
Profile

Steve

First Name

Murray

Last Name

Email Address

Are you a resident of the City of Colorado Springs? Yes No

In what City Council District do you reside? * District 1

Use the following link to determine if you live inside City limits and to find your City Council District:

<https://coloradosprings.gov/city-clerk/page/city-council-districts>

Street Address

Suite or Apt

City

State

Postal Code

Primary Phone

FHU

Employer

Principal

Job Title

Which Boards would you like to apply for?

Pikes Peak Rural Transportation Authority Citizen Advisory Committee : Submitted

Introduction**Briefly introduce yourself and state your interest in serving on a specific Board, Commission, or Committee**

I have served on CTAB in the past and my transportation background and project experience over the past 15 years on PPRTA projects like 30th Street, Baptist Road Wes, I-25/Powers Interchange, Powers/Reseach interchange, Shooks Run, Nevada/Tejon RR bridges, and Platte Avenue help me to provide a boots on the ground perspective and lessons learned that provide value to CTAB. In addition to leading design efforts, I lead public involvement process with Lisa Bachman and have served on the board of CONO. I am passionate about connecting and enhancing communities.

Relevant Experience and Community Involvement

Highlight any volunteer work, previous service on boards or committees, and community involvement that demonstrates your commitment to public service and the community.

I volunteer my time with my church, cleaning up Fountain creek during creek week, and I have served on CTAB and PPRTA CAC several times in the past, along with CONO. I am involved with professional organizations like ASCE and ACEC.

Supplemental Materials (if applicable)

Include any additional materials that may strengthen your application, such as a resume or examples of your work in the community.



STEVEN MURRAY, PE
Principal

YEARS

Joined FHU: 2006

Joined Industry: 1996

EDUCATION

BS, Civil Engineering, Washington State University, 1995

TRAINING/ COMMUNITY

Member of ACEC, ASCE, and CTAB

ACEC Future Leaders Course (class speaker)

PSMJ Principal Bootcamp

Project Delivery Training

Served on PPRTA CAC, CONO Board

REGISTRATION

Professional Engineer: CO

BACKGROUND

Steve provides nearly 30 years of experience in roadway engineering and related transportation projects where he has designed, managed, reviewed, or approved the design of varied and complex transportation projects throughout Colorado. His project experience is a blend of roadway, traffic, and public outreach for CDOT, and municipal projects. Steve serves as the Principal for FHU's Colorado Springs office.

PROJECT EXPERIENCE

I-25 Widening (Fillmore to Garden of the Gods), Colorado Department of Transportation Region 2 (Colorado Springs, project area)

Steve serves as the principal-in-charge for this \$50 million interstate project adding auxiliary lanes between the Fillmore diverging diamond interchange to the Garden of the Gods single point urban interchange. FHU provided extensive phasing evaluation and creative solutions for the narrow I-25 bridge over Ellston Street the most challenging segment to maintain six lanes of travel along I-25. The project included an EA re-evaluation, value engineering, Sinton Trail design, traffic and safety, structural, and extensive water quality and erosion control. Construction began in 2023.

Powers and Research Interchange, Colorado Department of Transportation Region 2 (Colorado Springs, project area)

Steve served as the Project Manager leading a team to re-evaluate the 1997 EA alternative and advance it to final construction plans. The FHU team led the extensive stakeholder outreach including CDOT, FHWA, City of Colorado Springs, CSU, Banning Lewis Ranch, Liberty High School, and the many adjacent property owners to identify the recommended Diverging Diamond Interchange (DDI) that best met the current needs of the community. The FHU design team provided an EA re-evaluation, value engineering, structural, storm, traffic, water quality, SUE and utility coordination, and final plans to construct the DDI. The DDI interchange was opened to the public September 2022 sooner than expected and under budget. CDOT's Michelle Peulen said the "project finished ahead of schedule", and "the safety and mobility will make quite a difference". There has been mostly positive feedback including a KOAA local news anchor stating that "they have been waiting for this interchange holding their breath", and after driving it on opening day "it cut off a big chunk on that morning commute."

