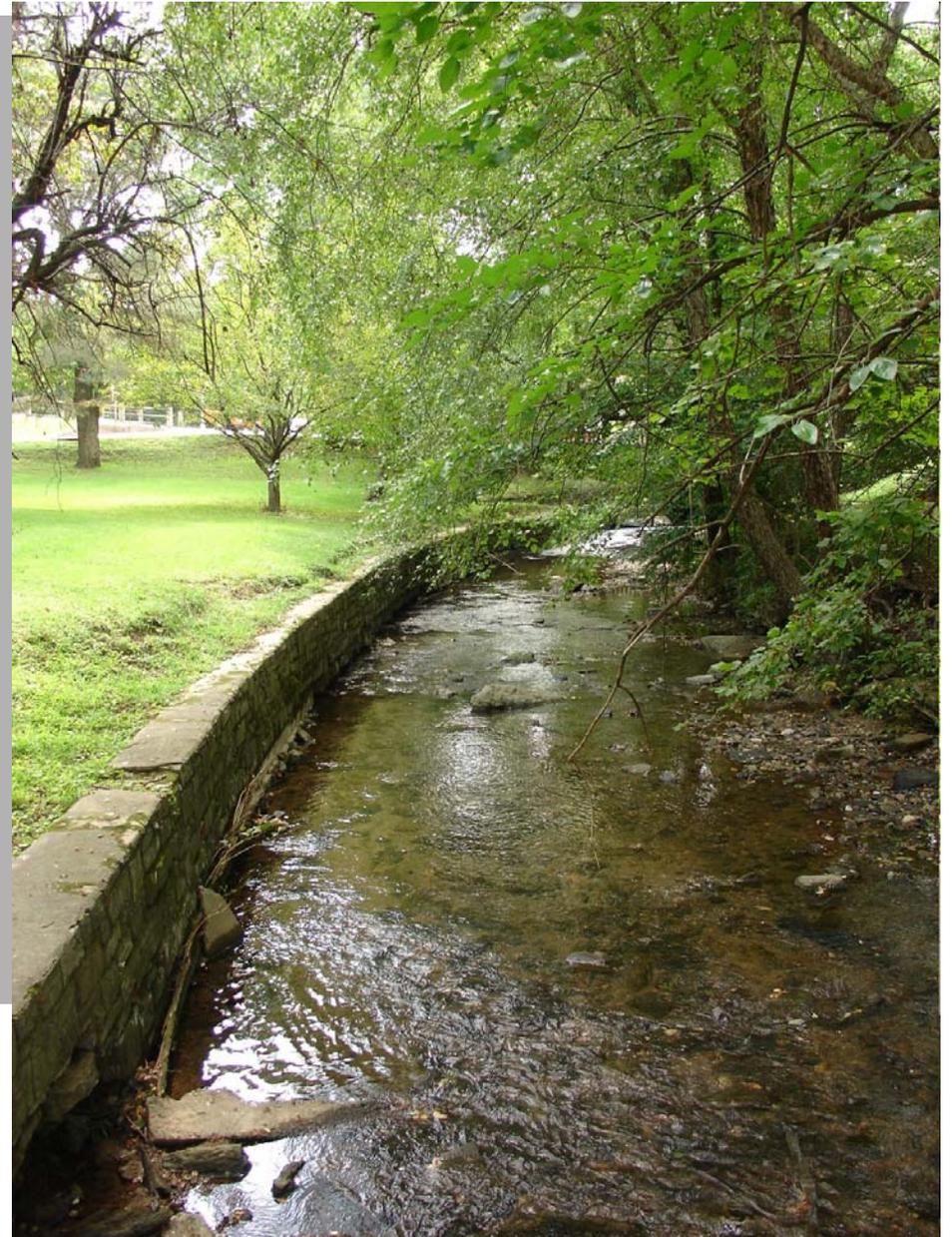
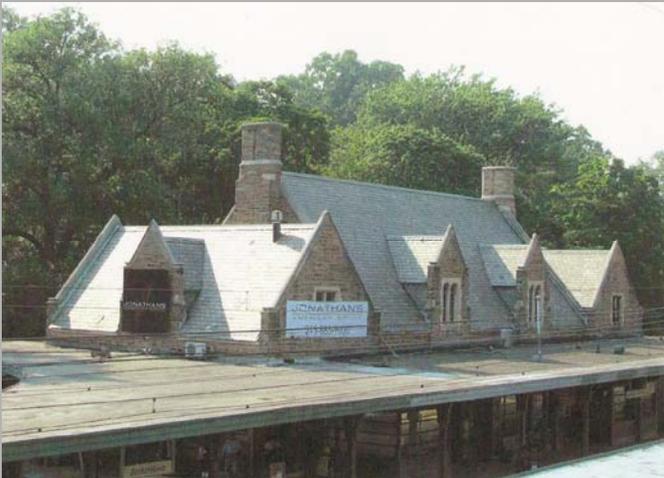


Cheltenham Chamber Of Citizens

Presentation of Concerns &
Possible Alternatives
for Development at
Jenkintown / Wyncote Train
Station

April 14, 2009



Olga Shast McHugh

- BS Mgmt, MA Prof. Communication
- Family moved to Cheltenham Township 1966
- CHS Grad: myself, husband, daughters (3rd generation)
- Purchased homes 1979 & 1986 in Cheltenham
- Substance Abuse Mental Health Committee
16 year member (4 yrs ViceChair, 8 yrs Chair)
- PTO President: 2 yrs Cedarbrook, 2 yrs CHS
- UPG President 2 yrs, member 12 yrs

Community

- **Definition**

- a group of people who live in the same area
- a group of people with shared interests within society

**WE are the definition of the word
Community**

What are our shared or common
Community interests?

- **We love our community and the quality of our life**
- **We live here because of the access to public transportation**
- **We love our historic train station and want it to remain as the station**
- **We believe in the idea of fostering a culture for our region that makes transportation a part of our everyday life for**
 - **work, school, shopping, entertainment activities, travel**
- **We do not want to become a transportation center like Frankford, Upper Darby, Norristown, and Fern Rock**
- **The traffic impact on our residential community will change the quality of life and the character of our community**



What does our community share with the SEPTA organizational community?

- We accept that the Greenwood Avenue bridge must be replaced.
- We accept that public transportation is an essential element in the sustainability of our region and our Nation.
- We support the American Disability Act's (ADA) requirement of a raised platform for boarding and exiting trains

What do we perceive SEPTA's interests are?

- To increase ridership
- To reduce their operating expenses; to be seen as an efficient organization

Taken from SEPTA's Five-Year Strategic Business Plan :

http://www.septa.com/inside/reports/5year_plan.pdf

Partnering for Regional Sustainability: Fiscal Years 2010 – 2014

***“1. Develop SEPTA into a responsive, customer-focused organization.”
Pg.9***

Our Community = SEPTA's customers

“there is a global trend toward women consistently showing more support of environmental issues and being more positive towards measures which entail reductions in car use, such as increasing public transportation use.” Pg. 7

This is what our Community wants; NOT a transportation center with a garage for those in the outer suburbs to be enticed to get into their cars and drive to our community to park in a garage just so they can take the train – they need to use their local station

The 5 Year Plan Omits one Important Stakeholder: The local community in which it operates.

Our Cheltenham Chamber of Citizens

- We are SEPTA's Customers
- We are your Constituents, committed to vote for those who hear us and truly represent us
- We are Concerned Citizens who want the Township staff to run the daily operation of this Township for the well-being of our community
- We have been disenfranchised by our local government and Township officials
- Listen to your constituents who will question SEPTA's assumptions that a garage is needed

www.cheltenhamchamberofcitizens.com

Evaluation of Parking Demand Study

for Jenkintown and Glenside
SEPTA Stations

Allison Martin Nguyen, on behalf
of

Christopher Mast, PhD, MSc

Demand Survey: Importance

- Foundation for DVRPC/SEPTA garage
 - Demand study results are **the** key data on which the garage project is based
- Study design, analysis and interpretation should be scrutinized given the implications
 - Taxpayer \$\$
 - Opportunity Cost (\$\$ could be invested elsewhere)
 - Community Impact (discussed in later presentations)

Demand Survey: Background

- History
 - May 2000: SEPTA and DVRPC administered survey
 - September 2004: Original DVRPC survey data re-analyzed
- Survey Objectives
 - √ Assess pre-train mode of transportation among sample of current riders
 - √ Assess parking preferences (for Glenside and/or Jenkintown only) at surveyed stations
 - √ Use data to predict parking demand in 2025
 - ✗ Understand pre-train transit/parking issues/needs among current riders

Demand Survey: Background, cont'd

- Methods
 - Subjects: riders waiting at platform during morning (basis for parking demand) and afternoon peak hours
 - Mail-back survey handed out at 6 stations
 - Jenkintown, Glenside, Noble, Ardsley, North Hills, Elkins Park
 - 826 handed out at Jenkintown; 526 survey returned
 - Analysis based on rider preferences as stated on surveys

Demand Survey: Background, cont'd

SEPTA Passenger Survey

Jenkintown-Wyncote Station

SEPTA is conducting an important survey at selected rail stations to determine how parking could be improved. Please take the time to carefully consider and answer the following questions, and return by mail.

1. How did you arrive at this station today?

- Drove Where are you currently parked? SEPTA lot On street Other: _____
 Drop-off Carpool Taxi Bus (SEPTA #77) Walk Bicycle Train Other: _____

2. If additional SEPTA parking spaces were provided at **Jenkintown AND Glenside**, at which station would you park?

- Jenkintown Glenside Current Off-site Parking Location Will not Drive

3. If additional SEPTA parking spaces were provided **ONLY at Jenkintown**, at which station would you park?

- Jenkintown Current Off-site Parking Location Will not Drive

4. If additional SEPTA parking spaces were provided **ONLY at Glenside**, at which station would you park?

- Glenside Current Off-site Parking Location Will not Drive

5. To determine where passengers come from, can you tell us: your zip code, township/borough name, and the nearest intersection to your residence?

Zip code: _____ City/Township/borough: _____

Nearest intersection: _____

6. Would you use a bicycle, if bicycle parking were available? No Yes

7. What Station is your final destination? _____

8. Suggestions/Comments: _____

Thank you for your help.

SEPTA Survey Results & 2004

PARKING EXPANSION	ESTIMATED ADDITIONAL STATION PARKING DEMAND (YEAR 2000 TO YEAR 2025)	2004 Study Estimated Demand (2004-2030)
<u>SCENARIO</u>		
1. Glenside ONLY	+487 parkers	Not done
2. Jenkintown ONLY	+437 parkers	
3. Both:		
Glenside	+349 parkers	276
AND		
Jenkintown	+375 parkers	288

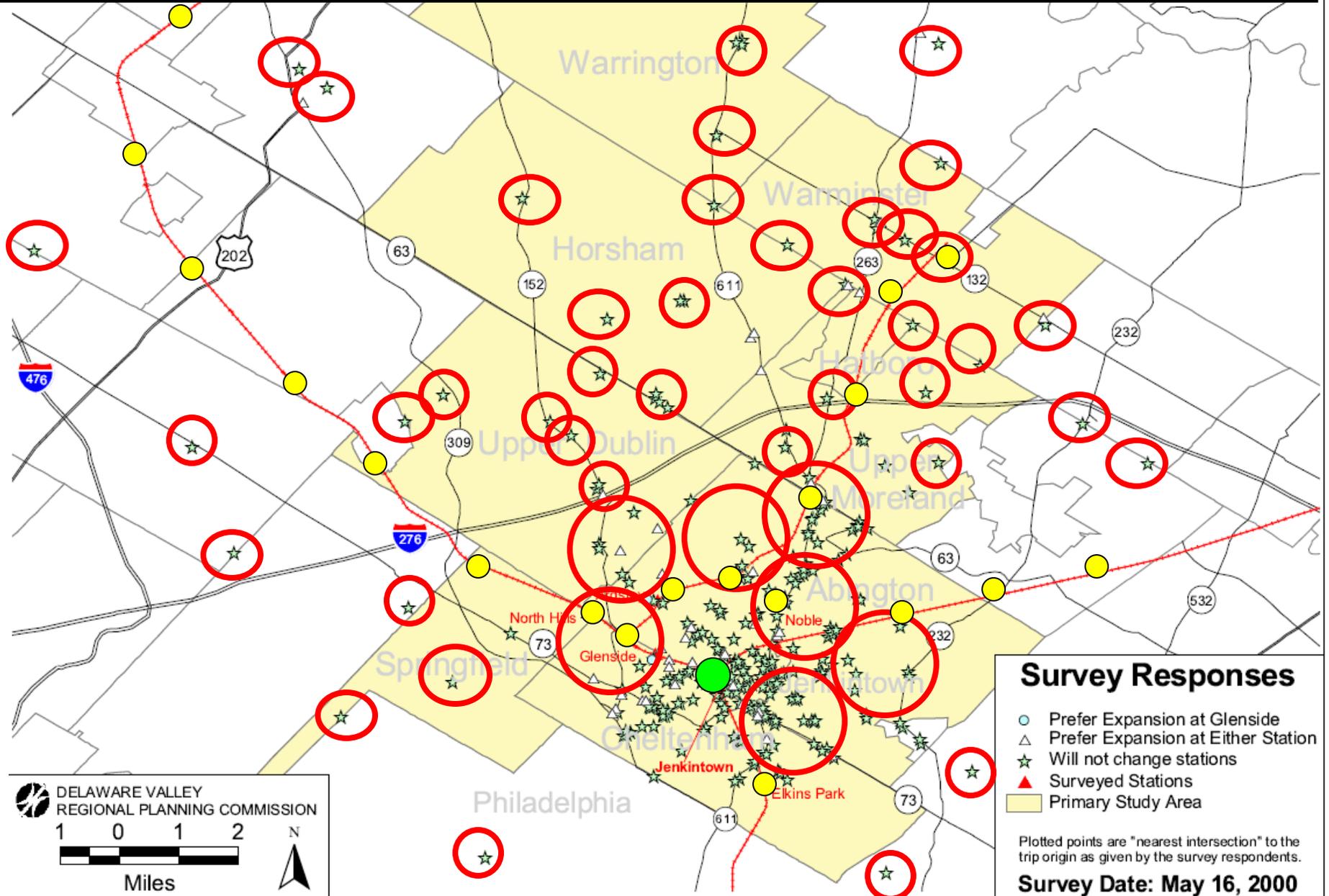
Existing spaces + “estimated demand” = Total

523 + 288 = 811 total

Re-analysis Key Findings

- Survey methods flawed
 - Survey questions incomplete, inadequate to assess issue
 - Bias in how questions were asked
- Survey is outdated
- Analysis flawed
 - Survey respondents' preferences were assumed to represent the full ridership population
 - unlikely survey respondents were representative of full ridership
 - Non-responders (35% didn't return their survey) assumed to have same preferences as responders
 - no evidence this is true
 - Assumes walkers, bikers, carpoolers would later drive
 - i.e., did not adjust for % responders who would not drive when “factoring” demand projection
 - Ignores those preferring to bike if facilities available
 - Ignores the problem of “extreme” commuters (see map)

“Extreme” and other commuters utilize Jenkintown but have stations close to their home
 Red Circles indicate riders with access to SEPTA stations (●) closer than Jenkintown (●)



Results of Re-analysis of Demand

SEPTA estimate of new spaces needed for Jenkintown for year 2030	288
Correction for error in survey “factor” analysis to account for proportion of non-drivers	-65
Promote eco-friendly pedestrian, drop-off, bicycle and other uses (i.e., Automobile at Rest)	-94
Reduce influx of “extreme commuters” and those with stations near their home	-57
Account for current employment trends for 2030 projections, estimated 0.5%	-8
Total Decrease	-224

