

Fehr & Peers

Proposal for City of Beaumont Bicycle & Pedestrian Master Plan

Prepared for:
City of Beaumont

Submitted on:
March 23, 2026

Submitted by:
Fehr & Peers



A. Cover Letter

Fehr & Peers

March 23, 2026

Dear Barbara,

[Re: Request for Proposal for Planning & Design Services for the Bicycle & Pedestrian Master Plan Update](#)

Barbara Mason
Purchasing Manager
City of Beaumont
bmason@beaumontca.gov

We love working with Beaumont. Since completing the City's Mobility Element in 2020, we have enjoyed helping the City with critical issues that are important both to residents and elected officials. This has included implementation of aspects of the Mobility Element, serving as an extension of City staff related to reviewing studies submitted for development projects, and working on critically needed infrastructure like the I-10/Highland Springs and I-10/Oak Valley interchanges. Our deep understanding of all modes of travel in Beaumont has helped us better inform and advise City decision makers for each of those projects.

The Mobility Element took a thoughtful approach to implementing a layered network of complete streets. Coming into this project with an understanding of these layers, and the context for which modes should be prioritized on each street, sets us up for success as we approach this new Bicycle and Pedestrian Master Plan. However, some things have changed since the Mobility Element was completed, including our work on a much more focused truck route study, the results of which did suggest modifications to the truck system. One of the key components of this effort will be to take a more detailed look at the pedestrian and bicycle planned systems and ensure that we separate those vulnerable users from heavy vehicle truck routes to maximize safety on those streets.

Other important factors to be addressed as part of this effort include the City's recent assessment of the downtown area of 6th Street, the massive industrial development activity that has occurred in the southwest part of the City, and safe access for kids to schools. This is the optimum time to complete this effort, and we believe we are the right firm to do this for the City of Beaumont.

Our internal team consists of both planners and engineers. This blend ensures that the plan includes policy language and direction for implementation, but also ensures that any treatments we propose on City streets can be delivered in a practical way. Furthermore, many members of our team (including myself) already know the City, City Council, and other key stakeholders, as well as city processes and regulations. All of this will allow us to hit the ground running, and ultimately increase the value of the project for the City. Donna Lewandowski, our project manager, served as an Active Transportation Planner for local and state governments for 20 years. She brings a deep understanding of public agency needs and processes as well as the needs of the community. She is also a certified Road Safety Professional 2 in the Behavioral discipline (RSP2B).

Please note that I am authorized to negotiate contracts on behalf of Fehr & Peers. As such, please coordinate directly with me (contact



2025 Client Feedback

Client survey results show we consistently met or exceeded expectations:

99% in quality

98% in value

99% in service

100% say they would use us again

information is below).

Jason D. Pack, P.E.
Principal
3880 Lemon Street, Suite 420
Riverside, CA 92501
951.274.4800
j.pack@fehrandpeers.com

I will note that, although I am authorized to negotiate the contract on behalf of Fehr & Peers, if our contractual fee is over \$250,000 the contract will need to be signed by a vice president of the firm. As such, Sarah Brandenburg, P.E., a vice president of our firm has co-signed this letter to affirm our commitment to the City of Beaumont, acknowledge the accuracy of the information contained within this proposal, and she will be the one ultimately executing the contract (if needed).

We affirm that the information above is accurate and that Sarah and I have the ability to negotiate and execute a contract with the City as required. We further certify that Fehr & Peers, under penalty of perjury, complies with nondiscrimination requirements of the State and Federal Government.

If you have any questions or concerns about our proposal, please reach out directly. Otherwise, we hope to continue to improve the community of Beaumont!

Sincerely,

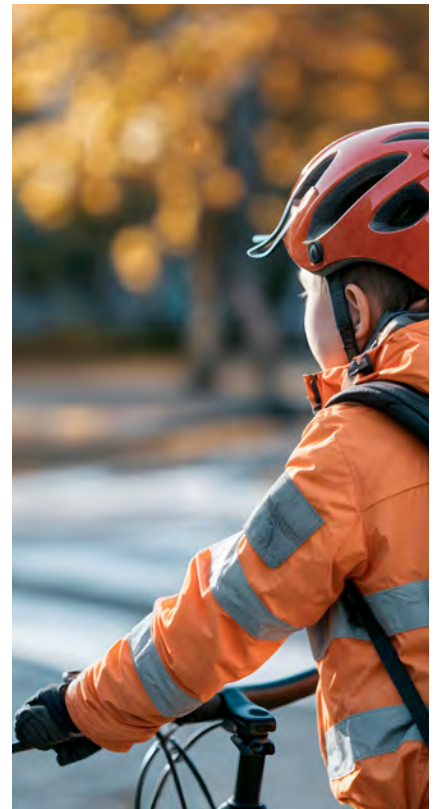
FEHR & PEERS



Jason D. Pack, PE
Principal
Fehr & Peers



Sarah Brandenburg, TE
Vice President
Fehr & Peers



Putting People First in Every Solution

Whether it's people or goods, we work with communities to plan for safe, efficient movement that supports their needs. We strive to be national leaders in planning, engineering, research, and operations, and work to remain at the forefront of transportation technology, policy, and design. Recognizing the diverse needs and different ways our transportation systems work for people, our data-driven strategies help clients confidently reach their goals, creating lasting impact for all members of the communities we serve.

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This proposal reads like a book.

We've adjusted the settings to two-page spread view to make your digital reading experience more enjoyable.

Happy reading!

B. Introduction/Information

At Fehr & Peers, we are passionate about transforming transportation consulting through innovation and creativity. We derive inspiration from partnering with communities like Beaumont to understand and help them shape local transportation futures objectively tailored to their unique community needs. Above all, we prioritize these relationships.

As we grow, our commitment to inclusive, local, and long-term community partnerships remains central to our philosophy. Together with our clients, we are motivated by shared success, and the positive impact our work has on the communities we serve. Improving communities is at the heart of everything that Fehr & Peers does.

With a local office in Riverside, we are familiar with the western Riverside region. We know that Beaumont is one of California’s fastest-growing cities, with a population increase of over 17% since 2020, when we worked with the City to prepare the Mobility Element of the Elevate Beaumont 2040 General Plan Update. We understand how high rates of community growth present many challenges to Cities and City Staff. It can be difficult to find a balance that provides for the infrastructure needs of the community, while protecting the things that make Beaumont, Beaumont—the rural mountain environment, the small-town community feel, and access to the things that make a community and its residents able to live a healthy and vibrant life: good jobs, recreational opportunities, and community services.

Beaumont residents and visitors alike desire safe, connected, and enjoyable networks for walking, rolling, or bicycling. This project presents a major opportunity for the City of Beaumont to develop an updated, comprehensive Bicycle & Pedestrian Master Plan (Plan) that will enhance the existing transportation network by integrating bicycle and pedestrian improvements using a context-sensitive approach. The Elevate Beaumont Mobility Element included a Bicycle and Pedestrian Priority Network map. This new project represents a chance to build on that preliminary work, to develop a comprehensive and cohesive network for active transportation users.

Together, we can build an extensive citywide plan with a complete bicycle and pedestrian network that connects residents and visitors to both everyday services and outdoor recreation amenities. We can build a plan that will identify and prioritize a community and data-driven vision for safe, inviting, multi-modal transportation in and around the City, while providing City staff with the resources and tools needed to secure funding for implementation.

Data-Driven, Locally Grounded Deliverables

We approach bicycle and pedestrian network planning with a data-driven methodology based on state and federal best practices documents, such as the FHWA’s Bikeway Selection Guide. This methodology will set the baseline, but all recommendations will be grounded in the local context of Beaumont.

The Team

Our team is structured to deliver the full range of services requested, blending expertise in active transportation planning and design, as well as thoughtful community engagement. The team includes both planners and engineers. Some already know the city well and can provide detailed local understanding, while others will bring an outside perspective to the planning process.

Expert Knowledge

From our work on similar plans, we recognize several considerations that will be especially important for this project. First, acknowledging local history and maintaining the character of the community through context-sensitive recommendations is essential for a successful plan. Second, every street has unique physical challenges that require both creativity and engineering expertise. Lastly, knowledge of grant funding sources and scoring is paramount to project prioritization, so that impactful walking and biking improvements can be advanced to implementation.

C. Firm Profile

Fehr&Peers

We are a California-based S Corporation providing transportation planning and engineering services, with 25 offices and over 400 staff nationwide. Since 1985, we've partnered with public and private clients to design safer, more effective ways for people and goods to move—creating spaces where everyone can thrive, today and for generations to come.

Bringing together data, technology, and the lived experiences of the communities we serve, we help clients make confident, well-informed decisions. Along the way, we've earned national recognition for raising the bar on how transportation projects are planned, designed, and delivered. Many of our first clients still trust us with their transportation needs after decades of collaboration—a testament to the strong partnerships we build and the innovative mindset we bring to every project. We don't just follow trends—we help clients anticipate what's next.

LOCATION OF THE PRINCIPAL OFFICE THAT WILL BE RESPONSIBLE FOR THE IMPLEMENTATION OF THIS CONTRACT

3880 Lemon Street
Suite 420
Riverside, CA 92501
954.274.4800

- Year Founded: 1985
- Form: S-Corporation
- Number of Employees: 403
- Number of Offices: 25

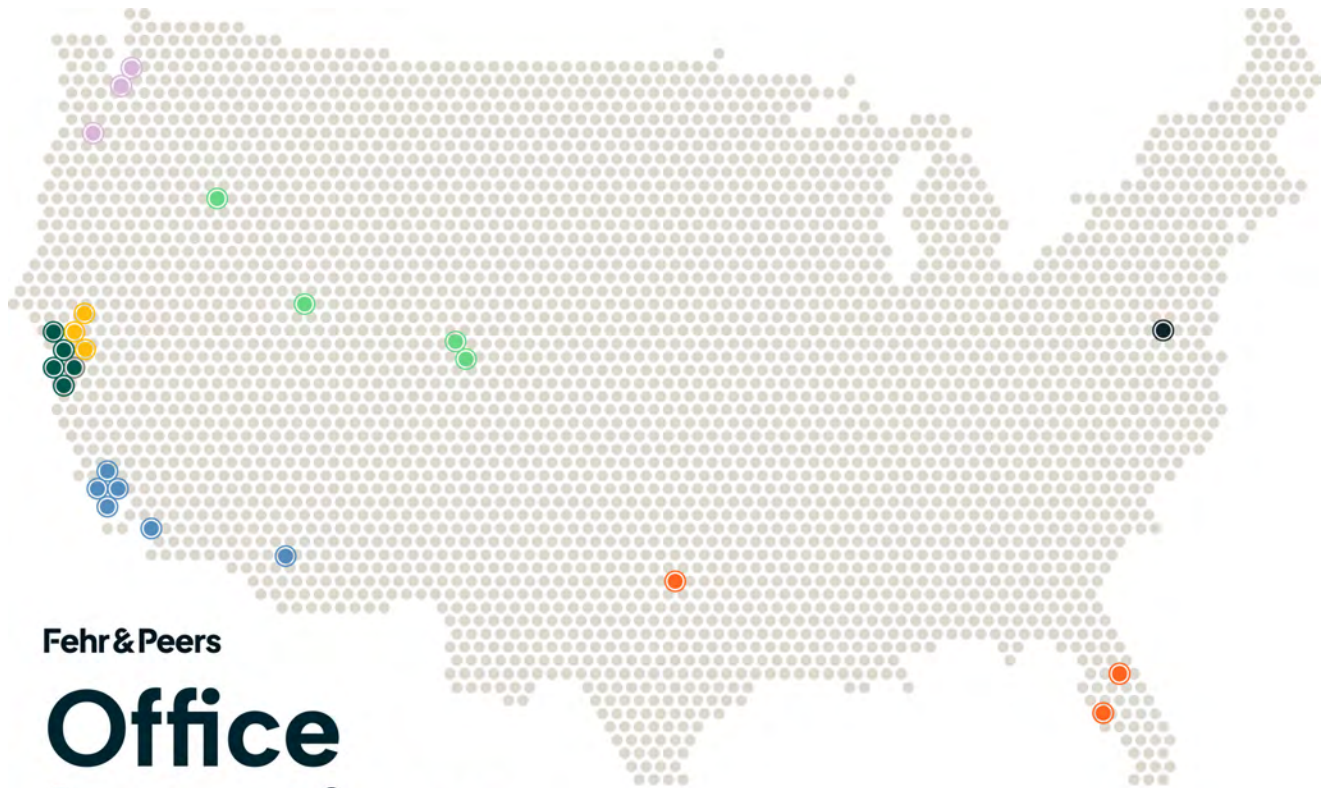
Services Offered

With a blend of multimodal expertise, national perspective, and local insight fueled by our strong and longstanding relationships, we tailor solutions across a wide range of services to meet each community's unique needs.

- Active Transportation
- Climate Resilience & Evacuation
- Community Engagement & Equity
- Complete Streets
- Curbside Management
- Data Science
- Emerging Technologies
- Engineering & Design
- Freight & Goods Movement
- Grant Funding
- Land Use & Transportation
- Multimodal Operations Analysis
- Parking
- Public Lands & Recreation
- Safe Routes to School
- Safe System & Vision Zero
- Sports Venues & Special Events
- Transit Planning
- Transportation Demand Management
- Transportation Economics
- Travel Behavior Forecasting
- Visual Storytelling
- VMT Impacts

Fehr & Peers Office Locations and Number of Staff

Fehr & Peers has 25 offices nationwide, ranging in size from 2 to 56 employees each. This includes five branch offices in Southern California (Riverside, Orange County, Los Angeles, Long Beach and San Diego). We will primarily serve the City of Beaumont from our Riverside office and will supplement it with support from our other Southern California offices.



Fehr & Peers

Office Locations

Pacific Northwest

Portland
Seattle
Tacoma

Sierra

Roseville
Sacramento
Stockton

Bay Area

Oakland
Petaluma
San Francisco
San Jose
Walnut Creek

Southwest

Los Angeles
Long Beach
Orange County
Phoenix
Riverside
San Diego

Rocky Mountain

Boise
Boulder
Denver
Salt Lake City

South

Dallas
Orlando
Tampa

East

Washington D.C.

D. Key Staff

Brief Biographies



Jason Pack, PE

PRINCIPAL | PRINCIPAL-IN-CHARGE

Jason is a Principal at Fehr & Peers with more than 26 years of experience delivering transportation planning and engineering solutions for communities across California. As Principal-in-Charge, Jason will provide strategic oversight and senior technical guidance, drawing on extensive experience with corridor plans, active transportation studies, and multimodal mobility analyses. He has completed more than 20 projects for the City of Beaumont, including circulation planning, corridor studies, and transportation peer reviews, giving him a strong understanding of the City's transportation network and planning priorities. Jason also brings deep expertise in travel demand analysis, VMT assessment, and multimodal corridor planning, helping agencies develop implementable strategies that support safer, more connected bicycle and pedestrian networks.