30th Street Corridor, Colorado Springs, CO

This \$16 million corridor from Fontanero Street to Mesa Road is sandwiched between the Garden of the Gods Park and active landslides. The existing 24-foot roadway lacks shoulders and drainage infrastructure in a corridor with high bicycle and tourism use. As the Project Manager, Steve is leading a team in alternative analysis, public involvement, environmental clearance, design and construction support. The design includes a single cell box culvert and water quality ponds. It will also nearly double the size of the roadway providing multiuse shoulders, underground stormwater infrastructure, landslide walls, and a roundabout at 30th Street and Gateway Road, the entrance into the Garden of the Gods Park. Construction is currently underway and anticipated for completion the summer of 2023.

Westside Avenue Action Plan, El Paso County, Colorado Springs, City of Manitou, CO

Steve served as the Project Manager for the Westside Avenue Action Plan from planning to delivery. This multijurisdictional \$35 million infrastructure improvement project aims to economically revitalize Colorado Avenue and Manitou Avenue from the US 24/Manitou Avenue Interchange to the intersection of 31st Street. El Paso County, the City of Colorado Springs, Colorado Department of Transportation, and the City of Manitou each had an equal stake in this project, which involved intensive public involvement, coordination, and alternative analysis. **This project was the 2020 American Public Works Association large community transportation project winner!**

US 85 corridor, South Dakota Department of Transportation, SD

Steve has taken the project manager responsibility on this \$5M design project through the mountains of South Dakota after it had already started through the conceptual design phase. Steve is managing a team of engineers providing safety improvements along this windy corridor balancing improved horizontal and vertical geometry, balanced earthwork, avoidance of sensitive receptors and 100-year flood plains. The FHU team is providing roadway design, drainage design, creek channel modeling and evaluation, NEPA clearances and permitting, structural design, traffic design, and plans, specifications, and estimates from conceptual to final design. The FHU team is currently working on the preliminary plans, and will be moving to final design in 2025.

Jackson Creek Parkway Widening, Town of Monument, CO

Steve is the project manager on this federally funded local roadway improvement project leading a team through alternatives evaluation, public engagement, NEPA clearance, roadway and traffic design, storm sewer and water quality design, ROW plans, and multi-agency stakeholder support including the Town of Monument, Tri-view Metropolitan District, Woodmoor Water & Sanitation District, CDOT, El Paso County, and multiple developers including Classic and CSI. Steve led an efficient process through frequent Town of Monument staff changes delivering a 90% set of plans significantly under budget. Steve and his team are currently serving the current Town of Monument staff providing project history and estimates while they work to obtain funds necessary to advertise the project for construction

SH 115 Construction Management, Colorado Department of Transportation Region 2, CO

Steve is the principal-in-charge for the construction management of the SH 115 corridor improvements including intersection safety, roadway widening, structure replacement and widening, utility coordination, and concrete pavement to bolster truck access to and from multiple rock quarry sites. Steve assisted with the dispute resolution board (DRB) process and quality control of documents to the DRB for CDOT. The Contractor and CDOT are successfully working through a couple of disputes through this process avoiding expensive and time-consuming litigation.

Baptist Road West Alternative Analysis, El Paso County, CO

As the Project Manager, Steve led a team in the alternative analysis of Baptist Road west of I-25. The project involved nearly \$10 million of capital improvements, including grade separating Baptist Road over the Union Pacific Railroad and Monument Creek. Steve directed the public involvement process, which led to informed consent for the preferred alternative. The public process was well received by adjacent property owners and affected stakeholders who live nearby or use Baptist Road West as evidenced by one of the following quotes from a vocal resident opposed to the project, *“The County seemed to have contracted a highly professional and capable firm to oversee the plans for this bridge”... “So bravo, money well spent with this group.”*

The American Public Works Association recognized the Baptist Road project in 2016 for the project of the year award!

