

Education

University of
Washington, B.S.
Civil Engineering,
1992

Registration and Certification

Professional
Engineer (PE),
Washington (34403),
1997

Project Management
Professional (PMP),
(1388369), 2011

Professional Affiliations

American Public
Works Association,
(APWA),
Institute for
Transportation
Engineers (ITE)

Kirk A. Harris, P.E. | Transportation Engineer

Mr. Harris has 26 years of experience in traffic engineering, transportation design, and project management. In the previous five years, he has designed and managed traffic and transportation improvement projects for municipal and private clients within the cities of Covington, Edmonds, Lynnwood, Monroe, Sammamish, Snoqualmie, and unincorporated Snohomish County. These projects have required Mr. Harris's strength in managing roadway and intersection improvement projects involving traffic counts, traffic modeling and studies, traffic engineering, signal and illumination design, and channelization improvements. He is also an expert at developing plans, specifications, and estimate (PS&E) bid packages for transportation projects; recommending and analyzing project alternatives on planning and pre-design studies; and reviewing transportation projects for local agencies. Mr. Harris's professional experience also includes developing roadway and drainage designs, providing on-call construction engineering support services, formally and informally presenting transportation projects in a public forum, and developing specific recommendations to improve road and pedestrian safety. Mr. Harris's attention to detail and well-rounded experience from the planning, design, and construction perspectives affords him the opportunity to provide insightful direction during the alternatives analysis and design development processes.

Project Experience:

Point Wells Urban Center, for Blue Square Real Estate (BSRE) LP, Snohomish County, Washington

Mr. Harris is responsible for the preparation of the expanded traffic impact analysis (ETIA) report associated with the transformation of an industrial site into a mixed-use residential and commercial development. The report analyzed the level of service for 50 different build/no build scenarios for the forecast years using Synchro software for 64 different intersections, in multiple jurisdictions near the project site, for both the AM and PM peak hour travel periods. VISUM software was used to distribute the travel trips generated by the site along with existing background traffic. A traffic corridor study for the primary route to the site included a public involvement process and was conducted in partnership with the City of Shoreline, a jurisdiction adjacent to the project. Recommendations for traffic mitigation were included with the ETIA report submitted to Snohomish County for review September 2016.

36th Avenue West Corridor Improvements, for the City of Lynnwood, Washington

Mr. Harris is the project manager responsible for the traffic analysis, preparation of environmental documentation and permit applications, development of the preliminary design, and preparation of the final contract bid documents for a key 1-mile-long, north-south corridor linking the city of Lynnwood and Snohomish County. DEA evaluated the corridor with respect to the traffic needs of the area and developed design solutions that considered both vehicular and non-motorized methods of travel, such as biking and walking. The evaluation included the operational benefits and physical footprints required for both three-lane and five-lane roadway alternatives, each with options for new roundabouts or traffic signals at two key intersections. The project included acquisition of new right-of-way, permanent and temporary easements from 93 parcels. Construction of this \$9.3 million project will begin in June 2018 and is expected to be complete by December 2019.

36th/35th Avenue West Corridor Improvements, for Snohomish County, Washington

Mr. Harris is managing the design for this one-mile-long corridor that provides a key connection between SR 99 to the north and commercial areas such as Alderwood Mall and Lynnwood's City Center to the south. DEA evaluated the corridor with respect to the traffic needs of the area and is developing the 90% and 100% design submittals, which will be completed and submitted to Snohomish County in December 2018.

76th Ave W/212th Street SW Intersection Improvements, for the City of Edmonds, Washington

Mr. Harris is the project manager responsible to provide a solution to improve intersection level of service (LOS) and pedestrian safety at an intersection adjacent to Edmonds-Woodway High School. The City applied for and received grant to add opposing left turn lanes the four-lane section on 76th to increase the capacity of the intersection. The City's proposal improved vehicle LOS, but did not provide significant bike or pedestrian improvements. DEA evaluated the site and identified a range of alternatives that would still correct the congestion problem and provide corridor wide improvements for pedestrian and bicycle safety at the same time for the same cost. Construction of this \$3.5M project will be completed June 2018.

Snoqualmie Roundabouts, for the Snoqualmie Tribe, King County, Washington

Mr. Harris managed the traffic analysis and development of design drawings for a new roundabout along SE North Bend Way roundabout and the intersection with the west entrance to the Snoqualmie Casino. The design also included modifications to an existing roundabout at the east entrance to improve safety and mobility. Following trip generation analysis using ITE land use codes for the proposed near term and long term development at the site, the traffic analysis for the roundabout operations used aaSidra software to validate the effectiveness of the design configurations. Design completed 2017.

