

Southeastern Pennsylvania  
Transportation Authority

# Jenkintown-Wyncote Station Improvements Presentation

## **Consultant Team:**

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PB Americas, Inc.

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ASC Group, Inc.

CHPlanning, Ltd.

February 24, 2009

# Introduction

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# Introduction

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- Project Purpose – Implement Plan Developed in 2005 Feasibility Study
  - Increase Parking Capacity
    - Add 340 Parking Spaces via New 700-car Parking Garage
  - Enhance Passenger Access and Convenience
    - New High Level Platforms
    - New Station Waiting and Ticket Areas
  - Keep Existing Station in Good Repair
  - Maintain Historic Character
  - Extend Service Life



# Introduction

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- Project Timeline

- Complete Design Mid-2010
- Start Construction Early 2011
- Complete Construction Mid-2013



# National Environmental Policy Act (NEPA)

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- Purpose and Legislation
  - Established National Policy for Federal Agencies to Examine the Consequences of Proposed Actions on the Environment
  - Mandates Consideration of Environmental Issues During Decision-Making



# National Environmental Policy Act (NEPA)

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- **3 Types of NEPA Class Actions**

- **Class 1: Environmental Impact Statements (EIS)**  
Actions that have a significant impact on the environment
- **Class 2: Categorical Exclusions (CE)**  
Actions that do not result in a significant impact
- **Class 3: Environmental Assessments (EA)**  
Actions for which the significance of the impact on the environment is not clearly established



# National Environmental Policy Act (NEPA)

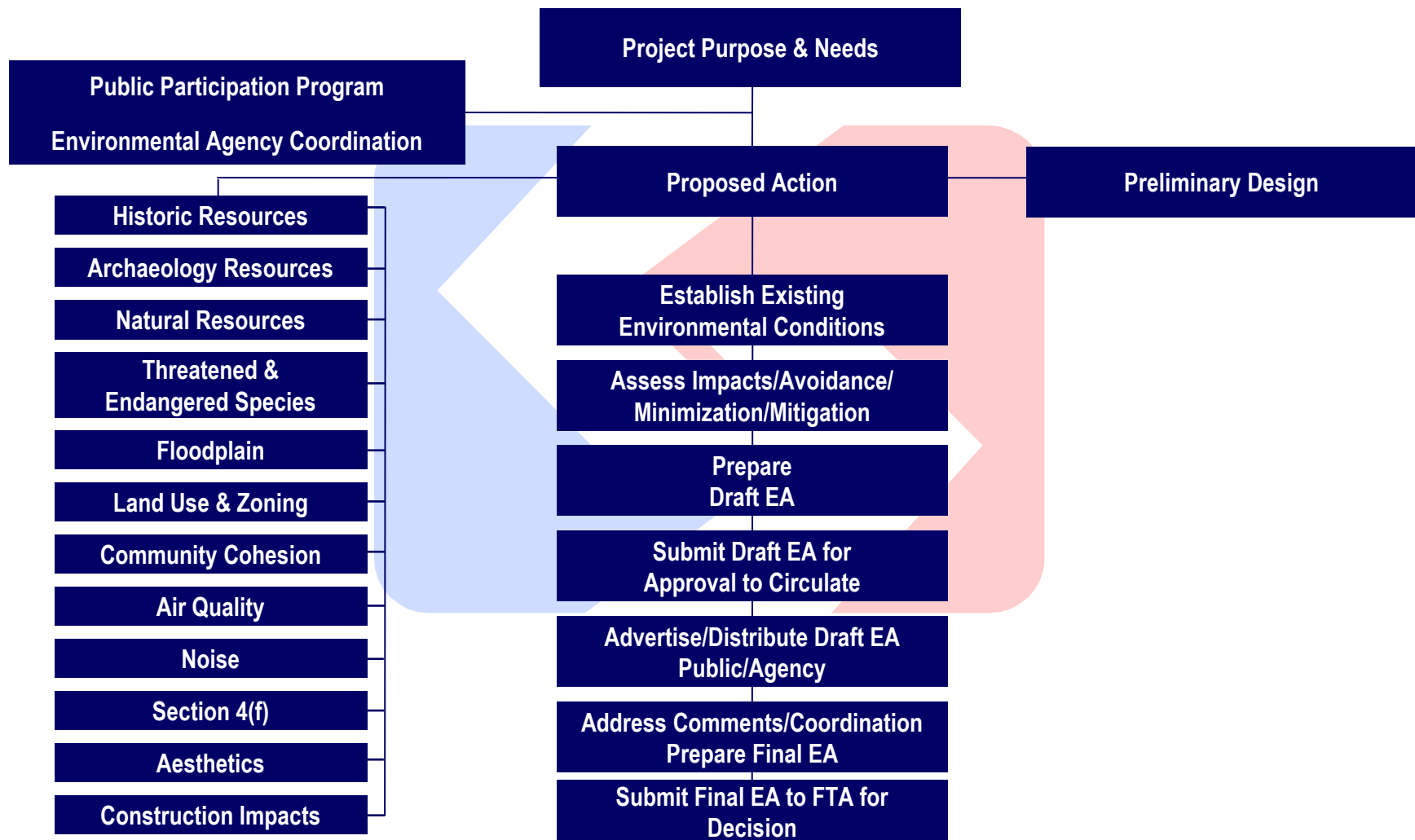
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- NEPA Class Action

## **Jenkintown-Wyncote Station Improvements Environmental Assessment (EA)**

**Purpose:** Provide the FTA with information to allow a determination of the proposed project impacts on the environment

# Environmental Assessment Process





# Introduction

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- Project Status
  - Received Initial Public Input 8/08 and 9/08
  - Obtained Site Data
  - Developing Concept Design
  - Seeking Further Public Input

# Introduction

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- **Public Concerns**

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- 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



# Introduction

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- **Public Concerns**

- **Architecture**

- Historic Nature
    - Size of Garage
    - Number of Cars
    - Appearance
    - Aesthetics
    - Security
    - Impact on Adjacent Neighborhood Streets
    - Property Values

- **Pedestrian/Bicycle Access**

- Bike Paths
    - Bike Parking
    - Safe Pedestrian Lanes on Bridge

- **Roadway Improvements**

- Traffic
    - Emergency Plans
    - Impact on Adjacent Neighborhood Streets
    - Riders
    - Safe Pedestrian Lanes on Bridge

- **Tookany Creek Improvements**

- Flooding
    - Property Values

- **Construction**

- Traffic
    - Impact on Adjacent Neighborhood Streets
    - Temporary Parking Locations



# Architecture

View from Jenkintown  
looking West

- Architectural Goals
  - Be a Station First / Parking Second
  - Architecture Based on Context: Community, Delaware Valley and Railroad History
  - Provide Access to All

# Architecture

View looking South  
down tracks



- Station Elements
  - Overpass, Elevators, Station Building, High Level Platforms, Parking Deck

# Architecture

View from  
Cheltenham



- Site Features Soften Parking Deck
- Set Back Parking Deck to Reduce Scale
- Set Parapet Heights to Block Headlights

# Architecture

View from Cliff Terrace  
Looking East During Winter



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# Architecture

View from Cliff Terrace  
Looking East During Fall





# Architecture

View from Glenside Avenue  
Looking North During Winter



# Architecture

View of Section  
Elevation looking North



- **Passive Safety / Security Measures**
  - Floor to Floor Heights
  - Flat Floors
  - Open Deck
- **Active Safety / Security Measures**
  - CCTV in Stairs / Elevators
  - Call Boxes
  - Sprinklers Throughout Deck
  - Consistent, Even Lighting

# Architecture

View of Section  
Elevation looking North



- SEPTA Presence
  - Station Hours
  - Parking Management Hours
  - Active Site, SEPTA Facilities and Restaurant

# Architecture

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Looking North at Station  
from Existing Bridge

- Historic Resource
- State of Good Repair



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# Architecture

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- Sustainable / Green Design Initiatives
  - Pursuing LEED® certification
  - Reduce Urban heat island effect, reduce impact to microclimate
  - Increasing on-site infiltration
  - Reduce direct water discharge to Creek
  - Using native species of plants
  - Construction waste recycling
  - Encourage use of Green Power
  - Investigating Photovoltaic Solar Energy



# Architecture

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- Sustainable / Green Design Initiatives
  - Optimize Energy Performance
  - Reduce Ozone Depletion (Refrigerant management)
  - Using high efficiency water fixtures
  - Using building products with high recycled content
  - Daylighting at overpass and deck
  - Using high efficiency MRL Elevators
  - Low VOC paints and minimized material off gassing

