

## Mr. Michel is President and Principal Industrial Designer of Fourche Design

With over 15yrs of design experience in the rail transportation industry, professional associations, and government bodies, he has successfully managed projects in the US, Canada, and Europe with a clear focus on inclusive passenger accessibility through human factors (ergonomic and anthropometric) and design compliance. He has also provided professional services in corporate branding, graphics, and vehicle acquisition program management.

He has worked with the US Access Board while sitting as a member on the Rail Vehicles Access Advisory Committee (RVAAC) to develop consensus recommendations for the Board's use in updating sections of the CFR that cover vehicles of fixed guideway systems including rapid, light, commuter, intercity, and high speed rail while providing new criteria to update the Americans with Disabilities Act (ADA) application. He has managed key aspects of multi-million dollar projects and provided critical input to manufacturers and rail authorities on best practices for human factors and accessible design, including Amtrak's next generation High Speed trainsets and long distance fleet replacement programs, and interiors of dining, sleeper, coach restrooms and seating, bicycle areas, and passenger information management systems in vehicle procurements and retrofits for major carbuilders (Alstom, Bombardier, Stadler, Siemens, Kawasaki, Nippon Sharyo, CAF and Talgo).

Designing effectively and quickly is essential in today's industry. He is a strong believer in 'Good Design is Good Business', where the lack of industrial design can be costly for companies. A prime case study of where industrial design would have made all the difference, in a passenger train, is on the pocket snagging/ripping armrest on Long Island Railroad's M7 passenger seats. Not only was this armrest poorly designed dimensionally, but the lack of industrial design on this essential component of passenger comfort cost millions of dollars for a total armrest replacement. Simply having addressed human factors in the early design process would have saved needless expenses and hours of labor fixing the problem, while equally preventing numerous cases of unhappy travelers.

### PROFESSIONAL AFFILIATIONS:

Member of Industrial Design Society of America (IDSA) since 2007.

Industry Member of AASHTO Technical Subcommittee Next Gen Equipment Committee (PRIIA 305) and Interior Working Group.

Industry Member of FRA RSAC Engineering Task Force.

Industry Member of APTA PRESS Passenger Systems Working Group.

Visiting Scholar at Virginia Tech, College of Architecture and Urban Studies.

Industry Member, Washington Area Railway Engineering Society (WARES).

### EDUCATION:

Virginia Tech,  
BS Industrial Design

As a strong advocate for rail transportation design, he has active involvement as a member of AASHTO Technical Subcommittee NGEC (PRIIA 305) and Interior Working Group, as well as FRA RSAC Engineering Task Force and APTA PRESS Passenger Systems working group for tier III trainsets.

### PRIOR ROLES ON INDUSTRY COMMITTEES

Industrial Design Special Advisor for Amtrak Long Distance Fleet Replacement Technical Specification (2023).

Member of Rail Vehicle Access Advisory Committee (RVAAC) with the US Access Board (2013-2015).

Executive Secretary for Center for Industrial Design in Transportation (C4IDT) which served as private sector organizer of the 2011 Brunel Awards Competition in Washington D.C. (2010-2011).

Advisor to Alstom Transport, Design and Styling Department in Paris, France for accessibility on Next Generation US High Speed Rail Interiors (2009).

Past Industry Member of AREMA, Scholarship Recipient (2008-2009).