

Ridge Road & Calumet Avenue Streetscape and Corridor Improvement Plan for the Town of Munster, Indiana



Proposal to the Town of Munster

October 30, 2019

Submitted by:
Teska Associates
in association with Sam Schwartz Consulting





October 30, 2019

Town of Munster | Community Development Department
ATTN: Thomas Vander Woude | 1005 Ridge Road | Munster, IN | 46321

RE: Response to Request for Proposals
Ridge Road and Calumet Avenue Streetscape and Corridor Improvement Plan

Dear Mr. Vander Woude,

Teska Associates is pleased to submit this proposal for professional planning and design services for the Town of Munster's Ridge Road and Calumet Avenue Streetscape and Corridor Improvement Plan. As a multidisciplinary firm of planners and landscape architects serving our community clients for over 45 years, Teska has built an urban design practice which focuses on streetscape and corridor development.

Our perspective is unique: we blend engaging community process with creative urban design. The result of which is a streetscape plan that invites community inputs early and often, towards plan endorsement.

Teska has partnered with Sam Schwartz Consulting to provide transportation planning and engineering. As a leading transportation planning consultancy, Sam Schwartz will provide transportation planning and engineering expertise, building upon their recent experience working on the Westlake TOD planning team as well as multi-modal transportation projects nationwide.

Our team of enthusiastic creatives is well suited to deliver the Ridge Road and Calumet Avenue Streetscape and Corridor Improvement Plan. Teska will serve as project leader, public outreach specialist, urban designer and landscape architect. Sam Schwartz will provide guidance and expertise related to transportation networks, transit, multi-modal travel and intersection design studies. Our firms have collaborated on other similar assignments including the Lincoln Square Master Plan, Wicker Park Bucktown Master Plan, Village of Winnetka Downtown Plan and Palos Park Bike Plan. Additionally, Teska's landscape architects have a depth of experience with construction documentation and oversight for a variety of built streetscape projects, including vibrant streetscapes in Evanston, Lockport, Kankakee and others.

Teska's urban design practice focuses on expressing community identity and reinforcing public place thru landscape architectural projects, such as streetscape development. Our team acts as both "insider" and "outsider"... marrying local understanding with the perspective of having worked with many other communities throughout the region. We work as an extension of your staff. The process and product of our work is crafted to assure that the Town, Chamber of Commerce, key stakeholders and community will embrace the Streetscape and Corridor Improvement Project as their own.

teska associates inc

627 Grove Street, Evanston, Illinois, 60201 office 847 869-2015 www.TeskaAssociates.com

We will work with you to:

- Build upon recent successful planning studies to reinforce existing corridor businesses and uses as well as planned improvements such as the Westlake TOD planning and Livable Munster: Character-based code efforts;
- Prepare a Streetscape & Corridor Improvement Plan that blends creative community outreach with practical streetscape design to guide a viable phased approach to implementation;
- Maintain open communication with the community and impacted businesses throughout project planning and design, including a project website, web-based communications, printed promotions, pop up events, stakeholder interviews, community workshops and face to face meetings;
- Develop high quality illustrative materials and exhibits that are user friendly and translate technical aspects of streetscape design to the community.

We appreciate the opportunity to present this proposal and look forward to discussing the approach and our qualifications in more detail with you. I will serve as the project manager and can be reached at the contact information below.

Sincerely,

A handwritten signature in blue ink that reads "Jodi Mariano" followed by a long horizontal flourish line.

Jodi Mariano, PLA, ASLA, Principal
Teska Associates, 627 Grove Street, Evanston, IL 60201
Phone: 847.563.9734 (office),
847.275.4106 (cell)
Email: JMariano@TeskaAssociates.com

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INTRODUCTION

APPROACH HIGHLIGHTS

Teska's process integrates best planning practices for the disciplines of urban design, landscape architecture, planning and community engagement. Our team's approach is based in our understanding that the most successful public places require meaningful and quantifiable community engagement throughout the planning process.

We understand that Munster is planning for the future of the community. Recent planning efforts such as the Westlake TOD and character-based code efforts are positioning Munster well to thrive in an active, mixed use, multi-modal environment. The streetscape and corridor design for Ridge Road and Calumet Avenue can and should be evaluated for improvements that are compatible with Munster's character. These corridors are ripe to become active street places that support Munster's identity; promotes hospitable people places; and fosters sustainable practices.



The Teska designed Gibbs Morrison Cultural Center in Evanston was organized to demonstrate the City's commitment to sustainable practices via raingardens, gabion benches, LED lighting and



Identity | What identity should Munster's Ridge Road and Calumet Avenue Corridors portray?

Munster has already started telling it's story thru streetscape design treatments, including decorative lighting, planter pots, gateway signage and the Monon Trailhead. This assignment is an opportunity to build upon past efforts and knit together an interconnected series of people places that support businesses and connect neighborhoods. Our approach to community engagement will ask targeted questions that get to the heart of Munster's identity and unique story. The Streetscape Plan will find opportunities to make connections between forms and materials that express that story thru design treatments.

Hospitality | What improvements can reinforce the corridor as a welcoming and friendly place that supports traffic flow and encourages multi modal uses along and across Ridge Road and Calumet Avenue?

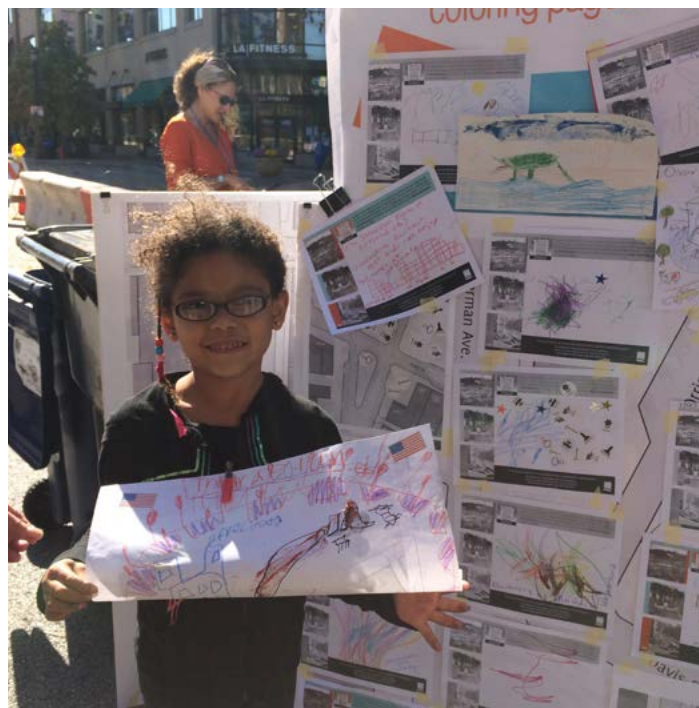
More than a matched set of streetscape products, the Streetscape should be designed as a strategic sequence of events, enhancing the visitor's experience. The Streetscape should support a truly memorable experience, beginning with the visitor's first glimpse and continuing thru a series of carefully orchestrated experiences.

Sustainability | In addition to the use of eco-friendly systems and materials, we believe the Ridge Road and Calumet Avenue Streetscape must also be sustainable from a functional, economic and cultural perspective.

Functionally, existing destinations, new public gathering spaces, and transitions therein must be designed logically in terms of circulation and spatial definition. Economically, the Streetscape Plan should be viable and organized as phases to accomplish implementation in a realistic time frame. Culturally, the completed Streetscape needs to tell a story rooted in Munster's cultural identity and collective memory. It matters to us that you, the Town, stakeholders and community, are involved in the design of this public space because your input will influence a Streetscape Plan that has cultural meaning, identity and soul.

Our team will focus on **developing an outreach plan that is engaging and yields quantifiable results to guide the streetscape design**. Getting the attention of a diverse mix of community members, asking good questions, testing concepts, documenting relentlessly... these all contribute to our ability to draw out design ideas from the community about how their space should function. Although we bring no preconceived ideas of final streetscape design, we do carry with us our arsenals of best practices and success stories to assist communities with public place design concepts that are the right fit for their communities, ensuring consensus towards implementation of projects.

Through a variety of pop up events, workshops and surveys, the Evanston community rallied around a reimagined Fountain Square Streetscape in the heart of Downtown Evanston. ➤



Our team will **develop a Streetscape Master Plan that balances creative community visioning with practical streetscape design**. The Plan will include an existing streetscape assessment, framework plan and illustrative planning materials to guide the streetscape plans. Teska is often involved early in the design phase to shape the space, define the mood and articulate the treatments. We draw upon our vast streetscape design and implementation experience to identify implementation plans, anticipated costs and potential grant opportunities. We are long range planners with a depth of experience that includes streetscape design and construction oversight.

◀ Teska is working with the City of Kankakee to implement its streetscape plan, including the first phase of the City's bike network.

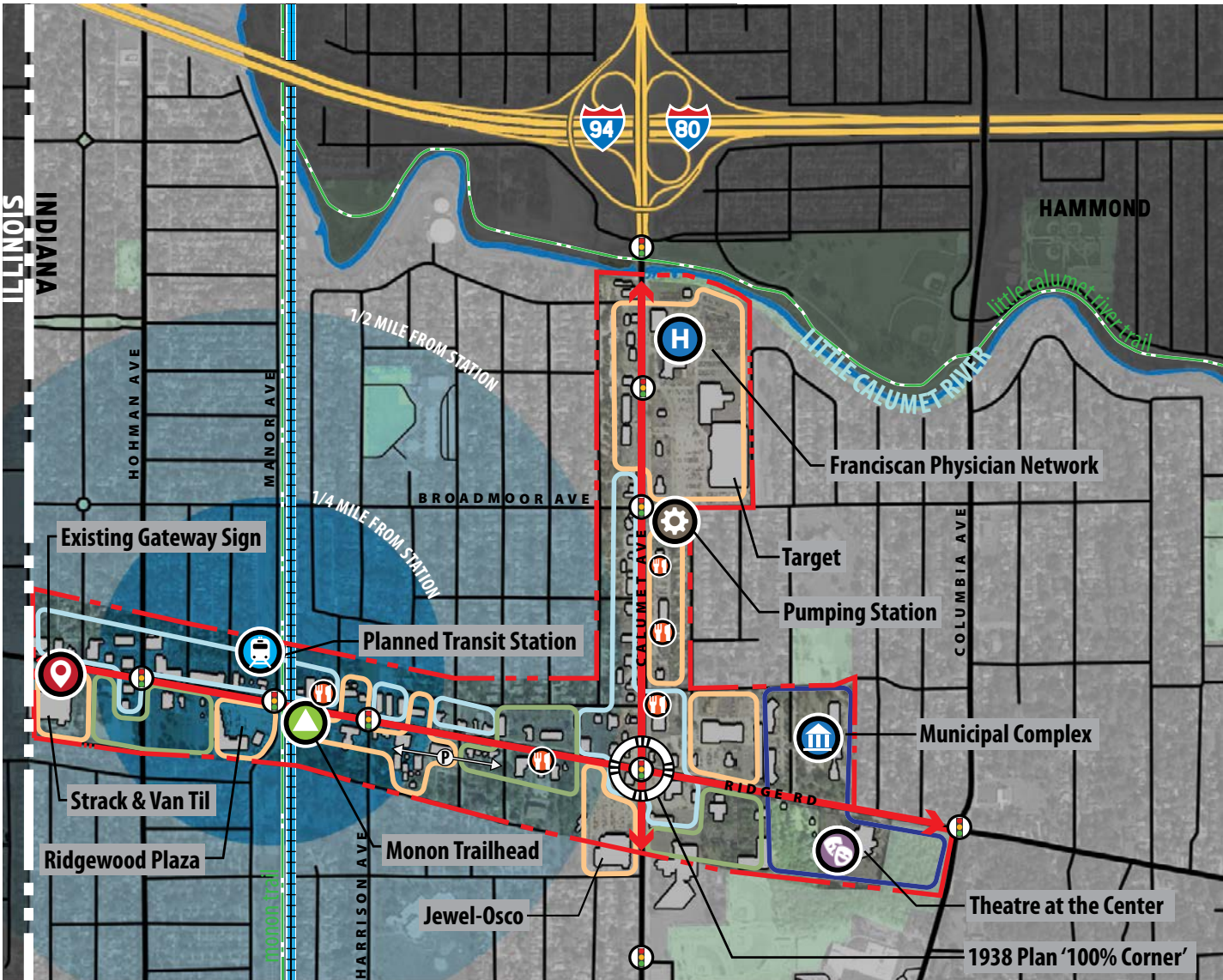


Many of our built streetscapes require coordination with multiple agencies and stakeholders. Public streetscapes are a reflection of the communities they serve. We believe in a robust outreach program because it is thru this process that we can find connections to the community we might not otherwise find on our own. Our built works balance creativity with durability, ensuring that plans are **realistic and buildable**, based on best design practices for human comfort and visually compelling places. We will help you dare to dream, but those dreams will be based in the real world and not in fantasy.

Northwestern University's Ryan Field expansion project included raingardens, reclaimed wood benches from fallen Ash trees, LED lighting, interpretive signage and native plantings. ➤



APPROACH HIGHLIGHTS



CORRIDOR INVENTORY:

CORRIDOR ROADWAY, 5 LANE CROSS SECTION

PLANNED WEST-LAKE TRANSIT CORRIDOR

EXISTING REGIONAL BIKE TRAIL

OUTDOOR DINING

SIGNALIZED INTERSECTION

ALLEY ACCESSED PARKING

TYPICAL SITE LAYOUTS

PARKING LOT FRONTAGE

GARDEN FRONTAGE

SIDEWALK FRONTAGE

CAMPUS



Outdoor dining and people places will be documented and should be supported with visibility, pedestrian access and buffering plantings.

Intersection streetscape design will be evaluated to minimize the visual and physical impact of equipment and other structures that can have a negative impact on corridor character.



Extraneous curb cuts and excess pavements will be evaluated for replacement with sustainable urban landscape solutions such as raingardens, permeable paving and native plantings.

Streetscape and landscape treatments will be developed to be compatible with the various corridor development types and frontages.



