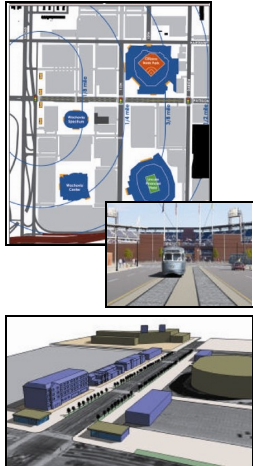




**STADIUM AREA TRANSIT STUDY** Philadelphia PA 2004 (while with Kise Straw & Kolodner Inc)



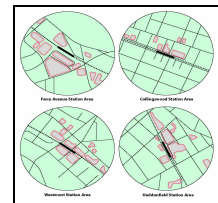
The Stadium Area Transit Study examined a variety of options for improving the utility of public transit service to/from the four major venues of the South Philadelphia Sports Complex. Measures developed and evaluated included:

- Creation of pedestrian activity corridors—with 'infill' development and enhanced facilities—connecting the existing Pattison Avenue subway station with the various venues.
- Bus and people-mover circulator schemes.
- New light rail and reinstated streetcar services connecting to the city's urban waterfront and other key origins/destinations.
- Extension and/or reconfiguration of existing rail and bus services.
- Special event express trains and buses from various regional locations.

Many of these concepts were expanded in further detail in the context of a subsequent (2005, KSK) study regarding a potential Philadelphia Olympic bid.

**PATCO CORRIDOR STATION REDEVELOPMENT STUDY** Camden Co NJ 2002 (while with Glattig Jackson Inc)

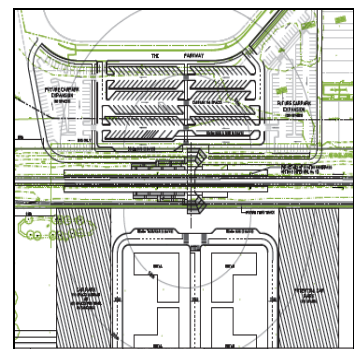
This investigation included the analysis of access options, street networks, connectivity, and parking implications for 4 rapid rail stations in Camden County NJ, with specific focus on the opportunities for existing park-and-ride lots to absorb potential apartment and office developments. Previously Frank contributed to system/station planning studies for 2 proposed Orlando projects: a regional light rail system and International Drive Resort Area circulator.



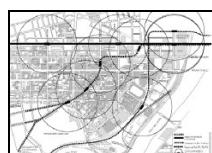
**CARDINIA RAIL STATION PLANNING AND DESIGN** Melbourne VIC Australia 2006 (while with Maunsell Australia Pty Ltd)

The Cardinia Road area of suburban Melbourne is a rapidly growing district falling within the region's urban growth boundary. The proposed Cardinia Station was identified as one of three key new stations prioritized for funding under the state government's 2006 Transport and Liveability Statement in an effort to minimize the negative impacts of rapid suburban growth. The Cardinia Station planning effort focused on three main levels of design:

- Site and Station: Concepts and designs for the station and surrounding site, including pedestrian circulation options, car parking layouts, and bus access facilities.
- Station Precinct: Interface with surrounding neighborhoods and the proposed new town center.
- Sub-Regional Connectivity: Access corridors and connections within the designated station service areas for buses, bicycles, pedestrians and cars.



**UNIVERSITY OF PENNSYLVANIA & MASSACHUSETTS INSTITUTE OF TECHNOLOGY CAMPUS PLANS** 2000-2003



Frank assisted in the development of campus plans for both Penn and MIT, each of which entailed incorporation of on-campus transit stations into the design framework of the respective universities. A key common task was to redesign streets to allow safer pedestrian access to transit facilities.