

# Marshall Childs

## Graphic Design Portfolio





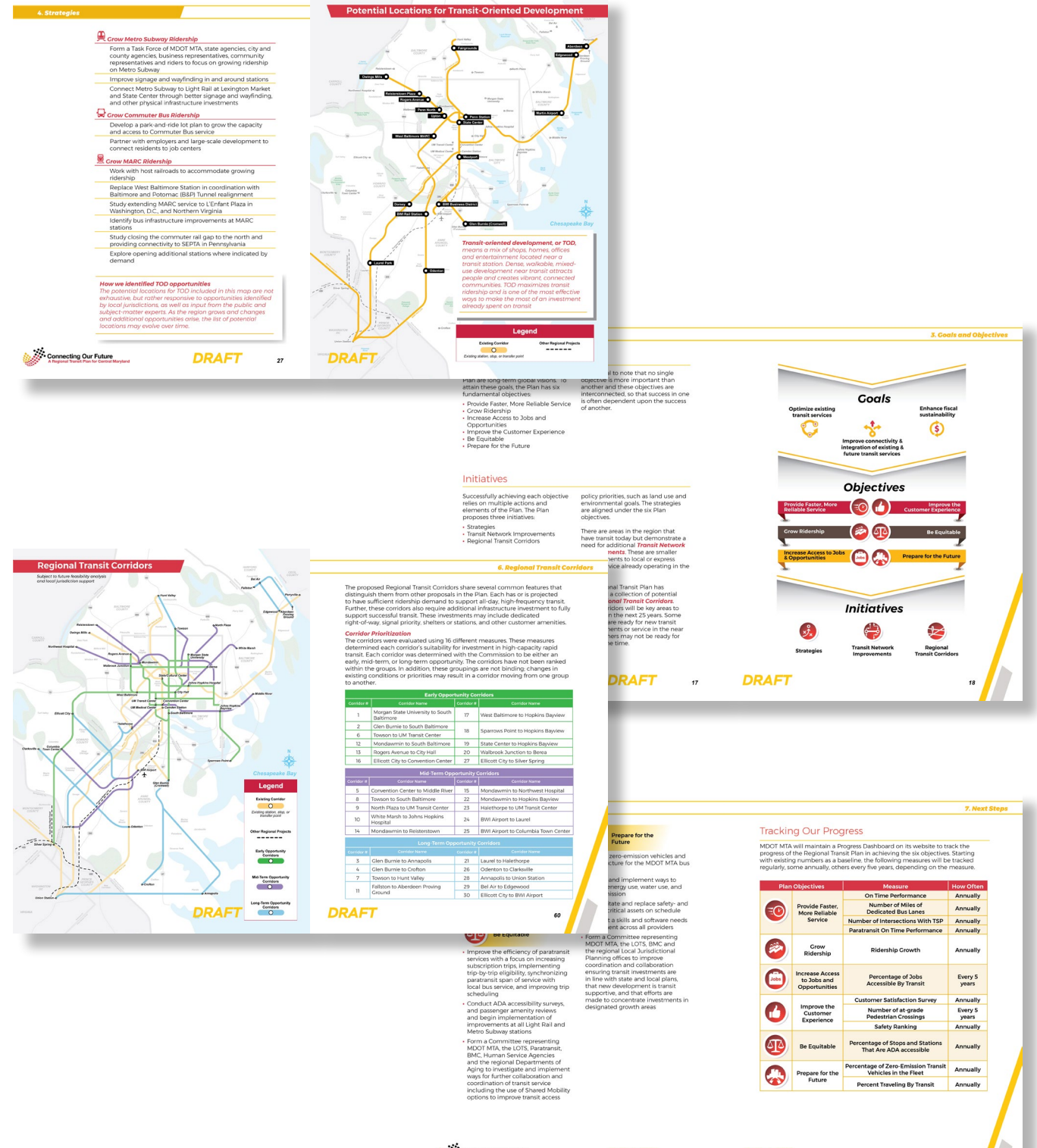


# Connecting Our Future: A Regional Transit Plan for Central Maryland

Maryland Department of Transportation  
Maryland Transit Administration

## Tasks Performed in the Project

- Infographics
- Photography
- Mapping
- Layout Design
- Cover Design
- Project Support
- Branding
- Illustration
- Print Design



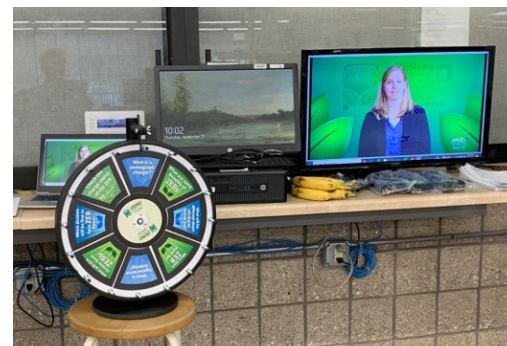
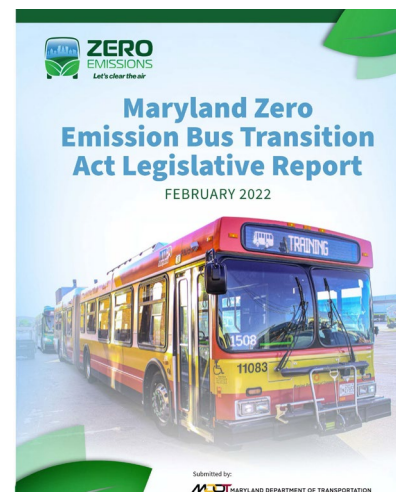
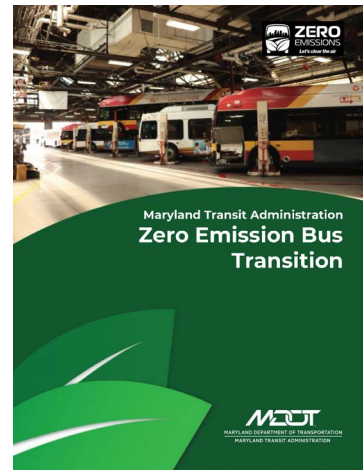


# Zero Emissions Let's Clear the Air

Maryland Department of Transportation  
Maryland Transit Administration

## Tasks Performed in the Project

- Infographics
- Photography
- Videography
- Layout Design
- Social Media
- Logo Design
- Animation
- Cover Design
- Project Management
- Project Support
- Training
- Branding
- Illustration
- Print Design



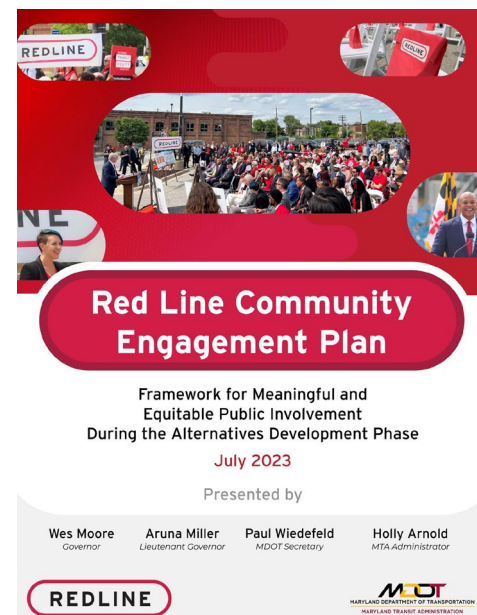
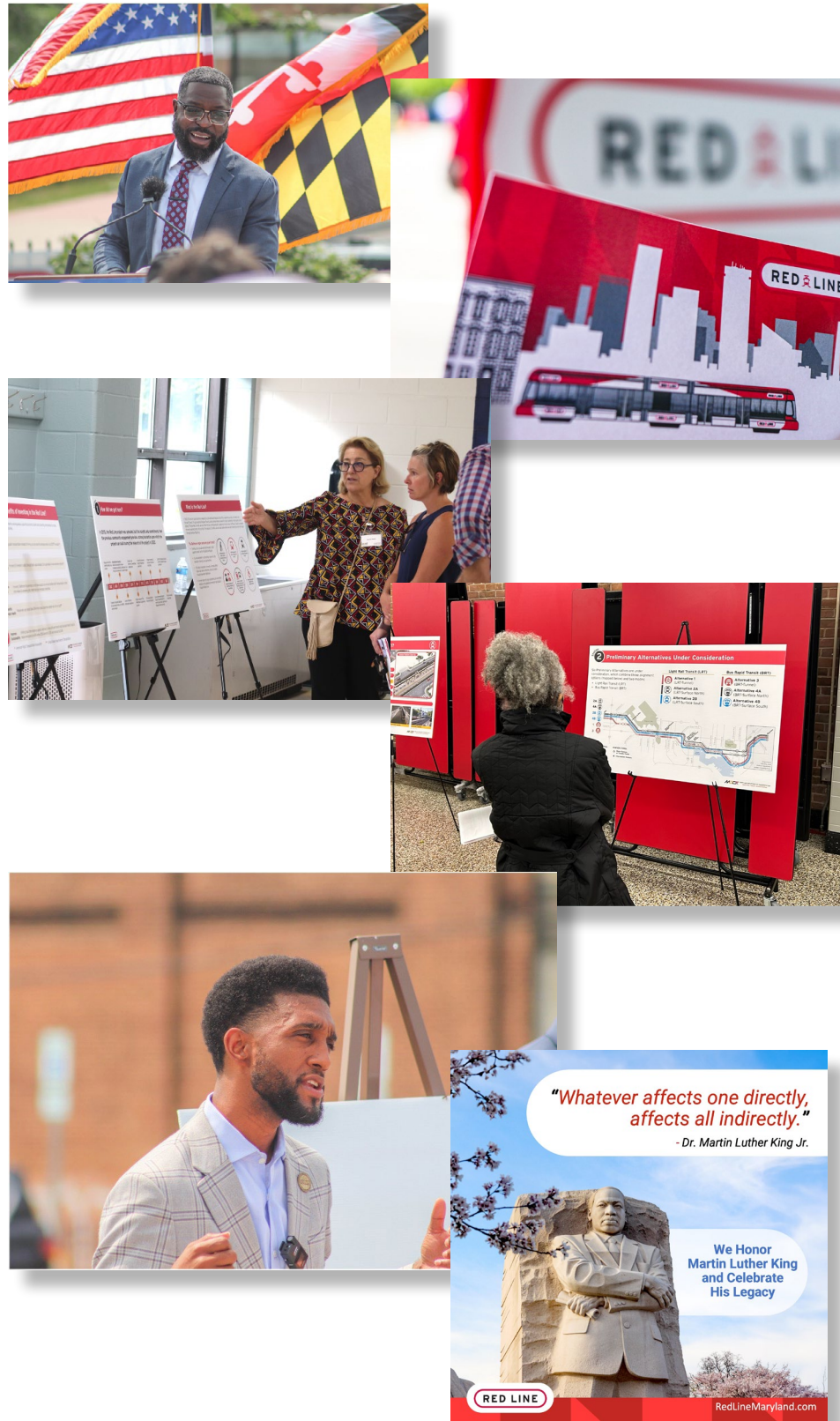
## ZEB 101 Training Introduction