Donna Lewandowski

ASSOCIATE | PROJECT MANAGER

Donna has more than 22 years of experience advancing transportation safety, active transportation, and public health initiatives. She brings extensive project management experience leading multimodal planning efforts that integrate data-driven safety analysis, field assessments, and community engagement to develop practical recommendations for bicycle and pedestrian improvements. Donna has managed numerous safety and active transportation studies, including Complete Streets safety assessments and Safe Routes to School programs across Southern California, where she led collision analysis, corridor evaluations, and stakeholder coordination to develop implementable improvement strategies. Her background working with state and local agencies provides a strong understanding of agency processes and grant-funded planning efforts, helping communities translate planning recommendations into projects that enhance safety, connectivity, and accessibility for all roadway users.



Matt Benjamin

PRINCIPAL | TECHNICAL SUPPORT

Matt brings more than 20 years of experience advancing multimodal transportation and safety initiatives across Southern California. For this project, Matt will provide technical support informed by his extensive work on active transportation plans, Safe Routes to School programs, and pedestrian safety studies. His experience includes leading complex multimodal planning efforts that integrate collision analysis, field assessments, and community engagement to develop practical safety improvements and connected bicycle and pedestrian networks. Matt has helped cities develop implementable strategies that prioritize safety, improve access to schools and transit, and position communities for active transportation grant funding.



Jolene Hayes

PRINCIPAL | TECHNICAL SUPPORT

Jolene has more than 26 years of experience in transportation planning, land use, and mobility policy development. For this project, Jolene will provide technical support informed by her extensive work on circulation and mobility element updates, multimodal planning, and corridor studies throughout Southern California. Her experience includes evaluating transportation networks, integrating bicycle and pedestrian facilities into broader mobility plans, and working with communities and agencies to balance safety, accessibility, and economic needs. Jolene also brings direct experience working with the City of Beaumont, where she led the Beaumont Truck Routing Study, providing valuable insight into the City’s transportation system and planning priorities.



Trevor Lien

SENIOR ENGINEER/PLANNER | PLANNING LEAD

Trevor has spent more than a decade delivering data-driven active transportation and multimodal planning projects across Southern California. As Planning Lead, Trevor will guide the development of the Bicycle and Pedestrian Master Plan using a data-driven approach that integrates safety analysis, network connectivity evaluation, and implementable design strategies. His experience includes leading and supporting bicycle master plans, active transportation plans, and multimodal implementation strategies for agencies such as the Orange County Transportation Authority, San Bernardino County Transportation Authority, and the City of San Diego. Trevor’s work focuses on identifying network gaps, prioritizing improvements, and developing feasible bicycle and pedestrian recommendations that position communities for successful implementation and future funding.



Claude Strayer

PRINCIPAL | ENGINEERING LEAD

Claude is a transportation engineer with more than 16 years of experience designing multimodal roadway improvements that enhance safety and accessibility for people walking and biking. As Engineering Lead, Claude will guide the development of planning-level design concepts and feasibility assessments for recommended bicycle and pedestrian improvements. His experience includes the design of bikeways, intersection treatments, traffic signal upgrades, signing and striping plans, and sidewalk improvements, with work supporting complete streets initiatives and active transportation projects across the country. Claude regularly leads multidisciplinary teams in developing concept designs and preparing implementation-ready materials that help agencies move bicycle and pedestrian improvements from planning into delivery.



Kristin Brown

SENIOR ENGINEER/PLANNER | OUTREACH

Kristin Brown has ten years of experience designing and leading community engagement programs that support inclusive, people-focused transportation planning. As Outreach Lead, Kristin will guide engagement for the Bicycle and Pedestrian Master Plan, building on her experience delivering outreach for active transportation and Safe Routes to School initiatives. She has led stakeholder interviews, workshops, pop-up events, and data-driven engagement strategies that connect with residents, businesses, and community groups, and translate input into actionable recommendations. Kristin’s approach emphasizes meeting people where they are, elevating diverse perspectives, and helping agencies develop bicycle and pedestrian plans that reflect community priorities and support successful implementation.

E. Scope of Services

Fehr & Peers' extensive prior work for the City of Beaumont has given us a thorough understanding of transportation in the City. Being able to build on the analysis and mapping performed for these previous studies (including the current Circulation Element, and the recent Truck Route Study) will allow us to focus more time and effort on providing solutions, developing concepts and creating materials that will directly translate into impactful grant applications.

Task 1 – Project Management

Task 1.1 Project Initiation

Fehr & Peers will facilitate a kick-off meeting with the Beaumont Project Management team to review project communication protocols, schedule, scope of work, and data needs. This meeting will also serve as our first opportunity to hear from City staff on their overall vision for the project and any context that the project team should keep front and center, such as any new or ongoing transportation projects, industrial developments and truck routes, market conditions, or design concerns.

We will work with City staff to determine the optimal composition of a Bicycle and Pedestrian Advisory Committee (BPAC). Once convened, this committee will serve in an advisory capacity for the development of the Master Plan by helping to determine the goals and targets of the Plan, incorporating input from other agencies and stakeholders, and providing feedback during key phases of Plan development.

Task 1.2 Project Schedule and Management

Fehr & Peers will work with City staff to finalize a detailed project schedule that identifies meeting schedules, key milestones and deliverables. As Project Manager, Donna will be responsible for

monitoring schedule adherence and managing the workload and resource assignments of the technical team. The schedule will be monitored and updated as necessary throughout the project period, in coordination with City staff. Fehr & Peers will closely track the project budget, using monthly progress reports as a ledger of work completed, and a check-in point with Beaumont to demonstrate project progress.

Task 1.3 Meetings and Coordination

Fehr & Peers will set up recurring conference calls with the Beaumont Project Management team for the duration of the project, using Microsoft Teams or another platform if preferred by the City. Early on, these meetings may be used for focused discussions on urgent topics such as data needs, goals and objectives, the composition of the BPAC, upcoming outreach, etc. Other calls may be used simply for updates on progress. The calls will be bi-weekly for the majority of the project schedule, through the development of the Bicycle and Pedestrian Network (Task 5). After that, we have assumed that coordination calls can be monthly, with additional communication on an as-needed basis. We will provide agendas in advance of each meeting and share meeting notes with participants within one business day following each meeting.

In addition to regular management conference calls, we anticipate four meetings with the BPAC during the project period. We envision these meetings to be held in person with a call-in option, but can be held entirely virtually if preferred. We will fine-tune the topics for each BPAC meeting, but these may include:

Session 1: Introduce the project to the committee, help them understand the overall role of the BPAC, and the expectations of being a member. Provide input on the community engagement strategy and public outreach activities.

Session 2: Set the goals and targets for the Plan, and identify opportunities for—and challenges to—improved bicycle and pedestrian access.

Session 3: Interactive review of the recommended

Bicycle and Pedestrian Network, and corridor prioritization methodology.

Session 4: Interactive review of the Draft Bicycle and Pedestrian Master Plan, and provide input on potential implementation strategies.

The sessions described above are intended to provide an example of how the series of BPAC meetings could be designed. Our team is open to other engagement strategies, and looks forward to working with the City to refine the role of the BPAC and meeting progression.

Additionally, we anticipate up to 3 meetings with other agencies or stakeholder groups not represented on the BPAC, to gather additional relevant information.

Task 1.4 Quality Assurance and Quality Control

At Fehr & Peers, we recognize that our technical analysis is important, but so is the way the methods and results are communicated, as well as the process by which the work is reviewed for quality assurance and control.

At the core of the QC process is a hierarchy of staff that are responsible for various aspects of each project. The following hierarchy may be employed on any given project depending on the project requirements and resources.

The Principal-in-Charge (PIC) provides oversight, review, and strategic direction on the study as necessary.

The Project Manager (PM) is responsible for the overall quality of the study, and adherence to schedule and budget. The PM is the primary point of contact for the client.

The Project Engineer/Planner conducts the technical calculations, prepares reports, and supports the PM.

Experts are individuals that have considerable experience on specific topics and are available to collaborate on innovative solutions to a variety of planning and operational problems.

Our **Technical/Administrative Staff** includes individuals who prepare high-quality graphics,

process reports, set up conference calls, and conduct other project-related activities as necessary. This staff allows our engineers and project managers to focus on the technical analysis.

Quality control and quality assurance are provided through structured internal review processes, including review by the project team and, when appropriate, review by staff external to the core project team. Work quality will be managed through detailed written work plans based on Fehr & Peers' recommended practices and senior staff review of all deliverables.

Task 1.5 Documentation and Grant Compliance

Fehr & Peers has completed numerous projects funded through the SB 821 program, and is well versed in the grant eligibility requirements and documentation needs for reimbursement. Project progress and completion supporting documentation will be provided.

TASK 1 DELIVERABLES

- Meeting Agendas
- Draft and Final Meeting Minutes
- Documentation required for grant compliance

Task 2 – Existing Conditions Analysis

Task 2.1 Review of Existing Plans and Data

Fehr & Peers' recent transportation planning work for the City of Beaumont, including the Mobility Element of the Elevate Beaumont 2040 General Plan Update and the 2024 Truck Route Study, as well as the WRCOG Active Transportation Plan, has provided Fehr & Peers a comprehensive understanding of the transportation policy landscape, existing plans, and available data, not only within the City but also within the entire western Riverside region. We will build on these prior efforts, by identifying and documenting any new or updated policies or plans relevant to this project.

The Fehr & Peers team is already familiar with national and state best practices in active transportation planning and complete streets design and we will incorporate appropriate best practices into the ATP.

Task 2.2 Existing Bicycle and Pedestrian Facilities Inventory

For the Elevate Beaumont 2040 General Plan Update, we inventoried the existing bicycle network and identified a Bicycle and Pedestrian Priority Network. We will build on this work, identifying and mapping changes to the existing network that have occurred within the past five years.

Task 2.3 Field Review and Reconnaissance

The Bicycle and Pedestrian Facilities Inventory created in Task 2.2 will be verified through a combination of review of up-to-date aerial imagery and field observation. Potential barriers and constraints will be noted and documented along the existing network.

Task 2.4 Safety and Traffic Context Review

To analyze transportation safety within the City of Beaumont, we will review the most recent five years of publicly available crash data from the Transportation Injury Mapping System (TIMS) at UC Berkeley SafeTREC. Analysis will include injury crashes of all modes, but will focus on crashes involving people walking and biking. The resulting safety analysis will identify factors common among crashes in the City, particularly as pertains to bicycle and pedestrian safety. This analysis will consider factors such as:

- Crash locations in relation to key walking and bicycling destinations, such as parks, schools, and entertainment areas.
- Types of crashes, such as broadside and rear-end.
- Primary collision factors
- Proximity to intersections,
- Time of day
- Presence of lighting

This analysis will generate graphs and charts of common crash characteristics and a hot-spot map of injury crash locations by mode.

Task 2.5 Connectivity and Accessibility Analysis

We will overlay the existing bicycle and pedestrian facility network with the crash analysis from Task 2.4 and maps of key walking and bicycling destinations such as schools, entertainment centers and recreational facilities; and transit routes and stops. This will allow us to identify where barriers such as difficult roadway crossings, geographical features, or network gaps exist.

TASK 2 DELIVERABLES

- Existing Conditions Memorandum summarizing:
- Existing plans and data review
- Existing bicycle and pedestrian network
- Field review findings
- Crash and hot spot analysis
- Connectivity analysis

Task 3 – Field Review and Constraints Analysis

Task 3.1 Right-of-Way Review and Feasibility Analysis

The ease with which bicycle and pedestrian facility improvements can be made often rests on the availability of sufficient existing pavement width and rights-of-way. Acquiring additional easements and rights-of-way can significantly increase the cost and complexity of a roadway project. The Fehr & Peers team will gather available data sets to review roadway widths and right-of-way easements for the transportation network in Beaumont. We will use these to determine locations where bicycle and pedestrian improvements might be possible within the existing corridor width, and locations where acquiring additional easements or rights-of-way

may be required to move a proposed project forward.

Task 3.2 Corridor and Intersection Assessment

For key corridors and intersections, we will conduct planning level assessments to determine constraints that are likely to affect facility implementation, such as geographic features that limit the ability to widen a roadway or sidewalk, difficult crossing conditions, and locations where alternative design treatments may overcome these limitations.

Task 3.3 Physical and Operational Constraints

Preexisting infrastructure—such as utility placement, drainage features, or other structures—can also constrain the ability to implement bicycle and pedestrian facilities. Contextual roadway features such as vehicle speed, traffic volumes, and multiple turn lanes can influence the types of bicycle and pedestrian infrastructure that is appropriate and implementable. These can also affect construction costs and schedules. Fehr & Peers will identify and document these potential barriers and constraints along key corridors.

Task 3.4 Planning Level ADA and Accessibility Considerations

Accessibility considerations related to potential bicycle and pedestrian infrastructure, such as the existence and placement of ADA-compliant curb ramps, and steep grades can impact the types of bicycle and pedestrian facilities that can be implemented. Fehr & Peers will identify and document these considerations at a planning level.

TASK 3 DELIVERABLES

- Technical Memorandum summarizing the findings from Tasks 3.1 through 3.4
- Supporting maps and exhibits, as necessary, to illustrate the findings summarized in the Technical Memo

Task 4 – Policy, Plan, and Standards Review

Task 4.1 Review of City Plans and Policies

The Fehr & Peers team will review the City of Beaumont Plans and Policies identified in Task 2.1.

Our review will consider the following factors:

- Support of safety and active transportation in City infrastructure
- Requirements for including safety and active transportation in new development
- Engagement with and education of the community in support of safety and active transportation
- Historic (last five years) and planned funding for projects and programs to improve roadway safety and increase walking and biking
- Alignment with the Safe System Approach

Task 4.2 Review of Regional and State Guidance

Regional and state plans and guidance for bicycle and pedestrian planning include the WRCOG Active Transportation Plan developed by Fehr & Peers, Alta Planning and Raimi + Associates in 2018, the Southern California Association of Governments' (SCAG) Connect SoCal 2024 Plan, and Caltrans documents "Toward an Active California" and the Highway Design Manual. We will review regional and state-level bicycle and pedestrian planning documents with a focus on alignment between City plans and policies and state and regional priorities, particularly as they are reflected in potential funding sources.

Task 4.3 Review of Design Standards and Guidelines

The Fehr & Peers team is well informed on state and national design standards for bicycle and pedestrian facilities, including the national Manual on Uniform Traffic Control Devices, 11th Edition

Revision 1 (MUTCD), effective December 2025, the California MUTCD effective in January 2026, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition (2021), the AASHTO Guide for the Development of Bicycle Facilities, 5th Edition (2024) and the NACTO Urban Bikeway Design Guide (2025). These plans will be reviewed for their applicability to the Beaumont context to inform project-level designs for bicycle and pedestrian facilities within the City.

Task 4.4 Policy Consistency Assessment

Consistency between the policies and guidelines reviewed in Tasks 4.1 through 4.3 will be assessed as they pertain to the goals defined for this new Bicycle and Pedestrian Master Plan, as developed through this planning process. Any inconsistencies will be catalogued in this task, and recommendations for reconciling them will be included in the Final Plan.

