnered



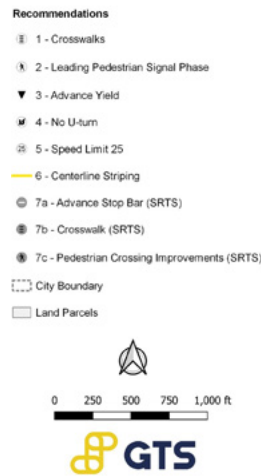
with nationally recognized multimodal safety expert Rock Miller to develop a detailed concept design that will vastly improve the safety of the corridor, adding protected bicycle lanes without removing any travel or parking lanes. This safety solution was informed by crash data, existing design features, stakeholder input, traffic data, and research into best practices in bicycle facility design. During site visits, GTS staff rode the entire corridor by bicycle for a first-hand understanding of the safety issues and cycling experience.

City of Rancho Palos Verdes, Multimodal School Traffic Safety Plans, CA

GTS worked closely with the City of Rancho Palos Verdes and the local school district to develop comprehensive traffic safety plans for three elementary schools and two middle schools to improve safety for students walking

and bicycling to school, as well as for other travel modes. In each case, we began by meeting with stakeholders to gain a better understanding of the issues, then carried out a thorough analysis including crash data, investigation of the built environment, site observations, and consideration of equity concerns. We subsequently worked with the city and school district to develop a prioritized list of recommended strategies for implementation, including engineering solutions, enforcement practices, and educational outreach. During the implementation phase, we developed engineering plans for some of the improvements, and wrote resolutions related to traffic safety and parking which were adopted by the City Council.

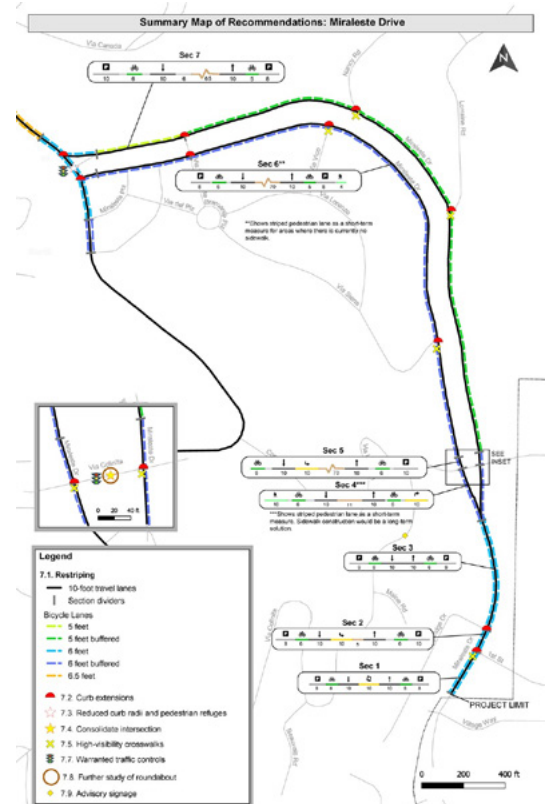
Dodson Middle School Traffic Study



City of Rancho Palos Verdes, Miraleste Drive Bicycle Lanes and Traffic Calming Plan, CA

GTS created a plan for safety improvements and Complete Streets design concepts on a residential arterial road where an unusually high rate of crashes had been observed. As is often the case in road safety planning, the high crash rate was the result of a confluence of many complex factors, including an increase in cut-through traffic driven by navigation apps, changes in travel patterns and a documented increase in reckless driving associated with the COVID -19 pandemic, and major land use changes as a new college campus opened nearby. Our solutions included repurposing excess roadway width to add bicycle lanes and a range of other multimodal improvements. GTS analyzed crash data, road geometrics, travel patterns, land use, and traffic volumes, and met with neighborhood stakeholders to acquire a deeper understanding of the issues at hand. This resulted in a prioritized list of countermeasure strategies to improve safety along the 2/3-mile corridor, beginning with short-term, low-cost measures then moving forward to larger projects in the longer-term implementation phase. The strategies are aimed at reducing crashes and travel speeds, but without compromising this street's essential role for the community as an arterial corridor, emergency response route, and public transit route.

The recommended strategies were refined in collaboration with the community, and were adopted with the community group's strong approval. As a testament to the plan's success, GTS was recently asked to carry out the engineering design for the project's implementation. The design is currently in progress.



