

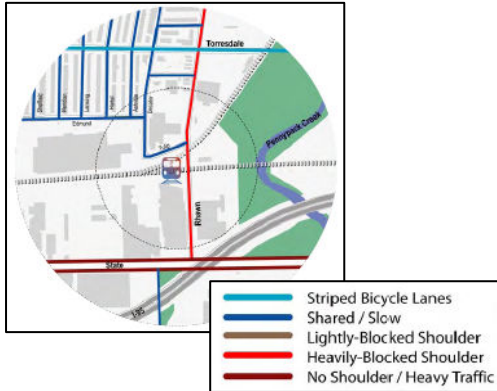


PROJECT EXPERIENCE BICYCLES AND GREENWAYS



Note: Some of the highlighted projects below are from personal experience prior to the establishment of JzTI.

NORTH DELAWARE RIVERFRONT RAIL STATIONS URBAN DESIGN STUDY Philadelphia PA 2007 to 2008



Effective bicycle circulation is a key component of sustainable transportation planning. JzTI is presently engaged as transportation planner for the **North Delaware Riverfront Rail Stations Urban Design Study**, an important element of which is identification of suitable connecting corridors between four regional rail stations and the burgeoning recreational riverfront. This project has entailed the systematic 'rating' of station-area streets for bicycle compatibility, as well as the evaluation of unused rail corridors and other rights-of-way for potential off-street connections.

BENJAMIN FRANKLIN PARKWAY / WEST FAIRMOUNT PARK CORRIDOR Philadelphia PA 2003 to 2007

Bicycle connectivity requires evaluation at a systematic level to ensure its ultimate effectiveness. Streets, as the backbone of our circulation system, should be properly 'balanced' with adequate, safe facilities for non-motorized users. In addition to appropriate proportioning of cross-sectional width for sidewalks and bike lanes, it is also critical to ensure safe traffic speeds (through traffic calming) and sufficient 'separation buffer' as dictated by the road type. JzTI consistently focuses on these issues in its street design projects, as demonstrated by its series of studies for the **Benjamin Franklin Parkway**.



Frank Jaskiewicz was also the transportation consultant for the planned redevelopment of the **Centennial District in West Fairmount Park**, a project that entailed programming for a proposed recreational circuit as well as the alignment/sizing of bicycle through-corridors connecting to the Benjamin Franklin Parkway and other key links.

CAMPUS TRANSPORTATION PLANS 2002 to 2006

College campuses are highly active bicycle zones. Frank's work on the **University of Arizona Campus Plan**, for instance, entailed updating its vast interconnected network of off-street bicycle paths as well as designing better 'intersections' between bikeways and pedestrian routes. Similarly, the **Case Western Reserve University Campus Plan** entailed the resolution of conflicts between a recreational greenway and major highway. In Philadelphia, bicycle management at the **University of Pennsylvania** focused on improving the balance of urban streets through the campus, such as Walnut Street (photo at right).