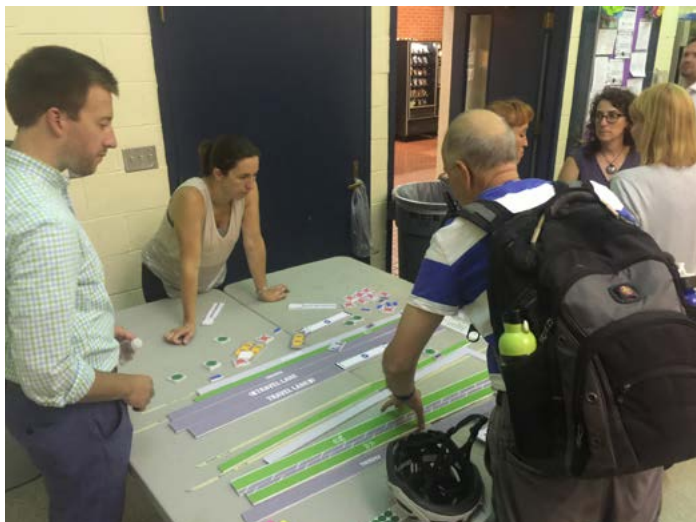
DESCRIPTION OF APPROACH & SCOPE

PHASE 1 – COMMUNITY OUTREACH, SITE INVESTIGATION AND ANALYSIS

Community Outreach & Visioning

Prior to project commencement, we will sit down with staff to ‘plan for the plan’. This includes defining the community outreach plan, identifying key players, setting project milestones and anticipated meeting and deliverables dates.

Planning for a complex corridor like Ridge Road / Calumet Avenue will not be a linear set of activities, but rather a sometimes winding, multi-layered process that requires engagement at multiple levels. Our outreach program is organized to make participation in the planning extremely accessible. As such we propose a three-tiered approach to outreach which includes digital communications, printed promotions and face-to-face interactions.



Interactive pop up style public events include activities designed to inform the planning.



Digital Communications

Project logo. A logo will be created for the duration of the planning efforts. The logo will be developed as an attractive graphic identifier to visually connect planning activities, documents and events.

Project website. The website will be created using Wordpress or similar and will be mobile optimized. At a minimum the website will include the following functions: project introduction, news and events, photographs, contact page, documents and calendar. The site will have a feature to invite subscribers to receive updates when project milestones are reached.

E-newsletters. Graphics and summary narratives will be provided to staff for inclusion in e-newsletters, e-blasts or other similar features at key project milestones.

Community polls. Two (2) community polls will be prepared and conducted. Polling questions will be coordinated with staff and issued via Crowd Signal or similar. Data will be summarized and reported back to staff and community to inform the planning.

Printed Promotions

Posters and flyers. Graphically compelling posters will be prepared to promote each public meeting and event. Posters will be provided to staff in digital PDF and printed form for posting throughout the corridor area, such as business’ storefronts, Franciscan Health bulletin boards and others.

Counter cards. Business card sized promotional cards will be provided to promote the project. These cards are used to distribute quickly to the community during events and meetings and typically include the project website, a brief description of the project and the project logo.



Face-to-Face Interactions

Steering Committee meetings. Four (4) committee meetings will be conducted at key milestones to guide the planning efforts from project conception to a final corridor and streetscape plan. Committee meetings are designed to be engaging and informative. Each meeting is approximately 1.5 hours and is organized to have a clear agenda, interactive group activities and defined outcomes. Meeting summaries are prepared to document the findings of the committee. A suggested organization for steering committee meetings follows:

- Committee meeting #1 – kickoff meeting and walking tour
- Committee meeting #2 – concept alternatives visioning
- Committee meeting #3 – draft plan workshop
- Committee meeting #4 – final plan review and implementation

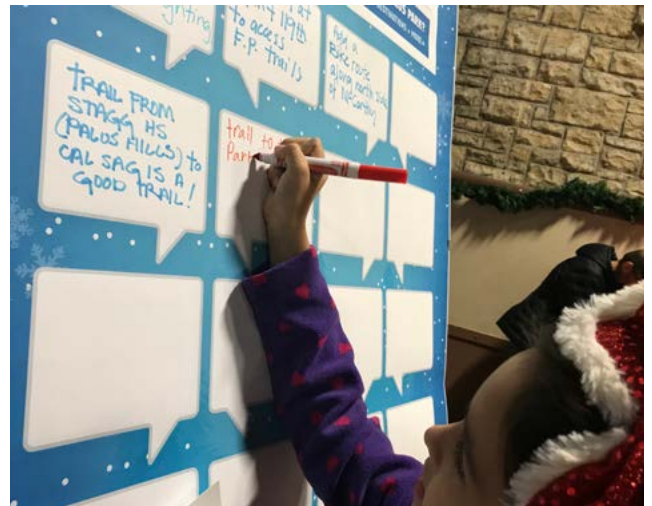
Stakeholder interviews / focus groups. Two (2) days of stakeholder interviews / focus groups / school workshops are planned to interview interviews and/or groups who have a stakehold in the corridor development. Interviews should be scheduled and coordinated by staff and should take place in 45-minute increments at a public meeting venue, such as Town Hall. Interview feedback will be summarized and reported back to the Town to guide the planning.

School workshop. One (1) workshop activity is planned to engage school groups in the corridor plan. An interactive design workshop activity will be supplemented by exhibits and materials to engage students in the planning efforts. The workshop outcomes will be documented and summarized to guide the planning efforts.

Public meeting events. Three (3) public meeting events are planned to take place at key milestones throughout the planning assignment. Each event is organized to have a clear agenda, interactive group activities and defined outcomes. Meeting summaries are prepared to document community feedback. A suggested organization for public meeting events follows:

- Meeting event #1 – Pop up visioning event
- Meeting event #2 – Open house concept alternatives testing
- Meeting event #3 – Draft plan presentation

Town Council presentation. Two (2) presentations are planned to review the draft and final plans with Council towards finalization and adoption.



Teska & Sam Schwartz attended the Palos Park Holiday Market for holiday themed trail planning activities

PROJECT APPROACH & SCOPE

PHASE 1 – COMMUNITY OUTREACH, SITE INVESTIGATION AND ANALYSIS (cont.)

Site Investigation & Analysis Consultant Deliverables

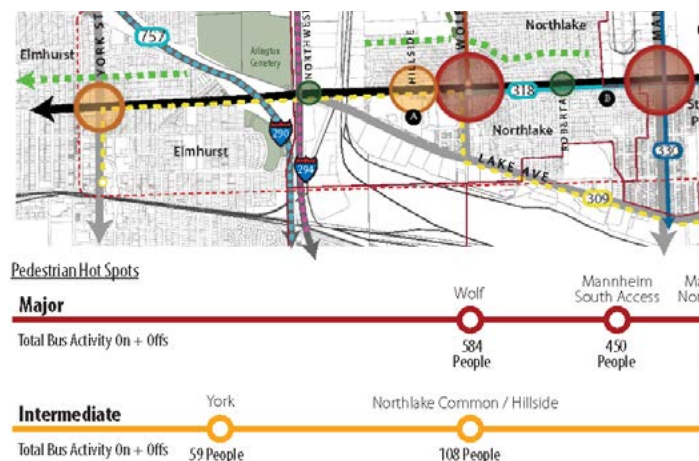
EXISTING CONDITIONS ASSESSMENT

For the purposes of streetscape master planning, Teska will make use of available GIS information and aerial photography. This information will be supplemented by field reviews and site measurements. This level of base information is sufficient to generate conceptual level cost estimates to guide decision making.

The team will conduct an existing conditions assessment. The assessment will identify influential design features of the streetscape, such as street functions, traffic analysis, sidewalk and parkway conditions, adjacent land uses, critical views and mature trees. The assessment will be used to identify features that should be preserved and items to be enhanced. The existing conditions assessment will be produced using the existing GIS system, aerial photographs and site investigations. The assessment will be depicted as a series of illustrative maps, diagrams and photo exhibits.

PAST AND CURRENT PLANNING EFFORTS SUMMARY

A summary of past and current planning efforts will be produced to address the Westlake Corridor TOD, Livable Munster Character Based Code and others as required. The purpose of this summary is to understand and communicate Munster's planning efforts and to coordinate them with the streetscape and corridor plan.



Pedestrian 'hot spots' are graphically mapped to demonstrate transit ridership along the North Avenue corridor.

TRANSPORTATION ASSESSMENT SUMMARY

The study area will be reviewed and documented for transportation related operations and characteristics. Items that will be addressed include lane geometry, intersection control and regulatory signage, sidewalk widths, and pedestrian and bicycle infrastructure. Because the Ridge Road and Calumet Avenue corridors are both commuter routes and busy retail corridors, traffic counts will be collected during the weekday morning and evening peak periods and on Saturday at midday at up to nine key intersections. This information will provide the basis for a Synchro model to provide the team with insight into existing traffic operation and opportunities.

The existing pedestrian and bicycling environment will be reviewed with a focus on factors that affect the comfort of walking and bicycling along the corridors as well as crossing them at key locations, including:

- Presence or absence of facilities
- Facility type/width
- Surface condition
- Presence or absence of buffers from traffic
- Land use and site plans
- Consistency of pedestrian path
- Frequency of crossing opportunities
- Bicycle parking availability

LANDSCAPE AND HYDROLOGICAL CONTEXT SUMMARY

Landscape oriented themes which may be explored include the site's hydrology, including Ridge Road's location on the geological ridge line of Lake Michigan.

In 11,000 B.C., much of Munster was covered by what is now known as Lake Michigan. Ridge Road in central Munster was then the beachline. When the waters receded, the high ridge remained in the middle of swampland. "Ridge Road was the beach and it was sandy and high," said Paul Martin, 60, president of the Munster Historical Society. "As the lake receded, that (Ridge Road) was nice, high ground, and on either side was a swamp."

–"From a Swamp to a Suburb", D. Moss, Chicago Tribune, March 20, 1985

Site Investigation & Analysis

Outreach, Meetings and Events

STAFF KICKOFF AND COMMUNITY OUTREACH PLAN

The team will meet with staff to kickoff the project and review the public outreach plan. During this meeting we will discuss project goals, available data and the upcoming schedule, including milestone dates for meetings and events.

STEERING COMMITTEE MEETING #1 – COMMITTEE KICKOFF MEETING AND CORRIDOR TOUR

The purpose of the first committee meeting is to review project scope. The meeting will include a mapping activity and a walking tour to understand corridor influences, issues and opportunities. Inputs will be collected and summarized for use throughout the planning assignment.

NEIGHBORHOOD POLL #1

Based on inputs gathered during the first committee meeting, a neighborhood poll will be developed to ask the community about issues and opportunities relative to the corridor. Poll questions will be coordinated with staff in advance and will be distributed via Crowd Signal or similar. Data will be summarized and reported back to the community via the project website.

STAKEHOLDER INTERVIEWS / FOCUS GROUPS / SCHOOL WORKSHOPS

Two (2) days of stakeholder interviews and focus groups will be conducted. Within this timeframe, school workshop(s) will also be conducted. Stakeholders may include businesses, property owners, residents and others who have an interest in the corridor. The purpose of these activities is to delve further into corridor issues specific to individuals or groups. Interviews shall be conducted at 45-minute increments in a public location, such as Town Hall. Meeting coordination shall be by staff. Meeting inputs and summaries will be documented and reported back to staff.

PUBLIC MEETING #1 – POP UP EVENT

The team will participate in a preexisting community event, such as the Holiday Arts and Crafts Fair at Munster High School. The purpose of this event is to build interest in the corridor and streetscape plan and to obtain community inputs. Interactive exhibits and materials will be provided, inputs will be documented and a summary report will be provided to staff.

PHASE 1 MEETINGS & OUTREACH

- Committee meeting #1: Kickoff and corridor tour
- Neighborhood poll #1
- Stakeholder interviews / focus groups / school workshop
- Public meeting #1 – pop up event

PHASE 1 DELIVERABLES

- Community outreach plan
- Project logo, website and promotional materials
- Existing conditions assessment report
- Public outreach exhibits, materials and summary reports



During the 95th Street Corridor Plan, Oak Lawn High School students provided input during a school workshop.

PROJECT APPROACH & SCOPE

PHASE 2 - PLANNING CONCEPTS AND ALTERNATIVES TESTING

Consultant Deliverables

Preliminary Streetscape and Corridor Concepts and Alternatives

Based on the research and outreach activities noted above, preliminary conceptual plans will be prepared. Preliminary plans will be developed as technically accurate drawings enhanced as full color exhibits and illustrations. Preliminary Concepts may include, but are not limited to, the following:

- Overall corridor framework plan depicting land use patterns, corridor character zones and multi-modal transportation networks
- Typical roadway sections depicting corridor typologies and opportunities for enhancements
- Typical intersection enlargement conditions and opportunities for enhancements
- Comparable photographs from other similar corridors with a focus on multi-modal functions, transit hubs, a diversity of land uses and people places.
- Streetscape materials, products and plantings opportunities with a focus on sustainable streetscape treatments, such as LED lighting, bioswales / raingardens, permeable pavements, recycled product materials, gateway/wayfinding/interpretive signage and native plantings.

Streetscape materials, products and plantings opportunities with a focus on sustainable streetscape treatments, such as LED lighting, bioswales / raingardens, permeable pavements, recycled product materials, gateway/wayfinding/interpretive signage and native plantings.

Corridor concepts will be organized to depict near term and long range project opportunities. Near term projects will be evaluated early in the planning process for inclusion as a phase 1 pilot project at the end of the planning study. Sample near term projects may include:

- Corridor business map brochure
- Banner design
- Gateway & wayfinding sign design
- Native planting demonstration area

As part of the team's overall assessment of the corridor, future traffic operations will be reviewed in order to identify opportunities to create a functional and well-balanced corridor. Synchro/SimTraffic models will be prepared for up to two (2) alternatives for the Ridge Road and Calumet Avenue corridors. With an existing ADT on Ridge Road of less than 20,000 vehicles per day (a decrease of up to 23 percent compared to prior years, according to data on the INDOT website), it is anticipated that a three-lane cross-section, or "road diet," will be evaluated in an effort to enhance the corridor with additional features such as on-street parking, pedestrian and bicycle accommodations, streetscaping and branded signage, and more. This analysis will take area growth and development into account in order to align future recommendations with the Town's vision for future land uses along the study corridors and beyond. Based on this alternatives analysis, the project team will collaborate with Town officials and staff to select a preferred typology for Ridge Road and Calumet Avenue and for key intersections along these two corridors.

Based on the evaluation of pedestrian crossing frequency and level of comfort, the alternatives will include recommended locations for additional crossing treatments and options to improve those that exist.



