

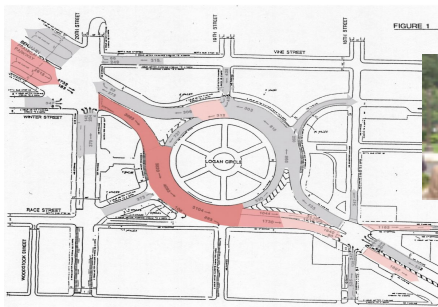


Overview

JzTI has been the transportation planner for a number of redevelopment projects along the Benjamin Franklin Parkway which have helped to reinforce its status as one of the country's premier multi-faceted cultural boulevards. This has included significant pedestrian and bicycle upgrade works along the corridor as well as support for major projects such as the Philadelphia Museum of Art expansion. In all cases the objective has been to achieve an appropriate balance of car, pedestrian, bicycle and public transit movements along the corridor.



Logan Circle Redesign Plan



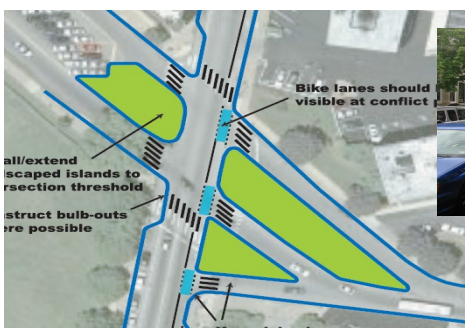
This project entailed the planning and design for new signalized pedestrian crossings to/from the historic yet previously isolated public spaces within Logan Circle and Logan Square. Specific project components included traffic analysis, signal timing, design of crossings, traffic calming (road narrowing and tightening of curb radii), and reworking of general circulation patterns for cars and bicycles. The overall outcome has been the re-emergence of Logan Circle as a highly valued urban public space fully integrated with the prominent institutions that form its surroundings.

Parkway Concept Plan

Led by Olin Partnership, this project entailed the examination of design options for the Benjamin Franklin Parkway to help it move toward its original vision modeled on the grand boulevards of Paris from the high-speed traffic conduit it had become by the early 2000s. Specific transportation components of this project included development of alternative cross-sectional configurations, redesign of intersections for enhanced pedestrian safety, concepts for the reconfiguration of Eakins Oval, and design of improved pedestrian and bicycle treatments.



Logan Square Neighborhood Plan



JzTI investigated a variety of transportation topics in relation to the Logan Square Neighborhood Plan led by KSK. The primary directive included the reconfiguration and downsizing of several key neighborhood streets for safer walking and bicycling conditions. Also included were reconfiguration of intersections (including 20th Street & the Parkway), transit recommendations, and changes to the management of parking to better match community needs. A key requirement of the transportation plan was that it be fully integrated with the overall development strategy, building on the infrastructural strengths of the district while not detracting from its core assets of walkability and sustainable design.