- In other words, study design, analysis and interpretation flaws likely resulted in an overestimation of parking demand by ~224 spaces
- Estimated new spaces needed for Jenkintown-Wyncote for year 2030:
 $288 - 224 = 64$

Recommendations

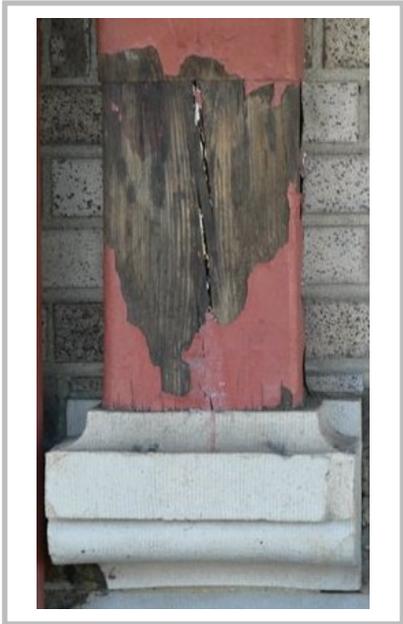
- Promote use of distant home stations for “extreme” commuters
 - Improve parking (e.g., new North Wales and Ft. Washington lots on R5 already full)
 - Improve services – longer trains, train routes, single tracks
 - Parking discounts for residents at their “home” stations
- Invest \$\$ to improve Jenkintown & Glenside stations to support the vision of “Automobile at Rest”
 - Enhance drop-off areas for better accessibility
 - Enhance pedestrian access, amenities
 - Encourage bicycle use; improve facilities
 - Encourage carpooling (discounted parking fees)
- Focus parking expansions within areas most likely to benefit from Transit Oriented Development (i.e., those in walking distance to restaurants, services, etc.)
- **Work to identify non-garage alternatives to accommodate the 64 spaces needed in Jenkintown in 2030**

