



PROJECT EXPERIENCE NEIGHBORHOOD TRANSPORTATION PLANNING



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



Tacony Station: Street/Intersection Deficiencies

JzTI investigated a wide range of issues as part of the **North Delaware Riverfront Rail Stations Urban Design Study** (led by Interface Studio), 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.

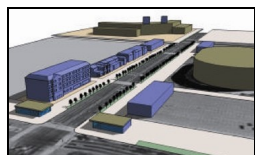
TRANSIT REVITALIZATION INVESTMENT DISTRICT (TRID) PLANNING STUDY Philadelphia PA 2008

The pilot study for the **Transit Revitalization Investment District** initiative examined similar issues at the Temple Regional Rail Station and the 46th Street Station along the Market-Frankford El. From a transportation perspective, the main goal of this study was to ensure that the transportation infrastructure of the respective areas—including streets and intersections as well as bus stops and rail stations—fully reinforces the redevelopment objectives of the surrounding neighborhoods. (led by Interface Studio).



46th St. Station: Street Design Opportunities

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, and also evaluated methods for better integrating these venues with adjacent neighborhoods. 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.
- 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.
- Improvement of lighting, streetscaping, and quality of pedestrian facilities on surrounding streets, with particular attention to linkages with nearby commercial areas.

One of the primary purposes of this plan was to ensure that adjacent neighborhoods would benefit from the then-under-construction new stadiums, and to minimize concerns about traffic/parking impacts. Construction is soon to begin on an entertainment complex that helps to create the urban/neighborhood connections envisioned in the plan.