

## **Information From e-mails, Web Sites, Notes, and Flyers Regarding Septa Parking Garage**

This is a compilation of all the correspondence I have regarding the proposed Septa parking garage, except for many brief messages of support from others not as closely involved in the debate. This document also includes all the views in favor of the garage that I have received. I am including names of people who have circulated their messages widely, but only initials of others who did not. In most cases, I have reproduced full messages except where they just repeat previous statements or include personal notes or irrelevant info – in those cases, the deletions are indicated by ..... I have editorialized a bit in [square brackets].

Allan Lundy

### **#1 2004-2005 PAST PROPOSAL FOR PARKING GARAGE:**

To get a sense of the history behind the proposed garage at Jenkintown-Wyncote, you need to explore the link below, which has several other links to the 2005 design, etc. Note photo of Commissioners and Septa officials holding a big check. Final proposal: 690-space 4-level garage, set well back from Glenside Ave and using the far corner of the current lot along the tracks, with wide green-space between it and the creek, and a berm to help block the view and reduce flooding of the parking structure. Also see link to a proposed Glenside Station parking structure, which we thought was killed by local residents, but which appears to be still alive.

<http://www.cheltenhamtownship.org/trainstations/index.htm>

especially see pages 18-21; page 21 has specifics about the construction, size and material of the garage

### **#2 Out of chronological order because of its importance.**

**IMPORTANT: VIEW THE NEW PLANS BELOW**

**with comments from Allan Lundy re: viewing the Acrobat document.**

On Jan 14 Septa presented plans to Jenkintown. A person attending there scanned their handout. As far as I know this is not available from Septa or anywhere else, except on [bikemap.com/jca/jenkintownwyncote.pdf](http://bikemap.com/jca/jenkintownwyncote.pdf)

However, it is sideways and hard to read. Of course you can print it out, but this is a huge file and printing takes about 30 mins. So, an alternative:

If you can't rotate it in your browser, save a copy (takes several minutes). Then double-click on the copy to open it in Acrobat. In Acrobat, click on View menu: Rotate View > counterclockwise.

**TOWNSHIP COMPREHENSIVE PLAN**

<http://www.cheltenhamtownship.org/comprehensiveplan/index.htm> This is a summary of the Township Comprehensive Plan. Click on the left side to download the PDF file for

the complete plan which states that the Township wants the garages at both the Glenside and Jenkintown/Wyncote stations.

**#3 Allan Lundy to Olga McHugh 6-29-08**

.....[regarding houses for sale on Cliff Terrace] They might have gotten their basements flooded a few years back, but I believe everybody at that end of the block got Federal disaster money to make any repairs. Supposedly the lowering of Glenside and other changes will make flooding very rare.

[Newer note: Actually, there have been a couple of floods since the lowering of the street. If the Tookany Creek level is below the street level, the lowering seems to have helped, but at least once, the creek was above that level (whereas it might not have been when the street was higher). This effectively made the street part of the creek, with not only complete flooding, but water actually flowing downstream through the street. The new question is, are the same people who recommended lowering the street the ones who are now confident that proposed changes to the creek and floodplain will eliminate flooding?]

**#4 6-30-08 from XX to Comissioner Muldawer, forwarded on 9-9-08 to Allan Lundy:**

Dear Commissioner Muldawer,

I would like to restate my support for the parking garage in Wyncote. More importantly I would like to see a convenience store incorporated into the design of garage. As you are aware, alot of local traffic involves going into Glenside or Abington for a loaf of bread, gallon of milk or to get cigarettes. It was poor planning to let our beloved Mobil (now Lukoil) station be converted into a pseudo convenience store. Upscale Wyncote deserves better ! I have voiced my concerns at the public hearing on the garage. Now that I see the garage is in the capital budget for 2009 and beyond I would like your attention given to this matter.

**#5 9-2-08 from David Kranik, Township Manager, to Allan Lundy re: draft of the flyer below (small change made to reflect his comment):**

Alan:

Thank you for sharing this with me. The only comment I have at this point is I disagree with the statement regarding the bird sanctuary area that "The plan is to pave over the park to provide 100 parking spaces for use during the garage construction." This is only an idea that SEPTA has mentioned. Nothing has been submitted to the Township for consideration in this regard. I've told SEPTA that I don't like that idea and that it would most likely be met with resistance and would require the approval of the Commissioners. The reference of a plan implies the advancement of this issue beyond where it really is at this point in time.

Dave

#6 9-3-08 Flyer by Allan Lundy. The Commissioners received copies beforehand.  
Additions after the Sept 9 meeting in red.

## **Wyncote in Danger**

Dear Neighbors,

About four years ago a plan was announced by SEPTA to build a parking structure where the large 364-car lot now is at the Jenkintown-Wyncote train station. After several acrimonious meetings with neighborhood residents, a feasibility study was adopted for a 690-car garage to be built close to the tracks, with landscaping and a berm between the garage and Tookany Creek/Glenside Avenue (see [www.cheltenhamtownship.org/trainstations/Jenkintown-Wyncote - Final 06-14-2005.pdf](http://www.cheltenhamtownship.org/trainstations/Jenkintown-Wyncote-Final-06-14-2005.pdf)). It has now come to our attention that SEPTA intends to

**IGNORE THE FEASIBILITY STUDY AND BUILD A 900-CAR PARKING STRUCTURE, TALLER AND MUCH LARGER THAN THE STUDY APPROVED, MUCH CLOSER TO THE CREEK, AND WITH NO LANDSCAPING TO BLOCK THE BUILDING.**

What benefits would this bring to Cheltenham Township or Jenkintown?

The gas station at Greenwood and Glenside would probably get more business. A few local residents who live at an inconvenient walking distance may be able to drive and park.

**WHAT HARM WOULD THIS BRING TO OUR NEIGHBORHOOD?**

The feasibility study revealed that the great majority of SEPTA patrons who would use the new garage would be from more distant townships that do not have train stations.

**A HUGE INCREASE IN TRAFFIC**

Despite plans to add traffic signals along Glenside Avenue, the garage would result in hundreds more cars driving twice a day through the already overburdened local streets. This means more noise, congestion, and danger (especially for children and bike riders).

**UGLINESS**

Here in the Wyncote Historical District, residents who wish to make minor changes to their property must go through a strict regulatory process to ensure the preservation of the historical spirit of the neighborhood. The proposed structure will be extremely ugly and ruinous to the small-town character of the neighborhood, and will inevitably bring down property values.

**INCREASED CRIME**

An enclosed, dark parking garage will greatly increase crime in the area, and be a burden on local law enforcement. It is not clear whether SEPTA itself will manage the garage and be responsible for its safety, or whether it will be leased to a manager inclined to skip on safety.

**LOSS OF THE PARK AREA NEXT TO THE WYNCOTE POST OFFICE**

Only recently has the section of the Parry Bird Sanctuary just east of the Wyncote Post Office been re-opened as a park after extensive work and re-planting. SEPTA proposes to PAVE OVER THE PARK to provide 100 parking spaces for use during the garage construction.

## ENVIRONMENTAL CONCERNS

The area around the Wyncote train station is notorious for severe flooding. (Railroad-style barriers have been installed along Glenside Ave/Cheltenham Hills to block traffic during the frequent floods.) It is unknown what environmental consequences and inconveniences there might be from a flood during construction or after the garage is built.

The PUBLIC WORKS COMMITTEE of the CHELTENHAM TOWNSHIP BOARD OF COMMISSIONERS will be MEETING Tuesday, September 9<sup>th</sup>, ~~Approx. 7:30 PM~~ **MEETING WAS HELD AND WAS ATTENDED BY 60+ NEIGHBORS!** PLEASE INFORM OTHERS concerned with historic preservation, safety, and the environment. We hope to ~~see you there.~~ **MEET AGAIN AS A NEIGHBOR'S GROUP - TO BE ANNOUNCED**

Allan Lundy (Allan.Lundy@comcast.net), Resident at 108 Cliff Terrace, and other concerned neighbors.

