



◆ Village of La Grange Park ◆

Professional Planning and Design Services

31st Street Corridor Transportation Plan

May 2025



Village of La Grange Park 31st Street Corridor Transportation Plan

Dear Mr. Rockwell and Members of the Selection Committee:

The Village of La Grange Park needs a consultant team that will successfully deliver this project. Kimley-Horn is the right consultant for this project. We have assembled a team of engineers, urban designers, and engagement specialists that will successfully deliver this project. Our team offers the Village the following benefits:

 **Community Engagement Experts.** Kimley-Horn understands the importance of building trust with communities and the value of an open and honest engagement approach during the preliminary design process. Clear and consistent communication with the many stakeholders and project partners involved in this project will be critical to its success and is one of the things we do best. We understand how to listen and communicate effectively with project stakeholders, community members, and impacted property owners. Kimley-Horn has a proprietary software, PublicCoordinate, which is a streamlined, sophisticated interactive mapping tool that makes it easier than ever to solicit feedback from the public. Whether the goal of the project is to inform, consult, or collaborate with the public, this tool provides information in an easily digestible format. By leveraging this tool in combination with our passion and experience, we bring an unmatched public engagement approach to this project. We have recently successfully applied the use of PublicCoordinate to the La Grange Road Traffic Safety Improvements process for the Village and feel confident that it would benefit the 31st Street Corridor project as well.

 **Extensive Streetscape Professionals.** The concept of extensive streetscape is rapidly evolving, transforming urban spaces to meet modern needs and preferences. Each completed project improves residents' quality of life and encourages social engagement by creating more inviting, functional, and aesthetically pleasing public areas. At Kimley-Horn, we leverage our vast experience to successfully execute these projects, drawing on lessons learned from previous endeavors. Our proven ability to tackle unique challenges allows us to deliver customized solutions that cater to the specific needs of each community, ultimately fostering vibrant and inclusive environments. By partnering with Span Studio, our team will create a seamless progression from the Branding and Identity process into the next stage of placemaking design for La Grange Park.

 **Local Partner Backed by National Expertise.** Our team is familiar with the community through our current work on the La Grange Road Phase I Study. We have experience engaging with residents and understanding their concerns within the community. Additionally, we have worked in the Chicagoland area for 20+ years and have successfully delivered projects for local municipalities tied to state and federal funding. We know what is necessary to develop project solutions and documents that are required when outside funding is used. Furthermore, our local staff is supported by more than 8,500 professionals throughout the country, including nationally recognized experts. Our ability to seamlessly reach this broad range of expertise will provide the Village with the latest best practices and creative solutions.

Kimley-Horn is excited about the opportunity to partner with the Village on this contract. Please contact me with any questions at **630.487.3435** or **emma.albers@kimley-horn.com**.

Sincerely,

Kimley-Horn and Associates, Inc.

Emma Albers, PE, PTOE | Project Manager

TO:

Derek Rockwell
Senior Planner/
Project Coordinator

Village of La Grange Park
447 N. Catherine Avenue
La Grange Park, IL 60526

FROM:

Kimley-Horn and Associates, Inc.

4201 Winfield Road, Suite 600
Warrenville, IL 60555



Statement of Qualifications

Key Staff

Our team has a history of delivering projects together, on time and within budget. Project manager, **Emma Albers, PE, PTOE**, has assembled a strong and unified team that capitalizes on their experience and collective desire to further our work with the Village of La Grange Park on this project. Kimley-Horn can provide all the necessary engineering, design, and planning skills for this project in-house. We have also included Span Studio on the team for seamless integration of Village branding right from the onset of initial recommendations. The organizational chart below outlines our key team members and their responsibilities. Resumes are provided for our lead team members starting on page four.

VILLAGE OF LA GRANGE PARK

Emma Albers, PE, PTOE
PROJECT MANAGER



Justin Opitz, AICP
TRAFFIC AND
PLANNING LEAD



Sofia Camp, EIT
TRAFFIC ANALYST



Daniel Grove, PLA, AICP, LEED AP
STREETSCAPE
DESIGN LEAD



Joe Cogswell, PLA, ISA CA
LANDSCAPE
ARCHITECT



**John Pobojewski
(Span Studio)**
BRAND IDENTITY



Anthony Gallo, PE, RSP₁
SAFETY LEAD



Sami Bijonowski
SAFETY ANALYST



Sagar Sonar, PE, PTOE
FUNDING SPECIALIST



Adam Kucharski, PE
DESIGN ENGINEER



Emma Albers, PE, PTOE

PROJECT MANAGER

Emma has 13 years of traffic engineering experience, ranging from planning to final engineering design. Her experience with multimodal projects includes the evaluation of uncontrolled trail crossings, crosswalk realignments, bike lane restriping, and institutional pedestrian connectivity plans. Additionally, she has worked on numerous Phase I projects within the Chicagoland area, which included public engagement and open houses.

Emma's combined experience with Phase I projects, bicycle and pedestrian evaluation and design, and public engagement gives her the ability to evaluate design alternatives from diverse perspectives and incorporate considerations from multiple stakeholders.

