

Cheltenham Chamber Of Citizens

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

April 6, 2009



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 not only our region but for 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 rive to park in a garage just so they can take the train – thy need to use their local station

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

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Evaluation of Parking Demand Studies

for Jenkintown and Glenside

SEPTA Stations

Christopher Mast, PhD, MSc

Overview

- Background
- Assumptions of Original Survey
- Critique and Key Findings
- Revised Estimates
- Recommendations

Demand Survey: Background

- History
 - May 2000: SEPTA and DVRP administered survey
 - September 2004: Original DVRPC survey data re-analyzed
- Methods
 - Mail-back survey handed out at 6 stations
 - Jenkintown, Glenside, Noble, Ardsley, North Hills, Elkins Park
 - Analysis based on stated rider preferences
- Impact
 - Demand study results used to support garage project

Why did DVRPC re-analyze the survey in 2004?

- Realized that other 3 local stations had parking spaces that could be used
- Declining employment in 2004 trends reduced future demand
- Results: Fewer Needed Spaces

SEPTA Survey results – 2004

PARKING EXPANSION SCENARIO	ESTIMATED ADDITIONAL STATION PARKING DEMAND (YEAR 2000 TO YEAR 2025)	2004 Study Estimated Demand (2004-2030)
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

$$523 + 288 = 811 \text{ total}$$

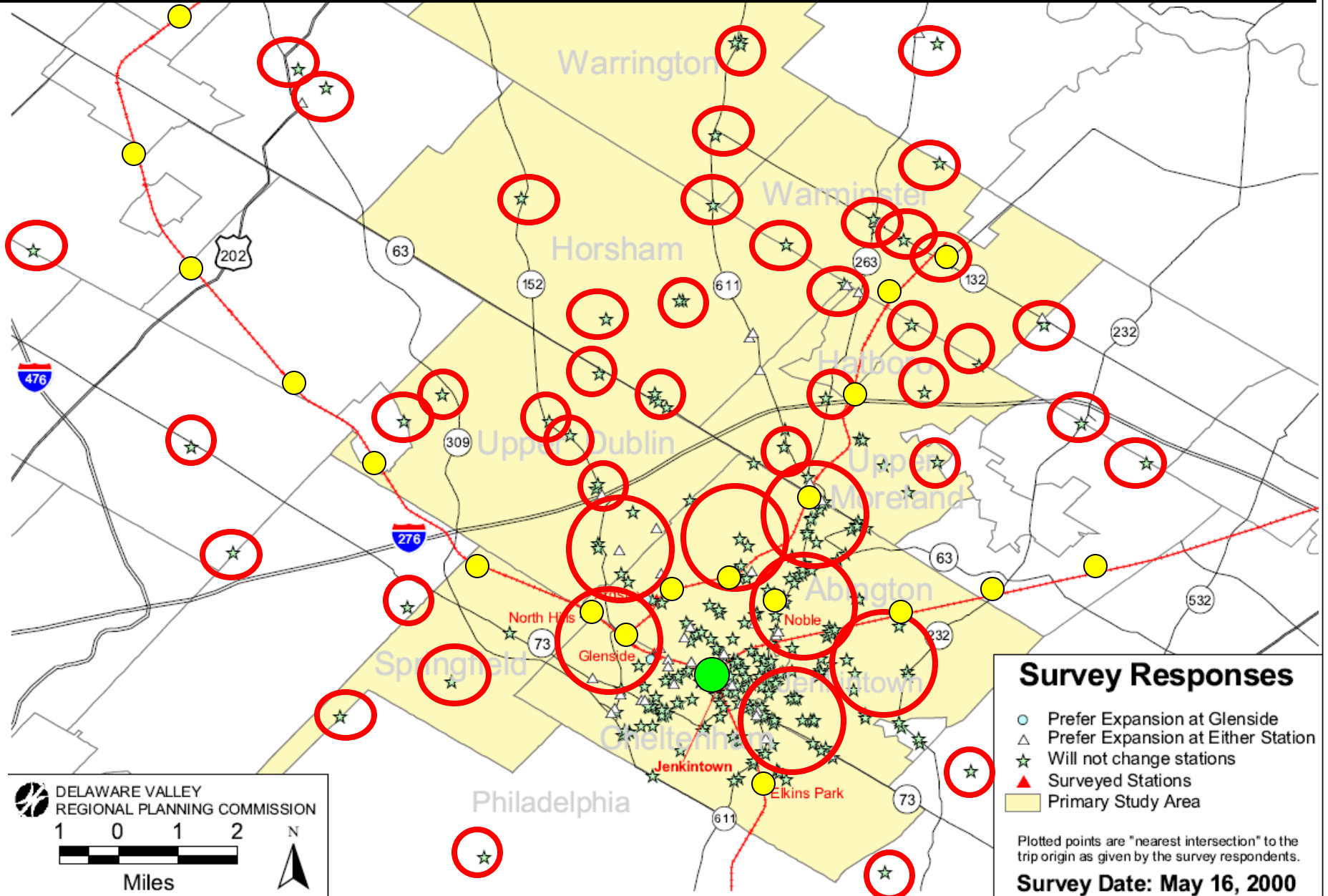
Critique - Methods

- Evaluation of Survey Methods and Results
- Reanalysis Approach
