

Complete Streets

Complete Streets accommodate all users—from vehicles to transit, bicyclists, and pedestrians. Complete Streets can also improve safety, stimulate business, improve access, and beautify a corridor.

Alta has been at the forefront of this field since its inception, working with the public and agencies in finding the best solution for their communities.

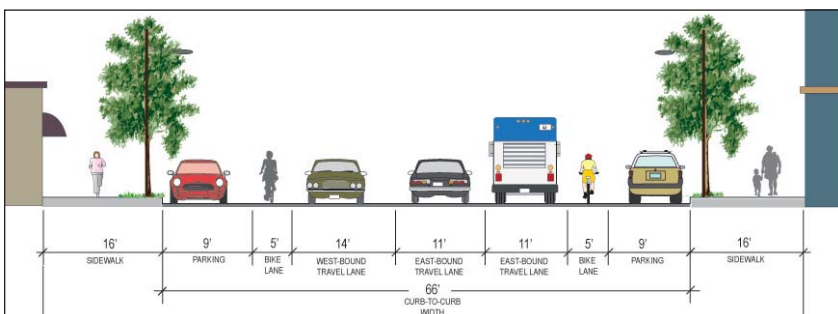
Complete Street projects range from one-block segments in smaller cities and towns, to six lane arterials in large cities, to freeway interchanges, to new cycle tracks or bike boulevard treatments, to integrated light rail transit-bicycle-pedestrian design.

Complete Streets and related projects (multi-modal corridor, Main Street, and streetscape) require a strong blend of expertise. Alta's integrated services offer transportation planning and traffic engineering, urban design, a fully-integrated public outreach process, safety, parking, transit, ADA, and bicycle/pedestrian facility design expertise.

Alta's urban designers, landscape architects, and planners work to create a holistic solution to a transportation corridor, which may include landscaping, public art, plazas, new mixes of land use, changes in setbacks and density, and changes to parking. Our traffic engineers and transportation planners help make sure that all modes are considered, using the latest models and methods, and seek to maximize capacity and service quality for all modes.



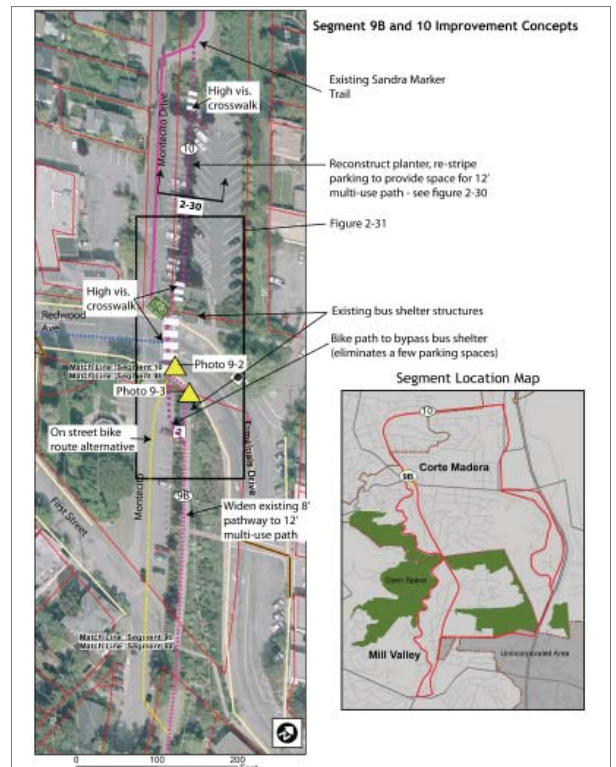
Alta's photosimulations show the ease with which bicycle parking can be integrated into a Complete Street.



Alta uses cross sections to visualize Complete Street designs.

Integrated Services

- Transportation Planning
- Urban Design
- Public Outreach
- Traffic Engineering
- Safety
- Parking
- Land Use
- ADA
- Bicycle/Pedestrian Facilities
- Transit



Alta's study to improve bicycle and pedestrian access between the communities of Mill Valley and Corte Madera recommended several Complete Streets concepts.

Complete Streets

Alta Planning + Design has been working to make our streets and roads ‘Complete’ since it was founded in 1996. We have been at the forefront of every new type of service, from multi-modal corridor plans to streetscape projects, Main Streets, and Complete Streets. Some of these projects include:

- Almond Complete Street, Syracuse, NY
- Bloomington Complete Streets Project, IN
- Charlotte Streetcar Design, NC
- Commonwealth Avenue Streetscape, Boston, MA
- Covina Shoppers Lane Streetscape, CA
- Division Street/Green Street, Portland, OR
- Emerald Parkway Complete Streets, OH
- Euclid Avenue Streetscape, St. Louis, MO
- Fountain Inn Multi-Modal Corridor, NC
- Guangzhou BRT/Bikeway Design, China
- Highway 7/Davis Drive Multi-modal Corridor, Canada
- Holcomb Boulevard Complete Street, Portland, OR
- K Street Multi-Modal Corridor, Sacramento, CA
- Las Vegas Main/Commerce Multi-Modal Couplet
- Mountain View Multi-Modal Corridor, UT
- NACTO Urban Bikeway Design Guide
- NCDOT Complete Streets Program
- Ninth Street Multi-modal Corridor, Berkeley, CA
- North 7th Avenue Complete Street, Bozeman, MT
- Northeast Corridor Multi-modal Corridor, Charlotte, NC
- Pacific Avenue Streetscape, Tacoma, WA
- San Carlos Holly Street Interchange Redesign, CA
- Seattle Streetcar Project, WA
- Tacoma Complete Streets, WA
- West Fremont Ave Multi-Modal Corridor Design, CA



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As part of the Humboldt County Coastal Trail, Alta rendered a Complete Streets conceptual plan in Arcata, California.

Marked/Unsignalized Crossings	Description
<p>Guidance</p> <p>Maximum traffic volumes</p> <ul style="list-style-type: none"> • ≤9,000-12,000 Average Daily Traffic (ADT) volumes • Up to 15,000 ADT on two-lane roads, preferably with a median • Up to 12,000 ADT on four-lane roads with median <p>Maximum travel speed</p> <ul style="list-style-type: none"> • 35 MPH <p>Minimum line of sight</p> <ul style="list-style-type: none"> • 25 MPH zone: 155 feet • 35 MPH zone: 250 feet • 45 MPH zone: 360 feet 	<p>A marked/unsignalized crossing typically consists of a marked crossing area, signage, and other markings to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, pathway traffic, use patterns, vehicle speed, road type and width, and other safety issues such as proximity to major attractions.</p> <p>When space is available, using a median refuge islands can help improve safety by providing a crossing refuge, allowing pedestrians and cyclists to gauge safe crossing of one side of the street at a time.</p>
<p>Crosswalk markings legally establish midblock pedestrian crossing</p> <p>R1-2 YIELD or R1-2 STOP for path users</p> <p>Consider a median refuge island when space is available</p> <p>Curves in paths help slow path users and help make them aware of oncoming vehicles</p> <p>Detectable warning strips help visually impaired pedestrians identify the edge of the street</p> <p>If used, a curb ramp should be the full width of the path</p>	
<p>Discussion</p> <p>Crossings of multi-lane arterials over 15,000 ADT may be unsignalized with features such as: excellent sight distance, sufficient crossing gaps (more than 60 per hour), median refuges, and/or active warning devices like rectangular rapid flash beacons or in-pavement flashers. See Enhanced Marked Crossings for a discussion of active warning beacons.</p> <p>On roadways with low to moderate traffic volumes (<12,000 ADT) and a need to control traffic speeds, a raised crosswalk may be the most appropriate crossing design to improve pedestrian visibility and safety.</p>	
<p>Additional References and Guidelines</p> <p>AASHTO. (1999). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual of Uniform Traffic Control Devices.</p>	<p>Materials and Maintenance</p> <p>Locate markings out of wheel tread when possible to minimize wear and maintenance costs.</p>

Alta’s Complete Street design guidelines provide guidance for including cyclists, pedestrian and other roadway users into street design.

Complete Streets

Public Input

Alta's professionals are experts at listening to the public, conveying technical issues in a clear manner, offering distinct choices and options to the public, and explaining trade-offs. Our outreach process is inclusive, interactive, and productive. We use a variety of innovative techniques, ranging from online surveys, the use of photo-simulation to show how options will look, and videotaped interviews and field reviews to GIS mapping and interactive public workshops.

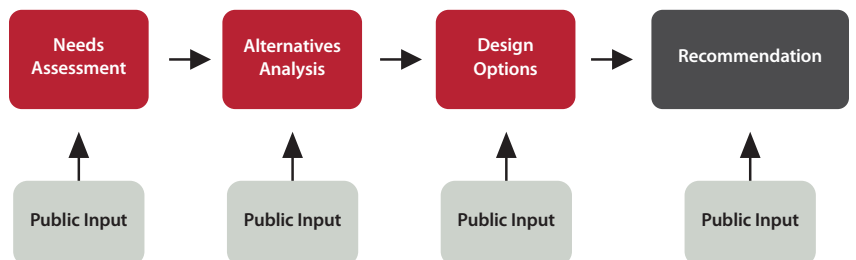
Alta's corridor projects are as unique and distinctive as each community, reflecting the local history, culture, environment, and economy.



A community bicycling or walking tour provides close-up, firsthand knowledge of project issues, enabling the group to provide valuable input to the Project Team.



Public meetings play an integral role in Alta's Complete Street design process.



Alta uses public input to inform the recommendation design process.

