alta
PLANNING + DESIGN

JOIN US!

ALTA PLANNING + DESIGN

Alta Planning + Design

A FAST-GROWING COMPANY

Alta Planning + Design was created in 1996 with the mission to create active communities where walking and bicycling are safe, healthy, fun, and normal daily activities. We have since grown to over 100 staff in offices across North America and an international workload.

The field of nonmotorized planning and design is quickly evolving, and Alta Planning + Design is at the forefront. Alta offers a wide variety of services and disciplines within this field, with unlimited opportunities for staff to find their niche, and develop a highly satisfying career.

Alta offers competitive salaries and benefits, and opportunities for compensation enhancement, as well as a track for professional growth within the company. In addition to weekly professional development sessions, employees are encouraged to expand their knowledge and skills by participating in industry training, conferences, and professional associations.

Alta is constantly thinking about the future of its leaders. Opportunities for ownership are available to any employee who wishes to follow the Principal track. And interns and entry-level staff enjoy getting to work on a rich variety of projects with a high degree of responsibility and valuable on-the-job experience.

BICYCLE FRIENDLY BUSINESS
2008-2015
PLATINUM
THE LEAGUE OF AMERICAN BICYCLISTS

Group bike rides to visit project sites are a perk of working for Alta.

California staff enjoy quality time with Alta CEO and Founder Michael Jones as part of the annual California Office Retreat.

Alta Planning + Design

WIDE RANGE OF WORK

Alta's passion permeates everything we do. Working at Alta allows people to apply their skills and ideas to making the world a healthier, better place. We are always seeking motivated professionals with backgrounds in planning, engineering, landscape architecture, or related fields. This encompasses a broad range of interesting topics, everything from trail and greenway planning and design to safe routes to school, bicycle and pedestrian master plans and corridor designs, transit projects, research, analysis, demand projections, safety planning, encouragement programs, and visionary policy work. It helps to have experience both with government and consulting; best are skills in both the planning and design fields, excellent writing and presentation skills, high levels of competency in computer software such as ArcView, Microstation CADD, and the Microsoft and Adobe product suites. And, it helps to have an interest in and passion for what we do.

SAMPLE PROJECTS

Alta's bike share planning study and station location team contributes to making bike share an integral part of transit systems in cities around the world.

From soft surface to paved trails, Alta's trail team helps communities take their trails and greenways from plan to conceptual design to implementation.

Alta developed conceptual bicycle treatments and mitigation strategies for each corridor of the proposed First Hill streetcar alignments in Seattle, Washington.

Whether implementing in-school walk and bike education programs or reaching thousands of families through Walk to School Day events, our Safe Routes to School team creates excitement around active, healthy youth transportation.

Many of our projects go from planning through construction, like the NW Razorback Greenway. The Alta team prepared the plan for this 36-mile greenway, and wrote a successful grant application for funding. Following our design, the project is now under construction.

INNOVATION AND RESEARCH

CUTTING EDGE WORK BY TOP PROFESSIONALS

Alta staff are at the forefront of the sustainable transportation movement. We are active in the Association of Pedestrian and Bicycle Professionals, the Institute of Transportation Engineers, the Transportation Research Board, and are conducting national studies for the U.S. Department of Transportation. We lead pedestrian and bicycle trainings nationwide, and have been involved in award-winning plans and projects. Alta is proud to be a founding supporter of the NACTO (National Association of City Transportation Officials) Cities for Cycling Project, for which we developed a design guide based on the best national and international bikeway practices, policies and programs.

Alta staff seek to push the boundaries of our field through research and connections with leading universities, including our role founding and teaching at **Portland State University's Institute for Bicycle and Pedestrian Innovation (IBPI)**.

Alta President Mia Birk with an IBPI week-long bikeway planning and design intensive course.

