



PROJECT EXPERIENCE BENJAMIN FRANKLIN PARKWAY



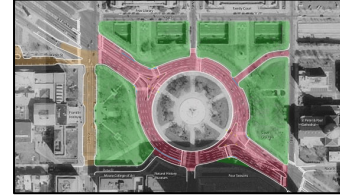
Note: Some of the highlighted projects below are from personal experience prior to the establishment of JzTI.

LOGAN CIRCLE REDESIGN PLAN Philadelphia PA 2003-2004 (while with KSK Transport)

This project entailed planning for the accommodation of new signalized pedestrian crossings to/from the historic—yet isolated—public space within Logan Circle, while also improving the overall experience of walking to/through the area. Specific elements of this project included:

- Examination of traffic platoons and signal timings for the purposes of incorporating the new crosswalks with minimal disruption to surrounding traffic flows.
- Design of the crossing locations including optimal placement of signals so as not to disrupt views along the grand Benjamin Franklin Parkway museum corridor.
- Traffic calming measures such as the narrowing of circulatory roadway widths and tightening of curb radii.
- Incorporation of improved and clearer circulation patterns for cars and bicycles.

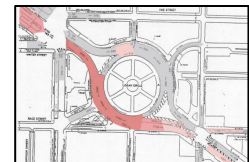
The overall outcome has been the re-emergence of Logan Circle as a valued urban public space once again fully integrated with the prominent institutions that form its surroundings.



BENJAMIN FRANKLIN PARKWAY CONCEPT PLAN Philadelphia PA 2003-2004 (while with KSK Transport)

Led by Olin Partnership, this project entailed the examination of design options for the Benjamin Franklin Parkway which—albeit originally modeled on the grand boulevards of Paris—had grown into a high-speed traffic conduit with design characteristics out of balance with its multifunctional purpose. Specific transportation tasks included:

- Evaluation of alternate cross-sectional configurations.
- Redesign plans for intersections emphasizing pedestrian safety.
- Concepts for the redevelopment of Eakins Oval.
- Incorporation of clearer circulation patterns for cars and bicycles.
- Operational analysis of potential bus rapid transit concepts.



WEST FAIRMOUNT PARK MASTER PLAN: BRT CORRIDOR Philadelphia PA 2005 (while with KSK Transport)

Frank's role on this project—entailing the planning for redevelopment of the Centennial District of Fairmount Park (led by MGA Partners)—included examination of Parkside Drive and the proposed 'Centennial Drive' for their potential to accommodate a premium public transit service stretching from Center City through the Park to 52nd Street. A separate effort (with Olin Partnership) entailed evaluation of options for the continuation of this service along the Benjamin Franklin Parkway through the city's museum district.