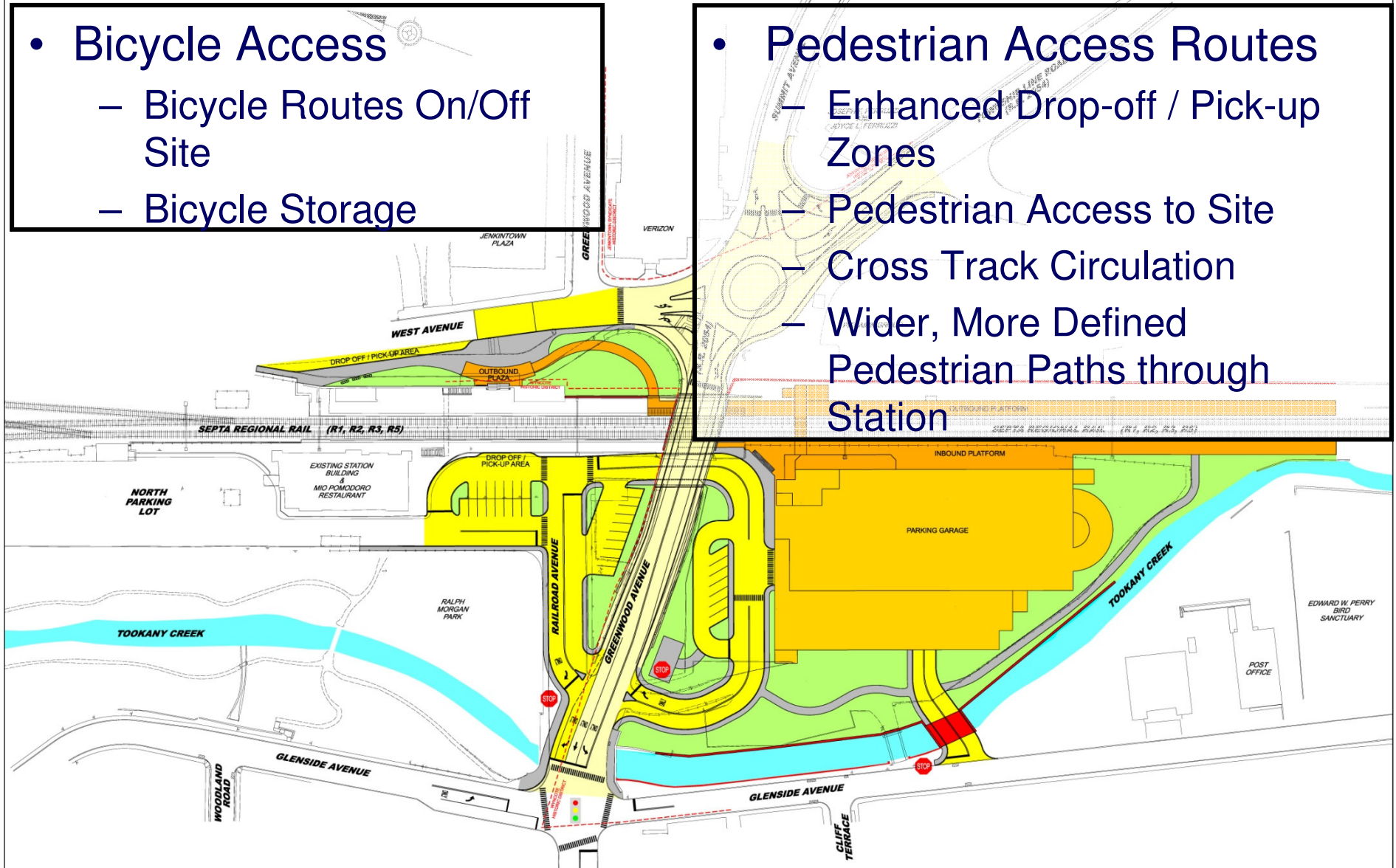
# Pedestrian/Bicycle Access

- **Bicycle Access**

- Bicycle Routes On/Off Site
- Bicycle Storage

- **Pedestrian Access Routes**

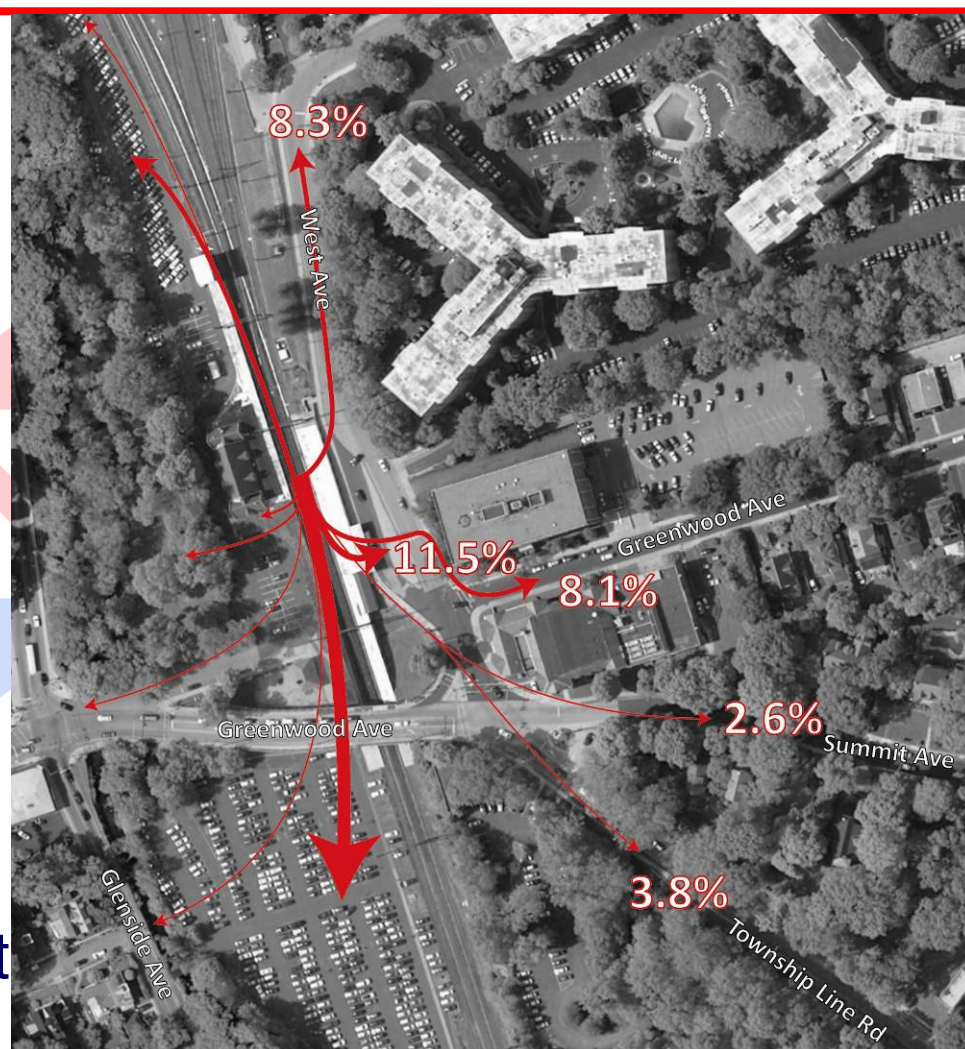
- Enhanced Drop-off / Pick-up Zones
- Pedestrian Access to Site
- Cross Track Circulation
- Wider, More Defined Pedestrian Paths through Station



# Pedestrian/Bicycle Access – West Ave.

## Pedestrian Counts 4:00pm – 6:00pm

- 470 people exited trains
- 34.3% exited at West Avenue
  - 11.5% picked up at driveway
  - 14.5% Walked East into Jenkintown
  - 8.3% Walked Northeast into Jenkintown

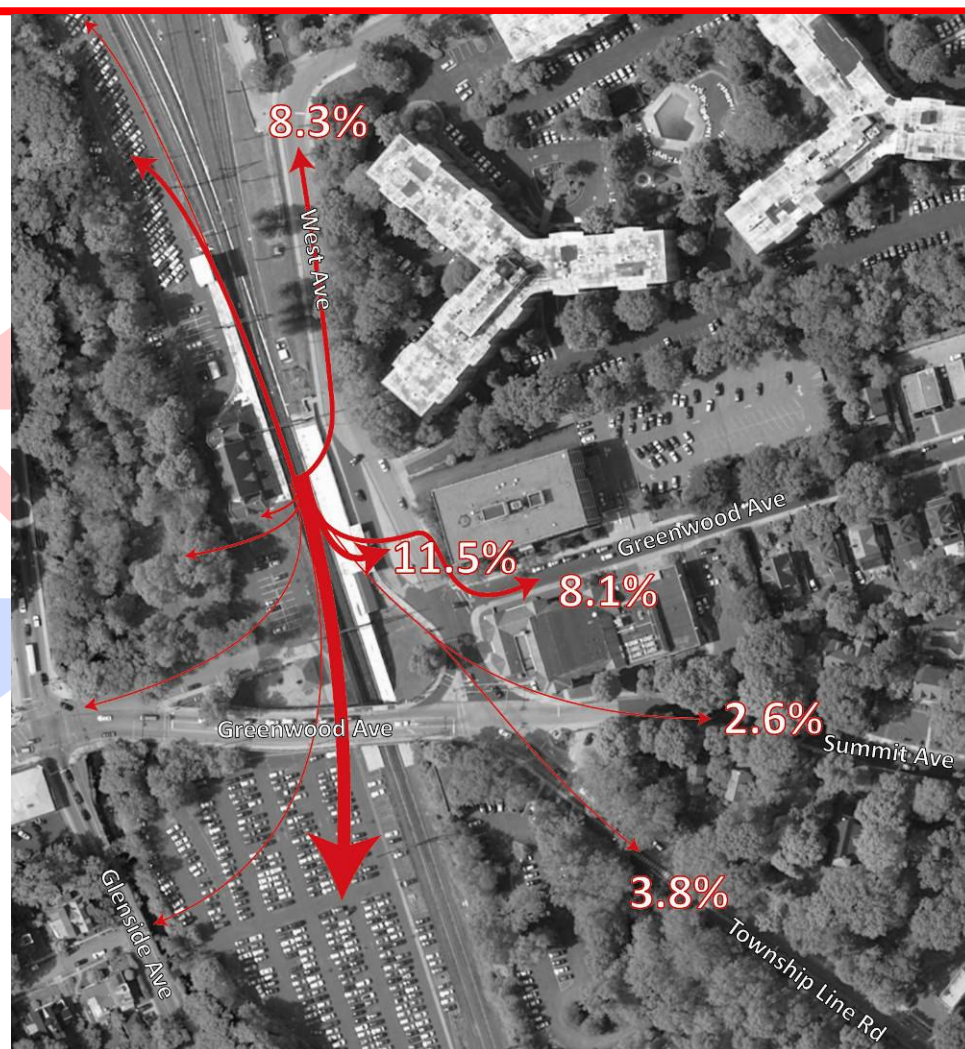




# Pedestrian/Bicycle Access – West Ave.

## Additional specific peak train counts

- Peak Train - R3 5:50pm (normal conditions)
  - 115 exiting passengers
  - 40 exited at West Avenue



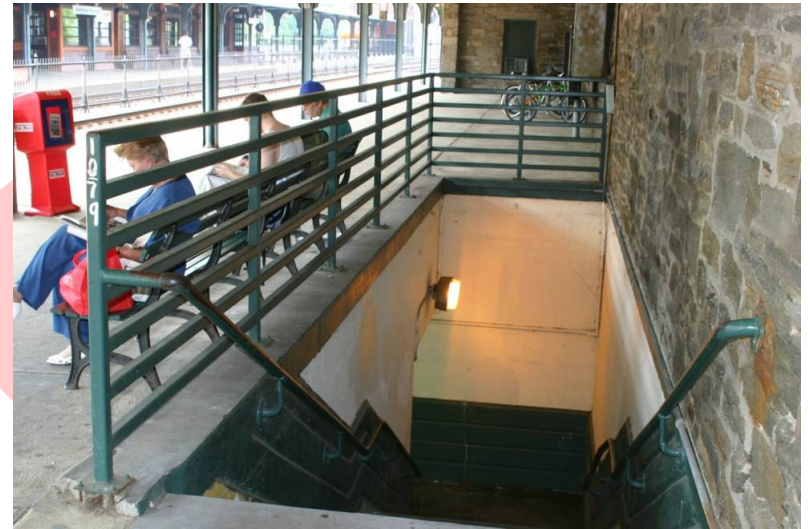
# Pedestrian/Bicycle Access – West Ave.