TASK 4 DELIVERABLES

- Technical Memorandum documenting findings from the plan and policy review, with summary tables

Task 5 – Bicycle and Pedestrian Network Development

Task 5.1 Bicycle and Pedestrian Network Framework

The Mobility Element of the Elevate Beaumont 2040 General Plan used a layered approach to develop a network that meets the needs of all roadway users. We will build off of this contextual understanding of which modes should be prioritized on which streets, and consider additional elements such as proximity to bicycle and pedestrian destinations and generators such as schools and parks, roadway widths, speeds and constraints, safety considerations, modifications recommended in the recent Truck Route Study,

industrial development in the southwest part of the City, and the City’s assessment of the downtown area of 6th Street. We believe that a framework for developing a complete bicycle and pedestrian network that takes all of these considerations into account will best serve the City of Beaumont.

Task 5.2 Connectivity and Access

The Bicycle and Pedestrian Network developed for this Plan should be prioritized to serve the destinations people want to access most via active transportation modes. These destinations will be identified by the Community and Stakeholder Engagement tasks, but generally include schools, parks, entertainment destinations, neighborhood services and transit stops. The Connectivity and Accessibility Analysis performed in Task 2.4 will form the basis for this task to ensure that priority is given to closing gaps in connectivity from housing areas to these destinations.

Task 5.3 Safety-Driven Network Development

When people do not feel safe and comfortable using active transportation modes, they often opt for vehicular travel. While not always the case, high-crash corridors and intersections will be avoided by bicyclists and pedestrians, and represent barriers to choosing active travel. Building on the hot-spot map created in Task 2.4, we will identify a high-injury network (HIN). The resulting safety analysis will identify intersections and corridors within the city with high rates of serious crashes. This network will be prioritized based on a system of factor weighting we will develop in collaboration with the BPAC. Common weight considerations include injury severity, bicyclist or pedestrian involvement, children and older adults, and proximity to schools and parks.

Task 5.4 Corridor Prioritization and Phasing

The primary purpose of this task will be to prioritize the top corridors or intersections for interventions that will be developed further in Task 6. We will create a prioritization framework based on the high-injury network developed in Task 5.3, combined with other priorities the City wishes to include. Examples of characteristics that can be used in the prioritization methodology

are key locations for pedestrian and bicycle trip generators, and locations that would increase network connectivity or reduce gaps and barriers.

This methodology will be used to prioritize locations and develop recommended facility concepts and designs for the network. We will examine factors like context, street and intersection configurations, and national, state, and local guidance. Recommendations will be stratified using the FHWA's Safe System Roadway Design Hierarchy (FHWA-SA-22-069).



Task 5.5 Planning-Level Cost Considerations

The Fehr & Peers team will develop planning level cost considerations for the facility concepts and designs developed in Task 5.4.

TASK 5 DELIVERABLES

- Draft Bicycle Network maps and exhibits
- Summary of corridor prioritization and phasing
- Technical Memorandum documenting network development, phasing, and recommendations

Task 6 – Conceptual Design and Plan Development

Task 6.1 Conceptual Design Development

The Fehr & Peers team will develop recommended conceptual designs for the top 5 priority corridors or locations identified in Task 5. Recommended designs will be based on context, priority modes identified for each corridor, and technical feasibility. Priority corridors and locations will be sorted by facility classification and priority mode.

Cross sections will be developed for each facility type, depicting average right-of-way width and proposed configurations that show travel lanes, parking, shoulders, curb/gutter, sidewalk and bike path, and other amenities. These designs will optimize the street for all modes of travel, with consideration given to priority modes identified for each network street.

Cross sections and conceptual designs will be illustrated in a manner to help the public understand the vision and engage with the planning process. Concepts will be presented in the second round of Community Engagement to gauge community comfort with and enthusiasm for different facility types and cross sections.

Task 6.2 Mapping and Exhibits

Fehr & Peers will create maps depicting the planned pedestrian and bicycle network by existing roadway classification and priority mode for each corridor, recommended facility types, and proposed implementation phase. We will also provide maps showing how the existing and

proposed networks connect to key destinations and publicly owned lands such as parks, schools, and neighborhood services. Draft network maps will be prepared and revised based on the second round of community engagement and one round of comments from the City and BPAC.

TASK 6 DELIVERABLES

- Conceptual design exhibits and typical cross sections
- Draft and Final Bicycle and Pedestrian Master Plan maps

Task 7 – Community and Stakeholder Engagement

At Fehr & Peers, we center community feedback as one of the most important components in creating and improving healthy, sustainable communities.

We will provide equitable public outreach, generating insightful feedback and meaningful recommendations, to provide the most comprehensive Bicycle and Pedestrian Master Plan for the City of Beaumont. This is an exciting opportunity to partner with the City in creating a safe and accessible active transportation system that embraces classic and new forms of mobility, as it connects users across Beaumont’s “rustic, rural beauty, and charm.”

Our public outreach strategy will employ diverse types of engagement initiatives aimed at raising project awareness and capturing feedback across a wide range of stakeholders. This approach enables the City to provide a Final Plan that reflects community-wide values and aspirations.

Task 7.1 Community Engagement Strategy

The goal of this engagement strategy is to connect with as comprehensive a cross section of community members as possible, over a 15-month timeframe. We aim to reach residents and small business owners, families and bike enthusiasts,

and those who walk, run, or roll for transportation or enjoyment. We will engage with community members of varying ages (young and old alike) and mobility levels. With growth in the housing and warehouse sectors of the City, we will also aim to reach incoming residents, workforce populations, warehouse owners, and property developers. City and elected officials will continue to play a role in providing critical and strategic feedback that shapes a safe, successful, and sustainable Plan. Fehr & Peers will work closely with the City of Beaumont to tailor this list of stakeholders to ensure we connect with the right organizations.

Task 7.2 Public Outreach Activities

Creating and hosting compelling, interactive, and convenient public outreach activities will help attract feedback through both in-person and online mediums. It is important to create hands-on initiatives and events to ensure public awareness and education about the Plan, while simultaneously fostering community ownership and buy-in. We will have activities that are meaningful and convenient for the community, to ensure as much participation as possible.

We will work with the City to create two public outreach surveys that collect measurable data, informing a numbers-based Plan. These surveys will be the backbone of our public outreach strategy and will be launched first at the start of outreach, and then toward the later months of outreach, allowing them to run alongside stakeholder meetings and public outreach events, as we move across the 15-month timeline. These surveys will be deployed online so that they are always accessible and convenient for participants, while being easily administered at in-person meetings or events.

The first survey will focus on how community members use the current bicycle and pedestrian infrastructure, giving them an opportunity to talk about barriers to using the existing system, while identifying specific areas of concern through an interactive map. The second survey will build off the findings from the first survey and will be deployed during the second half of the timeline.

As the public outreach process gains momentum, Fehr & Peers staff will expand outreach efforts by hosting 6 pop-up events across the City at established community gatherings like Beaumont

Nights or the annual Lavendar Festival. At these pop-up events attendees can learn about City's goals and vision for the project, supported by posters that highlight current and future active transportation routes and paths. Posters will also provide visual examples of bike and pedestrian facilities to help attendees create a vision for what they would like to see implemented in the City. Attendees will then be able to vote on each facility type by placing a green dot on the poster. This will create a visual representation of the infrastructure community members agree on. Finally, everyone will be encouraged to take the online survey at the pop-up event, or will be given a reminder card to fill out the survey at a more convenient time. These pop-ups create an opportunity to engage with a wide and diverse range of stakeholders during events around the city.

Digital and print communication materials will support all outreach initiatives across the course of the engagement process. Themes focused on active transportation and lifestyles, bicycle and pedestrian safety, and community empowerment and awareness will be employed to underscore the City's commitment to "abundant recreational opportunities and rich community life."

We will create materials that bring awareness to the project, educate people on the Master Plan, direct people to the online survey, and invite the community to the interactive engagement workshop. Social media campaigns that utilize the City's accounts across Instagram, Facebook, and LinkedIn will complement this approach.

Printed materials such as posters and postcards will be created to place in businesses and anchor institutions around the City. Digital announcements will be posted in local online information platforms like Nextdoor. By creating a comprehensive communication strategy, we ensure that the public outreach process stays top of mind with the community as a whole.

Task 7.3 Stakeholder Coordination

Coordinating with key stakeholders, such as WRCOG, school districts, transit providers, and council members will help gather feedback and recommendations rooted in the strategic and functional reality of Beaumont. We will work directly with the City to curate this list of stakeholders, then engage them through in-

person and virtual listening sessions, and phone calls where necessary. Throughout this process we will document all responses, generating a holistic foundation of feedback from a variety of contributors.

Task 7.4 Documentation of Public Input

Throughout the public outreach process, we will collect quantitative and qualitative data that will inform the Bicycle and Pedestrian Master Plan, through both analysis of numerical measurements and context-rich feedback. We will prepare a report that describes the entire public outreach process, summarizes all feedback, and identifies themes, concerns, and recommendations that emerge from analyzing community and stakeholder feedback. This information will be presented in a clear, straightforward way to help inform and construct the City's updated Plan. We will draft an initial report on engagement efforts and results for the City for review. The finalized engagement report will be included in the Final Bicycle and Pedestrian Master Plan as an appendix.

TASK 7 DELIVERABLES

- Community Engagement Plan
- Pop-up Event Materials
- Online surveys (2)
- Summary of public and stakeholder input and responses
- Documentation suitable for inclusion in the Draft and Final Bicycle and Pedestrian Master Plan

Task 8 – Final Bicycle and Pedestrian Master Plan

Task 8.1 Draft Bicycle and Pedestrian Master Plan

Fehr & Peers will compile summaries, technical memos and exhibits from previous tasks into a Draft Bicycle and Pedestrian Master Plan. This

Draft will include maps, tables, images, and text based on these prior deliverables, using graphic elements and layout for reading comprehension both online and in print. The Plan itself will be focused on key needs, messages, and deliverables for use by City staff, elected officials, and the public. Supporting data will be provided in appendices.

The Draft Plan will be provided to the project team and the BPAC for one round of comments.

Task 8.2 Implementation Strategy

Fehr & Peers will create an implementation strategy to drive construction of walking and biking projects; rollout of non-infrastructure programs; and ongoing monitoring, evaluation, and adjustment of these programs and improvements. This program will include the following:

- Identification of prioritized (high/medium/low priority) projects stratified by short-, medium- and long-term implementation actions
- Planning-level cost estimates and potential funding sources and strategies to support grant applications
- Identification of next steps and potential project partners to advance projects to design and implementation phases.

Task 8.3 Final Bicycle and Pedestrian Master Plan

Comments received from the BPAC and City staff will be reviewed and incorporated in the Final Plan as appropriate. Comments and resolutions will be documented in tabular form and provided with the Final Plan.

Task 8.4 City Council Presentation and Approval

An executive summary and presentation of the Bicycle and Pedestrian Master Plan will be prepared and presented to the Beaumont City Council by the Fehr & Peers team. All deliverables and supporting materials will be compiled and provided in digital format to the City.

TASK 8 DELIVERABLES

- Draft Bicycle Master Plan
- Final Bicycle Master Plan
- Executive summary document
- City Council presentation
- Digital deliverables and supporting files

Task 9 – Project Closeout and Grant Documentation

Task 9.1 Final Review and Approvals

Final City Council comments will be addressed by Fehr & Peers staff, and we will work with City staff to obtain approval of the Final Plan.

Task 9.2 Grant Documentation Support

The Fehr & Peers team will provide documentation as required for grant reimbursement as documented in the SB 821 grant guidelines and agreement.

Task 9.3 Project Closeout

Fehr & Peers will confirm the completion of all tasks in the project scope, provide final copies of all project deliverables, and attend a close-out meeting with City staff if requested.

TASK 9 DELIVERABLES

- Final approved Bicycle and Pedestrian Master Plan and supporting documentation
- Project closeout summary
- Grant documentation support materials, as requested

Optional Tasks

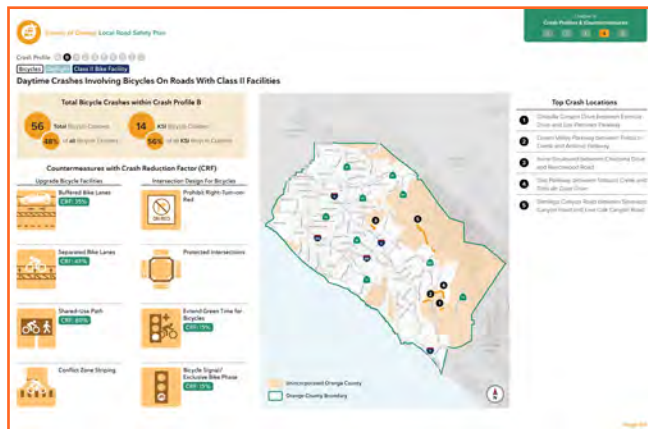
Fehr & Peers would like to suggest several optional tasks that we believe will increase community acceptance of the Plan, and strengthen the benefit of recommended safety countermeasures.

Optional Task 1: – Community Walk Audits

Walk audits are versatile tools for pedestrian planning efforts. They can increase public engagement with the planning process, build awareness of pedestrian design, and identify safety issues specific to walking. Walk audits are both educational for the participating members, as well as an excellent method to gather community input on specific, high-profile corridors. They can be particularly effective for generating support when conducted with elected officials or high-level City decision-makers. Fehr & Peers recommends conducting community or decision-maker walk audits for the top two locations identified in Task 5. For this task, Fehr & Peers staff would lead the audits and provide documentation of the process and outcomes. The information collected would be added to the Community Engagement data, and used to determine effective, community-approved countermeasures.

Optional Task 2 – Common Crash Profiles Involving Bicyclists or Pedestrians

For this task, Fehr & Peers would perform a systemic analysis of different factors that contribute to crashes, with the goal of identifying common crash profiles involving bicyclists or pedestrians in the City of Beaumont. Used with GIS data, crash profiles can be used to determine where bicycle or pedestrian crashes may be expected to occur in the future, even if those locations have not yet experienced collisions. These profiles would then be used to determine what countermeasures will be most effective in reducing injury crashes, and where on the identified network they could be used to greatest effect.



Optional Task 3 – Detailed Concept Designs and Cost Estimates

For this task, Fehr & Peers would prepare detailed concept designs and cost estimates for up to three of the top-ranked projects identified through the network development and corridor prioritization efforts. Projects that have more in-depth design and cost estimating are more likely to be successful when applying for implementation funding.

Optional Task 4 – Grant Support

Fehr & Peers' staff are experienced grant writers, helping clients secure over \$150 million in safety planning and implementation funding in the past 10 years, including \$116 million in SS4A implementation funding. Fehr & Peers also has helped secure over \$32 million in HSIP funding, over \$570 million in federal funding, and a total of over \$969 million for clients throughout the country.

For this task, Fehr & Peers would help Beaumont craft compelling grant narratives that communicate the context and a clear purpose and need to the reviewers. Project descriptions will highlight the unique aspects of the project while staying within the funding agency's guidance. We will produce visual aids supported by the data and analysis completed through this planning effort. This task was estimated at approximately 54 hours. The number of projects/grants that can be addressed will be dependent on complexity of the project and type of funding being applied for.

