




# City of Seattle Boards & Commissions Notice of Appointment

<b>Appointee Name:</b> <i>Chris Grgich</i>		
<b>Board/Commission Name:</b> <i>Seattle Pedestrian Advisory Board</i>		<b>Position Title:</b> <i>Member</i>
<input type="checkbox"/> <b>Appointment</b> OR <input checked="" type="checkbox"/> <b>Reappointment</b>	<b>City Council Confirmation required?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Appointing Authority:</b> <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other	<b>Term of Position: *</b> 4/1/2024 <b>to</b> 3/31/2026  <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
<b>Residential Neighborhood:</b> <i>First Hill</i>	<b>Zip Code:</b> <i>98104</i>	<b>Contact Phone No.:</b> [REDACTED]
<b>Background:</b> <i>Chris Grgich lives in First Hill and has worked in transportation engineering over 10 years. Chris interested in local history and its effect on land use and transportation and is interested in advocating for pedestrian safety and comfort for all.</i>		
<b>Authorizing Signature (original signature):</b>   <b>Date Signed (appointed):</b> July 30 <sup>th</sup> , 2024	<b>Appointing Signatory:</b> <i>Bruce A. Harrell</i> <i>Mayor of Seattle</i>	

\*Term begin and end date is fixed and tied to the position and not the appointment date.



# Chris Grgich, PE, PTOE

## Associate Traffic Engineer

### about

Chris has 15 years of experience specializing in traffic engineering and design, traffic operations, and ITS. An accomplished designer and seasoned project manager, Chris has led numerous traffic studies and design projects involving highway reconfiguration; signal, signing, and illumination improvements; intersection and roundabout improvements; and pedestrian safety and mobility.

Chris' recent work includes leading the traffic operations analysis and modeling aspects of WSDOT's I-90/Front Street IJR; designing intersection improvements for two state routes in Lake Forest Park; managing Fehr & Peers' Traffic Engineering On-Call with the City of Shoreline; and leading the signal design work for two traffic signals in Liberty Lake, which involved ITS components such as a radio interconnect to provide signal communication and radar vehicle detection for oncoming traffic.

Outside of his role at Fehr & Peers, Chris served as President for ITS Washington (ITS WA) and continues to play a key role in the organization. Since 2019, he has also been involved with WSDOT's legislative subcommittee for Connected and Automated Transportation (CAT) Systems and Infrastructure. Serving in a volunteer capacity, Chris has helped review and gather information on policy best practices and strategies related to CAT. Since joining Fehr & Peers in 2017, Chris has served as the project manager or transportation lead on nearly 30 studies. A small sample of his work is provided on the following pages.

### education

- BS, Civil Engineering, University of New Mexico - 2006

### registrations

- Professional Traffic Operations Engineer (PTOE): #3222
- Professional Civil Engineer (PE): #54058, WA; #94482PE, OR; #12833, AK

### **OREGON METRO TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO) STRATEGY, PORTLAND, OR**

Chris is the Project Manager for the 2021 Oregon Metro Transportation System Management and Operations Plan (TSMO) Strategy Update for the greater Portland Metro region. Fehr & Peers is working with the Project Management Team consisting of Oregon Department of Transportation and Metro staff to evaluate the outcomes of the 2010-2020 TSMO Plan and frame the forthcoming plan in the context of state and federal policy. The project considers TSMO planning with a focus on transportation equity.

A key element of the work being conducted by Fehr & Peers is the development of an Equity Decision Tree early in the process. The purpose of the equity decision tree is to help root the Strategy Update in equity, to foster a culture of defining transportation needs through an equity lens. The guiding ideas in the equity tree build off of Metro's Strategic Plan to Advance Racial Equity, Diversion and Inclusion adopted in 2016.

Through a series of stakeholder workshops, Fehr & Peers will lead a multi-agency team through the creation of vision & goals, policies & objections, and finally strategies.



**Chris Grgich, PE, PTOE**

Associate Traffic Engineer

& actions Each of the actions within the plan will be assigned to responsible individuals within the region, have timelines and dates for completion and follow-up, identify any barriers to completion, and help to build TSMO leaders in partner agencies to help further the plan's vision & goals The group will explore new technological innovations and consider the cost of adopting them versus keeping current systems in place The stakeholder group will work to determine plan objectives and will propose and assess potential investments considering these objectives

Lastly, Fehr & Peers will identify key performance metrics that will allow for ongoing monitoring of the progress of the TSMO, with follow-up from the project team to ensure strategies and actions are being completed as planned Fehr & Peers has created an Equity Decision Tree to ensure that equity is a focus at all levels of decisions throughout the project The project is planned to be complete by the end of 2021