## Pedestrian Survey

- 7:30AM – 9:30AM
- 140 interviews

## Top 2 Pedestrian Concerns

- Condition of Tunnel
- Crosswalk on West Ave



# Pedestrian/Bicycle Access – West Ave.

## Issues at Drop Off

- Difficult pedestrian crossing
  - Two separate roads
  - Speeding on West Avenue
  - Crossing driveway between standing cars
- No ADA access



# Pedestrian/Bicycle Access – West Ave.

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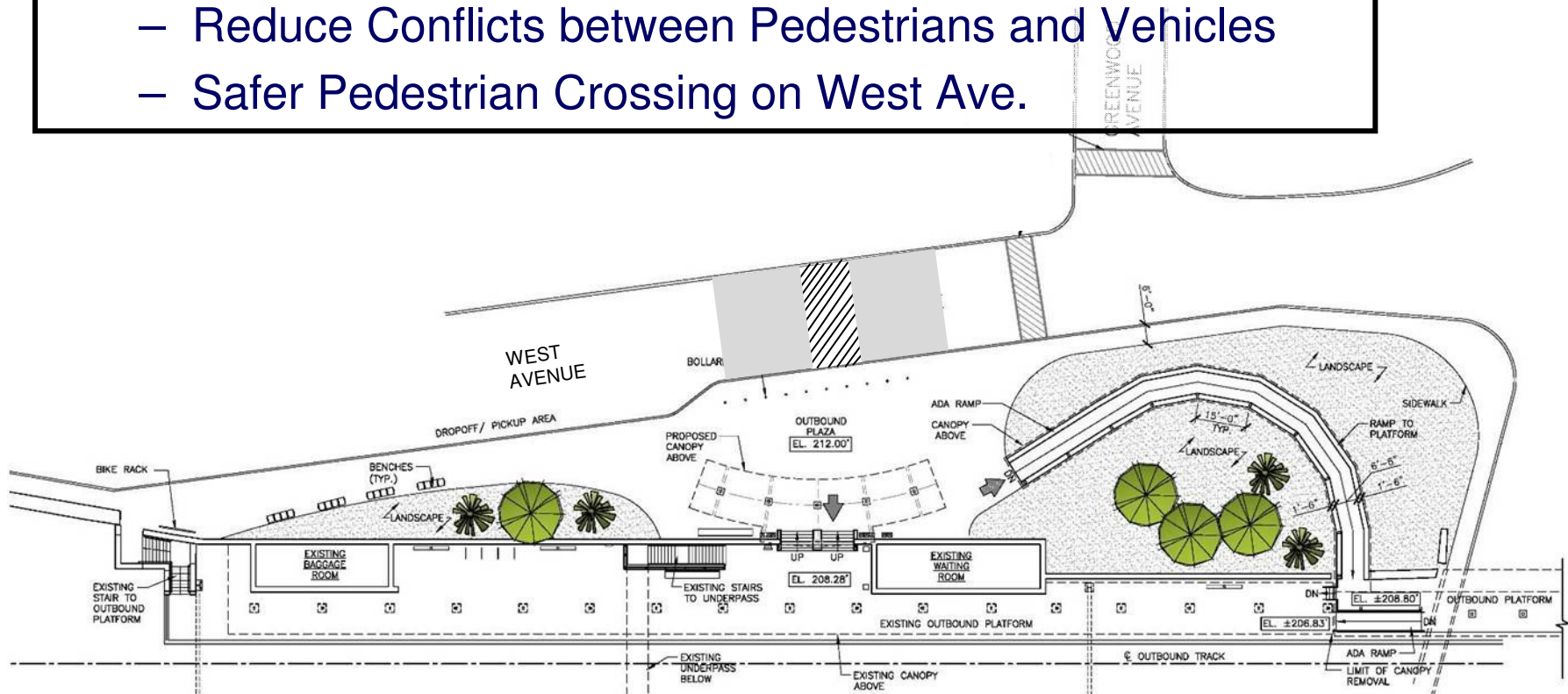
## Issues at Drop Off

- Insufficient space at top of stairs:
  - Staircase ‘capacity’ is approximately 270 people per minute.
  - Sidewalk at top of stairs can accommodate about 24 people standing (LOS E)
  - In crowded conditions people could be pushed into roadway



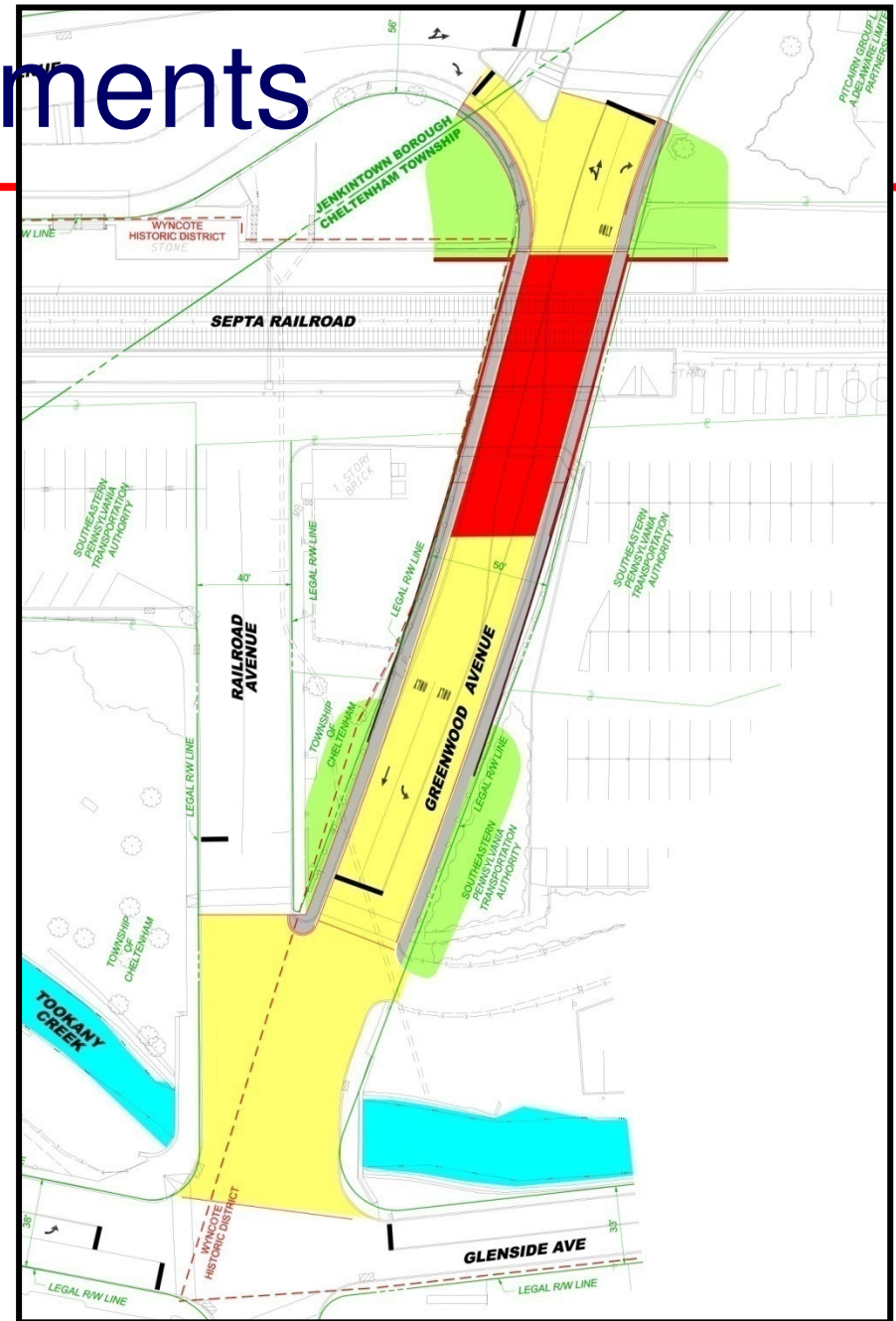
# Pedestrian/Bicycle Access – West Ave.

- Proposed West Avenue Modifications
  - Develop more Prominent Pedestrian Entry
  - ADA Access to New Platforms
  - Reduce Conflicts between Pedestrians and Vehicles
  - Safer Pedestrian Crossing on West Ave.



# Roadway Improvements

- Existing Access
  - Railroad Avenue
    - Geometry
    - Part of signal
  - South Lot Entrance
    - One way
  - Glenside Ave. Exit
    - One way
  - West Avenue
    - Island



