



## OVERVIEW

Frank is a transport planner & engineer with 25 years experience in public transport, pedestrian/cycle planning, urban regeneration, sustainable growth & traffic calming.

## EMPLOYMENT

Director & Owner • **JzTI** • Melbourne (est. 2021) & Philadelphia (est. 2006)  
Associate Director • **Aecom** • 2016 to 2021 & 2005 to 2006 • Melbourne  
Transport Director • **KSK** • 2003 to 2005 • Philadelphia  
Transport Consultant • **MVA** • 2002 to 2003 • London  
Transport Engineer • **Glatting** • 1997 to 2002 • Orlando

## REPRESENTATIVE PROJECTS

### Public Transport

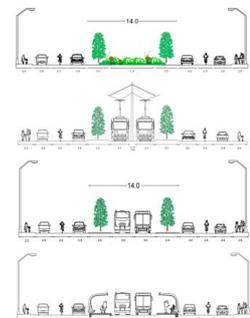
#### ARDEN, MACAULAY, NORTH MELBOURNE AND WEST MELBOURNE TRAM OPTION FEASIBILITY STUDY



This project was a joint effort between the Department of Transport and City of Melbourne – supported by Victoria Planning Authority and Department of Jobs, Precincts and Regions – to evaluate tram alignments to the nationally significant Arden Precinct employment centre, expected to support 43,000 jobs by 2051. This included technical assessment of design options and development of concepts for a future extension. Frank's role as project director included oversight of all planning, evaluation, engagement and design phases.

#### CLEVER AND CREATIVE CORRIDOR INITIATIVE, GEELONG

The Northern and Western Geelong Growth Areas are projected to accommodate a combined population of 110,000 residents within the next 30 years. This project addressed the spatial reservations required to preserve a high-capacity transit corridor through the growth areas with consideration to deliverability, sustainability, staging and design flexibility. Frank's role as project director was to guide the development of a design envelope suitable to the full range of potentially applicable transport technologies including light rail and BRT.



#### GREATER GEELONG COMMUTER STATIONS STUDY

This study entailed the development of a commuter access strategy for seven railway stations on the Geelong V/Line corridor, with an underlying objective of reducing the impact of commuter parking on central Geelong. Frank's role was to assess and address modal access requirements and develop a flexible concept plan for each station, arranged to enable the car parking to be converted incrementally to other uses as demand patterns evolve towards active transport and emerging technologies.



#### CARDINIA ROAD RAILWAY STATION INITIAL DESIGN CONCEPT, MELBOURNE



This project represents a built outcome illustrating the principles that have guided our station and public transport integration work. Giving its outer suburban location, the overarching design principle was to structure the station's car parks within a flexible street network intended to accommodate future pedestrian-oriented development on an incremental basis, recently borne out through the emergence of a neighbourhood retail centre emanating from the station.

## DUBAI BUS RAPID TRANSIT PLAN

This study entailed the development of a BRT program for Dubai, including investigation of potential corridor alignments and concept design of prototype stations. Frank's role included the development of service patterns acknowledging the lofty customer experience targets, requiring the programming of a mix of local, limited stop, semi-express and express services to efficiently serve the widespread destinations. The result was a station by station classification scheme based on modelled patronage demand for each station and its strategic positioning within the network.



## Active Transport

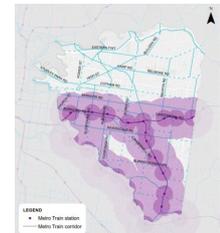
### NORTH MELBOURNE, WEST MELBOURNE AND PARKVILLE ACTIVE TRANSPORT INVESTIGATION



The area of Melbourne stretching from Arden to Parkville is poised to become an increasingly important axis of activity following the opening of Metro Tunnel in 2025. The purpose of this Active Transport Investigation was to develop recommendations for the two highest priority walking and cycling corridors within the study area. Frank's role as project director was to guide the investigation and develop a toolkit of enhancement measures to address safety deficiencies and connectivity gaps along the routes.

### BOROONDARA BICYCLE STRATEGY, VICTORIA

Frank was transport planning advisor for updating the cycling network strategy for the City of Boroondara, building upon a previous vision document which had extended beyond its 10-year timeline. The project entailed revisiting the proposed actions from the earlier strategy and generating new proposals based on changes in the distribution of population along with evolved expectations for safety and design, with the aim of widening the appeal of cycling to a more diverse range of users throughout the City.



### TOWN OF WALKERVILLE TRANSPORT PLAN, SOUTH AUSTRALIA



This plan entailed review of the traffic and transport characteristics in Walkerville in suburban Adelaide, with an emphasis on pedestrian and cyclist safety in the face of increased urbanised development. Frank's role was to identify any safety shortcomings with respect to active transport, and to propose specific measures (including traffic calming and reconfiguration of streets and intersections) to improve the character and safety of key walking and cycling corridors.

### INTEGRATED TRANSPORT STRATEGIES: BOX HILL (VIC) & HOLDFAST BAY (SA)

Each of these comprehensive strategies was designed to accommodate projected local trip growth through enhancements to active and public transport, for the purpose of minimising the impact of high population growth on local communities. Frank's role was to guide the technical development of recommendations to optimise the effect of the proposed measures.



### CITY OF PORT PHILIP INTEGRATED TRANSPORT STRATEGY DISCUSSION PAPER



The purpose of this pre-ITS discussion paper was to highlight the essentiality of walking, cycling and public transport as key components in maintaining sufficient levels of mobility for CoPP residents in the face of extensive growth pressures, and to provide a more sustainable and equitable breadth of travel options. It also prioritised preservation of the liveability of the City's neighbourhoods through traffic calming and mode-shift initiatives.

## QUALIFICATIONS

**Master of City Planning (MCP):** Georgia Institute of Technology, Atlanta Georgia 1997

**Bachelor of Science in Civil Engineering (BSCE):** Northwestern University, Evanston Illinois 1995