Optional Task 5 – Addendum to the General Plan

This Bicycle and Pedestrian Master Plan represents a continuation of work begun during the development of the Mobility Element of the Elevate Beaumont 2040 General Plan Update. As such, we have an opportunity to strengthen the Bicycle and Pedestrian Master Plan by amending the General Plan to integrate the final bicycle and pedestrian network resulting from this project into the goals, priorities and policies of the General Plan. Robust integration with the General Plan can help both garner public support for projects and obtain grant support for implementation.

F. Approach

Fehr & Peers considers each potential assignment carefully, and only pursues projects to which we can commit the appropriate time, effort, and resources to provide excellent services. We are able to offer a dedicated team for this project and can supplement it as needed from our large pool of resources. Our approach to each project we commit to includes the following:

Ongoing Communication with City Staff

Fehr & Peers understands that collaboration and open communication lead to successful, high-quality, on-time and on-budget projects. We prioritize setting clear expectations and creating open channels of communication from the start. We remain in continual communication with our clients throughout each project and have a proven record of success working as a team with the City of Beaumont.

Defined Expectations

Fehr & Peers will work with City staff to identify expectations at project onset. By communicating clearly from the beginning, we can create a schedule and budget that will work for Beaumont.

Overcoming Challenges

We are aware that however well expectations are defined at the outset of a project, circumstances may change. Challenges can arise due to a range of issues including tight schedules, limited budget resources, neighborhood controversy/opposition, and interactions with adjacent agencies. Fehr & Peers has successfully dealt with each of these issues on prior projects. We can respond to tight schedules by reassigning staff. We can tailor our scope of work to meet budget expectations. We can adjust our engagement approach to address neighborhood concerns.



We strive to remain nimble, so that we are able to adjust our study approach, call upon additional resources when necessary, and address other potential issues as they arise.

Delivering On Schedule

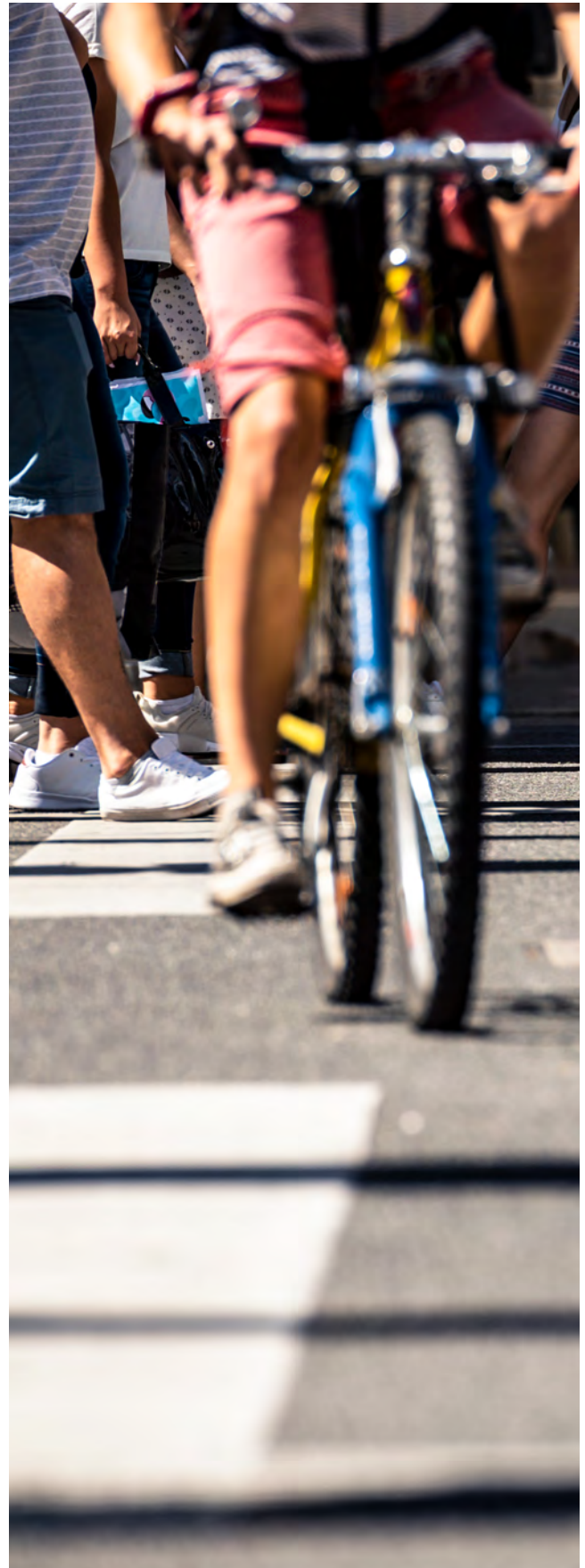
Before a project begins, we analyze and forecast the time and resources needed to complete project deliverables by their scheduled due date. Workload is managed on a weekly basis to ensure sufficient progress is made based on schedule commitments. Project managers meet weekly to plan staff loading and resolve any potential conflicts with project commitments.

Cost Control/ Managing Budget

Fehr & Peers relies on a state-of-the-art project management system, the Deltek VantagePoint platform, which provides on-line, real-time cost and budget status. This information is used to generate weekly and monthly progress reports. These monthly reports are provided with each invoice and include comparisons of project budget spent versus workload complete.

Communicating with Other Stakeholders and the Public

With frequent multi-agency coordination experience from numerous projects, and our experience in multiple jurisdictions, we understand the demands and sometimes competing interests of stakeholders on planning and engineering projects. Our initial proposed designs and planning solutions take into account agency requirements, national best practices, and the local context, thereby minimizing controversy when initially reviewed by stakeholders and affected community members during the planning phase. We understand, however, that public and stakeholder concerns can still arise. These can be alleviated through in-depth knowledge of the area, photos documenting conditions, micro-simulation, clear communication, and listening with empathy to truly understand the needs and concerns of affected community members and stakeholders.



Project Schedule

Project Start Date: June 2026

Tasks	2026									
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	
Task 1 – Project Management										
1.1 Project Initiation										
1.2 Project Schedule and Management										
1.3 Meetings and Coordination			B			B			B	B
1.4 Quality Assurance and Quality Control										
1.5 Documentation and Grant Compliance										
Task 2 – Existing Conditions Analysis										
2.1 Review of Existing Plans and Data										
2.2 Existing Bicycle and Pedestrian Facilities Inventory										
2.3 Field Review and Reconnaissance										
2.4 Safety and Traffic Context Review										
2.5 Connectivity and Accessibility Analysis						2				
Task 3 – Field Review and Constraints Analysis										
3.1 Right-of-Way Review and Feasibility Analysis										
3.2 Corridor and Intersection Assessment										
3.3 Physical and Operational Constraints										
3.4 Planning-Level ADA and Accessibility Considerations								3		
Task 4 – Policy, Plan, and Standards Review										
4.1 Review of City Plans and Policies										
4.2 Review of Regional and State Guidance										
4.3 Review of Design Standards and Guidelines										
4.4 Policy Consistency Assessment								4		
Task 5 – Bicycle and Pedestrian Network Development										
5.1 Bicycle and Pedestrian Network Framework										
5.2 Connectivity and Access										
5.3 Safety-Driven Network Development										
5.4 Corridor Prioritization and Phasing										
5.5 Planning-Level Cost Considerations										
Task 6 – Conceptual Design and Plan Development										
6.1 Conceptual Design Development										
6.2 Mapping and Exhibits										
Task 7 – Community and Stakeholder Engagement										
7.1 Community Engagement Strategy		C								
7.2 Public Outreach Activities										
7.3 Stakeholder Coordination					S					
7.4 Documentation of Public Input										
Task 8 – Final Bicycle and Pedestrian Master Plan										
8.1 Draft Bicycle Master Plan										
8.2 Implementation Strategy										
8.3 Final Bicycle and Pedestrian Master Plan										
8.4 City Council Presentation and Approval										
Task 9 – Project Closeout and Grant Documentation										
9.1 Final Review and Approvals										
9.2 Grant Documentation Support										
9.3 Project Closeout										

2027								Notes and Major Deliverables
Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	
		B						B = BPAC Meeting
								2 = All Task 2 Deliverables
								3 = All Task 3 Deliverables
								4 = All Task 4 Deliverables
5								5 = All Task 5 Deliverables
		D	6					D = Draft Master Plan Maps, 6 = All Task 6 Deliverables
								C = Community Engagement Plan
S								S = Summaries of Public Input and Responses D = Documentation for Inclusion in the Master Plan
			D					D = Draft Bicycle and Pedestrian Master Plan
					F			F = Final Bicycle and Pedestrian Master Plan
							8	D = All Remaining Task 8 Deliverables
							9	9 = All Task 9 Deliverables

G. Additional Information

Requested Contract Changes

If awarded this contract, Fehr & Peers hopes to be able to negotiate a contract with the City that has similar terms to what was agreed upon in our On-Call Agreement between the City and Fehr & Peers, dated February 7, 2023, including a comparable indemnification obligation. We believe this approach serves the best interests of both parties, as the previously established terms ensure that our insurance will protect the City in the event of a claim.

H. References

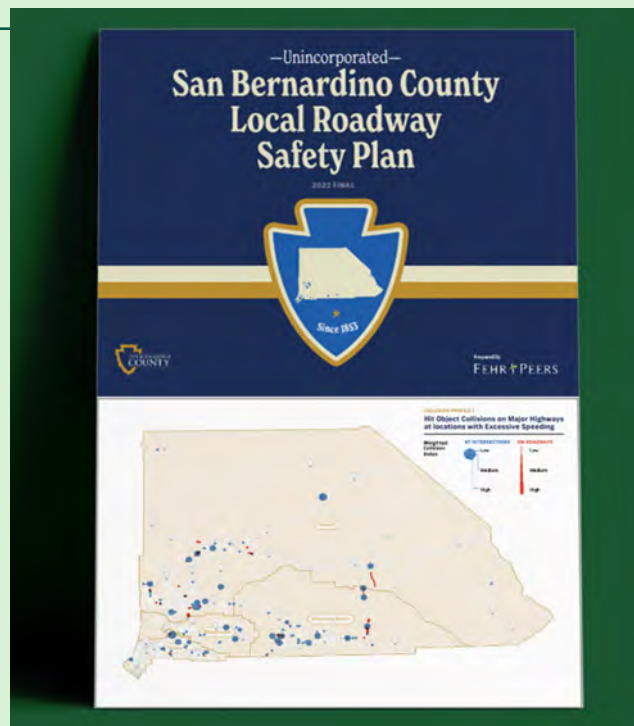
SANTA BARBARA COUNTY ATP

FEBRUARY 2021 – OCTOBER 2024

Fehr & Peers led the development of County of Santa Barbara’s first Active Transportation Plan, engaging communities across unincorporated areas to develop a prioritized set of policies and more than 35 pedestrian and bicycle improvements that support safer, more sustainable everyday travel. Services included data analysis, safety analysis, community engagement, conceptual design, cost estimating and grant support.

REFERENCE CONTACT

Mark Friedlander
Active Transportation Manager
County of Santa Barbara Public Works,
Transportation Division
(805) 568-3576
mkfriedlander@countyofsb.org



SAN BERNARDINO COUNTY LRSP

JANUARY 2022 – NOVEMBER 2022

Fehr & Peers developed a Local Road Safety Plan (LRSP) focused on County maintained roadways within unincorporated San Bernardino County. We used a dual-pronged approach: 1) identifying priority systemic safety improvement projects based on high-risk roadway features that are correlated with fatal and severe collision types, and 2) reviewing collision trends to develop behavioral countermeasures. The plan also included stakeholder engagement, the development of six Highway Safety Improvement Program (HSIP) grant applications for the County under a constrained timeline, and helped the County secure millions of dollars in funding for project implementation.

REFERENCE CONTACT

Noel Castillo, P.E.
Deputy Director – Transportation
Department of Public Works
noel.castillo@dpw.sbcounty.gov
Phone: 909-387-7916
825 E. Third Street
San Bernardino, CA 92415-0835



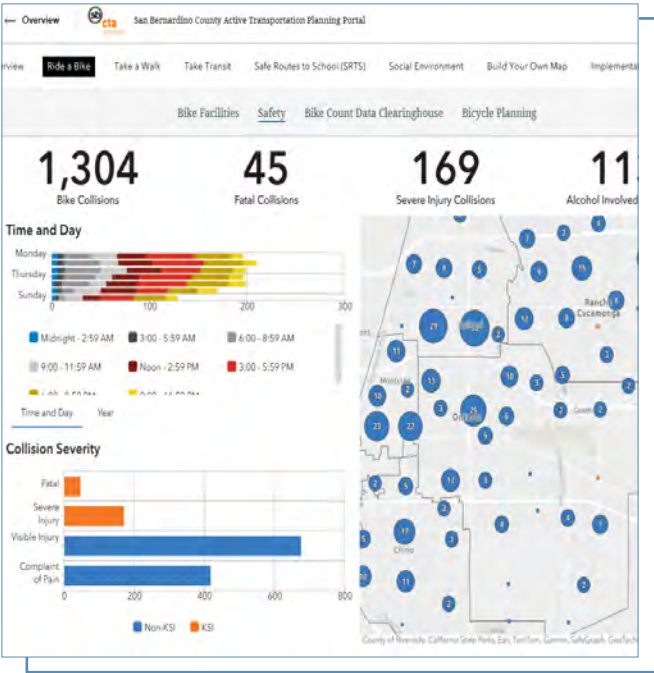
WRCOG ACTIVE TRANSPORTATION PLAN

NOVEMBER 2016 – JULY 2018

Fehr & Peers led the team preparing the Western Riverside Council of Governments (WRCOG) Active Transportation Plan (ATP). This included obtaining and reviewing relevant planning documents; establishing a working group to engage a broad section of stakeholders; and developing a survey instrument and survey methodology to determine the sub region’s general needs, values and concerns surrounding walking, bicycling, and transit. The existing conditions analysis also included collision analysis; economic indicators; and data on key health topics including obesity rates, physical activity rates, chronic diseases affected by air quality and physical activity (including asthma, coronary diseases, and cancer), and mortality rates. The final ATP included priority projects as well as goals, objectives, and performance metrics for the implementation of the plan.

REFERENCE CONTACT

Christopher Tzeng
 Program Manager
 Western Riverside Council of Governments
 ctzeng@wrcog.us
 951.405.6711



SBCTA ATP PROJECT PRIORITIZATION AND GRANT SUPPORT

APRIL 2023 – JUNE 2024

Fehr & Peers developed a methodology to evaluate and prioritize proposed bicycle, pedestrian and safe routes to school projects across San Bernardino County. This included stakeholder outreach and the development of a web-based tool to collect stakeholder and agency input and to present the final rankings. Fehr & Peers also supported the development of four ATP grant applications.

REFERENCE CONTACT

Ginger Koblasz
 San Bernardino County Transportation Authority (SBCTA)
 (909) 884-8276
 gkoblasz@gosbcta.com
 1170 W 3rd Street
 San Bernardino, CA 92410 US



RANCHO CUCAMONGA ATP/SAFE ROUTES TO SCHOOL PLAN

JULY 2022 – JULY 2023

Fehr & Peers developed an APA-award winning school-focused active transportation plan for Rancho Cucamonga. Services included data analysis, safety analysis, community engagement, conceptual design, cost estimating and grant support.

