

Tom Noguchi

Principal, Mirai Associates

Tom Noguchi has over 26 years' experience working with communities on transportation solutions and integrating transportation plans with urban planning objectives. He has a significant track record of building consensus among stakeholders with divergent viewpoints. He is also experienced in transit and rail station area planning, multi-agency regional transportation planning studies, and concurrency issues. Tom has established a reputation as a leading planning expert, with equal skill in technical analysis, political decision-making and public process.

Tom is currently coordinating WSDOT's Bus Rapid Transit plan for I-405 and the urban center and concurrency studies for the City of Tukwila. He managed the award-winning multi-modal University Area Transportation Study for the City of Seattle as well as a planning study for the area surrounding the Kent Commuter Rail station. He has managed numerous other major transportation studies of considerable complexity, including Sound Transit's I-405/Renton HOV Access Project Definition Study, Sound Transit's South 272nd Street Corridor HOV Improvements, the Regional Transit Authority's East Corridor Study, the Downtown Bellevue Access Study and the initial Eastside Transportation Program.

Areas of Expertise

- Regional and Local Transportation Planning
- Transportation Impact Fee Programs
- Transit and High Occupancy Vehicle Planning
- Travel Demand Modeling
- Areawide Traffic Impact Analysis

Education

BS in Civil Engineering, Drexel University, Philadelphia, PA
MS in Civil Engineering, University of Washington

Professional Affiliations

Institute of Transportation Engineers, Member since 1985
Transportation Research Board, Transportation and Land Use Committee

Project Experience

University Area Transportation Study. Mr. Noguchi managed this APA Award Winning transportation planning study to identify improvements and strategies for pedestrians, bicycles, transit, carpools/vanpools and vehicles. The study also provided the framework for the City of Seattle to adopt a transportation impact fee program needed to implement the 10-year transportation plan.

**Tom Noguchi
(Continued)**

City of Newcastle Transportation Element. As part of the City of Newcastle's Comprehensive Plan update, Mr. Noguchi recommended a major overhaul of the Plan's transportation element. He worked closely with the Planning Commission and City staff to balance neighborhood and city-wide concerns.

Lynnwood City Center Study. Mr. Noguchi managed the transportation analysis for a preferred land use plan for the City of Lynnwood's City Center redevelopment. Using VISUM software, he is developing a new travel demand forecast model to develop a 20-year transportation plan. The transportation plan supports the City's long-range vision, which will transform the current auto-dominated City Center area into a high density, pedestrian-oriented urban center.

Tukwila Urban Center/CBD Master Plan. Mr. Noguchi is leading the transportation planning and modeling work for the City of Tukwila's Urban Center Planning Study. Mirai developed a travel demand model for the study to identify future transportation issues associated with three development levels of the preferred land use alternative.

Downtown Kirkland Strategic Plan. Mr. Noguchi developed a comprehensive transportation plan that will support the future vision of downtown Kirkland. The plan recommended by Mr. Noguchi balances pedestrian-friendly environments with the need to support the future growth. Mr. Noguchi used a traffic simulation model to show that reduced roadway capacity in some corridors would not adversely impact traffic circulation.

Kent Commuter Rail Station Area Planning Study. Mr. Noguchi reviewed potential transportation impacts from intensified development for the areas surrounding the commuter rail station in the City of Kent. The study balanced many competing land use and transportation goals, such as creating a pedestrian-friendly transportation system while minimizing traffic congestion.

Snohomish County Transit Village Planning. Mr. Noguchi led the transportation impact analysis for creating transit-oriented centers in Snohomish County. He was responsible for reviewing transportation capital facilities issues related to future station area development options along Ash Way near the Swamp Creek park-and-ride and on 128th Street near I-5.

Natarajan “Jana” Janarthanan, Ph.D.

Principal, Mirai Associates

Jana Janarthanan has more than 23 years’ experience in travel demand forecasting, operational simulations, impact fee program development, traffic engineering, and multi-modal transportation planning. He is particularly skilled in traffic impact analysis and designing systems to manage traffic congestion. Mr. Janarthanan is skilled at customizing regional transportation models for subarea traffic analysis and use in growth management issues such as concurrency and level of service. He also has developed techniques to produce effective and accessible graphics for public meetings and decision-makers using EMME/2 output.

His experience includes development and maintenance of travel demand models; operations simulation; development review analyses; numerous traffic, HOV and transit analyses; and signal optimization analyses using the SYNCHRO program. Other responsibilities have included customizing the Puget Sound Regional Council's model and updating King County's multi-modal travel demand model for the County's Regional Arterial Network project. Recent modeling clients include the Cities of Bothell, Lynnwood, Seattle, Federal Way, Newcastle, Snoqualmie, and Bellevue; WSDOT; and King and Snohomish Counties.

Areas of Expertise

- Traffic Engineering & Simulation
- Transportation Demand Modeling & Simulation
- Capital Facility Planning and Programming
- Impact Fee Programs
- Research and Training

Education

Ph. D. in Civil Engineering/Transportation, University of Washington
MS in Civil Engineering/Transportation, University of Calgary, Canada

Professional Affiliations

Member, Institute of Transportation Engineers
Member, Tau Beta Pi (US National Engineering Honor Society)

Project Experience

SR 167 Valley Freeway Corridor Study. Mr. Janarthanan worked on this multi-agency study of the 25-mile Valley Freeway in King and Pierce Counties. Jana was responsible for transportation analyses, and creating thermal scans to depict congestion on the corridor during 24 hours of an average working day.

King County Regional Arterial Network Corridor. Mr. Janarthanan worked with King County staff and the consultant team members to identify facility improvements needed to reduce the projected traffic congestion in seven Regional Arterial Network corridors for 2005, 2010 and 2020. He analyzed 166 intersections to show future travel demands and major facility deficiencies.

Jana Janarthanan
(Continued)

I-405 Managed Lane Evaluation. Mr. Janarthanan was responsible for creating trip ends that uses I-405 corridor from EMME/2 model and creating input for VISSIM model for simulation. This study is focused on pricing (toll) options for managing freeway demand.