## Tasks Performed in the Project

- Infographics
- Photography
- Videography
- Mapping
- Layout Design
- Social Media
- Logo Design
- Animation
- Cover Design
- Project Management
- Website Design
- Training
- Branding
- Illustration
- Print Design





# Safety Management System

Maryland Department of Transportation  
Maryland Transit Administration

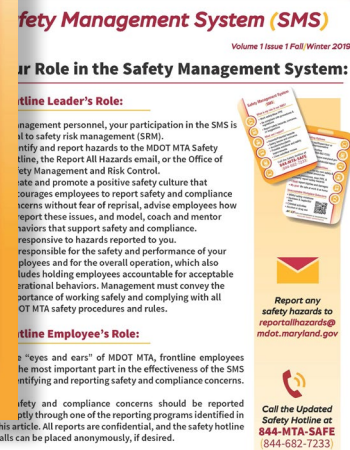


## Tasks Performed in the Project

- Infographics
- Photography
- Videography
- Mapping
- Layout Design
- Social Media
- Logo Design
- Animation
- Cover Design
- Project Management
- Website Design
- Training
- Branding
- Illustration
- Print Design



Follow the QR code to report any safety hazards to [reportallhazards@mdot.maryland.gov](mailto:reportallhazards@mdot.maryland.gov)



**MDOT MTA RISK ASSESSMENT PROCESS**

**START HERE**

What Triggers A Safety Risk Assessment?

1. New Hazard Identified or Reported Through Employee Safety Reporting Program (ESRP)
2. New Procedures Developed/ Existing Procedure Revised
3. New Construction Project/ Existing Facility or System Modification
4. New Capital Acquisitions/ Modification to Equipment or Infrastructure
5. Proposed System Expansion/ New or Modified Routes
6. Asset Condition Risk Score Level of "High" or "Serious"
7. Ineffective Risk Controls Identified

If any of these apply, proceed to STEP 1

Category	Catastrophic (I)	Critical (II)	Major (III)	Minor (IV)	Negligible (V)
Human Error	Could result in death, permanent total disability, or occupational illness that may result in hospitalization of 2 or more persons	Could result in permanent total disability, serious injury or occupational illness that may result in hospitalization of 2 or more persons	Could result in injury or occupational illness resulting in more than 24 hours of lost work time	Could result in injury or illness not requiring inpatient hospitalization	Injury or illness not requiring inpatient hospitalization
Equipment	Could result in death, permanent total disability, or occupational illness that may result in hospitalization of 2 or more persons	Could result in permanent total disability, serious injury or occupational illness that may result in hospitalization of 2 or more persons	Could result in injury or occupational illness resulting in more than 24 hours of lost work time	Could result in injury or illness not requiring inpatient hospitalization	Injury or illness not requiring inpatient hospitalization
Financial	Loss exceeds \$100,000, but less than \$1 million	Loss exceeds \$100,000, but less than \$1 million	Loss exceeds \$25,000, but less than \$100,000	Loss exceeds \$5,000, but less than \$25,000	Loss exceeds \$1,000, but less than \$5,000
Operational	Could result in death, permanent total disability, or occupational illness that may result in hospitalization of 2 or more persons	Could result in permanent total disability, serious injury or occupational illness that may result in hospitalization of 2 or more persons	Could result in injury or occupational illness resulting in more than 24 hours of lost work time	Could result in injury or illness not requiring inpatient hospitalization	Injury or illness not requiring inpatient hospitalization
Legal	Could result in death, permanent total disability, or occupational illness that may result in hospitalization of 2 or more persons	Could result in permanent total disability, serious injury or occupational illness that may result in hospitalization of 2 or more persons	Could result in injury or occupational illness resulting in more than 24 hours of lost work time	Could result in injury or illness not requiring inpatient hospitalization	Injury or illness not requiring inpatient hospitalization
Reputation	Could result in death, permanent total disability, or occupational illness that may result in hospitalization of 2 or more persons	Could result in permanent total disability, serious injury or occupational illness that may result in hospitalization of 2 or more persons	Could result in injury or occupational illness resulting in more than 24 hours of lost work time	Could result in injury or illness not requiring inpatient hospitalization	Injury or illness not requiring inpatient hospitalization

**STEP 4 - Determine Risk Acceptance/Approval**

A. Determine the appropriate Acceptance/Approval Level based on the Risk Level/Value determined in Step 3.  
B. Perform the required Action Taken for the determined level and notify the appropriate MDOT MTA personnel.  
C. Submit the completed risk assessment form to the Office of Safety Management and Risk Control for review.

Risk Value	Risk Level	Risk Priority	Action Taken	Acceptance / Approval Level
1-3	High	1	Operations/activities must be discontinued in a manner that does not place individuals at greater risk. • Operations/activities must not begin or continue until the mitigation plan is approved, or the risk is accepted. • Must be investigated to identify root causes. • Risk must be monitored. • Reportable to MDOT Rail Safety Oversight Agency (if rail-related).	Administrator / CSO Review and approve mitigation plan(s).
4-6	Serious	2	• Mitigate risk as quickly as possible and to as low as reasonably practical (ALARP), or accept risk. • Must investigate to identify root causes. • Risk must be monitored. • Reportable to MDOT Rail Safety Oversight Agency (if rail-related).	Administrator / CSO Review and approve mitigation plan(s), or Accept risk.
7-15	Medium	3	• Mitigate risk to as low as reasonably practical (ALARP), or accept risk. • Must investigate to identify root causes. • Risk must be monitored.	Director Level / Dep. CSO (or higher) Review and approve mitigation plan(s), or Accept risk.
16-21	Low	4	• Risk is acceptable without mitigation. • Continued monitoring is required.	SMS Level 2 trained Review and approve mitigation plan(s), or Accept risk.
22-25	Negligible	5	• Risk is acceptable as is without further mitigation or monitoring.	SMS Level 2 trained Accept risk.

**Definitions**

**Consequence**: Potential effect or result of a hazard or condition that could cause injury, illness, or death, damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; and/or damage to the environment – i.e., the "outcome." What could happen?

**Hazard**: Any real or potential condition that can cause injury, illness, or death, damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system or damage to the environment.

**Initial Risk**: Damage or harm to a person requiring immediate medical attention and/or transportation away from the scene because of a safety event.

**Probability**: Likelihood of how often a consequence would occur, i.e. how likely it is to occur? (Frequent, Probable, Occasional, Remote, Improbable).

**Residual Risk**: The risk that remains in a system or environment after all efforts have been made to identify consequences and reduce the risk to as low as reasonably practical.

**Risk**: The combination of predicted severity and probability of the potential consequences of a hazard.

**Risk Acceptance/Approval**: The process of accepting residual risk at designated levels of tolerance set by the agency to include the personnel who are trained and qualified with authority and accountability to approve and accept those levels of risk.

**Risk Level**: A term that describes magnitude of risk by designating a color and level to specific risk values to be used as a criterion for risk-based decision making (risk acceptance or avoidance).