 - Re-analysis using 2000 & 2004 DVRPC reports
 - Original DVRPC results recreated in electronic spreadsheet model
 - Re-analysis model varied assumptions used in report

Re-analysis Key Findings

- Survey methods flawed
- Survey is outdated
- Analysis flawed
- Policy implications flawed or not addressed

“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 Reanalysis of Demand

- SEPTA estimate of new spaces needed for Jenkintown for year 2030: **289**
- Correct original error in survey “factor” analysis for proportion of non-drivers
 - Decreases parking demand estimate by **65** spaces
- Promote eco-friendly pedestrian, drop-off, bicycle and other uses
 - Decreases parking demand estimate by **94** spaces
- Reduce influx of “extreme commuters” and those with stations near their home
 - Decreases parking demand estimate by **57** spaces
- Account for current employment trends for 2030 projections, estimated 0.5%
 - Decreases parking demand estimate by **8** spaces
- Total Decrease: **228** spaces

- **Estimated new spaces needed for Jenkintown for year 2030: 66**

Recommendations

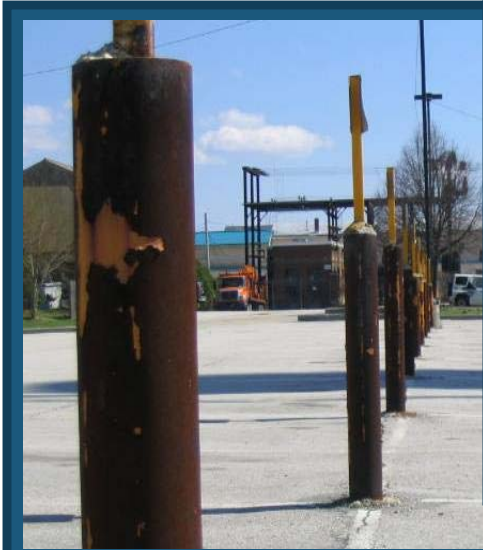
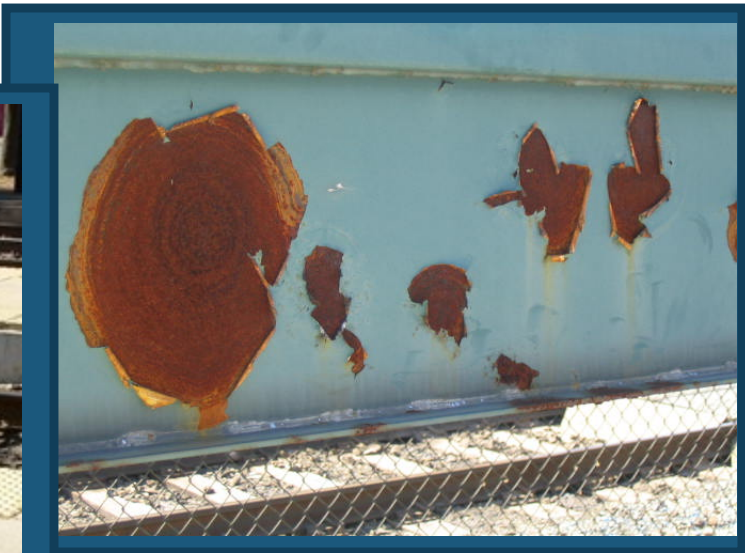
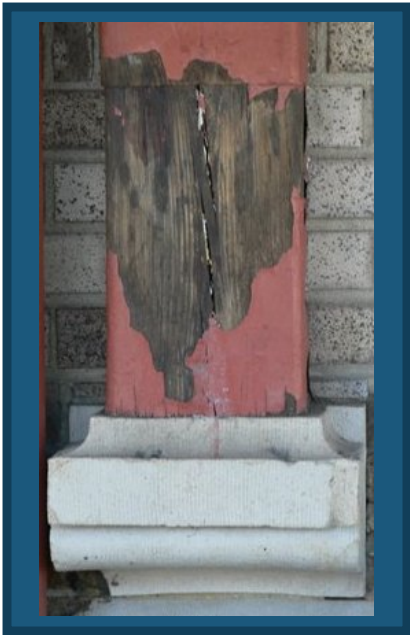
- Promote use of distant home stations for long-distance drivers
 - Improve parking (eg new North Wales and Ft., Washington lots on R5 already full)
 - Improve services – train routes, single tracks
 - Parking fee discounts for local residents at outlying stations
- Enhance drop-off areas for better accessibility
- Enhance pedestrian access, amenities
- Encourage bicycle use; improve facilities
- Efforts should be integrated with business district enhancement plans