SR 167 HOT Lane Demonstration Study- Mr. Janarthanan is developing travel forecasts along the SR 167 freeway corridor, as part of a study examining the feasibility of High Occupancy Toll (HOT) lanes to feed into toll model and simulation model. This is a demonstration project to implement HOT lanes in the Puget Sound region.

Mill Creek & Clearview Subarea EIS. Mr. Janarthanan managed the traffic impact analysis for two proposed land use changes to the County's comprehensive plan in Mill Creek and Clearview Rural Commercial areas. Specific impact analysis and mitigation focused on selected intersections, arterials and roadways.

Factoria Area Transportation Study. Mr. Janarthanan managed this subarea plan, including modeling and forecasting volumes for different alternatives, public involvement process, corridor analysis and use of simulation model to analyze and present the problems and solution to the public and decision-makers.

Concurrency Modeling. Mr. Janarthanan provided all model and forecast Information needed to develop the City of Bellevue's concurrency management program. In addition, he performed all modeling work need for the impact fee calculation.

Everett I-5 Interchange and Arterial Access Improvement Study. Mr. Janarthanan was the modeling and forecasting lead on this project to develop a master plan report of the I-5 Corridor through Everett over the next 20 years and a design memorandum for I-5 interchange at 41st Street and Broadway.

I-405 Corridor Program. Mr. Janarthanan developed the travel forecasting model for the alternatives analysis needed to complete a programmatic EIS for a 150-square mil area along I-405 in East King County. Mr. Janarthanan has also developed innovative measures to illustrate system-level changes in mobility within the corridor using Hours of Congestion.

Federal Way Model Update. Mr. Janarthanan assisted the City of Federal Way in updating their existing and future PM peak hour transportation forecast model using EMME/2 software. The project created a new citywide model based on the Puget Sound Regional Council's regional model for the years 2000 and 2020, with smaller zones and a finer network.

Lise Northey

Public Involvement/Transportation Policy Planner

Lise Northey has over 15 years' experience in transportation policy planning and public involvement. As Regional Affairs Manager for the City of Bellevue, Ms. Northey developed a series of community roundtables attended by over 100 East King County residents and businesses to identify preferred options for high capacity transit. She represented Suburban Cities Association interests in a number of sensitive policy negotiations, including the initial countywide planning policies for GMA and the merger of King County and Metro. As Bellevue's Transportation Design Engineering Manager, she implemented a strategic plan for public involvement in capital project design. She also developed the City of Bellevue's first outcomes-based transportation capital project investment program and evaluation report, linking goals from the City's comprehensive plan to project selection and prioritization processes. Ms. Northey is currently managing the public involvement process for the City of Renton's Rainier Avenue Corridor Study and developing transportation policies for the City of Shoreline's Transportation Master Plan.

Areas of Expertise

- Public Involvement/Community Relations
- Capital Project Development and Management
- Transportation Policy Planning
- Strategic Planning
- Government Relations
- Public Sector Decision-Making

Education

BA in Philosophy, Seattle University, *Honors Program and Magna Cum Laude*
MPA in Public Policy and Management, U.W., *Public Service Fellow*

Professional Affiliations

Women's Transportation Seminar, *Member of the Year 1997*

Project Experience

Sound Transit Bellevue/I-405 Improvements. With the City of Bellevue, Ms. Northey developed strategies to gain federal, state and community support for Sound Transit's major I-405 HOV access project in downtown Bellevue. She also played a key role in obtaining regional funding for a new Bellevue Transit Center. Ms. Northey developed Eastside citizen "Roundtables" to advise Eastside elected officials and the regional Joint Regional Policy Committee (predecessor to Sound Transit) about public opinion with respect to development of high capacity transit East of Lake Washington.

Eastside Transportation Program High Capacity Transit Policies. As Bellevue's Regional Issues Manager, Ms. Northey drafted high capacity transit policies adopted by the Eastside Transportation Program (ETP), a coalition of cities and agencies East of Lake Washington. These policies influenced ETP's subsequent positions on regional transportation plans and ballot measures.

Lise Northey (Continued)

Countywide Planning Policies. Ms. Northey staffed the Suburban Cities Association's delegation to the Growth Management Planning Council (GMPC) and negotiated key elements of the GMPC's initial countywide planning policies under the Growth Management Act.

Outcomes-Based Capital Investment Program. As Transportation CIP Manager for the City of Bellevue, Ms. Northey developed the City's first outcomes based transportation capital investment program, linking the City's comprehensive plan goals to project selection and prioritization. Projects were then quantitatively and qualitatively rated and ranked against each other, with the resultant staff recommendation providing clear rationale to assist the Transportation Commission and City Council in final project selection.

State of Mobility Capital Program Evaluation Report. As Bellevue's Transportation CIP Manager, Ms. Northey developed a "State of Mobility" evaluation report measuring the City's progress toward achieving the transportation goals set forth in the comprehensive plan. Project selection criteria for the capital investment program linked directly to the performance measures developed for this report.

Transportation Planning Reports. Ms. Northey developed existing transportation conditions reports for the City of Tukwila (currently active), the City of Seattle's University Area Transportation Study and WSDOT's Alaskan Way Viaduct scoping study. She also drafted EIS transportation discipline and policy reports for the I-405 Corridor Program.

Project Management Process Improvements. Ms. Northey instituted a number of quality improvements as Design Engineering Manager for the City of Bellevue's transportation department. He also implemented a strategic plan for public involvement in project design and established a linkage between transportation project design and the City's Arts Commission.

Strategic Six-Year Capital Investment Plan. As Assistant to the Mukilteo City Administrator, Ms. Northey obtained Council approval for a strategic six-year capital investment program, including Public Works Trust Fund applications and a proposed joint billing system with the water district.

Washington State Rail Development Commission. Ms. Northey staffed the Washington State Rail Development Commission and drafted the Commission's preliminary recommendations on state policy for freight and passenger rail service.