**Risk Value**: A designated number associated with specific Severity and Probability Levels used for grouping assessed hazard consequences into Risk Levels.

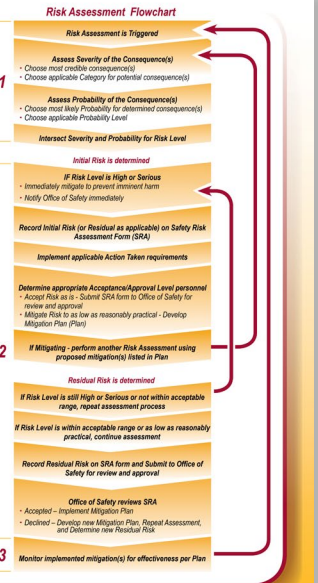
**Risk Priority**: A number assigned to a Risk Level that determines the specific action taken.

**Safety Event**: An event occurring on transit right-of-way, in a transit revenue vehicle, in a transit maintenance facility, or involving a transit revenue vehicle that can cause either injury or death of an employee or customer, or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency. Types of events include: collision of public transportation vehicles, derailment of a rail transit vehicle, the hazardous materials spill, acts of violence, and evaluation for liability reasons.

**Serious Injury**: An injury that requires hospitalization for more than 48 hours within 7 days. Factors of any bone except simple fractures of fingers, toes, or nose; severe hemorrhages; nerve, muscle, or tendon damage; involves any internal organs; or involves 2nd or 3rd degree burns, or any burn affecting more than 5% of the body surface.

**Severity Level**: Designated level assigned to the most credible consequence of the outcome, i.e. How bad could it be? (Catastrophic, Critical, Major, Minor, Negligible).

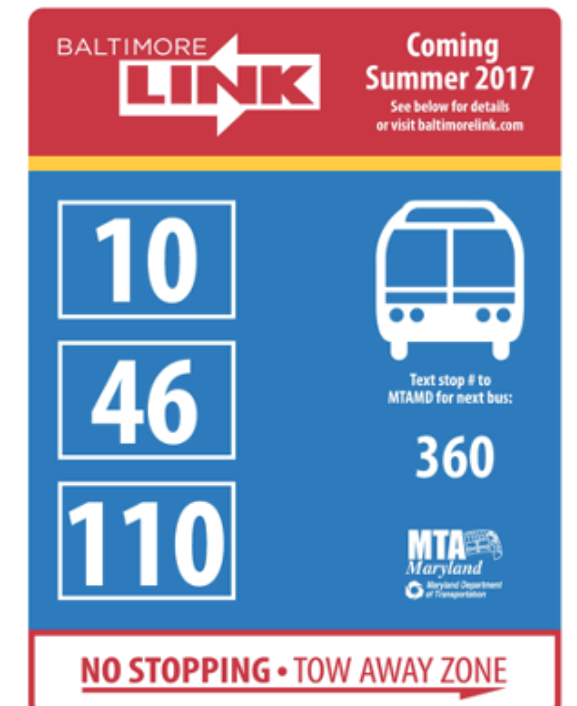
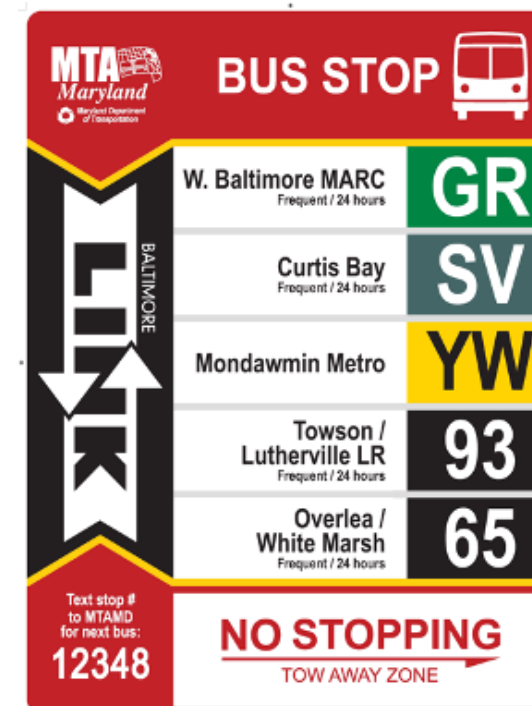
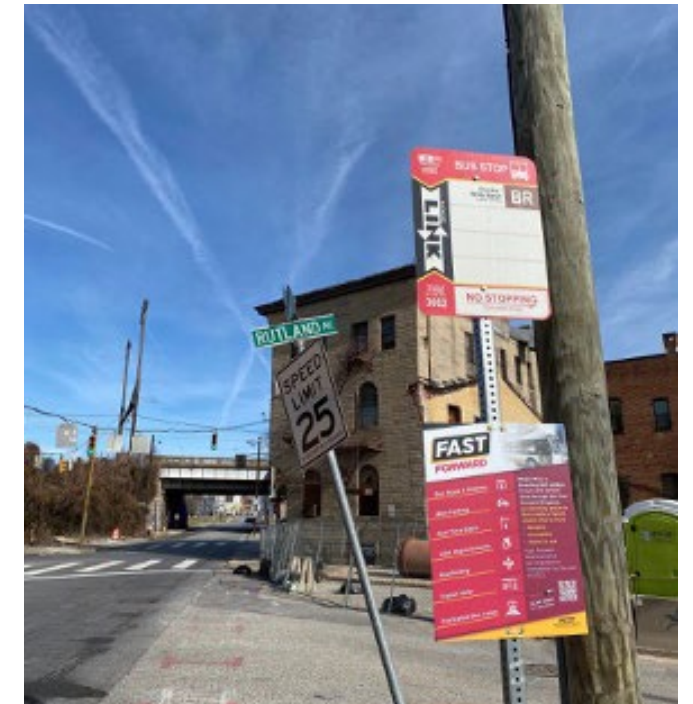
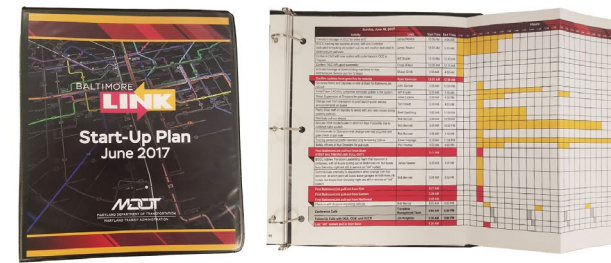
**Severity**: The worst foreseeable, but most credible consequence resulting from a hazard or condition.





## Tasks Performed in the Project

- Infographics
- Mapping
- Layout Design
- Logo Design
- Cover Design
- Project Management
- Training
- Branding
- Illustration
- Print Design





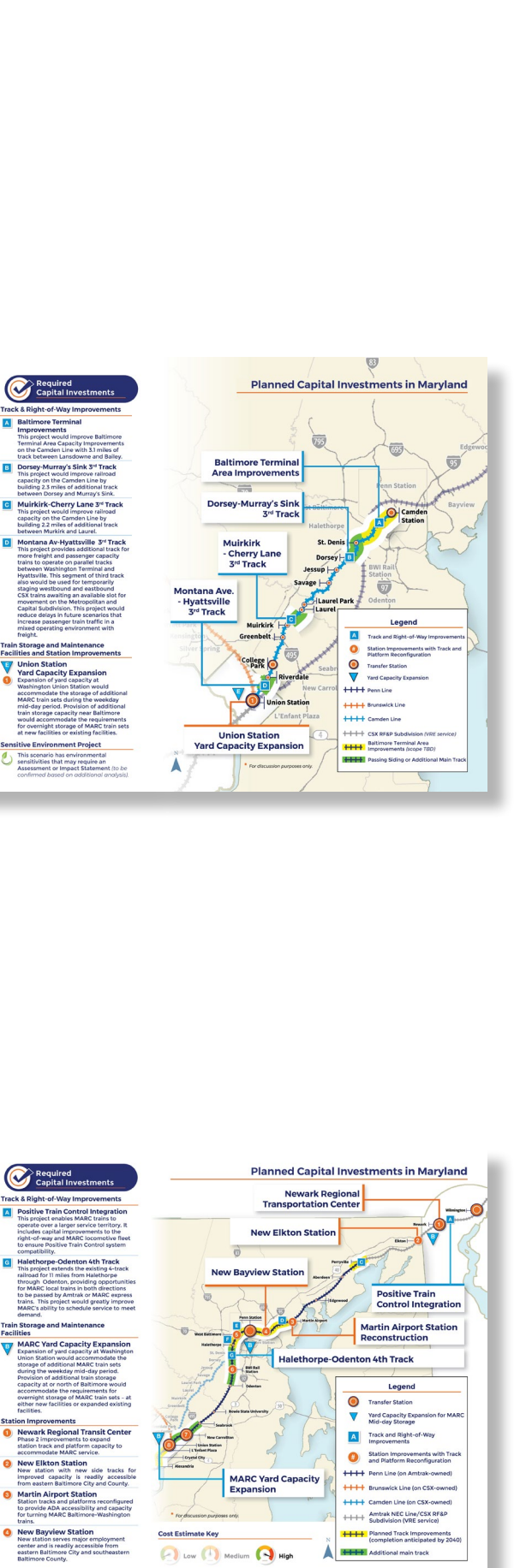


# MARC Service Initiative Fact Sheets

Maryland Area Rail Commuter (MARC)

