



# PROJECT EXPERIENCE

## RURAL CORRIDOR/INTERSECTION STUDIES



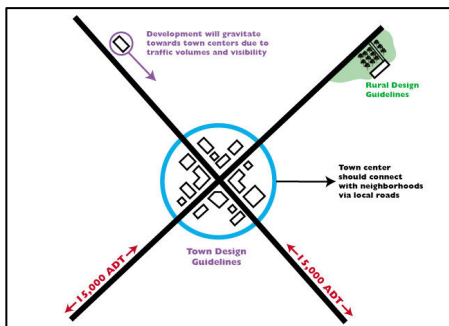
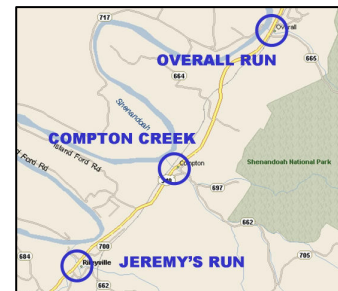
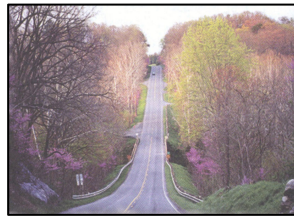
Note: Some of the highlighted projects below are from personal experience prior to the establishment of JzTI.

Frank Jaskiewicz has managed the transportation components of a number of projects focusing on rural/suburban corridors facing the increased traffic pressures of pending development. In these cases, Frank's role has included looking beyond the standard capacity-based solutions to those involving coordinated transportation/land-use/urban-design strategies contributing to sustainable, manageable levels of traffic.



In **Fauquier County VA**, Frank worked with the acclaimed Piedmont Environmental Council to create an 'alternate' vision for **US Route 28**, which had been programmed for a controversial widening and 're-profiling' that would have significantly impacted the roadway's valued historic character. Frank helped to articulate several alternative traffic demand scenarios based on efficient land-use patterns and reconfigured urban design guidelines.

**US Route 340 in Virginia's Shenandoah Valley** had likewise been the subject of a debated planned 'upgrade', including the expansion, relocation, and/or rebuilding of several historic bridges as well as the 'flattening' of various scenic sections. Frank was engaged by Piedmont Environmental Council on behalf of several local civic groups to critically evaluate VDOT's proposal and engage them to help 'soften' the impact on sensitive areas.



In **Richland County SC**, Frank helped to develop a coordinated vision plan for the semi-rural area surrounding the state capital of Columbia, which entailed the planning of an interconnected system of two-lane 'throughways' stringing together a series of compact pedestrian-oriented town centers (existing and new).

In a similar manner, Frank helped to address the traffic issues in the rapidly-developing **Springettsbury Township** outside **York PA** as part of its comprehensive planning process. The resulting plan envisioned the interconnecting of the township's 'fractured' roadway system to decrease the traffic pressures on the main thoroughfares, as well as the redevelopment of key existing auto-oriented parcels with site layouts more conducive to short-range pedestrian circulation in lieu of local 'frictional' car trips.