Randy Young

Senior Partner, Henderson, Young & Company

Mr. Young is a leading national expert in transportation finance and implementation strategies, including impact fees, mitigation payment programs, adequate public facilities, and concurrency. Mr. Young has over 30 years experience in government and as a consultant to governments during which he has developed transportation finance plans and implementation programs for over 60 local governments.

Mr. Young served as financial consultant for Seattle's award-winning multi modal University Area Transportation Study in 2002. He is presently serving as financial consultant developing the multi modal mitigation payment program for Seattle's South Lake Union area. Mr. Young developed a multi modal transportation system development charge for the City of Portland, Oregon in 1997. He also developed a transit system development charge for Tri-Met (Tri-County Metropolitan Transportation District, Oregon) in 1999.

Areas of Expertise

- Infrastructure Finance
- Impact Fees and Mitigation Payment
- Capital Facility Planning and Programming
- Fiscal Analysis
- Concurrency and Adequate Public Facilities
- Budgeting and Resource Allocation

Education

M.A. in Political Science, Rutgers University, New Jersey

B.A. in Government and Economics, University of Redlands, California

Project Experience

Seattle South Lake Union Multi Modal Mitigation Payment Program. Mr. Young is presently serving as financial consultant developing the multi modal mitigation payment program for Seattle's South Lake Union area.

Seattle University Area Transportation Study. Mr. Young was the financial consultant for Seattle's award-winning multi modal University Area Transportation Study.

Tri-Met (Tri-County Metropolitan Transportation District, Oregon). Mr. Young developed a transit systems development charge for Tri-Met to help finance growth-related transit improvements.

**Randy Young
(Continued)**

Portland, Oregon Multi Modal System Development Charge. Mr. Young established a transportation capital improvement program and a full multi-modal transportation systems development charge for the City of Portland to help finance growth-related transportation improvements. The impact fee was based on trip generation by mode, and is a true benefit-based allocation of costs among modes, in contrast to the national practice of developing impact fees based on vehicular traffic, then apportioning some percent to other modes based on policy objectives.

Sammamish. Mr. Young developed the financing plan for the City of Sammamish transportation plan. Mr. Young also developed a transportation impact fee and concurrency ordinance for the City of Sammamish.

Edmonds. Mr. Young developed the financing plan for the City of Edmonds transportation plan, and a transportation impact fee to help finance the transportation improvements needed to serve new development.

Tacoma. Mr. Young prepared the financing plan and capital facilities plan for the City of Tacoma. The plans included inventories of existing facilities, current and recommended levels of service, analysis of the City's financial capacity, sources of revenue for capital improvements, and costs and financing of specific capital improvement projects. The transportation portion of the City's CFP includes airport, rail service (port), port terminal and yard facilities, roads, and transit. Mr. Young also assisted the City with the development of its concurrency ordinance and concurrency management system.

Other Transportation Financing Plans. Mr. Young has developed finance plans for transportation for 28 cities and 20 counties, 1 regional agency and 2 state agencies in Washington, Oregon, Colorado, Montana, Idaho and Florida. Mr. Young identified specific financing strategies that enabled each government to achieve its unique approach to transportation. Mr. Young forecast specific sources of revenue that are available to finance transportation improvements (including unused, underused and innovative revenues and strategies). Mr. Young balanced revenues and costs in a financing plan for each government's transportation plan.

Dennis Haskell, FAIA, AICP

Senior Supervising Architect, Parsons Brinckerhoff

Dennis Haskell will provide non-motorized/urban design expertise for this project. Dennis has extensive expertise in mixed-use, multimodal planning and urban design projects, including the accommodation of non-motorized transportation options. His background in architecture, planning, and urban design includes over 30 years of managing interdisciplinary design and development projects and staffs. Dennis is skilled in facility design, programming, planning, feasibility studies, environmental analyses, site selection, comprehensive land use, and site planning.

Dennis's project involvement includes developing funding strategies and planning improvements that meet short-and long-term needs. He has successfully developed, implemented, and facilitated a wide variety of public and agency involvement plans.

Areas of Expertise

- Non-Motorized/Urban Design
- Mixed-Use Development
- Transportation Facilities
- Developing and Implementing Community and Agency Participation Plans

Education

Master of City Planning, University of Pennsylvania
Master of Architecture, University of Pennsylvania
Bachelor of Architecture, University of Virginia

Professional Affiliations

Fellow, American Institute of Architects (FAIA)
Member, American Institute of Certified Planners
Member, American Planning Association
Urban Design Committee Chair, Seattle Chapter AIA
Central Waterfront Citizen Advisory Committee Member
Vice-President and Board Member, Environmental Works
Seattle Design Commission Chair
Pine Street Advisory Task Force Chair

Project Experience

Northgate Transit Center and Transit Oriented Development, Seattle. Project Manager for design and feasibility studies for this high-density transit-oriented development project. The team was tasked with planning and implementing two public workshops toward delineating a range of potential development alternatives on and adjacent to the King County transit center and Park-and-Ride facility. The alternatives addressed a collection of issues including the potential restoration of a water course, location of a public library and community recreation center, structured public parking, access to both the transit center and a future light rail transit station, economically feasible private mixed-use development on privately owned property, and the vision of an adopted neighborhood plan.

Dennis Haskell
(Continued)

Convention Place Transit-Oriented Development, Seattle. Project Manager of PB's on-call architectural and engineering services in support of design and constraints analysis for a transit-oriented development site at the existing Convention Place Station. The project will ultimately place residential, retail, hotel, office and open space over transit facilities. This effort requires extensive planning, urban design and architecture, as well as facilitation of client and stakeholder relations to deliver successful Requests for Proposals for private development. The primary objective is to develop plans that protect Metro's transit operating needs while being flexible enough to attract developers.

South Lake Union Park Master Plan Update, Seattle. Urban Designer for updated plan. This plan respected and built upon the original plan's carefully crafted balance of public open space recreation features and activities associated with the area's maritime history by working closely with a public oversight committee and the Maritime Heritage Foundation.

Sound Transit LINK Light Rail Project, Seattle to SeaTac and Tukwila. Providing facility design services for the initial segment of the light rail system, which is comprised of two components: a 23-mile central corridor connecting the city of Seattle with the cities of SeaTac and Tukwila.