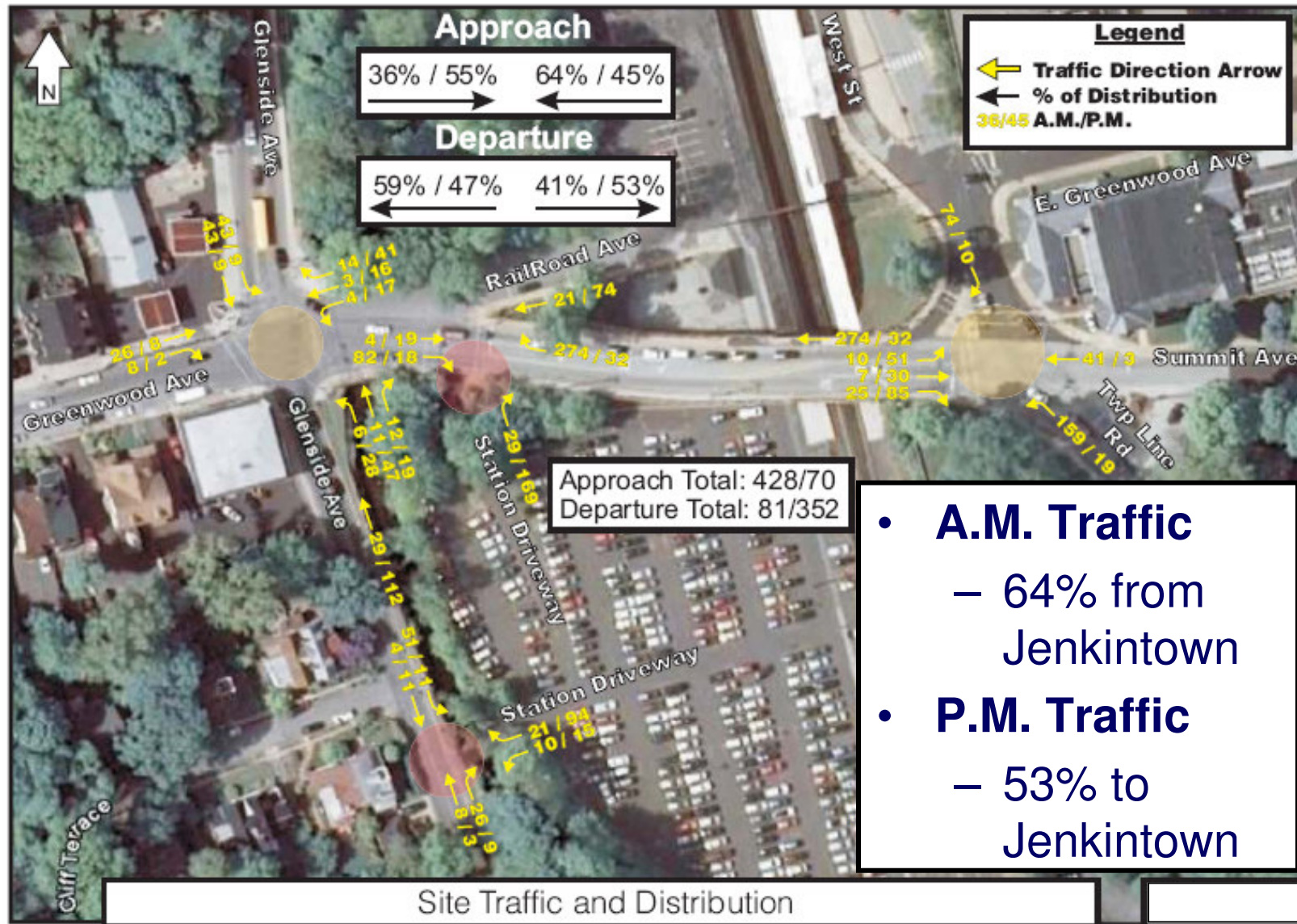
# Roadway Improvements

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- Traffic Study
  - Existing South Lot
    - 364 parking spaces
  - Parking capacity net increase
    - 336 additional spaces
  - Traffic Analysis
    - Counts taken April 2008
    - Additional counts in August 2008 and recounted in September 2008
    - Existing Conditions (2011)
    - Future Conditions (2025)

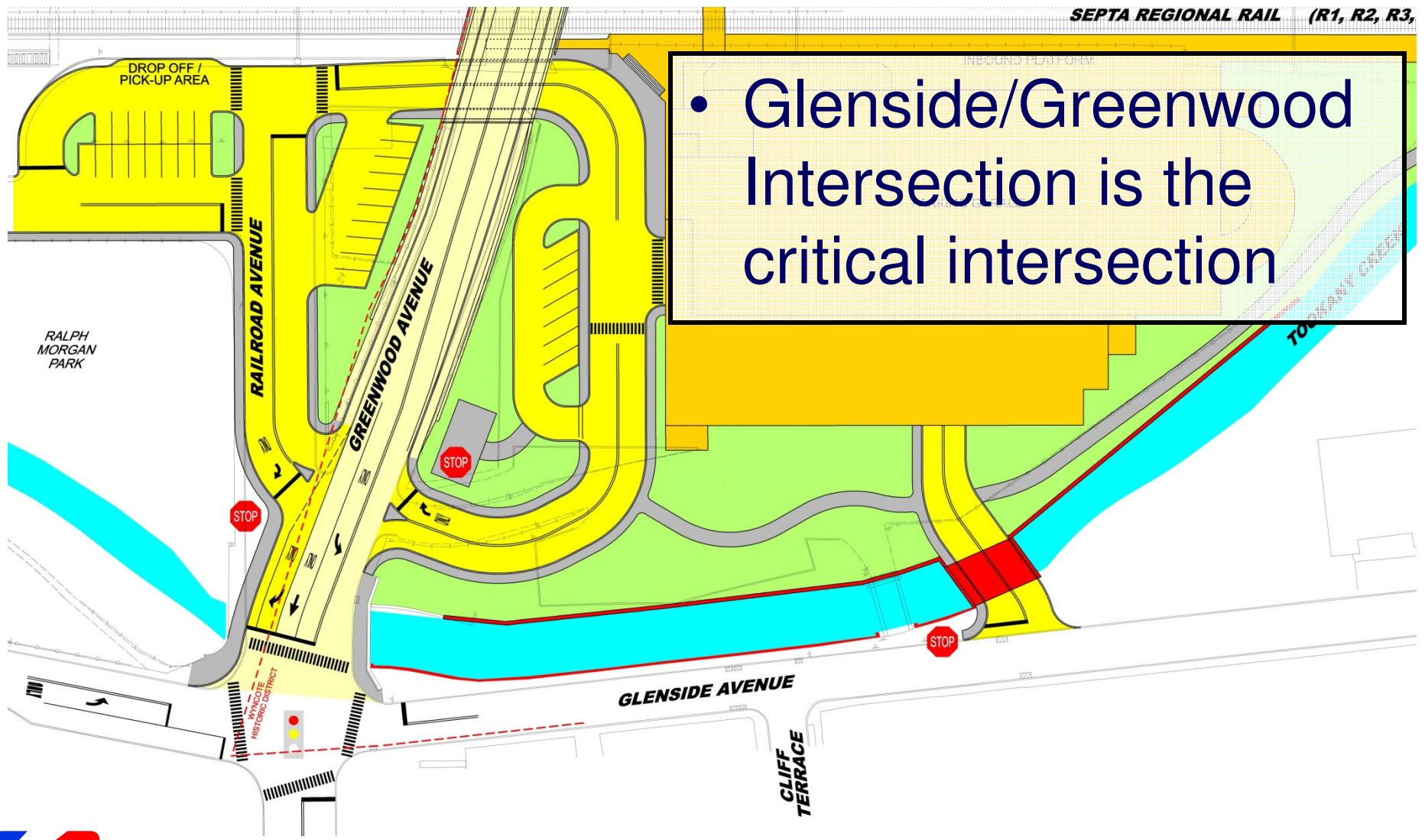


# Roadway Improvements - Traffic Study





# Roadway Improvements - Traffic Study



# Roadway Improvements - Traffic Study

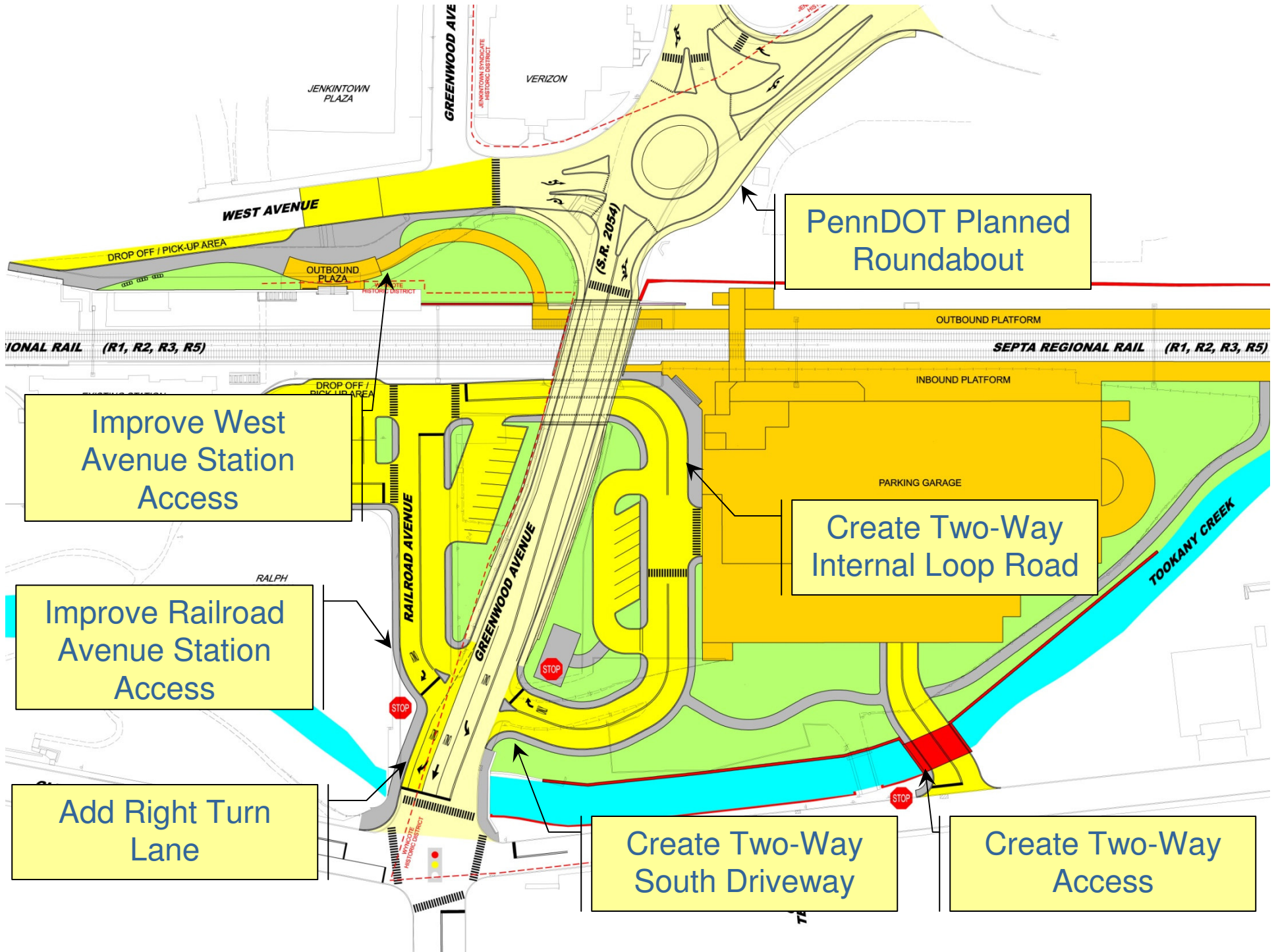
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- Proposed traffic improvements