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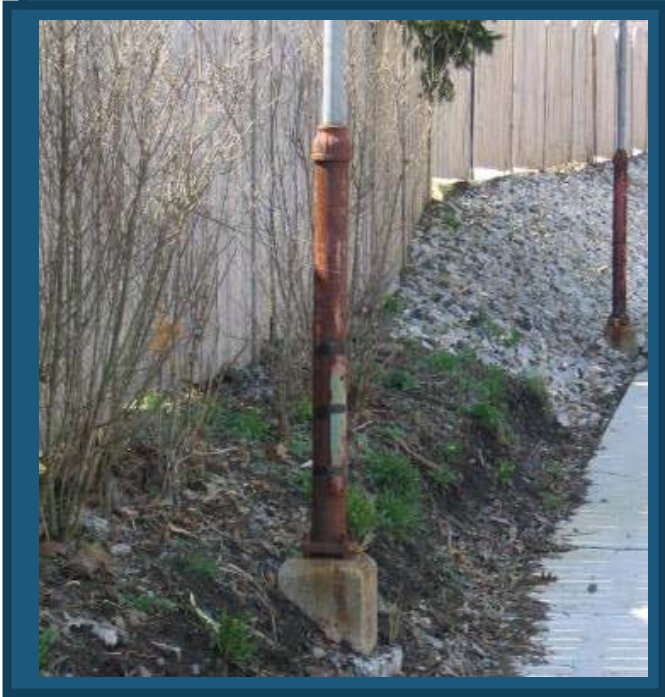
Maintenance: SEPTA's Record