Sample wayfinding and branding concepts,
North Avenue Corridor Plan.



Outreach, Meetings and Events

STEERING COMMITTEE MEETING #2 – CONCEPT ALTERNATIVES VISIONING

The purpose of the second committee meeting is to report back the outcomes of the phase 1 outreach activities and present the preliminary streetscape and corridor concepts. The meeting will include a presentation of the concept materials followed by an interactive visioning activity. The activity would include exhibits and materials to test alternatives and solicit committee feedback. Inputs will be collected and summarized for use throughout the planning assignment.

NEIGHBORHOOD POLL #2

Based on inputs gathered during the first poll, a second poll will be developed to delve further into specific corridor issues. Poll questions will be coordinated with staff in advance and will be distributed via Crowd Signal or similar. Data will be summarized and reported back to the community via the project website.

AGENCY MEETINGS

Prior to finalizing corridor plans, meetings with appropriate agencies will take place. The purpose of these meetings is to understand planned improvements, to discuss corridor concepts, and to understand relevant permitting processes. Agency coordination may include Northern Illinois Commuter Transit District (NICTD) and Northern Indiana Public Service Company (NIPSCO). Meetings will take place in person or via telephone. Inputs will be summarized and provided to staff.

PUBLIC MEETING #2 – OPEN HOUSE CONCEPT ALTERNATIVES WORKSHOP

The team will participate in an open house format meeting with the community. The purpose of this meeting is to present summaries from the public outreach conducted to date and to present preliminary concept plans. The meeting will include a projector style presentation followed by open house format input stations. Input stations will include a variety of engagement activities designed to obtain input about a variety of plan opportunities. Inputs will be documented and a summary report will be provided to staff.

PHASE 2 MEETINGS & OUTREACH

- Committee meeting #2: Concept alternatives testing
- Neighborhood poll #2
- Agency meetings
- Public meeting #2 – open house concept alternatives workshop

PHASE 2 DELIVERABLES

- Preliminary streetscape and corridor plan
- Public outreach exhibits, materials and summary reports

Sample corridor concepts evaluated improved bus transit access, pedestrian connectivity and sustainable landscape features along North Avenue.



PROJECT APPROACH & SCOPE

PHASE 3 - FINAL PLAN DOCUMENTATION AND ADOPTION

Consultant Deliverables

Final Streetscape and Corridor Plan

Based on inputs gathered from the preliminary streetscape and corridor plan, a final streetscape and corridor plan will be prepared. Final plans will be developed as technically accurate drawings enhanced as full color exhibits and illustrations. Final concepts will address selections and refinements to preliminary planning concepts, including overall maps, enlargement plans, typical sections, typical intersection enlargements, select comparable photographs, recommended streetscape products and plantings.

The streetscape plan will be supported by up to (3) photovisualizations. Photovisualizations will be selected to depict key views to planned improvements within the corridor area.

A budget analysis will be prepared to support the final streetscape plan. The budget analysis will be organized as a set of phased improvements, including near term and long-range projects.

Pilot Project Documentation

Based on committee and staff input, one pilot project would be further developed and documented for implementation. The purpose of this is to demonstrate the Town's commitment to the corridor and streetscape plan with implementation of a project immediately following the planning assignment. The project will be coordinated with staff. Sample pilot projects include a corridor business map brochure; banner design; gateway and wayfinding sign design plan; native planting demonstration area or other as guided by the committee and approved by staff.

Draft and Final Plan Report

The Ridge Road and Calumet Avenue Streetscape and Corridor Improvement Plan Report will be prepared to document the final plan. All exhibits, recommendations and outreach summaries will be included in the report. The plan will be produced in Adobe InDesign as a graphically rich report. The report will be provided in draft and final versions for review and input by staff, committee and Council members.



High quality photovisualizations were provided as part of the 95th Street Corridor Plan to communicate placemaking concepts

Outreach, Meetings and Events

STEERING COMMITTEE MEETING #3 – DRAFT PLAN PRESENTATION

The purpose of the third committee meeting is to report back the outcomes of the phase 2 outreach activities and present the final draft streetscape and corridor concepts. The meeting will include a presentation of the plan materials followed by a guided discussion about plan implementation. The activity would include a discussion about budget costs and select priority projects. Inputs will be collected and summarized for use throughout the planning assignment.

PUBLIC MEETING #3 – DRAFT PLAN PRESENTATION

The team will participate in a presentation meeting with the community. The purpose of this meeting is to present the work of the committee and draft plan. The meeting will include a projector style presentation followed by open house format exhibit stations. Each exhibit station will invite comments about the plan. Inputs will be documented and a summary report will be provided to staff.

STEERING COMMITTEE MEETING #4 – DRAFT REPORT REVIEW

The purpose of the fourth committee meeting is to review the draft report. The draft report will be provided to committee members in advance of the meeting. The meeting will be a guided discussion about key components of the plan. Inputs will be collected and revisions made if / as required towards development of the final report.

TOWN COUNCIL MEETINGS

Two meetings with Town Council are planned to present draft and final plans to Council members. A projector style presentation will be made at a regularly scheduled Council meeting. Key team members will be available to answer questions and address clarifications towards approval of a Final Plan Report.

PHASE 3 MEETINGS & OUTREACH

- Committee meeting #3: Draft plan presentation
- Public meeting #3: Draft plan presentation
- Committee meeting #4: Draft report review
- Town Council Meetings (2)

PHASE 3 DELIVERABLES

- Final streetscape and corridor plan supported by budget costs and photovisualizations
- Pilot project documentation
- Public outreach exhibits, materials and summary reports
- Draft and final plan report



PROJECT EXPERIENCE



TESKA ASSOCIATES

HISTORY & BACKGROUND

Teska Associates, Inc., founded in 1975, is a planning and landscape architecture firm with a twenty-two person professional staff based in Evanston and Plainfield, Illinois. The firm specializes in urban design, landscape architecture, community planning, public outreach, development economics and site design. The firm has completed multiple downtown streetscape and corridor planning assignments throughout Illinois and beyond - all of which balance best practices for agency standards with an expression of community identity thru placemaking.

The firm believes strongly in community participation and stakeholder processes that help build community consensus. An integral part of this process is utilizing a variety of techniques and interactive mediums to communicate goals surrounding the built environment, streetscape development scenarios and alternatives, as well as to support creative brainstorming and discussion. Our visualization processes breathe life into projects by creating a visual sense of place that residents can see and relate to. Beginning with idea conception, these processes transition from ensuring community input, developing strategies, and implementing projects. For more information, please visit our website at www.TeskaAssociates.com.



Building Relationships

We cherish long-term client-consultant relationships built by listening intently to client needs, maintaining clear and frequent contact, providing timely and responsive service, and exceeding expectations.

Creating Livable Communities

We are passionate about creating livable communities; places with a strong economy, walkable and safe streets, and great venues to play and interact with neighbors.

Going the Extra Mile

We know that our success is based on the quality of our service. At Teska, quality service is based on responsiveness, anticipation of needs, maintaining flexibility, and creative and efficient problem solving.

Providing Honest Answers to Tough Questions

We provide solutions that are creative and realistic. Based on our experience and analysis, we sometimes have to tell a client that in our opinion an idea won't work - but that rejection is quickly followed by an alternative solution that will work.

TESKA ASSOCIATES, INC.

LEAD CONSULTANT

Urban Design, Landscape
Architecture, Planning,
Community Outreach

Evanston, IL

627 Grove Street
Evanston, IL 60201

Plainfield, IL

24103 W. Lockport St.
Unit 107
Plainfield, IL 60544

Key Staff

Jodi Mariano, PLA, ASLA
Principal, Project Manager

Erin Cigliano, AICP
Senior Associate, Outreach
Specialist

Heather Faivre, PLA
Associate Landscape Architect

Jill Troiani
Associate Landscape Architect

Teska's urban design studio assists our municipal partners with public place projects. Our work is based in strategic community outreach programs that inform functional and creative design plans. Teska's public place projects include corridors, streetscapes, plazas, parks and municipal signage programs. In addition, Teska's registered landscape architects also lead teams of engineers and designers to develop final design, construction documentation and construction oversight for streetscape projects. Select relevant projects follow below:

Pace North Avenue Corridor Plan. On behalf of the Regional Transportation Authority (RTA), Teska led a team of transportation planners and economic development specialists in the development of this multi-jurisdictional corridor, including multiple agencies and nine corridor communities. This project was focused on priming the corridor for future enhanced Pace Suburban Bus operations, improving transit efficiency and connectivity along one of Chicago's busiest auto-oriented corridors.

Michael Horsting, AICP | Principal Analyst, Local Planning and Programs
Regional Transportation Authority (RTA) | 175 W. Jackson Blvd # 1650, Chicago, IL 60604 | 312 913 3159
horstingm@rtachicago.org
https://issuu.com/teskaassociates/docs/north_ave_corridor_report_final_2017_06_30

95th Street Corridor Plan. On behalf of the Chicago Metropolitan Agency for Planning (CMAP), Teska led a team of economic development specialists and transportation planners. The 4-mile corridor plan in Oak Lawn identified opportunities to improve business access, safer pedestrian areas, public placemaking, site redevelopment and wayfinding signage.

Jacob Seid, Associate Planner | Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive Suite 800 | Chicago, Illinois 60606 | 312 386 8646
jseid@cmap.illinois.gov
https://issuu.com/teskaassociates/docs/95th_street_corridor_plan_v07_adoption_2014-03-11

Lincoln Square Master Plan. On behalf of the Lincoln Square Chamber of Commerce, Teska led a team of transportation planners and economic development specialists to envision the community's Master Plan. Based on robust public outreach efforts, the plan focused on improvements to the transit and transportation system, including enhanced pedestrian ways, corridors and placemaking features.

Rudy Flores, Executive Director | Lincoln Square Ravenswood Chamber of Commerce
2611 W. Lawrence Avenue, Chicago, IL 60625 | 773 728 3890
rudy@lincolnsquare.org
<http://www.lincolnsquare.org/SSA-Master-Plan>

Winnetka Downtown Streetscape and Signage Plan. Following the Downtown Master Plan, Teska remained involved to conduct the Village's Streetscape and Signage Plan, culminating in construction documents for the first phase of construction for Chestnut Street, nearing completion. Features of the plan included a robust public outreach program and a focus on placemaking elements in the streetscape. Built features include structural soil for tree plantings, landscaped bump outs, decorative paving, LED lighting and clustered seating areas.

David Schoon, Director | Village of Winnetka Community Development
510 Green Bay Road | Winnetka, IL 60093 | 847-716-3526
DSchoon@winnetka.org
<https://winnetkadowntownplan.files.wordpress.com/2015/07/winnetkadowntownstreetscapesignageplan-2018-06-19.pdf>



NORTH AVENUE CORRIDOR STUDY

CORRIDOR PLANNING

Pace Suburban Bus and the Regional Transportation Authority (RTA) are planning for a future North Avenue corridor that better supports transit users, bicyclists and pedestrians. Teska is leading a team of consultants, including transportation planners, civil engineers and economic development specialists to develop a corridor plan that is coordinated with Pace Pulse, a component of Pace's Vision 2020 plan to modernize suburban public transportation. The corridor spans more than seven miles in length and includes the City of Elmhurst, City of Northlake, Village of Stone Park, Village of Melrose Park, Village of River Grove, Village of River Forest, Village of Elmwood Park, Village of Oak Park and City of Chicago. The plan recommendations are directly influenced by a robust public outreach program, including steering committee workshops, stakeholder interviews, community input surveys, bus rider surveys, open houses, pop up events, and meetings with local community planning organizations. Please visit the project website at: <https://northavenuecorridorstudy.com/> for more information.



Before & after photovisualizations articulate transit, transportation & urban design recommendations



'Taste of Melrose' pop up event



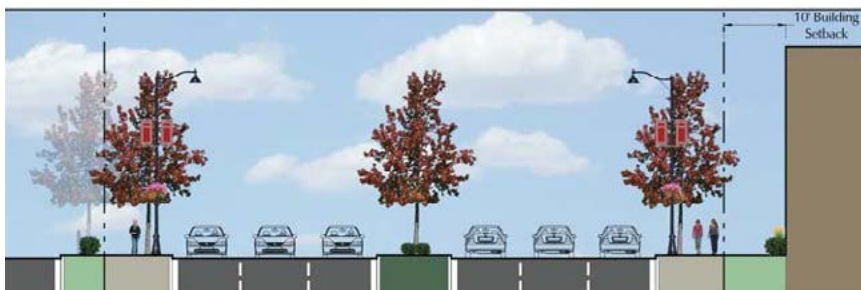
Photovisualization depicting rear alleyway and Metra Station area improvements.
Video available at: <http://vimeo.com/86340250>



CORRIDOR PLANNING

The Village of Oak Lawn is planning for a corridor that not only continues to serve more than 40,000 cars per day – but also promotes placemaking and quality of life for the community. Partially funded by CMAP, Teska led a team to develop a corridor plan for this very successful four-mile long commercial corridor in one of Chicago's south suburbs. Teska's role included project management, community outreach, planning and urban design. The project team included transportation planning and economic development support. Efforts are focused on improving pedestrian safety, redevelopment of key sites, and enhancing overall community image throughout the corridor. The study included a very successful consumer behavior survey (over 1,000 responses), focus groups, and participatory public workshops. Key corridor plan recommendations include design guidelines with an emphasis on sustainability; development of an "Avenue of the Arts" public art program; and rear alleyway enhancements designed to support placemaking within the Town Center. The Corridor Plan has been adopted by the Village. Please visit the project website at:

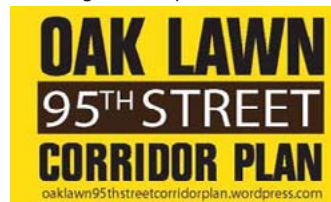
<http://oaklawn95thstreetcorridorplan.wordpress.com/> for more information.



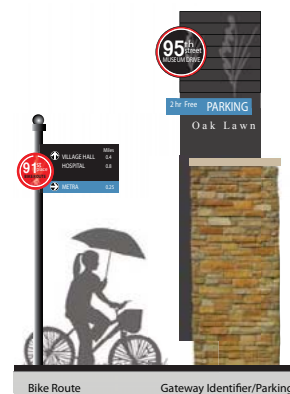
Corridor sections demonstrate how the street space is reclaimed for medians, streetscape enhancements and pedestrian oriented amenities.