Las Vegas Railroad Crossing Feasibility Study, Colorado Springs, CO

Serving as Project Manager, Steve led the alternatives analysis and applied Bleiker principles to public involvement for both the business owners along the corridor and multiple agency stakeholders. The project involved corridor analysis to determine the future use of Las Vegas Street and the most advantageous railroad crossing in the 4-mile corridor. Other project elements included conceptual roadway and railroad design, alternative analysis, public and multiagency coordination, including the Union Pacific Railroad, the BNSF Railway, and the Public Utilities Commission. The feasibility study produced a preferred alternative and informed consent with all stakeholders.

South Academy Boulevard Phases 1 and 2, Colorado Springs, CO

FHU, as a subconsultant to DMJM, provided traffic, structural, and environmental services for El Paso County on this Pikes Peak Rural Transportation Authority project. As the FHU Roadway Task Lead, Steve led the I601 process with the Colorado Department of Transportation and the design for signals, signing, striping, and construction traffic control. He also prepared traffic-related plans for the South Academy improvements between I-25 and State Highway 115.

Signal Treatment Study, Colorado Springs, CO

For this project, Steve helped brainstorm a creative and useful tool to analyze and prioritize 565 signalized intersections in the City of Colorado Springs. The team used GIS capabilities and high level Excel spreadsheets designed to estimate signal warrant and Pikes Peak Area Council of Governments model numbers to develop future volume scenarios. Other items included public receptors like proximity to safe routes to school, emergency responders, homeowners' associations, and many others. The GIS/spreadsheet tool was highly instrumental in the success of the project and may have future uses on similar citywide programs across the state.

Sand Creek Trail at Hancock Expressway, Colorado Springs, CO

Steve served as Principal-in-Charge for this project that constructed a 12-foot-wide concrete trail and a 4-foot-wide gravel running path along the Sand Creek drainageway. The FHU team prepared all the necessary project documents, approved certified payrolls, reviewed and approved RFIs and submittals, and made sure all the correct documentation was completed for closeout.

South Academy Boulevard Phases 3 and 4, Colorado Springs, CO

As a subconsultant to DMJM, FHU provided traffic, structural, and environmental services for El Paso County on this Pikes Peak Rural Transportation Authority project. Steve served as the Project Manager for Phases Three and Four, which included signing, striping, and construction traffic control for the South Academy roadway improvements from B Street to I-25. He also led the team in preparing traffic-related plans.

Neighborhood Traffic Calming Projects, Colorado Springs, CO

Steve assisted the City of Colorado Springs as the Project Manager for five neighborhood traffic calming projects along 17th Street, Broadway, Holland Park, Silent Rain, and Alta Loma. Steve led the FHU team in performing site assessments, obtaining relative elevations for the site by means of an auto level survey, and then specifically designing each traffic calming device to avoid impacts to existing utilities and inlets. The traffic calming designs included curb extensions, speed tables, pedestrian ramps, sidewalks, driveways, and traffic circles.

Colorado College: Cascade Avenue, Colorado Springs, CO

For the Cascade Avenue project, the FHU team designed two roundabout intersections and designed extensive curb and gutter and sidewalk improvements. Steve served as the Design Task Lead in charge of alternative development.

YMCA/Lewis Palmer High School Signalized Intersection, Monument, CO

Steve served as the FHU Project Manager for this project, which provided the Town of Monument a signalized intersection along Jackson Creek Parkway for the new YMCA and Lewis Palmer High School. This intersection was instrumental in avoiding impacts to the Lewis Palmer High School practice field. Intersection improvements included roadway widening to accommodate turn lanes, curb and gutter, raised islands, ditches, inlets, cross culverts, drainage pans, ditch run downs, and a span wire signal with video detection. The project was completed successfully, on time and on budget.

