



PROJECT EXPERIENCE PARKING AND ACCESS



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

DOVER DOWNTOWN PARKING STUDY Dover DE 2005 (while with Kise Straw & Kolodner Inc)

This study focused on all facets of parking in downtown Dover as part of an effort to reestablish the city center as a premier destination for commerce and recreation. Components included:

- Concept layouts for new structured parking facilities.
- Wayfinding, signage design, and improved street connectivity.
- Upgrading of streetscape on key corridors to encourage better use of existing outlying facilities through enhanced pedestrian environments.



Numerous additional urban redevelopment projects in which JzTI/Frank has been involved have also entailed parking evaluation as a key element, including studies in Philadelphia, St. Louis, Baltimore, Pittsburgh, Camden (right), and New York.

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



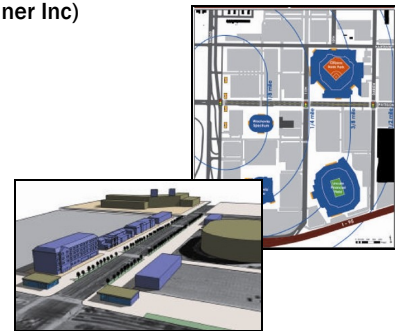
JzTI investigated a wide range of issues as part of the **North Delaware Riverfront Rail Stations Urban Design Study**, which focused on the regeneration of four SEPTA regional rail stations as neighborhood activity centers. This process entailed determining the appropriate balance between parking and infill development in the direct vicinity of each station.

This study also included evaluation of numerous design schemes for dedicated parking areas and supplemental access facilities (kiss-and-ride, taxi stands, bus connections, bicycle access/storage, etc.), plus re-evaluation of the form and function of nearby streets and intersections.

STADIUM AREA TRANSIT STUDY Philadelphia PA 2004 (while with Kise Straw & Kolodner Inc)

The Stadium Area Transit Study examined a variety of options for improving the utility of public transit service to/from the four major venues of the South Philadelphia Sports Complex. This entailed sorting the relationship between transit/pedestrians and the vast dedicated parking facilities serving each venue.

One of the major recommendations was the creation of pedestrian activity corridors—with 'infill' development and enhanced ped facilities—connecting the existing Pattison Avenue subway station with the various venues. These corridors were planned with attention to maintaining safe car access to the various parking facilities.



MARTIN LUTHER KING JR. DRIVE REDESIGN Greensborough NC 2000 (while with Glattig Jackson Inc)



Martin Luther King Jr. Drive serves as both a main regional access corridor as well as a community main street. This project was aimed at re-establishing an appropriate balance between these two functions, through:

- Widened sidewalks and clearer pedestrian crossings.
- Modified intersection geometrics to cut speeds and crossing distances.
- Appropriate 'arterial' traffic-calming features at key locations.
- Establishment/Reconfiguration of on-street parking where warranted.