## Goal

**Keep as much traffic away from  
Glenside signal as possible**





PennDOT Planned Roundabout

Improve West Avenue Station Access

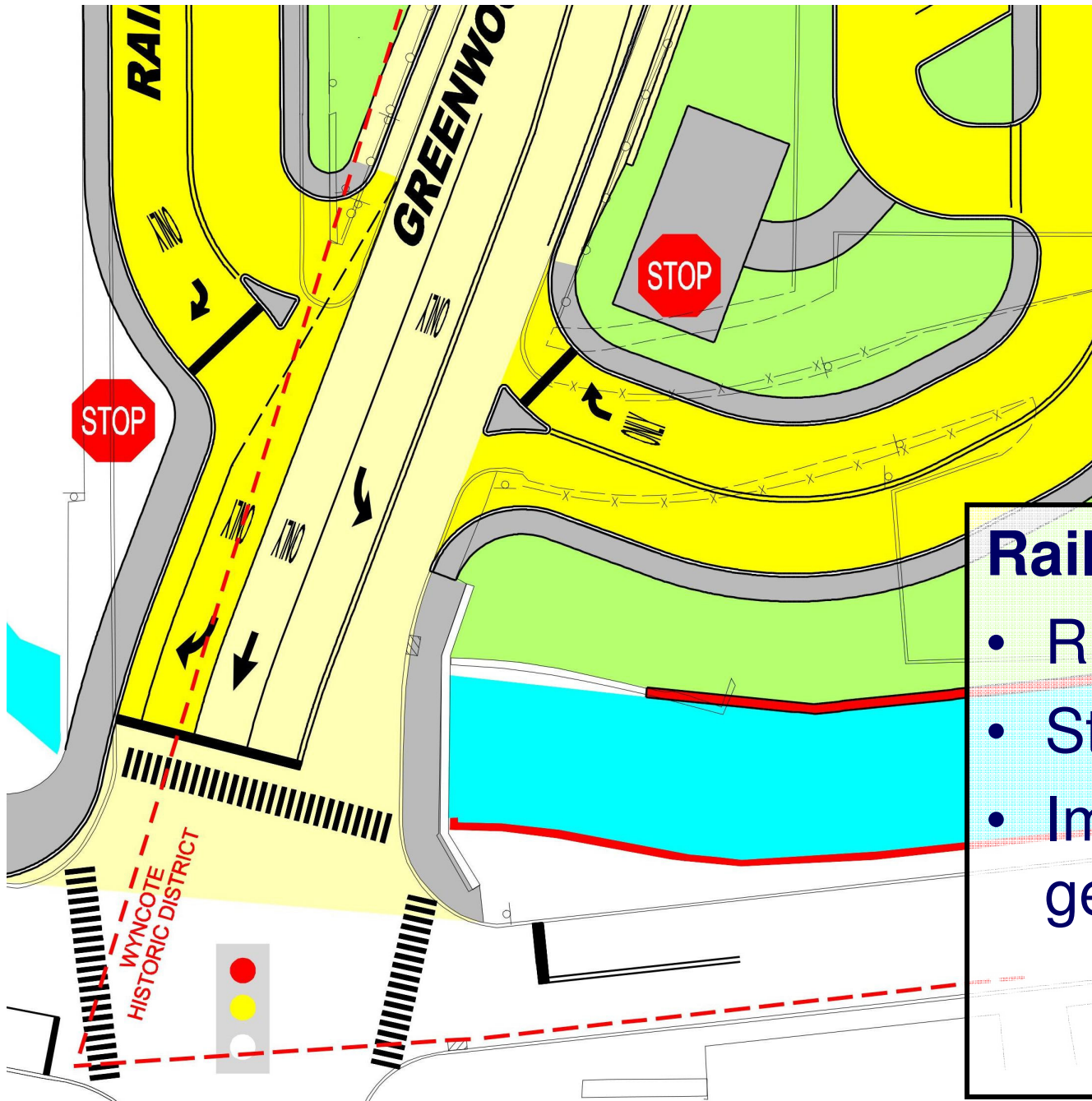
Improve Railroad Avenue Station Access

Add Right Turn Lane

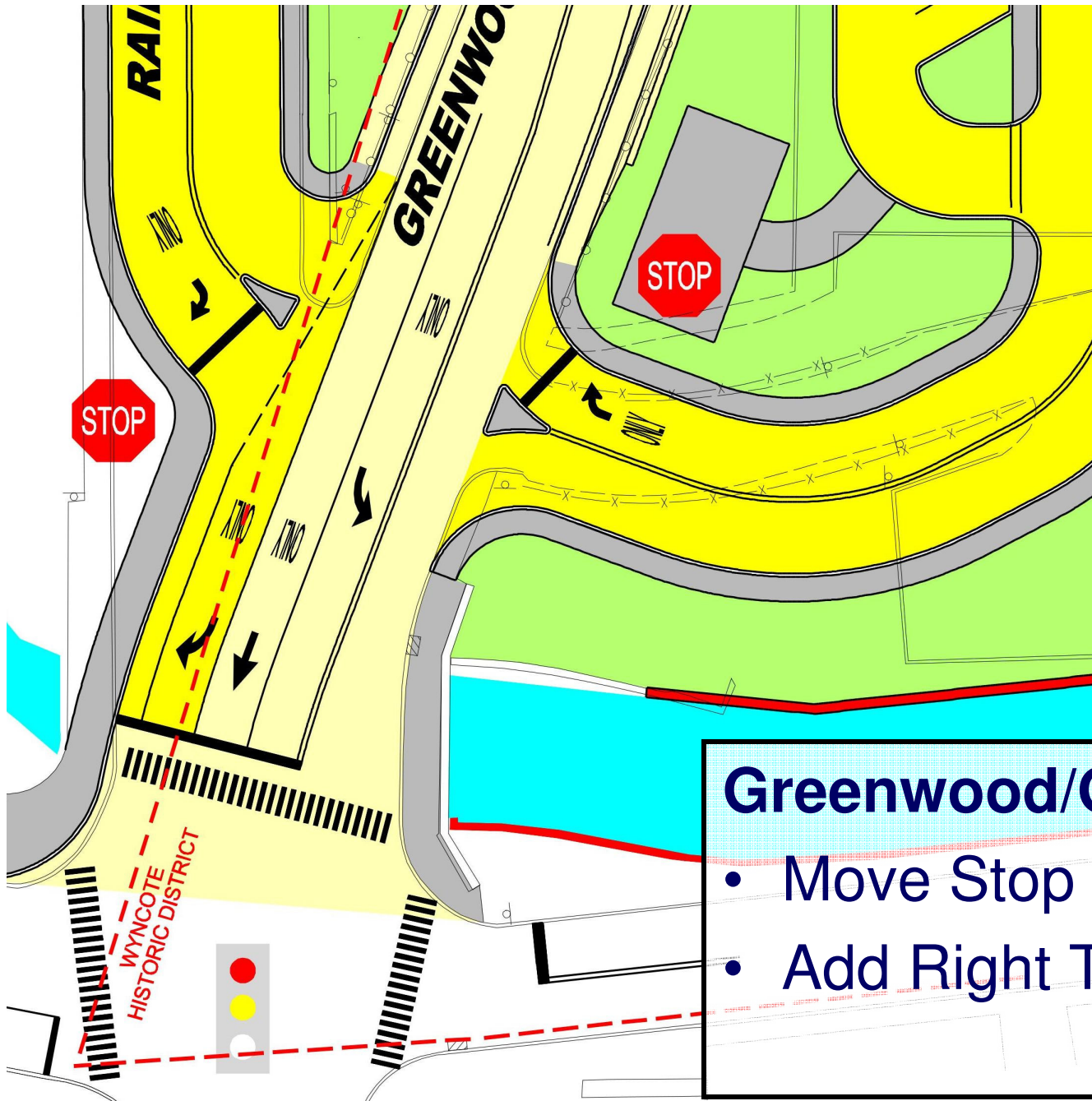
Create Two-Way Internal Loop Road

Create Two-Way South Driveway

Create Two-Way Access

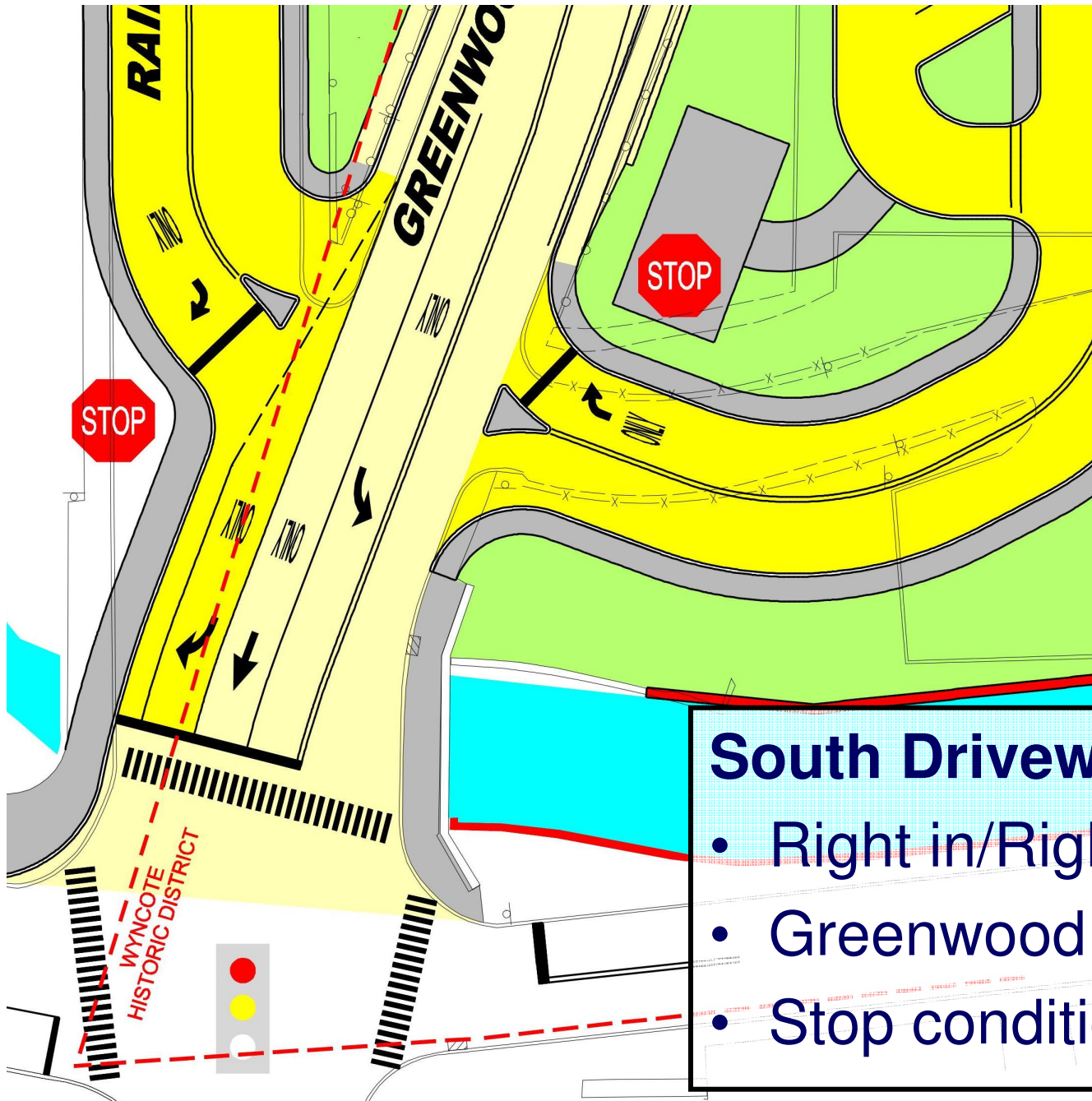


- ### Railroad Avenue
- Right in/Right out
  - Stop condition
  - Improved geometry