**#7 9-8-08 from WT to Allan Lundy:**

Thank you for the memo. I will be at tomorrow's meeting. I hope the info I am sending about the environmental challenges that the Septa project will bring to our community is helpful.

[Attached was a 36-page html (browser) document titled: *TOOKANY CREEK WATERSHED MANAGEMENT PLAN SEPTEMBER 2003 Visual Assessment of Streams* from a longer document. It is available online at:  
<http://www.dcnr.state.pa.us/brc/rivers/riversconservation/registry/36visual.pdf>]

**#8 9-9-08: Note handed to Allan Lundy by Ken Benner, President of the Wyncote Civic Assn, at the meeting (condensed):**

The proposed site was inhabited for hundreds of years by the Lenni Lenape native Americans and an archeological dig would unearth lots of artifacts, which could halt a construction project.

**#9 9-9-08: From the minutes of the Public works Committee Meeting: This includes all sections relevant to the parking garage and bridge; full minutes available at:**  
<http://www.cheltenhamtownship.org/meetings/publicworks/sept08.pdf>

Item 13. Presentation by SEPTA officials regarding plans to building a parking garage at Wyncote/Jenkintown train station followed.

Mr. Swavola told the assembly that this is one of the first meetings regarding SEPTA's intention to build a parking garage at the Wyncote/Jenkintown train station. Mr. David Koerner, Senior Project Manger, SEPTA, introduced himself. He said Gannet Fleming, Inc. has been awarded the contract for the design of this project. This project is in the information gathering stage. He said the 2005 Feasibility Study is being used as the base and the object of these early meetings are to address major concerns. Mr. Swavola said it is very appropriate that any major issues that affect the design be voiced at the get-go. The items to be discussed tonight are the area residents' foremost concerns. Mr. Koerner

introduced the design team of which PennDOT is also a member. PennDOT and SEPTA want to coordinate the contractors for both the Greenwood Avenue bridge and garage projects. The bridge design should be completed in mid-2010 and the construction to begin in 2011. If it were possible to use the same contractor for both projects, the construction duration would be shorter. If separate, each project could take approximately two and half years each.

A major issue is finding locations for temporary parking during the garage construction because the existing lot, containing 350 spaces, is not going to be available. Several possible locations are being considered. When an attendee asked about using shuttle buses, the answer was that the use of shuttle buses is short lived in that riders only take advantage of them for the first week or two. SEPTA is looking into nearby sites to provide temporary parking. Any location, if used, will be restored to the same or even better condition. Mr. Swavola asked the attendees to state their major issues. Many attendees addressed the Committee with their concerns and/or displeasure for this project.

Mr. Swavola asked Mr. Koerner what were SEPTA's key hurdles. Mr. Koerner answered that SEPTA is using the feasibility study to proceed and Gannet Fleming, Inc. will provide alternatives. Cheltenham Township hired Hillier Architecture as the consultant. Mr. Greenwald said that Mr. Muldawer, staff from both Jenkintown Borough and Cheltenham Township, SEPTA, Hillier consultants and himself were all members of the steering committee.

Some of the questions/concerns raised by attendees were:

- What will happen to the existing station? The station is owned and operated by SEPTA and it will stay where it is.
- Did the traffic study include the intersection at Greenwood and Glenside Avenues?
- Frequency of flooding
- Emergency evacuation during disasters
- Traffic

An attendee, Allan Lundy, said he felt this is a terrible place to put a parking garage. He displayed pictures of the wood bridges and told the audience about the water levels under them during the recent heavy rainfall on Saturday, September 6. He is concerned about the finished appearance. He said he has attended several of the past feasibility study meetings and even though SEPTA and its design firm came back with a plan that was probably aesthetically acceptable, he felt SEPTA has a poor track record for doing what it said it would do. Mr. Lundy said this garage will bring people in from distant locations and it seemed to him that Cheltenham Township has nothing to gain by it.

An attendee, Bill Metler, spoke about the crisis affecting most residents now – global warming and peak oil prices. He believed that it would be to everyone's advantage to look at the goal of moving people by train from the city and up the line to their various final destinations. His recommendation was to take a look at the diverse matrix of operations because he did not feel the need for such a large parking garage would be necessary in the years ahead. He wondered if SEPTA considered building a new station further up the line.

Mr. Swavola said he has listened to everyone and has compiled a list of the concerns expressed by the attendees. He read them aloud:

Flooding  
Traffic  
Historic nature.  
Size of garage  
Number of Cars  
Emergency plans  
Security Impact on adjacent neighborhood streets  
Temporary parking locations  
Appearance  
Aesthetics  
Riders  
Bike paths  
Bike parking  
Safe pedestrian lanes on bridge  
Property values

An attendee asked if SEPTA ever considered building a larger parking garage in Fort Washington. The response was that Fort Washington has only one train line whereas Jenkintown has four lines.

An attendee told the Committee that he has lived near the station for a long time and always thought this convenience had its advantages. He said he even advised his daughter that wherever she moved it would be a good idea if it were only five minutes from a train station. He said he never realized this convenience could come to this.

An attendee said she found it hard to believe that an owner had to go through the BHAR to put a rail up on their porch and now SEPTA wants to construct something like this. She urged the Commissioners to protect the residents. It was noted that the original feasibility study was done while the Church Road road reconstruction was in progress.

Mr. Koerner asked a member of his team to display the pictures of the temporary parking lot alternatives:

- West Avenue in Jenkintown
- South Avenue – north parking lot – temporary parking lot
- Bird Sanctuary – temporary parking lot – Glenside Avenue

Mr. Greenwald said PECO has recently spent hundreds of thousands of dollars restoring this property and planting trees and shrubs. He said paving over that is unacceptable.

An attendee suggested utilizing parking space over at the Cheltenham Square Mall. Mr. Greenwald stated that the future addition of a 120,000 SF retail store would be using many of these spaces.

An attendee suggested that if SEPTA moved its vehicles out of the parking lot and took back some of the spaces given over to the restaurant, more parking would be available.

Another attendee asked if SEPTA considered putting the garage on the north end. Both Messrs. Koerner and Greenwald said that this was considered in the feasibility study but that strip of land is too narrow.

The Committee was asked who is making these decisions. Mr. Greenwald said the decisions involving the bridge are PennDOT's but before the construction of the parking garage can be started, the plans have to come to the Board of Commissioners for land development review and approval.

An attendee asked the Committee what benefit is this parking garage to the Township. Mr. Greenwald said that was hard to say. One benefit would be a net gain in green space.

Mr. Swavola noted that there were concerns voiced by the attendees about whether or not the initial considerations of the feasibility study were still valid considering the large increase in gasoline cost (up to 100% increase) over the past two years. Basically, the question was raised whether other alternatives involving much less driving to SEPTA lots closer to commuters' homes farther out on the line had been reconsidered in light of gasoline increases and hopefully increased train usage that will result.

Item 14. Status Report by PennDOT on the Greenwood Avenue bridge replacement project followed.

Brian Teles, P.E., Project Manager, PB Americas Inc. on behalf of PennDOT addressed the Committee. He said he was here in May at the beginning of this process to listen to the Township's concerns. The day after, the team went to Jenkintown Borough to solicit its input and concerns. As a result of these two meetings, four main concerns were revealed; namely, alternate alignment; pedestrian and bike security; construction duration and detour route.

The fundamental purpose of this project is to replace the existing bridge carrying Greenwood Avenue over the SEPTA tracks. The replacement bridge will occupy the same general footprint as the existing bridge and the alignment and profile will remain relatively unchanged. At the previous meeting here in May, a question was posed as to why not construct the replacement bridge north of the existing bridge on Railroad Avenue thereby traffic could be maintained on the existing bridge during construction. Mr. Teles said that this proposal was investigated but it will not work because of the resultant height and span necessary for the train lines and it would have a huge impact on the historic districts. A member of the design team told the Committee that when a project such as this is explored, it must undergo an environmental process and PennDOT Regulation Section 4F must be followed. These regulations were written to provide extra protection to cultural resources. When studying options, the only alternative PennDOT would consider would be the one that has the least impact on historic districts. Replacing this bridge structure on the existing alignment will have zero impact to both historic

districts. If PennDOT were to move the alignment, the impact on both districts would be significant.