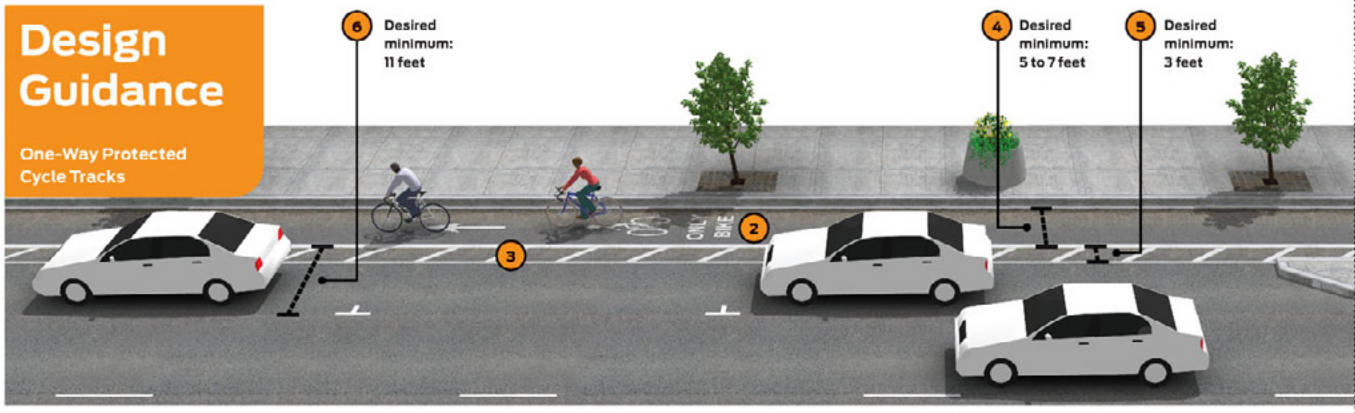
CUTTING EDGE RESEARCH

FEATURED SERVICE: ON-STREET BIKEWAY DESIGN

For nearly 20 years, Alta has been at the national forefront advancing innovative design standards for shared roadways, dedicated bicycle lanes, and on-street protected bikeways like cycle tracks to important destinations. Our expertise has led to the country's first urban bikeway design guide (nacto.org/cities-for-cycling/design-guide/), which has been implemented in dozens of cities and communities throughout the U.S. Alta's planners, designers, and engineers are now applying this knowledge to communities everywhere.

Design Guidance

One-Way Protected Cycle Tracks



Required Features

(1) A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.[19]

(2) Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.

(3) If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

Recommended Features

(4) The minimum desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or uphill sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.[20]

(5) Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.[21]

(6) When using a parking protected pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.

(7) In the absence of a raised median or curb, the minimum desired with of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.[22]

(8) Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:

- If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.[23]
- For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.[24]
- Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.

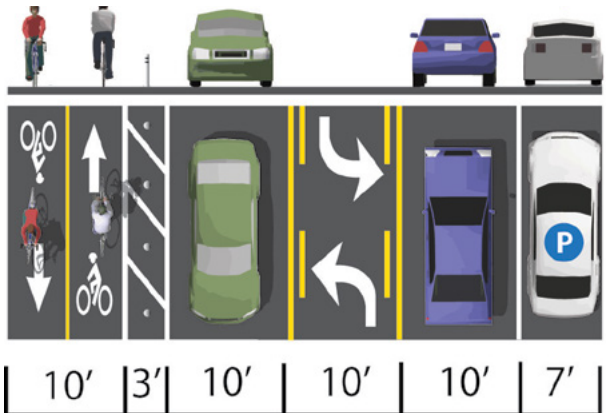
(9) Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.

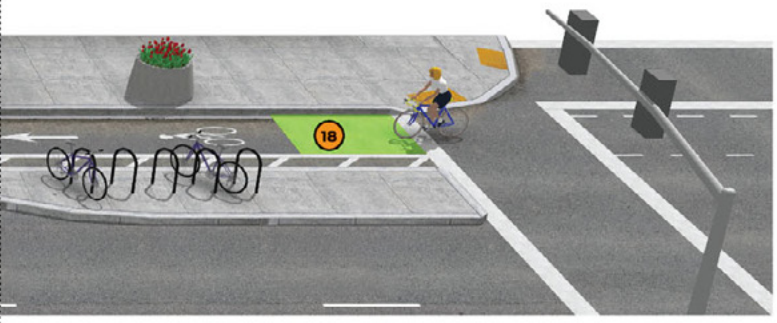
(10) Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone.