**Greenwood/Glenside Signal**

- Move Stop Bar
- Add Right Turn Lane



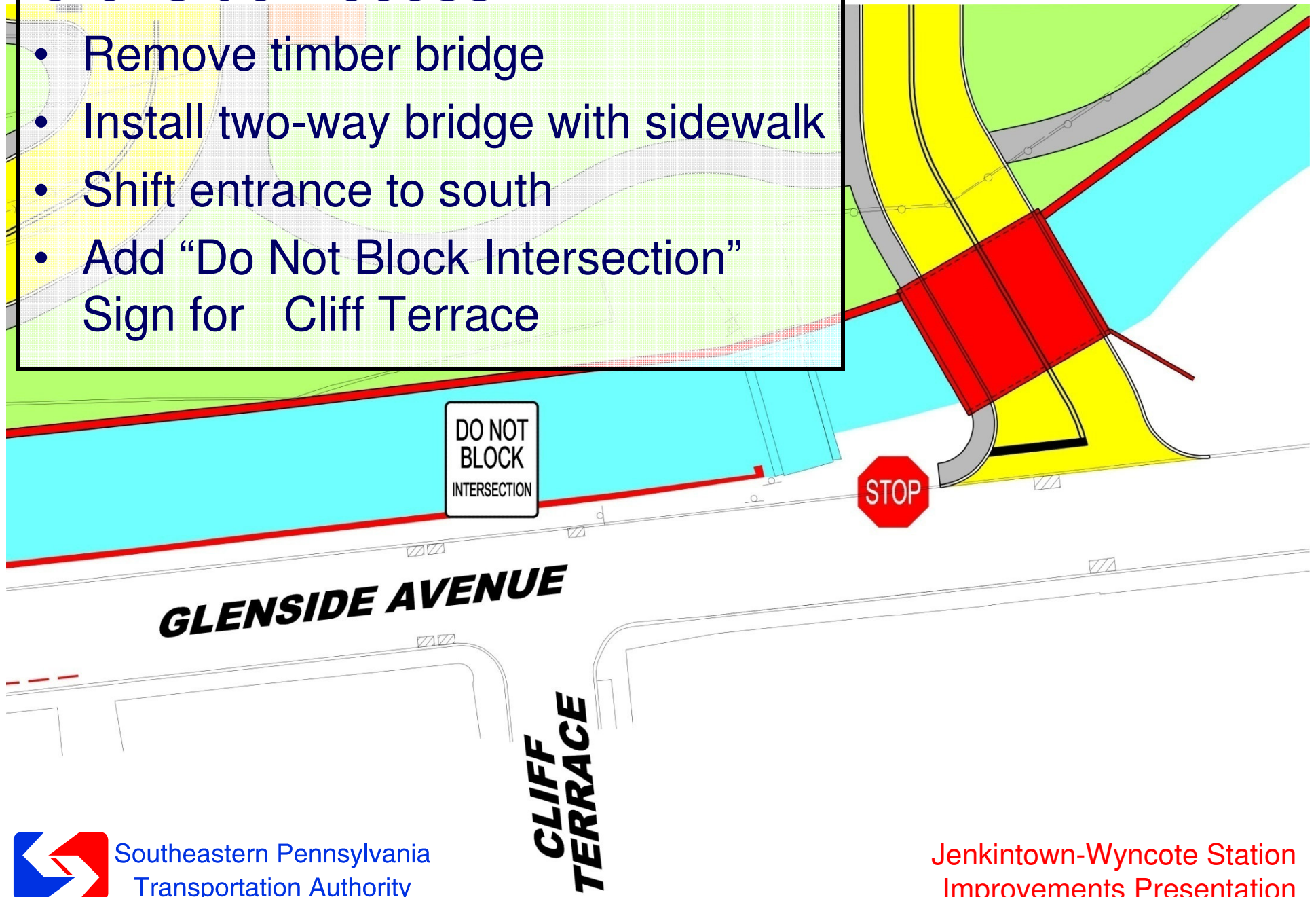
## South Driveway

- Right in/Right out (Two way)
- Greenwood -No Left Turn
- Stop condition



# Glenside Access

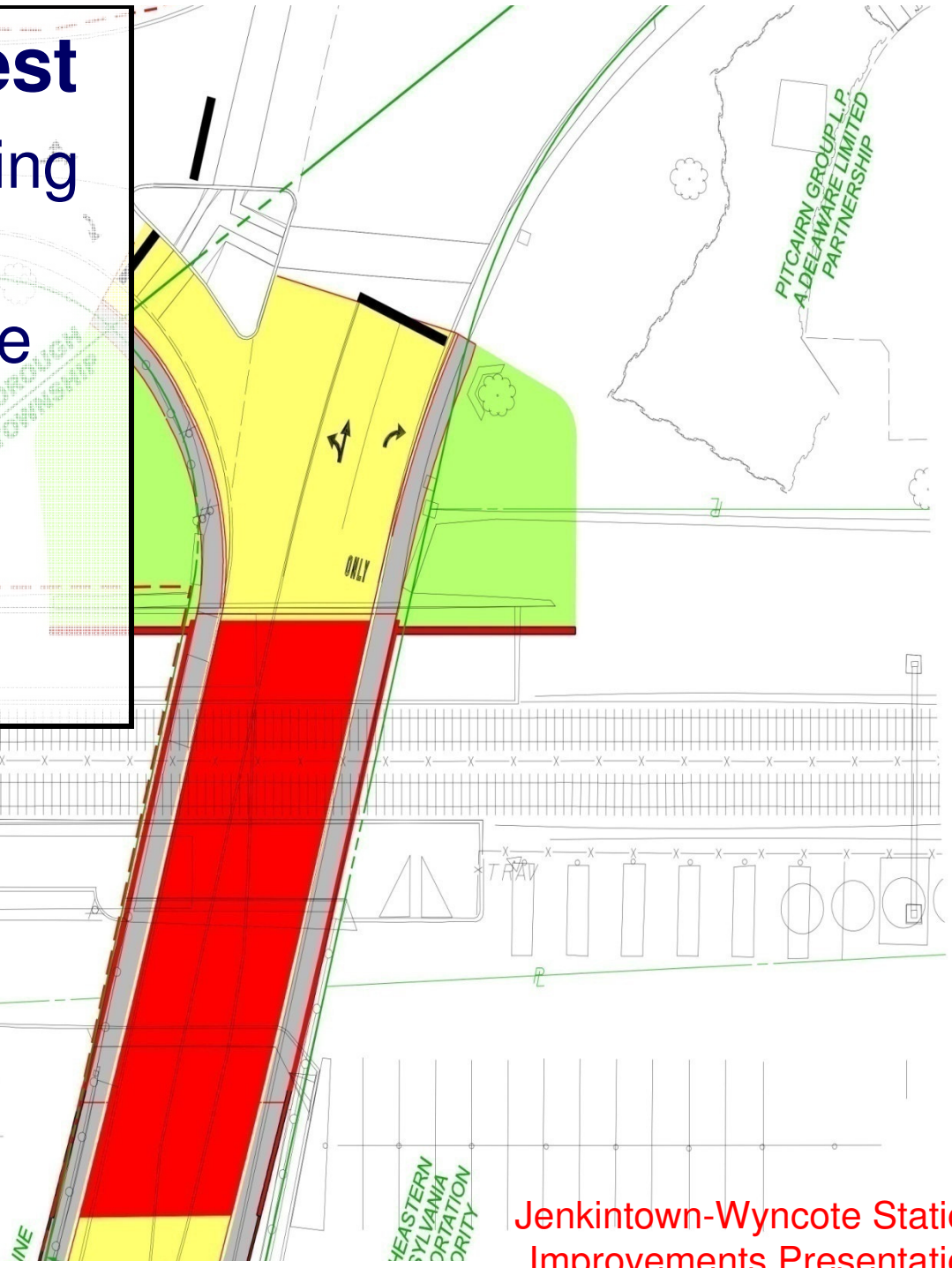
- Remove timber bridge
- Install two-way bridge with sidewalk
- Shift entrance to south
- Add “Do Not Block Intersection” Sign for Cliff Terrace