Downtown Torrance Revitalization Plan

GTS developed a comprehensive diagnostic report of connectivity for active transportation modes (pedestrian, bicycle, and other non-motorized modes) in and around Downtown Torrance. This included an analysis of all streets in the Downtown area and an evaluation of connectivity in the pedestrian and bicycle network, with consideration of access to public transit, parking, businesses, and other destinations. The report included strategies for improving access for all travel modes and expanding active transportation opportunities for people in the Downtown area.



Thank you! The caliber of your work is exceptional, and I hope we can work together soon.

- Essra Mostafavi, Geode, Founder and CEO



Thank you for all your timely and hard work. You have continually gone above and beyond what is expected.

- John Cruikshank, JMC2, President



GTS have been an absolute pleasure to work with. They have been extremely responsive, especially during the difficult period of the pandemic. They are a very knowledgeable and capable consulting firm and have proven to be very effective. They came through during a difficult time to assist our city with a very challenging project and has continued to be a tremendous resource and partner in this and other projects.

- Douglas Krauss, City of Hermosa Beach, Project Manager



GTS is extremely responsive and timely. They were able to make effective presentations and respond to queries and issues stated. GTS explored all options to provide solutions/mitigations. California State Dominguez Hills (CSUDH) has been extremely satisfied. We have already returned to GTS for multiple contracts.

- Roshni Thomas, CSUDH, Director of Facilities and Planning



GTS has done an excellent job for the City of Rancho Palos Verdes. They have always responded to our needs in a timely manner. Their analyses are rooted in traffic engineering best practices while also being practical. I recommend GTS to any public works department.

- Ramzi Awwad, City of Rancho Palos Verdes, Public Works Director



3. Work Plan

GTS will prepare a complete ATP for the City of Hawthorne, ensuring that the plan is aligned with relevant plans and processes and incorporates the results of a comprehensive community engagement program with an emphasis on equity. Due to our extensive work on similar projects (the San Dimas Bicycle Master Plan, Los Osos Valley Road Corridor Concept Plan, and others), we are well-positioned for this effort.

The ATP will reflect new developments in best practices for bicycle and pedestrian infrastructure design, public engagement tools, and traffic safety trends. We understand the importance of connectivity to key destinations in Hawthorne, such as schools, parks, and businesses along Hawthorne Boulevard. Our approach will rely on close collaboration with city staff and key stakeholders, combined with comprehensive engagement of the community through public workshops, coupled with a digital outreach program. GTS will support the City throughout the project life cycle, acting as an extension of City staff that can be called upon as needed. To ensure timely review, coordination, and implementation of the services listed in the Scope of Work, we will hold regular coordination meetings with City staff to provide updates on project status and project milestones.

The GTS Team contributes valuable planning and engineering knowledge to this project, drawing from our extensive experience working on various comparable endeavors. Our team's experience focused on active transportation infrastructure and safety, showcased in the previous section, encompasses a spectrum of projects, from SS4A plans and multimodal connectivity plans to Class I and Class II bike facility designs, and intersection treatments.

GTS ensures project deliverables are free of errors, easy to understand, and executed in line with client expectations. Our established quality control process builds on our experience to offer precision in delivery of our work. Our quality assurance/quality control (QA/QC) plan begins before the task order is assigned, during scoping discussions. At this time, our project manager will work with the city to define the project tasks, establish roles and responsibilities for project team members, identify communication protocols, and identify success criteria for the project. Subsequently, we develop a draft definition of required project tasks, deliverables, budget, and schedule. Risk assessment, change management strategies, and project communication plans are incorporated into this planning process. Once these tasks have been reviewed, modified, and adopted by the project team, GTS will proceed with the project as planned, providing continuous support and regular communication with the city.

All deliverables and communications with the city will be reviewed by both the project manager and a key team member (who is not otherwise involved in the task). This process will be similar to a third-party QA/QC that not only ensures that deliverables are free of errors, but also that we are meeting your needs in terms of our understanding of the project and are aligned with the city's budget and schedule. At the end of every project, GTS conducts a project closure process that includes an online client survey to gauge our success from the client's perspective. We share the feedback among the project team in an effort to constantly improve.