Oak Lawn Community High School students participate in a visioning workshop.



Web-based and printed materials inspire community engagement.



Gateway & wayfinding signage concepts express community identity.



LINCOLN SQUARE SSA #21 MASTER PLAN CHICAGO, IL

LINCOLN SQUARE SSA #21 MASTER PLAN

To call Lincoln Square a special place would be an understatement – visitors know it as a hip neighborhood with a quaint, walkable shopping street, unique local restaurants and lively community events. For the 40,000+ residents, businesses and institutions who call Lincoln Square home, this is also a neighborhood of folks who care deeply about their community and the happenings within. An extension of the community, the Lincoln Square Ravenswood Chamber of Commerce (LSRCC) and Special Service Area #21 (SSA) are strong supporters of Lincoln Square's commercial districts and the neighborhoods which abut them.

Teska was retained by Special Service Area (SSA) #21 to lead a multi-disciplinary team of transportation planners and economic development consultants on the development of the community's master plan. Central to the Master Planning effort was a robust community outreach process that solicited inputs from residents, businesses and organizations. The Master Plan identifies objectives, projects and actions distilled from thousands of comments received via public meetings, events, social media, community polls and a project website.

The plan focused on the following key elements:

- Listen | support community engagement
- Transport | improve transportation and transit connections
- Progress | support local businesses and guide new development
- Reinforce Place | foster placemaking and a vibrant community

A link to the adopted plan follows: <http://www.lincolnsquare.org/SSA-Master-Plan>





WINNETKA DOWNTOWN STREETScape AND SIGNAGE MASTER PLAN

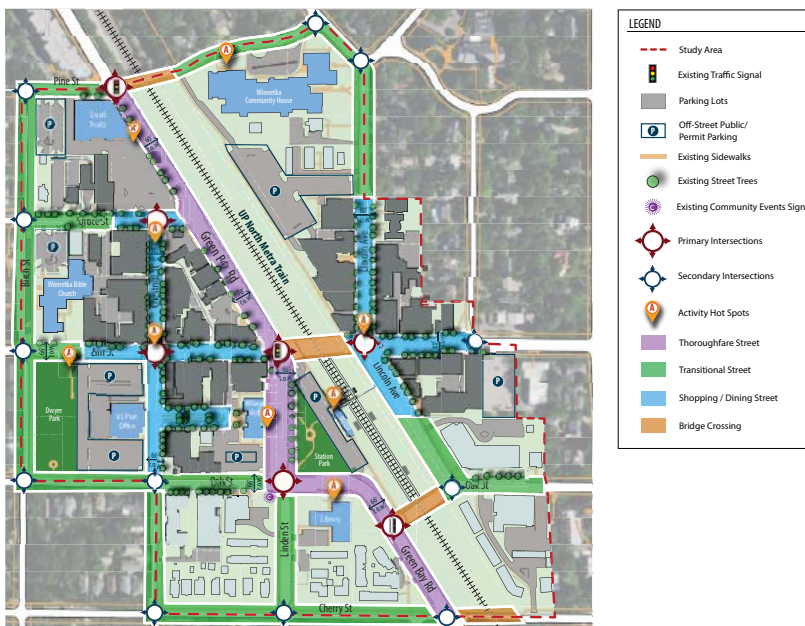
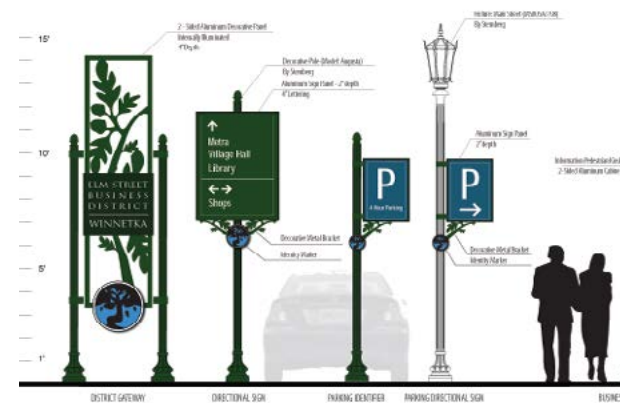
WINNETKA, IL.

STREETSCAPE AND SIGNAGE MASTER PLAN

One of the key outcomes from the Winnetka Downtown Plan was a community-wide call for improved public places in the Downtown. Teska continued the plan preparation and outreach with the community towards development and adoption of the Downtown Streetscape and Signage Master Plan. Key features of the plan include:

- Support for existing active gathering areas as outdoor living rooms
- Clear and open sidewalks
- Balanced impacts to on-street parking
- Healthful conditions for trees
- Enhanced trail tree brand identity

Specialty streetscape finishes and furnishings include festoon lighting on shopping and dining streets, clustered bench seating at key intersections, curbed planter bumpouts for trees and groundcover plantings, custom bike bollards displaying the Village's trail tree identifier and a unified family of gateway and directional sign types that promote village destinations. Teska is currently working with the Village to develop the first phase of streetscape implementation along Chestnut Street.





CHICAGO AVENUE CORRIDOR

EVANSTON, IL

CORRIDOR PLANNING

Evanston's south corridor is undergoing a major transformation in the public rights of way and adjacent private development parcels. Teska is the consulting landscape architect for a series of nearby private developments which are enlivening the Chicago Avenue corridor. Private developments include AMLI Residential, a four story transit oriented mixed use development including retail, live-work, and rental housing; Walgreens reconstruction, the nations first net zero Walgreens store, including wind, solar and geothermal energy; and a 20 unit mid-rise condominium with ground floor retail shops. In addition to private developments, Teska consulted to the City of Evanston for streetscape improvements, including landscape treatments along the west side of Chicago Avenue at the elevated CTA / METRA train line. Also, streetscape and plaza treatments were designed along the east side of Chicago Avenue to unify the appearances of each development parcel towards an attractive south gateway into Evanston.





FOUNTAIN SQUARE RENOVATIONS EVANSTON, IL.

URBAN DESIGN & LANDSCAPE ARCHITECTURE

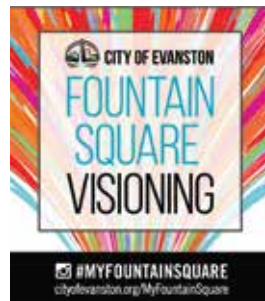
When presented with the need to address functional improvements to the namesake fountain at Evanston's Fountain Square, the City turned to the community for inspiration. Located at the intersections of Davis Street, Sherman Avenue and Orrington Avenue, Fountain Square Plaza has a long history as the cultural and historic center of downtown Evanston and includes a Veterans Memorial and Fountain. Also a place for community gathering, seating, strolling and events, the City has reimagined a Fountain Square that is durable, functional and reflective of community identity.

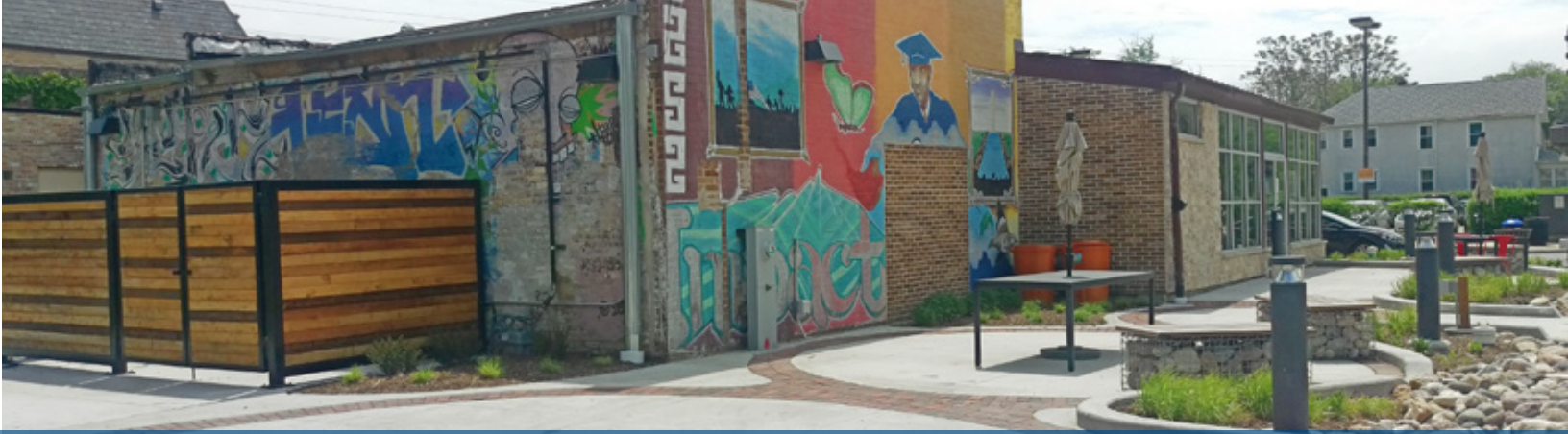
During the 2014-2015 Visioning Assignment, Teska assisted the City in leading traditional and 'pop up' public outreach activities that guided four preliminary concept plans.

During the 2016 Renovations Assignment, Teska was part of a consulting team including Christopher B Burke Engineering and Waterworx Fountain Designers to develop design plans to guide construction of Fountain Square Plaza. The team worked closely with City Staff, Steering Committee, The American Legion Evanston Post 42, Veterans of Foreign Wars Snell Post 7186, Downtown Evanston, Neighbors and the Community to develop the design plans for a contemporary people place.

Staff, stakeholders and the community rallied around a Fountain Square Plaza that placed importance on the pedestrian experience, including reduction of travel lanes at Sherman and Orrington Avenues to accommodate expanded plaza spaces north and south of Davis Street. Additionally, the treatment of the roadway is designed to bring the elevation of the roadway up to the elevation of surrounding sidewalks, thereby creating a "shared" or "curbless" street that would enable the City to close streets in various configurations and expand the people spaces out into the roadways during fests and events. Other key elements of the plaza spaces include:

- Shared or curbless roadway treatments
- A signature fountain including a grid of 20 choreographed jets flush with pavement
- A custom glass memorial wall
- Tree groves and custom cube benches
- Movable bistro seating
- Specialty festoon lighting
- Holiday tree area and lawn panel
- Sustainable features including permeable paving, LED lighting, recycled and repurposed materials





GIBBS MORRISON CULTURAL CENTER EVANSTON, IL.

STORMWATER & URBAN DESIGN

On the site of a former gas station, the curbs of the old parking lot layout could still be found. Although Gibbs Morrison Cultural Center was alive with new activity, former site conditions presented a constant struggle with water. Any large rain event would cause the inside of the building to take in water.

Teska conducted a public outreach program and prepared concept design thru construction documentation to address best practices for site development and stormwater. Stormwater improvements include a full regrading of the site, rain barrels connected to the gutter, attractive bioswale gardens with curb cuts to let in water, and even improvements that don't meet the eye. An underground network of pipes and a storage tank allows water to flow at its own pace without damaging the site.

Since site redevelopment, water doesn't enter the building and visitors of Gibbs Morrison Cultural Center and First Slice pie shop can be seen enjoying the new public space.





RYAN FIELD RENOVATIONS NORTHWESTERN UNIVERSITY EVANSTON, IL.

STORMWATER & LANDSCAPE ARCHITECTURE

Improvements to the Ryan Field Stadium areas have been designed to balance the functions of the University's growing athletics department with the surrounding scale and character of the neighborhood. Teska facilitated community outreach and provided landscape architectural design services to address perimeter landscape treatments as well as sustainable landscape features. Although the landscape areas serve different functions, emphasis was placed on larger corridor character design opportunities, such as the residential scale of the Isabella Street Corridor, the mixed use scale of the Central Street Corridor, and the neighborhood screening needs along the adjacent alleyway. Features of the campus enhancements include landscape treatments for the Rocky Miller Baseball Field reconstruction and West Ryan Field parking lot reconstruction, including perimeter planting treatments and screening, rain garden areas, seating areas and interpretive signage.





LOCKPORT DOWNTOWN STREETSCAPE & GATEWAY SIGN ENHANCEMENTS

LOCKPORT, IL

STREETSCAPE AND SIGNAGE MASTER PLAN

In concert with an IDOT roadway reconstruction, Lockport is reimagining its downtown streetscape as an environment that expresses Lockport's unique identity along the historic I&M Canal. Specialty streetscape finishes and furnishings include reclaimed native stone, custom benches with laser etching, native plantings and ornamental railings. In addition to the streetscape, gateway and wayfinding signs are designed as an extension of the downtown streetscape.





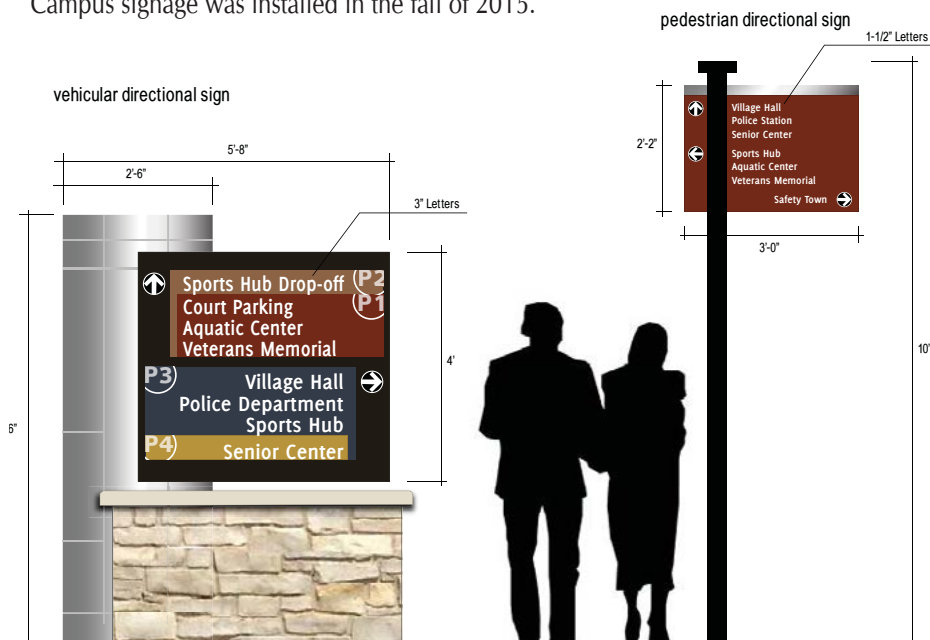
CIVIC CENTER SIGNAGE & WAYFINDING PLAN GLENDALE HEIGHTS, IL.