Transit Base Expansion Program, Bellevue and Seattle. Urban Designer responsible for urban design analysis, community interface, programming and master planning, site acquisition, and development of schematic alternatives to increase Metro system capacity. Estimated construction costs were based on facilitating 225 coaches at the Bellevue Base and 700 buses at the Central, Atlantic, and Ryerson bases. (Experience prior to joining PB.)

South Downtown Directions for Design and Implementation, Seattle. Panel member of a three-day workshop that focused on the complex overlay of proposed projects and varied interests that make up the future of south downtown. Essential requirements were established to ensure that actions taken address the issues and concerns facing the area. (Experience prior to joining PB.)

Downtown Transit Center, Kirkland. Task Manager and Project Designer responsible for site identification, evaluation and selection; program delineation; prototype development; and conceptual designs of facility layouts on selected sites.

Pedestrian Corridor Design Guidelines, Bellevue. Principal-in-Charge/Project Manager for this effort to evaluate and prepare a written and graphic update of the 20-year-old guidelines for the design and development of a pedestrian corridor through the city's commercial core, including delineating design image alternatives, working with a stakeholders' committee, and managing a stakeholders, interactive workshop. (Experience prior to joining PB.)

Chris Wellander, P.E.

Senior Supervising Transportation Engineer, Parsons Brinckerhoff

Chris Wellander has 21 years of transportation planning and engineering experience. This includes a wide range of planning, operations and design projects for freeways and arterials, and for multiple modes including transit, high occupancy vehicle (HOV), and non-motorized modes. Chris has participated in Major Investment Studies, the development of congestion management systems, and the assessment of Intelligent Transportation System (ITS) applications. He has conducted comprehensive transportation alternatives evaluations and corridor studies, developed and modeled alternatives, and developed and used effective evaluation techniques.

Chris is also experienced in travel demand forecasting and the use of traffic simulation models. He was elected a "Senior Professional Associate" within PB for his HOV planning, design and operations expertise, and was the Coordinator for PB's HOV Systems/Managed Lanes Practice Area Network, which serves as a company-wide resource in this field. Chris's recent projects have involved extensive public involvement programs. He effectively presents technical information to a wide array of audiences and has conducted training sessions for PB staff on Quality Management and various technical topics.

Areas of Expertise

- Community and Agency Participation Plans
- Non-Motorized Transportation
- Travel Demand Forecasting
- Transit and HOV Planning, Design, and Operations
- Traffic Simulation Models
- Major Investment Studies

Education

M.S.C.E. (urban transportation planning emphasis), University of Washington
B.S., Civil Engineering, University of Washington

Professional Affiliations

Institute of Transportation Engineers
Tau Beta Pi
Phi Beta Kappa

Project Experience

Mercer Corridor Analysis/South Lake Union Transportation Plan, Seattle.

Transportation Planning Manager for this study being conducted in conjunction with the Alaskan Way Viaduct and Seawall Replacement Project. The analysis first defined improvements to the Mercer Street corridor, and will ultimately develop a multimodal transportation plan for the South Lake Union area. This plan will be consistent with the City's goal of creating an urban village in this neighborhood adjacent to downtown Seattle.

First Avenue South Bridge Study, Seattle. Provided traffic forecasting and analysis, development and evaluation of conceptual alternatives, cost estimating, and analysis of alternative funding mechanisms.

**Chris Wellander
(continued)**

Alaskan Way Viaduct and Seawall Replacement Project, Seattle. Senior Technical Resource for the transportation task of this project to replace the seismically damaged SR 99 Alaskan Way viaduct. Chris's roles include development of the initial transportation evaluation measures, review of and input to the travel forecasting and traffic analysis efforts, and internal quality control review of the DEIS transportation discipline report.

Fremont Bridge Approach Replacement Project, Seattle. Transportation Lead for this project to prepare a type, size and location document for the replacement of bridge approach structures in a highly congested dense urban environment

Downtown Seattle Transit Project (Traffic Maintenance), Seattle. Played lead role in developing a modeling system to forecast and evaluate traffic flows during various stages of transit tunnel construction. Played a major role in selecting and using the mainframe model LINKOD to generate an AM and PM trip table for a detailed 250-zone network of downtown Seattle. Calibrated and performed traffic assignments for construction de-tour scenarios on the downtown network using the microcomputer model MINUTP.

I-90/Issaquah Area Access Study, Seattle. Project Engineer/Planner responsible for conducting the technical work related to traffic modeling and forecasting and alternatives analysis for freeway improvements.

Sound Transit On-Call Planning Services, Puget Sound, Washington. Manager of this ongoing on-call contract that includes developing multimodal traffic forecasts for the environmental analysis and design of several HOV direct access facilities, transit centers, and Park-and-Ride lots. He was also PB's manager of the TSM alternatives study, which evaluated potential TSM improvements to provide transit and HOV travel time savings and reliability.

Ballinger Way Master Plan, Lake Forest Park. Conducted transportation analysis associated with the development of the master plan for the Ballinger Way Corridor. The proposed master plan included improvements that would enhance pedestrian and bicycle movements in and across the corridor. Improvements included landscaping, safer pedestrian crossings, and conceptual development of a non-motorized trail in the corridor.

Newcastle Facilities Plan Update. Involved in the trip generation, distribution and assignment elements of this study including the development and use of a computer traffic model (TMODEL) to forecast year 2000 PM peak-hour traffic in the Newcastle Subarea. Based on forecasted traffic and capacity analyses, Chris assisted in the development of needed improvements for area roadways and intersections.

Jennifer Rosales, PE

Senior Transportation Engineer, Parsons Brinckerhoff

Jennifer Rosales offers a broad range of experience in traffic engineering and transportation planning. She will provide traffic calming expertise for this project, providing input on the development of roadway designs that balance the needs of all transportation modes. Jennifer is currently developing a comprehensive best practices practitioner's guidebook entitled *Handbook for Livable Streets: Setting Trends by Applying the Road Diet*. This guidebook focuses on how to narrow roadways to include space for other transportation modes. It will assess livability benefits that have not been previously evaluated, including improved mobility for all modes of transportation and enhanced street character.