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Maintenance: SEPTA's Record



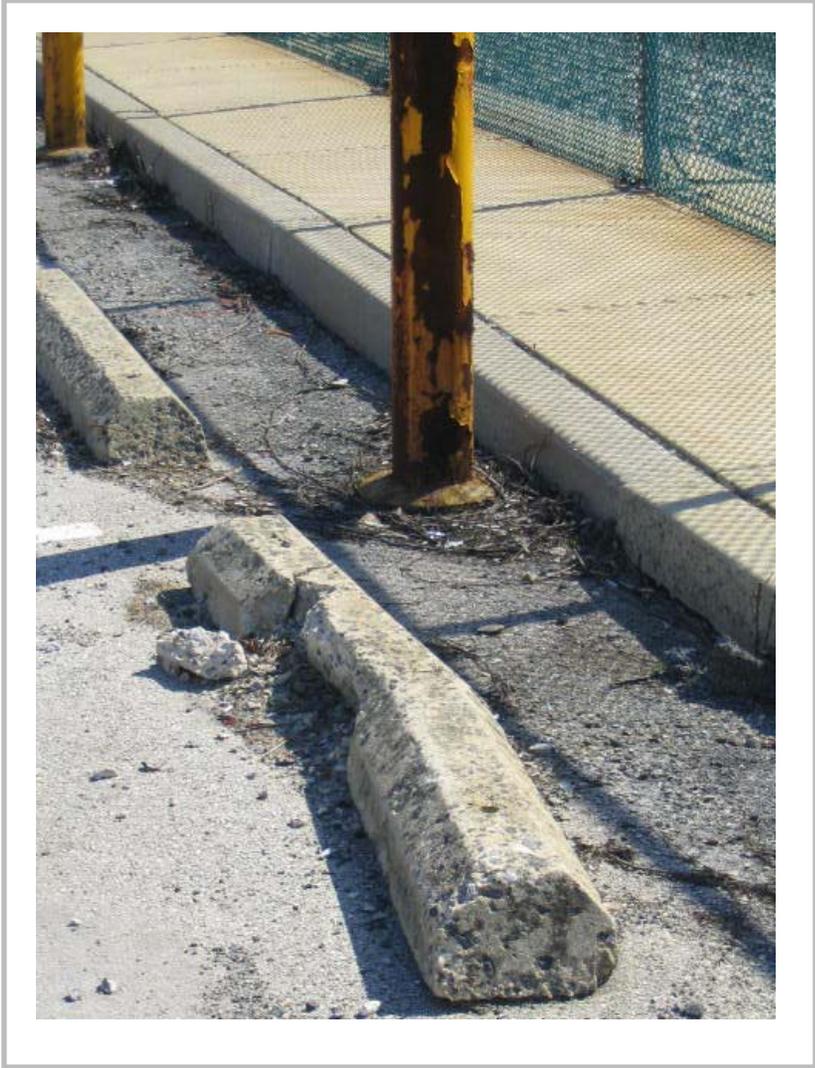
Painting

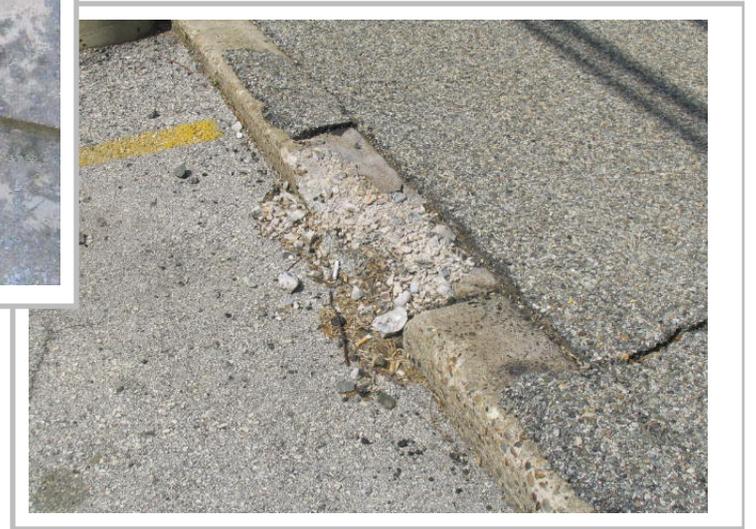


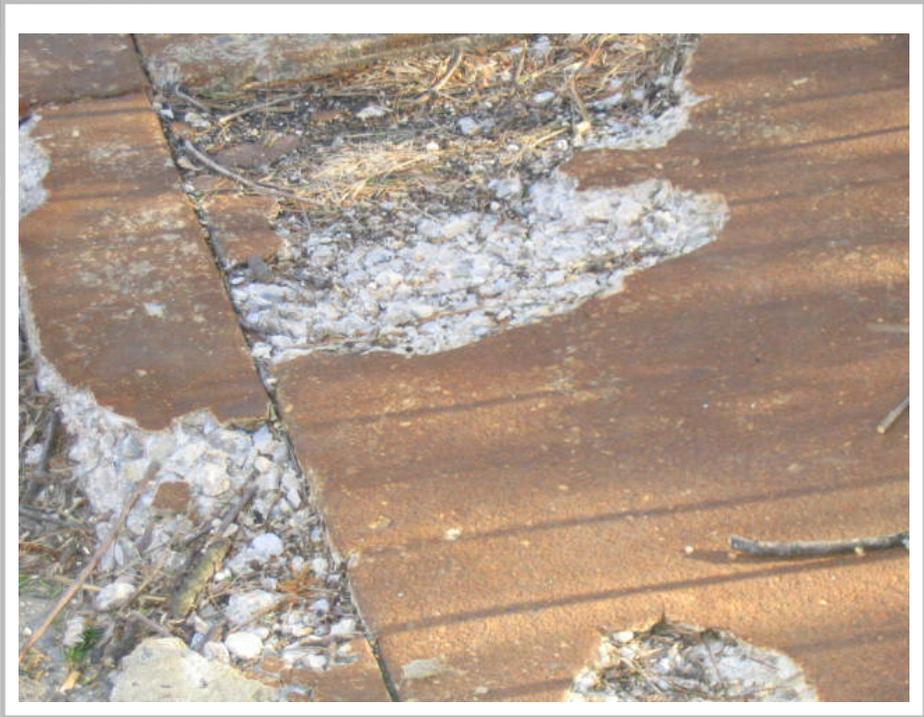




Parking Areas, Sidewalks and Bridges



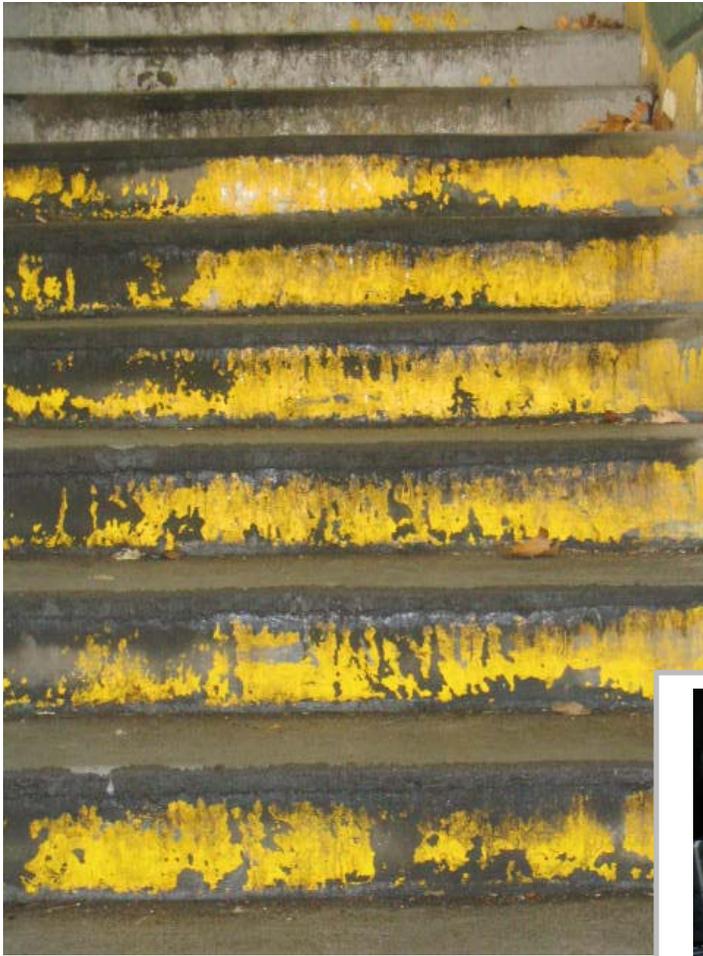








Stairways



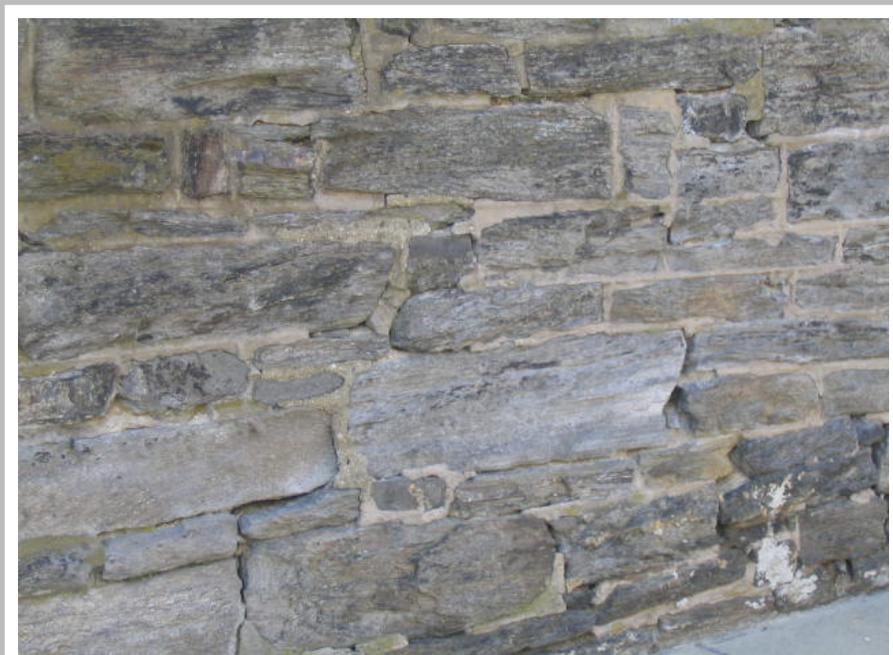


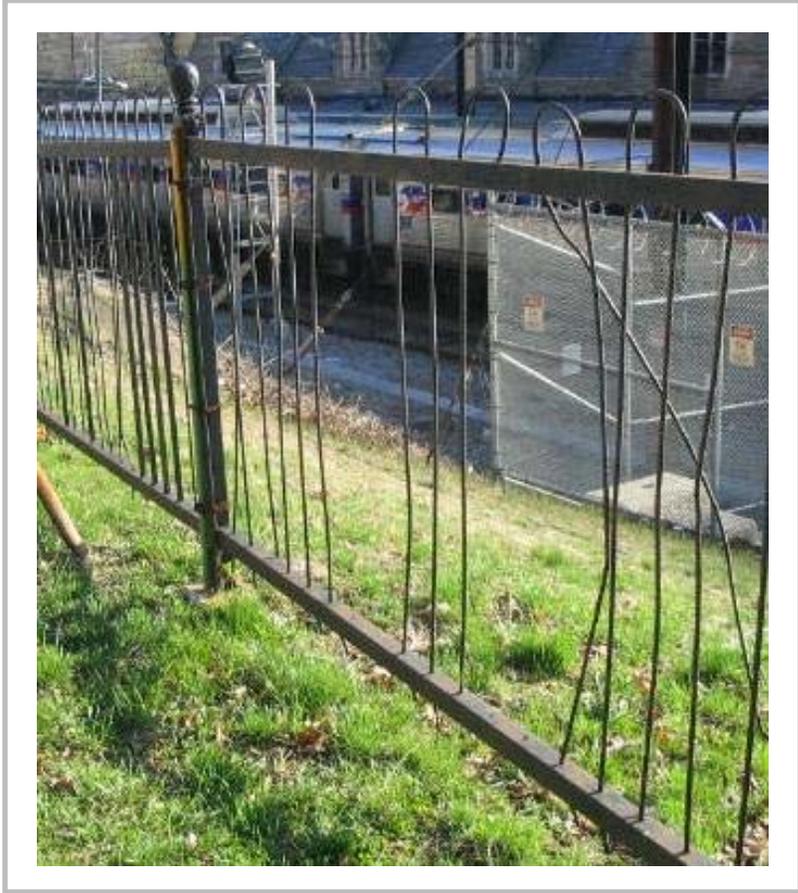
Signs and Placards



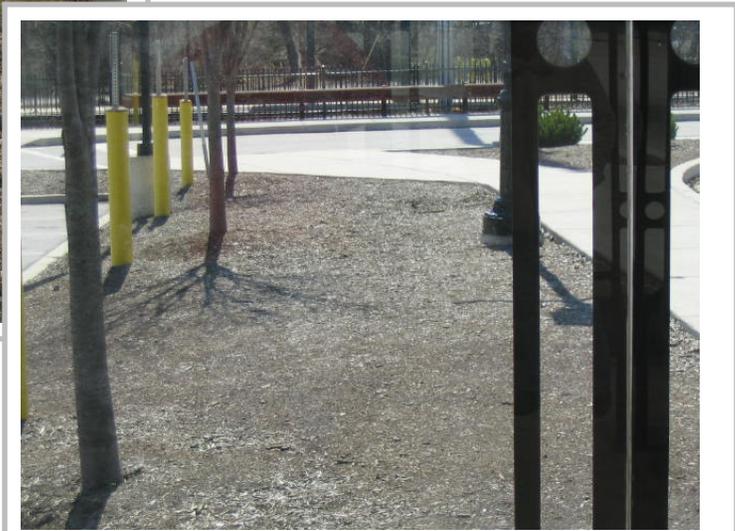
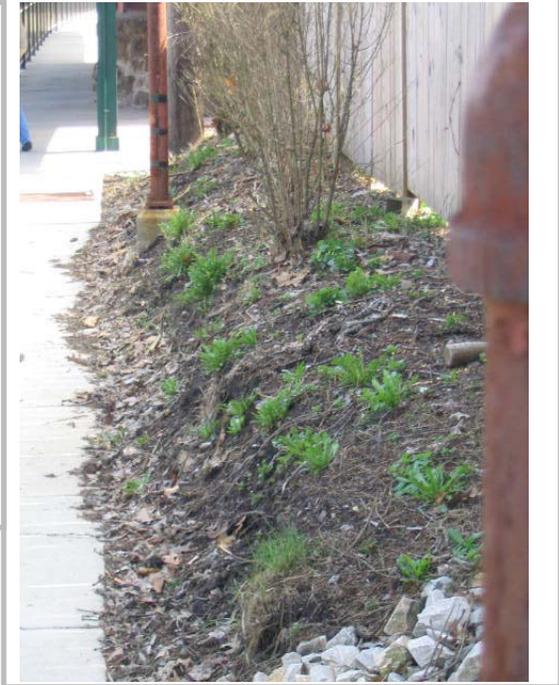
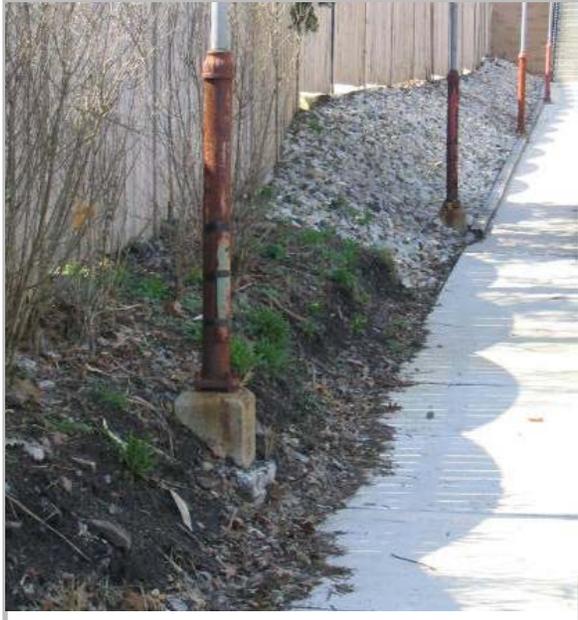


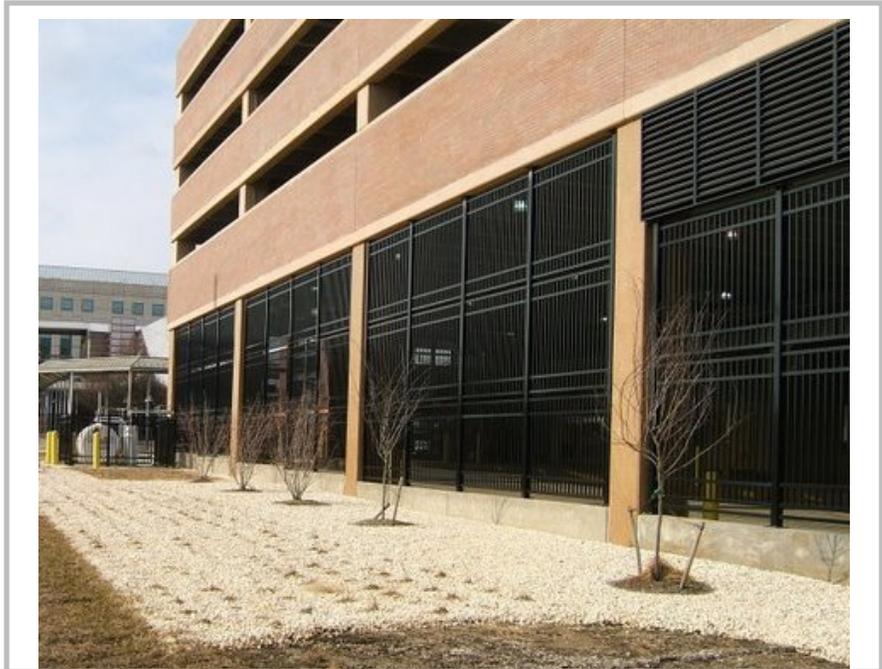
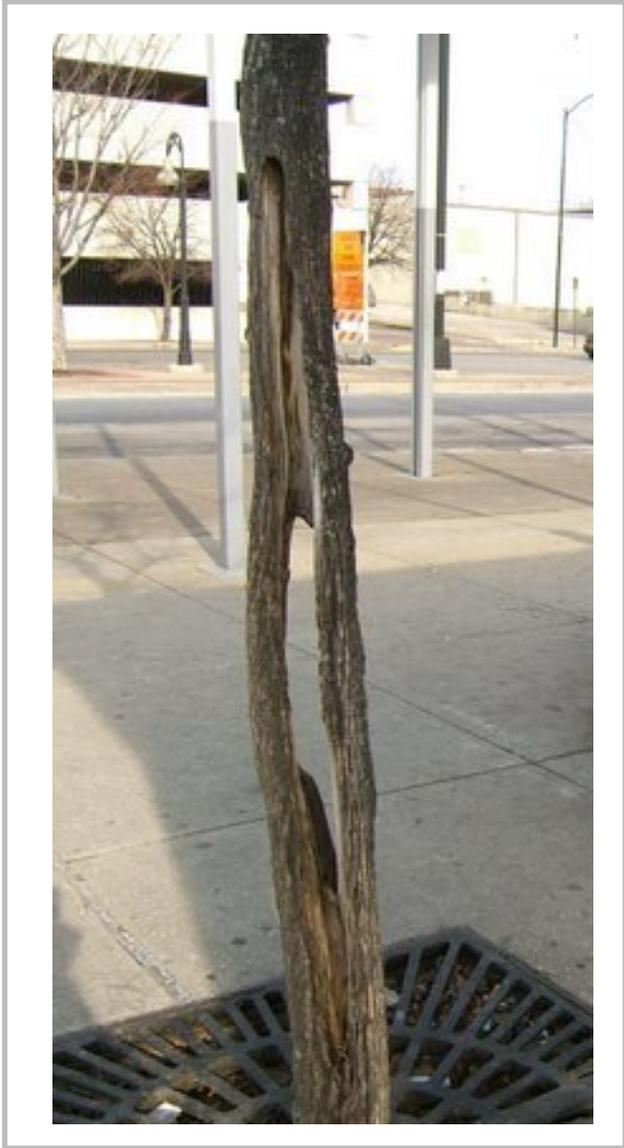
Fencing and Barriers



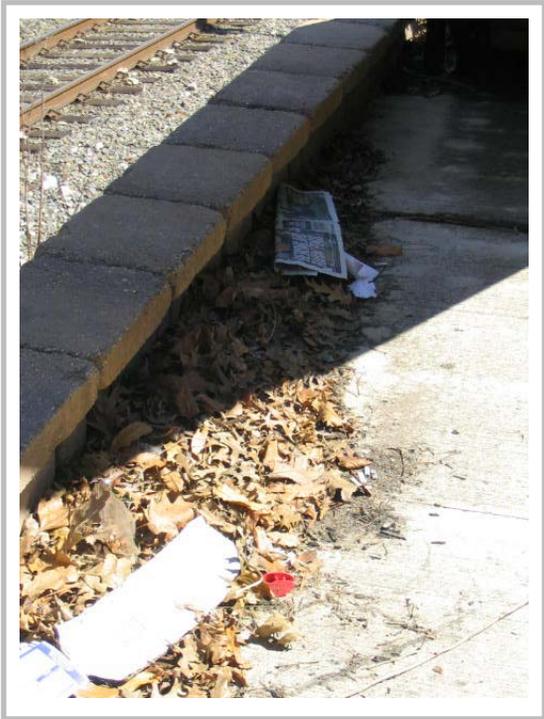


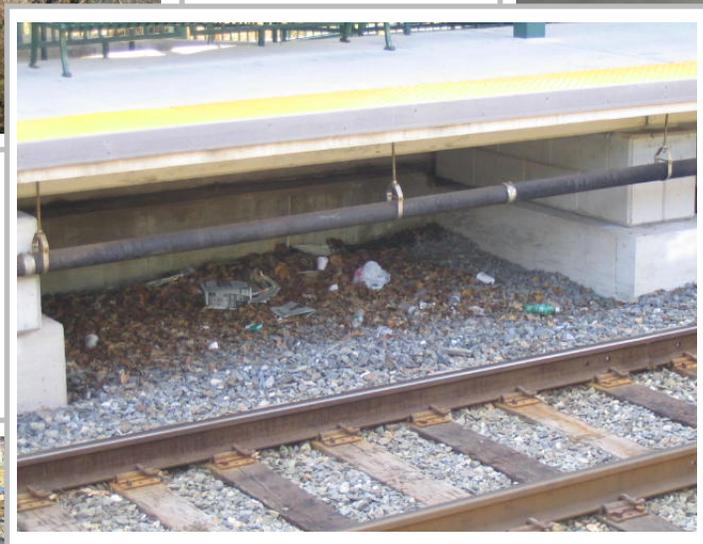
Landscaping

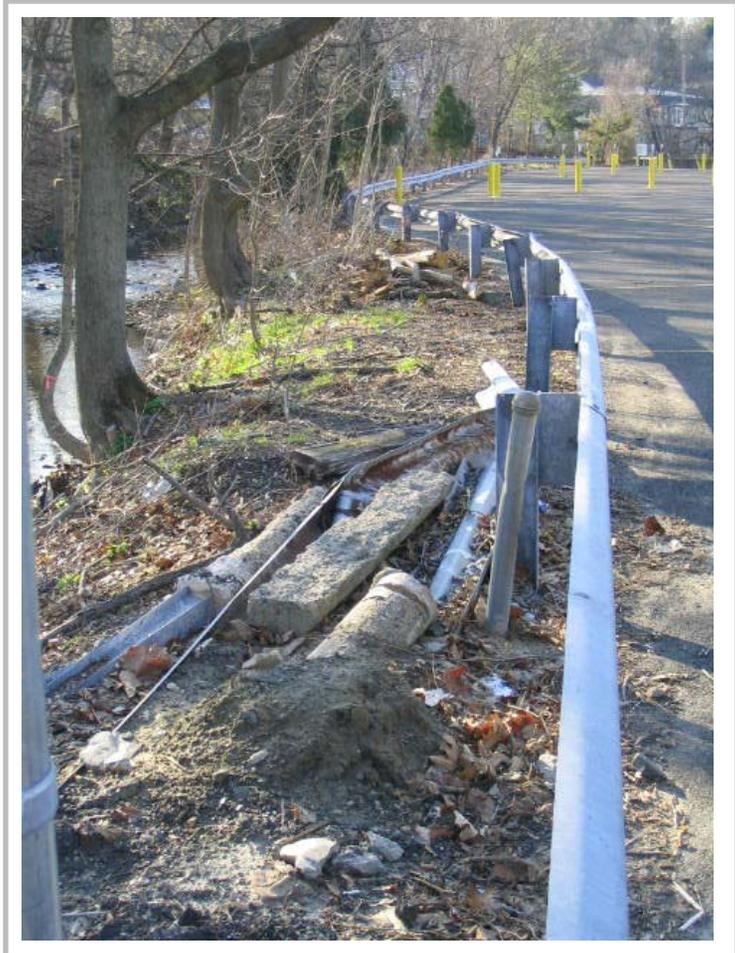




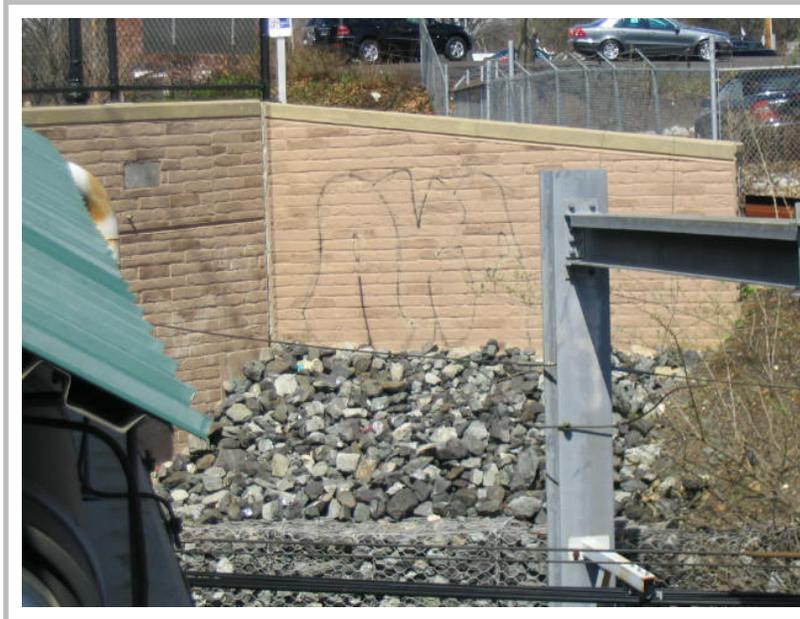
Trash Removal







Graffiti Removal







General Maintenance







Historic Buildings





















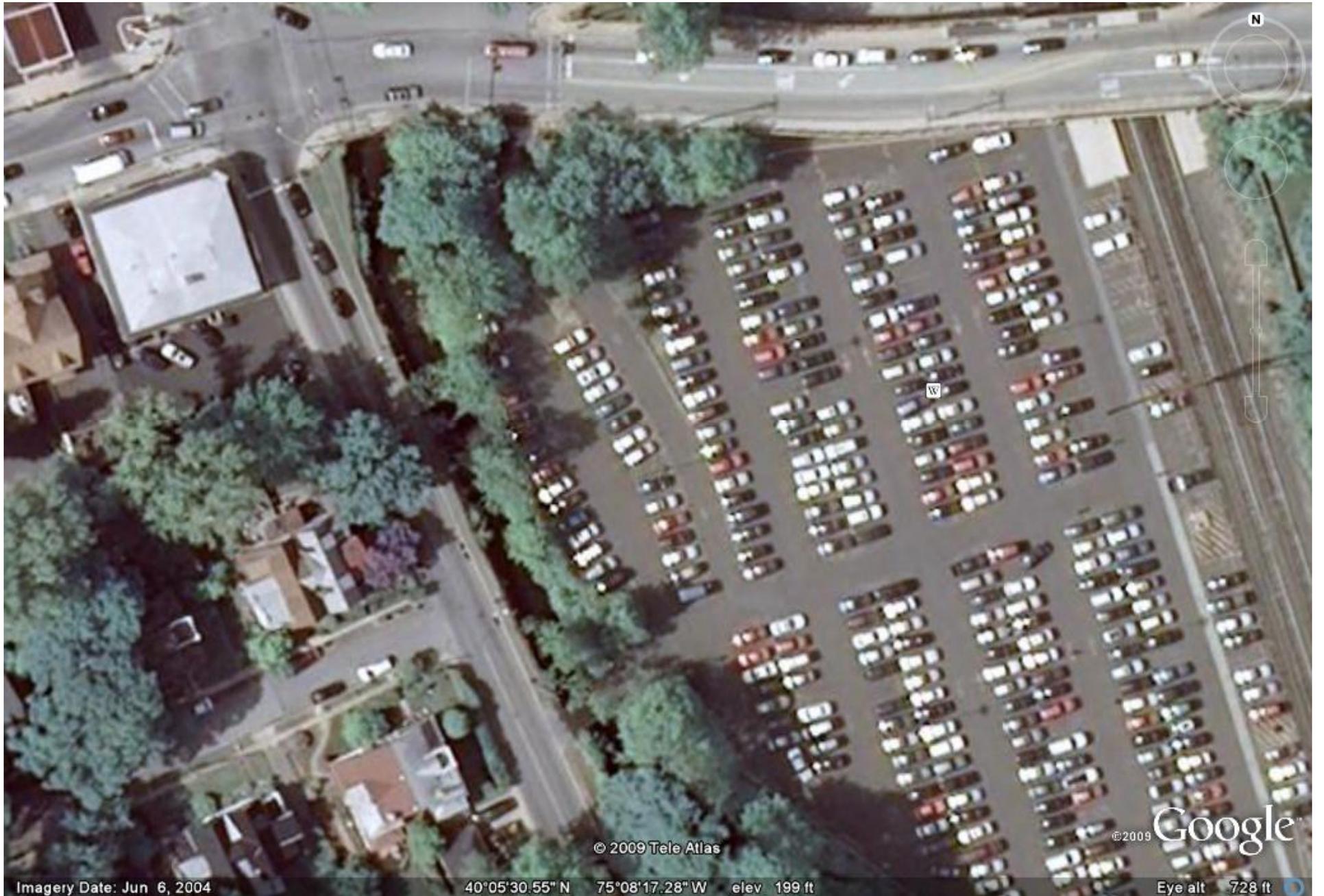
After spending tens of millions
of dollars on construction, how
can SEPTA
let the construction be shoddy
and the maintenance be so
awful?