Mr. Teles said the team listened to the concerns of the representatives of Cheltenham and Jenkintown and one of the suggestions was to add bike facilities on this bridge. Mr. Teles showed the Committee an idea that was proposed. The sketch showed eliminating the left turn lane on the bridge and the creation of a roundabout on the other side of the bridge. The result of which would be instead of having a left turn lane in the middle lane, there could be one lane going each way and a bike lane, broad enough to share the road, on each side. Mr. Teles said roundabouts control speed of traffic and increase safety.

Regarding pedestrian crossings during construction, Mr. Teles stated that the proposal of creating an "at grade" crossing would not work at this station. Jenkintown Station has four train lines traveling at high train speeds, limited sight distance, and express trains that do not stop at the station. Access during construction for pedestrians will be provided through the existing pedestrian tunnel. SEPTA will be incorporating ADA compliance facilities once this project is complete.

Mr. Greenwald thanked Mr. Teles for pursuing the realignment of the bridge location and the "at grade" crossing suggestions and explaining the reasons why they would not work.

Mr. Swavola asked Mr. Teles when and at what times were the traffic counts taken. Mr. Teles said in May. Mr. Swavola suggested that they be taken again especially since school is back. He asked Mr. Teles to forward a copy of the May traffic study to the Township. An attendee wondered if the traffic study took into account that the Cheltenham School District school bus lot is located on Glenside Avenue and it consists of a large volume of buses traveling back and forth every day.

Mr. Teles then addressed the construction duration timeframe. At present the duration should be approximately eighteen to twenty-four months with a detour lasting twelve months. If the utility work can be done before the bridge is out of service and then immediately afterwards, possibly the detour duration could be shortened. The detour route will be over two and a half miles long and along state roads. A main concern was if trucks could handle the turns at intersections particularly at Greenwood Avenue and Church Road. Mr. Teles said PennDOT could make temporary improvements to intersections to address this situation. Another alternative would be to post a different detour route just for trucks. Mr. Swavola asked Mr. Teles if he knew how much truck traffic would be involved. He answered five percent. Mr. Kasthuber said he did not think removing truck traffic is going to alleviate the traffic congestion at Greenwood Avenue and Church Road. PennDOT said it would work with the School District and the bus routes will be adjusted accordingly.

The bridge is deteriorating and is structurally deficient. The proposed bridge is a single span steel multi-girder superstructure on reinforced concrete abutments. A bridge of this size cannot be prefabricated. The retaining walls will be prefabricated.



The hours of construction over electrified tracks are limited and will be 1:00 AM to 5 AM. Mr. Koerner was asked if the train timetables could be altered to allow more construction time in the nighttime thereby shortening the construction duration. Mr. Koerner said if it were considered at all, it would be during the weekend not normal workdays.

An attendee asked if the Wyncote BHAR will have any say in the appearance of the bridge and Mr. Teles replied that a Certificate of Appropriateness was issued back in 2003. He displayed a preliminary rendering showing the bridge and its stone facade.

The Committee thanked Mr. Teles and his team for their presentation.

#### CITIZENS' FORUM

Item 17. Olga McHugh, 127 Hewett Road, Wyncote, addressed the Committee. Ms. McHugh asked how the Township would notify the public of the next parking garage project meeting. Mr. Portner told Ms. McHugh that this proposal is going through a process and the public will be notified as soon as things come to the table. He said he finds that people have trouble separating their emotions from logic. Mr. Kraynik said anytime this kind of project gets on a Public Works Committee Agenda, the Township notifies key individuals. That's the reason it is so important for interested people to sign the attendance sheet so that they can be included when a mailing/email list is created for notifications.

Ms. McHugh asked Mr. Swavola to add her concerns about the crime and drug activity she has witnessed at the train station parking lot to the list he compiled earlier. Mr. Swavola said he would do so.

#### #10 9-10-08 from SR to Allan Lundy:

Thanks for the great pictures showing how prone to flooding the Tookany is. .... When I was a student, I worked at Wyncote Pharmacy [now Friends Cleaners] and bailed out the basement a bucket at a time during the flood of 1967 or 1968. The basement is below the level of the creek even during a drought.

#### #11 9-16-09: from Allan Lundy to a limited mailing list:

Dear Friends and Neighbors,

Thanks to all of you who attended the Sept. 9th meeting! .....this is just a very brief Hello, ONLY to those who attended the meeting or sent me notes saying they couldn't come or expressing interest. I haven't copied Olga McHugh's extensive list or any others, so please feel free to forward this to anyone not on the above recipient list who might be interested.....

ON THE MEETING:

The following are strictly my opinions! Others in attendance will have their own! In particular, Olga is planning a follow-up.

Very briefly, the meeting was well-conducted by Commissioner Michael Swavola. We owe him thanks for allowing so many of us to express our ideas and feelings in what was not supposed to be a public hearing. The presenter from PENNDOT made a reasonable case for the necessity of re-building the Greenwood Avenue bridge in its present location. They hope to have detours going through our neighborhood for "only" about 12 months. As to the SEPTA representatives, their presentation was minimal -- we thought maybe they heard that an angry mob might tear them limb from limb and they wanted to play it safe. The main representative claimed that they were going to use the 3-year-old feasibility study as a starting point and that nothing had been decided yet. Apparently the guy who presented on temporary parking plans (plans, not proposals) didn't get the "keep it low profile" message. He is expecting (not proposing) that temporary parking lots will cover the bird sanctuary AND the park space including the playground at the north end of Ralph Morgan Park AND many other nooks and crannies that we naively think of as our open space and under the control of local government, rather than SEPTA's.

Many residents brought up excellent arguments against the project. I personally thought the heatedness of the discussion was just right -- angry but still civilized. I contributed some photos of near-flood conditions (those who were not at the meeting -- do you even remember that there was a moderate rainfall the previous Saturday?) and I also have video clips I am eager to show at the next neighbors' meeting -- in a month or so? As things develop, we should organize all the ideas and feelings to present a united front.

Finally, for what it's worth, SEPTA's expansion all over eastern PA was the subject of a front-page article in today's Phila Inquirer (that's why I'm rushing this out now). It's very sympathetic to SEPTA, but we did get a mention in the last few words of the article. Well, it's a start.

#12 9-16-08 Olga McHugh to a wide group:

Hi, everyone:

Allan Lundy has sent out an e-mail summarizing the meeting that took place at the Cheltenham Township Public Works meeting on Sept 9th regarding SEPTA's desire to build a parking garage in the South lot of the train station. ....

I want to echo Allan's comments about Commissioner Michael Swavola. I have to say that I thought he was very patient with the community and we do owe him a big thank you for letting so many of us make our comments. I left the meeting feeling that the Commissioners really respect the residents and like I had just attended an old fashioned town hall meeting.

It would benefit us to have some kind of record about the parking at the existing train

station lots. If you walk through the station parking lot, take note of the time of day, the day of the week, the number of spaces available for parking or if there are none. Note too if you are reporting on the North lot (closest to the playground area) or the South lot (closest to the post office). I don't mind accumulating them in a folder if you e-mail me the information.

**These are my opinions - strictly my opinions:** I want to state my big fear about a parking garage at our wonderful and historic train station. I do not want our neighborhood to become another Fern Rock Station....it's unkempt, I do not feel safe when we park our car there, I would not want to wait for a bus there etc. If we look at that large complex and base our expectations of SEPTA's maintenance and security for the expanded parking facility here in Wyncote - I can only imagine our property values going down and crime going up. I also cannot imagine adding another 300 or 550 cars into our neighborhood Monday through Friday, especially with Glenside and Greenwood Aves. so heavily traveled now - including all the school buses. Nothing was mentioned at the meeting about the fact that children wait along Glenside Ave. for their school buses in the morning. When we have bad weather in the winter, the side streets cannot be used by the buses so the stops are moved out to the main streets for the kids to be picked up at and dropped off at on school days. All of this coincides with the work week and the increased traffic that occurs Monday through Friday.