SIGNAGE AND WAYFINDING PLANNING

The Village adopted a signage and wayfinding program to improve the diverse user experience on the Campus. Teska developed comprehensive wayfinding/signage plans that addressed vehicular/pedestrian routes, open space destinations, building entrances, interconnectedness of sidewalks and opportunities for enhancement. The program was adopted and included the following signage and wayfinding elements:

- Campus Gateway Sign
- Vehicular Directional Signage
- Pedestrian Directional Signage
- Parking Identity Signage
- Building Signage

The Campus includes Village Hall, Police Department, Court, Senior Center, Sports/Aquatic Center and a Safety School. With this diverse group of users and parking designations, the signage program clearly guided users with simple color coded vehicular and parking identity signs. Teska development bid documents and Campus signage was installed in the fall of 2015.



Sam Schwartz

MAKING THE JOURNEY BETTER

A national engineering, planning and consulting firm

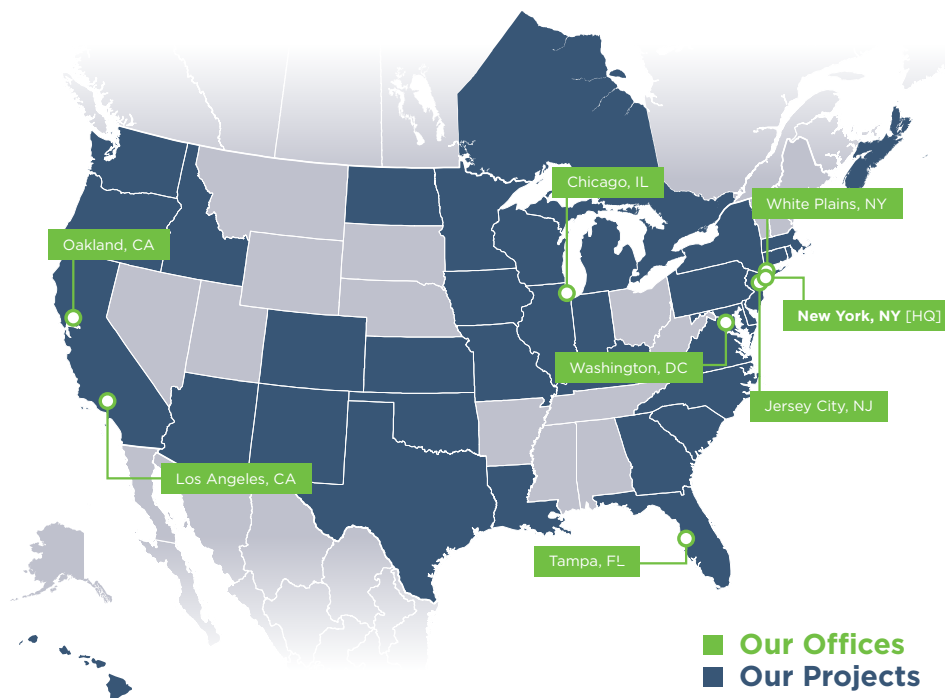
Our industry-leading team specializes in developing context-sensitive transportation solutions for mobility nationally and abroad. We identify transportation and social impacts and provide creative, multi-modal plans that are grounded in technically rigorous analysis and industry-accepted design standards, working towards larger policy goals such as economic development, Vision Zero, environmental and climate resiliency, and design excellence. We work to balance the needs and improve the quality-of-life of all users, including those using transit, walking, biking, driving, hailing rides, and moving freight.

Unlike large, multinational engineering firms, our planning, engineering, and design services are not “add-on” services but instead comprise Sam Schwartz’s core business practice. As a mid-sized firm, we offer flexibility, responsiveness, and a tactical approach to solving transportation challenges that other firms may lack. Our project experience reflects this strategic, integrated approach, spanning modes, disciplines, communications media, and technology.

Our Services

- » Air Quality + Noise
- » Campus
- » City Strategies
- » Civil Engineering
- » Community Engagement
- » Master Planning
- » New Mobility
- » Parking
- » Pedestrian Safety
- » Planning
- » Transportation Demand Management
- » Traffic Engineering
- » Transit Planning
- » Transportation Planning
- » Urban Planning

WHERE WE WORK



130

Professionals

8

Offices
Nationwide

24

Years in Business

samschwartz.com

Sam Schwartz

Work Products

- In Chicago, we led the planning and implementation of [Divvy](#), one of North America's largest bikeshare systems, introducing this brand-new transportation option in 2013. Since then, we have continued to work with the City to analyze the system's performance and plan expansions.
- In Des Moines, we led a comprehensive transportation planning processes that laid out a long-range plan to bring better mobility to people traveling by all modes—with a focus on equitable investment. The resulting plan, [MovedSM](#), included typologies for major roadways which would allow individuals roads to better respond to land use and surrounding context, while still fulfilling still it's role in the transportation network. This project received industry recognition, winning a planning award for the newly implemented Complete Streets Policies.
- Our current work in Ann Arbor is similar, involving a long-range transportation planning effort with a specific focus on Vision Zero. [Ann Arbor Moving Together](#) includes robust public and stakeholder engagement which then informed Sam Schwartz on how to develop strategies which would allow the transportation plan to meet the vision of the community.
- In Chicago's North Branch district, Sam Schwartz led the transportation analysis on a multi-disciplinary team to re-envision and guide the development of 760 acres of land as it transitions from a protected planned manufacturing district. The [North Branch Framework Plan](#) included bold transportation strategies to serve new uses, including a new dedicated transitway to connect the area to Chicago's primary transportation hubs downtown.
- Our work also connects us to historic neighborhoods where local organizations seek solutions to support economic development or retention goals within an established context, as in the [Lincoln Square Master Plan](#).
- We also work extensively with Metropolitan Planning Organizations on locally-sponsored initiatives, our most recent example of which is the [Northwest Municipal Conference Multimodal Plan](#) through the Chicago Metropolitan Agency for Planning.



Planner, Jane Wilberding, AICP, during a neighborhood picnic in Chicago's South Side, to talk about Divvy expansion.



Aerial of the North Branch district, demonstrating the complicated network of corridors, rail, waterways, bridges, industry, commercial, and developing residential resources.

West Lake Extension TOD Study

Lake County, IN



Sam Schwartz led the transportation analysis of the West Lake Extension TOD Study to prepare master plans for four station areas around the extension of the South Shore Line, with access to downtown Chicago. The TOD study was commissioned by the Northwest Indiana Regional Development Authority to strengthen the region's bid for a New Starts grant to fund the rail extension.

Four stations are proposed on the extension in three communities: Munster, Hammond, and Dyer. The TOD study prepared master plans for each station area, focusing on creating potential for mixed-use development and optimizing multi-modal access to the station and circulation around the area. Sam Schwartz provided analysis on projected traffic patterns and parking needs, taking into account the proposed land uses as well as regional considerations. This involved a careful balance between pedestrian comfort and access, vehicle through movements, and maintaining truck route access.

In addition to specific station area recommendations, Sam Schwartz prepared a toolbox of multi-modal last-mile solutions to help communities address needs, allowing them to be flexible but still achieve the walkable, bikeable station areas they desire as the development around the stations progress.

Client

Farr Associates

Contact

Doug Farr
Principal, Farr Associates
53 W Jackson, Suite 605,
Chicago, IL, 60604
312.408.1661 x201
doug@farrside.com

Services

» Transportation Planning
» Traffic Engineering

Cost

\$35,000

Dates

August 2016–August 2017

Obama Presidential Center

Jackson Park, Chicago, IL



Sam Schwartz provided traffic engineering and transportation planning services for the Barack Obama Foundation for the proposed Obama Presidential Center (OPC). The traffic impact study analyzed the expected traffic impacts associated with the closure and removal of a six-lane segment of Cornell Avenue within Jackson Park to accommodate the preferred location of the OPC. Several alternatives were analyzed that include various combinations of roadway closures and alternate routing. The study involved data collection at approximately 40 intersections, travel demand modeling to assess traffic diversions and growth, traffic analysis and simulation using Synchro/SimTraffic, identification of potential impacts, and development of mitigation measures and intersection capacity improvements to accommodate the diverted traffic due to the street removal.

Sam Schwartz informed the site design with respect to access and circulation for the OPC site, including multi-modal access; tour bus, passenger car, and taxi pick-up/drop-off accommodations; truck loading; parking demand studies; and both on- and off-site pedestrian and bicycle safety. Travel demand management strategies were developed to encourage transit and non-motorized travel to and from the site. Another key aspect for ground-level planning considered the potential impact that the security perimeter and physical barriers would have on vehicular, pedestrian, and bicycle access and circulation, such that the potential queues resulting from security screening operations can be accommodated.

Sam Schwartz has also been a key participant in the extensive stakeholder outreach effort, which has included the Mayor's Office, Chicago Department of Transportation, Illinois Department of Transportation, and community representatives. As the Foundation prepares to break ground in Spring 2020, Sam Schwartz continues to support the team with engineering design, guidance on Maintenance of Traffic phasing and execution, and coordination with CDOT staff.

Client

Barack Obama Foundation

Contact

John Lupinos
Senior Project Manager
303 East Wacker Drive
Suite 1127
Chicago, IL 60601
(312) 532-5667
john.lupinos@ascentpgm.com

Services

- » Traffic Engineering
- » Traffic Modeling
- » Transportation Planning
- » Geometric Concept Design
- » Signal Design
- » MOT

Cost

\$450,000

Dates

September 2016–Present

**Sam
Schwartz**



Transportation Study for Neil Street Corridor and Downtown Champaign

Champaign, IL

Sam Schwartz contributed to the transportation components of a plan for the gateway corridor of Neil Street from the Interstate into and through Downtown Champaign, ultimately connecting with the University of Illinois campus. In addition to providing a positive experience for those entering Downtown Champaign from the Interstate, the Neil Street Corridor is intended to safely accommodate pedestrians and transit. The final plan transforms the corridor from a fast, auto-centric road to a welcoming gateway for all users into Champaign and the University campus.

Implementation of safety-related recommendations is a key component of the plan to create a Complete Street while maintaining efficient vehicular access between I-74 and Downtown Champaign. Final recommendations included a “road diet” cross sectional configuration, curb cut consolidation, curb extensions, enhanced trail crossing treatments, bus pull-outs, and wide sidewalks. Sam Schwartz also built traffic simulation models to evaluate the impact of the recommendations on traffic circulation.

As an outgrowth of the work performed on the Neil Street Corridor Study, Sam Schwartz was subsequently engaged by the City to prepare a traffic analysis for Downtown Champaign. This assessment included extending one-way traffic flow on Neil Street and converting one-way Walnut Street to two-way traffic flow. Recommendations included modified traffic control, lane geometry, and signage; improvements for enhanced pedestrian safety (such as Leading Pedestrian Intervals, or LPIs); and an assessment of on-street parking and bike lane infrastructure with implementation of the new circulation patterns.

Client

City of Champaign

Contact

Jeff Marino
Senior Planner
102 N. Neil St.
Champaign, IL 61820
(217) 403-8800
Jeff.Marino@champaignil.gov

Services

- » Transportation Planning
- » Traffic Engineering
- » Feasibility Study

Cost

\$25,000

Project Dates

October 2017–June 2019

**Sam
Schwartz**

Sam Schwartz

Sam Schwartz's Select Plan Weblinks:

MoveDSM Transportation Master Plan:

https://issuu.com/movedsm/docs/movedsm_transportation_plan

Obama Presidential Center Traffic Study:

https://samschwartzengineering-my.sharepoint.com/:b:/g/personal/sdisneyhaufe_samschwartz_com/EXiAG9CJLw5Pjdp1aRE1evwB5x70pLdasDirm3HEc5vuYg?e=Er6Jlj

Moline Trail Alternatives Study:

https://samschwartzengineering-my.sharepoint.com/:b:/g/personal/sdisneyhaufe_samschwartz_com/EaalEV91ODxltYryuDt-d8UBO5CoqS0hWwcXfa6d6MAHCA?e=loGeHR

Sam Schwartz's Select References:

Doug Farr

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53 W Jackson, Suite 605, Chicago, IL, 60604

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john.lupinos@ascentpgm.com

Jeff Marino

Senior Planner

102 N. Neil St.

Champaign, IL 61820

(217) 403-8800

Jeff.Marino@champaignil.gov

TEAM EXPERTISE

TESKA ASSOCIATES

URBAN DESIGN, LANDSCAPE ARCHITECTURE, PLANNING, COMMUNITY OUTREACH

Jodi Mariano, PLA, ASLA **Principal Urban Designer**

Teska Associates

Jodi Mariano, PLA, ASLA, is a Principal with Teska and lead urban designer. With over 20 years of experience, Jodi will serve as principal and project manager for the planning effort. Ms. Mariano has experience in urban planning, landscape architecture, and architectural design. Jodi's work is recognized for its sensitivity to historic and cultural resources. In recent years she has completed numerous corridor, streetscape and public place plans, including high profile streetscapes in Downtown Evanston (Fountain Square Visioning and Renovations, Sherman Plaza, Maple Avenue Theater District, Chicago Avenue) and multiple streetscape and landscape assignments throughout Northwestern University's Evanston and Chicago Campuses. Jodi has led multi-disciplinary teams for corridor planning such as the North Avenue Corridor Plan (RTA), 95th Street Corridor Plan (CMAP) and Ridgeland Avenue Corridor Plan (RTA). Streetscape development plans designed and constructed under Jodi's management include those for the City of Lockport, City of Kankakee, Village of Winnetka and Village of Glencoe. Jodi is currently leading the Village of Wilmette's downtown streetscape revitalization efforts.

Heather Faivre, PLA, **Associate Landscape Architect**

Teska Associates

Heather Faivre, Associate Landscape Architect, will serve as lead urban designer. Heather has been involved in the firm's urban design projects, including the preparation of streetscape plans and urban design for Fountain Square Plaza, various projects at Northwestern University, Winnetka, and Glencoe. Heather brings a comprehensive understanding of urban design issues, regulatory standards and an attention to detail that ensures constructability. For the duration of this assignment, Heather will be responsible for the preparation of design documents, including full color maps, exhibits, plans, sections and other graphics used to communicate design intent.