www.cheltenhamchamberofcitizens.com

**SEPTA'S "GREEN" LURE:
*CAN WE BELIEVE THEM?***

EXPANSION OF SOUTH LOT

- January 1990
- at least 12-15 mature trees were cut down
- no permits
- no environmental impact studies
- no notification of township officials or community



© 2009 Tele Atlas

©2009 Google

Imagery Date: Jun 6, 2004

40°05'30.55" N 75°08'17.28" W elev 199 ft

Eye alt 728 ft



“SEPTA IS PRESSED TO REPLACE TREES”

-Philadelphia Inquirer, 2/4/1990

- As for replacing the trees, “SEPTA has no legal obligation to do so, noted David Kraynik, assistant township manager. ‘But it is something that even SEPTA has admitted could have been handled a little better.’”
- “Commissioner Harvey Portner said that SEPTA’s deputy general manager, Howard H. Roberts Jr. apologized, saying that ‘someone must have pushed the wrong button.’”

CAN WE TRUST SEPTA IN THE FUTURE?

- Can we trust them to maintain a green border?
- Can we trust them to respect our community?
- Can we assume someone else won't "push the wrong button?"

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National Institute of Justice

Crime Prevention Through Environmental Design in Parking Facilities

By Mary S. Smith

Page 1

- Parking facilities are more likely settings for crime, both violent and property, than any other real estate.
- Parked cars provide hiding places and impede the distribution of lighting.
- This fact increases the likelihood that an individual can be isolated in a parking garage and targeted for an attack.
- An offender's car is not likely to be noted as strange in a public parking facility.

National Institute of Justice

Crime Prevention Through Environmental Design in Parking Facilities

By Mary S. Smith

Page 2

- Parking garages, which are either fully or partially enclosed above or below grade, offer much less natural surveillance than an open single level parking lot.
- Surveillance is also constrained by the sloping ramps on multiple floors.
- Public restrooms present another security problem in that their use is infrequent and they provide hiding spaces that could trap a victim.

CRIME

“UNDERCOVER” CRIME

*The new terminology for crime in
a parking garage.*

- **One of every four reported rapes take place in a public area or in a parking garage. The FBI estimates that only 37% of all rapes are reported to the police.** (*Violence Against Women, Bureau of Justice Statistics, U.S. Dept. of Justice, 1994.*)
- **38% of robberies and 17% of sexual assaults on American workers occur while walking to or from parked cars.** (*Fighting Parking Lot Crime, Strafford Publications.*)

- **Car-related thefts are among the most common offenses calling for a police response.** (*Thefts of and From Cars in Parking Facilities Guide No.10 (2002) by [Ronald V. Clarke](#)*)
 - **the risk of theft, per hour parked, is greater when cars are in parking facilities**
 - **It is difficult for police to patrol parking facilities at the level needed to provide a credible deterrent to theft.**
 - **Fire code regulations require emergency stairwells that criminals can use to escape or to hide.**

SUBWAY SAFETY: PROTECTING OUR CITIZENS

OCTOBER 2008 City of Philadelphia, City Controller

- SEPTA has no memoranda of understanding (MOUs) with the other police agencies with whom it shares adjoining or overlapping responsibilities,...
- SEPTA management has told us they believe more can be accomplished with a handshake than with a formal agreement.
- The SEPTA Transit Police Department has MOUs with a number of agencies governing the use of its radio interoperability system, but none governing the use of personnel.

- The Metropolitan Transit Police Department (Washington, D.C.) has MOUs with each of the police agencies that share or adjoin its jurisdiction. MTPD's management believes that MOUs are critical to coordinating efforts between agencies
- SEPTA's Transit Police spend a significant portion of their deployment time dealing with the city's homeless population who are found loitering in the subway/elevated system and the regional rail stations. This substantial effort interferes with other crime prevention and patrol responsibilities.

***DO JENKINTOWN BOROUGH &
CHELTENHAM TOWNSHIP HAVE
MOUs WITH SEPTA?***

Closed Circuit TV (CCTV) cameras

(“Fighting Parking Lot Crime”, Stafford Publications.)

- CCTV’s actually solve few crimes and deterrent effect is minimal.
- Provides a false sense of security.
- Most CCTV footage is never looked at until after a crime is committed.
- When examined, viewers can’t identify suspects.
 - Lighting is bad and images grainy
 - Most best camera systems can still be thwarted by sunglasses or a hat
 - Criminals tend NOT to stare helpfully at cameras

HOW WILL YOU BE PROTECTED BY SEPTA IN THE PARKING GARAGE that is proposed?

From SEPTA's January 13, 2009
PowerPoint

Presentation Jenkintown-Wyncote

– Active/Safety Security Measures

- CCTV Stairs/Elevators
 - One unarmed civilian employee monitoring
- Call Boxes
- Sprinklers throughout the deck
- Consistent Lighting

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is this a responsible way to spend \$20M?

ernie cohen, PhD

cost/benefit for the parking garage

- current proposal: \$20-25M (?) to add 236 spaces.
 - \$85-105K/space.
 - \$290/ft²
 - \$12M/acre for parking land
- that's a ridiculous price for parking spaces
 - center city spaces cost less
 - could buy/pave properties at Glenside & Greenwood for \$35K/space or less
 - could buy/pave all of Cliff Terrace for \$25K/space
 - could buy/pave on Woodland for about \$15K/space
 - the spaces reserved for Mia Pomodoro are probably worth much more than their lease
 - not that any of these are good ideas, because we probably don't really need more parking...

amortize the cost?

- at a 5% cost of capital: \$5K/space/year
 - spaces aren't worth nearly that much to current patrons
 - monthly permits are \$240/year, and there's no black market
 - free parking a 5 minute walk from the station
 - even under ridiculously optimistic assumptions
 - full parking garage every weekday (!)
 - every parker a rider who wouldn't ride SEPTA otherwise (!!)
 - transporting passengers costs SEPTA nothing (!!!)
- resulting SEPTA revenue covers less than half the taxpayer cost (\$20/day)
- this is just an irresponsible use of tax dollars

an offer

- \$200 finder fee for an economist willing to publicly defend the economic sensibility of this project.

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Presenter – Dave Conly – KCBA Architects

Committee Members

Thomas P. DiBenedetto – R.A. Principal, TPD Architects

Experienced with transportation projects. Has worked on historic train stations for SEPTA and Amtrak both locally and nationally.

Kristin Milley – Commercial Interior Design; Historic Preservation

MS – Historic Preservation, University of Pennsylvania

Masters Thesis – Historic Preservation and the Americans with Disabilities Act.

Possible Alternatives

Existing Station

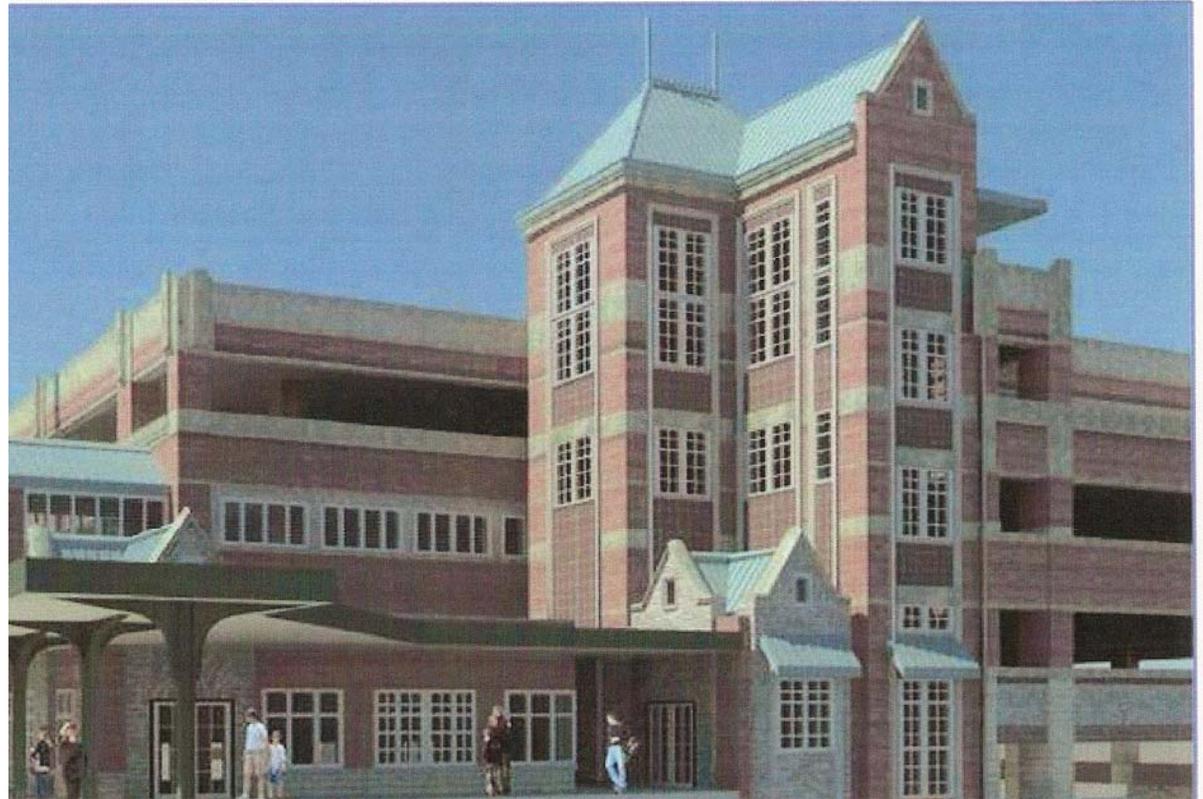
- Historic gem, functional waiting rm. & ticket office
- Center of the community
- Natural amenities
- Intimate surroundings
- Pedestrian environment
- Individual scale



Possible Alternatives

Proposed Garage

- Increase in vehicular traffic on small residential streets
- Increase in fossil fuels
- Massive imposing structure
- Magnet for crime
- Maintenance & appearance concerns
- Value engineering
- Large Institutional complex



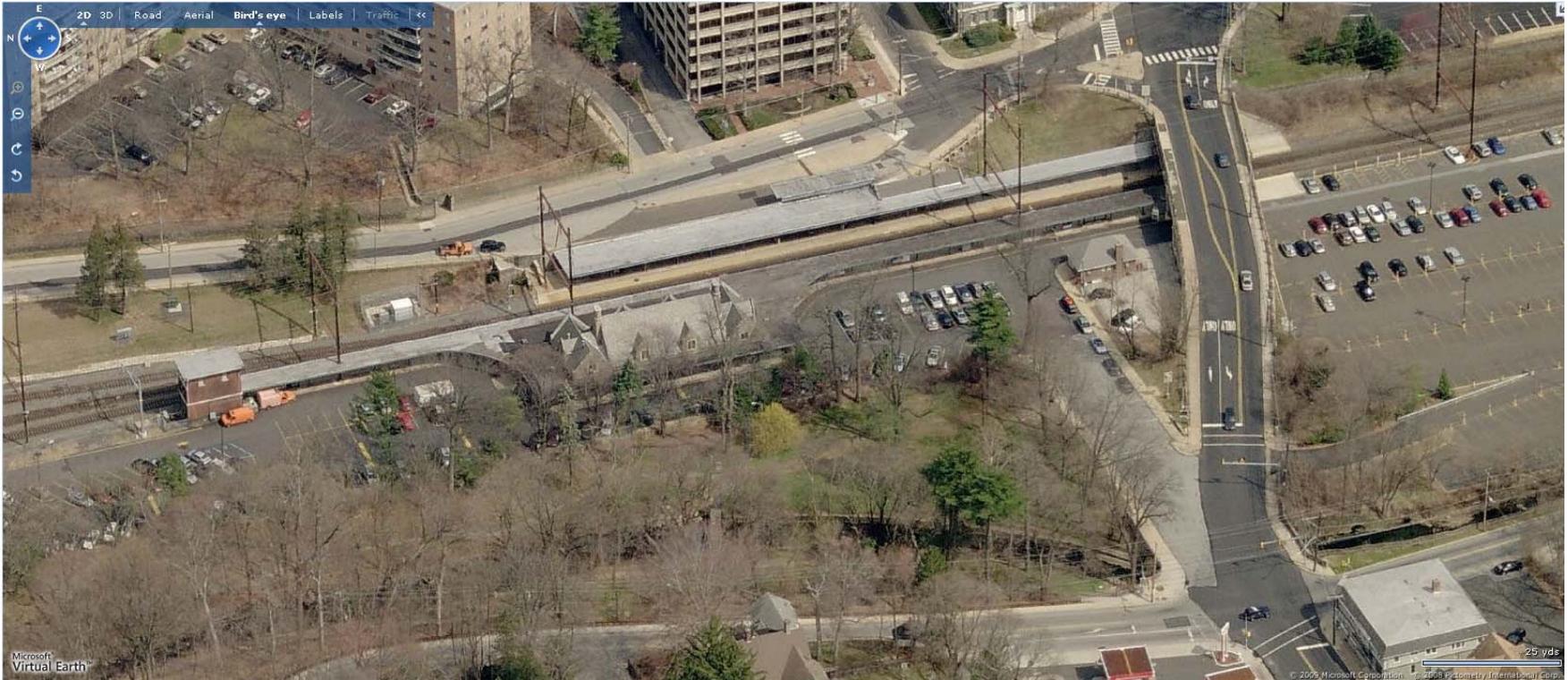
Possible Alternatives

Alternative Solution

- Renovate Historic Station
- Maintain Ticketing office and waiting room to support restaurants.
- Implement accessibility ramps and raised platforms
- Create additional parking for Jenkintown residences on Jenkintown side of tracks
- Extend existing parking areas with permeable surface materials and landscaped areas
- Provide bike and pedestrian trails along Tookany creek to connect neighboring areas
- Potential for expansion of existing Postal Center
- Vehicular traffic improvements