I'm not against progress, however, I think that if parking spaces are added we need to be sure we are not inviting more traffic than can be handled on our small streets. I don't know if the Pitcarin building is still unoccupied...there is a large parking lot there and it is right next to the station...all that would be needed is a safe walking path. What about adding metered parking on the Jenkintown side along the outbound street?? There is no parking there now and the street is wide.

As I said these are my opinions.

#13 9-25-08 from David McVeigh-Schultz circulated widely:

Date: Thu, 25 Sep 2008 23:03:34 -0400

Subject: Citizen concerns about SEPTA station development

Fellow Environmentalists,

Cheltenham EAC [Environmental Advisory Committee]'s Chairperson, Barbara Duffy, suggested at our last

meeting that we begin a dialog about our views on future plans for the Jenkintown-Wyncote train station. I'm going to try to get that started here. Many of you know that more than 50 people attended a township Public Works Committee meeting on September 9 to hear presentations by SEPTA and PENNDOT on plans to build a parking garage and to rebuild the Greenwood Avenue bridge. These plans were to have grown out of a feasibility study review that was completed in June of 2005 through a series of community meetings. (You can refer to the study on Cheltenham's website.) Allan Lundy and a small group of neighborhood activists took the initiative to alert neighbors about

the next phase of the planning process, being conducted by SEPTA and PennDOT, in which additional parking is being considered over and above that recommended by the feasibility study. The PennDOT presentation also revealed that PennDOT had researched temporary parking sites on township parks, public lands, and streets, but not use of private lands. That presentation left me with the impression that PennDOT wants to lower project costs regardless of the social and environmental consequences.

Environmental Advisory Committee members have a lot of experience that could be used to sort out some of the environmental concerns raised by the prospect of station development. Some of us could address issues raised by prospects of construction in the Tookany watershed and flood plain. Others of us have been thinking about property development around train stations, and ways to maximize the use of train service by township residents in order to reduce our energy consumption. Still others, have been thinking about SEPTA bus service and how this could be more useful to Cheltenham residents if it was better linked with train service. I hope that some of you will "reply all" to write about some of these topics and address other related topics that interest you as well. The development of SEPTA train stations in Jenkintown and Glenside is a challenge that could benefit from our diverse knowledge, and could benefit from some environmental imagination.

David McVeigh-Schultz

#14 10-6-08 from JM to Olga McHugh and forwarded:

.... I am curious, however, about the Pitcairne property across the tracks from the proposed building site. Has any effort been made to either buy or rent parking spaces from them? The advantage to having some of the parking in that location is that any traffic headed toward OYR and north wouldn't have to come through the Greenwood/Glenside Ave intersection at all, but could exit directly onto Township Line Rd and quickly clear the area.

As for the proposed garage, it seems that the only one who stands to benefit is Septa. By building at our station with it's 4 train lines, they get away with building only one station/garage, instead of the several they would have to build farther up the tracks. We would lose our charming neighborhood station and suffer from significantly increased traffic and perhaps decreased property values. Meanwhile, commuters who live many miles north of us would spend more money on gas driving to and from Jenkintown, would be stuck in traffic here, and would be polluting the atmosphere in the process (isn't mass transit supposed to benefit the environment?), all so Septa can avoid building

stations in their neighborhoods. Why exactly is our township even considering this?

#15 10-9-09 from Barb Duffy to wide audience:

Hello Olga and fellow concerned Wyncote residents,  
First I would like to say I am sending this email as a concerned Wyncote resident not as an official EAC [Environmental Advisory Committee] adopted statement since the EAC board has not officially reviewed or discussed the SEPTA garage topic at an EAC public meeting.

I would like to thank Allan Lundy, Peter Wieck and Commissioner Muldawer for speaking at the Wyncote Civic Association on Monday night.

I would just like to add to the discussion by giving some more background information and mentioning some of the environmental issues. Although Peter brings up many good points in regard to stopping the building of the garage I believe that is not the direction we should be heading in. We need to understand that SEPTA started a feasibility study several years ago because they knew that they needed to redesign all of their train platforms and have them comply with the American Disability Act (ADA). This means that all of the platforms at our train stations need to be raised to eliminate the use of the steps while boarding the train. SEPTA knew that they would have to redesign Jenkintown-Wyncote Station and Glenside Station by either knocking down the present station buildings in order to raise the platform or by moving the stations away from the existing historic station buildings-- and they knew the latter would be the better choice. So they thought, why not move the stations, comply with ADA and also increase the parking areas by adding parking garages. So with this in mind, I am fairly certain that the stations are going to be moved to comply with ADA and some construction is going to happen. Now with this new platform and station construction they will loose parking spaces and SEPTA is not going to let that happen especially with ridership up by 14%. It is my opinion that the garage is going to happen-- but what kind of foot print it will have should be our focus.

The new SEPTA proposal for a 900 car garage is unrealistic. As we know, Jenkintown Wyncote Station is located in a small community neighborhood, with small streets feeding into its parking lot. It is totally unrealistic for SEPTA to think that our neighborhood streets can accommodate the increased volume of traffic to fill this proposed 900 car garage, especially when less than a mile away is the Glenside Train Station, which is also being targeted for a new station/parking garage. A small increase in spaces located at Jenkintown-Wyncote Station and also at Glenside Station should adequately serve the communities and provide SEPTA with increased ridership. We must also advocate that SEPTA look into reopening some of the outer suburban stations that they closed many years back rather than attracting drivers to the Jenkintown-Wyncote Station. They should also provide financial incentives to commuters who ride the bus to the station and to those who walk or ride their bike. They could also encourage local large businesses to provide shuttles to and from the station at rush hours. With these ideas in mind, the Penn DOT Bridge and SEPTA station designs should also include

attractive bus shelters and an increased number of bike racks.

Here are the watershed issues we need to consider: The present southern parking area is a detriment to our Tookany Creek! The SEPTA station parking lots are storm water runoff nightmares and are constantly polluting the Tookany Creek. As mentioned at the meeting, there is little or no riparian buffer along the parking lot that abuts the creek along Glenside Avenue near Greenwood Avenue. This means that trash, oil, antifreeze and other debris from the 365 cars parked there daily, enters our waterway on a regular basis during any type of rain event or windy day. Presently the trees along this area are old and decaying and most are leaning into the creek as the stream bank is underscored due to storm events. The stream banks are eroded because of the water runoff from the parking surface. It is predicted that within five years all of the existing trees in that area will be gone and replaced by invasive non-native Japanese Knotweed. This lack of riparian area was noted in our Tookany Creek Watershed Management Plan (TCWMP) and the plans recommendation was to have the Township partner with SEPTA to retrofit the parking lot using Best Management Practices (BMPs), such as a tree island, or a riparian buffer which acts as a filtration system to reduce car pollutants from entering the stream. Now is our opportunity to implement this recommendation from the TCWMP. The parking garage addition affords us this opportunity. If we demand that the parking lot remain the same, the pollution will continue.

As stated above, the opportunity is now but we need to work closely with SEPTA in order to get the needs of our community met. The neighbors on Cliff Terrace are concerned that a large parking garage would decrease the value of the neighborhood; however, if the garage is not large and beautifully designed with a buffer area along the creek this could enhance their property value because the buffer would create a green area that would block the view of the garage, decrease the noise of the cars and of the trains and have the added benefit of protecting our creek. If a green roof was also added to the garage there would be enhanced beauty to the neighborhood and this too would increase the value of the homes in the area, as well as decrease the runoff from the parking garage and improve the quality of our waterway.

A Green roof would not only reduce runoff but would also add to the beauty of the garage and add a welcoming entrance way into Cheltenham Township as well as a pleasant view from the office and apartment buildings on the Jenkintown side. The green roof would also attract more pedestrians and compliment its neighboring Ralph Morgan Park, George Parry Bird Sanctuary and the businesses that will locate in the present train station building. Attracting more pedestrians would also provide more safety measures as delinquents tend to stay away from areas frequently used by the neighborhood. The roof top could also be designed to connect with the pedestrian and bike routes on the bridge in order to bring walkers and bike riders more safely into the station, by avoiding car traffic at the lower garage entrance levels.

