

Southeastern Pennsylvania
Transportation Authority

Jenkintown-Wyncote Station Improvements

Consultant Team:

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Project Purpose

Merging of Two Initiatives

- SEPTA Station Improvements
 - Provide Accessibility
 - State of Good Repair
 - Reduce Dwell Times
- Parking Expansion
 - Glenside at Capacity as Early as 8:10 am
 - Jenkintown at Capacity as Early as 8:15 am



Project Purpose

Process to Date

- Parking Demand Study (2000)
- Updated Parking Demand Study (2004)
- Feasibility Studies (2004/2005)
- Current Design for Jenkintown at 15%
- 100% Design by Spring 2010



Project Objectives

- Accessibility (High Level Platforms)
- Reduce Dwell Times (High Level Platforms)
- Parking Expansion
- Customer Convenience
- Address Known Traffic Concerns
- Address Known Flooding Concerns
- Preserve Historic Nature of the Station and Reflect the Character of the Surrounding Communities (Gain Input)
- Utilize Existing Property (Minimize Acquisition)



Project Objectives

The Proposed Station Improvements Meet All of These Objectives and the Parking Garage is the Key Project Element

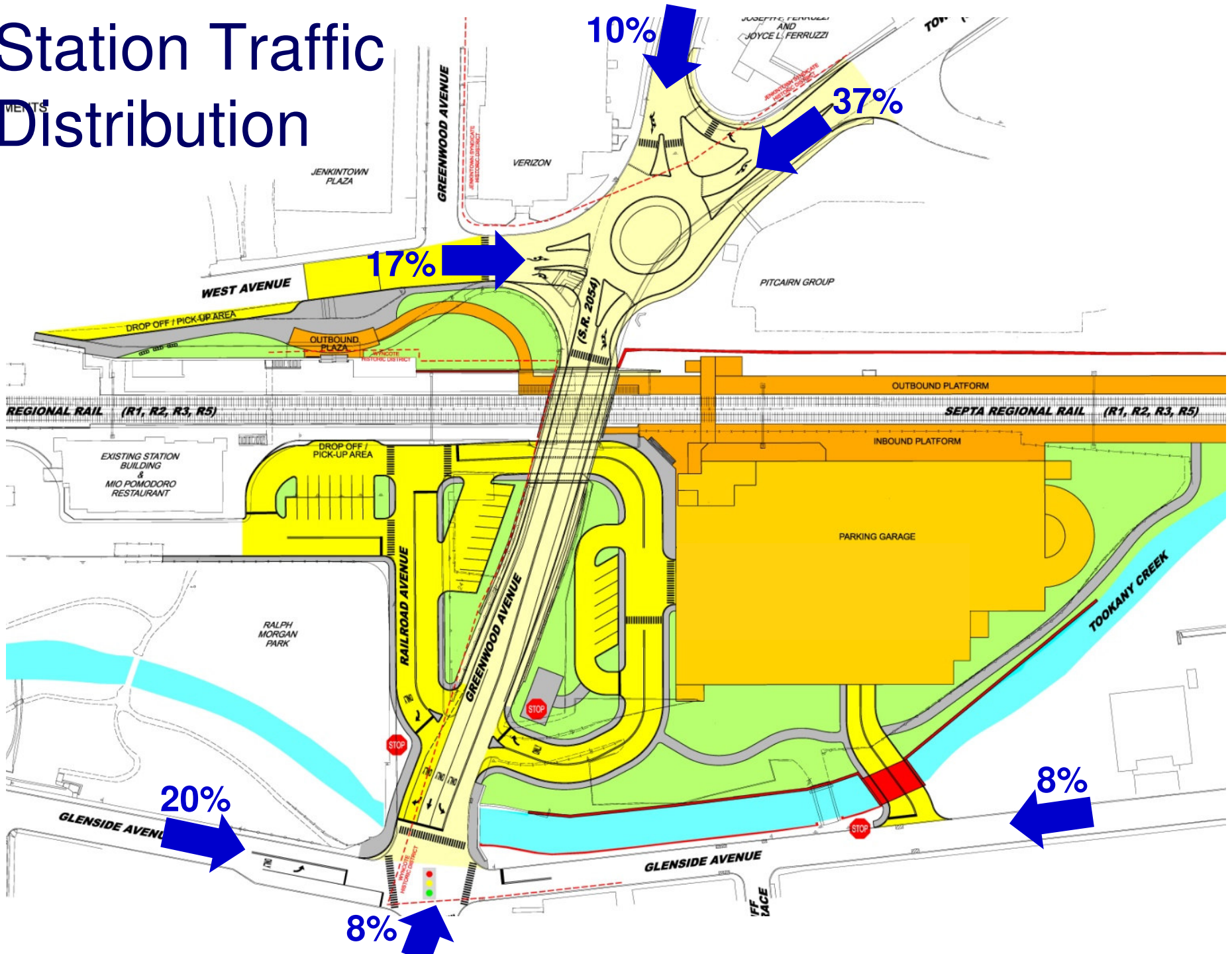


Traffic

Project as Proposed Improves
Local Traffic Flow at the
Intersection of Glenside and
Greenwood Avenue