PROFESSIONAL CREDENTIALS

- ◆ Bachelor of Civil Engineering, Valparaiso University
- ◆ Professional Engineer in IL, MI, IN, WI, MN, IA, and OH
- ◆ Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

Phase I Engineering Design for Walters Avenue Corridor Improvements, Northbrook, IL – [Project Manager](#)

Shermer and Meadow Road Streetscape Improvements, Northbrook, IL – [Traffic Engineer](#)

Indian Trail Road Phase I, Aurora, IL – [QC/QA](#)

Green Bay Road Corridor Improvements Phase I, II, and III (McCormick Street to Isabella Street), Evanston, IL – [Project Engineer](#)

On Call Bicycle and Pedestrian Engineering, Northbrook, IL – [Project Manager](#)

Deerfield Road – Saunder Road to Wilmot Road, Lake County, IL – [Traffic Engineer](#)

IL Route 23 – Gurler Road and Peace Road Improvements, DeKalb County, IL – [Project Engineer](#)

Greenleaf Avenue Bike Boulevard, Wilmette, IL – [Design Engineer](#)

US Route – 17th and 94th Street Improvements, Orland Park, IL – [Design Engineer](#)

Ridge Avenue Signalized Intersection Improvements Phase I, II, and III, Evanston, IL – [Design Engineer](#)

Master Bike and Active Transportation Plan Implementation Plan, Wilmette, IL – [Project Engineer](#)

Montgomery Road at Virgil Gilman Trail Crossing Safety Improvements, Phase I and II, Kane County, IL – [Traffic Engineer](#)

Orleans Street Two-Way Conversion Plan, Chicago, IL – [Design Engineer](#)

Purdue University Third Street Pedestrian Mall, West Lafayette, IN – [Project Engineer](#)



Justin Opitz, AICP

TRAFFIC AND PLANNING LEAD

Justin has performed professional transportation and mobility planning work on a multitude of corridor and sub-area plans/studies and comprehensive plans that regularly explore a wide range of alternatives tailored to each study area and shared through extensive public outreach efforts. He also manages the production of traffic impact studies of all sizes for private development and public institutions, such as schools and municipalities. Justin provides in-depth mobility analysis on each study,

including planning for the circulation of automobiles, trucks, bicycles, and pedestrian traffic. He has helped craft mobility plans for a number of municipalities, regularly focusing on connectivity and safety for pedestrians and cyclists. Justin has worked with clients on more than 250 studies and planning efforts throughout the Chicago metropolitan area and the Midwest.

PROFESSIONAL CREDENTIALS

- ◆ Bachelor of Science, Community and Regional Planning, Iowa State University
- ◆ American Institute of Certified Planners
- ◆ American Planning Association Member

RELEVANT EXPERIENCE

Potawatomi Cargill Temporary Event Venue Traffic Management Plan, Milwaukee, WI – [Project Manager](#)

Ryan Field Redevelopment Plan Traffic Study, Evanston, IL – [Transportation Planner](#)

Kirchoff Road Corridor and Northwest Industrial District Planning Study, Rolling Meadows, IL – [Transportation Lead](#)

Maple School and Wescott School Traffic Circulation Studies, Northbrook, IL – [Project Manager](#)

Comprehensive Plan, Algonquin, IL – [Transportation/Infrastructure Lead](#)

Comprehensive Plan, Fox Lake, IL – [Transportation/Infrastructure Lead](#)

Comprehensive and Opportunity Areas Plan, Woodridge, IL – [Transportation/Infrastructure Lead](#)

Comprehensive Plan, Hickory Hills, IL – [Transportation Planner](#)

Comprehensive Plan, Harvey, IL – [Transportation/Infrastructure Lead](#)

Comprehensive Plan, Washington, IL – [Transportation Lead](#)

Comprehensive Plan, Hobart, IN – [Transportation Planner](#)

Comprehensive Plan, Onalaska, WI – [Transportation/Infrastructure Lead](#)

*Southwest Highway Corridor Study, Oak Lawn, IL – [Transportation Lead](#)

*IL Route 92 Corridor Study, Illinois Quad Cities – [Project Manager](#)

**Project completed prior to joining Kimley-Horn*



Daniel Grove, PLA, AICP, LEED AP STREETScape DESIGN LEAD

Daniel has 26 years of landscape architecture and planning experience. He has worked on various projects that are often focused on placemaking, connectivity, identity and wayfinding, parks, plazas, streetscapes, and urban master plans. His diverse experiences continue to inform and enrich his approach to his work. He leverages lessons learned, anecdotal evidence, and client feedback and applies his ever-expanding knowledge base and project savvy to new contexts and experiences. Daniel strives to create projects for public entities that are memorable while also enhancing economic growth for communities, creating a strong sense of place, and helping to set the framework by which people can improve their quality of life.

PROFESSIONAL CREDENTIALS

- ◆ Bachelor of Science, Landscape Architecture, University of Wisconsin-Madison
- ◆ Professional Landscape Architect in IL
- ◆ American Institute of Certified Planners
- ◆ LEED Accredited Professional in IL

RELEVANT EXPERIENCE

- La Grange Road Traffic and Safety Plan, La Grange Park, IL – **Community Engagement Lead**
- Various Site Planning Studies, La Grange Park, IL – **Project Planner**
- Shermer and Meadow Road Streetscape Improvements, Northbrook, IL – **Landscape Architect**
- Park Avenue Plaza Streetscape, Barrington, IL – **Landscape Architect**
- Downtown Streetscape Master Plan, Barrington, IL – **Landscape Architect**
- Uptown Streetscape Master Plan, Kenosha, WI – **Project Manager**
- Green Bay Road Corridor Improvements, Evanston, IL – **Landscape Architect**
- Park Street Phase II Streetscape Planning, Mundelein, IL – **Project Manager**
- Village Plaza Circle, Mundelein, IL – **Project Manager**
- Buckley Road Corridor Plan, North Chicago, IL – **Project Manager**
- Howard Street Streetscape and Wayfinding, Nilis, IL – **Landscape Architect**
- IL Route 23 Road Improvements - Gurler Road and Peace Road, DeKalb County, IL – **Landscape Architect**