Jennifer has been involved with a wide variety of projects that focus on reducing traffic congestion, improving transit, and reducing parking demand by increasing the use of alternative transportation modes. She has also prepared traffic impact studies, analyzed traffic operations and signal systems, developed traffic simulation models, prepared traffic signal design plans, performed parking studies, and conducted several multimodal transportation planning studies.

Areas of Expertise

- Traffic Calming
- Traffic Impact Studies
- Multimodal Transportation Planning Studies
- Traffic Simulation Modeling
- Traffic Operations and Signal Systems Analysis

Education

B.S., Civil Engineering, Oregon State University

Professional Affiliations

Institute of Transportation Engineers, District 6 Career Guidance Chair
Current Executive Committee Member and previous Oregon Section President, ITE Pedestrian and Bicycle Council
Transportation Research Board, A2A02 Committee on Geometric Design
Secretary, TRB A2A02 (2) Subcommittee on Geometry, Safety, and Efficiency

Project Experience

Grand Boulevard Safety Improvement Project, Vancouver, Washington.
Project Manager for a safety improvement project evaluating potential traffic safety improvements including the applicability of the "road diet", pedestrian enhancements, bicycle improvements, and transit facilities for Grand Boulevard. Recommendations were prepared for the corridor regarding the appropriate lane configurations, geometries, and safety improvements including the development of a signing and striping plan for the reconfiguration alternative integrating pedestrian, bicycle and transit facilities.

Jennifer Rosales
(Continued)

Alaskan Way Viaduct, Seattle, Washington. Traffic Engineer for traffic analysis and traffic simulations of several improvement options for the project. The transportation and traffic analysis included traffic forecasting, determining geometric requirements, and freeway and intersection analysis.

SR 509, Washington State Department of Transportation, Washington. Project Engineer for a transportation planning study related to SR 509, a new highway intended to serve the arterial system from the Sea-Tac Airport and I-5. The project involved preparing travel forecasts and included travel demand modeling, alternatives analysis, intersection capacity analysis, freeway ramp operation analysis, signal progression analysis, and queue analysis. Coordinated with subconsultants to complete the SR 509/South Access EIS Transportation Discipline Report. (Experience prior to joining PB.)

18th Street Corridor Study, Vancouver, Washington. Project Engineer for assessment of the long term needs of the 18th Street corridor. Context sensitive design principles were applied throughout the project to integrate the design alternatives with land use and the community character of the corridor. Developed traffic simulation models to evaluate traffic operations, identified bicycle and pedestrian needs, and assessed future transit needs including high capacity transit. An access management plan for this corridor was prepared to provide safety to the neighborhood while maintaining the integrity of 18th Street to carry projected regional traffic.

I-5 / I-205 North Corridor Study, Vancouver, Washington. Traffic Engineer performing traffic and transportation analysis including alternative modes and ITS as well as highway capacity analysis. The project included alternatives analysis, intersection capacity analysis, freeway ramp operation analysis, signal progression analysis, and queue analysis.

Transportation Impact Studies, Oregon and Washington. Lead Project Engineer on more than 50 transportation impact studies in jurisdictions throughout Oregon and Washington, including Washington County, Multnomah County, Beaverton, Hillsboro, Gresham, Troutdale, Oregon City, Salem, Vancouver, Camas and Snoqualmie. Conducted intersection operation analyses and field investigations, performed traffic signal and stop sign warrant analyses, assessed turn lane needs, determined access and sight distance requirements, researched existing data and records, and considered compliance with the Oregon Transportation Planning Rule and the ADA. She also evaluated project and cumulative impacts, identified capacity deficiencies, and developed project alternatives. She conducted circulation and land use tests to meet stated service standards and developed bicycle, pedestrian, transit and circulation plans. (Experience prior to joining PB.)

Anthony Lo, P.E.

Lead Transportation Planner, Parsons Brinckerhoff

Anthony (Tony) Lo will provide traffic operations analysis for this project. As a lead transportation planner, Tony presently serves as a task leader and technical planning analyst for a variety of EIS and traffic operations projects including the Mercer Corridor/South Lake Union Transportation Study. In projects such as the Alaskan Way Viaduct and Seawall Replacement and the Northgate Transit Oriented Development Study, Tony has performed traffic impact assessments, circulation studies, parking evaluations, long-range improvement feasibility studies, corridor-level operational analyses, and transit planning studies. Tony is a PB-certified project manager.

Areas of Expertise

- Traffic Operations Analysis
- Impact and circulation studies
- Intersection analysis
- Traffic volume forecasting
- Transit planning
- Arterial progression
- Park-and-Ride demand estimation

Education

M.S. Civil Engineering, University of California, Berkeley
B.S. Civil Engineering, University of Washington, Seattle

Professional Affiliations

Institute of Transportation Engineers
American Society of Civil Engineers
American Planning Association

Project Experience

Northgate Transit Center Transit Oriented Development. As a traffic analysis Task Lead, Tony was responsible for developing a circulation plan for transit access and area-wide transportation mobility. Analysis tasks included the development of traffic analysis models for various alternatives, estimation of trip generation for the TOD site, application of trip distribution patterns for future traffic levels, and determination of suitable mitigation measures to address impacts to local circulation and access.

Fremont Bridge Approach Structures Replacement. Tony serves as the lead traffic analyst for this bridge approach replacement design study. The project proposes to replace the two aging bridge approaches and preserve the existing bascule (movable) structure. Analysis tasks include the development of traffic analysis simulation models, determination of trip distribution and diversion patterns for temporary bridge closures, sensitivity assessments for partial-closure scenarios, evaluation of bridge-opening events, and impact assessments for various pedestrian/bicyclist elements.

**Tony Lo
(Continued)**

South Lake Union Transportation Plan. Tony is currently serving as the task lead for this comprehensive transportation plan, which includes various intersection realignments, capacity enhancements, grade-separation elements, signal installations, and parking structures. Specific tasks will relate to intersection capacity analysis, trip distribution modeling, and sensitivity analysis of several roadway alignment options.