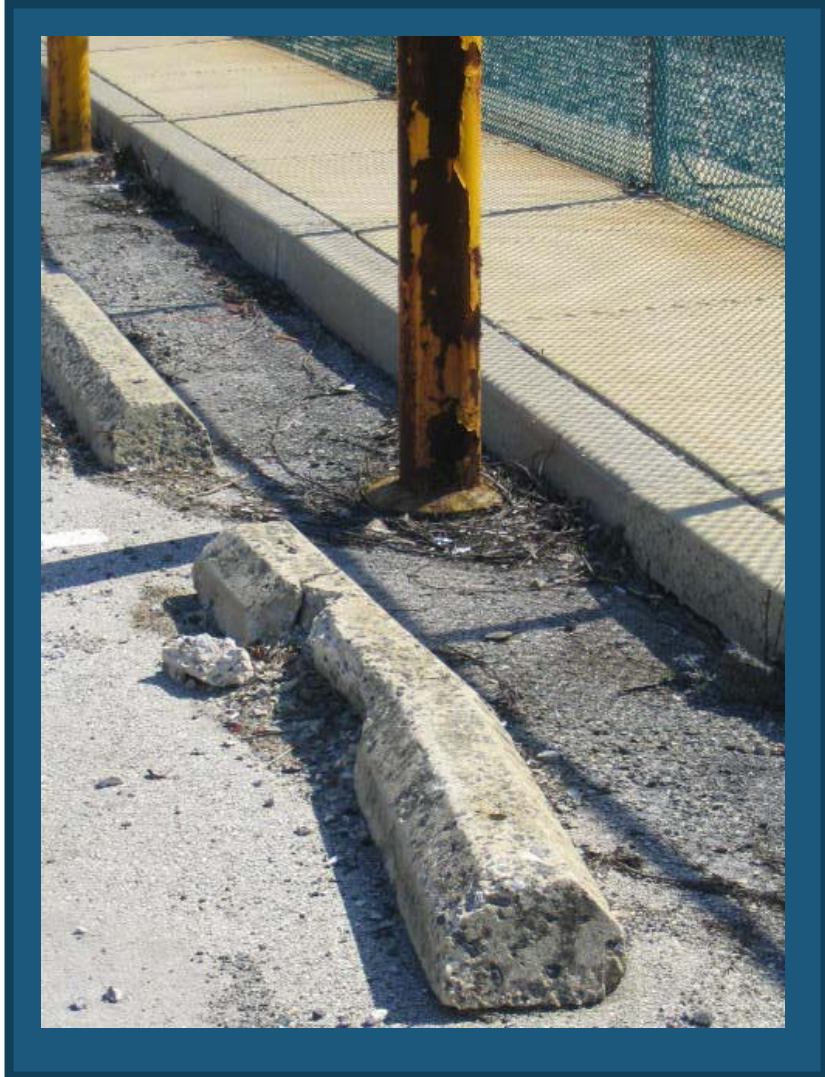
Painting







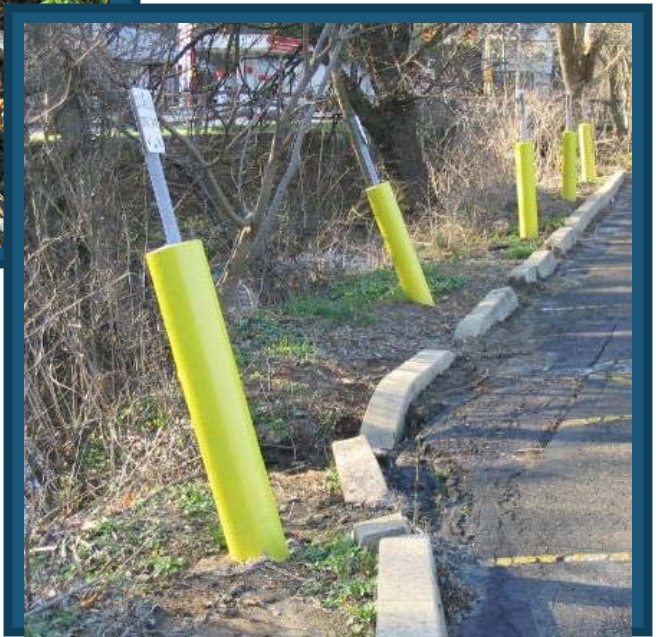
Parking Areas, Sidewalks and Bridges