Erin Cigliano, AICP **Senior Associate Planner** **Community Outreach Specialist**

Teska Associates

Erin Cigliano, AICP, Senior Associate, will serve as community outreach specialist, including the preparation of all digital and printed outreach materials. Erin uses a diverse set of urban planning, graphic/web design, and new media skills to produce a variety of cutting edge, award winning documents and projects. Erin brings with her a background focused on community development, participatory planning and creative design, with a proficiency in Adobe Creative Suite, Dreamweaver, SketchUp, Power Director 8, Survey Monkey, and a combination of other media tools and imaging software. Calling on her skills in graphic and web design, Erin has created dynamic project websites for communities to track project progress and view plans promptly as they're completed. By coupling her planning experience and graphic capabilities, Erin is able to demonstrate to communities what future development scenarios might look like. She has developed 3-D virtual site plans and animations for a variety of communities in Illinois, including Glencoe, Plainfield, Prairie Grove, South Elgin, Western Springs, Lincolnwood, and Sugar Grove as well as Greensboro, NC.

Jill Troiani **Associate Landscape Architect**

Teska Associates

Jill Troiani, Associate Landscape Architect, will serve as landscape architect. Jill has been involved in the firm's urban design projects, including the preparation of urban and landscape design for public places at Northwestern University's Evanston and Chicago Campuses, Evanston's Fountain Square Plaza, Lockport Streetscape, Winnetka Streetscape and Wilmette Streetscape. With a keen eye for high quality design, Jill will be responsible for high quality graphic illustrations and public outreach materials.

SAM SCHWARTZ CONSULTING

TRANSPORTATION PLANNING AND TRAFFIC ANALYSIS

Stacey Meekins, AICP **Principal Transportation Planner** **Sam Schwartz Consulting**

Stacey Meekins will serve as Sam Schwartz's Principal for the Ridge Road & Calumet Avenue Streetscape and Corridor Improvement Plan. Ms. Meekins has over 15 years of experience in transportation planning and has extensive experience on corridor improvement studies, focusing on practical, implementable solutions that can make a significant and immediate impact on a community. She became familiar with Ridge Road through the West Lake Extension TOD Study and through that project also has an initial understanding of the goals for Ridge Road and the area surrounding the future rail station.

Jane Wilberding, AICP **Lead Transportation Planner** **Sam Schwartz Consulting**

Jane Wilberding will be Sam Schwartz's lead planner for the Ridge Road & Calumet Avenue Streetscape and Corridor Improvement Plan. Ms. Wilberding has 9 years of experience in parking and transportation planning and has lead corridor studies throughout the country, such as the Neil Street Corridor Study in Urbana/Champaign (in which she created a sidewalk and intersection analysis to determine pedestrian comfort levels) and the Western Springs Parking Management Study with Teska Associates (in which she identified potential shared parking opportunities to optimize the existing footprint). She is currently serving as the lead planner for the Randolph Street Corridor Improvement Study in Chicago's West Loop to enhance the pedestrian experience and streamline parking and curbside designations. Through these projects and others, she has strategically incorporated a variety of modes to enhance the experience of all users.

Sara Disney Haufe, PE, PTOE **Lead Traffic Engineer** **Sam Schwartz Consulting**

Sara Disney Haufe, will be Sam Schwartz's lead traffic engineer and main point of contact for the Ridge Road & Calumet Avenue Streetscape and Corridor Improvement Plan. Ms. Disney Haufe has 14 years of experience in traffic engineering and transportation planning and has managed projects ranging from the Van Dyke Avenue Corridor Study along the frontage of the GM Global Technical Center (facilitating a \$1 billion investment in the corporate campus) to a station-area corridor study in support of south suburban Richton Park's long-standing plans for a TOD Town Center near their Metra station. She is currently leading a multidisciplinary team of consultants on the Randolph Street Corridor Improvement Study in Chicago's West Loop to achieve a vision for this corridor that eliminates the industrial-era service lanes and repurposes that space for increased public benefit, while also accommodating heavy weekday commuter traffic and increasing safety for all modes. Through these projects and others, she has managed staff across all transportation disciplines to achieve comprehensive and thoughtful solutions that meet Clients' objectives.

SELECTED EXPERIENCE

A registered landscape architect with a design addiction and passion for people places, Jodi has led Teska's urban design practice for 15+ years. The practice is comprised of creatives in the fields of landscape architecture, community planning and public outreach. Jodi's work focuses on community engagement designed to guide the planning and development of public spaces, such as streetscapes, parks and plazas.

Jodi has directed public processes which have resulted in useful master plans, successful funding applications and dynamic implementation projects. Her professional responsibilities range from concept planning through design, construction phase services, development approval and project installation.

Her proficiency with a wide range of graphic techniques, including hand drawings and computer generated graphics, allow her to craft effective and efficient communication techniques. Her technical experience enables her to produce dependable high quality construction documents.

Prior to joining Teska Associates, Jodi worked for a Chicago engineering firm on high profile infrastructural projects, developing her interest in blending vibrant community based design with functional infrastructure needs.

Jodi is an instructor at the Joseph Regenstein, Jr. School at the Chicago Botanic Gardens where she teaches in the Garden Design Certificate Program.



JODI MARIANO, PLA
Principal

EDUCATION

B.A. Landscape Architecture
University of Illinois (Urbana)

M.A. Architecture
University of Illinois (Chicago)

PROFESSIONAL AFFILIATIONS

State of Illinois, Registered Landscape Architect, License No. 157-001062
CLARB, Certified Landscape Architect, No. 4570
Member, American Society of Landscape Architects
Instructor, Joseph Regenstein, Jr. School, Chicago Botanic Gardens
Member, Women's Transportation Seminar

SPEAKING ENGAGEMENTS

APA Illinois State Conference Mobile Workshop, "Found Space: Fountain Square Plaza", 2019
APA Illinois Metro Seminar, "Branding - Beyond the Logo", 2016
APA Illinois State Conference, "Corridors: Places Beyond Pavements", 2014
APA Illinois State Conference, "Successful Grant Writing: Putting Plans into Action", 2011
APA Chicago Metro Section, "Outside the Box: A Historic Preservation Toolkit for Planning", 2011
Glenbrook South High School Women in Math and Science Breakfast, 2010-14
Author of the Chicago Botanic Gardens Garden Design Certificate Curriculum Restructuring, 2010



REPRESENTATIVE PROJECTS

Urban Design & Placemaking

Conducted a public outreach program and developed the urban design plan for Fountain Square Plaza Renovations in the heart of downtown Evanston; Gibbs Morrison Cultural Center (Evanston); Wilmette Public Library Landscape Renovations (Wilmette); and Glenbrook South High School Outdoor Classroom (Glenview)

Open Space, Campus & Parks Planning

Managed concept planning, public outreach, bid documentation and construction administration for parks and playground renovations projects for the City of Evanston, including Garden Park and Harbert Park. Managed open space and parks planning projects for various campus landscape areas throughout Northwestern University (Evanston), including West Ryan Field Parking Renovations, Athletic Sport Courts, North Campus Infrastructure Improvements, Dearborn Observatory & Foster Walker Quadrangle. Parks and Playground projects include Garden Park (Evanston); Apache Park (Des Plaines); Riverfront Park (North Aurora), Englewood Trail (Chicago); Talking Farm Urban Agriculture (Skokie); Growing Home Urban Agriculture (Englewood) and Bellarmine Jesuit House (Barrington).

Downtown Revitalization & Streetscape Planning

Led public outreach programs and downtown streetscape development for Schuyler Avenue Streetscape (Kankakee); Elm Street Business District (Winnetka); State Street Streetscape (Lockport); Downtown and Tudor Court Streetscapes (Glencoe); Downtown Wilmette (Wilmette); Downtown Rockton (Rockton); Lemont Downtown and I&M Canal Corridor (Lemont) and multiple streetscape assignments in Evanston, including Sherman Plaza, Maple Avenue and Chicago Avenue Streetscapes.

Corridor and Urban Design Guidelines

Participated in and led community planning assignments which resulted in the design direction for publicly and privately owned properties, including assignments in Prospect Heights (Milwaukee Avenue Corridor), Arlington Heights (Palatine Road/Rand Road/Arlington Heights Road Corridor), Oak Lawn (95th Street Corridor), Broadview (Roosevelt Road) Berkeley (St. Charles Road Corridor), Western Springs, Lombard, South Elgin, Itasca, West Chicago, Sugar Grove and Prairie Grove. Continuing services for many of these communities have provided assistance with municipal decision making for items such as new development, building additions and modifications.

Façade Enhancements

Provided historical research and façade enhancement studies to assist with downtown revitalization projects. Assisted with obtaining DCEO (Department of Commerce and Economic Opportunity) grants for façade implementation. Façade enhancement assignments in downtowns include Broadview, Canton, Glencoe, Fox River Grove, Rochelle and Lombard. Façade enhancement assignments for commercial centers include Olympia Fields.

Gateway & Wayfinding Signage

Prepared gateway and wayfinding signage packages for downtown district and corridor enhancement. Signage assignments have been completed for Lockport, Orland Park, Glendale Heights, Glencoe, Winnetka, Berkeley, South Elgin, Canton, and Western Springs.

Site, Landscape and Architectural Plan Review

Analyzed and prepared project reviews and testimony for a variety of large and small scale projects for the Villages of Bloomingdale, Itasca, Glencoe, South Elgin, Algonquin, Deer Park and Highwood.

Landscape Architecture

Provided landscape architecture design services for multiple residential projects, including single family, townhome and condominium homes. Provided landscape architectural design for specialty garden areas such as the Glenbrook Hospital Memorial Sculpture Garden, Glencoe Village Hall and Downtown Planters and Astellas Pharmaceuticals (Glenview) and Westminster Place Presbyterian Homes (Evanston)

Infrastructure Design

Prepared concept through bid phase documentation for Washington Street underpass (Grayslake). While at another firm, collaborated with teams of engineers, architects and landscape architects on high profile infrastructure projects including the South Lake Shore Drive Reconstruction through Historic Jackson Park and the Michigan Avenue Median Planter Walls above the North & South Grant Park Garages in Chicago.



SELECTED EXPERIENCE

Since joining Teska Associates in 2006, Erin has been creatively engaging communities using her experience in planning, communication and interactive design. Her abilities span from information architecture and data visualization to online outreach, video, in-person workshop facilitation, and mind mapping. By merging the application of engagement mediums with creative thinking, Erin effectively builds project momentum, optimizes outreach efforts and conveys information and plans in a way that is inviting, inspired and readily understood.

Recent projects include the Lincoln Square Master Plan in Chicago, IL, Imagine Dubuque Comprehensive Plan (2017 APA-IA Outreach Award Winner), Wicker Park Bucktown Master Plan (2017 APA-IL Outreach Award Winner), Winnetka Downtown Master Plan, and Historic West Des Moines Master Plan. Erin has also served as the consultant planner for the Village of Deer Park since 2008. Erin's diverse abilities bring projects 'start to finish', grounded in the basics of solid planning and community engagement, and brought to life via dynamic visuals and graphic storytelling.

Erin graduated from the University of Illinois, Urbana-Champaign in 2006, with a Bachelors in Urban Planning. She is an active member of the American Planning Association and serves as the Advisory Board Co-Chair for The Wabash Lights, a non-profit public arts initiative and light installation focused on the underside of the Wabash Avenue elevated train tracks in Chicago's loop. This proposed work of public art will incorporate over 5,000 programmable LED light tubes to transform an iconic piece of Chicago infrastructure into a canvas for a dynamic, interactive experience.



ERIN CIGLIANO, AICP
Principal

EDUCATION

B.U.P. Urban Planning
University of Illinois (Urbana)

Edward Tufte Design Training:
Presenting Data and Information

PROFESSIONAL AFFILIATIONS

AICP | American Institute of Certified Planners
APA | American Planning Association
AIGA | American Institute of Graphic Artists

SELECTED SPEAKING ENGAGEMENTS

Design + Layout Training | Champaign County Regional Plan Commission | 2018
APA-Chicago Metro Section | Beyond the Meeting Panelist | 2018
UIUC Wetmore Visiting Practitioner | Art + Zen of Creative Engagement | 2018
New Voices, New Ideas | APA Upper Midwest Conference Session | 2017
Information Architecture: Moving Beyond the Template | 2017 APA-IL
Zoning 101 - Making Documents User Friendly | 2016 IML
Using Video + Visuals to Tell Your Story | 2015 IML and APA-IL

SKILLS + PROGRAMS

+ Adobe Creative Suite: Illustrator, Photoshop, InDesign, AfterEffects
+ Mindmapping | Typography | Photography | SketchUp | Print Production
+ Video: Stop Motion Animation | AfterEffects | Windows Movie Maker | iMovie

CIVIC ACTIVITIES

The Wabash Lights | Advisory Board Co-Chair
2018 Marketing Chair/Designer for the APA-IL State Conference
2016 Marketing Chair/Designer for the APA-IL State Conference
2014 Marketing Chair/Designer for the APA-IL State Conference



REPRESENTATIVE PROJECTS

Outreach + Engagement

Develop activities and materials for community workshops, idea booths, and pop-up events; build and maintain project websites and/or tech-tools for: Park Ridge Comprehensive Plan (Park Ridge, IL), West Des Moines Comprehensive Plan (West Des Moines, IA), Lincoln Square Master Plan (Chicago, IL), Central Street SSA Feasibility Study (Evanston, IL), Neighborhood Housing Services Strategic Plan (Chicago, IL), Frankfort Comprehensive Plan (Frankfort, IL), Dubuque Implementation Plan (Dubuque, IA), Imagine Dubuque Comprehensive Plan (APA-IA Outreach Award), Wicker Park Bucktown SSA #33 Master Plan (APA-IL Outreach Award), Park Ridge Uptown Parking Study (Park Ridge, IL), Winnetka Downtown Streetscape + Signage Master Plan (Winnetka, IL), Cape Girardeau Comprehensive Plan (Cape Girardeau, MO), Glencoe Downtown TuneUp (Glencoe, IL)

Mindmapping

Deer Park Board of Trustees Workshop (Deer Park, IL), West Des Moines Comprehensive Plan (West Des Moines, IA), Lincoln Square Master Plan (Chicago, IL), DuPage County Route 83 Corridor Plan (DuPage County, IL), Neighborhood Housing Services Strategic Plan (Chicago, IL), Frankfort Comprehensive Plan (Frankfort, IL), Imagine Dubuque Comprehensive Plan (Dubuque, IA), Historic West Des Moines Master Plan (West Des Moines, IA) Orland Park Wayfinding and Branding (Orland Park, IL), Palos Park Blkeway + Trails Plan (Palos Park, IL), Crown Point Comprehensive Plan (Crown Point, IN)