Anthony Gallo, PE, RSP₁

SAFETY LEAD

Anthony has 12 years of experience in transportation engineering and safety planning, specializing in the use of novel datasets to provide insights and inform decision-making. He has served as project manager or technical lead for several SS4A safety action plans and local road safety plans across the US, and as such is well-versed in Complete Streets and Proven Safety Countermeasures. He is also currently serving as the project manager for the Kansas Strategic Highway Safety Plan, which prioritizes the state's safety investments. Anthony's well-rounded safety experience covers safety planning at the state and local level, across both urban and rural contexts, and across a variety of modes.

PROFESSIONAL CREDENTIALS

- ◆ Master of Science, Civil and Environmental Engineering, University of Virginia
- ◆ Bachelor of Science, Civil and Environmental Engineering, University of Virginia
- ◆ Professional Engineer in MO, KS, and VA
- ◆ Road Safety Professional Level 1

RELEVANT EXPERIENCE

- Strategic Highway Safety Plan, Statewide, KS – **Project Manager**
- Wyandotte County Vision Zero Action Plan, Kansas City, KS – **Project Manager**
- Vision Zero Action Plan, Leavenworth, KS – **Subconsultant Project Manager**
- Comprehensive Safety Action Plan, Grandview, MO – **Deputy Project Manager**
- Local Road Safety Plans, Statewide, IA – **Project Engineer**
- Comprehensive Transportation Safety Action Plan, Macomb County, MI – **Deputy Project Manager**
- Comprehensive Systemic Safety Action Plan, Jackson County, MI – **Deputy Project Manager**
- US-83 Communities/Garden City Roadway Safety Plan (SS4A), Garden City, KS – **Project Engineer**
- 79th Street Corridor Study, Overland Park, KS – **Project Engineer**
- 83rd Street/Lexington Avenue Corridor Study, De Soto, KS – **Project Engineer**
- Transportation Safety Action Plan (SS4A), Paola, KS – **Project Manager**



Sagar Sonar, PE, PTOE

FUNDING SPECIALIST

Sagar has 24 years of experience completing roadway planning and design projects using various funding sources for municipalities, state DOTs, and counties. He has worked on numerous transportation projects in the Chicagoland area, including traffic and safety studies, feasibility studies, Phase I, and developing contract documents for roadway improvements and signal systems in urban areas. Sagar specializes in securing federal funds for municipal projects and leading them through all phases, including coordination with several agencies. He has secured federal funds for various municipalities, including Surface Transportation Program (STP), STP-Bridge, Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP) administered through local Council of Mayors and Chicago Metropolitan Agency for Planners, and Invest in Cook through Cook County. He has also prepared funding applications for other funding sources, including Reconnecting Communities Pilot, BUILD, and SMART.

PROFESSIONAL CREDENTIALS

- ◆ Master of Science, Transportation Engineering, Illinois Institute of Technology
- ◆ Professional Engineer in IL
- ◆ Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

- Main Street Corridor Improvements, Skokie, IL – **Project Manager \$ (ITEP)**
- Braintree Road, Wise Road to Weathersfield Way, Phase I, Schaumburg, IL – **Project Manager \$ (STP)**
- Green Bay Road Corridor Improvements, Phase I, II, and III, Evanston, IL – **Project Manager \$ (STP)**
- Charles Road Corridor Safety Improvements Phase I, McHenry County, IL – **Project Manager \$ (CMAQ and HSIP)**
- Ridge Avenue Intersection Signal Improvements, Phase I, II, and III, Evanston, IL – **Project Manager \$ (HSIP)**
- MBATP Bicycle Feasibility Study and Design Engineering, Wilmette, IL – **Design Engineer \$ (Invest in Cook)**
- Sheridan Road Improvements, South Boulevard to Central Street, Evanston, IL – **Project Manager \$ (STP)**
- Lemont Road 87th Street to 83rd Street Phase I, DuPage County, IL – **Project Manager \$ (STP)**
- Touhy Avenue Bridge, Skokie Valley Trail, Phase I, II, and III, Lincolnwood, IL – **Project Manager \$ (CMAQ)**
- Various Roadways Phase I, IDOT – **\$ (CMAQ, SMART, BUILD/TIGER)**

\$ - Prepared funding application



Sofia Camp, EIT

TRAFFIC ANALYST

Sofia is a transportation analyst with project experience in a range of multimodal transportation engineering and planning studies focused in the Chicago area. Her experience includes pedestrian/bicycle infrastructure feasibility evaluations, data collection and analysis, parking demand and needs studies, traffic impact studies and site transportation assessments for private and institutional developments, transportation demand management planning for hospital and higher-education clients, community outreach/engagement activities, and transportation planning for stadium/special event venues. Sofia has worked with a variety of client types ranging from private developers to healthcare/higher-education institutions to municipalities. She applies her skills using software including ArcGIS, Synchro/Sim Traffic, Illustrator, and InDesign to prepare technical reports and graphics/exhibits for agency review, public-facing plans, and client-oriented planning guides.