REFERENCE CONTACT

Justine Garcia
City of Rancho Cucamonga
(909) 774-2046

CORONA COMPLETE STREETS SAFETY ASSESSMENT

JUNE 2021 – ONGOING

Fehr & Peers provides peer review of transportation impact studies for the City to ensure consistency with adopted SB 743 thresholds and traffic impact study guidelines, documenting findings through technical memoranda.

REFERENCE CONTACT

Rosie Ureno
City Traffic Engineer
(951) 817-5708
Rosalva.Ureno@CoronaCA.gov
400 South Vicentia Avenue
Corona, CA 92882

WESTMINSTER GARDEN GROVE BOULEVARD CYCLE TRACK & LRSP

**AUGUST 2016 – JANUARY 2018
& JANUARY 2021 – ONGOING**

Fehr & Peers previously supported the City of Westminster by evaluating a potential cycle track along Garden Grove Boulevard. We are currently developing the City’s Local Road Safety Plan, using a data-driven approach to identify priority projects and strategies that improve safety for all roadway users.

REFERENCE CONTACT

Adolfo Ozaeta
Assistant City Manager
City of Westminster
8200 Westminster Blvd
Westminster CA 92683
(714) 548-3462

I. Resumes





Jason D. Pack, PE

Principal | Principal-in-Charge

About

Jason is a Principal at Fehr & Peers in Southern California, where he blends deep technical expertise with forward-thinking leadership. In addition to managing a wide range of transportation projects, Jason spearheads the firm’s research and development initiatives in emergency evacuation assessment—helping communities plan for the unexpected.

With a strong foundation in travel demand forecasting, traffic operations (including micro-simulation), VMT and big data analysis, and transit ridership forecasting, Jason excels at translating complex data into actionable insights. He is a trusted advisor to clients navigating the evolving landscape of NEPA and CEQA transportation impact studies.

Jason’s recent work includes leading mobility analyses for major infrastructure projects, guiding SB 743 implementation strategies including helping agencies establish VMT banks and exchanges, and supporting compliance with California’s latest evacuation planning mandates (SB 99 and AB 747). Whether shaping future-focused transportation policies or solving today’s toughest mobility challenges, Jason is driven by a mission to make smarter, safer, and more sustainable communities a reality.

Relevant Project Experience

City of Beaumont Experience

Jason has completed a wide variety of over 20 projects for the City of Beaumont in California, including:

- Beaumont General Plan Circulation Element
- Beaumont Peer Review Services
- Pennsylvania Avenue Grade SEP
- Beaumont South of SR 60 Roadway Nexus Study
- I-10 and Oak Valley Parkway PAED
- Beaumont Truck Route Study
- Beaumont 6th Street Revitalization Test
- Beaumont Gorgonio Professional Center Peer Review
- Beaumont Highland Springs at 6th Street Signal Timing
- Beaumont Marketplace at Oak Valley Peer Review
- Beaumont Noble Creek Vista Peer Review
- Beaumont Truck Route & Parking Ordinance
- Beaumont Oak Valley Village TIA Peer Review
- Beaumont Mustang Trip Gen Peer Review
- Beaumont Heights Business Peer Review
- Beaumont San Jacinto Peer Review
- Beaumont Lilac Center TIA Peer Review
- Beaumont 79 North Center TIA Peer Review
- Beaumont Pointe TIA Peer Review
- Beaumont Orchard Logistics Peer Review
- Beaumont Legacy Peer Review

Education

Bachelor of Science in Civil Engineering, University of California, Davis, 1999

Registrations

Licensed Traffic Engineer (TR2402)

Years of Experience

Total: 26 years

With Fehr & Peers: 26 years

Affiliations

Association of Environmental Professional (AEP)

American Society of Civil Engineers (ASCE)

American Planning Association (APA)

Urban Land Institute (ULI)

Recognitions

WTS Honorable Ray LaHood Award Winner (Man of the Year) – IE Chapter, 2023

Presentations

VMT-Related:

- 2023 UCLA Land Use Law and Policy
- 2022 National APA
- 2022 Western ITE
- 2022 CEAC Public Works Officers Institute
- 2022 SBCOG City/County
- 2019 California APA
- 2019 CSU Facilities

Presentations (cont.)

Future of Transportation:

- 2018 SBCTA City/County
- 2017 WRCOG Planning

Parking:

- 2018 OC Planning Directors

Emergency Evacuation

- 2022 National APA
- 2022 California APA

Multimodal LOS

- ULI SCIC

- I-10 Pennsylvania Avenue Support

Specific Plans/Master Plans/Corridor Plans

Jason has completed assessments for more than 20 specific plans, master plans, and corridor plans. Key projects are identified below:

- Beach Boulevard Corridor Specific Plan, Anaheim, CA
- MAG High Capacity Transit Corridors Sustainability Study, Phoenix, CA
- RTC of Southern Nevada High Capacity Transit Study, Las Vegas, CA
- Long Beach Boulevard Corridor Specific Plan, Long Beach, CA
- Cal Poly Pomona Master Plan
- Holt Boulevard Corridor Plan, Ontario, CA
- High Speed Rail Access Study, Rancho Cucamonga, CA
- HART District Plan, Rancho Cucamonga, CA
- Wine Country Community Plan, Riverside County, CA
- CollegeTown Specific Plan, Fullerton, CA
- Mall Specific Plan, Westminster CA
- The Resort/Empire Lakes Specific Plan, Rancho Cucamonga, CA
- Bus Rapid Transit TOD Overlay Study, San Bernardino, CA

Design Studies

Jason has taught complete streets design for UC Berkeley Technology Transfer, Caltrans, and LA Metro; but has also been involved in a variety of design-related studies. These design focused efforts are described below:

- Foothill Boulevard – Rancho Cucamonga
- Haven Avenue – Rancho Cucamonga
- LRSP Corridor Safety Enhancements
 - Montclair
 - Westminster
 - Lake Elsinore
- Downtown Roseville
- Downtown Victorville
- Adalanto Specific Plan
- The Resort Specific Plan
- Cal Poly Pomona Transit Lane
- Cal Poly Pomona Bikeway Project
- Fullerton Bikeway Connection Study
- San Jose Bicycle Freeway Corridor Study
- Holt Boulevard BRT Corridor Concept Design
- Long Beach Southeast Area Specific Plan Complete Street Concepts
- Carlsbad Comprehensive Active Transportation Strategies (CATS)



Donna C. Lewandowski, AICP, RSP₂B

Associate Transportation Planner | Project Manager

About

Donna has over two decades of experience working at the intersection of transportation and public health. She is a certified Level 2 Road Safety Professional in the behavioral discipline, and brings perspectives from public health, sustainability and human behavior to her transportation planning projects. Donna has significant program and project management experience and has secured over two dozen federal grant awards in both the transportation and public health fields. She has served on NCHRP Research Project Panels and provided technical assistance on National Institute of Health grant panels.

Donna has worked for both state and county governments, giving her a thorough knowledge of agency processes and requirements. She excels in public presentations, engaging with diverse stakeholders, decision-makers and the media.

Relevant Project Experience

Complete Streets Safety Assessment (Riverside, CA)

Project Manager. Donna led interviews with local staff to understand their safety concerns for the corridors, reviewed historic collision data to understand key safety issues, and completed field visit safety and walking audits. The final summary report included project recommendations with conceptual designs of proposed improvements in a 10-mile long corridor in Riverside.

Complete Streets Safety Assessment (Corona, CA)

Project Manager. Donna led interviews with local staff to understand their safety concerns for the corridors, reviewed historic collision data to understand key safety issues, and completed field visit safety and walking audits. The final summary report included project recommendations with conceptual designs of proposed improvements in two key corridors and a key intersection in Corona.

Safe Routes to School Study (La Habra, CA)

Project Manager. Donna is leading the development of a Safe Routes to School Study for 15 schools across urban and suburban areas. For each school, the team will conduct walk audits and detailed collision analyses using state and local data. The final report will identify infrastructure improvements that enhance safety and position the City for future grant funding opportunities.

Complete Streets Safety Assessment (Tustin, CA)

Project Manager. Donna led interviews with local staff to understand their safety concerns for the corridors, reviewed historic collision data to understand key safety issues, and completed field visit safety and walking audits. The final summary report included project recommendations with conceptual designs of proposed improvements in two key corridors in Tustin.

Providence Mission Hospital Safety Mobility Study (Mission Viejo, CA)

Project Manager. Donna led the development of a safety and mobility study for the hospital campus. Steps included a close analysis of crash reports over a two-year period; two campus field visits to assess the circulation, signage, and roadway

Education

Master of Public Health – Policy and Management, University of Arizona, Tucson AZ (2022)

Master of Science – Urban Planning, University of Arizona, Tucson AZ (2007)

Graduate Certificate – Sustainable Tourism, Arizona State University, Tempe AZ (2016)

Bachelor of Science – Psychology, Northern Arizona University, Flagstaff AZ, (1999)

Registrations

American Institute of Certified Planners (#34532)

Road Safety Professional Level 1 (#1132)
Level 2 – Behavioral (#29)

Years of Experience

Total: 22 years

With Fehr & Peers: 1 year

Affiliations

American Planning Association (APA)

Institute of Transportation Engineers (ITE)

Presentations

Vulnerable Road User Planning and Design Tools – ASCE National Conference (2023)

Lost in Translation: Bridging the Communication Gap Between Transportation and Public Health – AZ APA (2023)

Presentations (cont.)

Bottom-up and Top-down:
Addressing walking and
bicycling in rural areas through
a health lens – APBP (2022)

markings; development of recommendations to improve pedestrian and vehicle safety; and creation of a slide deck to communicate the study steps and results.

SS4A Vision Zero and Safety Action Plan (Glendale, AZ)

Project Manager. Donna is leading the crash analysis and creation of a high-injury network, and leading several components of the final product: development of a Vision Zero Plan and a Neighborhood Safety Plan, and a Speed Study. Additionally, she assisted in the development and execution of a visioning workshop.

Local Road Safety Plan, Scottsdale Road (Scottsdale, AZ)*

Behavioral Safety Specialist. Donna led a Road Safety Assessment for a 6-lane mixed-use arterial roadway. The analysis included a 5-year crash analysis, field observations, a multi-jurisdictional Traffic Impact Assessment (TIA) analysis to determine the cumulative effect of multiple TIAs in the corridor, and interviews with staff from transportation, police, and fire to better understand the safety concerns. In addition to infrastructure and programmatic recommendations, the final report included policy and implementation actions to incorporate safety analysis into TIA requirements.

Road Safety Assessment, SR89A from Robert Road to the Base of Mingus Mountain (Prescott Valley, AZ)*

Behavioral Safety Specialist. Donna led a Road Safety Assessment for an 8-mile segment of a two-lane rural highway. The analysis included a 5-year crash analysis, field observations, and interviews with staff from transportation, police, and fire to better understand the safety concerns in the corridor. Analysis was completed separately for the corridor and one major intersection. The final report included infrastructure and programmatic recommendations, to increase safety throughout the corridor.

Safe Routes to School Plan (Salt River Pima-Maricopa Indian Community, AZ)*

Lead Planner. Donna led the planning process, reviewing the vehicular pick-up and drop-off circulation plan, and assessing bicycle and pedestrian connectivity with the surrounding neighborhoods. The plan recommended physical improvements around the school and programmatic recommendations for all 6 SRTS E's, a walking and biking route map, and a funding and implementation plan.

Statewide Vulnerable Road User Safety Assessment (Colorado Department of Transportation)*

Lead Planner. Donna was responsible for performing an equity analysis to identify high-risk areas and populations; interpreting the results of qualitative and quantitative analyses; identifying and analyzing related plans within Colorado and its policy peer states; and conducting consultations with representatives of identified high-risk populations. The final VRU report was completed using a Safe System Approach.

SS4A Comprehensive Safety Action Plan (Waterloo, IA)*

Project Manager. Donna led the development of an SS4A-compliant Safety Action Plan for the downtown area, which included a vulnerable immigrant population. The data-driven analysis resulted in recommendations for both location-specific and systemic countermeasures to increase the safety of all roadway users.

**Work performed before joining Fehr & Peers*



Matt Benjamin

Principal | Technical Support

About

Over the past 20+ years, Matt has approached transportation planning from a variety of perspectives, both as a user of all modes, and through his work in the public, non-profit, and private sectors. He has a long track record of leading complex multimodal transportation and safety projects that have been implemented throughout Southern California including complete streets projects, safety improvements, bike share systems, mobility hubs and next generation bus stops. Matt regularly coordinates teams of planners, data scientists, and engineers to develop appropriate complete streets and traffic safety countermeasures.

Relevant Project Experience

Rancho Cucamonga Active Transportation Plan (ATP) (Rancho Cucamonga, CA)

Project Manager. Fehr & Peers is developing a school-focused ATP for the City of Rancho Cucamonga. Building on the City's award-winning General Plan, also supported by Fehr & Peers, the new plan strengthens the City's layered mobility network with a comprehensive approach to safe, connected travel options. As part of this work, Fehr & Peers is developing design details for each project, identifying new improvements to complete the network, with a strong focus on school access. The team provides regular updates to all local school districts and facilitates discussions with youth leaders through the City's Annual Teen Summit. The final plan delivers a detailed, implementable list of projects designed to improve mobility and safety for students and the broader community.

Citywide Pedestrian Safety Study (Moreno Valley, CA)

Principal in Charge. Fehr & Peers partnered with the City of Moreno Valley to complete a citywide systemic pedestrian safety analysis focused on improving safety at uncontrolled crosswalks and enhancing access to bus stops. The team developed a prioritized list of safety projects to position the City for future grant funding and created an action plan with performance metrics, benchmarks, and implementation strategies. To capture near misses and unreported incidents, Fehr & Peers launched a bilingual webmap survey and convened a multidisciplinary stakeholder group, including senior advocates, multicultural organizations, and public health representatives—to guide plan development and ensure community perspectives were reflected throughout.

Santa Ana Safe Routes to School (Santa Ana, CA)

Principal in Charge. Fehr & Peers was part of a team that developed Safe Routes to School plans for every school in the City of Santa Ana. Fehr & Peers staff led walk audits of elementary, middle and high schools in Santa Ana including collecting roll call surveys of student mode share from teachers, interviewing school principals and key staff familiar with pick-up and drop-off activities, and facilitating discussions with parents in English and Spanish. Fehr & Peers also prepared detailed school improvement maps for 29 schools that will be used for securing grant funding for implementation.

The Anaheim Resort Mobility Study (Anaheim, CA)

Project Manager. Matt managed the Anaheim Resort Area Mobility Plan which created a long-term vision for mobility in the Anaheim Resort Area which attracts

Education

Master of Urban Planning,
University of California, Los
Angeles, 2003

Bachelor of Arts, International
Relations Florida State
University, 1998

Years of Experience

Total: 23 years

With Fehr & Peers: 13 years

Presentations

Bring Your Curb Enthusiasm!
Introducing ITE's new
Curbside Management
Practitioner's Guide –
Association of Pedestrian and
Bicycle Professionals
Conference (2019)

Bikeway Planning Studio – USC,
Sol Price School of Public
Policy (2015)

Bikeway Planning and Design –
UCLA Department of Urban
Planning, Transportation
Planning Lecture Series (2010,
2012)

Bikeway Planning and Design –
Cal Poly Pomona, Department
of Landscape Architecture
Lecture Series (2010)

millions of visitors annually from around the world. The study identifies transformative mobility and safety improvements for pedestrians, bicyclists, motorists and transit users in and around the Anaheim Resort Area that will be carried forward in conjunction with other major real estate development and infrastructure projects in this dynamic regional activity center.