Possible Alternatives

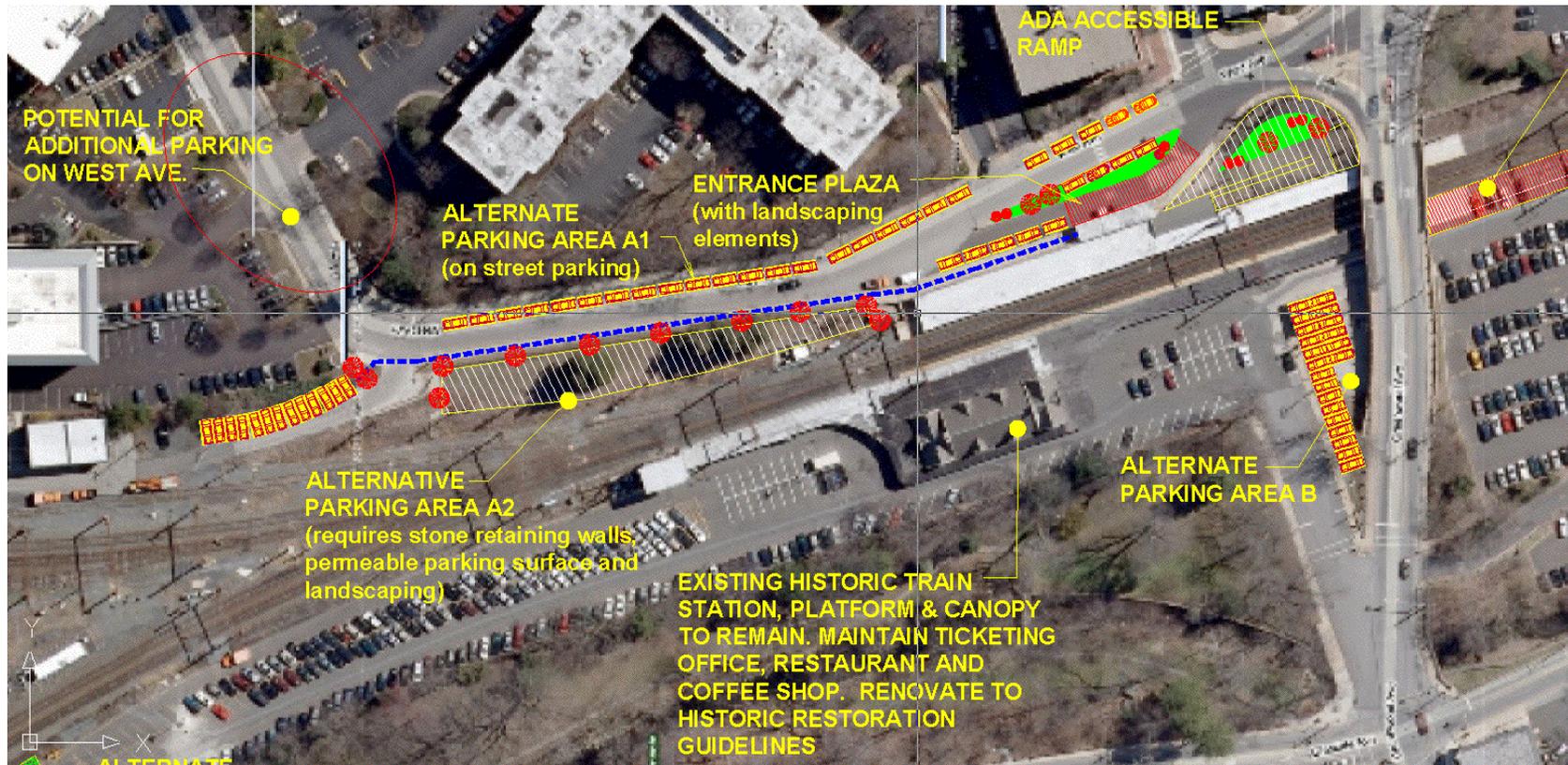


ALTERNATE SOLUTIONS STUDY

AERIAL PHOTO

2

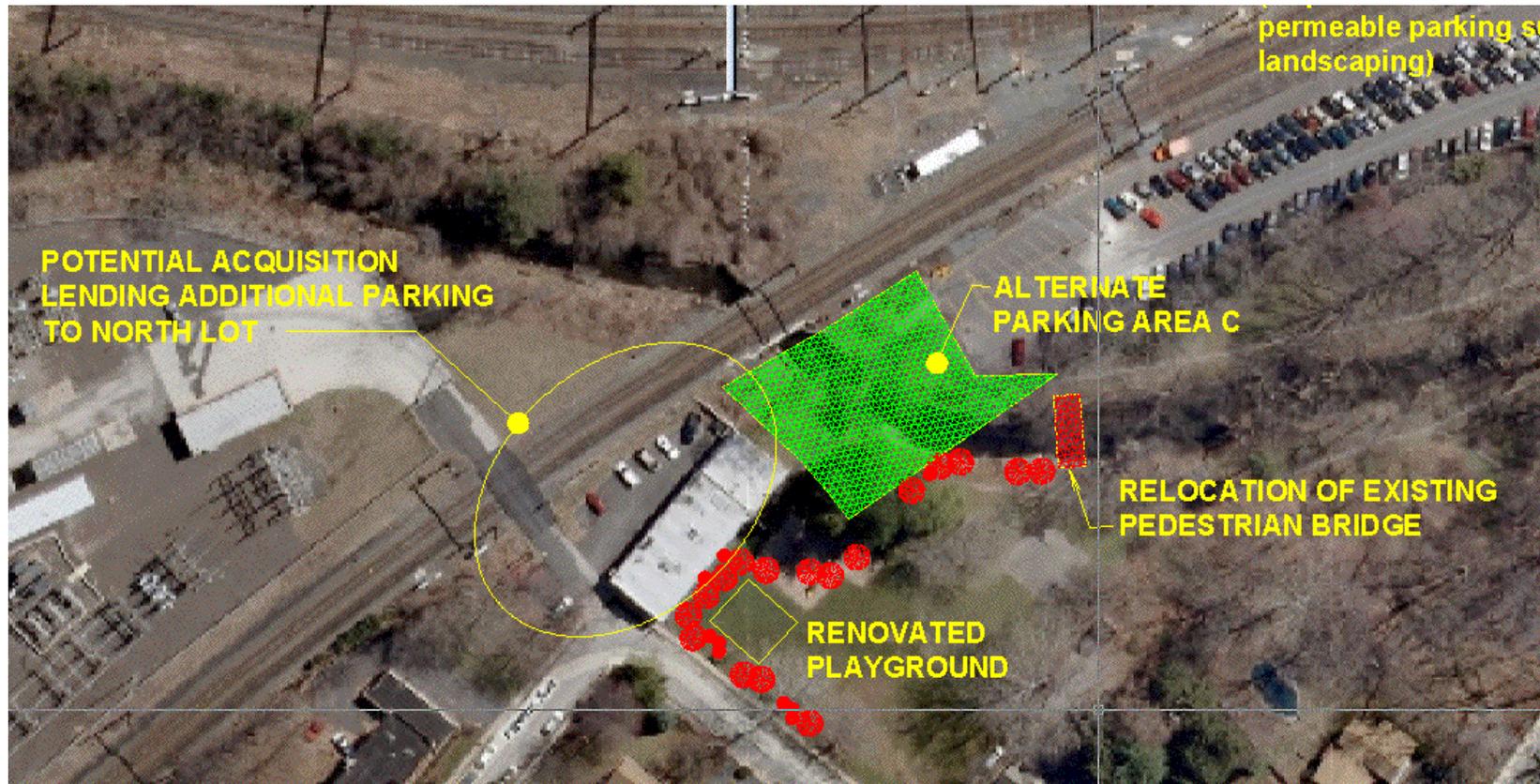
Possible Alternatives



ALTERNATE SOLUTIONS STUDY

ALTERNATE PARKING AREA A1, A2 and B
(provides parking for Jenkintown residence & reduces density to Cheltenham Township).

Possible Alternatives

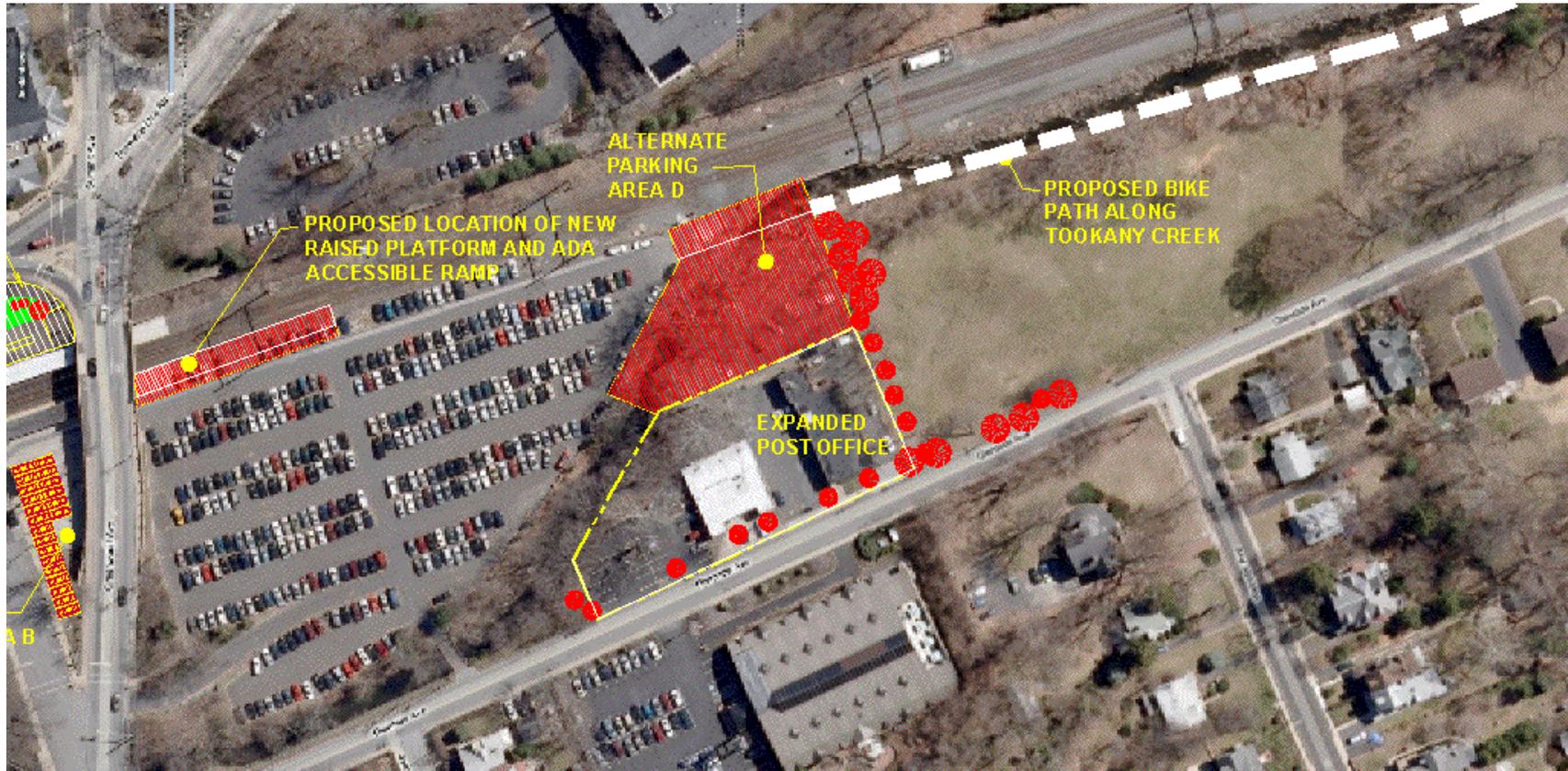


ALTERNATE SOLUTIONS STUDY

ALTERNATE PARKING AREA C

(provides extension of existing North Lot, Renovated Playground w/ enhanced landscaping, Community Garden and play equipment)

Possible Alternatives

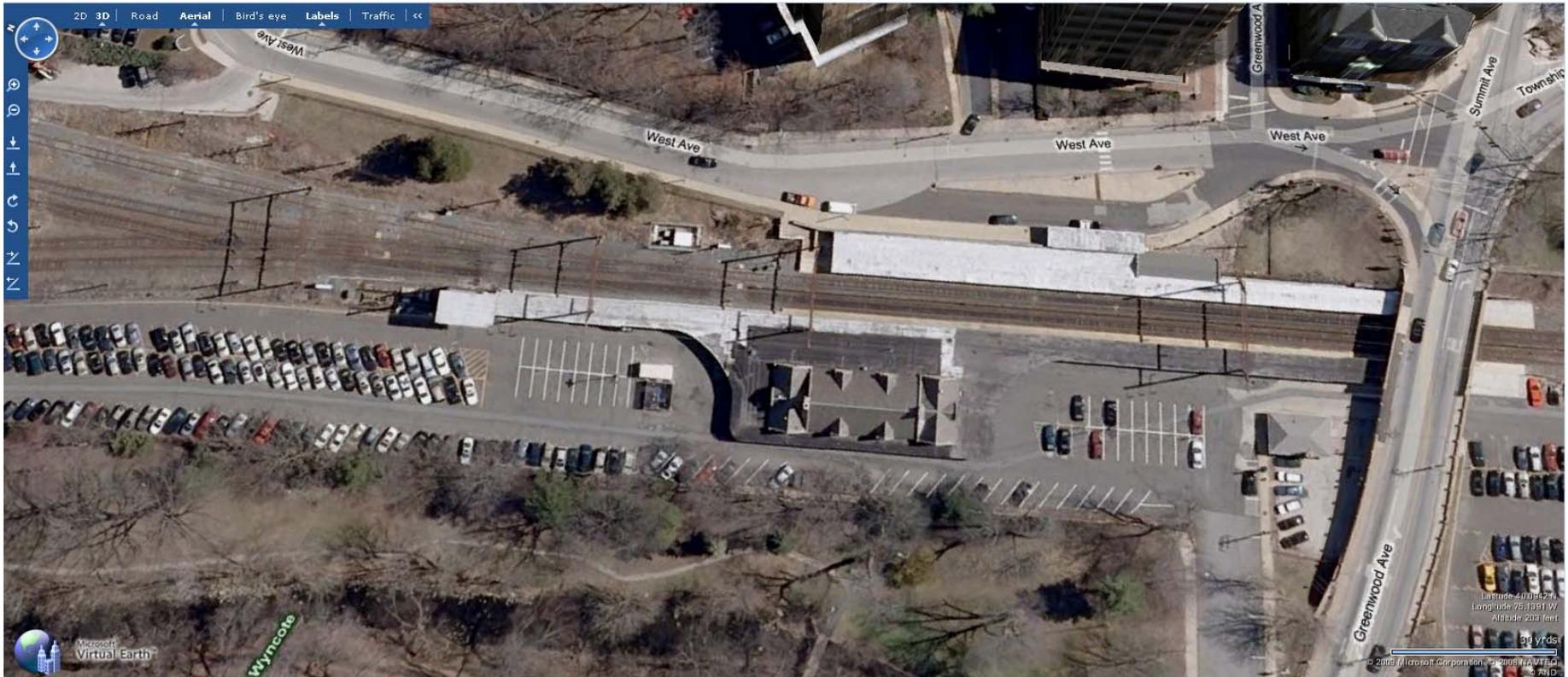


ALTERNATE SOLUTIONS STUDY

ALTERNATE PARKING AREA D

(provides extension of south lot. Proposed extension of existing Post Office scaled to neighborhoods historic residential character, incorporates southern bike path along creek)