Joe Cogswell, PLA, ISA CA

LANDSCAPE ARCHITECT

Joe has 13 years of professional landscape architectural experience in arboriculture, horticulture, irrigation, urban design, wayfinding and signage, and pedestrian and bicycle transportation planning. Much of his project experience has been within the municipal and commercial sectors with a focus on community parks, athletic complexes, and streetscapes. He specializes in photo simulations, presentation graphics, 3D modeling, rendering, and diagramming.



John Pobojewski

(Span Studio)

BRAND IDENTITY

John has been working in urban planning and architecture for more than two decades, focusing on blending brand, new media, branding, new media, and technology to discover greater impacts for communication design. His work is strategic, expressive, and multifaceted, encompassing award-winning brand identities, dynamic web platforms, short films, and immersive installations. He has shaped the presentation of winning schemes for numerous international architectural competitions by SOM, Arup, and others, and has also created signage and wayfinding for award-winning projects by Studio Gang Architects, Trahan Architects, and John Ronan Architects. He has also led the rebranding and websites for Ross Barney Architects, Nurture Architects, and Mas Context.



Sami Bijonowski

SAFETY ANALYST

Sami has more than three years of experience in transportation planning and traffic operations. Her experience includes traffic and parking studies, safety planning, and the development of mitigation improvements that address the impacts of new development. Through project experience, Sami has developed insight into a variety of traffic solutions.



Adam Kucharski, PE

DESIGN ENGINEER

Adam has 15 years of experience as a senior civil engineer, project engineer, and construction engineer on federally funded projects. He has extensive experience providing roadway, maintenance of traffic, ADA, and multimodal design services to municipal, county, and state clients. He has also led the public involvement process, alternatives analysis, and safety analysis for clients as part of the preliminary design phase. His attention to detail is exhibited in his technical expertise, quality assurance, and leadership capabilities.

Project Experience



Kirchoff Road Corridor Plan

📍 ROLLING MEADOWS, ILLINOIS

Kimley-Horn, as part of a project team, supported the City of Rolling Meadows in conducting a Corridor Study for Kirchoff Road. The team performed a comprehensive analysis and engaged extensively with the community to assess connectivity and mobility along the corridor. They developed various alternatives aimed at enhancing pedestrian and bicycle facilities and boosting economic development opportunities. The alternatives encompassed traffic calming measures such as implementing a road diet, adding protected bike lanes, installing on-street parking, and introducing new or improved pedestrian crossings. Additionally, zoning updates were proposed as part of a holistic strategy to better support existing businesses and attract new ones, ultimately aiming to create a more dynamic Downtown/Main Street environment for the corridor.

REFERENCE: Glen Cole, *Assistant City Manager and Community Development Director*
 ✉️ coleg@cityrm.org | 📞 847.870.9035

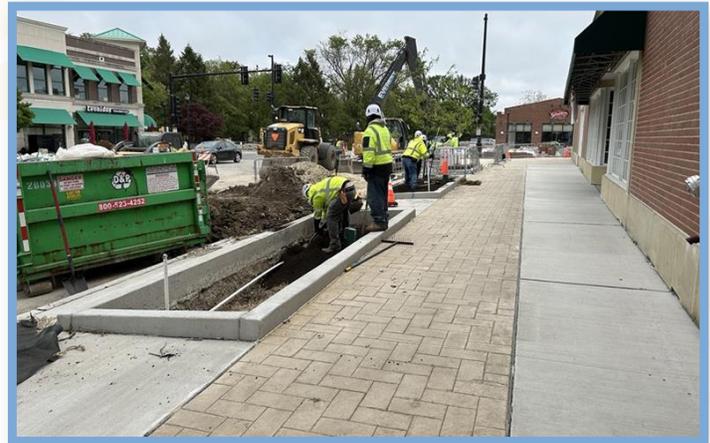
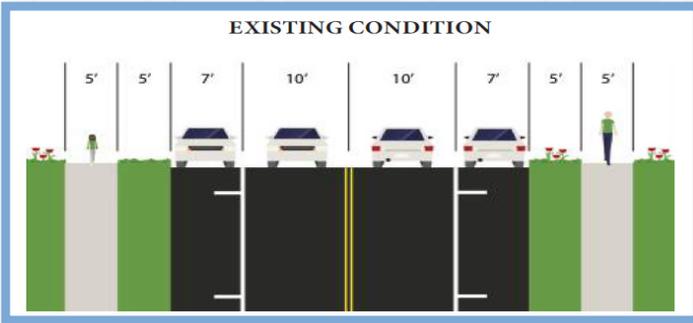


Green Bay Road Corridor Improvements

📍 EVANSTON, IL

Kimley-Horn completed Phase I services and is currently performing Phase II services for the City of Evanston along the Green Bay Road Corridor. Kimley-Horn has partnered with the City to comprehensively improve the corridors through public engagement, pavement rehabilitation, sidewalk improvements, intersection upgrades with signal modernization, utility and lighting upgrades, and streetscape enhancements that will create a safe corridor for all users. The project includes bus stop relocation and the addition of bus stop pads. The bicycle parking was improved within the project area by providing a bicycle parking station.