Santa Fe Drive (Mississippi to I-25), Denver, CO

The Santa Fe Drive project was a complex design project due to the extensive walls along the Platte River. Steve led a team of engineers as the Roadway Design Manager. The FHU design team was able to balance roadway capacity, wall heights, river channel impacts, and traffic operations. Both Colorado Department of Transportation and the City and County of Denver were jointly involved in the design review. The design team successfully balanced the standards and expectations of both agencies to allow the project to proceed with all necessary permits.

Platte Avenue Safety Project, Colorado Springs, CO

FHU worked as a subconsultant to JR Engineering for this challenging public involvement project. FHU provided traffic, safety, and design services, with Steve serving as the lead for the FHU traffic and design tasks. He also played an active role in the public involvement phase. The project was successful in obtaining trust from the neighborhood residents and ultimately informed consent.

Thompson Road and US 40 Intersection Design, Granby, CO

FHU provided roadway, traffic, hydraulic, and construction services to Grand Elk and the Town of Granby for this roadway and intersection improvement project. Steve served as the Project Manager for roadway improvements along US 40 in Granby and signal design at the intersection of Thompson Road and US 40. The signalized intersection was constructed fall 2009.

Milton E. Proby Interchange Feasibility at Powers & Airbus Point, Colorado Springs, CO

COPT, the business park developer, requested the expertise of FHU to explore the possibility of altering access into the business park by moving the primary interchange along Proby further west and closer to Powers Boulevard. Coordination with key stakeholders (Federal Highway Administration, Colorado Department of Transportation, City of Colorado Springs Airport, and the DOD) was critical to the success of the project. As the Project Manager, Steve led the FHU team in modifying the interchanges for the Airport Business Park Master Plan and the Powers Environmental Assessment without excessive impacts to either study. The FHU traffic team provided a 2035 traffic model for the modified business park circulating roadway network and the interchange connectors to the Powers Corridor and Milton E. Proby east of Powers and summarized the findings in a traffic report. The FHU roadway team provided a new braded ramp interchange configuration for Powers/Proby and Proby/Airbus Point that balanced the least impact to each respective study and provided the best access location and configuration for the business park and the Colorado Springs Airport. The team designed a more efficient, more constructible, and simpler interchange solution that will contribute to the success of the Airport Business Park and ultimately the City of Colorado Springs Airport.

SH 16 Environmental Assessment

FHU provided traffic engineering services as a subconsultant to Carter Burgess (now Jacobs). Tasks included finalizing the Interchange Access Request (IAR) for I-25 and State Highway 16. Steve was the FHU lead responsible for the IAR and I601.

Jackson Creek Parkway Intersection Design, Monument, CO

As the Project Manager, Steve provided the Town of Monument a signalized intersection along Jackson Creek Parkway for the new YMCA and Lewis Palmer High School. This design was instrumental in avoiding impacts to the Lewis Palmer High School practice field. Intersection improvements included roadway widening to accommodate turn lanes, curb and gutter, raised islands, ditches, inlets, cross culverts, drainage pans, ditch run downs, and a span wire signal with video detection. The project was completed successfully, on time and on budget.

Westside Avenue Action Plan, Colorado Springs, CO – (Longer Version)

This multijurisdictional \$35 million infrastructure improvement project, aims to provide economic revitalization along Colorado Avenue and Manitou Avenue from the US 24/Manitou Avenue Interchange to the intersection of 31st Street. El Paso County, the City of Colorado Springs, Colorado Department of Transportation, and the City of Manitou each had an equal stake in the project that involved intensive public involvement, coordination, and alternative analysis. Steve served as the Project Manager from planning to delivery. The first phase of the project resulted in “right sizing” the existing four-lane roadway section to a three-lane section that included a center turn lane. Steve also provided team leadership in a public process that was community values driven, transparent, and open to all willing participants resulting in informed consent on the recommended alternative. *“I have to credit the government staffers and consultants (who) worked in tandem, not dictating to citizens at meetings”... “Folks, this area could become really nice. A lot has been made about renaming it, but methinks that the “No Man’s Land” tag will disappear by itself.”* Kenyon Jordan, Westside Pioneer Editor, January 24, 2013 Editors Desk.