Alaskan Way Viaduct and Seawall Project. This large-scale replacement project involves technical evaluation and conceptual design of rehabilitation/ replacement alternatives for the SR-99 Alaskan Way Viaduct corridor. As part of the alternatives analysis, Tony is responsible for evaluation of transportation options for the South Lake Union sub-area (one of four sub-areas). Analysis tasks include development of long-range traffic forecasts, development of simulation models for the various alternatives, and performance assessments.

City of Seattle Downtown Height and Density Analysis. Tony served as the transportation analysis lead for this sub-area evaluation of potential changes to the future downtown area land-use mix. Major tasks for this project involved travel demand forecasting, traffic operational analysis, development of trip distribution patterns and trip assignments, determination of feasible congestion mitigation strategies, and technical document preparation.

Sound Transit Light Rail Transit (LRT) Traffic Operations Analysis. As a technical analyst, Tony performed arterial progression analyses, bus lane capacity assessments, right-turn lane investigations, and light rail capacity analyses for several sections of the proposed LRT system.

King County Major Corridor Park-and-Ride Demand Estimation Study. Tony provided technical planning assistance for this comprehensive assessment of park-and-ride demand in the Puget Sound region along major corridors. Primary corridors of interest included I-5 north and south of Seattle's central business district (CBD), I-90, SR 520, and I-405.

City of Redmond Downtown Master Plan. As manager of the traffic circulation evaluation effort, Tony was responsible for the development of various circulation alternatives and assessment of resulting traffic impacts.

Phi Nguyen

Senior Design Engineer, Parsons Brinckerhoff

Phi Nguyen will provide civil design layout and cost estimating expertise for this project. His experience includes various roadway engineering designs, including hydraulic and signal designs, quantity calculations, construction engineering, and cost estimates. He is a mentor for Seattle University civil engineering students.

Areas of Expertise

- Roadway Engineering Design
- Quantity Calculations
- Cost Estimates
- Construction Engineering

Education

B.S., Civil Engineering, Seattle University

Professional Registrations

Engineer-in-Training: Washington (#21725)

Professional Affiliations

American Society of Civil Engineers

Project Experience

12th Avenue Neighborhood Improvements, Seattle. Lead Civil Engineer for this ten-block section of urban secondary arterial. The improvements will include street bulbs, concrete stamped crosswalks, pedestrian lighting, bike lanes, sidewalk replacements, and landscaping.

King Street Area Improvements, Seattle. Lead Civil Engineer. This project design included replacing sidewalks over existing areaways and landscaping two downtown city parks.

Second Avenue Rehabilitation, Seattle. Performed construction inspection of concrete roadway resurfacing of a 1-mile (1.6-kilometer) bus lane. (Experience prior to joining PB.)

State Route (SR) 900, Issaquah. As Lead Civil Engineer, prepared the channelization plan and was responsible for the plans, specifications and estimates (PS&E) paving design. The design included widening a 0.7-mile (1.1-kilometer) urban roadway from five lanes to ten lanes with minimum wetland and right-of-way encroachments.

Phi Nguyen (Continued)

SR 520, Bellevue. Prepared three alternative preliminary designs and estimates of freeway interchanges for an environmental impact statement (EIS). The designs included a single point urban interchange, flyover ramps, and short tunneling under the existing freeway.

Novelty Bridge Replacement, King County. Responsible for the design of the roadway approaches to the bridge and grading of a 6-acre (2.4-hectare) flood plain mitigation site.

South Sammamish Plateau Access Road, North Link, Issaquah. Responsible for modifying the design of the vertical alignment of the relocated Vaughn Hill Road to accommodate existing sewer pipes and reduce encroachment to adjacent wetland and properties. He also modified the channelization of the intersection of Issaquah/Fall City Road and Issaquah/Pine Lake Road to include double left turn lanes.

SR 161 Widening, Washington: Completed a hydraulic design report for a 2-mile (3.2-kilometer) highway widening. Included preparing on-site and off-site stormwater analysis using hydraulic programs. Designed a storm drainage system including two detention ponds with discharge controls and stormwater quality treatments.

King County, Washington: Designed numerous signal plans and wiring diagrams for intersection improvement projects.



Lawrence Spurgeon

Lead Environmental Engineer, Parsons Brinckerhoff

Lawrence Spurgeon will provide environmental expertise for this project. Lawrence is experienced in managing the environmental documentation process and has an extensive technical background in energy impact analysis for transportation projects in Washington, Oregon, Montana, California, and Idaho. He authored sections of several State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) documents, worked on major investment studies (MIS), and coordinated Section 4f and Section 106 evaluations.

Lawrence's expertise is in air quality and noise analyses. He has prepared air quality and noise studies for transportation projects throughout the western U.S, and modeled complex air and noise projects with the CAL3QHC, MOBILE 5 and 6, Traffic Noise Model (TNM), and STAMINA computer models. Lawrence brings up-to-date knowledge of the Washington State Department of Transportation (WSDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA) ecology regulations, procedures, and guidelines, including the stringent transportation conformity requirements under the Clean Air Act. He has coordinated the design of projects and proposed mitigation measures with engineers and traffic consultants to ensure that projects conform to the Clean Air Act and can proceed with design. Lawrence has training in FHWA and FTA procedures for determining noise and vibration impacts and has conducted training in TNM for WSDOT and ODOT acoustical staff.

Areas of Expertise

- Air Quality and Noise Impact Analysis and Modeling
- Environmental
- Agency Regulations and Guidelines
- Major Investment Studies

Education

M.S.E., Environmental Engineering, University of Washington
B.S., Industrial Engineering and Operations Research, UC Berkeley

Professional Affiliations

Air and Waste Management Association

Project Experience

Sound Transit Link Light Rail North Corridor, Seattle. Responsible for the baseline noise level monitoring phase of this project, which includes measurement of environmental noise levels at approximately 25 locations between Convention Place and the University of Washington, near proposed station locations along the corridor. This data will be used to support construction permitting as well as to provide baseline noise levels for comparison during construction monitoring.