REFERENCE: Sat Nagar, *Senior Engineer*
 ✉️ snagar@cityofevanston.org | 📞 847.866.2967



Shermer and Meadow Road Streetscape Improvements

NORTHBROOK, IL

Following the pandemic of 2020, the Village of Northbrook installed expanded outdoor dining and pedestrian walkways on a temporary basis in their Central Business District. This started in 2021 to help support local businesses, and following initial success, the Village continued to modify and improve these areas over the following years, then began to study turning them into permanent improvements in 2023. Kimley-Horn was hired to prepare the final design, including civil engineering, hardscape and landscape design, and electrical engineering, for permanent improvements. Kimley-Horn also assisted the Village in engaging the local stakeholders and developing plan and perspective renderings to help convey the look and character of the proposed improvements. The process also faced an aggressive timeline, as the Village wanted construction to complete for the 2025 summer dining season, which meant the design and construction all needed to occur in under 10 months. Kimley-Horn was able to help the Village, including assisting in the selection of a Construction Manager, to allow for design, bidding, and value engineering to happen in parallel, allowing the project to be completed within the timeframe goal.

REFERENCE: Matt Morrison, *Deputy Public Works Director*

matt.morrison@northbrook.il.us | 847.272.4711

Walters Avenue Phase I

NORTHBROOK, IL

Kimley-Horn is providing Phase I Engineering Services to implement bicycle and pedestrian improvements along Walters Avenue consistent with the Village's Master Bike and Pedestrian Plan. Also included is pavement resurfacing and replacement of aging watermain throughout the corridor. Geometric studies include an alternatives analysis process that will engage the community, as buy-in from residents is crucial to the success of the project. The project will meet IDOT criteria for Phase I approval to be eligible for federal funding. Additionally, Kimley-Horn has supported the village through the public involvement process.

REFERENCE: Keely Evans, *Project Manager*

keeley.evans@northbrook.il.us | 847.664.4119



North Avenue Study Traffic Safety and Mobility

📍 CHICAGO, IL

Kimley-Horn is working with the Chicago Department of Transportation to evaluate and identify improvements addressing a range of safety and mobility challenges along a two-mile stretch of North Avenue (Harlem to Central). The plan elements are focused on serving all modes and abilities while leveraging transportation as a tool to achieve broader community goals such as improving economic development, corridor character, health and wellness, and overall quality of life. The corridor, with Chicago on the north and Oak Park on the south, is almost entirely comprised of offset intersections that present operational and safety challenges with the resulting alignments, signal operations, pedestrian crosswalks, and discontinuous north-south connectivity. Kimley-Horn is currently evaluating a range of modifications to address complex intersection issues while improving the overall character along the corridor.

REFERENCE: Brenda Rancher-McGruder,
Coordinating Planner
✉ brenda.mcgruder@cityofchicago.org |
☎ 312.744.6139

Downtown Streetscape

📍 BARRINGTON, IL

Kimley-Horn is currently designing rehabilitation and enhancement of several downtown streets, including Cook Street, Station Street, Main Street, and Hough Street. The improvement includes the removal of concrete pavers and sidewalk, and installation of decorative concrete, new planter areas, streetlighting improvements, miscellaneous hardscapes, and street furniture. The Hough Street and Main Street locations require permitting through IDOT District 1. Kimley-Horn is providing site plan design, topography survey, accessibility design, construction drawings, and construction phase services.

REFERENCE: Marie Hansen, *Deputy Village Manager*
✉ mhansen@barrington-il.gov | ☎ 847.304.3464

Project Understanding

The Village of La Grange Park secured a Statewide Planning and Research grant for the 31st Street Corridor Transportation. The study area is approximately 1.2 miles long, from La Grange Road west to Maple Avenue east. Additionally, the Barnsdale Road corridor from 31st Street to 26th Street will be included in the study. Based on the RFP and our initial observations of the corridor, we have identified the following project objectives and corresponding key issues:



✓ OBJECTIVE:
Improve transportation infrastructure and safety.

🔑 KEY ISSUES:

Crash history includes five pedestrian-related crashes from 2019-2023, some at uncontrolled intersections.

★ POTENTIAL SOLUTIONS:

Review uncontrolled crossings for pedestrian visibility improvements.



✓ OBJECTIVE:
Enhance local and regional accessibility and connectivity.



🔑 KEY ISSUES:

Competing interests of walkability and accessibility versus 31st Street being a major east-west connector for vehicles through La Grange Park.

★ POTENTIAL SOLUTIONS:

Find opportunities for increased space for cyclists and pedestrians while maintaining limited delays for vehicles.

Review the cross-section and roadside for traffic calming measures to reduce speed along the corridor.



✓ **OBJECTIVE:**
Invest in walkability.

KEY ISSUES:
Pedestrian infrastructure, especially intersection corners, has become outdated and is limited to its amenities.

★ **POTENTIAL SOLUTIONS:**
Activate sidewalks and corners with streetscape elements, furniture, and wayfinding signage.

Engage with Span Studio and the Village branding consultant for early connectivity to Village imagery.



✓ **OBJECTIVE:**
Engage the community and key stakeholders.

KEY ISSUES:
Many different types of stakeholders along the corridor (residents, businesses, etc.).

★ **POTENTIAL SOLUTIONS:**
Use a comprehensive, easy-to-use map-based survey tool, PublicCoordinate, where respondents can provide their feedback on specific issues and locations. Meet stakeholders where they are at by hosting a booth at Village-wide events.



Existing businesses along 31st Street utilizing sidewalk space for outdoor dining and activities



✓ **OBJECTIVE:**
Provide a roadmap for implementation and funding.

KEY ISSUES:
Different improvements will be tied to different funding buckets.

★ **POTENTIAL SOLUTIONS:**
Identify the most optimal source for funding.
Review current CIP and maintenance schedules for opportunities to overlap recommended improvements to limit cost and construction timelines.