Another important issue brought up at the meeting was the flood zone-- yes this parking area will flood during a hundred year storm event, which we are predicted to have more of due to climate change. But from a safety and environmental perspective, I would rather see cars in that parking area contained in a parking garage during a major flood rather

than being swept away down the creek and blocking the bridges down stream and then creating higher flood water levels in our area.

Other environmental suggestions that we should request include solar powered lighting, collection of storm water runoff for toilet use and to irrigate the rooftop plantings, and using recycled building materials.

Given this information, I hope everyone understands that demanding that the parking lot stay the same is not going to help our neighborhood or our creek or future flood situations. Also I believe SEPTA is working on a time line that has the construction of the station/garage happening at the same time as the Penn DOT, Greenwood Avenue Bridge replacement. So it is important that Wyncote neighbors be involved in this process and let their concerns be heard. The Cheltenham Environmental Advisory Council (EAC) is working on putting together a statement for our township staff, our Board of Commissioners and the SEPTA garage design team. Our emphasis will be on having our township officials work with SEPTA to improve the Wyncote neighborhood, not to overburden our streets with polluting cars, to work with SEPTA on ideas to increase ridership without negatively impacting our neighborhoods and to focus on improving our watershed, including storm water management. I will be sure to keep Olga and Alan informed if I hear anything from township staff about the public meetings that SEPTA said they were going to set up. Please feel free to email me back to add your thoughts or comments so that I can relay them to the EAC Board.

Thanks,  
Barb Duffy  
Wyncote resident  
(Also, EAC Chair)

#16 2-5-2009 from Olga McHugh, circulated widely:

To: Mr. David Kraynik, Township Manager  
Subject: Septa's Proposed Parking Garage at the Jenkintown/Wyncote Station

Hello Mr. Kraynik:

On September 9, 2008, the Commissioners held a Public Works meeting. One of the topics that evening was the proposed SEPTA garage for the Jenkintown/Wyncote train station. At the meeting, the residents were told that both Allan Lundy and I would be contacted as to when SEPTA would be holding public meetings concerning the proposed garage. Up until today, no one has contacted me.

On Monday, February 2, 2009, the Wyncote Civic Association held its monthly meeting. Many Wyncote residents were in attendance and while socializing, the topic of the garage came up amongst the neighbors. One neighbor saw someone doing a traffic survey at 10 AM and expressed concern about the timing of this survey. Doing any kind of survey that does not include rush hour, from about 6:45 AM (when the school buses start on the road) until about 9 AM, would not be a valid survey to reflect the rush hour traffic at the intersection of Greenwood and Glenside Avenue. Another neighbor stated that he saw



someone doing something in the south parking lot and inquired as to what he was doing. The man replied that he was taking core samples because a parking garage was going to be built in the parking lot.

My daughter lives on the corner of Cliff Terrace and Glenside Avenue. Apparently, SEPTA has invited the residents of Cliff Terrace to meet with them concerning the parking garage. The PR person for SEPTA, Wendy Green, only wants to meet with the residents of Cliff Terrace, this month. A parking garage will **not** only affect the residents of Cliff Terrace, but rather, the increased traffic will be flowing through all of the Wyncote streets. Increased traffic of another 300 400 cars, or more, will affect all of us. It will be more difficult for to get out of our streets and onto Glenside and Greenwood Avenues. The children wait for their school buses on these two streets and additional stops are moved out onto these streets in the winter with snow and ice making it impossible for the buses to navigate the smaller streets. It seems to me that if SEPTA has invited the residents of Cliff Terrace to a meeting this constitutes a public meeting.

Can you please tell me if Commissioners have been invited to this meeting? Will you be attending this meeting? Why is SEPTA avoiding speaking with all of us who will be affected by the proposed garage? Under the sunshine law, is this illegal? More importantly, to circumvent public input is not the way to create harmony and the desire to live in the Township of Cheltenham.

I look forward to your response. I have copied this e-mail to everyone who gave me their e-mail address wishing to be informed about our neighborhood. All of the concerned residents of Wyncote will have to deal with the ramifications of a parking garage at the Jenkintown/Wyncote station, not just the residents of Cliff Terrace. Additionally, I have copied the two Commissioners who represent us in this area (Mr. Muldawer and Mr. Portner) and the Chair of the Public Works Committee (Mr. Simon).

Sincerely,  
Olga Shast McHugh

#17 2-6-09 from David Kranik to Olga McHugh:

Mrs. McHugh:

Septa is planning to have two meetings -- one specifically for Cliff Terrace residents and another for the general public. While these meetings are being arranged by Septa and not the township, the township has encouraged Septa to have these meetings to have meaningful dialogue with interested parties.

It is my understanding the general meeting should occur before the end of the month. Septa is waiting to confirm date, time and location. For that meeting, the township is providing Septa with several hundred mailing labels of specific addresses so that a notice can be mailed directly. The township will also assist in the publication of said meeting by putting information on Channel 42 and the township website. By copy of this, I am



asking Wendy Green from Septa to email a copy of that meeting notice to everybody on this email. Ms. Green has also indicated that a notice will be sent to the Times Chronicle.

Ms. Green also reports that she is coordinating the scheduling of the Cliff Terrace meeting with Dr. Allan Lundy and that arrangements for that meeting are pending. After those two meetings are held, I will be asking Septa to attend another meeting of the Public Works Committee to update the Commissioners.

**#18 2-6-09 from Steve Spindler to Olga McHugh:**

I'm president of the Jenkintown Community Alliance. While at a recent Borough Committee Meeting, I obtained information about the project.

In case it's helpful, I scanned and posted info SEPTA provided to Jenkintown Borough. It is online at [bikemap.com/jca/jenkintownwyncote.pdf](http://bikemap.com/jca/jenkintownwyncote.pdf) [This is the same site mentioned on the first page under: **IMPORTANT: VIEW THE NEW PLANS BELOW**]

**#19 2-6-09: from Olga McHugh to a wide list.**

I received an e-mail from the President of the Jenkintown Community Alliance. He sent me a website of SEPTA's PowerPoint Presentation (PPP) **dated January 14, 2009**. Apparently, many of us just weren't supposed to know about the plans being made and being put into action. (see e-mail [above])

I was disappointed with Mr. Kraynik's response to my inquiries about the proposed parking garage. He did not respond to my comments about the traffic survey (according to the PPP this has already been completed amazingly once in April'08, August '08 and September '08). I now have **a lot** of questions about the timing of the traffic monitoring. I still do not know if the Commissioners have been invited to add input into this project that can very well lower our property values, create traffic hazards, add cost to our Township road maintenance etc. Mr. Kraynik did not respond to my question as to why SEPTA is only speaking with the residents of the 16 homes on Cliff Terrace separately rather than including all of the residents who will be impacted if a 700 car parking garage is built at the Jenkintown station.

You may or may not care about SEPTA building a 5 level 700 car parking garage. I have listed some key people below. If you have an opinion about this project, I think it is time that other opinions, other than the ones that SEPTA has chosen to give priority, be heard.

Please take the time to download SEPTA's PowerPoint Presentation and organize your questions. I have a feeling that we will get very little notice about the meeting SEPTA will have inviting us to give our comments.

*Depending upon your location, we have two Commissioners who are suppose to represent us:*

Mr. Jeffrey Muldawer [jmuldawer@cheltenham-township.org](mailto:jmuldawer@cheltenham-township.org)  
Mr. Harvey Portner [hportner@cheltenham-township.org](mailto:hportner@cheltenham-township.org)  
Chair of Public Works Committee for Cheltenham Township  
[msimon@cheltenham-township.org](mailto:msimon@cheltenham-township.org)

***Our PA State Representative***

Rep. Larry Curry  
Harrisburg Address:  
26 East Wing  
PO Box 202154  
Harrisburg, PA 17120-2154  
Phone: (717) 783-1079

District Office Address:  
One Jenkintown Station, Suite 211  
115 West Avenue  
Jenkintown, PA 19046-2031  
Phone: (215) 572-5210

***Comments to SEPTA***

SEPTA  
1234 Market Street  
4th Floor  
Philadelphia, PA 19107  
(215) 580 7800

***SEPTA Board Members*** ( SEPTA website:  
<http://www.septa.com/inside/board/members.html> )

For MONTGOMERY COUNTY  
Thomas Jay Ellis, Esquire  
Michael J. O'Donoghue, Esquire  
GOVERNOR'S APPOINTEE  
Denise J. Smyler, Esquire

**NOTE: All correspondence to the above board members should be addressed to Elizabeth M. Grant, Secretary to the Board, 10th Floor, 1234 Market Street, Philadelphia, PA 19107. ....**

**#20 2-8-09 from Ann Rappoport to Olga McHugh and a wide list:**

Thanks to Olga for taking the time to share this information about the developments on the Jenkintown station and garage. I encourage us all to make sure our community's interests are properly represented.