**Lawrence Spurgeon
(Continued)**

WSDOT Noise and Air Quality On-Call Services, Statewide Washington.

Project Manager and Technical Lead on a contract to provide on-call noise and air quality services for WSDOT.

I-405 Corridor Program MIS and EIS. Lawrence led the air quality, noise, and energy analyses for this I-405 corridor project, which evaluated various approaches to increasing person capacity for the Puget Sound Region. Under Lawrence's direction, PB applied the local metropolitan planning organization's (MPO) regional conformity process to determine future regional air quality impacts throughout the Puget Sound Region.

Seattle Commons SEPA EIS, Washington. Prepared the air quality section of this SEPA EIS analyzing a proposed mixed-used development and park to be developed in downtown Seattle. He modeled air quality impacts associated with a variety of land use and transportation scenarios in the planning area. Lawrence worked closely with the traffic engineers on the project to identify traffic mitigation measures and test their effectiveness in improving air quality. (Experience prior to joining PB.)

South Downtown Waterfront Master Development Plan (MDP), Seattle. Air quality and noise analysis lead for the South Downtown Waterfront Master Development Plan. Lawrence was responsible for scoping the analysis, managing its completion, technical advising, and performing the technical review. (Experience prior to joining PB.)

SR 509/South Access Road Corridor NEPA EIS, Seattle. Prepared the air and noise technical reports for this project, which would extend SR 509 south of the Sea-Tac Airport to I-5 and provide improved access to the airport from the south. Lawrence evaluated air and noise impacts from the project in an area already affected by I-5 and Sea-Tac Airport. (Experience prior to joining PB.)

Everett Multimodal Transportation Facility NEPA EA/SEPA EIS, Washington. Conducted an analysis of air and noise effects of traffic, rail, and transit operations associated with the proposed facility on the surrounding environment. The facility is proposed for an area with very high traffic volumes and Lawrence had to work closely with the traffic engineers on the project to design air quality mitigation measures so that traffic emissions from vehicles operating near the facility would not exceed the NAAQS for carbon monoxide. (Experience prior to joining PB.)

SR-509 Supplemental EIS, Air Quality Conformity Analysis, King County. Task manager for on-call work order to WSDOT's Urban Corridors Office to provide air quality conformity modeling and determination for the SR-509 and Sea-Tac South Access Road. Lawrence directed PB's modeling effort to complete the conformity determination and worked with WSDOT air quality staff to address public and agency concerns on the draft supplemental EIS.

Bradley J. Hoff

Associate, EnviroIssues

Brad Hoff has ten years of experience in supporting and managing public involvement and facilitation projects, including transportation planning, siting of capital facilities and public housing projects. He has facilitated small groups, coordinated and supported advisory committees, planned and supported public meetings, prepared meeting documentation, worked with local, state and federal agencies, and prepared and produced reports.

Mr. Hoff has extensive experience in public agency coordination and short and long term transportation planning for multi-modal projects such as the Washington State Department of Transportation (WSDOT) SR-520 Bridge Replacement and HOV project. For this project, Mr. Hoff coordinated the public outreach program and facilitated work groups through community design workshops, which gave citizens the opportunity for input on pedestrian/bike facilities, transit service, and overall facility alignment.

In addition, Mr. Hoff managed the public involvement process for WSDOT's SR-509 Project. He prepared legislative updates that educated the Washington State Legislature on project status and funding needs. The legislature included SR-509 in all transportation budgets.

Areas of Expertise

- Public Involvement
- Inter-Agency Coordination
- Facilitation

Education

B.A. in English Literature, St. Olaf College

Project Experience

Magnolia Bridge Project. Mr. Hoff is the project manager for this Seattle Department of Transportation project, overseeing public involvement efforts to support the development of an Environmental Impact Statement evaluating the redesign of the Magnolia Bridge in Seattle. Mr. Hoff performed more than twenty stakeholder interviews and subsequently developed a comprehensive public involvement plan. He is responsible for convening and facilitating monthly meetings of the project's Design Advisory Group, and overseeing planning for three public open houses to date.

SR-520 Bridge Replacement and HOV Project. Mr. Hoff coordinated Washington State Department of Transportation's (WSDOT) SR-520 Bridge Replacement and HOV Project public outreach program. He facilitated working groups at community design workshops and structured committee processes to ensure that feedback from Advisory and Technical Committees informed the decision process of the Executive Committee. Mr. Hoff also planned community and jurisdictional briefings to keep all constituencies informed.

**Brad Hoff
(continued)**

I-90 Two-Way Transit and HOV Operations. Mr. Hoff planned and coordinated open houses in Bellevue, Mercer Island and Seattle to elicit public feedback on design alternatives. He produced display boards, handouts and publicity materials and summarized feedback in report for project team members.

SR-509 Project. Mr. Hoff worked with the WSDOT, managing the public involvement process for the second phase of the SR-509 project. He worked with WSDOT to create public presentations, project brochure, project web page and legislative update.

Washington State Department of Transportation (WSDOT) Eastside Corridor (Wenatchee) Program. Mr. Hoff conducted stakeholder interviews for the Eastside Corridor program in Wenatchee for the expansion of SR-28. Community suspicion was initially very high. WSDOT was viewed to have already made decisions on the fate of the project. As a neutral party, Mr. Hoff gained access to community insights, desires and roadblocks to the project. He summarized this information in order to help WSDOT make informed decisions. Mr. Hoff also identified key community members representing various constituencies, conducted interviews and wrote summary report.

Bellevue Transportation Center. Mr. Hoff coordinated public involvement for Sound Transit's Bellevue Transportation Center project. He engaged transit users by hosting a two-day open house on the transit platform, and recruited and managed the Design Advisory Committee.

Everett Station. Mr. Hoff produced the Everett Station newsletter for the City of Everett. He was responsible for writing text, selecting graphics, refining layout and managing the printing process for the piece that updated citizens on project. Mr. Hoff worked closely with City staff during the editing process to ensure their vision was realized. He also transferred the newsletter onto City website.