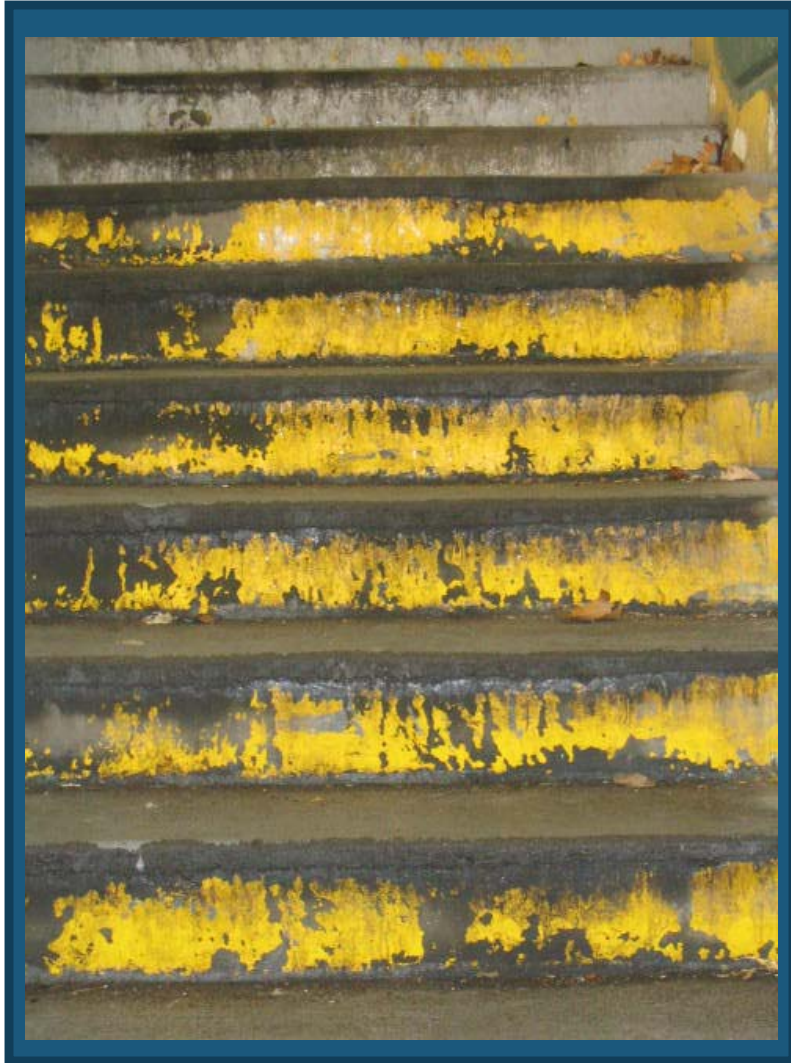






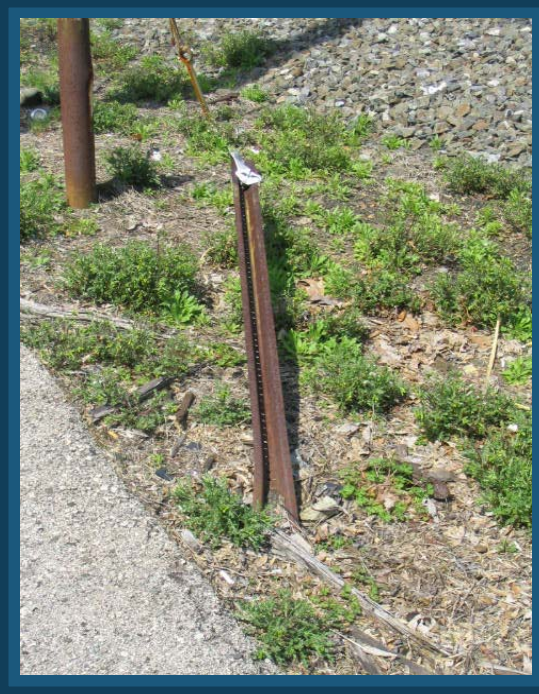
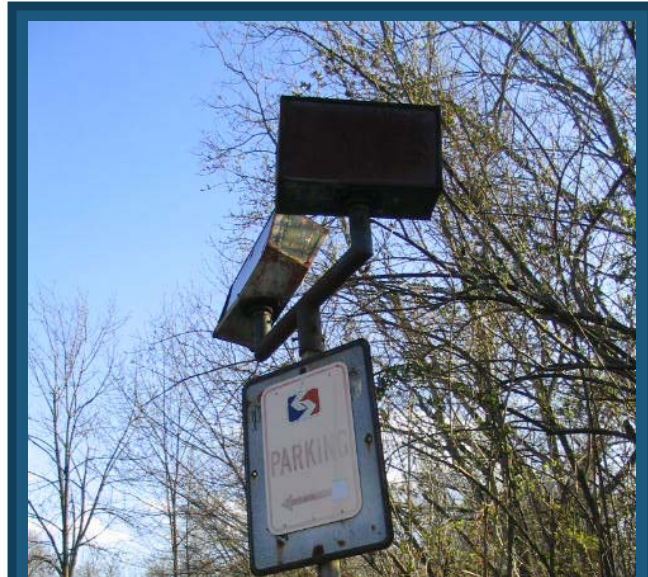