After looking at the power point slides and some information on the SEPTA website, here are some of my rough, knee-jerk comments:

- I saw no studies indicating from what zipcode/neighborhoods the 336 new cars are expected to come. Such information would add tremendous insight in order to better plan public transportation/riders' needs without sacrificing residential needs of local residents who intentionally bought homes within walking distance or short drive of this particular station.
- There's no explicit mention under Public Concerns about many residents' belief that Jenkintown train station should not be considered/treated as a magnet for the region. Many of us believe that a far better solution is to increase the number of trains and the stations further out in the suburbs. Locations such as Fort Washington are at much more appropriate roadway hubs (Bethlehem Pike and 309/Turnpike) and now is the time for such infrastructure adjustments in the system.
- I share your concerns about the August and September traffic "analyses" - August is always a slow month, with many people out of town, and September is still strong walking weather: still light during rush hours, etc. Let's go for November - December traffic studies. Also what time were the counts made?
- Furthermore I don't believe the only crucial intersection is Glenside/Greenwood and that the only traffic goal should be to minimize traffic at that light. There are numerous other issues when bringing an additional 336 vehicles into these narrow-streeted, residential neighborhoods, including: pollution; extra vehicles when children walk to bus stops and await buses; multiple side streets feeding into Glenside and Greenwood Aves; tendency of residents to walk in the streets (rather than on sidewalks) on snow/ice days when they walk pets, exercise and walk to the train; the extremely dangerous curve at Glenside and Woodland/Glenview, where countless vehicles cross over the center line, placing opposing traffic and pedestrians at high risk; etc.
- I wasn't impressed with the security slide. Furthermore, no actual personnel seem to be designated to monitor or provide assistance in this massively expanded facility.
- How will the new roadway changes, including the roundabouts, contribute to improved pedestrian/biker access between Jenkintown and Wyncote residents?
- How will the proposed roadway changes help walkers (efficiently and safely) cross the intersections nearby the station and then access it?
- The slides claim "Two-way Glenside access alleviates Glenside intersection." Saying that doesn't make it true. Consider that we're talking an extra 336 cars.
- I believe that any use of current park areas or bird sanctuary space for temporary parking is absolutely unacceptable and should be non-negotiable.
- Broaden inclusion when considering "other stations" by adding to their listing Roslyn (on Easton/Susquehanna), BethAyres (Huntingdon Pike), Fort Washington, Willow Grove, and several along the Chestnut Hill lines, etc.

- Promote use of local stations (rather than artificially drawing in additional riders to Jenkintown) by adding trains and offering specials for riders patronizing less crowded stations.
- The drawings of the new station/garage make it appear to me more like a prison than an appealing daily architectural feature.
- I also wonder when and how those of us who had expressed clear interest in being notified in a timely way on these developments were going to be officially brought into the loop.

Thanks. I'm interested in hearing how others think on these issues.

Ann

#21 from Olga McHugh 2-10-09 to a wide group:

Hi Everyone:

I want to share with you an e-mail that I received from the President of the Jenkintown Community Alliance. He has a good knowledge about the SEPTA/PennDOT plan and some good advice. Also, you may find the Cheltenham Township Master plan, that Steve references, to be interesting....the following pages 78-86, 127, 133, 134, 136, 140, 142. Since our Commissioners decided that we need this parking garage, maybe all of our issues should be directed at them alone. I'm wondering what survey did they conduct in our neighborhood that showed the public wants a parking garage....who made this decision?? What was the data the Commissioners, Township Manager gathered that proved the garage was a necessity?

Have fun reading Steve's comments and the *Cheltenham Township Master Plan*.

<http://www.cheltenhamtownship.org/comprehensiveplan/index.htm>

click on the left side of the page for the complete Comprehensive Plan 2005 Pdf file

From: **Steve Spindler** <[steve@bikemap.com](mailto:steve@bikemap.com)>

Hi Olga,

[Selected comments from Olga in **bold**]

Your commissioners and the Cheltenham Master Plan have been stating the need for SEPTA to build a parking garage for the last 5 years. With this support from Cheltenham, SEPTA is trying to make the most of this opportunity to maximize ridership while updating the station. **Very interesting since none of us who live here know that the Commissioners have been stating the need for a parking garage. Very interesting!**

With regards to the roundabout on the Jenkintown side of Greenwood Ave Bridge, here's how this came about.

In response to Jenkintown Borough's desire for bicycle lanes on Greenwood Avenue Bridge, I got a small group of experts together to assess the situation, and then we presented the roundabout concept to PennDOT for consideration. They had a roundabout expert analyze the conditions, determined it was desirable, and then came up with a design. The neighborhood roundabout is an elegant solution that creates space on the bridge for a bike lane by eliminating the need for a left turn lane. A bike lane for cyclists on the bridge creates a buffer between cars and pedestrians on the sidewalk. The roundabout also improves traffic flows (forcing cars to slow down while eliminating the need for a traffic light) and creates an aesthetically pleasing gateway to Jenkintown.

**Yes, I can see the advantage for all of this for the Jenkintown residents, unfortunately we knew so little that we did not have the luxury to have planners do anything for us.**

In the plans for the new train station platform, pedestrian access to the station on the Jenkintown side continues to be near the current entrance on the north side of the bridge. Pedestrians arriving and departing from Jenkintown will have an option to crossing the street due to the pedestrian walkway beneath the bridge. I don't know how access to the Pitcairn property has been addressed, but it seems like it could be done fairly easily.

**Yes, this property has been suggested by many of us over here to SEPTA...to consider purchasing this property and use the parking that already exists...and build a foot bridge over the tracks...maybe lease out the office space or use that space to place the garage...in the same footprint as the office building or leasing this property and use the parking area for the train and to make some offices in there for SEPTA.**

You might wonder why there isn't a roundabout planned at Greenwood and Glenside Aves. Between the bridge project and the intersection of Greenwood Ave and Glenside Ave there is another bridge over Tookany Creek. For environmental reasons, PennDOT doesn't want to touch the small bridge over Tookany Creek. For a better answer than I could give, you'd want to talk with the bridge project team. **There isn't enough room on our side to make a roundabout....they would have to acquire the gas station and the building on the corner....and then there is the alignment of the road...also PennDot would have to consider historic issues - which they said is one of the first issues they must address by state law.**

Just a suggestion... I think Wyncote residents may want to create a bicycle, pedestrian and transit plan so that they can come together around what they want. There are many issues that can be addressed, including no pedestrian access to Curtis Arboretum, no ped crossings at Rices Mill Rd and Glenside Ave, telephone poles in the center of sidewalks, lack of sidewalks, sidewalks that are too narrow, high speed traffic, etc. By having your own plan, you can make your desires know to the township, county, and SEPTA.

I believe SEPTA may be giving a presentation in Jenkintown sometime soon. It's hard to keep up with all the meetings.

Steve  
Steve Spindler Cartography

#22 2-10-09 from Olga McHugh widely circulated:

If you can digest anymore..... read the e-mail from Kristin Milley, below

My really quick thoughts: handing surveys out to people who are commuters - doesn't produce valid results for the needs of the community, specifically Wyncote or Glenside. Those that stated more parking was needed, were most likely not living in this community - Wyncote. Also the study had to be initiated by???....the Commissioners?? This study could not have considered a new administration in DC in 2009 that has made one of its goals to increase the use of public transit to reduce the use of fossil fuels...this new administration may give entities like SEPTA money to expand their rail lines and create commuter hubs in the farther suburbs. A lot has been happening in the last 9 1/2 years, such as, more people able to work from home due to the rapid growth of technology.