(11) Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.[25]

Optional Features

(12) Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.[26]





(13) Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.[27]

(14) A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.

(15) At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. At intersection bus stops, an extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers. Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.

(16) A "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

(17) "Bike Only" legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.[28]

(18) Colored pavement may be used to further define the bicycle space.

Alternate Protection Strategies

Alta Planning + Design

A TRUE COLLABORATIVE ENVIRONMENT

Our unique business model, by its very nature, provides staff with an opportunity to travel the country (and the world!) and work in different communities. We provide the latest technology for working remotely across offices, and function efficiently as a team through various tools to keep everyone on the same page.

Alta also hosts a variety of retreats throughout the year, focusing on various groups within the company. Retreats may be for Leadership Groups or Project Managers, and might focus on marketing efforts, best practices, and formulating company visions.

Besides project work, Alta hosts fun events throughout the year to celebrate project wins, company milestones, holidays, and various active transportation days (PARKing Day, Bike to Work Commute Month). We love any excuse for a group social, even if the reason is as simple as needing to celebrate nice weather! Our events have included team bike rides, transforming our office parking spaces into parks, potlucks, picnics, happy hours, ice cream socials, and Oktoberfest celebrations, to name a few.

Alta is committed to maintaining a diverse workforce, and is proud to be an Equal Opportunity Employer.

Alta staff learn the “rules of the road” for safe bike commuting as part of Bike to Work Commute Month.

ALTA STAFF LOVE WHAT THEY DO!

BENEFITS AND WORK/LIFE BALANCE

Alta offers a robust and creative benefits package that includes employer-paid medical, dental, vision, and life insurance, as well as LTD and AD&D policies. On top of that, Alta offers a company-administered wellness benefit, bike tune-up/maintenance benefit, and transit reimbursement benefit for those using alternative modes of transportation.

Alta believes that a healthy balance among all facets of life activities leads to happy, productive employees. We offer flexible work schedules and encourage work/life balance, healthy lifestyle choices, and active transportation on a daily basis.

Another unique perk Alta offers is a travel benefit; after 5 years of employment, employees are eligible to receive a stipend toward an excursion to Copenhagen, Amsterdam, or another city/region where biking is a way of life.

All of these benefits are in addition to paid holidays, paid time off, and being able to be a part of an incredible team of people who have a passion for active living and sustainability.

EMPLOYEE PROFILE: ENGINEER

I always had a passion for transportation, whether it was learning signal timings or watching lane merges. Bicycle and pedestrian design became a strong extension of that passion. Individuals should feel comfortable and safe, no matter what mode of transportation they decide to take. So, one corridor at a time, I strive to make it safe to travel, whether you're in a car, on a bike, or just walking your dog.

~ Lindsay Z.

EMPLOYEE PROFILE: PLANNER

I grew up hiking and biking often and have seen this activity occurring less and less in society. As a planner, I enjoy learning about new communities and meeting new people. Each project offers an opportunity to communicate the importance of walkable and bikable spaces. My goal is to help communities create connected walkable and bikable spaces that are accessible right outside each person's front door.

~ Matt H.

EMPLOYEE PROFILE: DESIGNER

Thinking back, I realize I've sought out walking and biking routes in every city I've lived in. I feel an element of discovery and connection to nature while walking and biking that calls me outdoors be it for five minutes or five hours. I'm excited about my work with Alta, where I get to share my love of the outdoors with the communities around me.

~ Kristin M.

Learn more about our staff at
www.altaplanning.com/people

alta
PLANNING + DESIGN

Contact:
Alta Planning + Design
711 SE Grand Avenue
Portland, OR 97214
Phone: (503) 230-9862
HR@altaplanning.com