

COMPLETE STREETS AND ACTIVE TRANSPORTATION

Planning the future of communities that meaningfully connect people to their environments

Michael Baker
INTERNATIONAL



ENHANCING COMMUNITIES THROUGH EXPANDED MOBILITY CHOICES

Michael Baker International believes that how we design our streets is how we feel about people. Whether you walk, bike or roll, take transit or drive a car, streets should be inclusive of all modes and people of all ages and abilities.

Complete streets reflect a more comprehensive way to design our transportation infrastructure and stress the importance of improved safety, health and economic and environmental outcomes as intrinsic components of the entire project life cycle.

Our complete streets professionals create networks of opportunity that foster community, equity, health, wealth, resilience and sustainability. There is no one-size-fits-all solution to complete streets and active transportation. Streets should reflect the desires and context of a local community at the right location and the right time.

We also are a Steering Committee Member of Smart Growth America's (SGA) National Complete Streets Coalition. Through our partnership, we inform coalition strategy, provide trainings and technical assistance, collaborate on projects and advocate for complete streets across the country that can improve communities and change lives.

The following images and projects highlight how Michael Baker is helping communities design and implement complete street solutions throughout the U.S.

We Make a Difference



Downtown Pittsburgh Street Reconfiguration

Pittsburgh, Pennsylvania

Michael Baker provided conceptual planning and design support to redesign several city streets. In response to COVID-19 safety and occupancy requirements, Michael Baker provided planning and design services to enable 72 restaurants and bars to expand outdoor dining. The goal was to "reinvent" street spaces to allow restaurants to operate safely while delivering unique dining destinations.

Jacksonville Transportation Authority (JTA) Complete Streets Program

Jacksonville, Florida

Michael Baker provided planning, analysis and conceptual design services to support the implementation of complete streets along JTA's most highly traveled routes. We evaluated three corridor focus areas to develop the most appropriate complete streets solutions aimed at accommodating all modes of transportation, including pedestrians, cyclists and motorists.



SGA Complete Streets Technical Assistance

Ashland, Virginia

Michael Baker provided planning and design services to help establish a complete streets vision for the town of Ashland and provide a design template for the greater Richmond region. We reviewed existing plans, ordinances and budgets to identify opportunities for integrating complete streets principles into planning efforts and coordinated community workshops on the benefits of complete streets designs.



Walnut Street Bridge Streetscape Enhancements

Philadelphia, Pennsylvania

Michael Baker designed streetscape and bridge enhancements for Walnut Street, from 30th Street to 23rd Street. The Walnut Street Bridge serves as a connector from Rittenhouse to University City. Stairways on the east side of the bridge provide access to the Schuylkill Banks Greenway and Trail System and opportunities for recreation. Enhancements were needed to accommodate increasing pedestrian and bicyclist traffic.

Mon-Oakland Mobility Plan

Pittsburgh, Pennsylvania

Michael Baker created the Mon-Oakland Mobility Plan for Pittsburgh's Department of Mobility Infrastructure and the Urban Redevelopment Authority. We developed five alternative mobility scenarios to examine how the transportation system could function differently. Through a robust community and stakeholder engagement process, we applied our geotechnical, planning and engineering expertise to identify and weigh the merits of each alternative.



U.S. Route 1 Multimodal Corridor Study

Palm Beach County, Florida

Michael Baker assisted with strategies and models for complete street implementation and prioritization, public outreach and conceptual rendering for the U.S. Route 1 Multimodal Corridor Study. We also provided transit funding and implementation options for developing a new bus rapid transit concept to replace the Bolt service. The purpose of the study was to identify and support the implementation of multimodal facilities that would better connect communities along the corridor.



EXPERTISE

- Active Transportation Master Plans
- Americans with Disabilities Act (ADA) & Universal Design Compliance & Transition Plans
- Complete Streets Design Guidance & Toolkits
- Complete Streets Resolutions, Policies & Ordinances
- Construction Services/Construction Engineering & Inspection
- Cost Estimating
- Crash Analysis/Countermeasure Development
- Curbside Management
- Drainage Design & Stormwater Management
- First & Last Mile Accessibility
- Grant Writing Support
- Greenways & Trails
- Landscaping & Lighting
- Micro-mobility Analysis
- Online Surveys & Mapping
- Public Engagement & Storytelling
- Road Dieting & Lane Repurposing Analysis
- Safe Systems Approach
- Systemic Pedestrian Safety
- Traffic Data & Analytics
- Training & Education
- Walk & Bike Safety Audits

Visit mbakerintl.com/practices/planning for more information about our capabilities and iconic projects.

SAFE, ACCESSIBLE & PEOPLE-FOCUSED SOLUTIONS

Michael Baker's complete streets and active transportation services and projects merge our planning, design and engineering capabilities.

For local communities, complete streets also can provide simultaneous and multi-sector benefits, including crash rate reduction, stormwater management, urban heat island mitigation and economic revitalization.

Michael Baker, in working with clients on the development of bold visions and the application of innovative concepts, helps communities create, preserve or retrofit streets and places that are safe, accessible and people focused.

CONTACT

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Michael Baker
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Enhanced Mobility and Complete Streets Transition Plan

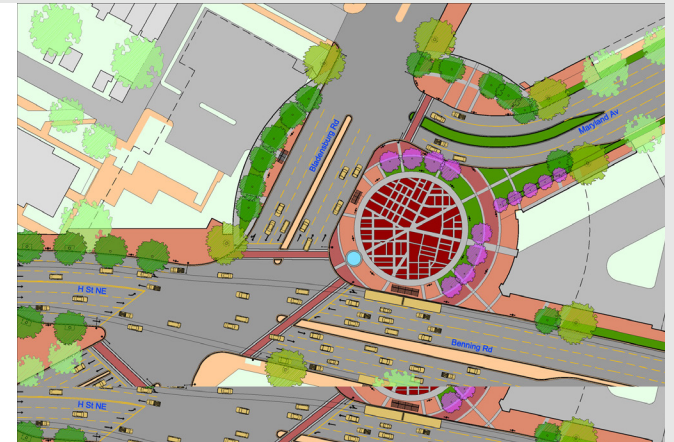
Laguna Beach, California

Michael Baker prepared a complete streets transition plan that will provide the policy framework for the city to implement physical and operational changes to the roadway network. These changes will improve conditions for bicyclists, pedestrians, transit riders and motorists. Michael Baker conducted an extensive analysis of the existing facilities in Laguna Beach that support or hinder mobility, including sidewalk locations, street grades and speed limits.

H Street Corridor Transportation Study and Streetscape Design

Washington, D.C.

Michael Baker provided planning, engineering and architectural services to create and implement a multimodal corridor design and traffic management plan for H Street NE. This plan focused on creating a more vibrant and diverse commercial and residential neighborhood. Michael Baker recommended a balanced, integrated design and management strategies that encouraged the efficient and safe movement of all users.



Lakefront West Mainline

Cleveland, Ohio

Michael Baker developed design plans for the Lakefront West Mainline and Ramps Safety Improvements project, which included the conversion of the West Shoreway (S.R. 2/USR 6/20), a six-lane controlled access highway, to a more pedestrian-friendly six-lane boulevard. We also recommended safety improvements for the West 45th Street and West 28th/25th Street interchanges. Design included pavement rehabilitation, structure rehabilitation and replacement and a multi-use path.