I've also thought..."public input"....who were those that were "the public?" I couldn't find a list. We've lived here in this house for 22 years and never received a letter or some form of communication requesting input. Or, was there a random sample taken of the Wyncote residences?? or maybe the Wycote Civic Association was contacted, which would have been logical, since they are a very old and entrenched point of contact for the Wyncote community?

From: **Kristin Milley** <[kmilley@comcast.net](mailto:kmilley@comcast.net)>

Olga,

I don't know if you've seen the reports that are referenced by many for having begun our process toward additional parking.

The first was conducted in 2000 by the Delaware Valley Regional Planning Commission entitled *Parking Demand Study: Glenside and Jenkintown SEPTA Stations*. This is the primary reference which estimated the need for parking in the year 2025 to be 811 spaces. (Originally the study called for more spaces; however, a re-evaluation of the growth of Center City businesses which occurred while the study was being performed indicated a downward trend which meant fewer spaces.) I have not been able to view this study as it is not on-line but the next study referenced it.

The second study conducted in 2004 by Hillier Architects - one for Jenkintown and a separate one for Glenside - provided the development of the parking garage and included public forums where apparently business owners, commuters, and residents came to discuss the plans and offer feedback. They claim in the report that the DVRPC study was

partly conducted with surveys handed to commuters which came back as parking being the number one concern about the station. Of course, what person parking a car hasn't complained about parking especially if they have to walk in the rain.

I am including the links to the 2 Hillier reports. I've read Jenkintown and have some notes about what I've read. I haven't read Glenside as it is 140 pages, much longer than Jenkintown's 28 which I find interesting.

Jenkintown

<http://www.cheltenhamtownship.org/trainstations/Jenkintown-Wyncote%20-%20Final%2006-14-2005.pdf>

Glenside

<http://www.cheltenhamtownship.org/trainstations/Glenside%20Station%20Area%20Plan.pdf>

I hope these will help. It seems much of this has been in the works since 2000, so I'll try and track down the original DVRPC study to see if we can find out why they feel we need these spaces.

**#23 2-10-09 from Neil Boyden Tanner to a wide audience:**

All,

I ran into Tom Ellis today and mentioned to him the growing concern around this project. (For those unaware, Tom is a Cheltenham Township resident, former Montgomery County Commissioner and member of SEPTA's Board.) I told him that there is growing concern about this project, and in particular the lack of information being offered to local residents. I asked that he encourage the appropriate SEPTA officials to begin engaging with us so that we can better understand what the current status of this project is and what the process going forward will be.

Separately, I have heard that the reason behind the push for Jenkintown to have this station is because the one originally intended for Glenside Station was not wanted by Township Commissioners. If that is the case, I'm not sure why Jenkintown is deemed a better location but it would indicate that our best route for staying informed and making our views known is our own township commissioners.

**#24 2-12-09 from Olga McHugh widely circulated:**

To: Mr. David Kraynik

Subject: Jenkintown/Wyncote proposed parking garage

Mr. Kraynik:

I found out that Jenkintown was having their Public Works meeting on February 11, 2009. The agenda included a presentation by SEPTA regarding the newly proposed parking garage for 700 cars and road work. Four of us went. Are we glad that we did! We found out that there will be a public meeting on February 24, 2009 to be held at Cheltenham High School for Jenkintown and Cheltenham residents to seek public input before the project is finalized. Can you please tell me the time that this meeting is scheduled to be held? I find it unlikely that you do not know about this meeting since it will be the only public meeting for residents to express their concerns about the total project. This would have to be an accurate statement from the Representative from SEPTA since they announced the date to the Board of Jenkintown in a public meeting. Oh, and the SEPTA representatives requested that the Jenkintown Board members and residents come out and show favorable support for the project to counter the Cheltenham dissent.

We all found it pretty amazing when a Jenkintown Board member asked a Mr. Glen Hare (I believe that is his name, from Gannett & Fleming), if any of the Cheltenham residents objected to the height of the proposed garage. His answer was "No." Now, this is an untruth. This newly proposed garage is not the same as the one that was on the Township website in September of 2008. This newly proposed garage is higher - one level higher, depicted with towers on it, and now a brick facade instead of stone as stated in the June 2005 Feasibility Study (pg. 21).

A comment was made by the SEPTA representative that when the project was presented at a Cheltenham meeting the residents were "totally against" a temporary parking lot being constructed along side the Wyncote Post Office the area that was under construction for a long time to remove pollutants and the area in which residents planted trees and native species. He described the sentiments of the Wyncote residents as totally against this "temporary" parking lot to the point that he felt like he and his team would be thrown out of the room. This obviously had to be the September 9, 2008, Cheltenham Township Public Works meeting. He then stated: but after a recent "private discussion with board members, Cheltenham is actually agreeable now" to the temporary parking lot and also stated that this would be free parking during construction and encouraged Jenkintown residents to use it as extra parking anytime. The SEPTA representative then told the Jenkintown Board that "apparently the plantings was a neighborhood thing" and some of them "got their hands dirty" as if this is the reason Wyncote residents were upset about a parking lot next to the Post Office. Since the Public Works meeting of September 9, 2008, the residents in Wyncote have not been notified of another meeting. The Commissioners clearly stated that we would be notified about public meetings concerning the SEPTA project. Who decided that it was "agreeable" to construct a "temporary" parking lot on Glenside Avenue and for the residents to endure yet again the dirt, construction vehicles and then a minimum of 2 to [3] years increased traffic with cars entering and exiting onto Glenside Avenue?

We did like a statement made by the Chairperson of the Jenkintown Public Works committee. He said: "this new train station will serve the public for the next 70-80 years.



We should take the time to do it right."

Mr. Kraynik, I want to know why I had to go to a Jenkintown public meeting to find out about the upcoming February 24, 2009 SEPTA meeting at Cheltenham High School. As stated by the SEPTA representative, this is to be the *only public* meeting for the residents of Jenkintown and Cheltenham to express opinions on the total Jenkintown/Wyncote train station project. I am copying all of the residents here in Wyncote, on this e-mail, who have objections to the building of a 700 car parking garage in our historic residential community.

I look forward to reading your response to my questions,

Olga Shast McHugh

#25 2-12-09 from David Kraynik, Township Manager, to Olga McHugh and widely distributed:

Mrs. McHugh:

Since my email to you last Friday, February 6, 2009, I have been waiting to hear from SEPTA about the date, time and location for their public meeting. As of this morning, I had heard nothing. This morning, I contacted David Koerner, SEPTA's Senior Project Manager assigned to the garage project. He tells me the February 24 date is still tentative and that he is waiting to get that confirmed with the Cheltenham School District. Just like I indicated in my 2/6/09 email, I am asking SEPTA to send to everyone on this email list a copy of the meeting notice when arrangements are finalized.

SEPTA officials and its consultants do not speak for the township nor can I control what they say. The idea that a meeting later this month would be "the only public meeting for residents to express their concerns about the total project" is incorrect. I cannot predict how many public meetings SEPTA may have but I can speak to the number of public meeting the township will have on this project.

It's important to understand that SEPTA is still in the design stage on this project. SEPTA's appearance at Public Works Committee meetings in Cheltenham and Jenkintown to date, along with SEPTA'S scheduling of meetings with Cliff Terrace residents and the general public, are efforts on SEPTA's part to get input while the design is being created. Once SEPTA finalizes it's design, it will have to submit a Land Development Application to the Township which will result in several public meetings of the Planning Commission, Shade Tree Advisory Commission, Public Works Committee, and the full Board of Commissioners. And I stand by the statement I made in the 2/6/09 email to you that "I will be asking SEPTA to attend another meeting of the Public Works Committee to update the Commissioners" after SEPTA's public meeting and Cliff Terrace meeting.