## Tasks Performed in the Project

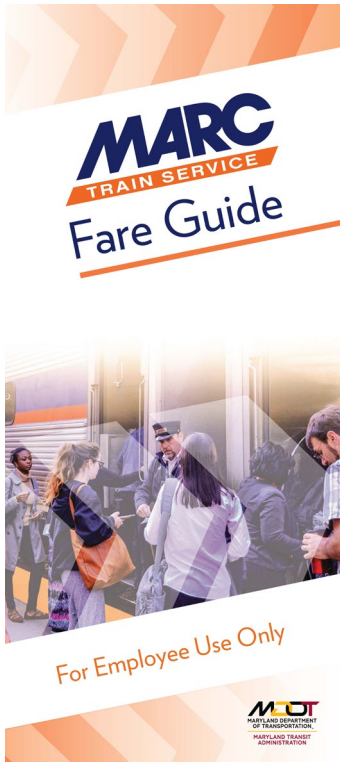
- Infographics
- Photography
- Mapping
- Layout Design
- Cover Design
- Project Management
- Training
- Branding
- Illustration
- Print Design
- UI/UX Design





### Tasks Performed in the Project

- Infographics
- Photography
- Layout Design
- Logo Design
- Cover Design
- Project Management
- Training
- Branding
- Illustration
- Print Design
- UI/UX Design

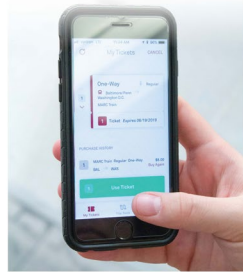


**Mobile Ticketing**  
MARC Train Service now offers mobile ticketing via a free app called MTA CharmPass. To purchase fare via the app, passengers must download the app to their smart device from the App Store or Google Play, pre-register with a credit card on the app and purchase their fare before boarding the train. Smart Benefits may also be applied to purchase fare.

**Toll Free CharmPass customer service # 833-242-7622**  
» All electronic fare is based on consecutive days from the date the fare was activated. This is different from the paper fare products.

MARC Current Paper Fare	MARC Mobile App Version
<b>One Way Paper Fare</b> One way ticket valid for one use within 6 months of purchase	<b>One Way Fare</b> One way fare valid for one use within 6 months of purchase
<b>Monday-Friday 5-Day Weekly</b>	<b>5-Day Pass</b> good for five consecutive calendar days from day of activation
<b>7-Day Weekly</b>	<b>7-Day Pass</b> good for seven consecutive calendar days from day of activation
<b>Monthly</b> Valid for specific calendar month and entire first business day of next calendar month	<b>31-Day Pass</b> good for thirty-one consecutive calendar days from day of activation

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- » Tapping on the QR code located below the day code at the bottom right expands the code and displays additional data about the ticket.
- » Ticket displays the time and date the ticket will expire, the rider type, and service for which the ticket was purchased. It is not necessary to ask each customer to verify their ticket, but random checks should be conducted.
- If the validity of the ticket is in question, ask the passenger to tap the phone while displaying the ticket. The screen color will change from a "daytime" scene to a "nighttime" scene. If the animation does not move, a customer refuses to tap their device, and/or if the screen color does not change, the CharmPass ticket shall be considered invalid and they must purchase a one-way ticket from the conductor. The \$5.00 surcharge will apply.

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**Introduction**  
Proper fare collection is a vital part of your job as an MDOT MTA MARC Service professional. This Quick Guide to Accepted Fare Media has been prepared to help you determine at a glance which of the many fare products and pieces of identification entitle the bearer to ride MTA MARC Train services.

Please review this guide and keep it handy so you will know how to handle each situation and to ensure a smoother ride for all MTA MARC passengers.

**MARC Train Service Contact Information**  
Website: [mta.maryland.gov](http://mta.maryland.gov)  
E-mail: [marc@mta.maryland.gov](mailto:marc@mta.maryland.gov)  
Twitter: @mtamaryland  
Facebook: [facebook.com/mtamaryland](https://www.facebook.com/mtamaryland)  
Phone: 1-800-325-RAIL

**Purchasing MARC Train Tickets**  
TVM  
MARC branded Ticket Vending Machines (TVM) are self-monitoring machines that report

Brunswick Lines). They can verify if a machine is working or not using a remote monitoring panel.

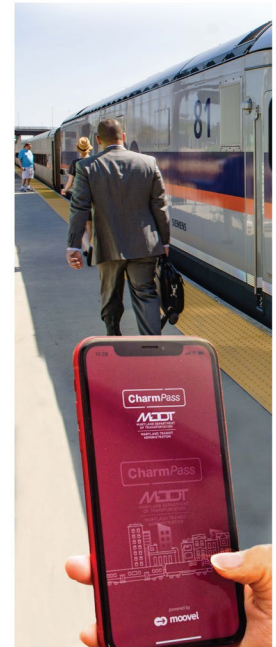
The TVM sells all MARC Train Service and MTA Commuter Bus fare media except Transit Link Cards (TLC), and select machines will accept cash (see chart for TVMs that accept cash). The MARC TVMs have a dedicated toll free customer service number for TVM-related issues, with assistance available from 8:00 a.m. – 5:00 p.m. Monday through Friday and voicemail available at other times:

**Toll Free TVM Customer Service # 888-291-0270**

Penn Line	
» Perryville	» BWI Thurgood Marshall Airport #
» Aberdeen	» Odenton
» Edgewood	» Bowie State University*
» Martin Airport	» New Carrollton*
» Baltimore-Penn*	» Washington Union Station #
» West Baltimore*	
» Hialehorpe*	
Camden Line	
» Baltimore	» Laurel
» Camden*	» College Park*
» Dorsey	» Washington Union Station #
» Savage	
Brunswick Line	
» Martinsburg	» Metropolitan Grove
» Brunswick	» Rockville
» Point of Rocks	» Kensington
» Monocacy	» Silver Spring
» Germantown	» Washington Union Station #
» Gaithersburg	

\* TVM accepts cash payment  
# Cash sales available from ticket agent

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### Extension of Tickets

The following policy applies if a passenger wishes to extend their journey beyond the destination station printed on your ticket:

One-way tickets: Passengers pay the difference between the value of the ticket they possess and the fare to the final destination

- » Example: A passenger has a Washington-Odenton one-way ticket (\$6.00), but wants to extend his or her trip to BWI (\$7.00). The passenger would owe the conductor \$1.00.

Monthly or weekly tickets: Passengers pay the one-way fare between the printed and intended destinations.

- » Example: A passenger has a Baltimore-New Carrollton monthly/weekly ticket, but wants to extend his or her trip to Washington. The passenger would owe the conductor \$5.00 (the one-way fare between the two stations).

There is no onboard surcharge for these two types of transactions. Although the examples given above are on the Penn Line, the same policies apply on the Camden and Brunswick Line.

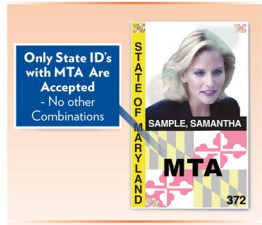
Passengers without proper tickets or who refuse to pay the proper fare will be removed from the train at the next boarding at the destination.

### Free Riding Privileges

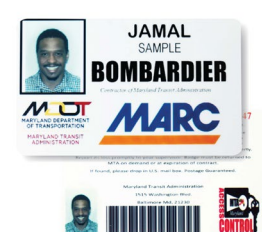
### Free Riding Privileges



MTA EMPLOYEE



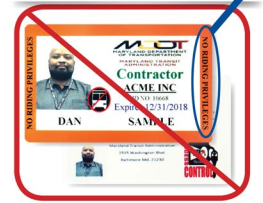
MTA CONTRACTOR ID with riding privileges



BOMBARDIER EMPLOYEE ID with riding privileges

### No Riding Privileges

NO Riding Privileges is indicated on the MTA Contractor ID



MTA CONTRACTOR ID with NO riding privileges

"Contractor" of Bombardier ID has no riding privileges



BOMBARDIER CONTRACTOR ID with NO riding privileges

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### One Way Tickets



### One-Way Full Fare Ticket



### Amtrak-Issued One-Way Full Fare Ticket

### Weekly Passes



5 Day Weekly Full Fare Monday through Friday



7 Day Weekly Full Fare Saturday through Friday



Amtrak-Issued Full Fare Weekly Ticket

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# Rail Operations Control Center Conduct Review

