C.F. 312557

City of Seattle
Notice of Appointment

Name: **Katherine Casseday**		X **Executive Appointment** ☐ **Reappointment** ☐ **Legislative Appointment** ☐ **Agency Appointment** ☐ **PDA Council** ☐ **PDA Constituency**
Residential Neighborhood: Kirkland	**Zip Code:** 98034	**Contact Phone No.:** (206) 450-8758
Appointed to: Freight Advisory Board Member		**Date of Appointment:** September 4, 2012
Authority (Ord., Res.): Resolution 31243		**Term of Office:** **From:** Confirmation **To:** 12/13/2013

Background:

Katherine has over 30 years of planning, design and operations experience in traffic, transit and multi-modal transportation systems. Her specific area of expertise is traffic engineering and corridor planning, offering planning support for permitting and agency coordination for projects. Katherine's local agency experience in traffic management and operations complement her abilities to present complex information in ways that allow for agency, community and business decision-making.

Katherine has served as Seattle City Traffic Engineer and Kirkland Traffic Engineer and brings agency perspective to her planning and design efforts. Katherine wrote the transportation report for the Tacoma Link EIS and worked closely with the City of Tacoma through the light rail implementation and downtown revitalization. She received her B.S. in Civil Engineering from the University of Washington.

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Authorizing Signature:	**Name and Title of Officer Making Appointment:** *Mayor Mike McGinn*

Revised 5/11

Casseday Consulting is a woman-owned consulting firm focused on traffic solutions that work for all travelers. Katherine Casseday, PE, PTOE has over 30 years of planning, design and operations experience in traffic, transit and multi-modal transportation systems. Katherine's specific area of expertise is traffic engineering and corridor planning, offering planning support for permitting and agency coordination for projects. Katherine uses her skills to develop solutions for mobility and access problems – refining the balance among the many travel modes competing for space and accommodation in the public right of way. Katherine's local agency experience in traffic management and operations complement her abilities to present complex information in ways that allow for agency, community and business decision-making. Katherine is a problem-solver - an engineer who finds creative ways to answer community mobility issues.

Casseday Consulting is based in Kirkland, Washington and is licensed for business in Washington State (UBI 602-365-682-2, Federal Tax ID 26-4812101, DUNS #837618318). Casseday Consulting is a certified WBE for Washington State and DBE for Federal programs with certification number D2F9821042. Katherine Casseday is a professional engineer, licensed in Washington State.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

Casseday Consulting provides transportation engineering and planning services in the form of traffic operations and safety analysis studies, traffic circulation and parking design, corridor studies, comprehensive transportation plan development, subarea plans with multi-modal transportation planning, pedestrian and bicycle planning and consideration of construction traffic management. Using Synchro and SimTraffic traffic analysis software, Casseday Consulting evaluates intersection and arterial operations as part of alternatives analysis and corridor studies.

Katherine Casseday has served as Seattle City Traffic Engineer and Kirkland Traffic Engineer and brings key agency perspective to her planning and design efforts. Katherine wrote the transportation report for the Tacoma Link EIS and worked closely with City of Tacoma through the light rail implementation and downtown revitalization.

Transportation Planning for All Travel Modes

Tacoma Link Light Rail EIS, Tacoma, WA – Katherine led the traffic analysis and wrote the transportation report assessing the traffic impacts anticipated for the Sound Transit initial light rail line in Tacoma. Working closely with both Sound Transit and City of Tacoma staff, Katherine provided follow-on traffic engineering support through the implementation of the light rail in the downtown core along Pacific Avenue and Commerce Street with consideration for on-street parking demand and property access as well as integration with bus transit service.

Comprehensive Transportation Plan, Des Moines, WA – Katherine was project manager for the 2009 update to the City's Comprehensive Transportation Plan, a review of all travel modes and development of the 20 year list of needed network improvements to meet the anticipated growth in housing and jobs. This plan included agency coordination, stakeholder outreach, travel forecasting, network development, transit planning and recommended projects along with an update to the city's traffic impact fees. Growth in Des Moines centers along SR 99 and the connections to both SeaTac Airport and Port of Seattle development. Transit service and intermodal connections were key elements in the plan to accommodate the anticipated growth as well as manage the current and future congestion. Des Moines will soon have Rapid Ride BRT operating on Pacific Highway South to meet the Link light rail operating to the Sea-Tac

International Airport. The Comprehensive Transportation Plan required close coordination with the Planning Division and with the City Council Public Safety & Transportation Committee.