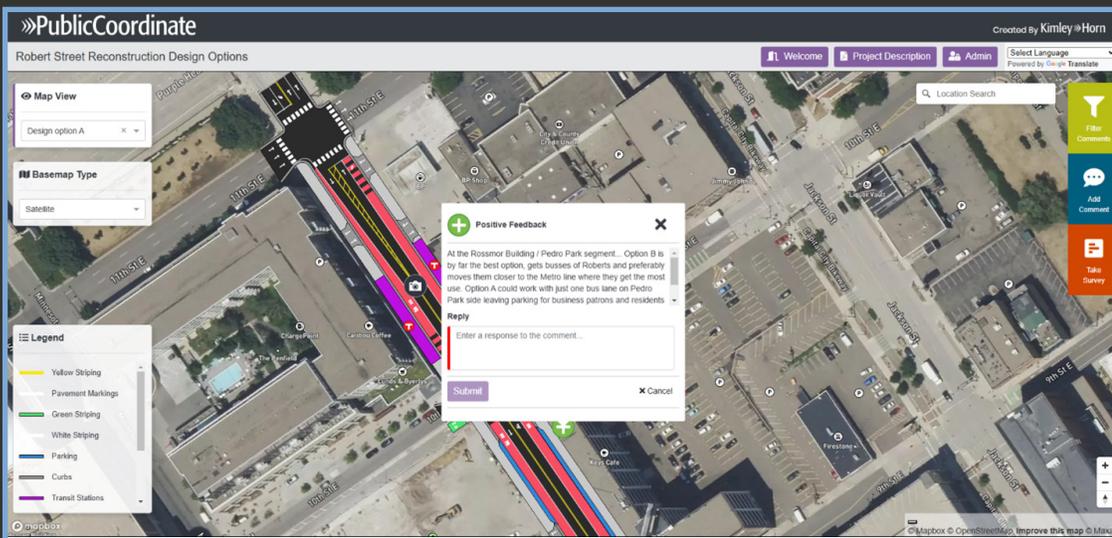
Approach to Scope of Work

TASK A Community Engagement

Our stakeholder outreach strategy will engage residents, local businesses, community organizations, and relevant authorities to gather insights, concerns, and suggestions. We will start with a project initiation meeting with Village staff to align on objectives and stakeholder identification. Following this, we'll host a public kick-off meeting to introduce the project and collect initial community feedback.

Key engagement activities will include a community-wide survey for broad input, two focus group meetings with the local business community and regional partners/stakeholders, and two coordination meetings with IDOT to make sure there is compliance and collaboration. Additionally, we will host a public open house to engage with the community directly, present updates, and gather further insights. We will also be available to attend up to two community events, to be determined in coordination with Village staff, to facilitate a broader public outreach campaign. Our innovative approaches will leverage digital platforms and social media to maximize outreach and inclusion. All findings and feedback will be compiled into a comprehensive report to guide project refinement and make sure there is alignment with community needs.

PUBLICCOORDINATE:



More information and examples can be found on our website:



To support the public engagement process, Kimley-Horn brings a unique approach to soliciting, gathering, and synthesizing key public comments. Kimley-Horn proposes using our advanced, user-friendly interactive map tool, PublicCoordinate, for this project. PublicCoordinate offers features such as enhanced comment input, toggling between multiple project alternatives, custom branding, survey integration, and compliance with ADA web accessibility guidelines. It presents information accessibly, supports multilingual translation, and features a mobile, tablet, and desktop-friendly interface. The secure environment includes reCAPTCHA and filters to prevent spam and inappropriate comments. Highly customizable, it will allow residents to tie their comments to

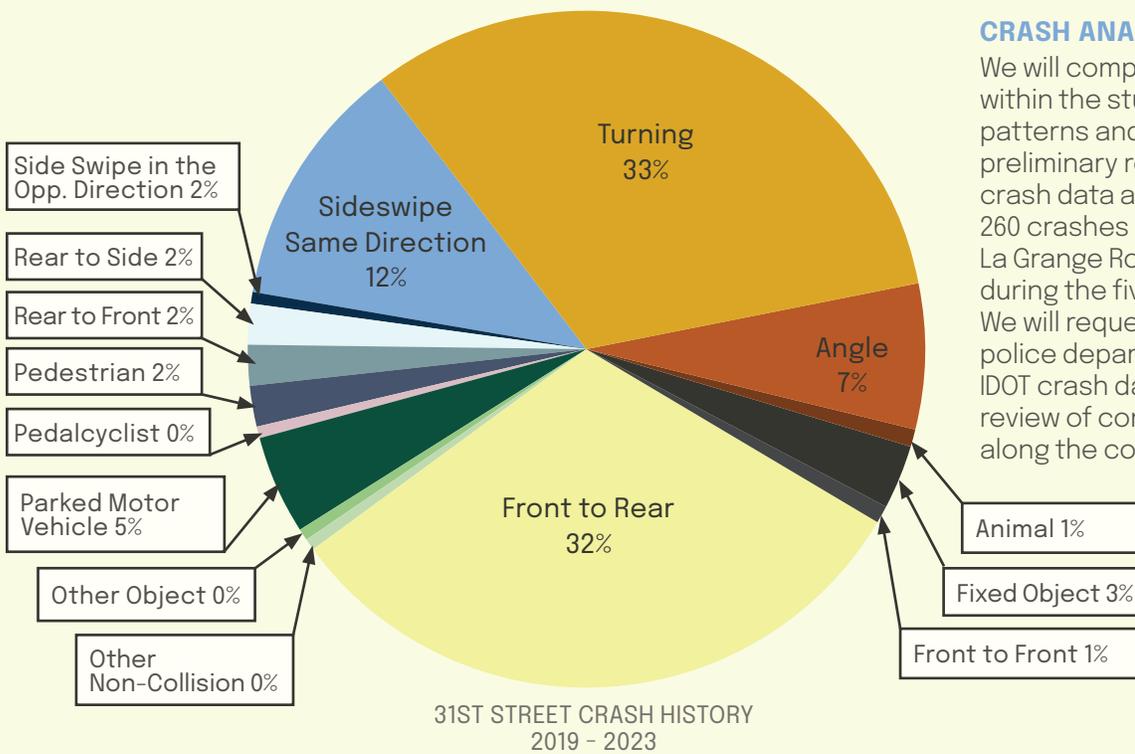
specific map locations within the study area and provide photos, enabling precise feedback. The tool integrates with SurveyMonkey for custom surveys and supports toggling between multiple base maps and project alternatives. It generates formatted reports and live notifications, ensuring a streamlined engagement process for visualizing potential improvements to 31st Street.