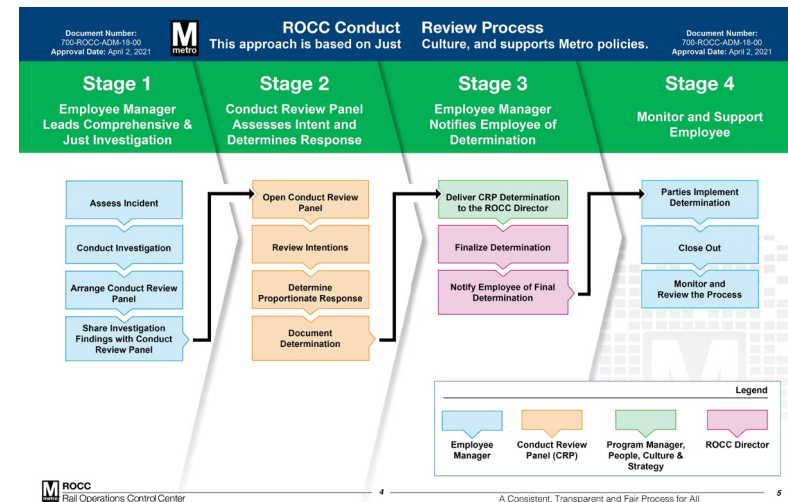
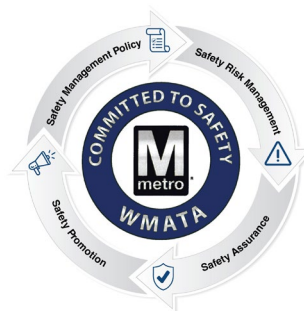
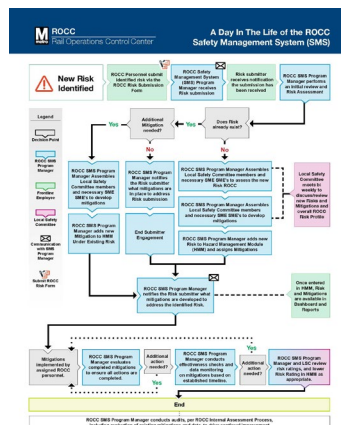
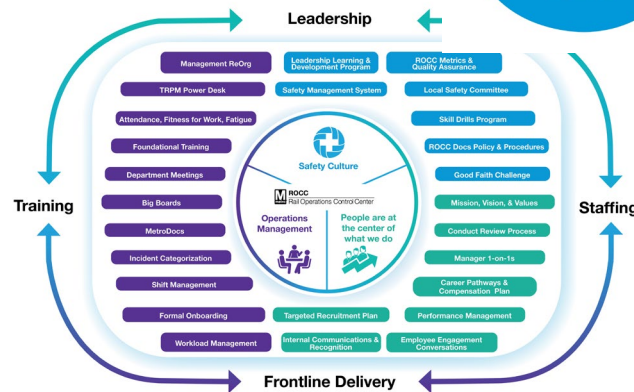
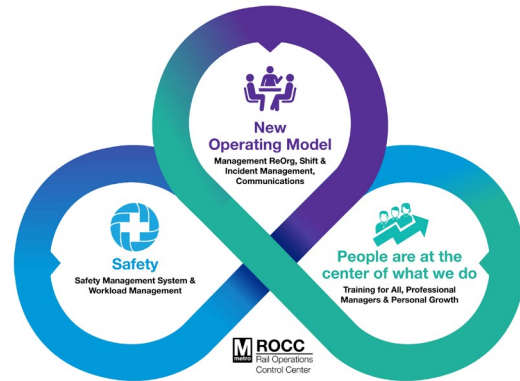
Washington Metropolitan Area Transit Authority



## Tasks Performed in the Project

- Infographics
- Layout Design
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- Illustration
- Print Design
- UI/UX Design

Category A	Category B	Category C	Category D
<b>Serious</b> <ul style="list-style-type: none"><li>Any injury that is the threshold for reporting; permanent loss of sight, hearing, speech</li><li>Significant property damage</li><li>Level 3 training competencies required</li></ul>	<b>Major</b> <ul style="list-style-type: none"><li>Injury requiring first aid, transport to a health care facility</li><li>Level 2 training competencies required</li></ul>	<b>Minor</b> <ul style="list-style-type: none"><li>Other injuries</li><li>Level 1 training competencies required</li></ul>	<b>No Harm</b> <ul style="list-style-type: none"><li>No injuries and no property damage/loss</li><li>Level 1 training competencies required</li></ul>

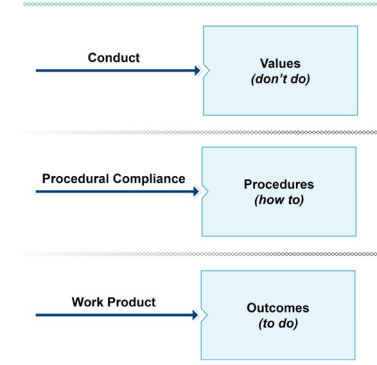


## Sample List of Responses

The response is not pre-defined, but based on the circumstances and findings of the investigation. This is not exhaustive list of responses. The CRP shall identify the most appropriate response based on the circumstances.

<b>Accept</b> (Human Error)	<ul style="list-style-type: none"><li>Confirmed Breach, No Further Action</li><li>Unconfirmed Breach, No Further Action</li><li>Organizational Improvement</li><li>System Review</li></ul>
<b>Coach</b> (At-Risk Behavior)	<ul style="list-style-type: none"><li>Informal Counseling</li><li>Additional Supervision</li><li>Initial Training, Re-Training, Special Training, External Training</li><li>Shadowing, Detail to Develop/Learn</li><li>Performance Improvement Plans</li></ul>
<b>Sanction</b> (Reckless Behavior, Knowledge, Purpose)	<ul style="list-style-type: none"><li>Formal Written Warning</li><li>Final Written Warning</li><li>Suspension</li><li>Termination</li></ul>

## Determining Which Responsibility Was







# Safety Culture Survey campaign

Washington Metropolitan Area Transit Authority

## Tasks Performed in the Project

- Infographics
- Layout Design
- Social Media
- Logo Design
- Animation
- Cover Design
- Project Management
- Training
- Branding
- Illustration
- Print Design

### Safety Culture Survey

**Ambassador Overview**

**Survey Ambassador Tasks**

**Key Dates**

- September 5-12: Survey Preparation
- September 13: Survey Opens
- September 20: Survey Reminder
- September 26: Survey Closes
- September 27: Survey Wrap Up

**Your voice can help create a safer Metro.**

**Safety Culture Survey**

Your chance to share your views on what safety culture is like at Metro

- Completely voluntary and confidential
- Eligible for straight time and/or daily raffle
- Open to over 10,00 employees and contractors

