



PROJECT EXPERIENCE

NEIGHBORHOOD TRANSPORTATION PLANNING



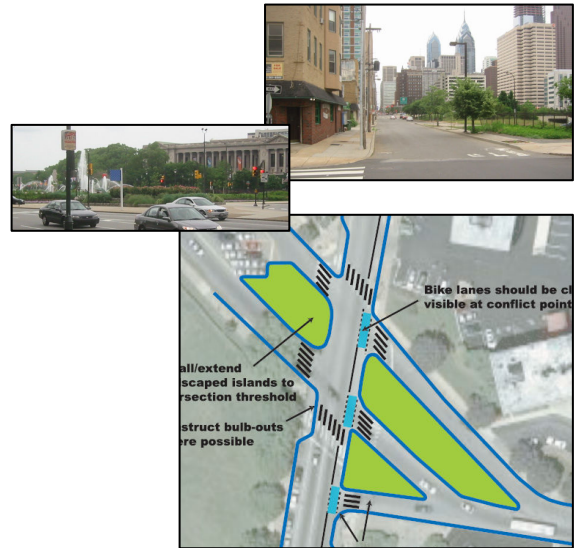
JzTI specializes in addressing the multi-dimensional transportation challenges of urban neighborhoods. Throughout his career, Frank Jaskiewicz has been heavily involved in projects that have focused on the establishment of an appropriate balance among pedestrians, cars, bicyclists, and transit/truck requirements on urban streets.

LOGAN SQUARE NEIGHBORHOOD PLAN Philadelphia PA 2007-2008

As part of a multi-dimensional neighborhood planning study led by Kise Straw & Koldner, JzTI is investigating a variety of transportation-related issues with respect to the **Logan Square Neighborhood Plan**. The primary issues revolve around the reconfiguration and 'right-sizing' of neighborhood streets, many of which are beset with one-way traffic flows and high speeds. Also included are:

- Intersection reconfigurations
- Transit recommendations: Operational and infrastructural
- Parking management
- Pedestrian and bicycle recommendations

A key requirement of the transportation plan is that it be fully integrated with the overall urban design/development plan, building on the infrastructural strengths of the district while not detracting from its core assets of safe walkability and pedestrian-scale urban design.



URBAN NEIGHBORHOOD REVITALIZATION PLANS 2000-2008

Frank has participated in numerous urban redevelopment projects encompassing many similar issues in **St. Louis, Baltimore, Pittsburgh, Camden, and New York**. These have invariably included the key topics of traffic and parking, along with public transit, bicycle planning, and overall street design. Frank has also developed a systematic means of evaluating and comparing the varying degrees of **pedestrian quality** on neighborhood streets.



An example of a street-design-driven neighborhood plan was the **Martin Luther King Jr. Drive Design Study in Greensborough NC**, which focused on 're-balancing' a key city street that had historically served as both a major regional thoroughfare as well as a community 'main street'. However, over-accommodation of traffic through-flow had vastly disrupted its functionality as the latter, necessitating a redesign plan predicated on re-establishing an appropriate balance, through:

- Widened sidewalks and clearer pedestrian crossings.
- Modified intersection geometrics to cut speeds and crossing distances.
- Appropriate 'arterial' traffic-calming features at key locations.

Neighborhood parking studies have similarly been widened to incorporate consideration of pedestrians and other circulatory issues. For example, the **Dover Downtown Parking Study** focused on all facets of parking in downtown Dover (DE), including upgrade of the streetscape on key corridors to encourage better use of existing outlying facilities through enhanced pedestrian quality.