Scope of Work

GTS will manage the project, drawing upon our experience managing similar efforts such as the San Dimas Bicycle Master Plan, Irwindale Safe Streets for All Comprehensive Safety Action Plan, and Los Osos Valley Road Corridor Concept Plan.

GTS will support the City throughout the project life cycle, acting as an extension of City staff that can be called upon as needed. We will hold monthly coordination meetings with City staff to provide updates on project status and project milestones. We will develop meeting agendas which will include a short-term action list, updated on an ongoing basis, that identifies completed, underway, and upcoming tasks along with anticipated dates and progress notes. A project schedule will be maintained, itemizing activities and subtasks to support project milestones.

We propose the following scope of work to create the City of Hawthorne Active Transportation Plan:

Task 1. Project Coordination and Meetings

GTS will manage the project, drawing upon our experience managing similar efforts such as the San Dimas Bicycle Master Plan, Irwindale SS4A Plan, and Los Osos Valley Road Corridor Concept Plan, among others. We will use a digital collaboration platform (Microsoft Teams, SharePoint, or similar) to manage our own team, ensure adequate project progress, and provide regular updates to the city. This will include shared resources such as contact lists, resources, photos, video footage, GIS data, traffic data, and all other relevant materials. We will hold monthly coordination meetings with your staff to provide updates on project status and project milestones. We will develop meeting agendas which will include a short-term action list, updated on an ongoing basis, that identifies completed, underway, and upcoming tasks along with anticipated dates and progress notes. A project schedule will be maintained, itemizing activities and subtasks to support project milestones.

Deliverables:

- Timeline of the tasks outlined in the Scope of Work, including staff review and City Council Review
- Meeting minutes and agendas of all meetings with City staff and stakeholders
- Periodic progress reports as required

Task 2. Existing Conditions and Needs Assessment

GTS will gather information about existing conditions through a combination of field visits, interviews with your staff and other stakeholders, and analysis of existing plans, other materials provided by the City, various publicly available and proprietary datasets, and data available through sources such as aerial imagery and as-built plans made available by the City.

The final outcome of this activity will include an up-to-date map (and associated GIS data, checked thoroughly for quality and accuracy) showing existing bicycle, and pedestrian facilities (bike lanes, paths, routes, markings, signage, and parking) within the City. This data will be analyzed along with mode share, land uses, major destinations, wayfinding resources, and existing non-infrastructure programs. We will draw upon our experience conducting similar inventories for other cities and regions and will provide the GIS data to the city along with the maps and report. We will also review all relevant documents, including the City's General Plan, City of Hawthorne Safety Action Plan, Downtown Hawthorne Specific Plan, Green Line Mixed-Use Specific Plan, Caltrans Strategic Plan, California Transportation Plan 2050, Climate Action Plan for Transportation Infrastructure, California State Bicycle and Pedestrian Plan, Active Transportation Emphasis Area Guidance for Corridor Planning, SCAG 2040 Regional Transportation Plan, and others as appropriate. The needs assessment will include an Equity Analysis, utilizing socioeconomic data to identify the locations of disadvantaged communities and allowing the ATP to focus planning efforts on engaging and serving these communities.

During site visits, our team will arrange a pedestrian and/or bicycle "tour" of the City's active transportation facilities for a first-hand assessment of existing conditions. The data collected during these site visits will form the basis for a complete inventory of existing facilities.

Deliverables:

- Existing Conditions and Needs Assessment Report

Task 3. Recommendations and Implementation Plan

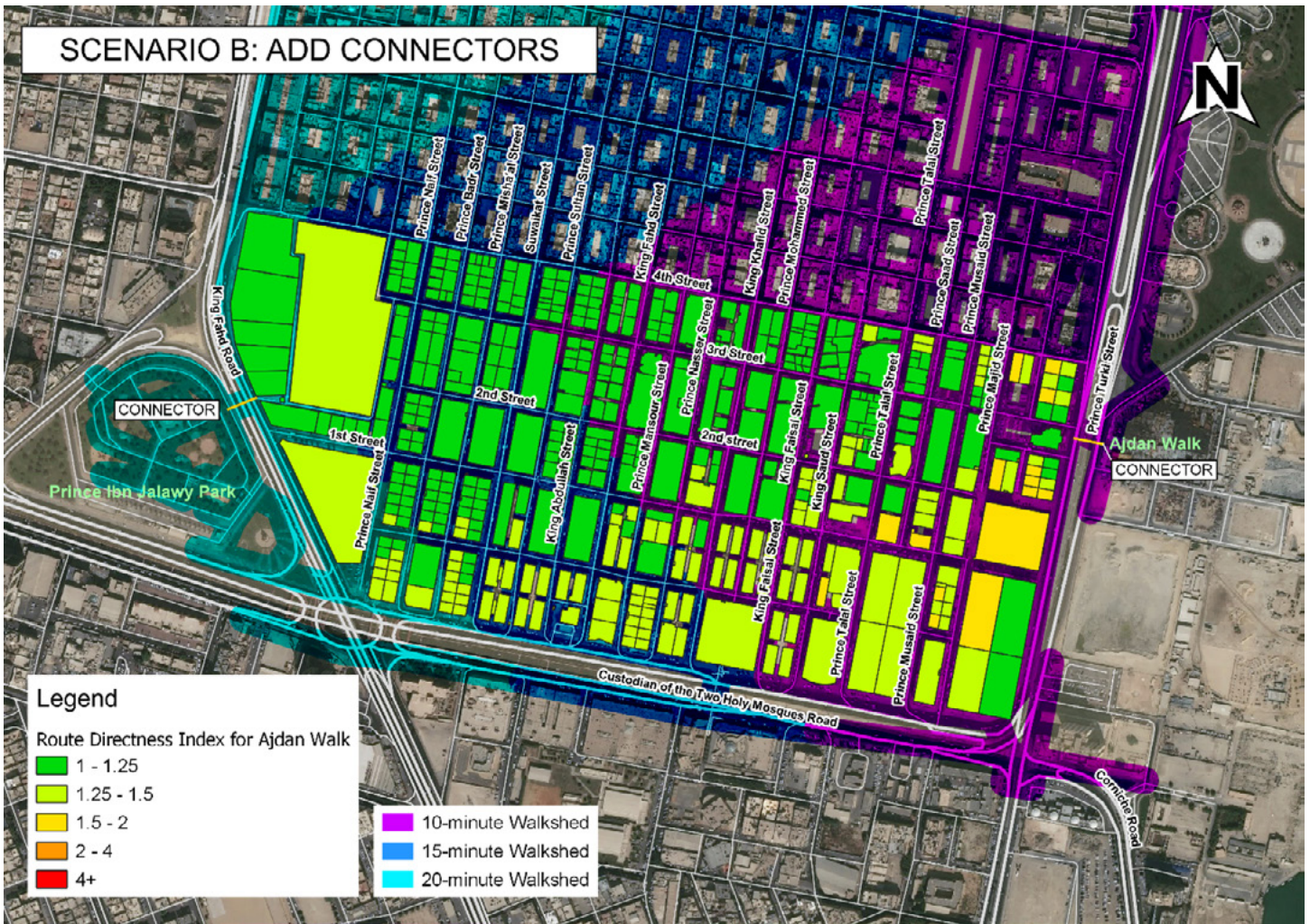
Based on input from the Stakeholder Group and the community as well as site visits and our review of existing plans and relevant documents, we will develop an initial set of proposed active transportation infrastructure improvements, including sidewalks (with an emphasis on closing gaps) and bikeways (on-street bike lanes and separated paths). We will draw on our recent experience planning and designing state-of-the-art facilities, such as the Santa Monica 20th Street Bicycle and Pedestrian Connection, which closed a key gap in the City's active transportation network with a shared-use path, bicycle crossing signal, and Class IV cycle track. The recommendations will include both short-term, quick-build projects and long-term projects. Projects will be prioritized in a system based on metrics to be identified and agreed upon by the City and stakeholders. Metrics for prioritization could include the benefit-cost ratio, right-of-way acquisition needs, the City's CIP and funding considerations, community support, or other factors. GTS will work with the City to develop a timeframe for implementation, categorizing the projects into short and long term.