Federal Way Park and Ride. Mr. Hoff planned and coordinated Sound Transit's Federal Way design charette. The charette was used to bring community members together to help design new transit center and parking structure. The successful design enjoys community support in part due to a major rethinking of the parking structure siting, which saved an acre for public greenspace for future transit-oriented development. Mr. Hoff recruited over 100 community members and legislators, created presentation materials, managed event and produced summary materials.

Richard Weinman

Senior Principal, Huckell/Weinman Associates

Richard Weinman is an attorney and planner with 25 years experience in SEPA, land use planning and regulatory issues. Mr. Weinman's practice includes SEPA/NEPA compliance strategies for public agencies and developer clients; preparation of environmental documents for plans, regulations and a wide range of development projects; strategic issues related to GMA and permitting; and GMA comprehensive plans, sub-area and urban center plans, critical area policies and regulations. SEPA projects have included mixed-use redevelopment, TOD/urban centers, shopping centers, transit facilities, planned communities, master planned resorts, mining proposals, institutional facilities, and infrastructure projects. Several of these EISs have been planned actions and integrated plans/EISs. He was a member of the SEPA/GMA Subcommittee of the Governor's Regulatory Reform Task Force and helped draft the SEPA rule on plan/SEPA integration.

EXPERTISE

- SEPA/NEPA Strategies & Compliance
- Land Use, Regulatory & Environmental Analysis
- Legal Issues
- Legislative/Code Research and Drafting
- GMA Planning & Compliance
- Project Management

EDUCATION

- J.D. University of Puget Sound (Seattle University) School of Law 1979
- M.A. (English) Brandeis University, 1966
- B.A. (English) New York University 1965
- Mediation skills training (40 hours) Univ. of Wash., 1993

PROFESSIONAL AFFILIATIONS

- Washington State Bar Association - Environmental & Land Use Section
- American Planning Association - Executive Committee; Chair, Consultant Division Planning & Law Div., Legislative Comm.
- NAIOP - Local Government Comm., State Government Comm.
- Governor's Regulatory Reform Task Force - SEPA/GMA Subcommittee
- King County Land Capacity Task Force
- State Wetlands Integration Strategy - Planning/Process Workgroup
- Washington Wetland Policy Forum (Business Representative)
- City of Mercer Island Design Commission (Chair)
- King County Infrastructure Financing Taskforce
- King County Growth Management Advisory Forum
- Save Our local Farmlands Committee
- Mercer Island Schools Foundation (Founder)

**Richard Weinman
(Continued)**

EXPERIENCE

- Growth Management Act planning and compliance.
- SEPA/NEPA strategies and compliance. Experience includes project management, land use and environmental analysis for project and non-project EISs addressing comprehensive and sub-area/city center plans, zoning codes and development regulations, planned actions, master planned communities and resorts, transit oriented developments, shopping centers, mixed-use developments, business parks, mining operations, transportation/transit and infrastructure projects, and civic and institutional projects.
- Research, interpretation and drafting of development regulations (critical areas policies, regulations and incentives, including best available science compliance strategies; zoning classifications/standards; design guidelines; and shoreline master program regulations).
- Comprehensive, sub-area, and neighborhood plans.
- Permitting strategies.
- Peer review of plans and project proposals.
- Guidebooks, educational programs and presentations on land use planning, regulatory and SEPA issues.

PROJECT EXPERIENCE

- Northgate Transportation/SEPA Strategy
- Metro Convention Place TOD SEPA Strategy
- Metro Northgate TOD SEPA Strategy
- Seattle Popular Transit (Monorail) Plan EIS
- Sounder Commuter Rail (Seattle to Everett) EIS
- Central Link Light Rail EIS
- University of Washington Major Institution Master Plan EIS
- Seattle University Major Institution Master Plan EIS
- North Seattle Community College Major Institution Master Plan EIS
- High Point HOPE VI Redevelopment EIS
- Kent Station Planned Action EIS
- North City Business District Planned Action EIS
- Lynnwood City Center Planned Action SEIS
- MountainStar Planned Action EIS
- Southport Planned Action EIS
- Everett Station Sub-Area Plan & EIS Addendum
- Snohomish County Urban Center Plans, Regulations & Addendum
- Redmond Town Center EIS and Addendum
- Southcenter Redevelopment EIS
- City of Spokane Integrated Comprehensive Plan and EIS
- Fidalgo Bay Integrated Sub-Area Plan and EIS

PUBLICATIONS/PRESENTATIONS

- SEPA Planned Actions (SEPA Conference, January 2003)
- Planned Actions – Pros and Cons (Planning Northwest, June 2001)
- Planned Actions and Other Innovative SEPA Strategies (APA Planning Law Conference, March 2001)
- Investing in Environmental Review (DCTED Conference on Planning for Development, December 2000)
- Integrating Planning with SEPA/NEPA (Wash. Public Transportation & Rail Conference, 1997)
- Fiscal Impact Analysis – Intel Case Study (APA, 1996)
- Evolution of Planning in Washington (WA. Public Ports Assoc. Seminar, 1994)
- Non-Project EISs (EIS Issues conference, 1994)
- Juggling Planning, Policies & Science: Drafting Sensitive Area Regulations (CLE International, Conference Proceedings, 1993)
- Wetland Incentives: Non-Regulatory Techniques for Wetland Protection (NAIOP, PSWQA, 1993)
- Programmatic EISs: Advancing the State of the Art (EIS, SEPA/GMA Conference, 1992)
- SEPA/GMA Conference Proceedings, 1992
- Water Quality Swales Guidebook (NAIOP, PSWQA, 1991)
- Eastside Land Use Issues (Puget Sound Business Journal, 1989)
- Eastside Industrial Land Supply (NAIOP, 1988)
- Environmental Impacts Under Washington's SEPA (NY State Bar/CEQ Conference, 1987)
- New SEPA Rules (NW Land Use Review, 1986)
- Wetlands Regulations (NW Land Use Review, 1986)
- Planned Communities (NW Land Use Review, 1985)
- Land Use in Washington: A Survey of Counties (1984)