Possible Alternatives

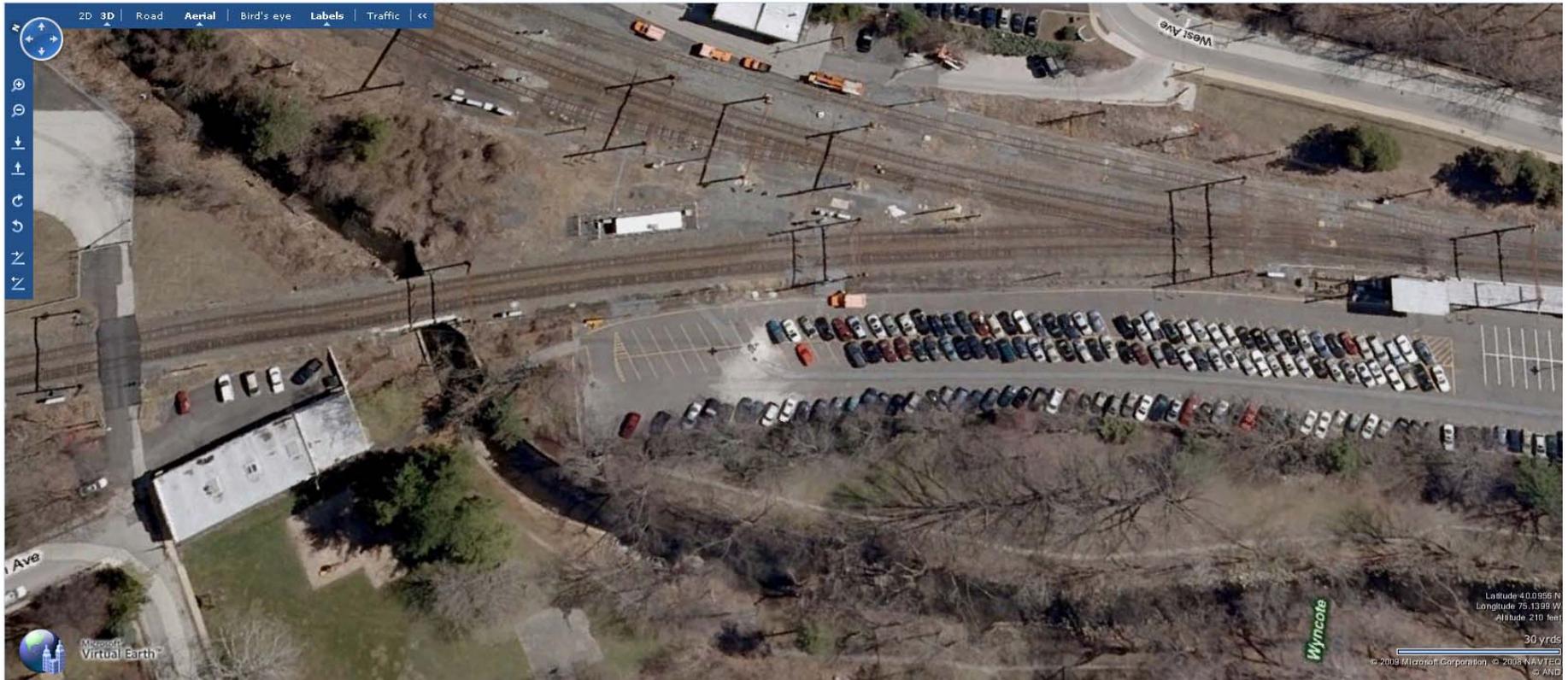


ALTERNATE SOLUTIONS STUDY

STATION PARKING LOT (Existing conditions)

53 PARKING SPACE

Possible Alternatives



ALTERNATE SOLUTIONS STUDY

NORTH PARKING LOT (Existing conditions)

190 PARKING SPACE (majority of these parking spaces are permitted
suggestion remove permit parking)

12

Possible Alternatives

ALTERNATE SOLUTIONS STUDY

NORTH PARKING LOT (Existing conditions)

190 PARKING SPACE (majority of these parking spaces are permitted

suggestion remove permit parking)

EXISTING PARKING SPACES

NORTH LOT	190 SPACES
STATION LOT	53 SPACES
<u>SOUTH LOT</u>	<u>366 SPACES</u>
TOTAL EXISTING SPACES	609 SPACES

ALTERNATE PARKING STUDY

AREA A1	47 SPACES
AREA A2	30 SPACES
AREA B	21 SPACES
AREA C	39 SPACES
<u>AREA D</u>	<u>120 + SPACES</u>
TOTAL	257 + SPACES

COMBINED TOTAL 866 + SPACES
(Existing & Proposed Alternatives)

Possible Alternatives



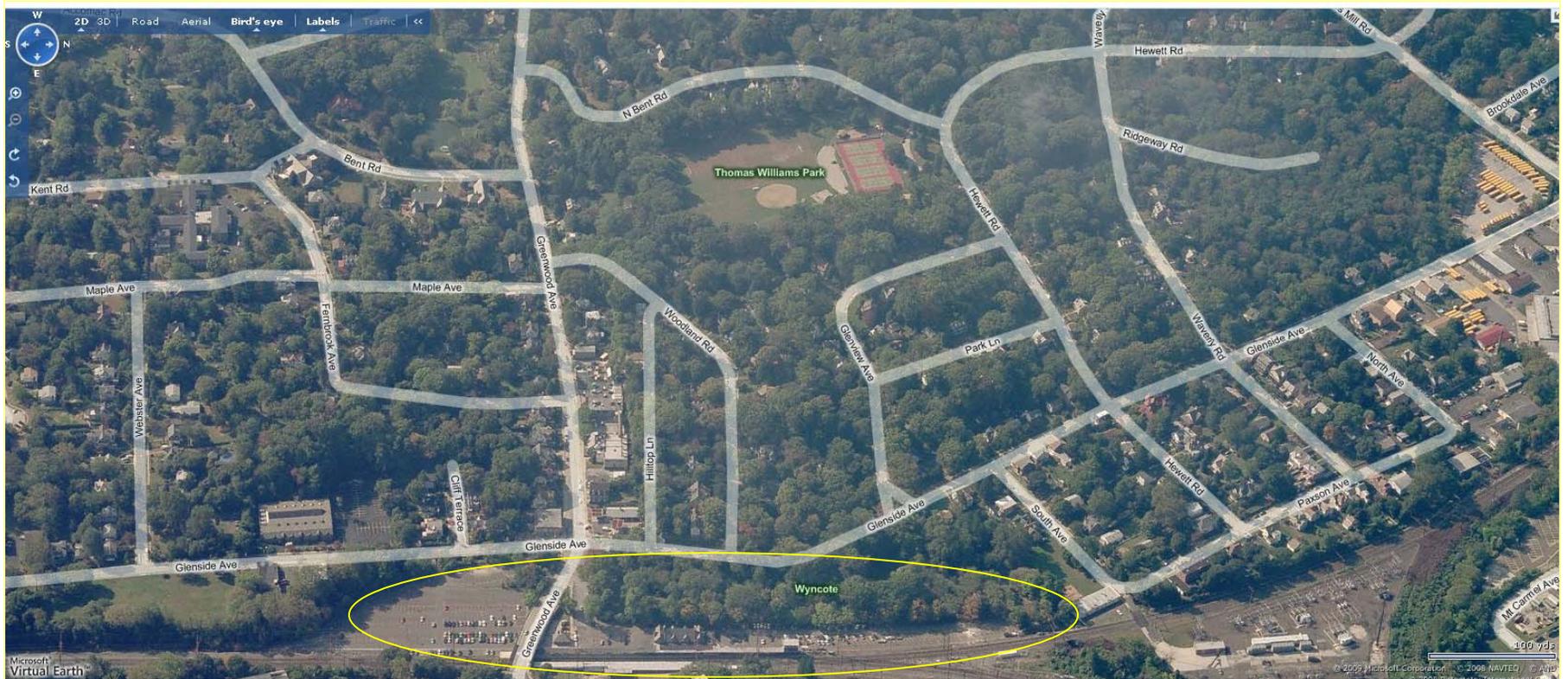
ALTERNATE SOLUTIONS STUDY

AERIAL PHOTO

Existing Parking Conditions

14

Possible Alternatives



WYNCOTE NEIGHBORHOOD SURROUNDING STATION

Possible Alternatives



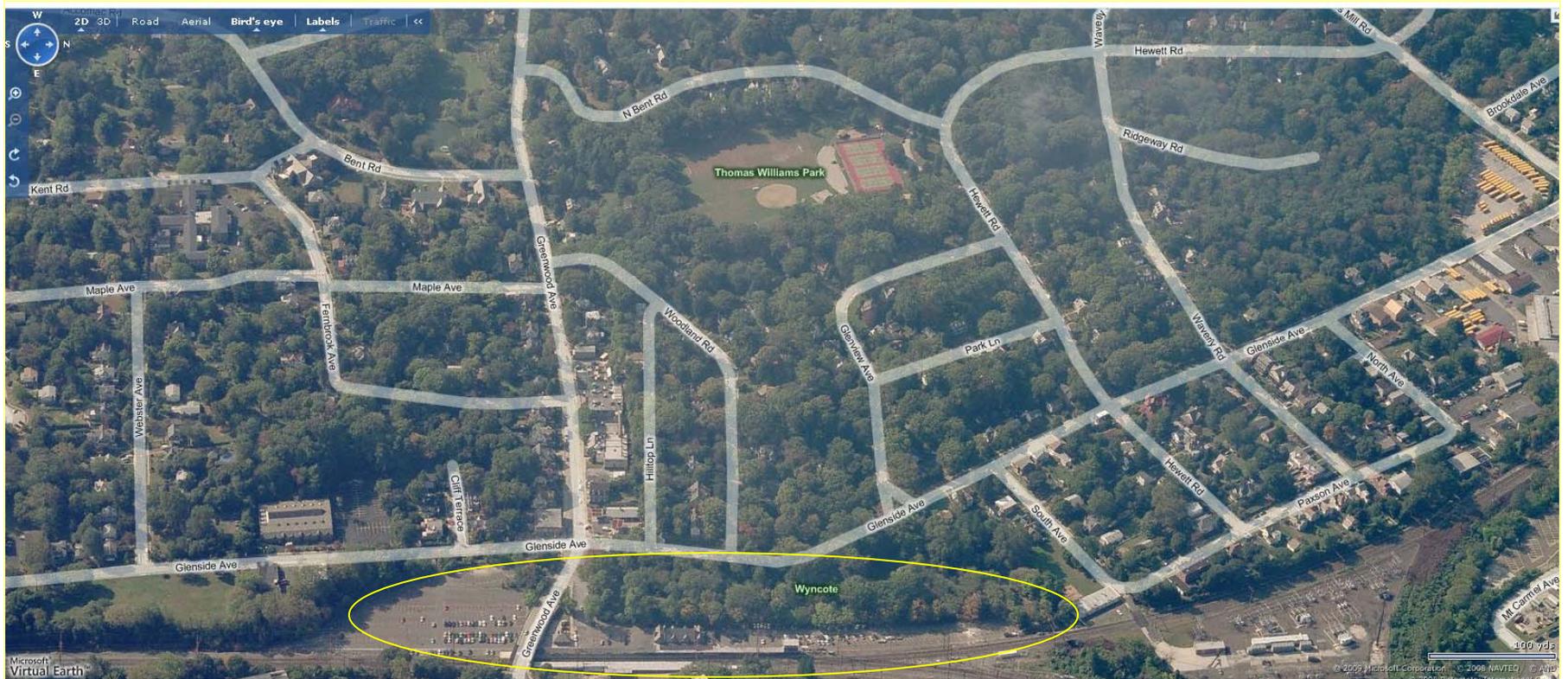
FERN ROCK TRANSPORTATION CENTER

Possible Alternatives



NORRISTOWN TRANSPORTATION CENTER

Possible Alternatives



WYNCOTE NEIGHBORHOOD SURROUNDING STATION

Possible Alternatives

Existing Station

- Historic gem, functional waiting rm. & ticket office
- Center of the community
- Natural amenities
- Intimate surroundings
- Pedestrian environment
- Individual scale



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Public Policy for Regional Sustainability

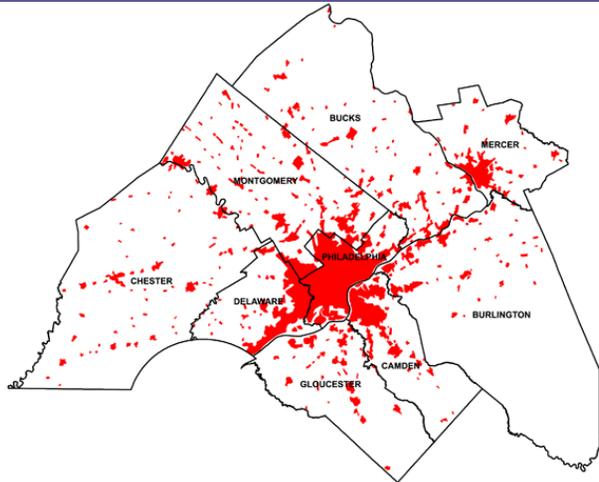
Thomas K. McHugh, BS ERM, Solar Eng., Author
Ronald Dunbar, BSEE, 45-Year Resident

Overview

- Past Policies Caused Suburban Sprawl
- Automobile Based Suburban Sprawl Is Unsustainable and Detrimental
- SEPTA Rail is a Regional Resource
- Attract Riders to Their Local Station
- Garage at Jenk-Wyn is Not Needed
- It is Good Public Policy to Preserve a Model Suburban Community

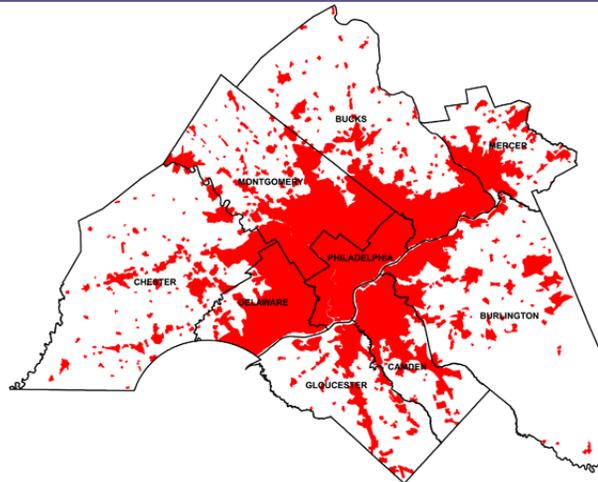
Development Trends in our Area

1930



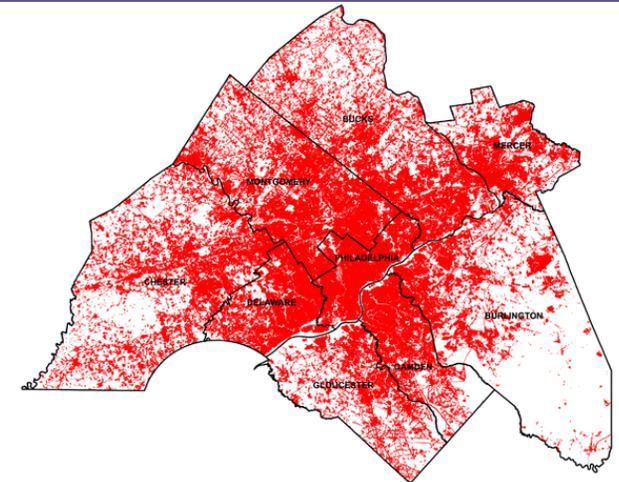
222,000 acres developed;
3.3 million people