Deliverables:

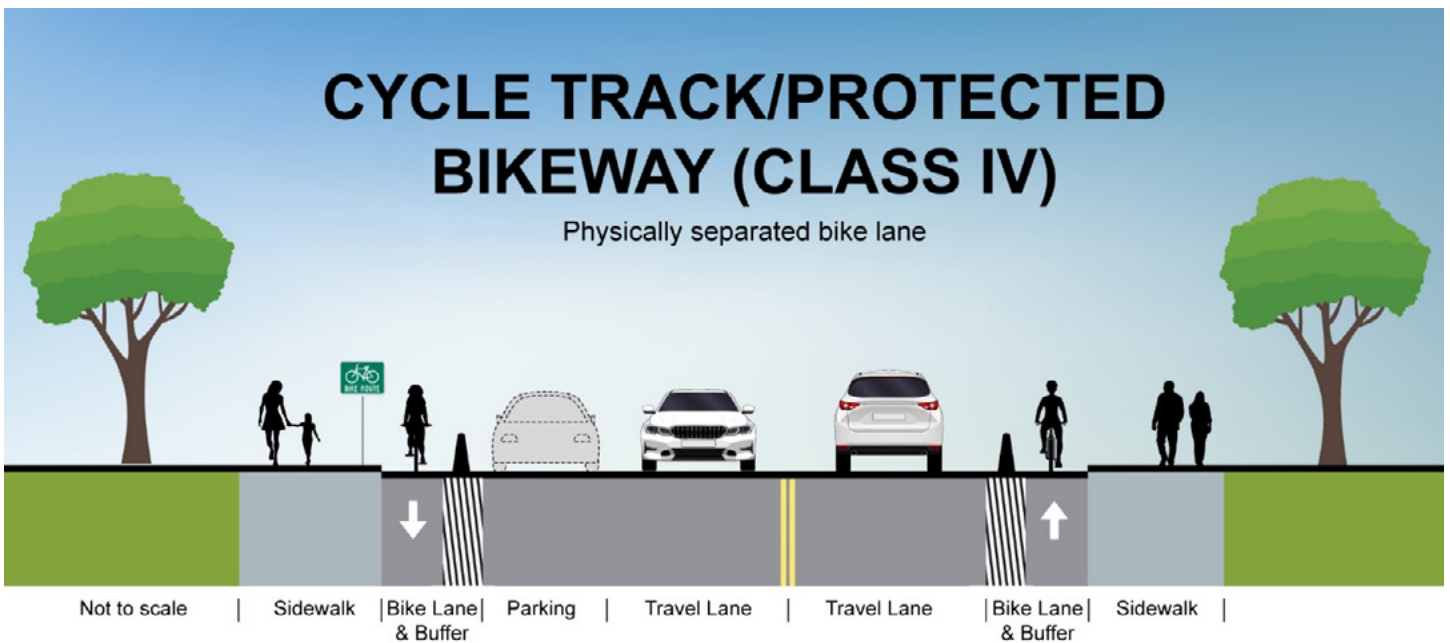
- Recommendations Report
- Implementation Plan



Santa Monica 20th Street Bicycle and Pedestrian Connection



Example of a Route Directness Index and walksheds calculated by GTS for a recent active transportation planning project



Example of bikeway topology illustrations created by GTS for the San Dimas Bicycle Master Plan

Task 4. Community Outreach

GTS will coordinate with the City to develop a robust public engagement effort that will allow for community representation and feedback. Our community outreach program will engage key stakeholders in the City of Hawthorne, including but not limited to Internal City stakeholders, the public, businesses, City Council members, K-12 schools, and the appropriate boards and commissions. By engaging proactively with the community, we will develop an Active Transportation Plan that truly reflects the City's needs and aspirations and is developed with buy-in from the community. By combining traditional engagement tools (in-person events) with a digital outreach program that leverages the latest technology, we will endeavor to reach as much of the community as possible.

GTS will pay particular attention to using inclusive and representative processes for stakeholder engagement. We will utilize available data and collaboration with partners to identify underserved communities. The analysis will include population characteristics and an initial equity impact assessment of the proposed projects and strategies.

For in-person public engagement, we propose to hold public meetings at a venue to be determined by the City, and to distribute informational materials at community gathering places such as the Hawthorne Library, City Hall, or other venues to be determined by the City. GTS proposes to facilitate two (2) in-person public meetings.