### **I-90/FRONT STREET INTERCHANGE JUSTIFICATION REPORT**

Chris led the travel demand modeling and traffic operations analysis for WSDOT's I-90/Front Street IJR The I-90/Front Street interchange was identified as a candidate for reconfiguration, owing to public frustration with delays, and required an IJR to justify and select a preferred improvement alternative Fehr & Peers' work involved using the PSRC model and EMME to develop travel demand forecasts, Dynameq to complete Dynamic Travel Assignment (DTA) for design year alternatives analysis, and a VISSIM operational model for traffic operations analysis of the preferred alternatives impact on interchange and mainline highway operations

This project demonstrated WSDOT's commitment to Practical Solutions, by clearly identifying the needs and understanding the background causes of existing and forecasted congestion in the area It became clear to the project team and stakeholders that while a major community concern was back-ups on Front Street south of the interchange, the congestion at the interchange was created by demand traveling to the north The DTA modeling helped the team understand how adding

capacity at the interchange would impact nearby interchanges and arterials, by considering the induced demand from the added capacity The preferred alternative was not the alternative that created the most capacity (a direct overpass), rather one that managed the peak hour flows while serving more demand on the local streets

### **COMMUNITY TRANSIT SWIFT BRT BLUE LINE EXPANSION SCOPING & DESIGN**

Fehr & Peers led the ridership, traffic operations, and speed/reliability analysis of an extension of Community Transit's Swift Blue Line Bus Rapid Transit Extension that is planned to begin operations in 2024 The impetus of the extension is to connect the Blue Line with Sound Transit's new light rail extension to Shoreline, Washington A key part of the analysis was a comprehensive review of the entire Blue Line corridor to identify a set of infrastructure investments to improve speed and reliability (bus lane extensions, queue jump lanes, in-lane stops, etc) Additionally, we performed an analysis of station locations (both existing and planned) to improve non-motorized transit access and better align with planned growth These infrastructure investment options were then incorporated into an alternatives analysis to identify an alignment and a full suite of improvements, costs, benefits, and impacts We also supported Community Transit's technical and public outreach efforts along the corridor to develop jurisdictional partner buy-in and to ensure a fully integrated, high-capacity transit network to link Snohomish County with Puget Sound's regional transit system We are currently leading the transportation discipline report for the extension's Environmental Impact Study

Chris supported the design of the Swift Blue Line Expansion to the 185th Link light rail station, as well as speed and reliability improvements along the existing route His work included traffic operations and safety analysis for the proposed design compared to no build to inform conversations with WSDOT and local agency stakeholders He led the design process, coordinating Transit Signal Priority (TSP) improvements with the Cities of Shoreline and Everett, and WSDOT, and providing signal improvements throughout the corridor



# Seattle Pedestrian Advisory Board

12 Members: Pursuant to Resolution 29532 and Ordinance 120325, all members subject to City Council confirmation, 2-year terms, Get Engaged Member, 1-year term:

- 7 Mayor- appointed
- 5 City Council - appointed

## Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
6	F	6	1.	Member	Fallon Boyle	4/1/24	3/31/26	2	City Council
6	M	4	2.	Member	David Frantz	4/1/23	3/31/25	2	City Council
6	M	5	3.	Member	Wes Mills	4/1/24	3/31/26	2	City Council
6	F	7	4.	Member	Chelsea Morrison	4/1/23	3/31/25	2	City Council
3	F	3	5.	Member	Natasha Riveron	4/1/23	3/31/25	2	City Council
6	F	1	6.	Member	Kelsey Nyland	4/1/24	3/31/26	1	Mayor
3	F	4	7.	Member	Desiree Krautkramer	4/1/23	3/31/25	1	Mayor
6	F	4	8.	Member	Tracy Timmons-Gray	4/1/24	3/31/26	1	Mayor
6	O	3	9.	Member	Chris Grgich	4/1/24	3/31/26	2	Mayor
6	F	5	10.	Member	Delaney Lind	4/1/23	3/31/25	1	Mayor
3	F	3	11.	Member	Stevie Rae Brown	4/1/24	3/31/26	1	Mayor
			12.	Get Engaged Member		9/1/23	8/31/24	1	Mayor

## SELF-IDENTIFIED DIVERSITY CHART

	SELF-IDENTIFIED DIVERSITY CHART				(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor		5		1			2			4			
Council	2	3					1			4			
Other													
<b>Total</b>	<b>2</b>	<b>8</b>		<b>1</b>			<b>3</b>			<b>8</b>			

### Key:

\*D List the corresponding *Diversity Chart* number (1 through 9)

\*\*G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A

*Diversity information is self-identified and is voluntary.*