Des Moines Creek Trail Extension, Historic SR 509 Right of Way, Des Moines, WA – Katherine was project manager of the exploration to document and confirm the highest and best use for the historic SR 509 right of way in Des Moines. The historic right of way follows a different route from the planned extension of SR 509 from the airport vicinity to Interstate 5, thereby leaving the historic right of way for other uses which are consistent with the transportation purpose of a state right of way. The analysis included layout of potential multi-purpose trail and short segment of collector, both fulfilling a diverse mobility transportation function for the community. Analysis of the highest and best use for the historic right of way provides justification for the City's application to the State to transfer the right of way to the City for public and transportation functions.

Pedestrian Network Plan & Priorities, Des Moines Comprehensive Transportation Plan – Katherine led the analysis of pedestrian network and missing elements to develop a prioritized projects list for sidewalk and pedestrian facilities over the next 20 years. Using GIS analysis tools for multi-criteria screening of sidewalk needs, top priority projects were identified that would improve access to schools, transit routes and transit hubs, business districts including the downtown, parks, and trails access.

NE 40th Street Non-Motorized Plan, City of Redmond – Katherine was lead traffic engineer for the exploration of pedestrian and bicycle treatments along the NE 40th Street corridor, crossing SR 520 through an interchange area and extending along the Microsoft corporate campus. Fitting bike lanes within the existing pavement would require reassignment of pavement from auto-focus to bicycle focus – a difficult choice in the highly congested intersections near the freeway access. Along the route, bicycle and pedestrian facilities were combined through the highly congested segments, then separated and provided in-street through the more lightly traveled segments of the corridor. The analysis resulted in recommendations for implementing non-motorized improvements throughout the corridor, with varying cross-sections plus sidewalk and bicycle facilities to achieve the benefits.

Corridor Planning Studies

South 216th Street Corridor Study, Des Moines, WA – Katherine Casseday led the exploration, analysis and confirmation of the roadway cross-section for South 216th Street in Des Moines, as a stand-alone study component to the Comprehensive Transportation Plan update. South 216th Street is the major arterial serving the Des Moines Creek Business Park, a joint development between Port of Seattle and City of Des Moines.

24th Avenue South Corridor Study, Des Moines, WA – Primary analysis of this residential corridor with three school campuses and multiple churches was to confirm and apply the key components for the arterial traffic management, school zone improvements and safe crossings plus provide for property access, excellent walkability with new sidewalks, bike lanes and low speeds. The 24th Avenue South arterial will provide for community access and circulation without undue pressure for use as a commuter bypass.

NE 132nd Street Corridor Master Plan, Kirkland, WA – Katherine led the traffic operations analysis for NE 132nd Street in Kirkland. A review of traffic operations, safety, transit, bicycle and pedestrian needs were an important element of the master plan for this roadway as

significant growth in daily and peak period traffic is expected. The project team refined the Bellevue-Kirkland-Redmond travel demand model in EMME-2 for the year 2030.

Argonne Road Corridor Study, Millwood, WA – Making room for local traffic on a regional arterial roadway, Katherine led the traffic analysis and public outreach effort to establish the travel goals and traffic improvements for the corridor through an historic district community. This corridor study identified improvements to address traffic congestion and safety along this major north-south arterial near Spokane. Katherine analyzed the traffic operations and multi-modal needs for the corridor, including truck and rail freight movement. The analysis included connections for pedestrian and bicycle travel. Katherine's team created a model of arterial traffic operations using both Synchro and Simtraffic for existing conditions along Argonne Road

US 2/97 Corridor Study, WSDOT, Chelan County – Short and long term operational and safety improvements were prioritized for local and regional traffic needs along State highway between Wenatchee and Leavenworth. A key component in the study process was to recognize the varying needs of community access, safety and connections along the 14-mile route – leading to the tailored list of improvements for the corridor.

Traffic Design

Rainier Transit Priority Corridor Improvements, Seattle DOT – Katherine was project manager for this traffic signal and curb bulb design project on Rainer Avenue South in Seattle, along the Route 7 rapid trolley line. Signal improvements include signal reconstruction to implement a transit queue bypass at the Martin Luther King Jr. Way intersection, plus signal head adjustments at multiple signals with high potential for trolley line adjustments needed, too. Katherine led the design development of traffic improvements at intersections and traffic signals to facilitate transit travel time benefits for high service transit route, Route 7. Katherine led the analysis and pre-design of the transit queue jump, transit signal priority enhancements and bus bulb layouts for the corridor. Katherine was overall project manager for both the preliminary design and final design of the TPCI improvement package.

Swift BRT on SR 99, Community Transit – Katherine provided traffic engineering support to Community Transit to implement Swift BRT service along SR 99 in Snohomish County. Katherine led the traffic engineering and transportation planning support for an update to the corridor analysis and transportation discipline report for the Draft EIS. Katherine prepared preliminary designs for traffic signal modifications on SR 99, for WSDOT approval, at key intersections to provide for BRT transit queue jump and queue bypass operation. All these designs intended to facilitate transit operation in the corridor.