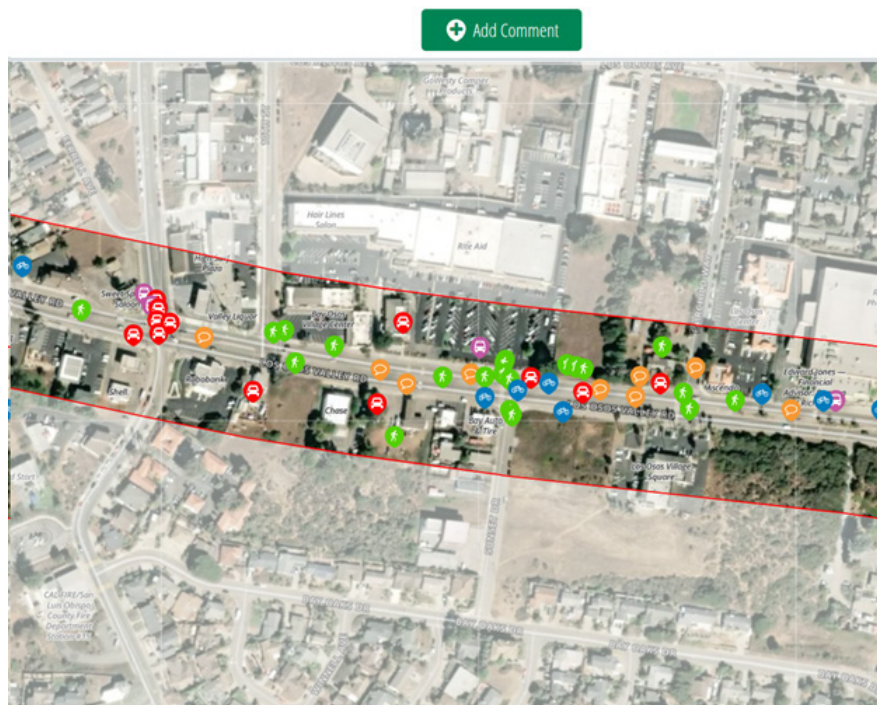
For virtual public engagement, we propose to set up an interactive project website on Social Pinpoint or a similar platform, which will include an interactive map where users can post comments, a survey to gather community feedback, a project overview and schedule, meeting announcements, and other pertinent information. To reach members of the community who are not able to attend either of the in-person meetings, GTS proposes to facilitate one (1) virtual public meeting.

GTS will prepare and produce all meeting materials, present them to attendees as needed, and document the meetings and their outcomes. GTS will coordinate with City staff to design outreach materials and project branding with a consistent look and feel. Information received from engagement and collaboration will be analyzed and incorporated into the Active Transportation Plan, including qualitative and quantitative analysis of the public input that is received.

To support both the in-person and the virtual community outreach, we have included Katherine Padilla and Associates on our team to provide bilingual engagement and written and spoken translation services between Spanish and English.

Deliverables:

- All public presentation materials and letters as required (materials will be bilingual, in English and Spanish, as required)
- Community outreach summary



Example of an interactive website set up by GTS, where residents can post comments on a map.

Task 5. Draft and Final Plan

The GTS team will prepare the final Active Transportation Plan, incorporating any edits from the City and stakeholders after the review of the draft ATP. We will provide team members to be present in-person at one City Council meeting for the plan's adoption.

In order to position the City optimally for securing implementation funding, the plan will contain the following components to comply with the Active Transportation Program Guidance for Plans for Disadvantaged Communities:

- Mode Share - the estimated rate and number of active transportation trips in the City, and the expected increase from plan implementation
- Descriptions of Land Uses and Destinations - mapping and analysis of existing and proposed land uses that are origins and destinations for active transportation modes
- Pedestrian Facilities - description and mapping of sidewalks and other components of the City's pedestrian network
- Bicycle Facilities - map and description of the City's bicycle network organized by facility class and indicating connections to other modes
- Bicycle Parking - an overview of the City's bicycle parking facilities
- Wayfinding - a description of existing and proposed wayfinding signage for active transportation modes
- Non-Infrastructure - existing and proposed education and encouragement programs for active transportation modes
- Collision Analysis - the ATP will summarize and reference the information in the recently completed Safety Plan
- Equity Analysis - identification of disadvantaged/low-income census tracts and their connectivity to key destinations
- Community Engagement - an overview of community engagement activities undertaken for the ATP and how community input was incorporated into the plan
- Coordination - an overview of coordination with neighboring jurisdictions and regional initiatives
- Prioritization - a methodology for prioritizing projects and the resulting prioritized list
- Funding - a description of potential funding sources and planning-level cost estimates
- Implementation - a plan for implementation of the ATP recommendations and continued community engagement
- Maintenance - a plan for the maintenance of active transportation facilities
- Resolution - after the ATP is adopted by the City Council, the resolution will be included in the document

Deliverables:

- Administrative draft plan
- Public draft plan and comments
- Presentation of the final draft to City Council for approval and adoption
- Final approved and adopted plan (electronic copy)

References

City of Glendora

GTS provides on-call transportation planning and traffic engineering services to the City of Glendora and recently completed the City's Local Road Safety Plan including a SS4A action add-on. As a value-added item, GTS assisted the City in applying for a grant that led to an award of \$1.7 million in HSIP funding for intersection improvements.