City of Westminster Safe Routes to School (Westminster, CA)

Principal in Charge. Fehr & Peers is partnered with Alta Planning and Design to develop Safe Routes to School (SRTS) plans for 21 schools in the City of Westminster, California. Fehr & Peers staff led the collection of existing conditions, including collision history, conformance with other plans, and school-area counts. Fehr & Peers completed a detailed review of school-related collisions and prepared an analysis of gaps within a quarter mile walkshed of each school. Finally, Fehr and Peers will use knowledge of the local area and understanding of client's needs to provide a feasibility review of proposed projects.

City of Oxnard Safe Routes to School (SRTS), Phases I & II (Oxnard, CA)

Principal in Charge. Fehr & Peers is completing a multiyear SRTS program for the City of Oxnard, covering 52 schools across urban, suburban, and agricultural areas. For each school, the team conducts walk audits and detailed collision analyses using state and local data. The findings identify infrastructure improvements that enhance safety and position the City for future grant funding opportunities.

2022 Vision Zero Safety Analysis (Los Angeles, CA)

Principal in Charge. Fehr & Peers supported LADOT in updating its Vision Zero technical analysis, evaluating implemented countermeasures, refining the High-Injury Network, and prioritizing future safety investments. The effort incorporated systemic safety analysis, big data, and near-miss analytics to assess outcomes and focus strategies proven to improve roadway safety, helping Los Angeles track progress and advance its Vision Zero program.

LABOE Sidewalk & Transit Amenities Program (STAP) (Los Angeles, CA)

Principal-in-Charge. Fehr & Peers is providing planning, engineering logistical support to StreetsLA for the implementation of the City's Sidewalk and Transit Amenities (STAP) program. We are working as part of a large multidisciplinary team as a subconsultant, and are responsible for the planning, design, manufacture, and installation of over 3,000 new bus shelters in advance of the 2028 Olympic Games. Fehr & Peers is specifically supporting the development of data management protocols and a plan for strategically clustering and sequencing the installation of bus shelters to maximize public benefit and the sustainability of the program. Fehr & Peers is also assisting with desktop and field-based data collection, and the preparation of site plans and electrical plans.

Orange County Mobility Hub Strategy (Orange County, CA)

Project Manager. Fehr & Peers led technical tasks for OCTA's regional mobility hub strategy, defining hub typologies to guide planning and developing a suitability web map based on five demand profiles representing commuters, students, tourists, and other users. The team also created and applied a methodology to estimate potential mode shift using regional travel demand model outputs and time and cost analysis, helping identify high-potential locations and inform implementation strategies across Orange County.



Jolene Hayes, AICP

Principal | Technical Support

About

Jolene, located in our Orange County office of Fehr & Peers, has 27 years of experience in local, regional and statewide transportation, land use and goods movement planning and research, environmental analysis, and implementation. With a focus on collaboration and stakeholder input, Jolene focuses on the development of sustainable transportation solutions. Her work frequently requires a deep level of understanding community concerns, industry needs, and State economic and environmental sustainability goals to develop cross-cutting solutions that reduce greenhouse gases while fostering economic vitality. Throughout her career, Jolene has planned, prioritized and implemented a variety of transportation projects ranging from traffic calming and bikeway improvements to major freight infrastructure projects. She is well-versed in local, regional and national issues and understands the importance of balancing the movement of goods and people on railways, roadways and waterways from a local, port, regional, state and national perspective.

Relevant Project Experience

Town of Apple Valley Circulation Plan Update (Apple Valley, CA)

Associate-in-Charge. Jolene led the Town’s update of its circulation element. The update was prompted by the removal of the High Desert Corridor through the Town, and it also incorporated new policies to address state legislative requirements.

Beaumont Truck Routing Study (Beaumont, CA)

Project Manager. Jolene led a detailed analysis to assist the City with developing a truck route network to serve a major industrial warehousing hub that is quickly growing. The analysis consisted of a land use study of truck generating uses and sensitive receptors, existing truck volumes on local roadways, truck origins/destinations, existing and planned bicycle and pedestrian facilities, and detailed AutoTurn analysis of the truck route network to identify potential improvements needed to accommodate trucks.

City of Hesperia General Plan Mobility Element Update (Hesperia, CA)

Project Manager. Jolene led the update to the Circulation Element prompted by an update to the City’s Housing Element. This update incorporates policies that conform with state legislation, such as complete streets and provisions for truck routes, and identifies future transportation system improvements, such as changes to roadway classifications and access to the future Brightline Station.

City of Ontario General Plan Update and Amendment (Ontario, CA)

Principal-in-Charge. Jolene led the update of The Ontario Plan (the City’s General Plan) Mobility Element, which revisited roadway classifications, truck routes, and bicycle facilities throughout the City. Following completion of this effort, the City received a Specific Plan proposal that requires changes to planned truck and bicycle routes. She is currently assisting the City with a General Plan Amendment to update the Land Use and Mobility Elements.

Education

Master of City and Regional Planning, University of Texas at Arlington, 1999

Bachelor of Arts, Political Science, University of Texas at Arlington, 1997

Years of Experience

Total: 26 years

With Fehr & Peers: 8 years

Registrations

AICP (26392)

Affiliations

Transportation Research Board (TRB) Intermodal Freight Committee (AT045)

American Planning Association (APA)

Institute of Transportation Engineers (ITE)

Women’s Transportation Seminar (WTS)

City of Barstow General Plan Update (Barstow, CA)

Associate-in-Charge. Jolene led the update of the City's Mobility Element, which is now in the public review and comment period. The update was prompted by the incorporation of additional land to support the expansion of the BNSF Railway's Barstow rail yard known as the Barstow International Gateway (BIG). This effort required revisiting the City's bikeway network and designated truck routes to minimize conflicts.

SBCTA & WRCOG Assembly Bill 98 (AB 98) Guidance (San Bernardino & Riverside Counties, CA)

Principal-in-Charge. Following the passage of AB 98 on September 30, 2024, Jolene led a regional effort for SBCTA and WRCOG member agencies to assist them with implementation. AB 98 requires jurisdictions to adopt truck routes consistent with the legislation, such as using roadways that avoid sensitive receptors. For this effort, her team mapped all existing truck routes and developed guidance on updating development standards and codes to comply.

City of Jurupa Valley Freight Study (Jurupa Valley, CA)

Principal-in-Charge. Jolene is currently leading the City's AB 98 compliance and Mobility Element Update with a special focus on improving safety by reducing truck-involved collisions and conflicts. This effort consists of a robust public outreach process to identify areas of concern, such as bike/ped concerns, a deep analysis of truck movements throughout the City, and a full update to the City's Mobility Element.

City of Colton AB 98/SB 415 Implementation (Colton, CA)

Principal-in-Charge. Jolene is leading the implementation of Senate Bill 415 (SB 415), which superseded AB 98 on October 3, 2025, for the City of Colton. This effort included a robust public outreach and interjurisdictional coordination effort combined with data analysis to identify preferred truck routes throughout the community. Pursuant to the legislation, Colton was required to incorporate truck routes into its General Plan by January 1, 2026. Doing so also required an addendum to the General Plan EIR and tribal consultation. Currently, Jolene is ensuring the code amendments comply with the law's zoning and building standards.

City of Industry On-Call Transportation Planning Services (City of Industry, CA)

Project Manager. Jolene is leading this on-call transportation support services contract with the City, which began in 2021. The majority of the support has been peer review of transportation impact studies, and preparation of VMT analyses for City-led projects.

City of Coachella RAISE (BUILD) 2025 Grant (Coachella, CA)

Project Manager. Jolene managed the USDOT grant application for a new interchange at SR 86 at Avenue 50. The effort consisted of data collection for updating the BCA, preparing all required grant sections, and preparing graphics that demonstrate the Project's importance.

San Gabriel Valley COG VMT Tool Update

Project Manager. Jolene assisted 27 SGVCOG member cities comply with the initial SB 743 requirements. This effort began in 2019, and most recently, she worked with the participating cities to update their thresholds, transportation study guidelines, and the online VMT Assessment Tool to reflect the SCAG 2024 RTP/SCS.



Trevor Lien

Senior Engineer / Planner | Planning Lead

About

Trevor Lien is a Senior Engineer | Planner with ten years of experience delivering data-driven transportation planning and implementation projects across Orange, San Bernardino, Los Angeles, and Riverside counties. He brings end-to-end project expertise spanning traffic analysis, multimodal complete streets, environmental/CEQA, data ontology, systemic safety, active transportation, e-mobility, freight and goods movement, first/last-mile connectivity, grant/implementation planning, and Safe Routes to School and for Seniors. The ethos Trevor embodies is: 1) attention to detail with a clear vision, 2) efficiency in everything, and 3) balanced insight driven by data.

Relevant Project Experience

SBCTA Active Transportation Plan Update & Data Management Plan (San Bernardino County, CA)

Project Manager. Trevor updated the countywide Active Transportation Plan (ATP), refreshing multimodal data sources and creating a prioritization methodology for hundreds of bicycle, pedestrian, SRTS, and points-of-interest projects in preparation for SBCTA’s funding call. This effort resulted in a robust ATP and Data Management Plan for seamless integration and use in funding and implementation phasing by the SBCTA.

OCTA Active Transportation On-Call Services (Orange County, CA)*

Project Manager. Trevor led a multidisciplinary team in providing active transportation support services for the Orange County Transportation Authority (OCTA). The contract involved ATP and grant-writing technical assistance meetings, as well as guiding the county’s SRTS stakeholder committee to develop a vision for SRTS planning. This three-year program advanced OCTA’s strategic objectives to address countywide mobility needs.

Los Angeles County Bicycle Master Plan (Los Angeles, CA)*

Planning Lead. Trevor guided feasibility analysis, design guidelines, recommendations, and conceptual plan development. The feasibility analysis identified quick-build, implementable segments through a customized GIS tool, while the design guidelines refreshed a decades-old document with cutting-edge research. Trevor’s recommendations planned for thousands of miles of bike infrastructure, using feasibility, LTS, safety, and equity metrics as core indicators. Trevor maintained regular check-ins throughout the project with strategic advisors to ensure the project met its goals and delivered successful outcomes.

OCTA Mobility Hubs Study (Orange County, CA)

Project Manager. Trevor led the development of a comprehensive mobility hub assessment evaluating ten locations across Orange County. He directed the creation of a multi-phase site prioritization scheme designed to translate theoretical hub locations into sites with high operational potential. The methodology incorporated dozens of criteria including political will, demand, and administrative / implementation complexity. Trevor worked directly with OCTA staff

Education

Master of Urban and Regional Planning, University of California, Irvine, 2018

Bachelor of Science in Kinesiology, California Polytechnic State University, San Luis Obispo, 2015

Registrations

League of American Bicyclists – League Certified Instructor (LCI)

Federal Aviation Administration Part 107 Commercial Drone Pilot

Years of Experience

Total: 10 years

With Fehr & Peers: 2 years

Expertise

Active Transportation Planning (ATP)

Data Ontology and Strategy

Complete Streets Implementation

Systemic Safety Analysis

Multimodal Corridor Planning

Bicycle and Pedestrian Planning

Safe Routes to School (SRTS)

Safe Routes for Seniors (SRFS)

General Plans

Grant Writing / Funding

E-Mobility Planning

Traffic Analysis

Transportation Demand Modeling

to ensure the scoring schema aligned with the agency's vision, goals, and objectives.

Irvine Boulevard Class IV Pilot Report (Irvine, CA)*

Project Manager. Trevor led a multidisciplinary team of engineers and planners in evaluating six separated bike lane options along Irvine Boulevard, a pioneering case study for the City of Irvine. Key deliverables included graphical cross sections, an implementation strategy map for Class IV facilities, and engineering conceptual plans for four intersection types—freeway, large, regular, and T-intersection. Trevor oversaw the development of detailed per-mile cost estimates and presented the Pilot Report to the Transportation Commission.

OCTA E-Bike Safety Plan (Orange County, CA)*

Planning Lead. Trevor oversaw task delivery for this initiative. Key outcomes included an assessment of existing data, non-infrastructure resources, and strategies for e-bike safety, resulting in targeted action items for countywide improvements. The project also incorporated educational e-bike rodeos, virtual workshops, and stakeholder engagement efforts to connect with communities across the county.

"HB In Motion" – Multimodal Implementation Plan (Huntington Beach, CA)*

Project Manager. Trevor directed a team of planners and engineers to deliver the plan successfully. Primary outcomes featured phased pedestrian and bicycle networks, along with strategies for integrating e-bike mobility in the city. He facilitated stakeholder and public workshops, collaborated with city officials, and ensured the plan reflected community needs.

San Diego Bicycle Master Plan (San Diego, CA)

Project Planner. Trevor supported the initial phases of the master plan update, conducting a best practices review of local and national bicycle planning efforts and analyzing the state of San Diego's existing network. His work established a data-driven foundation by layering multiple datasets to identify gaps and opportunities across the city. This groundwork informed the development of an implementation-focused bicycle network designed for integration into San Diego's existing funding and delivery processes.

SBCTA Comprehensive Project Hub (San Bernardino County, CA)

Project Data and Systems Lead. Trevor led the development and visioning of SBCTA's Comprehensive Project Hub, a centralized, GIS-enabled platform designed to track project lifecycles, funding, status, and performance across SBCTA programs and member agencies. He supported the development of the Proof of Concept and Version 1.0 Roadmap by helping define the guiding vision, phased implementation strategy, and standardized data ontology, including project metadata schema, unique project identifiers, and cross-departmental data integration processes. Trevor's work strengthened SBCTA's ability to manage, visualize, and report on projects.

**Work performed before joining Fehr & Peers*



Claude Strayer, PE, RSP₁

Principal | Engineering Lead

About

Claude is a principal transportation engineer with over 16 years of experience. Specializing in design, his experience includes managing projects focused on signing and striping, design of bicycle and pedestrian facilities, traffic signal upgrades, wayfinding, temporary traffic control, roadway and sidewalk design, and lighting enhancements. He is well-versed in numerous industry standard references including the Manual on Uniform Traffic Control Devices, is a certified road safety professional (Level 1) and serves on the Executive Committee of the Pedestrian and Bicycle Standing Committee of the Institute of Transportation Engineers (ITE).

He has served as Engineer of Record and led teams of designers on a variety of other transportation engineering projects such as temporary traffic control, roadway and sidewalk design, and lighting. He also has experience performing traffic analysis as well as studies with respect to parking and traffic circulation.