# Greenwood & West

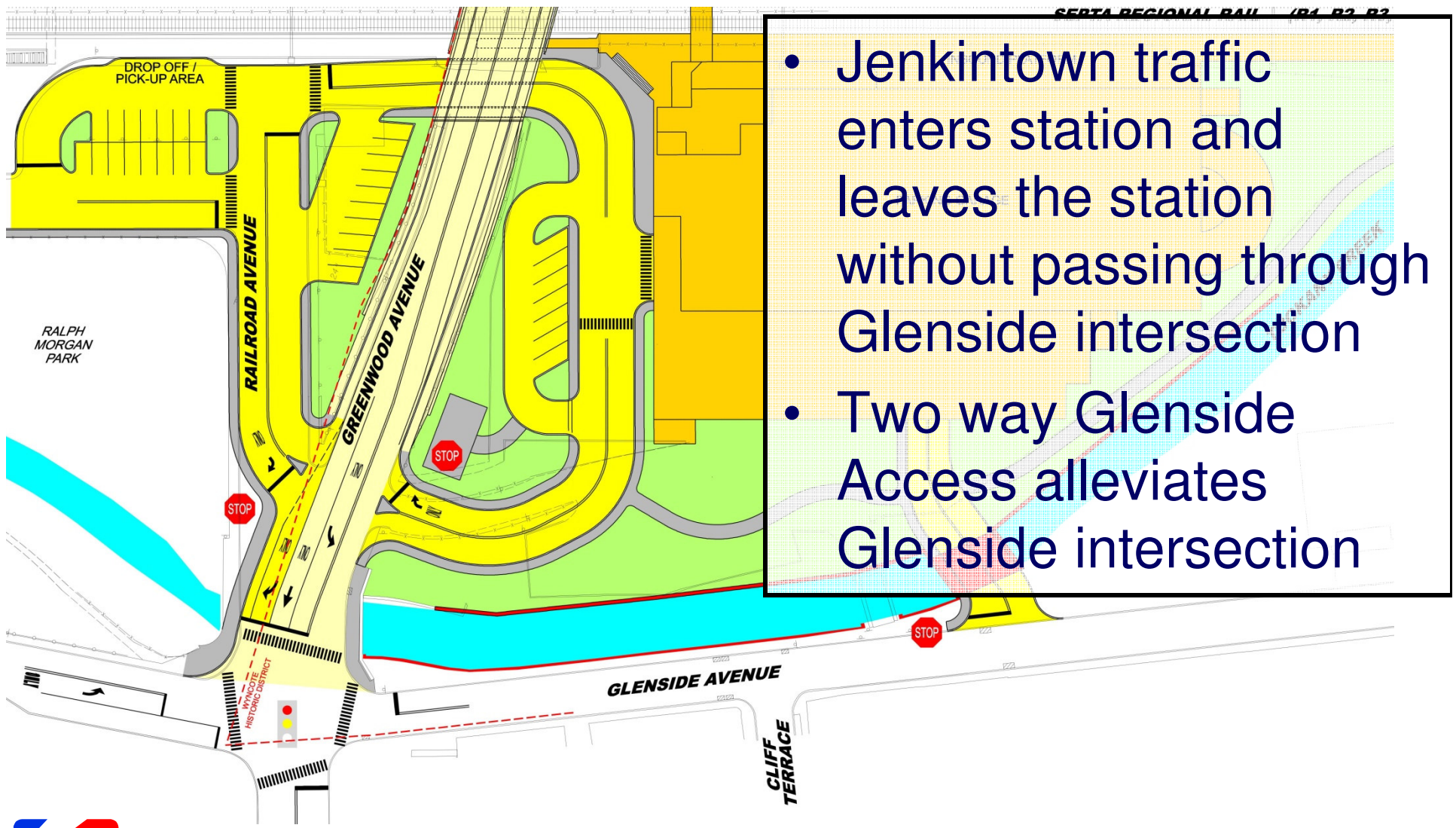
- PennDOT is planning a roundabout
- Maintain or improve traffic operations including the additional SEPTA parking capacity

**SEPTA RAILROAD**



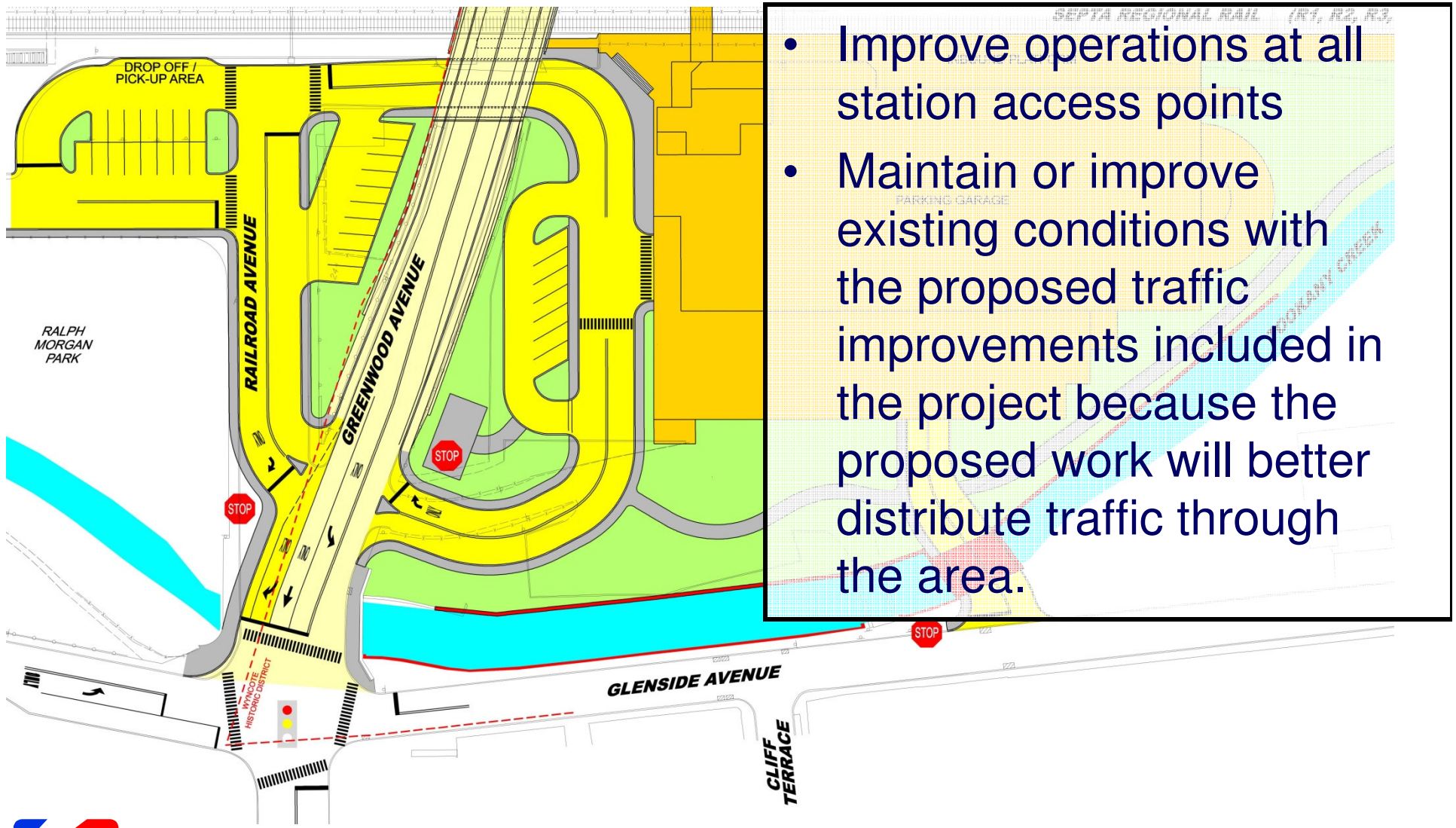


# Roadway Improvements Summary



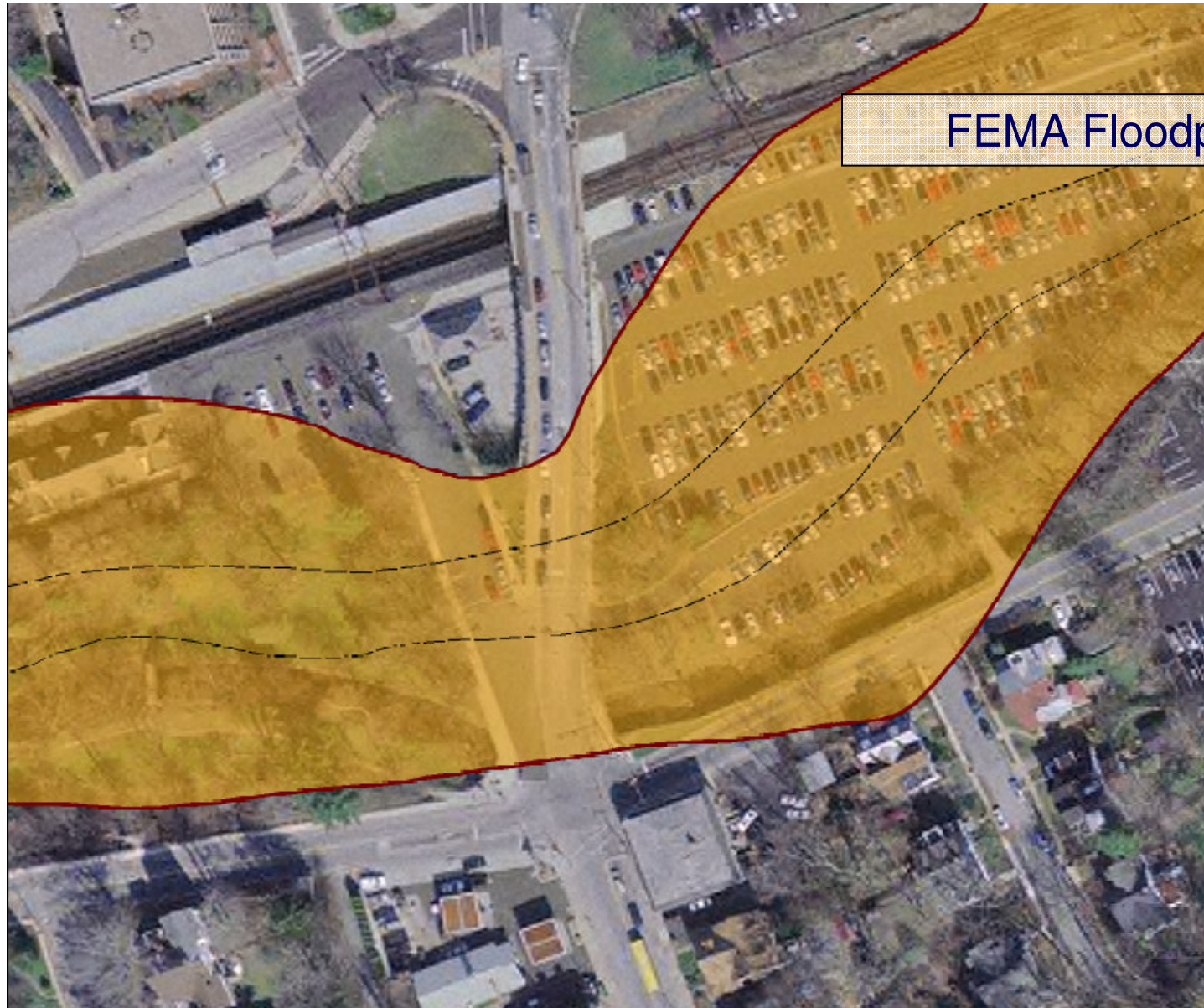
- Jenkintown traffic enters station and leaves the station without passing through Glenside intersection
- Two way Glenside Access alleviates Glenside intersection