Above is an example of a linear project that recently used PublicCoordinate. As shown, the Map View could be changed between the various design alternatives and residents could link comments to a particular alternative and location. Additionally, a link to a survey is provided on the right with specific questions regarding existing conditions and the proposed alternatives.

TASK B Existing Conditions Analysis

FIELD INVENTORY AND OBSERVATIONS

Our task approach for analyzing current conditions in the study area will begin with an in-depth site visit and a comprehensive review of existing data to identify key trends and hotspots. This initial phase will involve on-the-ground physical observations to assess roadway conditions, intersection designs, and ADA compliance. Further, the existing conditions analysis will include an assessment of pedestrian and bicycle facilities, focusing on the atmosphere for walking and biking. We will also examine public infrastructure, recent and upcoming capital projects, and factors such as lighting, landscaping, and environmental issues. Community amenities, destinations, attractions, and character elements will be documented to understand their impact on the area.



CRASH ANALYSIS

We will complete a crash analysis within the study area to evaluate crash patterns and trends. Based on our preliminary review of available IDOT crash data along 31st Street, there were 260 crashes along the corridor between La Grange Road and Maple Avenue during the five years from 2019 to 2023. We will request crash reports from the police department to supplement the IDOT crash data to provide an in-depth review of contributing crash factors along the corridor.

TRAFFIC COUNTS

To establish current vehicle, pedestrian, and bicycle activity in the area, we will collect turning movement counts at up to four intersections and two segment locations along 31st Street. We would include speed and volume data in the segment counts to determine if speeding is an issue along the corridor. A capacity analysis is not included in this scope of work; however, we will use the traffic counts to help inform feasible improvement alternatives for the overall corridor and at key intersections.

EXISTING CONDITIONS EVALUATION

Using the information collected in the three prior tasks, in addition to existing land use and zoning, current and upcoming development projects, and the overall transportation network, an evaluation of the existing conditions will be summarized. A PowerPoint will be completed that will provide a summary of community engagement efforts, key issues along the corridor, and traffic, pedestrian, and safety trends. The PowerPoint will include, as necessary, charts, data, maps, and graphics to provide a clear summary of the existing conditions within the study area. This thorough analysis will provide the foundation for presenting issues and recommendations in the context of the project's key objectives.



TASK C Preliminary Recommendations and Vision

Before preparing the draft plan, Kimley-Horn will leverage our extensive expertise in strategic planning and community engagement to outline a clear vision statement and preliminary concepts. Our approach will provide the Village Board with a concise summary of key recommendations, making sure any significant concerns are identified and resolved at this early stage. For example, there are some key jurisdictional challenges within the study area, like the Indiana Harbor Belt rail crossing between Barnsdale Road and Beach Avenue. The preliminary recommendations should consider these existing elements when evaluating the feasibility of both corridor-wide and spot improvements.

Drawing on our comprehensive existing conditions analysis and robust community engagement efforts, we will craft preliminary concepts that accurately reflect the community's needs and aspirations. Up to three corridor-wide concepts will be developed that could include alternatives such as a road diet, lane modifications, and/or pavement reallocation. We understand that the corridor is fully built out and that incorporation of infrastructure for a broader range of users (bicyclists and pedestrians) will require a creative approach. This proactive step allows for a collaborative review and refinement process with Village staff, fostering transparency and alignment. A PowerPoint will be prepared documenting the preliminary recommendations that can be shared with the Village Board.

TASK D Draft Plan

The consultant will develop a draft plan utilizing the extensive information and data gathered from community engagement, existing conditions analysis, and feedback from the earlier presentation of preliminary recommendations. Kimley-Horn's expertise in integrating community insights with technical data will make sure that our recommendations are insightful and actionable. This draft plan will cover several critical areas, including an overall framework plan that illustrates all project recommendations, site-specific roadway, infrastructure, and other right-of-way improvements, and opportunities to support walking and biking through enhancements like intersection improvements and traffic calming measures.

Additionally, we will include a minimum of three initial engineering analyses for key intersections, three concept illustrations or renderings to depict proposed improvements, and detailed implementation strategies with potential funding opportunities. We will also review corridor-wide alternatives, which may vary in nature, as the corridor is more residential on the west end and commercial on the east end. Opportunities for multimodal elements may look different in different parts of the study area.