Relevant Project Experience

SDSU Mission Valley Campus Engineering (San Diego, CA)

Project Manager. Fehr & Peers handled the transportation planning analysis and design services for the planned SDSU Mission Valley campus at the SDCCU (formerly Qualcomm) Stadium site. This included assisting with the site planning and development of the overall mobility network, which involved multimodal facilities and design of two multilane roundabouts. This included the preparation of the Transportation Impact Analysis (TIA) for the environmental document that included the traffic operations analysis (i.e., level of service at intersections, on roadways, and on freeway facilities). We are currently working at the final design level of the design including roadway signing and striping and traffic signals PS&E for both on and off-site improvements.

SANDAG North Park Mid-City PS&E (San Diego, CA)

Fehr & Peers completed the planning, specifications and estimates (PS&E) for 11 traffic signal modifications along the Meade, Georgia, and Landis bikeways in the North Park-Mid City area of San Diego, as well as the wayfinding design for the Meade and Landis bikeways. The signal modifications included the preparation of 100% plans that addressed the planned removal of separate left-turn lanes at numerous intersections, the installation of curb extensions/bend outs, and modifications to signal phasing. The wayfinding plans included PS&E for confirmation and destination signage based on guidelines previously prepared for SANDAG by Fehr & Peers.

City of Beverly Hills On-Call Traffic Engineering Services (Beverly Hills, CA)

Lead Engineer. Fehr & Peers serves the City of Beverly Hills with an on-call contract for traffic engineering services. We have assisted the City in a wide range of tasks, including an in-depth assessment of safety and operations at a complex intersection, which included presentations to the City Council and Traffic and Parking Commission; development of a Transportation Division Procedures Manual for internal use; review of site plans for the new bikeshare stations; assessment and implementation of a pilot project to convert traditional school crosswalks to

Education

Bachelor of Science, Civil Engineering, Northeastern University, 2011

Registrations

Civil Engineer:
California (PE 86774)
Arizona (PE 68882)
Hawaii (PE 17856)
Utah (PE 13889397-2202)

Road Safety Professional 1 (TPCB)

Years of Experience

Total: 16 years
With Fehr & Peers: 9 years

Affiliations

National Committee on Uniform Traffic Control Devices (NCUTCD), Technical Member

ITE Pedestrian & Bicycle Standing Committee Executive Committee Member

Institute of Transportation Engineers (ITE), Member

Certifications

Roadway and Interchange Lighting Design Training – MD State Highway (2014)

Sustainable Transportation Professional (STP) Certification – Greenroads Foundation (2013)

Signing & Pavement Marking Design Training – MD State Highway (2013)

continental; evaluation of existing and proposed crosswalks to identify appropriate treatments/enhancements; and traffic-related concerns submitted by residents and business owners. We have also prepared plan check comments for temporary traffic control plans associated with minor encroachment permit work and very complex utility work associated with the Metro Westside Subway Project. We have commenced work on a signal modification and corridor synchronized timing plan update along Olympic Boulevard. In addition, we have served as the on-site Traffic Engineer for the City with the recent retirement of City staff.

LABOE Complete Streets Project (Los Angeles, CA)

Engineering QC. Fehr & Peers served as a subconsultant to develop complete streets project recommendations for three corridors (Culver Boulevard, Highland Avenue, and La Brea Avenue) on the City of Los Angeles High Injury Network (HIN). Fehr & Peers led a Roadway Safety Assessment and ADA assessment of each corridor which included a multidisciplinary team of both local and outside agency experts from around the country. The safety and ADA assessment along with a review of existing traffic patterns and future plans for each corridor informed the development of detailed concept plans for each corridor. Fehr & Peers prepared the detailed concept plans for complete streets elements including new and modified traffic signals, crosswalks, and intersection signing and striping. Fehr & Peers also assisted with cost estimation and the preparation of the final Project Development Reports for each corridor that will be used to inform the development of PS&E.

Honolulu Complete Streets Planning & Design (Honolulu, HI)

Engineer of Record. Fehr & Peers conducted multimodal transportation analysis, complete streets planning, and design plan development for 15.6 miles of bikeway facilities throughout Honolulu's Primary Urban Center (PUC). This project was envisioned as a critical first phase of the expansion of a low traffic stress bicycle and pedestrian network, and a trophy project for Honolulu's leadership in innovative bikeway planning and design. A key component of our work focused on the design, which Mr. Strayer contributed to, of Complete Streets that provide improved and balanced bike, pedestrian, transit, and vehicular mobility and access while supporting the civic life of streets and an economically and environmentally sustainable context. Mr. Strayer was the project manager of the design phase which included final (PS&E) design of signing and striping, bicycle facilities, and traffic signal modifications, specifically for Pensacola Street between Wilder Avenue and Waimanu Street.



Kristin Brown

Senior Engineer/Planner | Outreach Lead

About

Kristin is a placemaking and planning professional that first connected with community engagement by volunteering with her local neighborhood association. Throughout her career, Kristin has been deeply involved in diverse community engagement efforts that support public space management and operations, community programming, and advocacy. Her work helps transform neighborhoods by creating and maintaining healthy, vibrant, and sustainable communities.

Years of Experience

Total: 10

With Fehr & Peers: 1

Education

Master of Urban Placemaking and Management,
Pratt Institute, 2019

Bachelor of Arts,
Communication,
University of California, Santa Barbara, 2008

Affiliations

WTS-Los Angeles
Mentorship Program
Participant, 2024

Coro New York Leadership
Center
Neighborhood Leadership
Program Participant, 2020

Presentations

Sam Schwartz (now TYLin)
Open Streets Webinar,
Panelist 2022

Urban Design Forum
Good Form Series,
Presenter 2022

Select Project Experience

LADOT Olympics Active Transportation Corridors (Los Angeles, CA)

Engagement and Grant Support. Fehr & Peers is supporting the City of LA in delivering 40 miles of complete street projects ahead of the 2028 Olympic & Paralympic Games. In addition to extensive technical analysis, Fehr & Peers is leading large-scale community engagement efforts along each corridor. Our strategy involves a carefully designed survey to help gather feedback, supported by a series of pop-up events to connect with community members in spaces they already frequent. Kristin is currently coordinating all graphics for the project's upcoming grant application.

Oxnard Safe Routes to School (Oxnard, CA)

Engagement Analyst. As part of a multiyear effort developing Safe Routes to School plans for the City of Oxnard, Fehr & Peers led multiple phases of engagement, gathering data both pre- and post-project. Kristin led the analysis of this data, studying the effect of the project on how Oxnard students travel to school.

Columbus Avenue Business Improvement District (BID) Open Streets Program* (New York, NY)

Project Manager. Kristin led all planning, engagement, communications, resourcing, staffing, programming, and analytical components of creating a nine-block Open Streets program for the Columbus Avenue BID. She engaged with residents, business owners, city agencies, and elected officials to garner support and address concerns, all while opening the program within an ambitious two-month time frame. The first season saw a 45% increase in pedestrian traffic with over 30k visitors to the program, garnering a 98% approval rating from business owners and residents.

Brooklyn Bridge Park Community Engagement Workshop and Vision Plan, Emily Warren Roebling Plaza* (Brooklyn, NY)

Project Manager. Kristin worked closely with the Brooklyn Bridge Park Corporation and the Brooklyn Bridge Park Community Advisory Council to develop and lead a community workshop that would determine the direction of the last plaza to be built in Brooklyn Bridge Park. She helped coordinate interviews with over 30 individual stakeholders, and led breakout sessions at an engagement workshop with over 80 attendees. She analyzed both quantitative and qualitative data from the feedback gathered, and used the findings to help develop a vision plan for the park, making recommendations for design, programming, and governance.

**Work performed before joining Fehr & Peers*

Sample Project Sheets

Appendix

We bring the ability to develop tailored project sheets that clearly present relevant experience, using multi-page formats where appropriate to align with Beaumont’s priorities and decision-making needs.

Representative examples are provided on the following pages to illustrate this approach.

CONNECT RC SAMPLE PROJECT SHEETS

PROJECT IDEA 07
Cucamonga Creek Trail Resurfacing & Crossing Enhancements
 Base Line Road ←→ Demens Creek Trail

CORRIDOR OVERVIEW

Distance	1.6 Miles
Existing Bike Facility	Class I Off-Street Bikeway
PlanRC Bike/Ped Priority	Yes
Schools	Valle Vista Elementary
Population Within Quarter Mile	3,700

PROJECT BENEFITS

- Access to Schools
- Access to Jobs/Retail
- Access to Parks & Rec

PROJECT AREA FEATURES

Cucamonga Creek Trail resurfacing and access enhancements would greatly improve the biking experience on the trail.

Recommendations

- Class I Bikeway enhancements** along Cucamonga Creek Trail including trail resurfacing, wayfinding improvements, and at-grade crossing improvements, including a high-visibility crosswalk that ties in with existing signal at the following:
 - Carnelian Street and Red Hill Country Club Drive

Ongoing Planning Effort
 The **2023-2024 Capital Improvements Program (CIP)** lists Cucamonga Creek Channel trail between Foothill Boulevard and Base Line Road for trail pavement resurfacing. This will enhance pedestrian and bicyclist safety by restoring the existing trail to a new condition and extending the pavement life.

Preliminary Cost Estimate: \$491,000

CONNECT RC

Additional signage can help direct bicyclists onto the paved paths and pedestrians & equestrian users onto the DG paths.

Existing Facility

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Proposed Facility

- Trail Resurfacing
- High-Visibility Crosswalk
- Wayfinding Improvements

CONNECT RC

Alta Loma **Cucamonga – Red Hill** Etiwanda Central N. – Eastside Central S. – Southeast 45

PROJECT IDEA 11
Hermosa Avenue
 Buffered Bike Lane and New Sidewalks

CORRIDOR OVERVIEW

Distance	1.0 Miles
Typical Width	42' - 60'
Number of Lanes	2 - 5
Posted Speed Limit	45 MPH
AADT Estimate (2019)	10,911
Street Typology	Bicycle Corridor
Existing Bike Facility	-
PlanRC Bike/Ped Priority	Yes
Schools	Doña Merced Elementary Rancho Cucamonga Middle
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	5,040

Recommendations

- Class II Buffered Bike Lane** along Hermosa Ave. from Baseline Rd. to Foothill Blvd.
- Enhance comfort** through lane reduction from Baseline Rd. to Foothill Blvd. from 4-lanes to 2-lanes.
- Add Sidewalks** along west side of Hermosa Ave. at the following locations:
 - Between approximately 115 ft. south of Hemlock St. and 215 ft. north of Norwich St.
 - About 300 ft. south of 8th Street for approximately 250 ft.

Typical Existing Cross-Section: Between Baseline Road and Foothill Boulevard

Recommended Cross section 64' (Restripe to 2 travel lanes from Baseline Road to Foothill Boulevard)

PROJECT AREA FEATURES

A reduction in travel lanes along Hermosa Avenue can manage traffic speeds and provide lower stress buffered Class II bicycle facilities.

Buffered bike lanes along Hermosa Ave. can designate space for cyclists and improve network connectivity.

Preliminary Cost Estimate: \$322,000

PROJECT BENEFITS

- Access to Schools
- Access to Parks & Rec
- Access to Jobs/Retail
- Access to Transit
- Network Connectivity
- Collision History
- Key Barrier/Gap Closure

CONNECT RC

Proposed Corridor Facility

- Add Sidewalk
- Class II Buffered Bike Lane

CONNECT RC

Capital Improvement Plan

This Plan includes a wide range of projects with varying degrees of cost. Project cost estimates were developed to give a general idea of the anticipated cost for the projects. Soft costs, including permitting and environmental support, design and preliminary engineering, specifications and estimates, utility coordination, drainage and Storm Water Pollution Prevention (SWPP), construction management and inspection, mobilization, traffic control, and general contingencies, were considered.

Soft costs are typically calculated as a percent of construction costs but can vary depending on the type, size, and complexity of the project. The table to the right shows the breakdown of soft costs as a percentage of construction costs applied to these planning-level cost estimates.

The costs in this Plan are for informational purposes only. More detailed cost estimates should be developed for each project in the design phase.

Typical Soft Cost Assumptions Applied

Construction Allowances	
Mobilization	10%
Traffic Control	5%
Stormwater Pollution Prevention Plans	5%
Utilities	15%
Drainage	30%
Contingency	25%
Program/Project Soft Costs	
Preliminary Engineering	10%
Environmental Clearance	10%
Final Design/ PS&E	15%
Construction Management	15%

What is a Quick-Build vs. Permanent Build?

Quick-Build



Quick-build is an approach to building infrastructure using low-cost, shorter-term materials to lessen construction impacts and implementation timelines. Bicycle facilities and pedestrian crossing improvements can be installed with quick-build materials to provide near-term safety benefits while waiting for funding for the permanent project.

Permanent-Build



Permanent-build projects typically include modifications to the curb line, utility work, and/or durable materials such as concrete. Project elements could include street trees, stormwater retention features, lighting, and sidewalk improvements. Bicycle facilities and pedestrian crossing improvements are built using more durable materials than quick-build projects, such as concrete barriers. Permanent improvements can replace quick-build elements over time as the project evolves and based on public input, interest, and use.

COVINA ACTIVE STREETS SAMPLE PROJECT SHEETS

PRIORITY PROJECT

Workman Street & Hollenbeck Avenue

Pedestrian and Streetscape Enhancements

Purpose

Provide a more comfortable route to school for Workman Elementary School and Covina High School students and faculty by increasing tree canopy and green infrastructure, providing pedestrian-scale lighting, and installing crosswalk enhancements.

Planning-level Cost Estimate (Construction & Design)

Permanent Build

\$4.75-7.5M

Benefits

- Investment in historically marginalized community
- Improves safety and comfort
- Improves access to transit on Rowland Avenue
- Provides increased access to schools
- Builds climate resilience through green infrastructure and tree canopy



Project implementation will require further engineering feasibility, design, and community engagement

PRIORITY PROJECT

4th Avenue

Bicycle Boulevard

Purpose

Provide a bicycle boulevard and improve pedestrian safety along 4th Avenue. Incorporate landscaping and green infrastructure into curb extensions and traffic circles.

Planning-level Cost Estimate (Construction & Design)

Permanent Build

\$1.5-2.5M

Quick Build

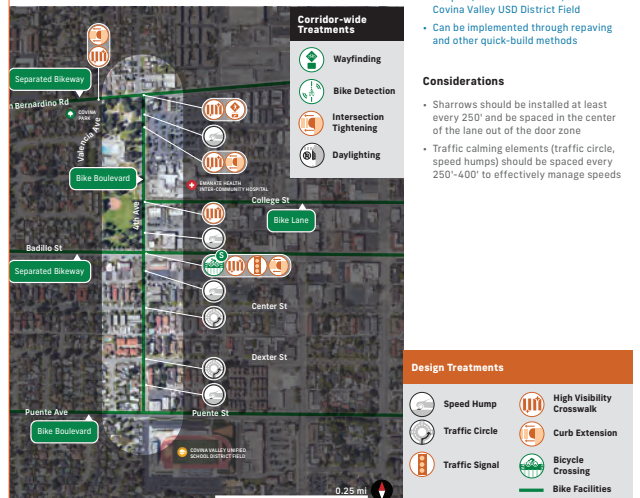
\$375-600K

Benefits

- Investment in historically marginalized community
- Improves safety and comfort for all users
- Improves access to transit on Badillo Street
- Provides increased access to Covina Park, Emanate Health Inter-Community Hospital, downtown Covina, and Covina Valley USD District Field
- Can be implemented through repaving and other quick-build methods

Considerations

- Sharrows should be installed at least every 250' and be spaced in the center of the lane out of the door zone
- Traffic calming elements (traffic circle, speed humps) should be spaced every 250'-400' to effectively manage speeds



Project implementation will require further engineering feasibility, design, and community engagement

Oxnard High School (9-12)



Oxnard High School sees a large amount of pedestrian activity and vehicle congestion during arrival and dismissal, partially due to the location on Gonzales Road and partially due to the size of the school. Recommendations focus on increasing comfort for pedestrians and cyclists and reducing traffic congestion.