Station Traffic Distribution



Traffic

Greenwood/Glenside Intersection Peak Hour Level of Service (LOS)

	Existing		2011		2025	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Existing Condition	D	E	D	F	E	F
With 700 Car Garage (Additional 350 cars)	n/a	n/a	B	C	C	C

Legend:

LOS	Average Delay	General Description
A	0 - 10 sec./veh.	Under Capacity
B	10 - 20 sec./veh.	Under Capacity
C	20 - 35 sec./veh.	Under Capacity
D	35 - 55 sec./veh.	At Capacity
E	55 - 80 sec./veh.	At Capacity
F	> 80 sec./veh.	Over Capacity

Flooding

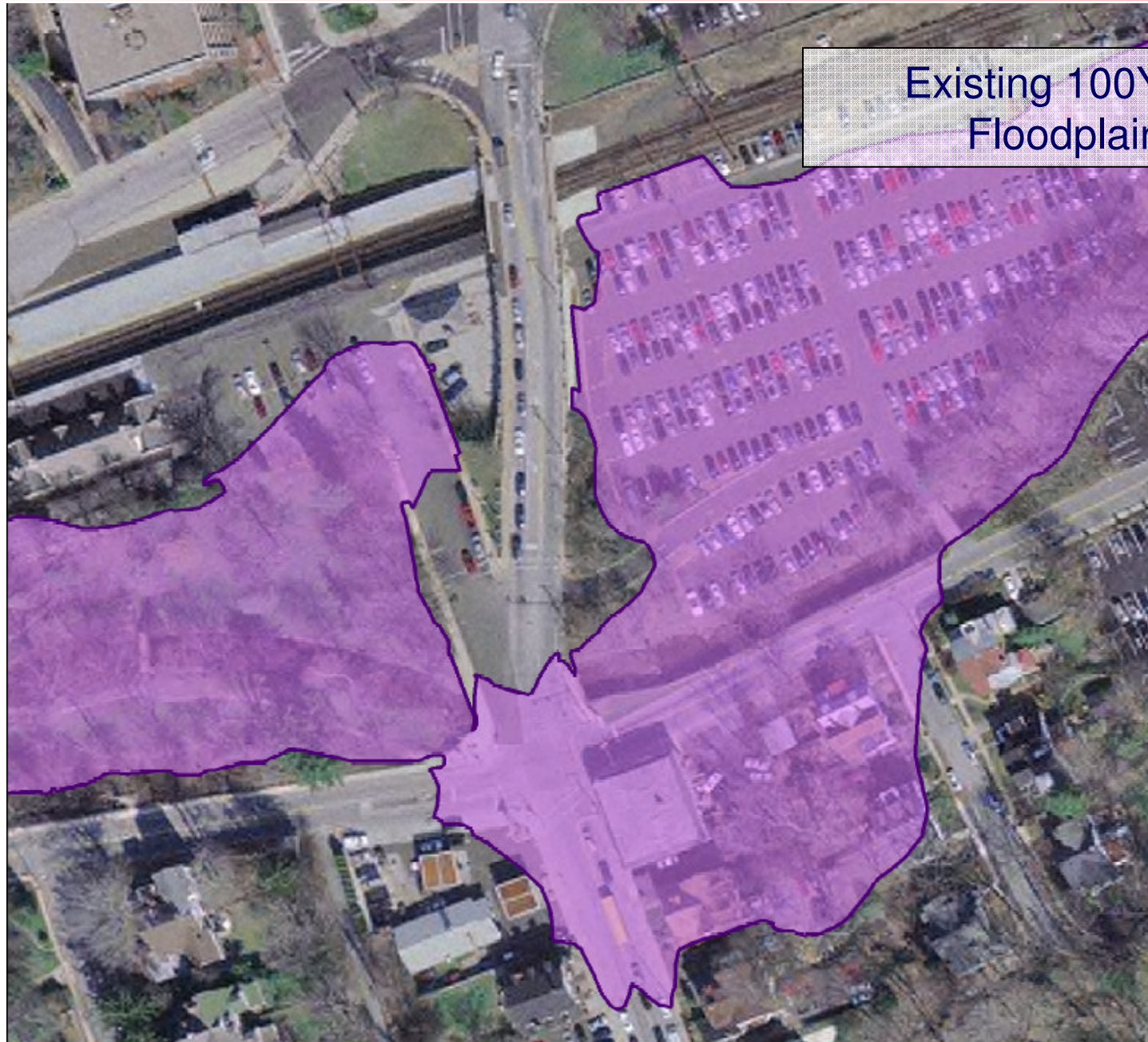
Project as Proposed Dramatically
Improves Flooding Impacts



