

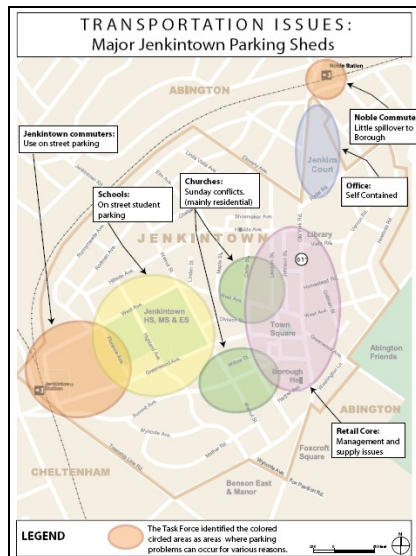


PROJECT EXPERIENCE JENKINTOWN REVITALIZATION PLAN



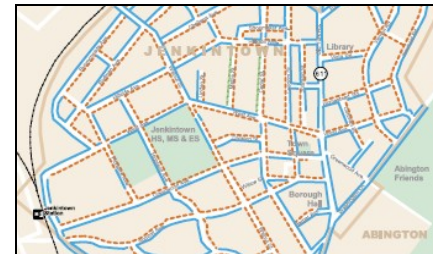
Note: Elements of this project were from Frank Jaskiewicz' work with Glating Jackson and KSK

The **Jenkintown Revitalization Plan** (led by Kise Straw & Kolodner Inc) entailed the redevelopment of Jenkintown's historic town core and surrounding neighborhoods focusing largely on re-establishing the town as a vibrant transit-oriented Philadelphia suburb. As with many neighboring towns, Jenkintown's viability as an activity center had been gradually sacrificed through a series of infrastructure projects focused on accommodating high-speed through-traffic at the expense of other important qualities. As a result, the entire transportation system was in need of a "re-balancing" in order for the revitalization plan to be successful.



One of the main elements of the plan was the management and organization of parking, which was plentiful within the community yet perceived as a major problem due to underutilization of spaces and privatization of centrally located parking facilities. The solution to these issues entailed:

- reconfiguration of existing on-street and off-street parking.
- changes to the management structure of strategically located lots.
- consolidation of parking into new garages in critical locations.



Another key area of recommendation was traffic calming, as PA 611 had long been converted from its original "Main Street" configuration to a wider, higher-speed arterial highway. Moreover, pedestrian conditions on surrounding neighborhood streets had deteriorated due to high-speed cut-through traffic.

Therefore, the traffic-calming elements of the Jenkintown Revitalization Plan involved two distinct 'levels' of traffic calming:

- **Main Street traffic calming:** Examination of alternate cross-sections for the town's main street (PA 611); improved 'buffer' protection from traffic; site-specific intersection re-configurations and calming/crossing elements.
- **Neighborhood traffic calming:** Systematic concept plan showing optimal distribution and types of traffic calming to foster a balanced controlled traffic flow with no clear preferable 'rat-runs'.

Finally, it was important to ensure that Jenkintown's two regional rail stations would again become major focal points of their respective neighborhoods, which required revisiting the access characteristics of each—particularly the balance between car-based and pedestrian-based access—as well as determining the appropriate nature of the surrounding land uses.