**Take the survey online for a chance to win a \$100 Visa gift card.**

**Information:**

**Safety Culture Survey**

Completely voluntary and confidential

Eligible for straight time

**Share your views. Survey closes Sept. 26.**

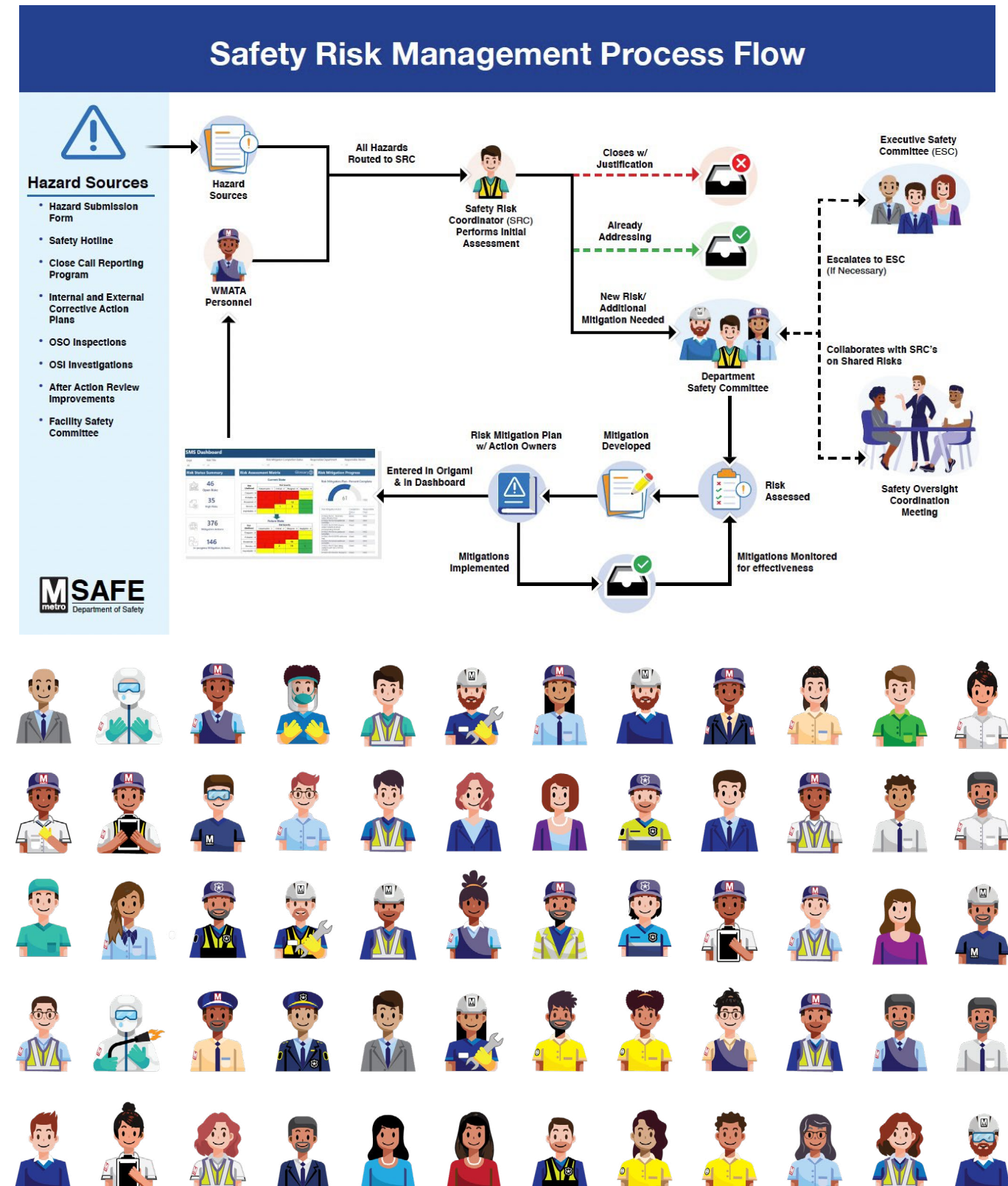
**Culture Survey**

**Safety Culture Survey: Sept. 13-26**

Completely voluntary & confidential

Eligible for straight time

**Your voice can help create a safer Metro.**





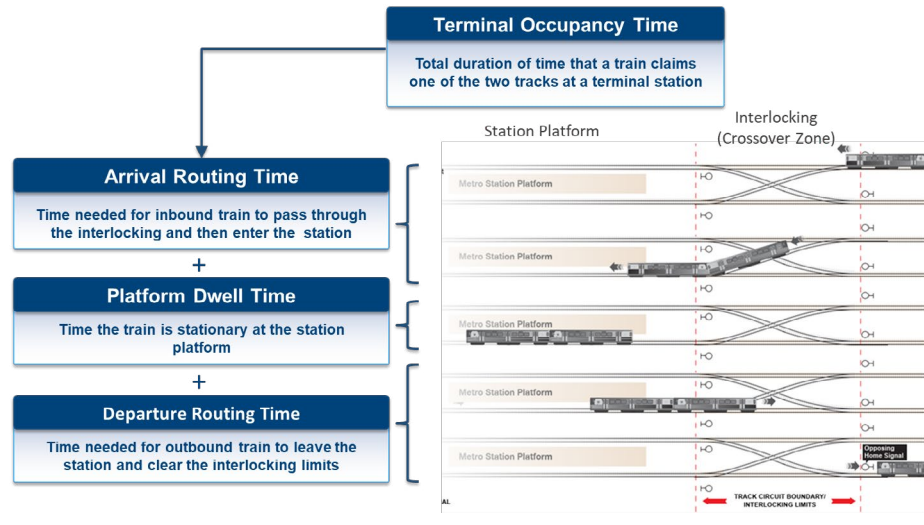


# Red and Yellow Line Turnback Elimination Terminal Capacity & Operational Analysis

Washington Metropolitan Area Transit Authority

## Tasks Performed in the Project

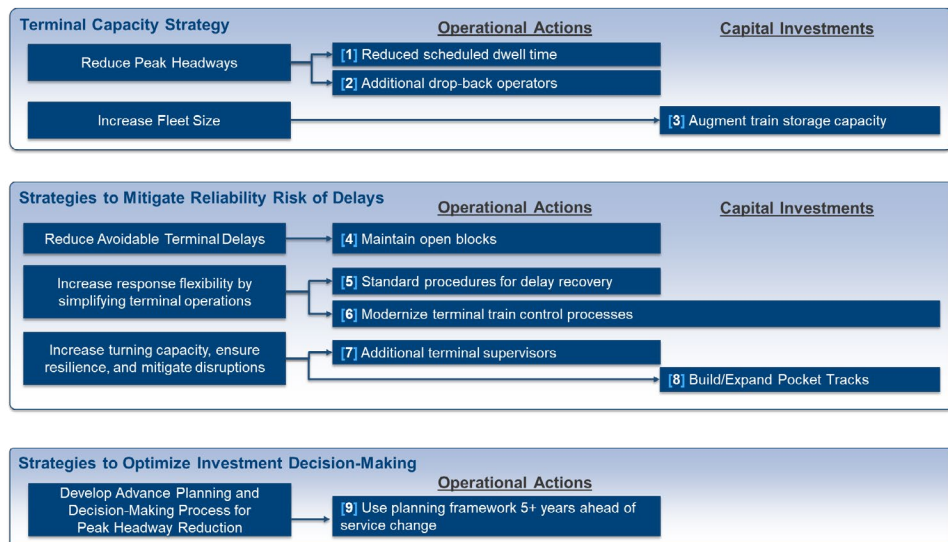
- Infographics
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Schedule Scenario→	Red			Yellow/Green		
	8-Min Jan. 2020	7-Min Scenario 1	6-Min Scenario 2	8-Min Jan. 2020	7-Min Scenario 1	6-Min Scenario 2
Revenue trainsets*	39	43	50	31	35	41
Revenue cars* (with 8-car trains)	312	344	400	248	280	328
Adequacy						

\* Excludes gap trains and spares

Existing facilities are adequate Yard expansion required

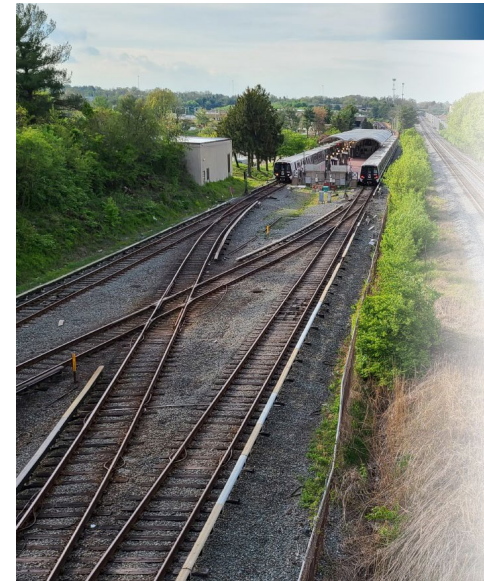
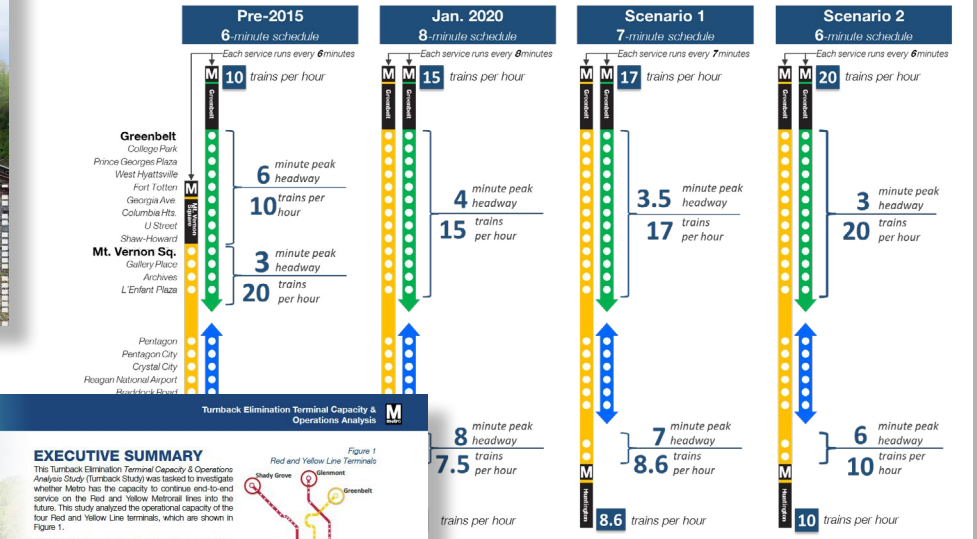


## Red and Yellow Line Turnback Elimination Terminal Capacity & Operations Analysis

Final Report  
June, 2021



Figure 5  
Yellow Line – Historical Schedules and Future Scenarios



**EXECUTIVE SUMMARY**

This Turnback Elimination Terminal Capacity & Operations Analysis Study (Turnback Study) was tasked to investigate whether Metro has the capacity to continue end-to-end service on the Red and Yellow Lines into the future. This study analyzed the operational capacity of the four Red and Yellow Line terminals, which are shown in Figure 1.

Before 2017, Metro operated a six-minute peak schedule and utilized midline turnbacks on the Red and Yellow Lines. On the Red Line, some trains ran between the terminals at Shady Grove and Glenmont, while others turned around at the Silver Spring or Grosvenor-Strathmore stations. Under the current service plan, most peak-hour Yellow Line trains turned at Mt. Vernon, though some trips continued to Greenbelt. In 2017, Metro changed its peak schedule from six minutes to eight minutes, and by July 2019 had ended all midline turnbacks. However, it was unclear whether Metro has the physical and operational capacity to continue end-to-end service on the Red and Yellow lines into the future, given planned capital investments and potential service improvements.