Lead Planner + Designer

Served as lead planner and plan designer for Deer Park Comprehensive Plan / On-Going Continuing Services and Development Review (Deer Park, IL), Central Street SSA Feasibility Study (Evanston, IL), Neighborhood Housing Services Strategic Plan (Chicago, IL), Frankfort Comprehensive Plan (Frankfort, IL), Dubuque Implementation Plan (Dubuque, IA), Cape Girardeau Comprehensive Plan (Cape Girardeau, MO), Historic West Des Moines Master Plan (West Des Moines, IA), Dubuque Comprehensive Plan (Dubuque, IA), Villa Park Comprehensive Plan (Villa Park, IL), Winnetka Downtown Master Plan (Winnetka, IL), Wicker Park Bucktown SSA #33 Master Plan

Graphic Design

West Des Moines Comprehensive Plan (West Des Moines, IA), Wicker Park Bucktown Annual Reports 2016, 2017, 2018, (Chicago, IL), Wicker Park Bucktown Marketing Brochure (Chicago, IL), Lake Villa Marketing Brochures (Lake Villa, IL), Olympia Fields Developer Recruitment (Olympia Fields, IL), Glenview Development Review Brochure, Glenview Zoning Checklist Guide (Glenview, IL), Glencoe Historic Preservation Award Banners (Glencoe, IL)

Video Work

Storyboard, script, shoot and edit videos for: Glenview Development Review YouTube Chapter Series (Glenview, IL); Historic West Des Moines Master Plan Outreach Video and Executive Summary Video (West Des Moines, IA), Imagine Dubuque Comprehensive Plan Outreach Video (Dubuque, IA); Englewood Elevated Trail Line Outreach Video (Chicago, IL); Mindmapping Timelapse Videos (various); Teska Holiday / Promotional Videos



SELECTED EXPERIENCE

Heather is a inquisitive problem solver who analyzes the technical, social and phenomenal aspects of every project in order to find the most elegant and honest design solutions. Her approach to landscape architecture and urban design embraces systems thinking and the collaborative design process. She aspires to build timeless places that solve complex problems in the public realm.

Before rejoining Teska Associates Inc. in 2019, Heather acquired 6 years experience as a Landscape Architect and Designer in Illinois and New York. Heather started her career in Illinois and was part of the Teska team in 2013-2014 before relocating to New York City. In NYC Heather was an Assistant Landscape Architect for the city's Department of Parks and Recreation in the Capital Projects division on the Manhattan borough design team. While at Parks Heather was responsible for the design and coordination of capital improvement plans for a wide range of site types, including playgrounds and historic plazas and parks.

Following her time at Parks, Heather joined Starr Whitehouse Landscape Architects and Planners in NYC, where she worked on projects for both public and private clients. Highlights from her experience include technical detailing for The Battery PlayScape in lower Manhattan and the planning, design and coordination of a POPS waterfront esplanade and residential development on the East River in Queens, NYC.

Heather holds a Bachelors in Landscape Architecture from the University of Illinois (2012) and she is a registered Landscape Architect in the state of New York.



HEATHER FAIVRE, PLA
Associate

EDUCATION

B.L.A. Landscape Architecture
University of Illinois
Urbana, Illinois

PROFESSIONAL AFFILIATIONS

State of New York, Registered Landscape Architect, License No. 002783

REPRESENTATIVE PROJECTS

Harbert Park

Conceptual development through bid level documentation for a 13.5 acre park in Evanston.

Northwestern University

Conceptual development planning, bid documentation and construction oversight for landscape restoration projects at Northwestern's Evanston Campus.

Lincoln Square Master Plan

Strategies for placemaking and conceptual urban designs for the development of a strategic master plan for the Neighborhood's Special Improvement Program.

Seneca Park Master Plan

Conceptual development plan for a new 15 acre park in the Village of Seneca, IL. Preparation of materials for a successful OSLAD grant application.

Apache Park Development Plan

Conceptual development plan for improvements to Des Plaines Park District's Apache Park. Preparation of materials for a successful OSLAD grant application.

Prospect Heights Milwaukee Corridor

Corridor planning and conceptual design for gateways, landscape and signage and subsequent landscape design development for the Milwaukee Ave corridor.

James Weldon Johnson Park*

Total Reconstruction of a 1.05 Acre park and school yard in East Harlem, NYC. Amenities include: playground, splash pad, adult fitness, seating areas, basketball courts and an intensive, integrated green infrastructure program. A project of the Community Parks Initiative program.

Hallets Point*

Design and planning for the construction of a Privately Owned Public Space (POPS) water front esplanade, as part of residential development project in Astoria Queens, NYC. Project scope also included roof terrace design and interior terrariums.

NYC Depart. of Environment, Green Infrastructure Program*

Landscape design for rain gardens and bio-swales in parks and right-of-ways throughout Brooklyn and Queens.

Kimlau Square + Elizabeth H Berger Plaza Park*

Kimlau Square + Elizabeth H Berger Plaza: Schematic design, design development and coordination for NYC Parks' public plaza projects.

*Projects completed while at another firm.



SELECTED EXPERIENCE

Ms. Troiani joined Teska after earning her Master's in Landscape Architecture from the University of Colorado Denver. During her studies in Denver she held a position with Colorado Center for Community Development. At CCCD she worked with towns on the western slope of Colorado and through a series of community meetings, designed streetscapes, signage and wayfinding systems, community parks, playgrounds and regional parks. Prior to CCCD, she interned with the Chicago Park District cataloging their extensive historical archives of drawings and photos of Chicago Parks.

Jill's background in painting and printmaking has translated well into her graphic visualization of spaces. She is proficient in Adobe Creative Suite, AutoCAD and Sketchup Pro and enjoys illustrating spaces through colorful visualizations and perspective renderings. Her interests in design include living walls/roofs, therapeutic landscapes, urban design, multimodal transportation and environmental justice.

Since joining Teska, Jill has become involved with projects such as Wilmette Downtown Streetscape, Lincoln Square Master Plan, Kankakee's Schuyler Avenue Streetscape project, Winnetka's Streetscape and Signage Plan, North Aurora Riverfront Park Plaza, Westminster Place Cottage Homes and Northwestern University's landscape enhancements.



JILL TROIANI
Associate

EDUCATION

B.A. Bachelor of Arts in Studio Art
& Art History
DePaul University, Chicago, IL

M.L.A. Master of Landscape
Architecture
University of Colorado
Denver, CO

REPRESENTATIVE PROJECTS

Urban Design

Created rendered plans, perspective renderings and public outreach materials for the Wilmette Downtown Streetscape Plan. Generated perspective renderings for the Lincoln Square Master Plan. Produced an issues and opportunities map for the City of Kankakee's Schuyler Avenue Streetscape project along with colored plans, perspective renderings, planting plans and public outreach materials. Mapped businesses, storefronts and streetscape enhancement opportunities and created section illustrations for the Armitage Avenue Streetscape project in the Hermosa neighborhood in Chicago. Produced construction documents, details and specs for the Winnetka's Chestnut St Streetscape.

Open Space and Park Design

Prepared concept plans, design studies and construction documents for Garden Park and Harbert Park in Evanston.

Landscape Architecture

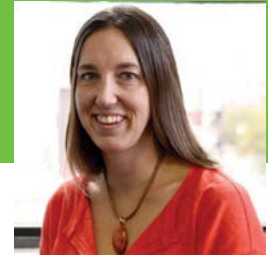
Prepared concept plans and cost estimates for the North Aurora Riverfront Park Plaza. Designed a graphic brochure illustrating the Village of Glencoe's replacement tree planting program and tree preservation details. Prepared existing conditions documents, concept plans and bid documents for various landscape restoration projects for Northwestern University at the Evanston and Chicago campus areas.

Planting Design

Prepared landscape construction documents for Northwestern University Evanston and Chicago campuses including plant removal and the installation of new plantings. Produced rain garden planting plans and construction documents for Trustmark Insurance's parking deck reconstruction. Created planting plans and construction docs for the Westminster Place Cottage Homes landscape enhancements in Evanston.

Stacey Meekins, AICP

Principal + Director of Transportation Planning



Ms. Meekins is a leading expert in pedestrian safety and mobility. She has focused her career on helping communities implement solutions to make their transportation systems more inclusive; establishing safer, more inviting environments that promote and empower walking and bicycling as integral modes of transportation.

Relevant Experience

West Lake Extension TOD Planning, MUNSTER, IN

Sam Schwartz provided transportation access and circulation support to the West Lake Extension TOD Planning study. The planning study examined the station area around four potential stations in three communities in western Indiana. Sam Schwartz provided multi-modal planning and analysis of the station areas, with an emphasis on walkability and a multi-modal system that would support development in the area. Ms. Meekins served as an advisor on this project.

Moline Trail Connection Alternatives Analysis, MOLINE, IL

Sam Schwartz led the City of Moline and Renew Moline, the downtown economic development organization, through a process of evaluation of a full set of alternatives for a trail connection to link trails along the Mississippi River and the Rock River. Sam Schwartz analyzed the pros/cons of several on- and off-street alternatives, including a grade-separated crossing, to arrive at one preferred alternative. A conceptual design of the alternative takes the city into the Phase 1 engineering of the facility.

Lincoln Square Master Plan, CHICAGO, IL

Sam Schwartz performed the transportation analysis for a master plan on the north side of the City of Chicago. The neighborhood is well-served by transit, including CTA bus and rail; however, there is a distinct division between the northern half of the neighborhood and the commercial and transit hubs. Sam Schwartz, led by Ms. Meekins, provided recommendations to improve connections for people traveling by all means between the disparate areas of the neighborhood. Additional recommendations focused on strengthening walkability in the core and strengthening the connection between the primary transit station and the commercial corridors.

Years of Experience

15 Years

Education

M.S. Urban Planning + Policy

University of Illinois at Chicago, 2005

B.S. Civil Engineering

Northwestern University, 2000

Certifications

American Institute of Certified Planners

Professional Affiliations

American Planning Association

Association of Pedestrian and Bicycle Professionals

Active Transportation Alliance

Women's Transportation Seminar

Presentations

National Complete Streets Coalition Instructor

Equity in Bikeshare,
Panel Moderator,
WTS Annual Conference, 2015;
Chicago, IL

Sam Schwartz

develop improved signal timings that enhance the flow of auto and bus traffic with minimal cost .

Van Dyke Avenue Corridor Study, WARREN, MI

Ms. Disney Haufe managed a corridor study of Van Dyke Avenue in support of GM's plans to invest \$1 billion to improve and expand facilities at the Global Technical Center, which currently employs 21,000 workers on a campus that spans more than 300 acres. The scope of this study included the preparation of future traffic projections for the corridor (including trips generated by 2,000 new and relocated employees), an evaluation of intersection capacity, and modeling corridor progression to identify access and improvement alternatives. Enhanced pedestrian accommodations between the GM campus and downtown Warren (located on the west and east sides of the Van Dyke Avenue corridor, respectively) were also evaluated.

Obama Presidential Center Transportation Analyses, CHICAGO, IL

Since joining Sam Schwartz in January 2018, Ms. Disney Haufe stepped in as lead traffic engineer for the proposed Obama Presidential Center and Library (OPC), scheduled to open in 2020. With major infrastructure modifications to accompany the OPC—including the Cornell Drive closure and widening on both Stony Island Avenue and southbound Lake Shore Drive—a functional sequence of construction will be critical to maintain acceptable operation and safety for commuting motorists; area pedestrians and cyclists (including students of all ages from nearby schools and the University of Chicago); and the four CTA bus routes that run alongside the future OPC site. Ms. Disney Haufe coordinated with City agencies on construction-condition expectations and oversaw the development of a transportation model in order to recommend appropriate measures for maintaining multimodal functionality at each stage of construction. Her coordination between the OPC team and City staff is ongoing as the groundbreaking date for this project nears.

Rand Road Corridor Plan, MOUNT PROSPECT, IL

As a subconsultant to a landscape architecture & planning firm, Ms. Disney Haufe oversaw the traffic analyses for this project performed under the Regional Transportation Authority's Community Planning Program. The objective of the project's transportation component was to bring a two-mile segment of this IDOT route closer to being a Complete Street, particularly with regard to pedestrian access and accommodations. In this role, she managed field data collection and peak period observations for use in calibrating traffic analysis, as well as overseeing the preparation of intersection capacity analyses to identify improvements and enable the integration of new pedestrian phases at complex, six-legged intersections.

Downtown DeKalb Revitalization Study, DEKALB, IL

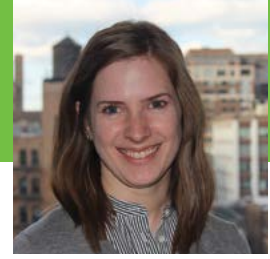
Ms. Disney Haufe performed a traffic and parking study for a larger revitalization effort by a team of consultants for Downtown DeKalb. After extensive analysis and a community charrette, recommendations included a road diet on Locust Street, traffic calming measures along Illinois Route 38, and one-way to two-way conversions for other downtown roadways.

Downtown Champaign Traffic Study, CHAMPAIGN, IL

Ms. Disney Haufe provided traffic engineering and transportation planning expertise on this study of Champaign's downtown district. Key aspects of this evaluation included extending one-way southbound traffic flow on Neil Street and converting one-way Walnut Street to a two-way roadway. The impact of these modifications on traffic flow and travel patterns through the downtown district were evaluated using Synchro software, and recommendations were identified to promote efficient traffic flow and improve pedestrian safety, including lane geometry, intersection control, signage, and timing adjustments such as Leading Pedestrian Intervals (LPIs).

Sara Disney Haufe, PE, PTOE

Associate



Having focused her entire career on building trusted relationships with clients and agency staff alike, Ms. Disney Haufe leverages her strong communication skills and technical background to serve as a liaison between decision makers, stakeholders, and daily users to build consensus and achieve successful project outcomes.