1970



641,000 acres developed;
5.1 million people

2000



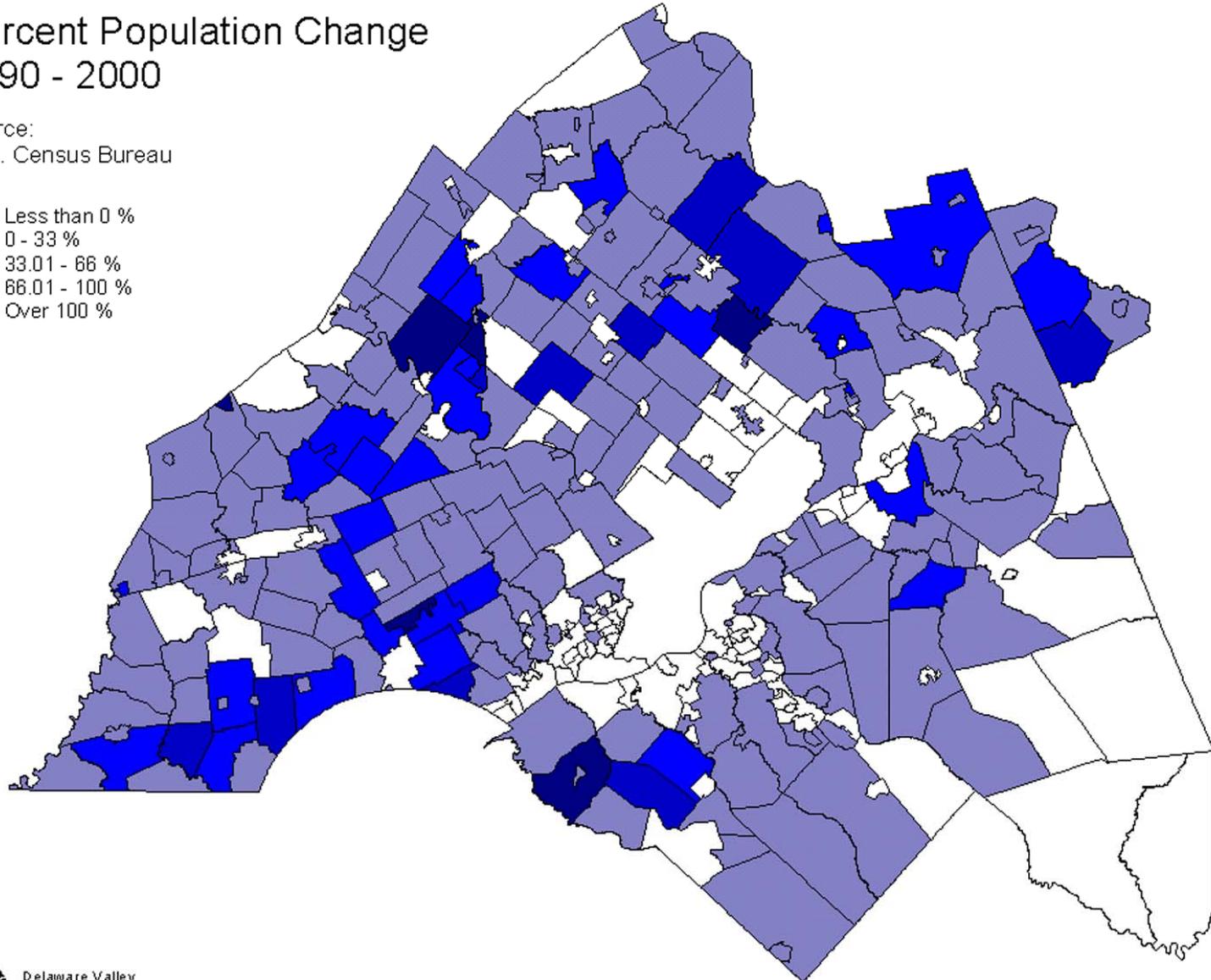
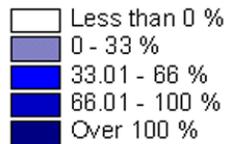
920,000 acres developed;
5.4 million people

The rate of land developed increased at five times the rate of population growth over the last 70 years.

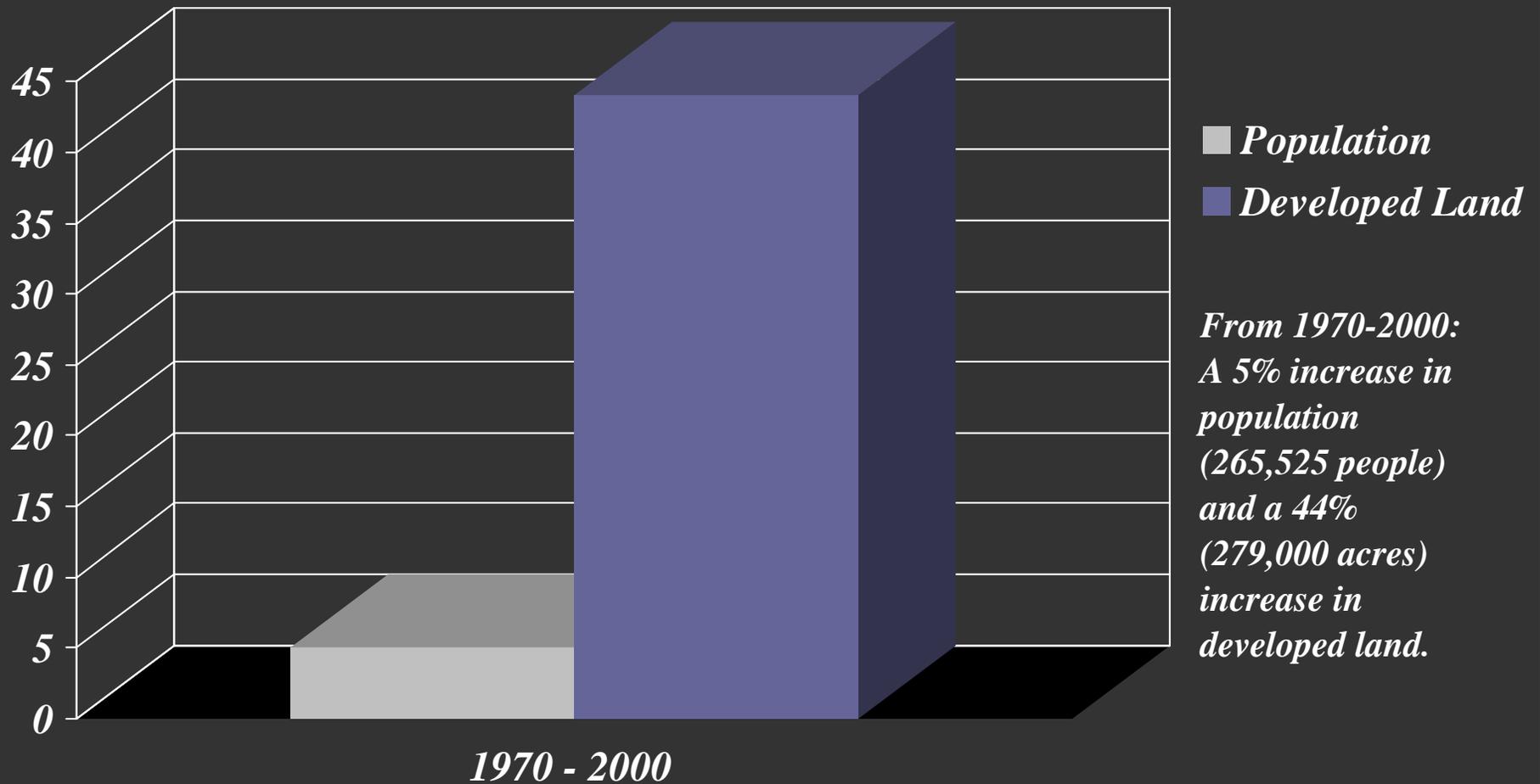
Rapid Decentralization

Percent Population Change
1990 - 2000

Source:
U. S. Census Bureau



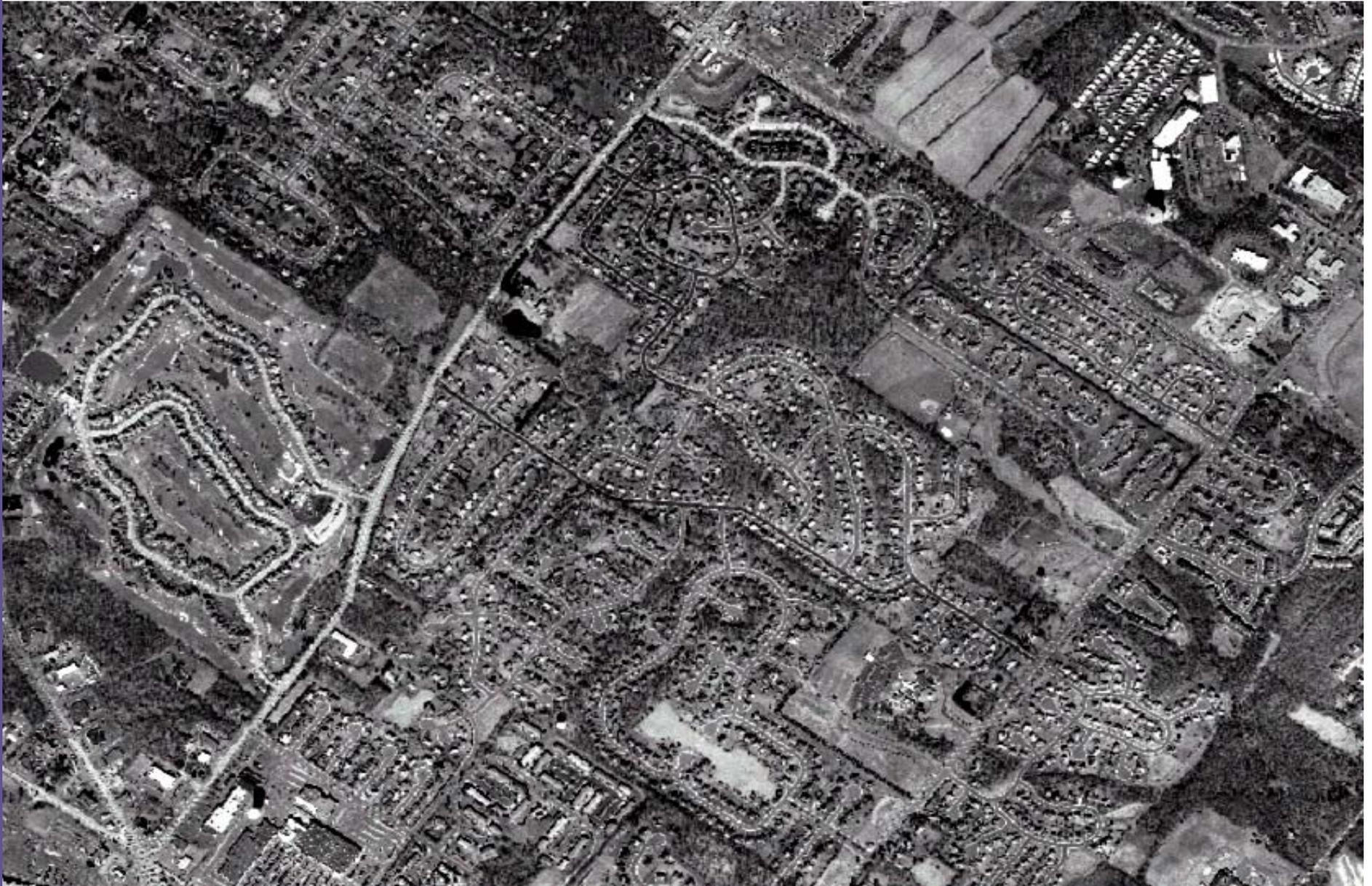
a Recipe for Sprawl



Montgomeryville – Circa 1985



Montgomeryville – Circa 2000

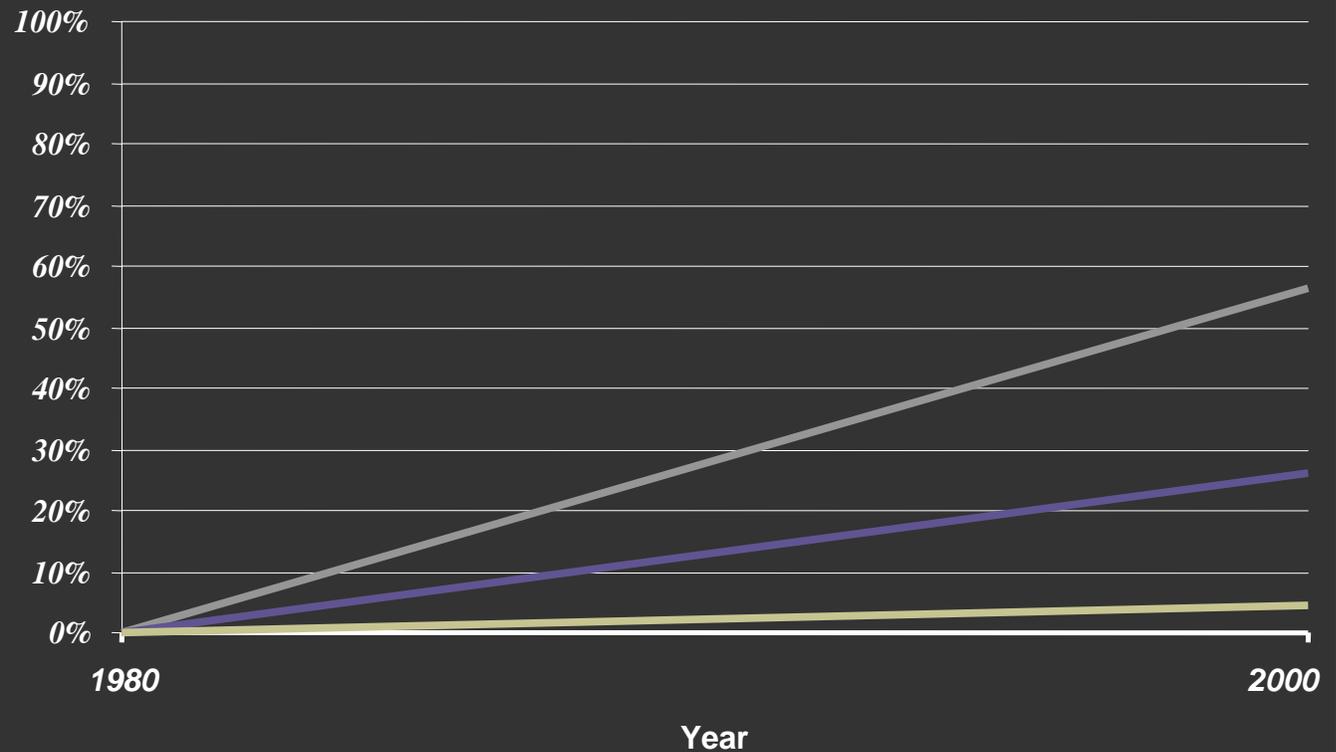


Transportation Trends: Congestion is here to Stay



Regional Transportation Trends
% Increase between 1980 and 2000

- VMT
- Automobile
- Population



How did we get in this mess?

The United States has...