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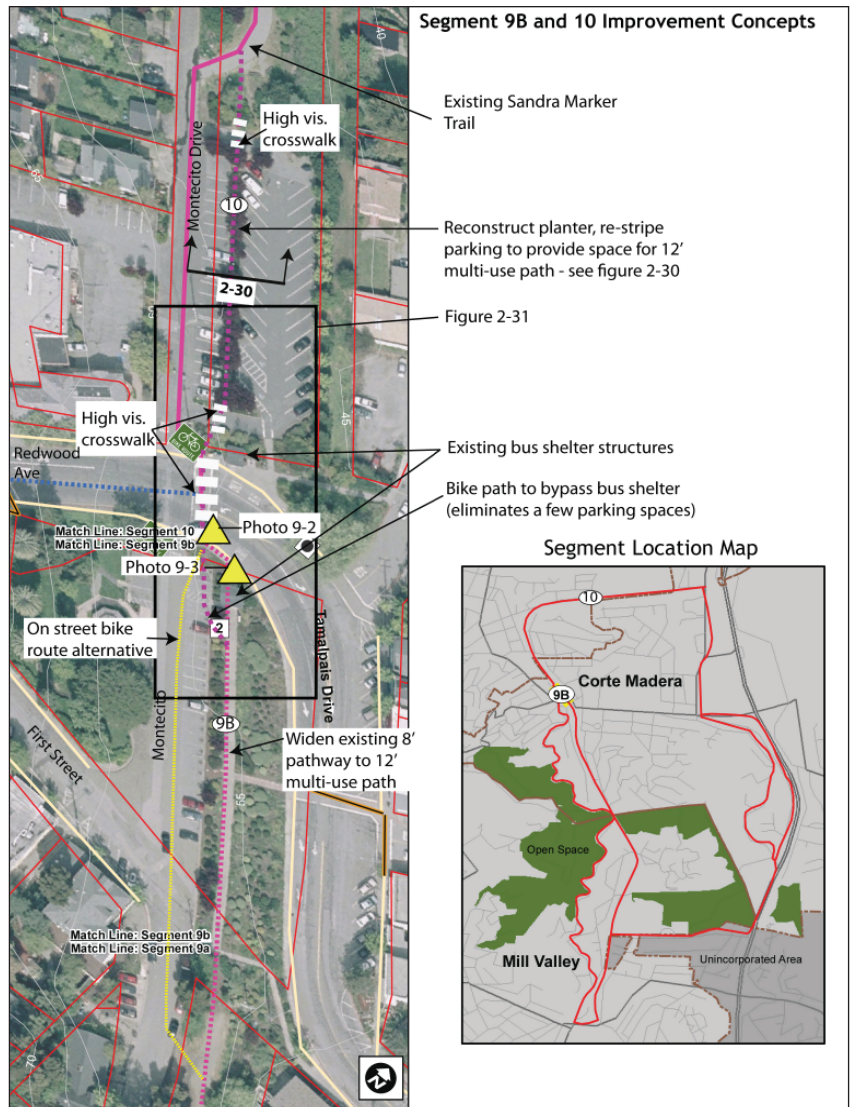
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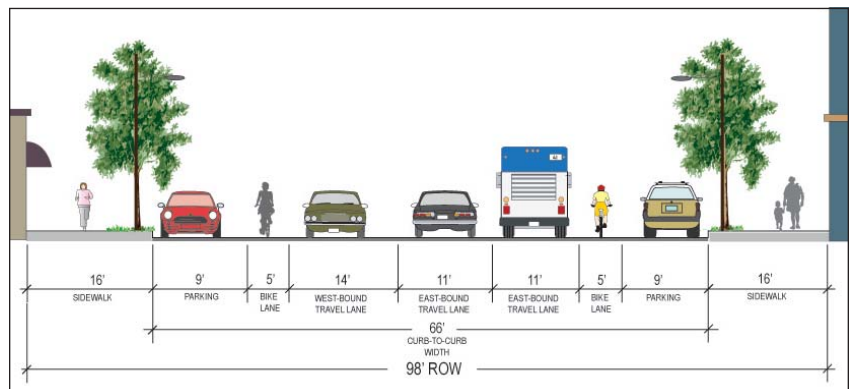
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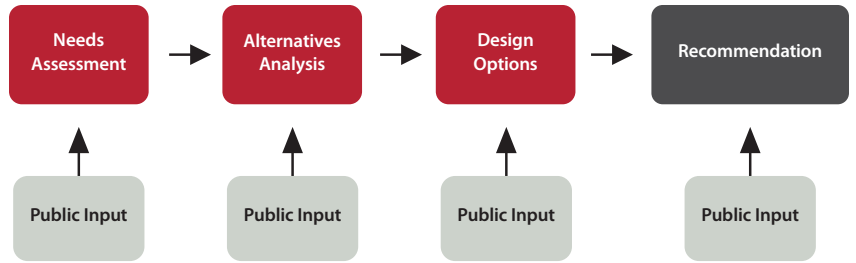
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