Tjerne Place SE Extension Project, for the City of Monroe, Washington

Mr. Harris led the planning and design efforts for the extension of Tjerne Place from Chain Lake Road (CLR) to Woods Creek Road (WCR) with a new \$6 million roadway connection to improve the City's transportation network. The new connection provides an alternate east-west alternative to the highly congested US 2, and provides added access to the growing North Kelsey Development area. An existing traffic signal at CLR was modified and a new one at WCR was installed. Construction completed in 2016.

Sammamish Impact Fees, Concurrency Management Program and On-Call Transportation Services, for the City of Sammamish, Washington

Mr. Harris is the project manager responsible for providing traffic engineering, modeling, and on-call transportation services for the City. This contract is ongoing.

Covington Impact Fees, Concurrency Management Program and On-Call Transportation Services, for the City of Covington, Washington

Mr. Harris was the project manager responsible for providing traffic engineering, modeling, and on-call transportation services for the City. This contract is ongoing.

Transportation Plan Update and Concurrency Ordinance, for Parametrix for the City of Poulsbo, Washington

Mr. Harris was the project manager responsible for providing travel demand modeling support for the city's transportation plan update in accordance with the Growth Management Act. Contract completed 2016.

US 2/East Main St/Old Owen Road Intersection Improvements, for the City of Monroe, Washington

Mr. Harris managed this project which provided intersection design and traffic signal improvements on an urban, five-lane, principal arterial State route. Project elements included ADA-compliant pedestrian facilities, adding an exclusive right-turn lane, improving the existing intersection angle, and eliminating the existing alignment offset. Construction of this \$600,000 project was completed in 2013.

Southcenter Parkway Extension, for the City of Tukwila, Washington

Mr. Harris was the traffic engineer responsible for the design and development of traffic signal improvements for this corridor extension project. PS&E bid documents included the design of four new signalized intersections and modifications to one existing signalized intersection. Constructed 2012.

2010 Traffic Calming Beacons and Radar Project, for the City of Redmond, Washington

Mr. Harris managed the design of improvements to five separate sites in residential areas of the city where it had determined there was a problem with a significant percentage of vehicles exceeding the posted speed limits and that traffic calming measures were warranted. Three sites were at existing school crossing locations and two were stand-alone speed radar sites. Constructed 2011.

SR 16/Burnham Drive NW Interchange and Roadway Improvements, for the City of Gig Harbor, Washington

Mr. Harris was the project manager responsible for the development of improvements to an existing interchange and its adjacent roadways needed to accommodate a new community hospital whose aim was to serve the health care needs of residents of Gig Harbor, Key Peninsula, and south Kitsap County. This \$10 million construction project included raising a periodically flooded roadway arterial, a natural fish ladder system and fish-passable concrete box culvert, widened four interchange ramps, and modified two existing roundabouts at the interchange ramp ends to meet the goals of both improving safety and increasing the traffic-carrying capacity of the system by 30,000 vehicles per day. The project was constructed in 2010.

SR 900 (NE Sunset Boulevard)/Hoquiam Avenue NE Traffic Signal Project, for the City of Renton, Washington

Mr. Harris provided project management and on-call construction support for the design of a new traffic signal on an existing State route in a residential area of Renton. A channelization plan and project analysis report prepared for this project was approved by WSDOT. The purpose of this new traffic signal is to increase the intersection safety of those turning to and from the side street that serves as access to a local high school. Constructed 2009.

166th Avenue NE/NE 104th Street Traffic Signal Intersection and 4- to 3-Lane Corridor Conversion Improvements, for the City of Redmond, Washington

Mr. Harris managed the design of improvements to an existing intersection and corridor by adding a new traffic signal and converting an existing 4-lane roadway section to 3 lanes with two bike lanes along the frontage of Redmond Junior High. The project includes curb bulb extensions at each corner shorten the length of each crosswalk and improve the visibility and safety of pedestrians at this intersection. This project was funded with Safe Routes to Schools federal grant dollars. Constructed 2009.

172nd Avenue NE Corridor Study/Traffic Calming Improvements, for the City of Redmond, Washington

Mr. Harris managed the development of roadway design alternatives for the corridor study, prepared the corridor study design report; and provided coordination, preparation, and assistance at two public open houses. For the traffic calming phase of the project, Mr. Harris managed and implemented the recommended traffic calming improvements; developed project update newsletters; facilitated client and design team coordination; and managed the project budget and schedule. Constructed 2008.