Short version: Steve served as the Project Manager for the Westside Avenue Action Plan from planning to delivery. Because EPC, City of Colorado Springs, CDOT, and City of Manitou each had an equal stake, this project involved intensive public involvement, coordination, and alternative analysis. Additionally, the project included extensive Midland Trail improvements, including a pedestrian bridge and underpass at Colorado Avenue. This project was named the 2020 American Public Works Association large community transportation project winner!

PROJECT EXPERIENCE PRIOR TO JOINING FHU

US 24 West Environmental Assessment, Colorado Springs, CO

This study analyzed \$250 million of proposed capital improvements to US 24 from the I-25 interchange to the Manitou Avenue interchange. Steve led a team of engineers in the design of multiple interchange and intersection concepts through the first three phases of the decision process to aid in the selection of a preferred alternative.

Powers Feasibility Study & Environmental Assessment, Colorado Springs, CO

This project involved an 11-mile, \$1 billion reconstruction of an urban at-grade expressway converted to a grade-separated freeway. As the Project Engineer, Steve led the design effort providing leadership to a team of eight. The design team provided more than 30 interchanges grouped into three corridor combinations.

Platte/Powers Interchange, Colorado Springs, CO

This project involved the \$18 million new construction of a partial clover interchange designed to help relieve traffic volumes at the main gates of Peterson Air Force Base. The Platte/Powers Interchange was the first among many interchanges in the Powers Corridor and set the precedence in design and aesthetics for the interchanges to follow. Steve served as Acting Project Engineer. His responsibilities included design coordination among roadway, hydraulic, structural, utility, and lighting engineering. The team designed a tight urban diamond, single point urban, and standard diamond interchange during the Environmental Assessment phase for the purposes of obtaining cost, operational, and impact comparisons. During the design phase, the team designed the project from the initial raw TMOSS survey data to the final plan set production. Steve designed or was responsible for the design of all horizontal and vertical control, SAQs, TABs, typical sections, intersection details, extensive earthwork modeling with Eagle Point Design software, grading and drainage plans, storm plan and profiles, stormwater management plans, utility plans, striping plans, and cross sections. The project also included construction field checks, problem resolution, and shop drawing review.

Platte/Peterson Interchange, Colorado Springs, CO

This \$7 million project reconstructed the existing interchange and approach to Peterson Air Force Base. Steve performed the duties of Project Engineer, taking the lead on all design and coordination among Colorado Department of Transportation (CDOT), Peterson Air Force Base, and subconsultants. The design provided improved capacity into Peterson by adding two lanes to the approach road into the base. The interchange was improved to current AASHTO standards, and access was limited to the CDOT access plan.

Eagle Vail ½ Diamond Interchange, Eagle, CO

This \$6 million new construction of a ½ diamond interchange was designated as an early action from the I-70 Programmatic Environmental Impact Statement. The ½ diamond is a strategic interchange that will reduce high volumes experienced by the underdesigned Dowd Canyon Interchange located 2 miles east on I-70. As the Acting Project Engineer, Steve was responsible for all design, coordination, plan production, and engineering estimates through the environmental and design phases. Throughout the construction phase, he acted as the Project Manager handling all aspects of the project from contracts, budgets and billings to design changes and construction support.