# Roadway Improvements Summary



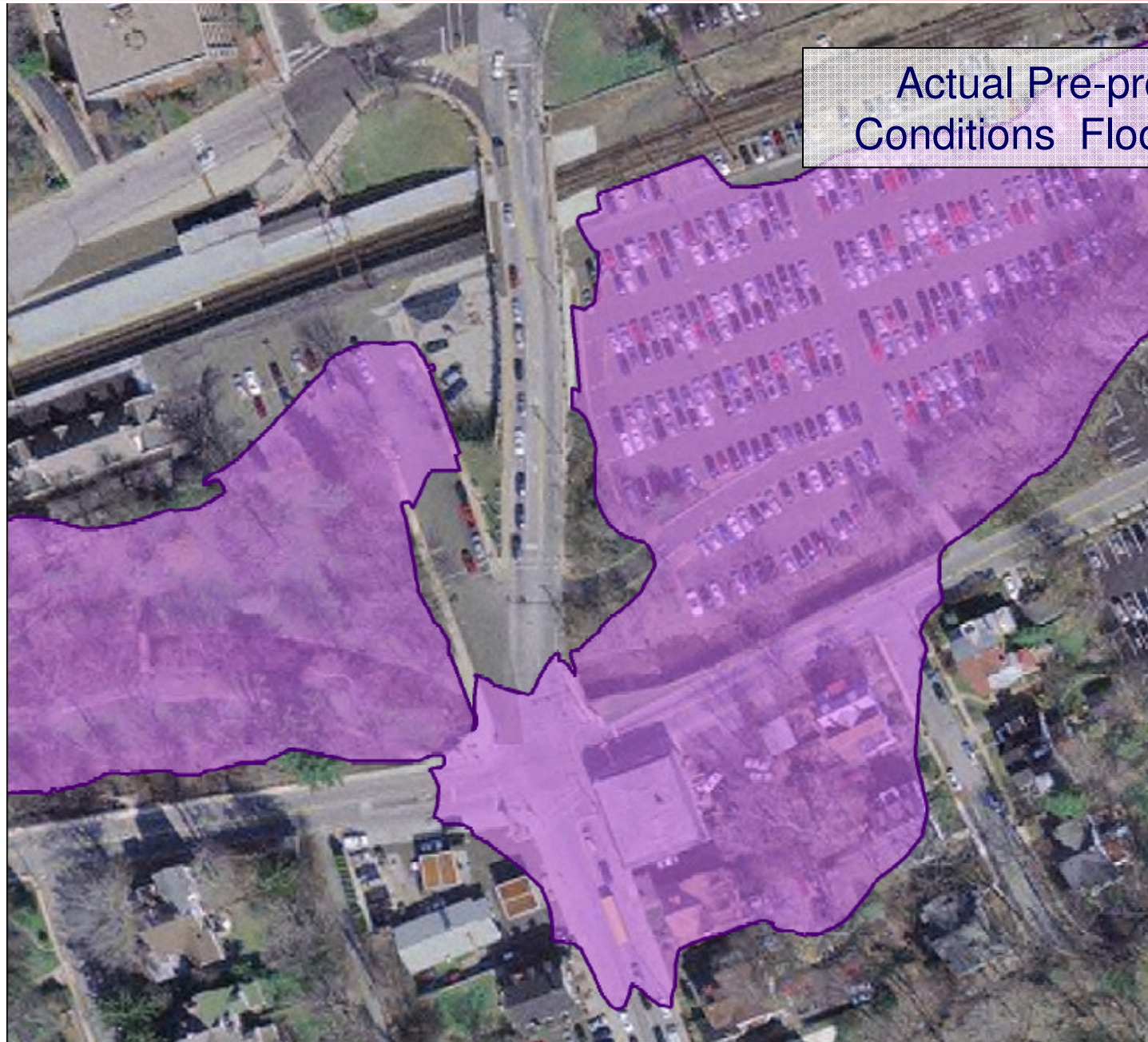
# Tookany Creek Improvements

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# Tookany Creek Improvements

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Actual Pre-project  
Conditions Floodplain

# Tookany Creek Improvements

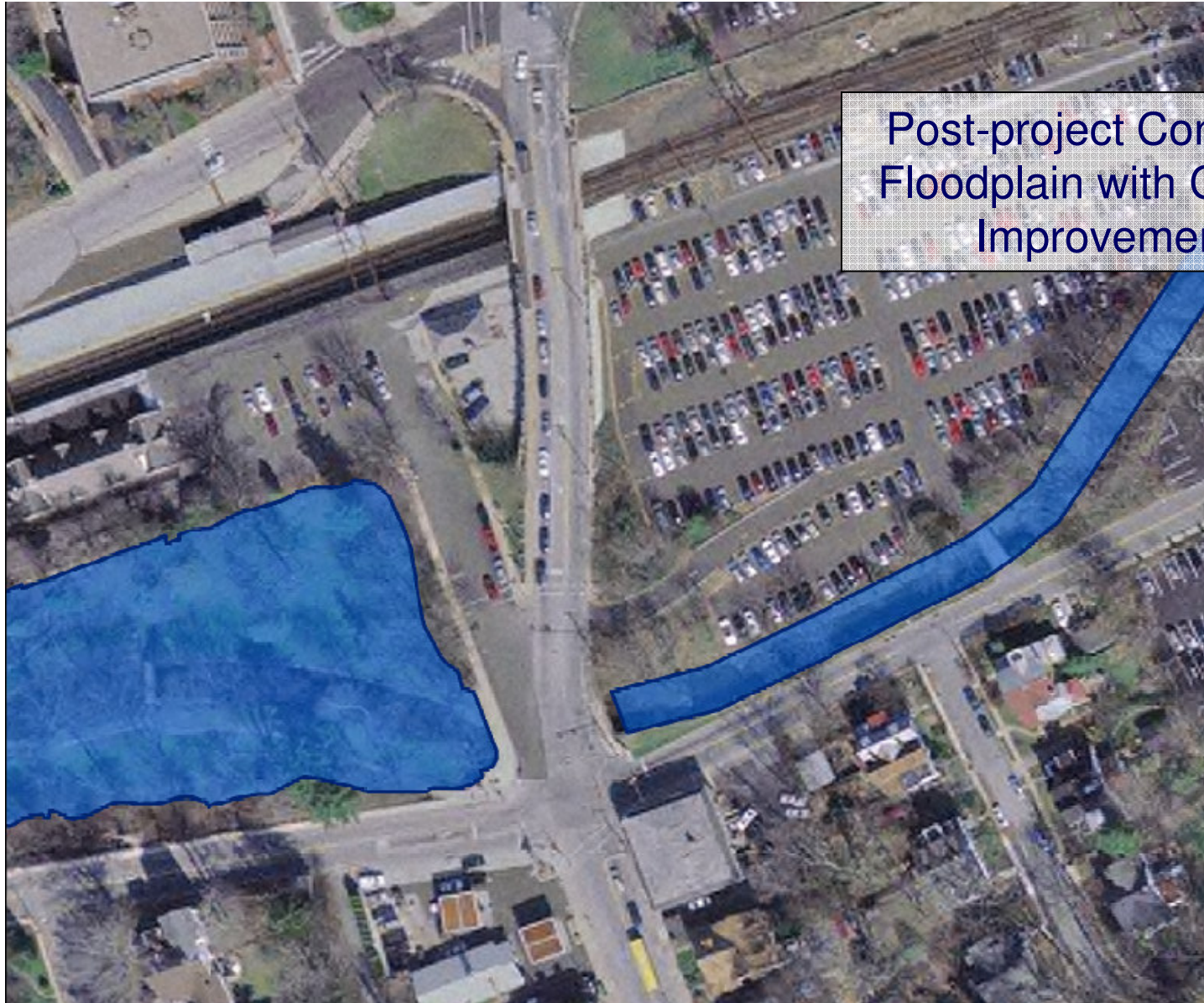
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- Flooding is a Shared Problem
- Channel Improvements
  - Remove Existing Timber Bridge
  - Construct New Longer, Higher Bridge
  - Increase width of Channel
  - Install Channel Wall on Station Bank
  - Wall Aesthetics to Match New Station and Bridge and Existing Stone Channel Wall



# Tookany Creek Improvements

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Post-project Conditions  
Floodplain with Channel  
Improvements

# Construction

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- Noise Control
- Dust Control
- Work Hours
- Construction Vehicles
- Traffic Detours (PennDOT)
- Pedestrian Detours
- Staging On-Site
- Temporary Parking



# Construction – Temporary Parking

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- Temporary Parking

- Requirements:

- Compensate for loss of 364 parking spaces during closure of South Parking Lot through a combination of Alternative solutions.
    - Maintain Safety and Convenience to SEPTA riders.
    - Minimize Impact to Community near Station





# Construction – Temporary Parking

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- Temporary Parking Options
  - Shuttle Buses from Satellite Parking Lots:
    - Investigated Possible Sites
    - Requires Two Trips to the Commute
    - Many Riders Avoid Second Trip by Parking Elsewhere Near Station
  - Encourage Use of Other Stations:
    - Provide Temporary Parking at Other Stations
    - Glenside, Noble, Elkins Park



# Construction – Temporary Parking

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- Temporary Parking Options
  - Lease Spaces in Nearby Existing Lots:
    - Identified Three Potential Sites
  - Add Spaces on West Avenue
  - Construct Temporary Parking Lot within Walking Distance of Station

# Construction – Temporary Parking



Proposed Parking along West Avenue, Jenkintown Borough

# Construction – Temporary Parking



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# Construction – Temporary Parking



Restoration and Improvements to Cheltenham Township Park

# Summary

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## Project Benefits

- Improved Flood Condition
- Localized Traffic Improvements
- Reduced Overflow Parking in Community
- Improved Station Accessibility
- Restoration of Historic Station
- Sustainable Design Practices/LEED® Certified Facility



# Summary

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## Improved Station with Community Betterments



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