This study addressed two central questions:

1. Do the terminals have sufficient capacity to continue end-to-end service if Metro increases peak service frequencies and all peak-period trains have eight cars?
2. If not, what infrastructure investments or operational strategies would be needed to continue end-to-end service in the future?

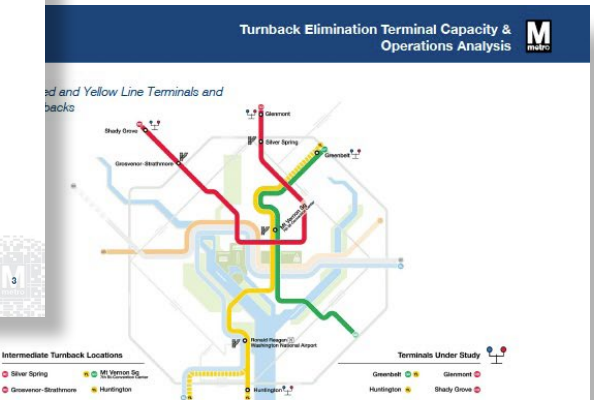
To answer these questions, the study analyzed three aspects of terminal capacity: passenger flows inside terminal stations, rail yard storage and maintenance space, and the maximum number of trains that can be turned reliably during peak hours.

The study investigated these three elements of terminal capacity under two potential scenarios, both assuming all trains are eight-car trains:

- **Scenario 1:** Seven-minute peak schedules per line (resulting in 3.5-minute headways at Shady Grove, Glenmont, and Greenbelt, and seven-minute headways at Huntington).
- **Scenario 2:** Six-minute peak schedules per line (resulting in three-minute headways at Shady Grove, Glenmont, and Greenbelt, and six-minute headways at Huntington).

**Findings**

For terminals to handle eight-car trains at headways below four minutes, Metro must expand rail yard storage and maintenance facilities, reduce terminal dwell times, deploy additional drop-back operators and other operational strategies, and extend or build new pocket tracks near three terminals. These recommendations are summarized in Figure 2 below.



### Metrolink Service Changes on the Red and Yellow Lines

Metro enacted several changes to rail service in recent years, as can be seen in the timeline in Figure 3. Before the Silver Line opened for service in 2014, Metro operated trains at six-minute intervals on individual lines during peak periods, and at three-minute headways where services were interlined. Some trains were turned around ("turnbacks") at midline stations. Those turnbacks allowed Metro to ensure an adequate level of service where ridership demand was highest without overloading the system's capacity constraints. On the Red Line, approximately half the peak-hour trains ran the full length of the line between Shady Grove and Glenmont, while half turned back at Grosvenor-Strathmore and Silver Spring, as noted in Figure 4. On the Yellow Line, peak-hour trains turned back at Mt. Vernon-Convention Center.

In July 2017, Metro moved to eight-minute peak headways on all services. By July 2019, Metro's Board of Directors decided to eliminate all turnbacks on the Red and Yellow lines. When the Turnback Study commenced in January 2020, all trains on both lines served all stops between their terminal stations. Before the COVID-19 pandemic hit in March 2020, Red Line trains operated every four minutes end-to-end during weekday peak periods. Yellow Line trains operated every eight minutes between the Huntington and Greenbelt terminal stations; the Yellow Line merges with the Green Line at L'Enfant Plaza, which provided a combined four-minute headway between L'Enfant and Greenbelt. This schedule deployed trains from terminals every four minutes (15 TPH), which is within Metro's known system capacity for dispatching and turning trains.

Figure 3 – Recent & Potential Metrolink Service Changes

### Recent & Projected Metrolink Service Changes



Metro substantially reduced rail and bus service in response to the COVID-19 pandemic. As the National Capital Region begins to emerge from the pandemic, the pace of ridership recovery and demand for peak-hour commutes are uncertain and will be for some time. However, the pandemic has not altered long-range forecasts of regional population and job growth, particularly around transit stations, which indicate that transit ridership will recover. Metro's 2020 *Metrolink Fleet Management Plan* established a framework for increasing the size of the rail fleet to meet capacity targets and ridership projections. The *Metrolink Fleet Management Plan* calls for all peak-hour trains to be eight-car consists by 2025 and provides for further growth in the size of the fleet to support more frequent peak service by 2030.

### The Study's Analytical Framework

Given the needs anticipated by the *Metrolink Fleet Management Plan*, this Turnback Study investigated whether Metro currently has the terminal and rail yard capacity to continue end-to-end service on the Red and Yellow Lines under two future service scenarios, both assuming all eight-car trains during peak periods:

- **Scenario 1:** Seven-minute peak schedules per service (resulting in 3.5-minute headways at Shady Grove, Glenmont, and Greenbelt, and seven-minute headways at Huntington)
- **Scenario 2:** Six-minute peak schedules per service (resulting in three-minute headways at Shady Grove, Glenmont, and Greenbelt, and six-minute headways at Huntington)

The Red and Yellow Line terminals include stations, track crossovers adjacent to the stations (the zone where crossovers are located is referred to as an "interlocking"), and train storage yards, as shown in Figure 5. Each of the four terminal stations has an island platform flanked by two station tracks.



# Druid Park Lake Drive Complete Streets Feasibility Study Project Report

Baltimore City Department of Transportation

## Tasks Performed in the Project

- Infographics
- Mapping
- Layout Design
- Social Media
- Animation
- Cover Design
- Project Support
- Website Design
- Training
- Branding
- Illustration
- Print Design
- UI/UX Design

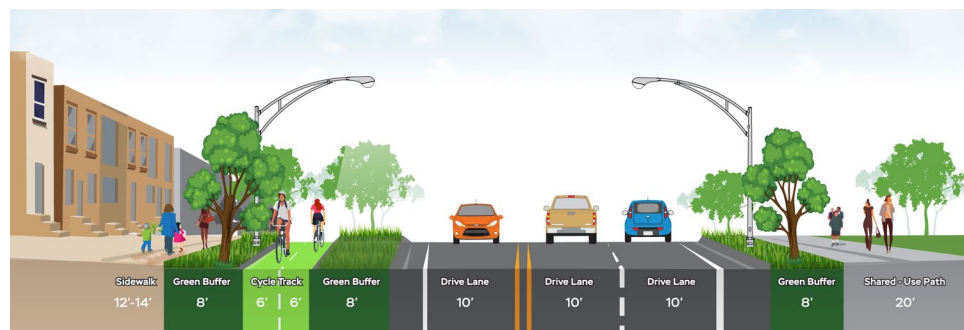
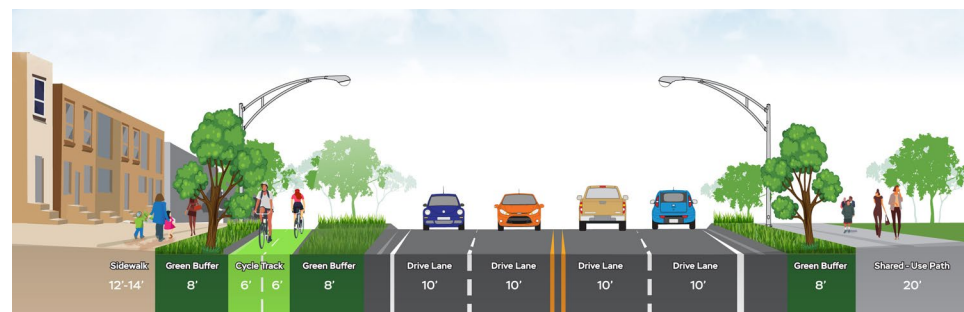
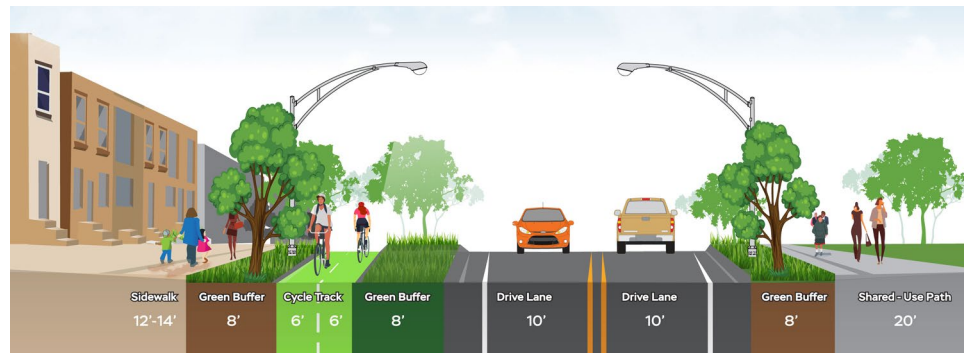
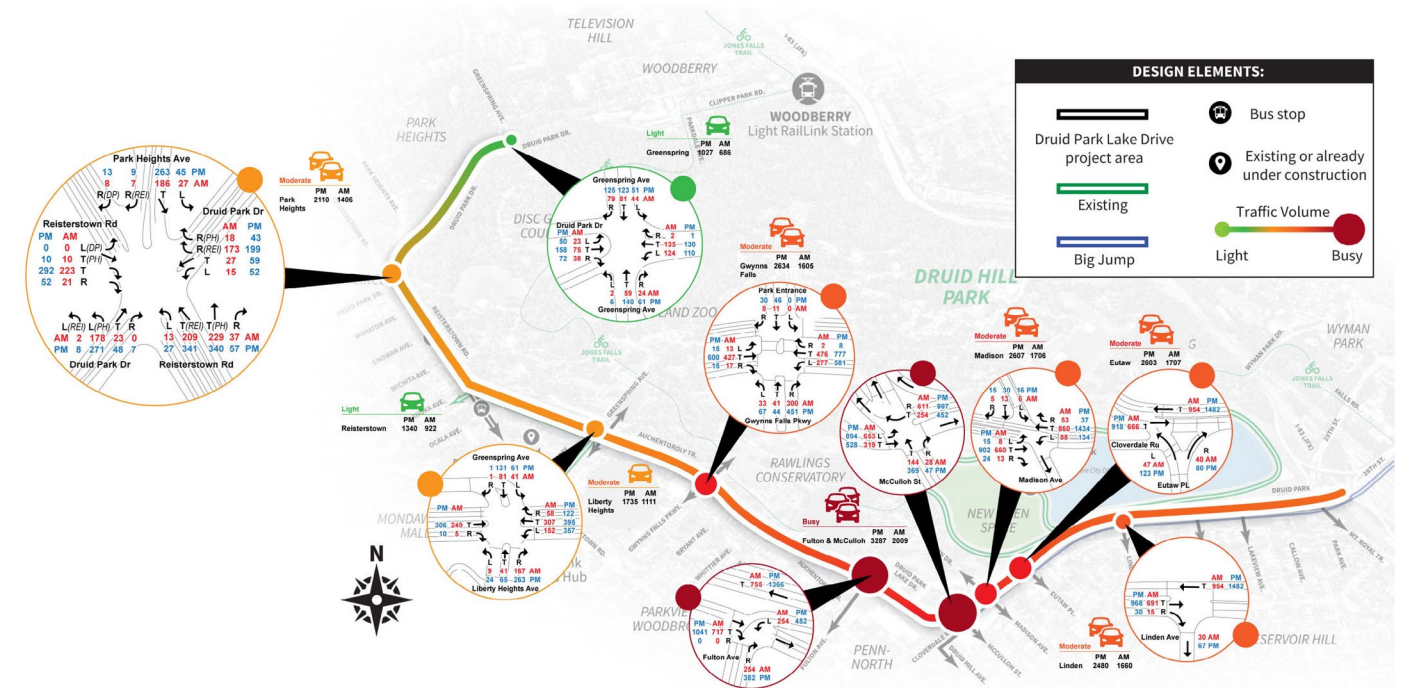
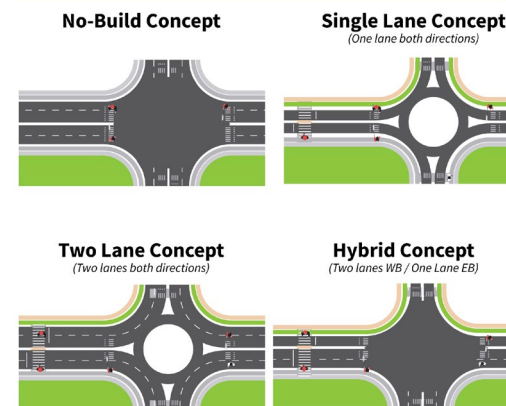