Dowd Canyon Feasibility Study, Eagle County, CO

This 3-mile, \$300 million project investigated how to increase I-70's design speed from a 55 mph MDS to a 65 mph MDS and the widening from a four-lane to a six-lane freeway including rail transit and a bike path within the template. Steep rock fall cliffs, active landslides, and gold medal trout streams surround Dowd Canyon. As the Project Engineer, Steve was responsible for all roadway and rail design and coordination of each design component, including environmental, geological, structural, hydraulic, and traffic. Due to the extreme terrain and high traffic volumes, the design required a highly innovative approach that stretched beyond normal engineering practices and yet was practical enough to construct. Multiple alternatives were analyzed in two categories: tunnel and surface. The tunnel alternatives included two tunnel bores with three lanes each and flyover ramps to access existing I-70 to Minturn. The surface alternatives included multiple bridges, viaducts along steep mountain sides, flyovers, extensive walls, cantilever walls, and an interchange with roundabouts. Steve supported the geologic

engineers by modeling the inside strata of the mountain to better forecast what geologic layers the tunnel would penetrate. Cross sections were then provided showing the tunnel and each strata graphic layer labeled and quantified.

I-70 Preliminary Environmental Investigation Study, Denver International Airport to Glenwood Canyon, CO

This project involved a 144-mile, \$2 to \$7 billion reconstruction of I-70 to six lanes and new construction of a two-way rail transit from Denver International Airport to near Glenwood Canyon. Steve provided multiple designs including a three-tier viaduct through Idaho Springs. The design allowed six lanes of freeway and a two-way rail transit without any physical impacts to the City of Idaho Springs.

US Highway 40/Berthoud Pass East, CO

This \$40 million reconstruction project added a climbing lane, snow storage, multiple complex wall systems, guardrail, animal crossings, and sediment basins to recover sand and allow high altitude vegetation to recover. As Design Engineer, Steve assisted in the design of wall drainage, sediment basins, storm sewer, roadway geometry, guardrail, and earthwork. He also assisted in plan production from FIR to the first advertisement plan set.

US 287/SH 1 to LaPorte Bypass EA, Fort Collins, CO

This \$20 million project analyzed multiple alternatives to connect to SH 1 with the least impact to the town of LaPorte. Steve served as acting project engineer in charge of initiating the project. Tasks included base mapping, floodplain mapping, and alternative development for further analysis in the environmental assessment.

State Highway 340 Reconstruction, Grand Junction, CO

This \$2 million reconstruction project involved nearly one mile of SH 340 along the Redlands. Included in the design was the structural analysis of an existing arch culvert to determine how much additional load the culvert could handle. As the Project Manager, Steve was responsible for all administrative duties, including scheduling, contracts, billings, APs, ARs, and managing the budget. Responsibilities extended to running meetings, coordinating design work, and providing quality assurance for all design and plan set production.

80C over Laramie River Bridge, Laramie, CO

This \$600,000 reconstruction project included a detour through tight right-of-way and pristine wetlands. Steve served as acting project engineer. His duties included all roadway design to produce quantities, an estimate, and plan sheets.

US 50 Intersections: Troy Avenue and Wills Boulevard, Pueblo, CO

This was a \$700,000 urban signalized intersection design project for Troy Avenue and Wills Boulevard along US 50. Troy Avenue was designed to provide safe refuge for pedestrian crossings on a skewed intersection. Wills Boulevard was upgraded from a signed intersection to a signalized intersection. Steve served as the acting Project Manager. His duties included roadway design, project coordination, plans and special provisions, budget tracking, and cost estimating. One challenging aspect of the project was its 5-week schedule (through the Christmas holidays) to go from the raw TMOSS survey to an advertisement plan set. By creating an innovative approach, replacing the 30% plan review with electronic reviews as the design progressed to 90% completion, the project was completed on time and under budget.

US 50 Signalized Intersection, Salida, CO

This \$400,000 project studied two intersections in the City of Salida with the intent of signalizing one of the two intersections and providing a 30% FIR plan set. Steve developed the concepts in the traffic engineering study. During the design phase, he served as Project Manager in charge of all design, budget, billings, schedule, and plan production. The project was completed on time and under budget.