Construction & Emergency Traffic Management

NE 45th Street Viaduct, Western Approach Replacement, Seattle DOT – Katherine led the development of construction detours and construction traffic management strategies for the NE 45th Street Viaduct replacement project, a Bridging the Gap (BTG) project with bond funding. Streamlined construction techniques are planned to reduce construction closures to a minimum duration, however, construction detours are expected to reroute approximately 20,000 daily vehicle trips connecting Wallingford, I-5 and the University of Washington with communities east of the viaduct, namely University Village, Seattle Children's Hospital and Laurelhurst.

Construction Traffic Plan, City of Snohomish CSO Modifications – Katherine developed the detour strategies to reduce the anticipated delay caused by construction of a utility line replacement where road closures and reroutes are required to connect the systems. Construction traffic management plan was developed to maintain access and mobility while providing contractor access for timely project completion. City of Snohomish will work closely with both WSDOT and Snohomish County to coordinate detours and provide for business community viability through construction.

Alaskan Way Viaduct and Seawall Replacement, WSDOT and Seattle DOT – As Transportation Planning manager for the AWV project, Katherine led the team to document the Construction Traffic Management Plan (CTMP) and develop strategies to keep traffic moving during planned major construction. Key to the Plan was the identification of temporary changes to traffic signal and intersection operation to streamline priority traffic flows along detour routes, managing the maximum amount of vehicle traffic flow in the street system. Strategies included transit priority lanes and corridors, revisions to transit stops to simplify routing and multiply bus stop effectiveness, replace on-street parking with travel lanes, marking bike lanes and provision of increased bicycle parking in the downtown areas.

Casseday Consulting provides expert Transportation Engineering services in the following areas:

- Access Management & Circulation
- Alternatives Development and Analysis
- Arterial Corridor Studies
- BRT Planning
- Comprehensive Transportation Plans
- Construction Traffic Management
- Intersection Operations
- Light Rail Planning & Design
- Neighborhood Traffic Studies
- Non-Motorized Facilities
- Program Development & Management
- Project & Needs Prioritization
- School Walk Route Review & Improvements
- Signal Warrant Analysis
- Traffic & Safety Studies
- Traffic Signal Operations & Planning

References:

Dan Brewer, PE, Traffic Engineering Manager and Asst. Director, Public Works, City of Des Moines
(206) 870-6581

Dan Dawson, PE, Principal Engineer, Otak
(425) 822-4446

Bill Bryant, Transit Manager, Seattle Department of Transportation
(206) 684-5470

Katherine Casseday, PE, PTOE

Education:

BS in Civil Engineering, University of Washington, Seattle, WA
Graduate Studies in Transportation Engineering, University of Washington

Professional Affiliations

Institute of Transportation Engineers, (Washington Section Officer)
Professional Traffic Operations Engineer (2007)

Professional Registration

Washington State PE, license 22497

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SEATTLE FREIGHT ADVISORY BOARD

August 2012

12 members who serve a term of 2-years*:

- 5 appointed by City Council, subject to City Council confirmation
- 6 Appointed by Mayor, subject to City Council confirmation
- 1 Appointed by Port

**Some initial terms are for 3 years.*

D	Name	Appointed	Term Ends	Term #	Position	Appointed By
(6) M	Chris Martin	12/14/10	12/13/12	1st		City Council
(6) M	Cameron Williams	12/14/10	12/13/12	1st		City Council
(6) M	Warren Aakervik	12/14/10	12/13/13	1st		City Council
( )	vacant		12/13/13	1st		City Council
(6) M	Terry Finn	12/14/10	12/13/13	1st		City Council
(6) F	Linda Anderson	12/14/10	12/13/12	1st		Mayor
(3) M	David Mendoza	9/25/12	12/13/12	1st		Mayor
(6) M	Mike Sheehan	2/8/11	12/13/12	1st		Mayor
(6) F	**Katherine Casseday**	**9/25/12**	**12/13/13**	**1st**		**Mayor**
(6) F	Anne Goodchild	12/14/10	12/13/13	1st		Mayor
(6) M	Bob Viggers	12/14/10	12/13/13	1st		Mayor
(6) F	Bari Bookout	12/14/10	12/13/12	1st		Port

Diversity

	Men	Women	Vacant	Minority	(1) Asian-American	(2) African-American	(3) Hispanic Latina	(4) Native-American	(5) Other	(6) Caucasian
Mayor	3	3	0	1	0	0	1	0	0	5
Council	4	0	1	0	0	0	0	0	0	4
Port	0	1	0	0	0	0	0	0	0	1
Total	*7*	*4*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*10*