Example plan and sketch of proposed improvements for downtown Northbrook streetscape improvements

Based on preliminary field observations, site-specific and intersection improvements identified could include recommendations similar to some examples provided below:



31ST STREET/KENMAN AVENUE:

Opportunity for streetscape elements to activate the area and incorporate the Village brand.

31ST STREET/BEACH AVENUE:

Example of a typical uncontrolled crossing along the corridor. All crossings should be evaluated for visibility and control improvements to enhance safety.

31ST STREET/HOMESTEAD AVENUE:

This corner provides a large amount of space for street furniture and incorporation of wayfinding and Village branding. Additionally, ADA design and pedestrian enhancements should be evaluated.

All recommendations will align with the Village’s approved Branding and Identity Plan, particularly concerning signage, wayfinding, public art, and streetscape materials. We have included **Span Studio** as a teaming partner to engage in the draft plan to find ways very early on in the process for smart inclusion of the Village brand within the infrastructure improvements. Span will also be a partner in developing order-of-magnitude costs for the streetscape and signage elements, which will help with evaluation and implementation planning. This comprehensive draft plan will be provided to Village staff for review and comment, with a potential presentation to the Village’s Commercial Revitalization Committee to make sure of a thorough understanding and feedback. The document will include clear, visually engaging, and data-backed maps, graphics, and images to assist in visualizing and understanding the proposed improvements. The draft plan will set the stage to make sure that the Village has a robust and actionable plan to move forward with revitalization efforts.

TASK E Final Plan

Following the Village review and comment on the draft plan, we will revise the draft plan to complete a comprehensive final plan document. The final plan document will include project definitions, prioritization, phased implementation strategies, and clear actions for next steps to be undertaken in the near-, mid-, and longer-term to realize the overall vision for the study area. Following our internal review, we will submit the final plan document to Village staff for their review and comments, and then present it to the Village Board for final approval and alignment.

TASK F Implementation

After the Plan is completed, Kimley-Horn will facilitate a workshop meeting with the Commercial Revitalization Committee and Village staff to prioritize the next steps for plan implementation. During this workshop, we will guide the discussion to identify key projects, establish timelines, and allocate resources to guarantee effective and efficient implementation of the Plan’s recommendations. Using cost opinions developed in Task D, we will work with Village staff to coordinate implementation into the Village’s Capital Improvement Plans. Our team will leverage its expertise to provide insights and support, helping stakeholders align on actionable priorities that advance the overall vision.

Project Schedule

The schedule provided below is our initial recommendation for the study timeline. The schedule can be refined, compressed, or lengthened in coordination with the Village based on project goals. Our firmwide commitment to work planning and the depth of both local and national resources allows us significant flexibility in providing this work on the required timeline.

TASK	2025						2026							
	J	A	S	O	N	D	J	F	M	A	M	J		
PROJECT INITIATION AND KICK-OFF	✓													
COMMUNITY ENGAGEMENT	I	P	◆★		I	P								
EXISTING CONDITIONS ANALYSIS		1												
PRELIMINARY RECOMMENDATIONS AND VISION				2										
DRAFT PLAN							3		●					
FINAL PLAN										4				
IMPLEMENTATION													5	●
ADMINISTRATION AND MANAGEMENT		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
QC/QA														

KEY	Kick-off/Progress Meeting	✓	Business Community Focus Group Meeting	◆	Existing Conditions Summary	1	Implementation Plan	5
	IDOT Meeting	I	Regional Stakeholders Focus Group	★	Preliminary Recommendations	2		
	Public Meeting	P	Commercial Revitalization Committee Meeting	●	Draft Plan	3		
	Village Review				Final Plan	4		



Project Cost

		ANALYST II	PROFESSIONAL I	PROFESSIONAL II	SENIOR PROFESSIONAL I	SENIOR PROFESSIONAL II	TECHNICAL SUPPORT (GRAPHIC DESIGN)	SUPPORT STAFF	TECHNICAL SUPPORT (ACCOUNTING)			
		\$160 - \$185	\$185 - \$200	\$200 - \$215	\$240 - \$310	\$335 - \$400	\$100 - \$165	\$80 - \$135	\$100 - \$165			
1	COMMUNITY ENGAGEMENT	62	28	14	81	30	82			297	\$60,755.00	
2	EXISTING CONDITIONS ANALYSIS	52	20	14	30	5	20			141	\$27,130.00	
3	PRELIMINARY RECOMMENDATIONS AND VISION	22			18	16	4			60	\$14,130.00	
4	DRAFT PLAN	100	40	40	48	44	20			292	\$62,160.00	
5	FINAL PLAN	32			20	12	10			74	\$15,720.00	
6	IMPLEMENTATION	4			6	4	2			16	\$3,810.00	
7	ADMIN AND MANAGEMENT				16	4		12	12	44	\$8,920.00	
TOTAL HOURS =		272	88	68	219	115	138	12	12	924	\$192,625	
											EXPENSES	\$2,108
											SUBCONSULTANT	30,000
											TOTAL	\$224,733

The background features a complex, repeating geometric pattern. It consists of dark blue, stylized, fan-like or floral shapes arranged in a grid. These shapes are interconnected by thin gold lines, creating a lattice-like structure. The overall effect is a rich, textured background with a strong color contrast between the dark blue, gold, and black.

Kimley»»Horn