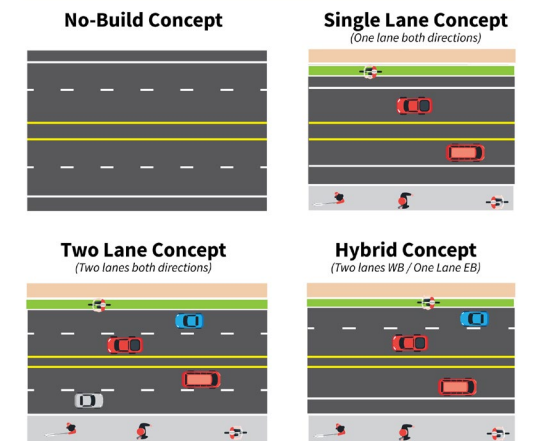
Figure 13: Turning movement counts at intersections on Druid Park Lake Drive



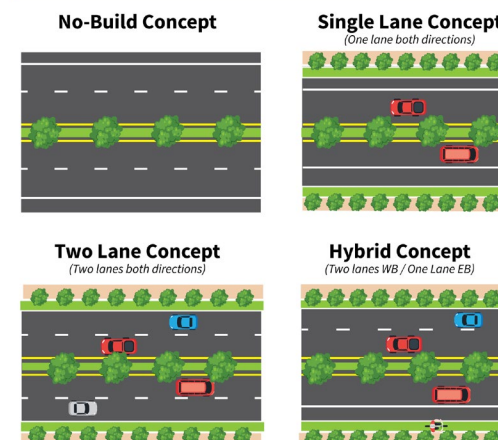
### Increases the number of crossings into the park



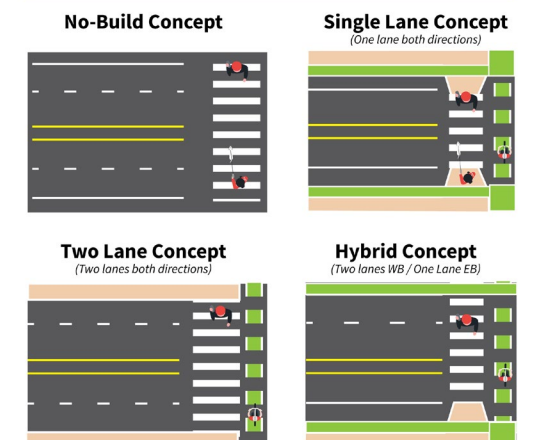
### Increased access for pedestrians, cyclists, carless households & individuals with disabilities



### Increased green space



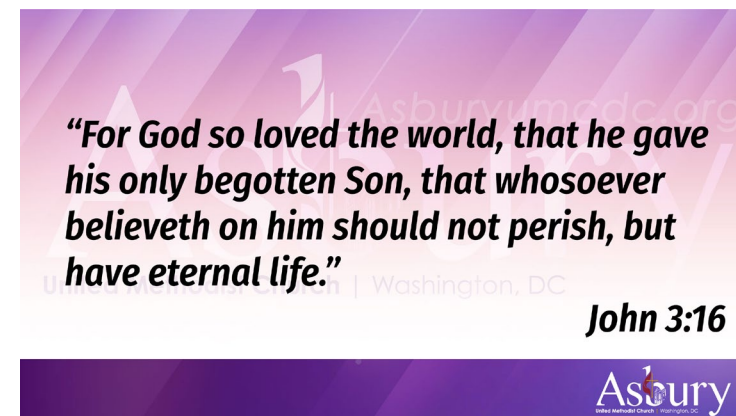
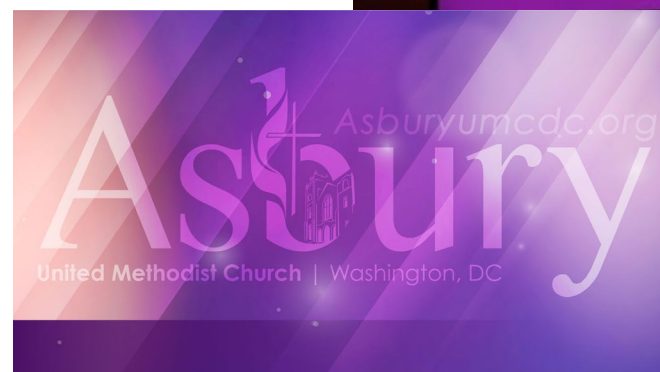
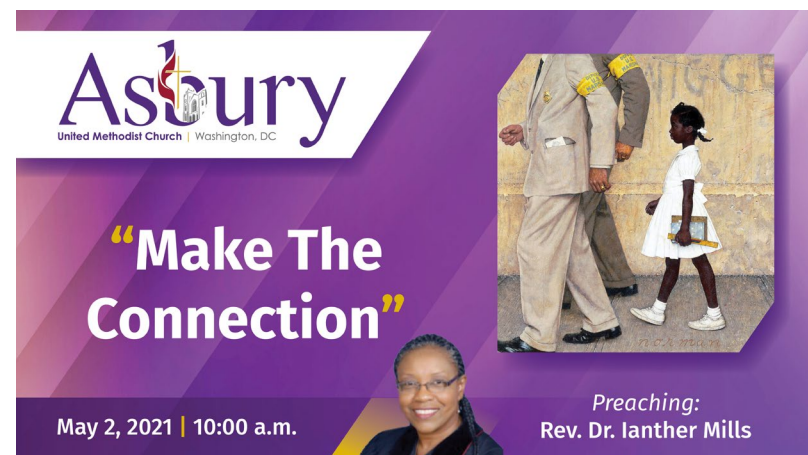
### Intersections with safe bike / ped accommodations





## Tasks Performed in the Project

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