Relevant Experience

Richton Road Corridor Study for TOD Town Center, RICHTON PARK, IL

Ms. Disney Haufe managed a transportation study evaluating vehicular traffic flow and operation, pedestrian connectivity, and station-area commuter parking demand in support of the Village of Richton Park's efforts to develop a new TOD Town Center near their Metra commuter rail station. Key components of the study included a reduction in area traffic as a result of planned TOD development, suggested pedestrian connections to promote walkability within the Town Center and to/from the rail station, and a reconfiguration of the station's kiss-and-ride area for efficient vehicle stacking and improved pedestrian safety. Coordination with the Village is ongoing to support their transportation goals for the area, facilitate ongoing discussions with prospective developers, and gain approval from State and County officials.

Lincoln Square Master Plan, CHICAGO, IL

On a team led by Teska, Ms. Disney Haufe provided traffic engineering expertise for the Lincoln Square Master Plan recently commissioned by Special Service Area #21. With traffic congestion named as the most common concern in a community poll, Ms. Disney Haufe collaborated with the team on how to balance ostensibly conflicting objectives: maximizing safe and efficient traffic flow while elevating the walkability that residents value highly and reducing the community barriers presented by vehicle-centric corridors like Western Avenue. In the final plan unveiled in late May 2019, recommendations for the area include strategically placed curb extensions to improve pedestrian safety and comfort and build on improvements already initiated by the City and County; transit station enhancements to promote non-auto travel to downtown Lincoln Square; and suggested coordination between the Ward office and CDOT to

Years of Experience

14 Years

Education

B.S. Civil & Environmental Engineering

University of Illinois, 2005

Certifications

Professional Engineer: IL, WI

Professional Traffic
Operations Engineer

Professional Affiliations

Urban Land Institute Chicago,
Full Member

- ▶ 2018 Kahan Fellow
- ▶ Technical Assistance
Panelist
- ▶ Revitalization Strategies
for East Grand Avenue,
Gurnee, Illinois
(July 2016)
- ▶ Revitalization Strategies
for North Avenue,
Chicago & Oak Park,
Illinois (December 2018)

Institute of Transportation
Engineers, Past President,
Illinois Section and Review
Committee for the Coordinat-
ing Council's Developing Trends
Report

**Sam
Schwartz**

develop improved signal timings that enhance the flow of auto and bus traffic with minimal cost .

Van Dyke Avenue Corridor Study, WARREN, MI

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Downtown DeKalb Revitalization Study, DEKALB, IL

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Downtown Champaign Traffic Study, CHAMPAIGN, IL

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Jane Wilberding, AICP

Transportation + Parking Planner



Ms. Wilberding has advised and collaborated with a variety of public officials and private developers across the country to achieve mode split goals, optimize parking resources, and create more healthy livable places in the communities she serves. Her expertise lies in her ability to transform conceptual solutions into functional policies driven by measurable indicators, geographic evaluations, growth projections, and financial analysis.

Relevant Experience

Neil Street Corridor Plan, CHAMPAIGN IL

Ms. Wilberding formulated a walkability and intersection score to determine the existing pedestrian safety of the Neil Street corridor. This was used to identify street segments of key concerns and prioritize which improvement projects should be pursued in the short, mid, and long-term. Recommendations also included transit accessibility, parking elimination or consolidation, bicycle facilities, lighting, and improved sidewalk conditions.

Madison Street Corridor Charrette, ROCKFORD IL

In the spring of 2017 the City of Rockford completed a design charrette along the mile and a half-length of their primary retail corridor, Madison Street. A large component of this project involved completing an analysis of the corridors parking system, which is owned and operated by a variety of venues, offices, restaurants, and sports facilities, each with their own parking demand patterns and supply needs. Ms. Wilberding led an in-depth parking evaluation to identify shared parking opportunities between these groups to more efficiently connect major nodes throughout the corridor and create a more walkable streetscape to enable cross-shopping. Establishing shared parking along Madison Street makes more of the corridors real estate available for retail/commercial uses, and prevents the need to construct additional parking long-term.

Parking and New Mobility Corridor Study, BERKLEY, MI

Ms. Wilberding consulted to Berkley's Downtown Development Authority as they sought to develop and implement complete street policies for their primary commercial/retail corridors. Ms. Wilberding led a series of

Years of Experience

9 Years

Education

M.S. Urban Planning + Policy

University of Illinois at Chicago, 2014

B.A. Urban Studies + Business Administration

Trinity University, 2012

Certifications

American Institute of Certified Planners

Professional Affiliations

Institute of Transportation Engineers, Parking Standing Committee

Women in Transportation International

International Parking Institute

American Planning Association

Awards

40 under 40, Association of Commuter Transportation, 2017

Publications

Parking Generation Manual, 5th Edition. Institute of Traffic Engineers (ITE)

**Sam
Schwartz**

in-depth surveys to ensure that the peak parking occupancy and curbside management behaviors were captured, documented, and used to shape transportation policies as future development occurred. Parking utilization data was used to create calibrated minimum parking requirements that reflected the distinct needs of the community. Travel lanes were also reconfigured to prioritize the pedestrian experience through incorporating bike lanes along the corridor, introducing pick-up/drop-off zones, and mid-block crossings. The plan was adopted in the Fall of 2019.

Livernois-McNichol's Corridor Study, DETROIT, MI

Ms. Wilberding worked with a team of architects and financial advisors to determine long-term parking needs under varying development build-out scenarios. She identified parking placement and site design strategies to increase the corridor's walkability, encourage cross-shopping, and enhance accessibility to current and future businesses. Recommendations targeted shared-parking solutions in order to make more of the corridor's real estate available for retail/commercial uses and prevent the need to construct excess parking long-term.

Transportation Benefit Program Development, Broadway Lofts, GARY, IN

Ms. Wilberding developed parking and transportation benefit programs for residents of Broadway Lofts, a high-quality affordable housing building which seeks to reverse trends of disinvestment in downtown Gary. The programming strategically leveraged adjacent transportation amenities, such as creating an additional bus stop for the City's new Bus Rapid Transit (BRT), as well as introducing car-free options including carshare, a bike library, and pedestrian safety enhancements along the corridor. The program included case studies, implementation priorities, and potential barriers.

Downtown Parking Study, WESTERN SPRINGS, IL

Working with Teska Associates, Sam Schwartz was retained by the Village of Western Springs to examine the downtown's existing supply and demand, project future demand, and determine if there is a need to construct additional capacity. For this project, Ms. Wilberding led research and analysis to guide the village through transportation demand management policies and smart growth strategies to reduce parking demand and encourage alternative transportation options.

University of Chicago Parking Conversion Study, CHICAGO, IL

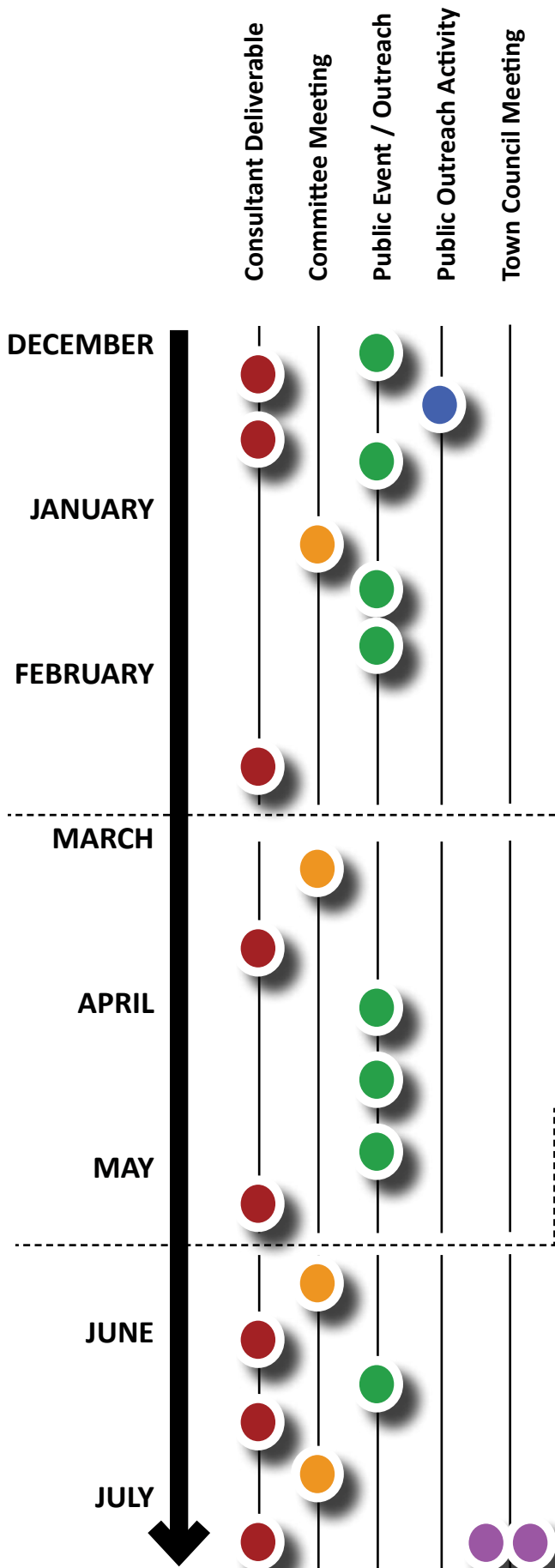
Ms. Wilberding led this effort to convert University Avenue from a travel lane to a pedestrian corridor. She evaluated existing parking demand along the corridor and identified a series of potential on-street conversions and reconfigurations to accommodate lost parking demand within the University's Planned Development boundaries.

Illinois Medical District (IMD) Parking Master Plan, CHICAGO, IL

As one of the largest medical districts in the country, the IMD has over 23,000 parking spaces on 560 acres and is primed for infill development. Ms. Wilberding managed this project in which she worked with District institutions to develop a comprehensive parking management plan to address the existing system inefficiencies and identify distinct travel demand patterns for each user type including employee, visitor, student, and patient. Using this analysis, Ms. Wilberding developed TDM and parking management strategies to reduce parking demand and alter existing mode splits, such as re-routing the internal shuttle system, improving connections to transit, establishing a parking Cash Out program, and initiating a Transportation Management Association for the District. The IMD has used the plan to create smart parking policies and apply transportation demand management strategies.

SCHEDULE

During the kickoff meeting, Teska will bring a draft schedule from which we will discuss meeting dates, project milestones and draft submittals. Modifications may be made to the schedule to accommodate staff as appropriate. The schedule will build in appropriate timing for consultant deliverables, staff review and revisions. During weekly status email reports and bi-weekly conference calls, Teska will keep track of the calendar to ensure the schedule is met. We understand that sometimes calendars require last minute changes. However as part of our practice, deadlines are met and we arrive prepared to meetings and public events. A draft project schedule follows:



PHASE 1

Community Outreach, Site Investigation & Analysis (December 1 - February 29)

Staff kickoff / community outreach plan / website

Existing conditions assessment

Committee meeting #1: Kickoff and corridor tour

Neighborhood poll #1

Stakeholder interviews / focus groups / school workshop

Public meeting #1 – pop up event

Summary reports - existing conditions and outreach data

PHASE 2

Planning Concepts & Alternatives Testing (March 1 - May 15)

Preliminary streetscape and corridor plan

Committee meeting #2: Concept alternatives testing

Neighborhood poll #2

Agency Meeting

Public Meeting #2

Summary reports - plan concepts, outreach summaries

PHASE 3

Final Streetscape & Corridor Plan / Adoption (May 16 - July 31)

Final streetscape and corridor plan / budget costs/ visualizations

Committee meeting #3: Draft plan presentation

Public meeting #3: Draft plan presentation

Pilot project documentation

Committee meeting #4: Draft report review

Draft & final plan reports

Town Council Meetings #1-2

Final Plan Report

PROJECT COSTS

TASK	TESKA		SAM SCHWARTZ		TOTAL	
	FEES	HOURS	FEES	HOURS	FEES	HOURS
Phase 1: Community Outreach, Site Investigation and Analysis						
1.1 Staff kickoff / community outreach plan	\$300	4	\$620	4	\$920	8
1.2 Website / project logo	\$5,300	52	\$0	0	\$5,300	52
1.3 Existing conditions assessment	\$3,100	30	\$9,270	99	\$12,370	129
1.4 Steering committee meeting #1	\$1,500	12	\$930	6	\$2,430	18
1.5 Neighborhood poll #1	\$1,000	8	\$0	0	\$1,000	8
1.6 Stakeholder interviews / focus groups / workshop	\$1,500	12	\$2,049	13	\$3,549	25
1.7 Public meeting #1	\$2,100	18	\$620	4	\$2,720	22
Subtotal Phase 1	\$14,800	136	\$13,489	126	\$28,289	262
Phase 2: Planning Concepts and Alternatives Testing						
2.1 Preliminary streetscape and corridor concepts alternatives	\$9,600	92	\$10,060	96	\$19,660	188
2.2 Steering committee meeting #2	\$1,500	12	\$930	6	\$2,430	18
2.3 Neighborhood poll #2	\$1,000	8	\$0	0	\$1,000	8
2.4 Agency meeting	\$900	6	\$620	4	\$1,520	10
2.5 Public meeting #2	\$2,100	18	\$1,568	12	\$3,668	30
Subtotal Phase 2	\$15,100	136	\$13,178	118	\$28,278	254
Phase 3: Final Streetscape and Corridor Plan / Adoption						
3.1 Final streetscape and corridor plan	\$6,800	64	\$7,492	66	\$14,292	130
3.2 Streetscape budget costs	\$1,400	12	\$0	0	\$1,400	12
3.3 (3) visualizations	\$2,700	26	\$0	0	\$2,700	26
3.4 Pilot project documentation	\$2,300	22	\$0	0	\$2,300	22
3.5 Draft and final plan report	\$7,200	64	\$0	0	\$7,200	64
3.6 Steering committee meeting #3	\$1,500	12	\$930	6	\$2,430	18
3.7 Public meeting #3	\$2,100	18	\$0	0	\$2,100	18
3.8 Steering committee meeting #4	\$1,500	12	\$1,568	12	\$3,068	24
3.9 Town Council meetings (2)	\$1,200	8	\$1,568	12	\$2,768	20
Subtotal Phase 3	\$26,700	238	\$11,558	96	\$38,258	334
SUBTOTALS	\$56,600	510	\$38,225	340		
SUBTOTAL FEES					\$94,825	
REIMBURSABLES (TESKA)					\$2,000	
REIMBURSABLES (SSC)					\$1,430	
TOTAL FEES + REIMBURSABLES					\$98,255	