Hogback Parking Facility Denver, Jefferson County, CO

The goal of this \$10 million parking facility and signalized intersection design project was to reduce traffic volumes on I-70. Steve provided the design effort studying alternate locations for the parking facility in response to OSAC and Jefferson County concerns about visual impacts to the "gateway to the Rockies." A visual presentation was developed for the Colorado Department of Transportation to present to Jefferson County and resulted in a favorable vote. Brian Pinkerton of CDOT

Region I said, *“I have been really happy with the struggle we went through, and the resulting success. It was a lot of work for one little piece of the process, but it was a critical piece. The work of Kevin, Kurt, and Steve was outstanding.”*

I-25/Weld County Road 80—State Highway 7, Denver, CO

This project involved the \$70 million reconstruction of I-25 and included three bridges and connecting arterials. Steve provided design support to the construction team answering questions and providing solutions to any problems encountered during construction.

Broadway & University (Dad Clark to County Line), Douglas County, CO

As the Project Manager, Steve was tasked with developing a new market with Douglas County. Tasks included developing the proposal design team and the work plan, which included a project schedule, scope, and detailed project fee. Steve managed, designed, and approved the design of both projects under a tight budget and schedule for a 75% plan set. Both sets were delivered on time and under budget. All design work was completed in Inroads and AutoCad 2005.

Lincoln Avenue Congestion & Mitigation Plan, Lone Tree, CO

This project was a \$200 million capital improvement plan for the City of Lone Tree and Douglas County. As the Design Manager, Steve was responsible for the conceptual interchange designs at I-25 and Lincoln, as well as grade-separated concepts at Havana and Park Meadows along Lincoln Avenue.

Profile

Clarissa

First Name

Stevenson

Last Name

Email Address

Are you a resident of the City of Colorado Springs?

 Yes No

In what City Council District do you reside? *

 District 4

Use the following link to determine if you live inside City limits and to find your City Council District:

<https://coloradosprings.gov/city-clerk/page/city-council-districts>

Street Address

Suite or Apt

City

State

Postal Code

Primary Phone

Kimley-Horn and Associates

Employer

Transportation Engineer

Job Title

Which Boards would you like to apply for?

Pikes Peak Rural Transportation Authority Citizen Advisory Committee : Submitted

Introduction

Briefly introduce yourself and state your interest in serving on a specific Board, Commission, or Committee

My name is Clarissa Stevenson, and I am a transportation engineer with Kimley-Horn. My passion for building safe, accessible, and equitable communities stems from my work, where I focus on improving transportation systems to benefit all users. Since moving to Colorado Springs in January 2024, I've discovered that this city is truly special and a place I want to call home for the long term. With a strong interest in pedestrian safety and alternative modes of transportation, such as biking, transit, and walking, I believe in creating spaces where residents and visitors can move freely and safely. Serving on the Pikes Peak Rural Transportation Authority Citizen Advisory Committee would be a meaningful opportunity for me to give back to my community and use my expertise to ensure thoughtful, equitable, and sustainable transportation solutions for Colorado Springs.

Relevant Experience and Community Involvement

Clarissa Stevenson

Highlight any volunteer work, previous service on boards or committees, and community involvement that demonstrates your commitment to public service and the community.

My commitment to community and public service is demonstrated through my extensive volunteer work and involvement on various boards and committees. As a member of the planning committee for the Institute of Transportation Engineers (ITE) Colorado Springs sub-chapter, I assisted in planning an impactful event featuring a guest speaker who led a discussion on changing drivers' mindsets to improve safety, reduce speeding, and lower fatalities. Additionally, through my work on the Women in Transportation Symposium (WTS) Colorado Springs committee, I helped plan numerous events focused on engaging engineers within our community, and I had the privilege of speaking on a panel about career pathways, sharing insights from my own journey in engineering. Community involvement has always been a core focus of mine. While in Los Angeles, I dedicated time to connect with residents in areas where we were proposing projects, seeking feedback on proposed improvements, educating citizens on safety enhancements, and fostering meaningful conversations about their neighborhoods. Since moving to Colorado Springs, I've continued that dedication by assisting with community engagement for the City of Colorado Springs Parks Master Plan. I spent several weekends at community booths, encouraging conversations with residents about their vision for the future of our city's parks. These opportunities have strengthened my commitment to improving communities and finding solutions through collaboration.