- 2% of the world's crude oil reserves**
- 8% of the world's oil production**
- 5% of the world's population**

- But the U.S. consumes 25% of the world's daily production of crude oil and 67% of that is imported**

**Suburban Sprawl and the
Gasoline and Diesel
Consumption Required to
Support It Are Destroying the
Environment and Our Economy**

The Necessary Transition for the Post Oil Economy: Decrease Driving and Increase Rail Rider Miles

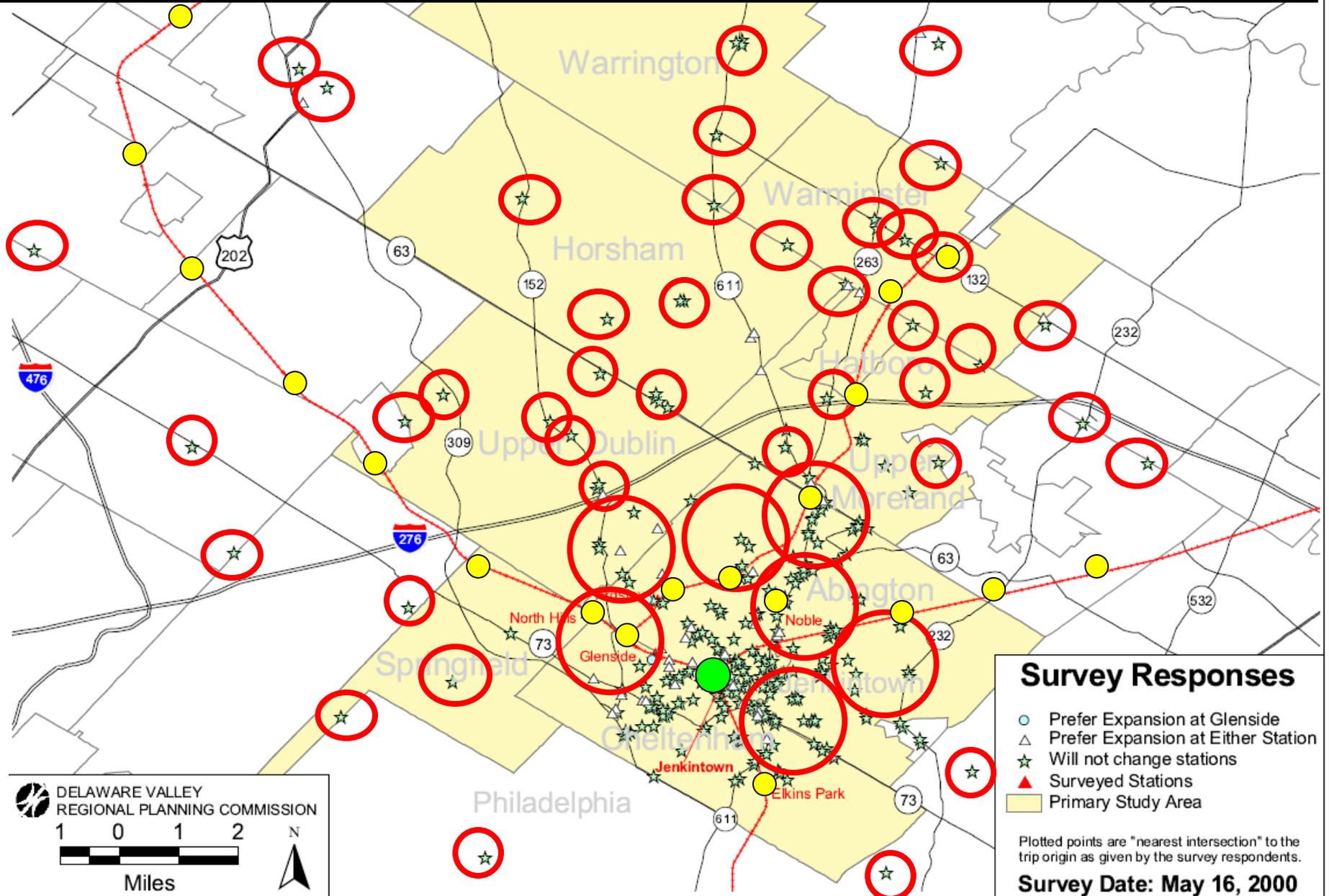


- Cars and trucks consume 50% of all crude oil consumed daily by the United States.
- Cars and trucks are overall the least efficient form of transportation.

Best Solution:

**Increase rail rider miles
not just rail ridership.**

“Extreme” and other commuters utilize Jenkintown but have stations close to their home
 Red Circles indicate riders with access to SEPTA stations (●) closer than Jenkintown (●)



How to do it:

- Increase stops/parking at smaller stations.
- Improve security at all stations.
- Improve maintenance at all stations.
- Reduce “leapfrogging” of local stations.
- Get traffic off the roads by encouraging use of closest neighborhood station.

We Don't Need A Mega-Station.

- We Need Mega-Security.
- We Need Mega-Service.
- We Need Mega-Maintenance.

- We need SEPTA to take the lead in decreasing our dependence on fossil fuels.

Question:

Where are the empty parking spaces?

Answer:

Where the trains don't stop as often...

Orland, North Hills, and Melrose Park.

Available Parking SEPTA R5 Doylestown Line

SEPTA R5 STATIONS PARKING

	Regular Parking Spaces	Used Regular Parking Spaces	Unused Regular Parking Spaces	Regular Parking % Full
Doylestown	185	135	50	73.0%
Delaware Valley	<<< No Parking >>>			
New Britain	39	39	0	100.0%
Chalfont	53	53	0	100.0%
Link Belt	0	0	0	N/A
Colmar	291	198	93	68.0%
Fortuna	33	33	0	100.0%
Lansdale	497	497	0	100.0%
Pennbrook	200	200	0	100.0%
North Wales	227	227	0	100.0%
Gwynedd Valley	118	118	0	100.0%
Penllyn	60	60	0	100.0%
Ambler	496	485	11	97.8%
Fort Washington	369	360	9	97.6%
Oreland	97	65	32	67.0%
North Hills	147	82	65	55.8%
Glenside	221	215	6	97.3%
Jenkintown-Wyncote	430	430	0	100.0%
Elkins Park	94	90	4	95.7%
Melrose Park	185	120	65	64.9%
Fern Rock	639	639	0	100.0%

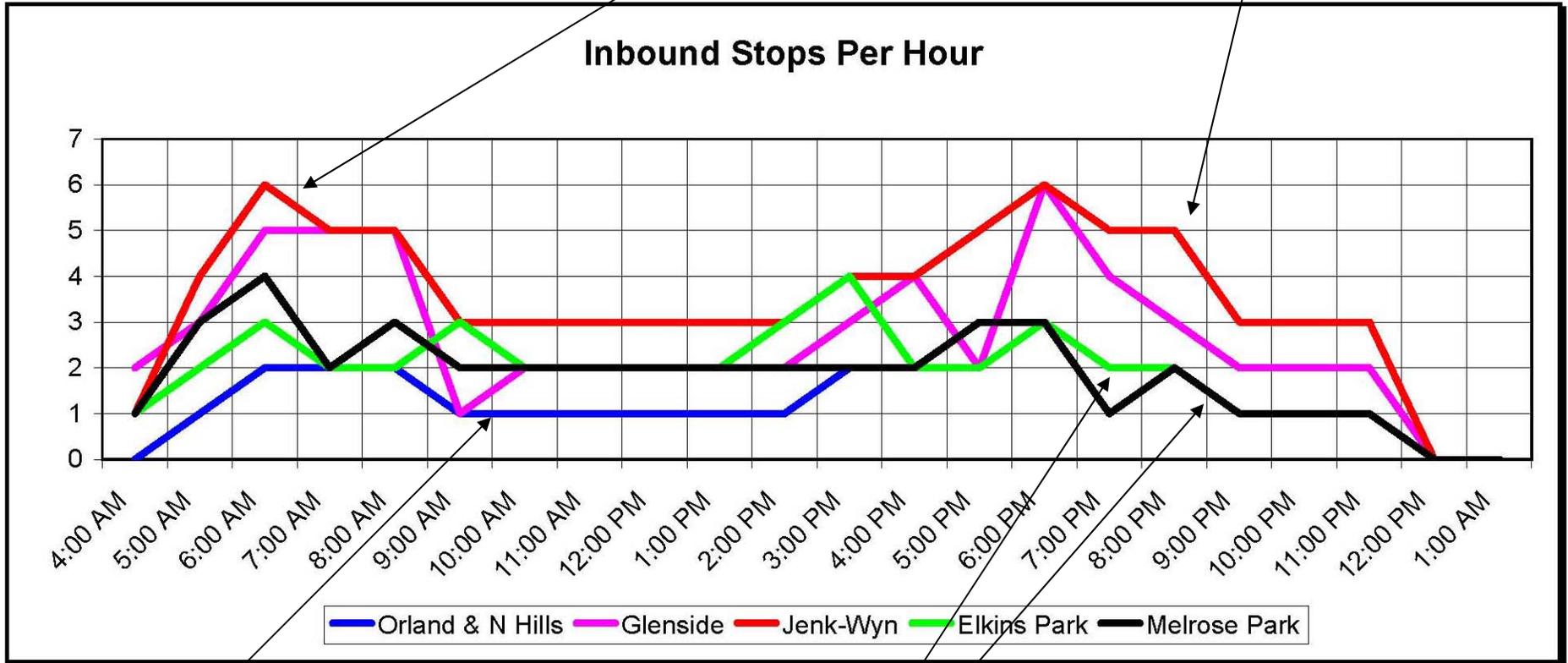
Scheduled Stops

“Stop the trains and they will come.”

Train Stops Per Hour – All Routes – Inbound and Outbound

Hour		Orland		North Hills		Glenside		Jenk-Wyn		Elkins Pk		Melrose Pk		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
4:00 AM	AM					2		1		1		1		
5:00 AM		1		1		3	1	4	3	2	3	3	3	
6:00 AM		2	2	2	2	5	3	6	3	3	2	4	2	
7:00 AM		2	2	2	2	5	4	5	6	2	4	2	4	
8:00 AM		2	2	2	2	5	3	5	4	2	3	3	3	
9:00 AM		1	1	1	1	1	2	3	2	3	2	2	2	
10:00 AM		1	1	1	1	2	2	3	3	2	3	2	2	
11:00 AM		1	1	1	1	2	2	3	3	2	2	2	2	
12:00 PM		PM	1	1	1	1	2	2	3	3	2	2	2	2
1:00 PM			1	1	1	1	2	2	3	3	2	2	2	2
2:00 PM			1	1	1	1	2	2	3	4	3	2	2	2
3:00 PM	2		2	2	2	3	3	4	3	4	2	2	2	
4:00 PM	2		2	2	2	4	4	4	7	2	2	2	3	
5:00 PM	2		2	2	2	2	4	5	5	2	3	3	2	
6:00 PM	3		2	3	2	6	5	6	7	3	3	3	3	
7:00 PM	2		2	2	2	4	3	5	4	2	2	1	2	
8:00 PM	2		1	2	1	3	2	5	3	2	1	2	2	
9:00 PM	1		1	1	1	2	2	3	3	1	2	1	2	
10:00 PM	1		1	1	1	2	2	3	3	1	2	1	2	
11:00 PM	1	1	1	1	2	2	3	3	1	2	1	2		
12:00 PM		1		1		2		3		3		3		
1:00 AM						1		1						
Totals:		29	27	29	27	59	53	77	76	42	47	41	47	

Jenkintown-Wyncote



Orland, North Hills

Elkins Park & Melrose Park

Adhere to DVRPC Policy

What did the DVRPC recently say about suburban sprawl, traffic congestion, the environment, and how best to work with well established older neighborhoods like Jenkintown and Old Wyncote?

What is the DVRPC vision for the future?

Destination 2030: Planning Areas



- **Core Cities** – Revitalization and Renewal
- **Developed Communities** – Stabilization, Maintenance and Restoration
- **Growing Suburbs** – Growth Management & Enhanced Community Design
- **Rural Areas** – Preservation and Limited Growth

The Vision



- Rejuvenated Cities & Older Suburbs
- **Minimized Sprawl** & Improved Site and Building Design
- Diversified & Growing Regional Economy
- **Clean & Sustainable Environment**
- Safe & Convenient Multi-modal Transportation System
- **Reduced Congestion**, Increased Mobility & Improved Safety
- Sufficient Funding for Smart Investments
- Equal Access to Opportunities for All

Points for our Township Commissioners to consider

Let's Not Perpetuate SEPTA's Mistakes

- Garage is \$23 million band-aid that does not fix SEPTA's real problems
 - Trains service to outlying stations
 - Parking at other stations
- The garage will only makes things worse for SEPTA and Cheltenham Township
 - More cars from outlying areas
 - ↑Traffic, ↑ Injuries, ↓ Property values
 - No incentive for SEPTA to address others issues

Bad for Neighborhood, Bad for Township

- No evidence of garage value to Cheltenham township
- No evidence to support need for increased parking demand for Cheltenham residents
- More traffic, congestion, noise, pollution
- More traffic fatalities and injuries
- Decreased quality of life
- Decreased property values and reduced tax base

Traffic Studies for Garage are Inadequate

- Impact on neighborhood streets not assessed
- New patterns not addressed- e.g., new Rt 309 project will drive commuters through Wyncote
- Increased general congestion will prompt commuters to use neighborhood streets
- Increased traffic leads to
 - Decreased property values
 - Decreased quality of life
 - Increased pedestrian fatalities, injuries and property damage

SEPTA Garage Would Increase Pedestrian Injury Rates by Increasing Neighborhood Vehicle Volume

- Known relationship between change in vehicle volume and the change in the number of injuries¹.
- A 10% increase in traffic volume translates to ~ approximately 5% increase in number of pedestrian injuries.
- A 50% increase in traffic volume increases pedestrian injuries by 22%
- SEPTA should conduct analysis of project related effects on pedestrian injuries

¹ Lee C, Abdel-Aty M. Comprehensive analysis of vehicle-pedestrian crashed at intersections in Florida. Accident Analysis and Prevention 2005; 37: 775-786.

Traffic Volume Decreases Property Values and Lowers Tax Base

- Research has shown that traffic volume increases of a few hundred motor vehicles per day reduced adjacent residential property values by 5-25%
- Example: Assuming 150 residences per mile of a residential street, with average values of \$100,000 per residence, this represents an annualized cost of approximately \$1 million (5% discount rate over 25 years).

Poor environmental policy

A Parking garage at Jenkintown-Wyncote:

- REDUCES use of outlying stations, buses, walking and bicycling by encouraging driving
- INCREASES “leapfrogging” of stations
- INCREASES air pollution emissions
- INCREASES the use of fossil fuels
- INCREASES petroleum-based run-off from vehicles

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PETITION

WHEREAS, SEPTA is currently proposing to build a
5 STORY - 700 CAR PARKING GARAGE

which will necessitate major re-construction at the corner of Glenside and Greenwood Avenues, the construction of a two lane bridge on Glenside Avenue; "temporarily" paving over the newly planted park area on Glenside Avenue - among other **drastic changes to the character of our Olde Wyncote neighborhood** -

As concerned citizens of Cheltenham, we OPPOSE SEPTA'S construction of a 5 STORY, 700 CAR PARKING GARAGE at the Jenkintown/Wyncote Train Station.

We have particular concerns about the consequences for Cheltenham – including, but not limited to, the following:

The erection of a 5 story 700 car parking garage would:

- A. greatly detract from the aesthetics of the historic district of Olde Wyncote and dramatically **decrease property values**.
 - B. **dramatically increase traffic** on the narrow and congested streets of Wyncote, which are already highly trafficked during the morning and afternoon peak hours.
 - C. lead to an **increased tax burden** due to increased need for road repair.
 - D. lead to an **increase in vandalism and other types of criminal activity**, because of the nature of a 5 story open parking structure, without 24 hour security.
 - E. lead to an **increased environmental burden** on the Tookany Creek, due to construction consequences.
 - F. heighten the probability of a **"HIT and RUN" of our children** and other residents due to commuters "racing to catch the train".
- ❖ *During the school year, school buses are already late in picking up children an extensive construction project will only add to the problem.*
 - ❖ *Why should Wyncote, with its narrow and winding streets, be a host to an **extra 300 cars per day from the outer suburbs?** Why doesn't SEPTA concentrate on improving the service to stations North & West of us?*
 - ❖ SEPTA has broken its promises to our community before.
Why should Wyncote neighbors depend on SEPTA's word now?

Cheltenham Chamber of Citizens

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