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Jenkintown-Wyncote Station
Improvements Presentation

Tookany Creek Improvements



Existing 100Year
Floodplain

Tookany Creek Improvements



100 Year Floodplain After Channel Improvements

Station Building Options

	Number of Cars in Garage	Total Number of Levels	Recessed Bottom Level	Top Floor Parapet Height Above Grade	Height Above or Below Bridge
Feasibility Study	690	4 Full	Yes	25.5 ft.	-2.0 ft.
Initial Concept	700	4 Full, 1 Partial	No	49.5 ft.	+17.5 ft.
Alternate 1	700	4 Full, 1 Partial	Yes	37.0 ft.	+9.5 ft.
Alternate 2	600	4 Full	Yes	27.0 ft.	-0.5 ft.

Security

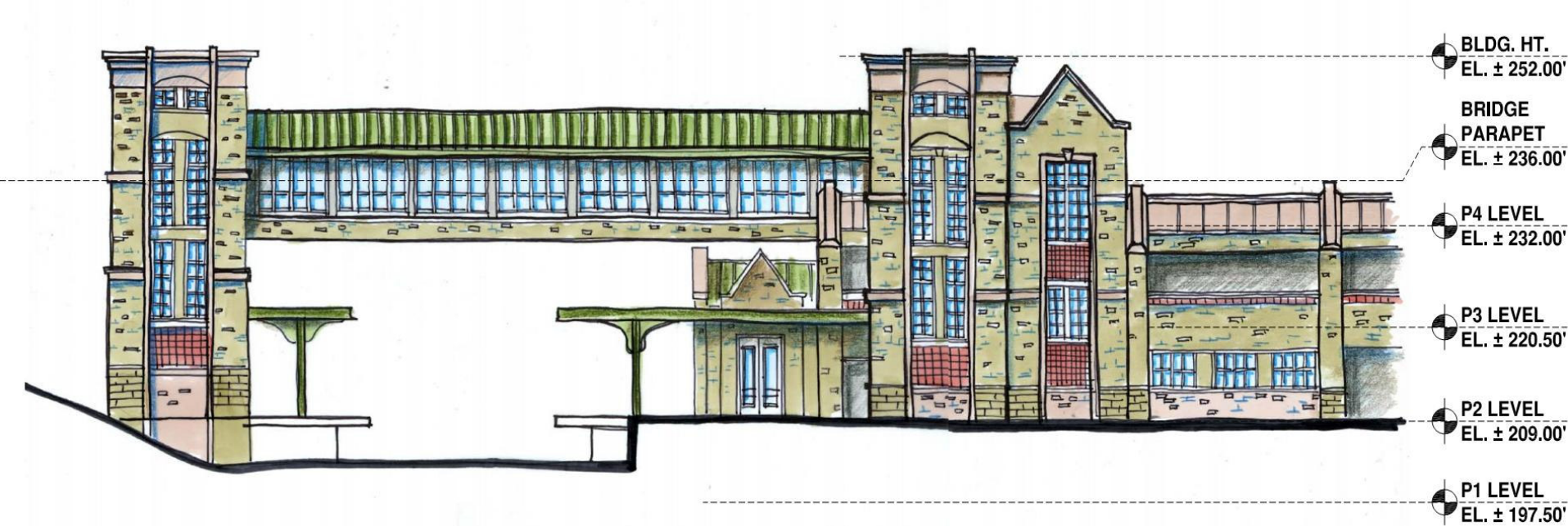
- **Passive Safety / Security Measures**
 - Increased Floor to Floor Heights
 - Flat Floors (No Sloping Decks)
 - Open Deck (Clear Sight Lines)
- **Active Safety / Security Measures**
 - CCTV in Stairs / Elevators
 - Emergency Call Boxes
 - Sprinklers Throughout Deck
 - Consistent, Even Lighting
- **SEPTA Presence**
 - Station Ticket Agent
 - Parking Management Personnel
 - Adjacent to Platforms