Supplemental Materials (if applicable)

Include any additional materials that may strengthen your application, such as a resume or examples of your work in the community.

Clarissa Stevenson, PE

CONTACT

PROFESSIONAL EXPERIENCE

Transportation Engineer | 2024 - Present

Kimley-Horn & Associates | Colorado Springs, CO

- 2C Striping Improvements, City of Colorado Springs | Project Manager
- Venetucci and US-85 CDOT Access Permit, El Paso County | Project Manager
- Tejon Street Improvements, City of Colorado Springs | Project Engineer
- Pikes Peak Highway FEMA Improvements, City of Colorado Springs | Project Engineer
- Pikes Peak State College Traffic Analysis, City of Colorado Springs | Project Engineer
- Red Lady Intersection Design, Town of Crested Butte | Project Engineer
- Weitzel Street & CR5 Roundabout Design, Town of Timnath | Project Engineer
- Timber Bridge Selection Report, El Paso County | Project Engineer

Transportation EIT Analyst | 2021 - 2024

Kimley-Horn & Associates | Los Angeles, CA

- Broadway-Manchester Active Transportation Project, City of Los Angeles | Design Lead
- Monitor Street Safe Routes to School, City of Bakersfield | Design Lead
- Ventura River Trail, City of Ventura | Design Lead
- Lancaster Health District Multimodal Improvements, City of Lancaster | Design Lead
- Citywide Traffic Safety Upgrades, City of Goleta | Design Support
- Active Transportation Plan, City of Bakersfield | Engineering Lead

Transportation Analyst | 2018 - 2021

Kimley-Horn & Associates | Las Vegas, NV

- Downtown Pedestrian Safety Improvements Phase 1, City of Las Vegas | Design Lead
- Harris Avenue Safe Routes to School, City of Las Vegas | Design Lead
- Eastern Avenue Phase 2 Improvements, City of Las Vegas | Production Support
- Greenway/Heather Roundabout Improvements, City of Henderson | Production Support
- Las Vegas Boulevard Pedestrian Study, City of Las Vegas | Production Support
- Jones/Cheyenne Safety Management Plan, City of Las Vegas | Production Support

EDUCATION & LICENSURE

Professional Engineer

South Dakota School of Mines & Technology | 2013 - 2018

Bachelor of Science in Civil Engineering

PROFESSIONAL ORGANIZATIONS

Women in Transportation Symposium (WTS)
Planning Committee Member

Institute of Transportation Engineers (ITE)
Planning Committee Member

Profile

John

First Name

Lynch

Last Name

Email Address

Are you a resident of the City of Colorado Springs? Yes No

In what City Council District do you reside? * District 3

Use the following link to determine if you live inside City limits and to find your City Council District:

<https://coloradosprings.gov/city-clerk/page/city-council-districts>

Street Address

Suite or Apt

City

State

Postal Code

Primary Phone

Retired

Employer

Job Title

Which Boards would you like to apply for?

Pikes Peak Rural Transportation Authority Citizen Advisory Committee : Submitted

Introduction**Briefly introduce yourself and state your interest in serving on a specific Board, Commission, or Committee**

I am a retired Civil/Environmental Engineer with experience in waster water and site remediation as well as civil engineering cost estimating. I am a private pilot and user of Colorado Springs airport. I am a retired U S Navy Civil Engineer Corps officer, small business owner (consulting engineer). I am a licensed professional civil engineer

Relevant Experience and Community Involvement

Highlight any volunteer work, previous service on boards or committees, and community involvement that demonstrates your commitment to public service and the community.

Volunteer docent at the National Museum of World War Two Aviation and Palmer High School (District 11) math tutor.

Supplemental Materials (if applicable)

Include any additional materials that may strengthen your application, such as a resume or examples of your work in the community.