QUICK ACTION

- SCHOOL STAFF:** Prepare a plan to enforce and monitor a reversible lane on Campus Road during arrival and dismissal.
- PARENTS/GUARDIANS/STUDENTS:** Outside of arrival/dismissal, there is no parking permitted along Gonzales Road.



LOCATION	KEY FINDING	ACTION	LEAD
A	Many students were observed using the sidewalk on the southside of Gonzales Road.	Widen the sidewalk and install sidewalk lighting.	City of Oxnard
B	Pedestrian crossing times were short for a 100' wide roadway.	Reevaluate signal timing for pedestrians and potentially lengthen during arrival & dismissal periods.	City of Oxnard
C	Parents & guardians park in the bike lane during dismissal period.		
D	The curb radius on the southwest and southeast corners of the intersection are large, leading to increased speeds for turning vehicles.		
E	During dismissal period, only having one northbound lane leads to traffic congestion.		

OXNARD SAFE ROUTE TO SCHOOLS SAMPLE PROJECT SHEETS

Soria School (K-8)



Soria's location diverts a lot of traffic during arrival and dismissal periods onto Dunkirk Drive, creating congested conditions for bicyclists and pedestrians trying to access the school from the neighborhood to the south.

QUICK ACTION

- SCHOOL STAFF:** Pilot closure of parking lot entrance onto Dunkirk Drive during dismissal to reduce pedestrian/vehicle conflicts.
- PARENTS/GUARDIANS/STUDENTS:** Try parking a few blocks away in the neighborhood to the south of the school campus during arrival and dismissal and walking the remaining distance to meet your child.



LOCATION	KEY FINDING	ACTION	LEAD
A	Collision analysis shows a history of vehicles being struck by autos along Dunkirk after drivers do not yield to stop signs.	Stripe crosswalks on all south legs to funnel kids to school. Add signage on cross street to alert that traffic does not stop.	City of Oxnard
B	Bike lanes along Patterson abruptly end at roundabout, forcing bikes to merge into traffic.	Install signage on the roundabout approach instructing drivers and cyclists to share the road and stripe sharrows in the roundabout.	City of Oxnard
C	Gap in northbound bicycle and pedestrian facilities.	Restripe right turn lane to provide a Class II bike facility in the northbound direction and pave concrete sidewalk over dirt driveway.	City of Oxnard
D	Northbound slip lane for right turning vehicles creates narrow pedestrian island. Additionally, there is no conflict striping in the shared bike lanes and right turn lanes.	Stripe a bike conflict zone on the west and eastbound turn lanes where bicycles share the lanes. Evaluate signal timing and traffic flow impacts of removing slip lane.	City of Oxnard

SANTA BARBARA COUNTY ATP SAMPLE PROJECT SHEETS

ABOUT THE SUBAREA

Santa Ynez Valley

EXISTING CONDITIONS AND RECOMMENDATIONS OVERVIEW

Unincorporated communities include **Ballard**, **Los Alamos**, **Los Olivos** and **Santa Ynez**

KSI Collisions 4	KSI Collisions 4
---------------------	---------------------

Existing Bike Facilities

9.5 miles

Transit

Santa Ynez Valley Transit

Express Route (21 trips/day)
serves 6 stops in **Santa Ynez**
Los Olivos Loop (8 trips/day)
serves 12 stops in **Los Olivos** and **Santa Ynez**

Santa Maria Regional Transit
Breeze 200 (6 trips/day)
serves 1 stop in **Los Alamos**

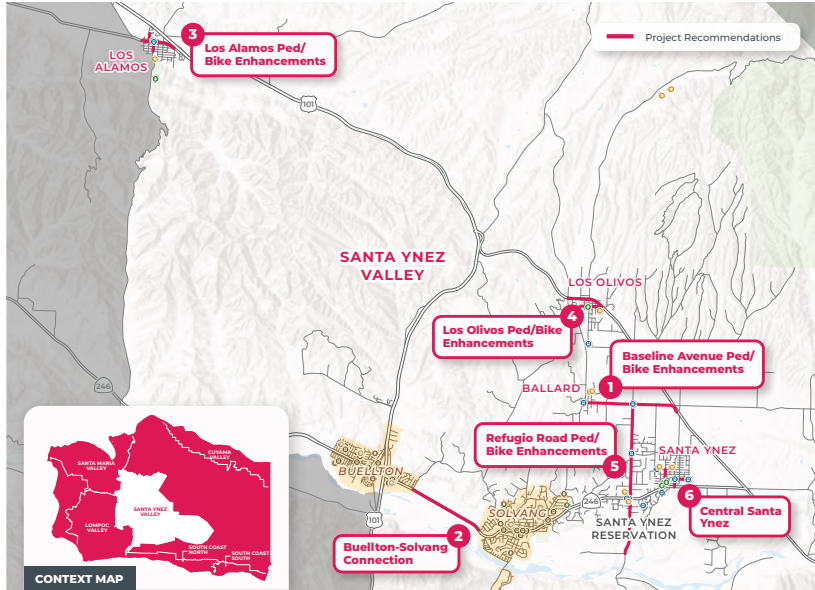
Schools

10

- Ballard Elementary
- Dunn School
- Los Olivos Elementary
- Midland School
- Olga L. Reed Elementary
- Santa Ynez Elementary
- Santa Ynez High
- Santa Ynez Valley Charter
- Santa Ynez Valley Christian Academy
- Santa Ynez Valley Family School

Destinations

- Chumash Resort/Cultural Center
- Nojiqui Falls Park
- Ostrichland USA
- Santa Ynez Park
- Santa Ynez Valley Historical Museum
- Wineries & ranches



SANTA YNEZ VALLEY

Los Olivos

COMMUNITY FEEDBACK

- Past years of community feedback have remarked upon **walkability** in Los Olivos. Some comments on State Route 154 request **bike facilities** there.
- General feedback from the rest of Santa Ynez Valley emphasized **safer access to schools**.

Observation

Alamo Pintado Avenue is the only east-west connection across the creek but it lacks width for sidewalks or passing space for bicyclists.

Constraint

State Route 154 is a Caltrans facility and any changes would require implementation by Caltrans.

Opportunity

However, the abandoned railroad right-of-way parallels much of SR-154 through town, enabling the possibility of a dedicated Class I facility as approved in the **Santa Ynez Valley Community Plan** (2009).

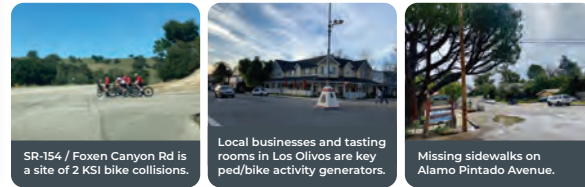


SANTA YNEZ VALLEY PROJECT 4
Los Olivos Ped/Bike Enhancements
 Railway Avenue Path & Alamo Pintado Avenue

FUNDING OPPORTUNITIES

- ✓ Access to Parks
- ✓ Access to Recreation
- ✓ Access to Schools
- ✓ Access to Transit
- ✓ Located in DAC
- ✓ Key Barrier/Gap Closure
- ✓ Collision History

PROJECT AREA FEATURES



Recommendations

- Pedestrian Network Enhancements**
 - Add marked crosswalks as indicated along Alamo Pintado Avenue
 - Add infill sidewalk, pedestrian paths, and ped. bridge across creek
 - Add crossing enhancements at State Route 154 / Foxen Canyon Rd
- Planning and implementation of projects on Caltrans facilities is under the jurisdiction of Caltrans
- Class I Multi-Use Path**
 in former railroad right-of-way on south side of State Route 154 per [Santa Ynez Valley Community Plan \(2009\)](#)



EX

Fehr & Peers

Cost Proposal for City of Beaumont Bicycle & Pedestrian Master Plan

Prepared for:
City of Beaumont

Submitted on:
March 23, 2026

Submitted by:
Fehr & Peers



Cost Proposal for City of Beaumont Bicycle & Pedestrian Master Plan

Tasks	Fehr & Peers (Prime)					
	Donna Lewandowski Project Manager	Jason Pack Principal-in-Charge	Matt Benjamin Technical Support	Jolene Hayes Technical Support	Trevor Lien Planning Lead	Claude Strayer Engineering Lead
Fully Loaded Rate	\$220.00	\$385.00	\$380.00	\$315.00	\$220.00	\$320.00
Task 1 – Project Management						
1.1 Project Initiation	2	1			2	
1.2 Project Schedule and Management	14	2				
1.3 Meetings and Coordination	30	4			8	
1.4 Quality Assurance and Quality Control		4	4	4		
1.5 Documentation and Grant Compliance	14					
Task 2 – Existing Conditions Analysis						
2.1 Review of Existing Plans and Data	2	2				
2.2 Existing Bicycle and Pedestrian Facilities Inventory	4					
2.3 Field Review and Reconnaissance	8					
2.4 Safety and Traffic Context Review	4					
2.5 Connectivity and Accessibility Analysis	2					4
Task 3 – Field Review and Constraints Analysis						
3.1 Right-of-Way Review and Feasibility Analysis	2	1				4
3.2 Corridor and Intersection Assessment	2	1				4
3.3 Physical and Operational Constraints	2					4
3.4 Planning-Level ADA and Accessibility Considerations	2					4
Task 4 – Policy, Plan, and Standards Review						
4.1 Review of City Plans and Policies	1	1			2	
4.2 Review of Regional and State Guidance	1	1			2	
4.3 Review of Design Standards and Guidelines	1	1			2	4
4.4 Policy Consistency Assessment	2	1			4	
Task 5 – Bicycle and Pedestrian Network Development						
5.1 Bicycle and Pedestrian Network Framework	4	2	2	2		
5.2 Connectivity and Access	2					
5.3 Safety-Driven Network Development	6		2			
5.4 Corridor Prioritization and Phasing	4	2	2	2		
5.5 Planning-Level Cost Considerations	4		2			12
Task 6 – Conceptual Design and Plan Development						
6.1 Conceptual Design Development	8	4	8	2		20
6.2 Mapping and Exhibits	4	2	2			4
Task 7 – Community and Stakeholder Engagement						
7.1 Community Engagement Strategy	2					
7.2 Public Outreach Activities	2					
7.3 Stakeholder Coordination	8	4				
7.4 Documentation of Public Input	2	2				
Task 8 – Final Bicycle and Pedestrian Master Plan						
8.1 Draft Bicycle Master Plan	8	4	4	4	60	
8.2 Implementation Strategy	8	2	4	2	16	
8.3 Final Bicycle and Pedestrian Master Plan	4	2	4	2	20	
8.4 City Council Presentation and Approval	4	2				
Task 9 – Project Closeout and Grant Documentation						
9.1 Final Review and Approvals	4	4				
9.2 Grant Documentation Support	4	1				
9.3 Project Closeout	4	1				
Total Without Optional Tasks	175	51	34	18	116	60
Optional Tasks						
Optional Task 1 – Community Walk Audits (2)	10				20	
Optional Task 2 – Common Crash Profiles (Bicycle and Pedestrian)	8				8	4
Optional Task 3 – Detailed Concept Designs and Cost Estimates	8	4	6			12
Optional Task 4 – Grant Support	8	2	2			4
Optional Task 5 – Addendum to the General Plan	12	8	4	4		
Total With All Optional Tasks	FALSE	65	46	22	144	80

Notes:

Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.

Mileage is billed at the IRS rate plus 10% handling fee.

All other direct and subconsultant expenses are billed with 10% handling fee.

Other direct costs such as computer, communications, and reproduction charges are billed as a percentage of labor.

Rates and staff are subject to change at any time, without notice, and within the total budget shown

Kristin Brown Outreach Lead	Planner/ Engineer III	Graphics/GIS	Project Coordinator	Labor Hours	Direct Labor Costs	Direct Costs	Total	
\$200.00	\$190.00	\$240.00	\$165.00					
				1 6	\$1,430	\$70	\$1,500	
				2 18	\$4,180	\$210	\$4,390	
16				7 65	\$14,255	\$710	\$14,965	
				2 14	\$4,650	\$230	\$4,880	
				2 16	\$3,410	\$170	\$3,580	
	4			1 9	\$2,135	\$110	\$2,245	
	4			1 9	\$1,805	\$90	\$1,895	
	12			3 23	\$4,535	\$230	\$4,765	
	8	12		3 27	\$5,775	\$290	\$6,065	
	8	12		3 29	\$6,615	\$330	\$6,945	
		4		1 12	\$3,230	\$160	\$3,390	
		2		1 10	\$2,750	\$140	\$2,890	
		2		1 9	\$2,365	\$120	\$2,485	
		2		1 9	\$2,365	\$120	\$2,485	
	4			1 9	\$1,970	\$100	\$2,070	
	2			1 7	\$1,590	\$80	\$1,670	
	2			1 11	\$2,870	\$140	\$3,010	
	4			1 12	\$2,630	\$130	\$2,760	
				1 11	\$3,205	\$160	\$3,365	
		8		1 11	\$2,525	\$130	\$2,655	
		16		3 27	\$6,415	\$320	\$6,735	
		4		2 16	\$4,330	\$220	\$4,550	
				2 20	\$5,810	\$290	\$6,100	
	16			7 65	\$17,565	\$880	\$18,445	
	12	22		6 52	\$12,240	\$610	\$12,850	
30				4 36	\$7,100	\$360	\$7,460	
120				15 137	\$26,915	\$3,100	\$30,015	
40				7 59	\$12,455	\$620	\$13,075	
24				4 32	\$6,670	\$330	\$7,000	
		20		13 113	\$26,225	\$1,310	\$27,535	
	16			6 54	\$12,230	\$610	\$12,840	
		8		5 45	\$10,945	\$550	\$11,495	
		16		3 25	\$5,985	\$300	\$6,285	
				1 9	\$2,585	\$130	\$2,715	
				1 6	\$1,430	\$70	\$1,500	
				1 6	\$1,430	\$70	\$1,500	
230	92	128	115	1,019	\$234,620	\$13,490	\$248,110	
	20			6 56	\$11,390	\$570	\$11,960	
		12		4 36	\$8,340	\$420	\$8,760	
		12		5 47	\$13,125	\$660	\$13,785	
	20	12		6 54	\$12,240	\$610	\$12,850	
				4 32	\$9,160	\$460	\$9,620	
230	132	164	140	1,023	\$288,875	\$16,210	\$305,085	