Historical Character

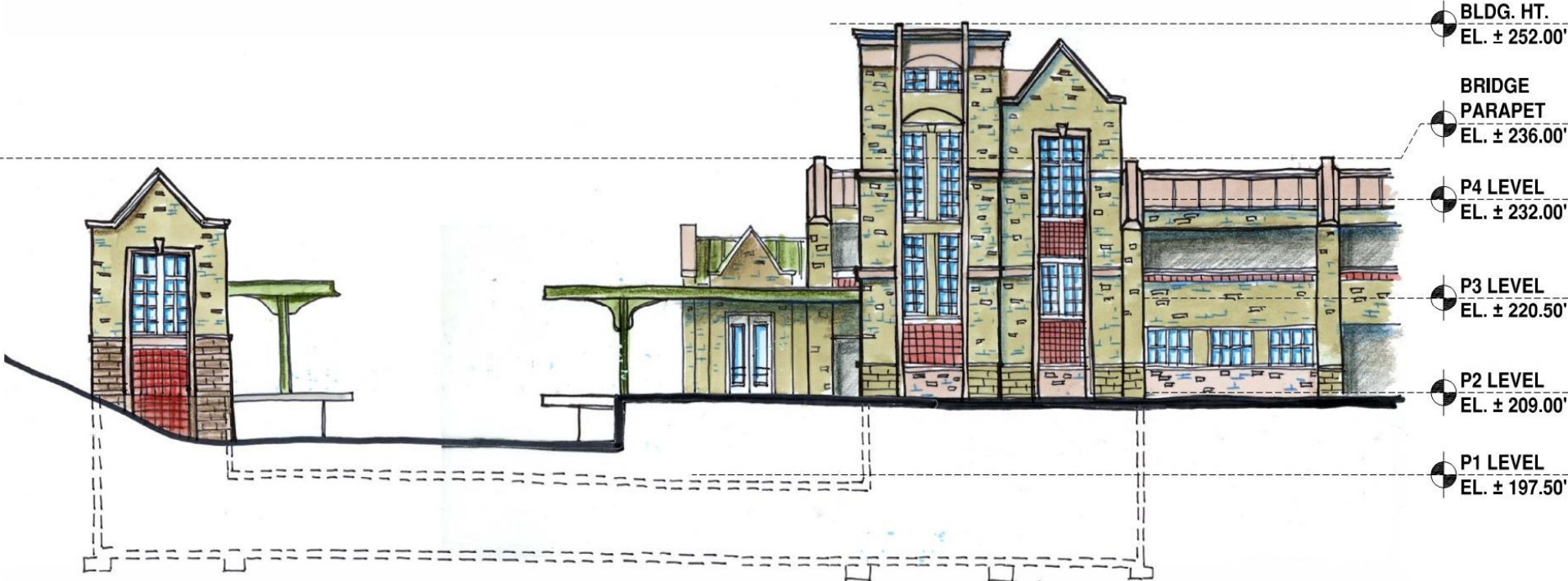


Historical Character



PARTIAL NORTH ELEVATION - PROPOSED REDESIGN - OPTION D-1 w/ OVERPASS
nts

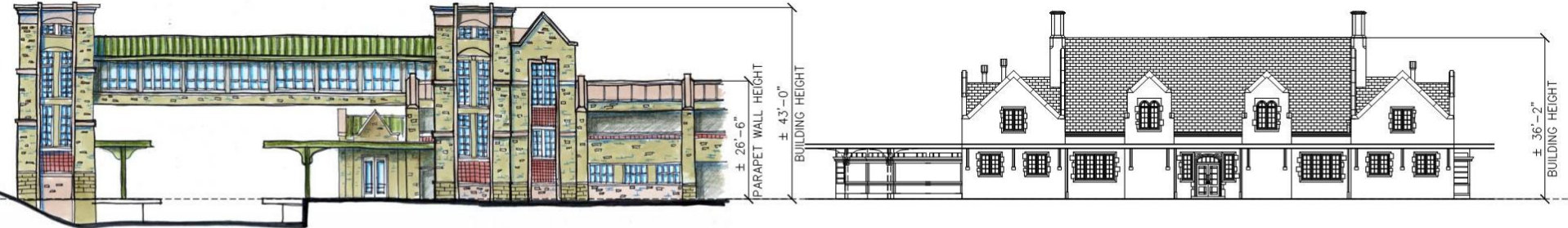
Historical Character



PARTIAL NORTH ELEVATION - PROPOSED REDESIGN - OPTION D-2 w/ UNDERPASS
nts



Historical Character



BUILDING HEIGHT COMPARISON: CONCEPT D-1 & EXISTING STATION BUILDING
nts

Design Changes to Date

- Recessed First Level (Flood Plain)
- Reduced Number of Garage Spaces
(Eliminate Upper Level)
- Evaluating Pedestrian Underpass Option



Other Project Issues

- Eliminate Temporary Parking at Park Adjacent to Post Office
- Need to Update Parking Demand Study
- No Adjacent Station Closings
- Construction Tied with PADOT Bridge Project to Minimize Impacts
- Glenside Parking Garage Next
- Commitment to Workshops