Time period: 2020 to present

Key personnel: Rawad Hani, Cassandra Garcia, Ariel Godwin

Reference: Maliha Fatima Ansari | Principal Civil Engineer | mansari@cityofglendora.org | 626.914.8294

City of Rancho Palos Verdes

GTS provides on-call transportation planning and traffic engineering services to the City of Rancho Palos Verdes. Our team members have supported the City on projects including intersection near-miss analysis, school traffic safety improvements, neighborhood traffic calming plans, and arterial corridor safety improvements.

Time period: 2021 to present

Key personnel: Rawad Hani, Cassandra Garcia, Ariel Godwin, Ryan Meller

Reference: Ramzi Awwad | Public Works Director | rawwad@rpvca.gov | 310.544.5275

County of San Luis Obispo

GTS is currently developing a Corridor Concept Plan for Los Osos Valley Road in San Luis Obispo County, as part of our on-call transportation planning and engineering services for the County. The project includes multiple safety countermeasures to reduce crashes overall along the corridor and protect vulnerable road users.

Time period: 2022 to present

Key personnel: Rawad Hani, Cassandra Garcia, Ariel Godwin, Ryan Meller

Reference: Jake Hudson | County Transportation Planner/Project Manager | jhudson@co.slo.ca.us | 805.781.4309

City of Irwindale

GTS is currently developing a Local Road Safety Plan for the City of Irwindale. The Irwindale SS4A Plan creates a comprehensive plan for improving road safety in the City, satisfying the requirements of the US DOT Safe Streets and Roads for All Grant Program. As a value-added item, the SS4A plan is also fully compliant with the requirements of the Highway Safety Improvement Program (HSIP).

Time period: 2024 to present

Key personnel: Rawad Hani, Ariel Godwin, Ryan Meller; sub-consultants: Katherine Padilla, Rock Miller

Reference: Luis Pimentel | Associate Engineer | LPimentel@IrwindaleCA.gov | 626.430.2259

City of Hermosa Beach

GTS provides on-call transportation planning and traffic engineering services to the City of Hermosa Beach. Our team has supported the City in re-purposing travel lanes in the downtown area (along Pier Ave and Hermosa Ave) by introducing bike lanes and dining decks, as well as carrying out the design of bike lanes and over 20 dining decks.

Time period: 2019 to present

Key personnel: Rawad Hani, Ariel Godwin

Reference: Doug Krauss | Environmental Programs Manager | dkrauss@hermosabeach.gov | 310.750.3603

4. Cost Proposal

GTS proposes to complete the City of Hawthorne Active Transportation Plan for a fee of \$187,440, as shown below.

Project Tasks	Task Description	Principal/ Eng. Lead	ATP Expert	Proj Mgr/ Planning Lead	Sr. Eng./ Plnr	Eng. / Plnr (L3)	Graphics/ CAD/ Admin	Outreach Support subs	TOTAL Per Task
		\$280	\$280	\$190	\$160	\$140	\$120		
1	Project Coordination and Meetings	16		24	24	24	16		\$18,160
2	Existing Conditions and Needs Assessment	8	4	40	64	64	16		\$32,080
3	Recommendations and Implementation Plan	8	4	40	80	96	16		\$39,120
4	Community Outreach	16	8	40	54	64	32	\$8,000	\$43,760
5	Draft and Final Plan + Council Meeting	16	8	40	120	80	80		\$54,320
Total									\$187,440

Our Commitment to the City of Hawthorne

We will provide the City with the team most capable of developing innovative solutions based on local needs and, equally important, effectively communicating these solutions. In providing quality service to the City, the GTS team will focus on:

- ✓ Responsiveness
- ✓ Clear communications
- ✓ Meeting established deadlines
- ✓ Maintaining positive working relationships
- ✓ Providing creative, yet implementable solutions

