



Susan C. Phillips, P.E., PTOE, AICP, Senior Project Manager

Licenses: Professional Engineer in Maryland – 36304
Professional Engineer in Delaware – 07691
Professional Engineer in Pennsylvania – 039584R
AICP Certified Planner – 016989
ITE Professional Traffic Operations Engineer PTOE – 2052

Memberships: American Planners Association, APA - Annual Convention Committee
American Public Works Association (Delaware Valley Section) – Board of Directors
Association of Pedestrian and Bicycle Professionals
Institute of Transportation Engineers - MASITE Technical Committee
ITSPA - Annual Convention Committee
WTS - Transportation YOU, Co-Chair

Education: B.C.E. (Civil Engineering), University of Delaware, 1984
Dale Carnegie Course, April 2018

Susan has more than 30 years of experience in the transportation industry. Clients describe Susan as “not the typical civil engineer.” She specializes in Traffic Studies, Traffic Calming, Safety Analysis, BlueTooth Origin Destination studies, Municipal Engineering, PennDOT Permitting, Public Presentation, Maintenance and Protection of Traffic, and Bicycle and Pedestrian Facilities. She has experience working in both the public and private sectors. Susan is a versatile team leader who empowers employees by focusing on their individual talents while collaborating as a team. Her skills include leading a group to consensus quickly to save time and money, incorporating continuous improvement principles to develop civil engineering solutions and applying strategic planning to “big picture thinking” to turn client visions into reality.

Relevant Projects

- **Pennsylvania Department of Transportation E03954 District 6-0 Road Safety - WO #2** – Technical advisor responsible for guiding certain aspects of KMJ's work on this project. PennDOT District 6-0 is seeking innovative low-cost safety approaches to improve high crash corridors within the City of Philadelphia. KMJ is responsible for WO #2 – 2nd and 5th Street. **KMJ is preparing traffic signal plans for 17 intersections as well as an interconnect plan for both 2nd Street and 5th Street.** In addition, KMJ is coordinating between and among the Philadelphia Water Department and PennDOT about potential bump-out locations along 2nd Street. (2017-2020)
- **Pennsylvania Department of Transportation E03413 District 6-0 Low Cost Safety Improvements** - Technical advisor responsible for guiding certain aspects of KMJ's work on this

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project. PennDOT District 6-0 is seeking innovative low-cost safety approaches to improve high crash locations and corridors within the district. KMJ is responsible for four work orders: WO#1 - Intersection Safety Implementation Plan (ISIP), WO#3 - Highway Safety Improvement Program (HSIP) - New Falls Road WO#5 - Highway Safety Improvement Program (HSIP) – City Corridors and WO#6 – Intersection Safety Implementation Plan (ISIP) and Roadway Departure Implementation Plan (RDIP). KMJ is preparing improvement plans and signal design for various intersections in Bucks, Chester, Delaware and Philadelphia Counties. For WO#3 - New Falls Road, KMJ is preparing traffic signal plans for five signalized intersections. KMJ also prepared traffic signal plans for ten intersections on Levick Street as well as an interconnect plan for the both Levick Street and Ridge Avenue of in the City of Philadelphia. For WO#6 - ISIP/RDIP, KMJ is preparing low cost traffic safety solutions for 13 intersections in the City of Chester, which include signal equipment and timing upgrades, pavement marking improvements, pedestrian upgrades, as well as addressing run off the road safety concerns along SR 0052 in Chester County. (2016-2020)