I reiterate that SEPTA nor it's consultants speak for the township, which has agreed to nothing as it concerns this project, including but not limited to the issue of temporary parking on Glenside Avenue. Conversely, I cannot at this time speak for SEPTA about

questions you raised in your 2/6/09 email about their traffic counts.

Sincerely,

David G. Kraynik  
Township Manager

**#26 2-12-09 from Olga McHugh to Allan Lundy:**

.....if the SEPTA guy had said the word "tentative" with his statement about a meeting to be held on Feb. 24 at CHS...i wouldn't have said a thing about a "tentative meeting"....I figure that the SEPTA guys know exactly what they are doing when they go into a public meeting of a municipality...they know that minutes will be taken and that the public reads the minutes and can sit in on the meetings. ....someone that works for our township, maybe the guy in charge of public works and roads, worked with SEPTA to set the meeting date and time. ....

When 2 municipalities are involved in such a large project...all of the meetings should be joint...also, they are public meetings....

SEPTA, we all concluded last night, is using each municipality against the other to get what they want. However, [regarding] a meeting date and location to hear public input. They volunteered that information...the members of the board in Jenkintown didn't ask them for a date and location for a public meeting.

**#27 2-12-09 from WM to Olga McHugh and others:**

Dear Olga & Township Advocates:

Thank you for your vigilance and discussion and David Kraynik's clear explanation of where SEPTA and our Township stand respectively in the on-going proceedings of the design phase of the parking garage at the Jenkintown Train Station.

As the proceedings go forward these are the issues that matter most to me and the ones that I will advocate:

Our best science tells us we have until 2015--six to seven years to decrease our greenhouse gases if we are to bring Climate Change back from the "tipping point". We also are approaching or at Global "Peak Oil" and biofuels in general are depleting food, land, small farmer/landowner rights, water, & forests, so the days of the internal combustion engine are numbered. I believe to address these crises, we will have to begin to economically discourage the gas powered car and encourage transit and bicycles. My view is the on-going SEPTA design process should include more bus routes and safe bike paths to the train station and less car parking spaces and more bike racks and cyclist amenities at the garage. Moreover, it is in the Township's interest for storm water management and aesthetics to have as much net gain of green space & riparian border as

possible around the parking garage and creek.

#28 2-12-09 from Tom McHugh to David Kraynik and others:

Mr. Kraynik:

Thank you for your email in response to Olga McHugh's email of 12-Feb-2009.

I was one of the four Cheltenham Township residents that quietly listened and watched as SEPTA and their planning consultants made their pitch to the Jenkintown Public Works Board. It was an "eye-opener" to say the least. After the meeting the four of us compared our written notes and Olga composed her email to you based on exactly what all four of us witnessed at that 11-Feb-2009 evening meeting.

Somebody needs to make SEPTA and their consultants stop giving incorrect information in their presentations. Whatever eventually happens with this large project, the public discussions and planning must be based on accurate information. According to the statements made by the SEPTA group last night; 1) Cheltenham residents have no problem with the height or appearance of the proposed 700 car parking garage and towers, 2) resistance by Cheltenham Township has vanished to a large parking lot next to the Wyncote Post Office that will be required for two or three years during construction of the new station, garage and bridge, and 3) that the plan is just about finished. I listened as SEPTA was clearly asking Jenkintown folks to attend their final public meeting at Cheltenham High School on 24-Feb-2009 to counter any resistance to the plan from Cheltenham residents. We all know that Cheltenham residents have a much bigger stake in the property value, traffic and visual issues that will result from this project. SEPTA seems to have adopted the age old strategy of divide and conquer. Cheltenham residents, Commissioners and employees should be working together to discuss the many issues forced upon us by the SEPTA plan, not having separate small meetings with SEPTA. We should be working in a friendly way with Jenkintown on this plan and never let SEPTA drive a wedge between us. The train station and bridge will be shared between our two wonderful communities.

Do not wait for SEPTA to inform you of their strategy for presentations to the public. Get after them to give proper notice. If SEPTA has received approval for the 24-Feb-2009 meeting at CHS, they will have succeeded in scheduling a very important public meeting with a very short time for our residents to be notified. In fact, the longer it takes for SEPTA to firm up a meeting, the shorter the notice. The senior member of the SEPTA team stated last evening that any garage smaller than 700 parking spaces was unacceptable to SEPTA for financial reasons. We must not allow SEPTA finances or economy of scale in the design of their desired parking garage to dictate major changes to our community. I speak for many when I say that the current SEPTA plan will transform Jenkintown-Wyncote Station into a "transportation center" and encourage more riders to drive into Cheltenham Township from more distant suburbs. The line of school buses, cars and trucks on Glenside Avenue every morning during the school year is already bad enough. We chose to live near a truly beautiful train station that, due to it's location and

the train routes that run through it, has a high frequency of boarding and unloading. That frequency will draw riders even from neighborhoods that have SEPTA rail stations, simply because the train schedule is more convenient. SEPTA needs to extend and expand their service in the outer suburbs to fulfill the important roll of our rail system in building a more environmentally and economically sustainable region. Instead, SEPTA is effectively punishing Cheltenham residents for doing the right thing...choosing to live in the near suburbs.

Sincerely,

Thomas K. McHugh  
Hewett Road, Wyncote

#29 2-13-09 from Dave Koerner of SEPTA to David Kraynik and for wide distribution:

David,  
Attached is the announcement that will be sent to Cheltenham Township and Jenkintown Borough residence. There will also be a notice in next weeks Times Chronicle. I just received confirmation from Cheltenham High School of the availability of the Little Theater for Tuesday, February 24th, from 6:30 pm until 8:00 pm. As we discussed, a copy of the notice will be sent to everyone on your previous email. Let me know if you have any questions. Thanks

Dave Koerner  
SEPTA  
Engineering Maintenance & Construction

#30 2-13-09 from JO to Olga McHugh:

Olga - the attached guide, prepared by the folks at Community & Environmental Defense Services, may be of help to us. I skimmed through it quickly, but will take more time to read before Sun. eve.

[Attached was a **299-page** Acrobat reader document titled]:

HOW TO WIN LAND DEVELOPMENT ISSUES A Citizens Guide To Preserving & Enhancing Quality of Life in Developing Areas Through Responsible Growth Management

By Richard D. Klein

COMMUNITY & ENVIRONMENTAL  
DEFENSE SERVICES

811 Crystal Palace Court

Owings Mills, Maryland 21117

<http://www.ceds.org/publications.html> You can download a copy, it is a Pdf file]

#31 2-13-09 David Kraynik to Tom McHugh:

Mr. McHugh:

By now, everyone on this email list should have received notification that SEPTA's meeting has been confirmed for Tuesday, February 24, 2009 at Cheltenham High School from 6:30 p.m. to 8:00 p.m. By copy of this email, I'm asking the Township's Public Information Officer to put this information on the township's website and cable channel 42. I have and will continue to copy all the Commissioners as well as SEPTA officials on all my email responses so that they know first-hand any concerns that are being raised in the community.

#32 2-13-09 from Olga McHugh to David Kranik:

Mr. Kraynik:

Having SEPTA decide the time of the Feb. 24, 2009 meeting, has allowed the Wyncote residents to get "railroaded" by the Railroad. 6:30 PM on a weeknight for a public meeting does not take into consideration that many are still in rush hour traffic returning home from work. Why wasn't the start time of the meeting at 7:30 PM, thereby providing enough time for the residents to arrive home, take care of the children's needs and have time to eat some dinner? My suspicion is that by choosing the starting time of 6:30 PM, the number of residents able to attend the meeting will be limited.

How can intelligent and thoughtful questions and opinions be stated when the starting time of the meeting will preclude many from arriving in time to hear SEPTA's presentation?

O. McHugh

#33 2-13-09 from David Kranik to Olga McHugh:

Mrs. McHugh:

As I have indicated in other emails, I cannot speak for SEPTA. By copying SEPTA officials on this and all my emails, I am informing them of your criticism and I urge them to respond directly to you. The Township was not involved at all in arranging the meeting. I can only speak for the township and we would not have started a meeting of this nature at 6:30 p.m. for the very reasons who have indicated below.