- **Pennsylvania Department of Transportation District 6-0 E03469 I-95 Central and South Philadelphia Project** – Technical advisor responsible for guiding the development of a 50-intersection arterial corridor Synchro model. The analysis will be completed for six cases (existing conditions, two future no build alternatives, and three future build alternatives). The study corridors include many complex intersections and clusters of intersections which are required to act in concert with each other to allow traffic from the interstate highways to merge with the urban neighborhoods safely and efficiently. Also, responsible for organization and quality assurance of all data collection associated with the modeling efforts, including field views of more than 50 intersections, travel time runs, peak hour queue observations and an origin-destination (OD) study. In addition, responsible for overseeing the development of HCS analysis for ramps, freeways, and weaving segments on I-95 between the I-676 and CD Road interchanges and on I-76 between Broad Street and I-95 during the weekday peak hours. (2016-2018)
- **PTC Operations and ITS Open-End T-00003 WO#4 Dynamic Message Signs (DMS) Pre-Entry Northeast** – Project Manager acting as the PennDOT Liaison for the project team, coordinating submissions to PennDOT on behalf of the Pennsylvania Turnpike Commission (PTC) and the project team. KMJ will obtain highway occupancy permits (HOP) from PennDOT District 4-0 (Luzerne and Lackawanna Counties), and PennDOT District 6-0 (Bucks and Montgomery Counties). The DMS installation sites required an Highway Occupancy Permit (HOP) from PennDOT. The PennDOT process includes coordination through the PennDOT Turnpike Coordinators prior to any submission through the ePermitting System. KMJ facilitated the communication between PennDOT and the project team to achieve the project goal as smoothly as possible. (2017-2018)
- **PennDOT Training** - Project Engineer/Planner responsible for the development and delivery of half-day training modules on the Highway Occupancy Permitting Process highlighting the newly developed Government Portal within PennDOT's e-permitting system, statewide from Pittsburgh to Philadelphia. Prepared the presentation and adapted it as the Department developed the software interface, supervised the search for MPO sponsors and training locations. Also conducted half-day training for municipalities to understand PennDOT guidance documents including the Access Management Manual and the Transportation Impact Fee Handbook. (2013)
- **Franklin County RPO** – Task Manager responsible for collaborating with the Regional Planning Organization (RPO) staff and board to address congestion issues related to signalized corridors thorough-out the County. The project included a detailed assessment resulting in seven signalized corridors throughout Franklin County, identified by reviewing the technical data as well as listening

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to the concerns of the Board. Congestion was documented utilizing travel time and delay field measurements. The project included identification of short term, low cost signal retiming projects, as well as longer term investments into communications infrastructure and proactive management practices to improve mobility and safety throughout the County. The proposed projects populated the County TIP specifically geared toward CMAQ funded projects to improve air quality. The newly formed RPO had CMAQ funding (\$850,000) available to them that was currently unallocated. (2013)

- **PennDOT Signal Operations and Maintenance Implementation Program** - Traffic Engineer/Planner on the team responsible for authoring of the Inventory, Risk Assessment, Standardization and Technology/Innovation sections of the Statewide Plan. The implementation plan has been prepared to help PennDOT to begin to take a role in the operation and maintenance of over 14,000 traffic signals across the state. (2013)
- **Delaware River Waterfront Master Plan** - Lead Traffic Engineer responsible for developing roadway concepts that provide accommodations for vehicles, transit and bicycle/pedestrian users with an emphasis on creating a friendlier environment for walkers and cyclists for the six-mile Columbus Boulevard/Delaware Avenue corridor in the City of Philadelphia. The Master Plan Team created an overall master plan for the central Delaware River waterfront between Oregon and Allegheny Avenues for the Delaware River Waterfront Corporation (DRWC). (2011)
- **I-95 Design Management and Review Project** - Lead Traffic Engineer for the Data Collection Task including an Origin-Destination Study for the 51 Mile Corridor from the Delaware State line to the New Jersey State line utilizing Bluetooth technology. Lead the discussion of innovative technologies and how they might be beneficial to the I-95 corridor as part of the Maintenance and Protection of Traffic Team; participated on the Traffic Operations Innovative Strategy Team. The I-95 Design and Program Management team is a multi-consultant effort teamed with PennDOT to rehabilitate the I-95 corridor through Pennsylvania. (2011)
- **I-95 Design Management and Review Project** - Lead engineer, co-authored the Project Management Plan (PMP) for submission to the FHWA on behalf of PennDOT. The PMP for the reconstruction of the BRI & BSR sections of I-95, formulates the project's management methodology and organization while providing guidance for the orderly interaction of multiple parties that are involved for the successful completion of the project. Following the approval of the document by FHWA, they requested permission to include the PMP on FHWA web site as a guidance sample for others to follow. (2011)
- **Safety/Traffic Review of Rodney Square Bus Service Change** - Traffic planning specialist for a review of pedestrian and transit interactions for a 9-intersection study area within Wilmington. Reviewed the shift of bus operations from Rodney Square to Shipley Street and resultant impact on pedestrian circulation at several key locations. (2010)