Stairways





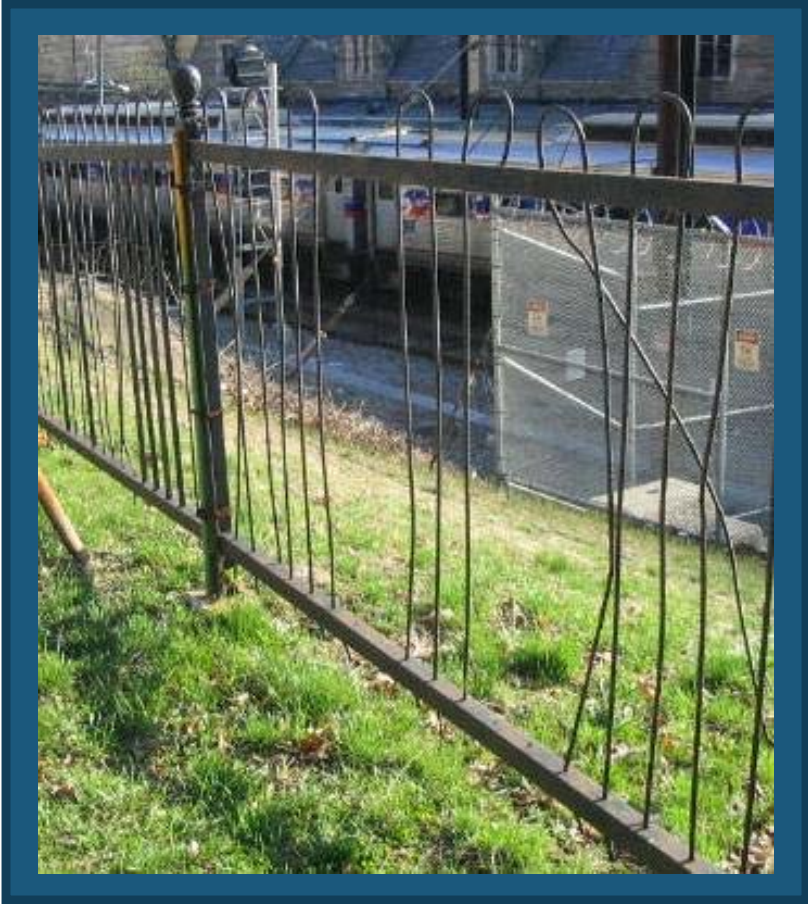
Signs and Placards



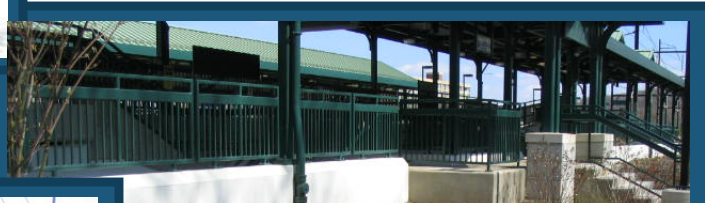
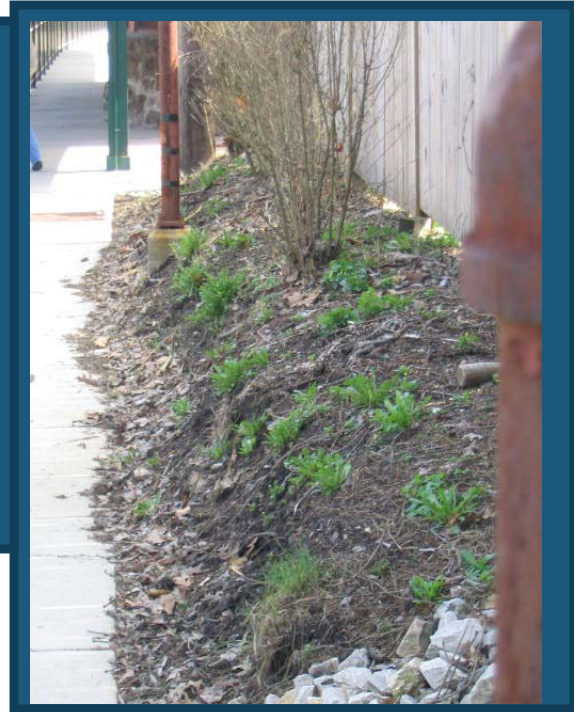
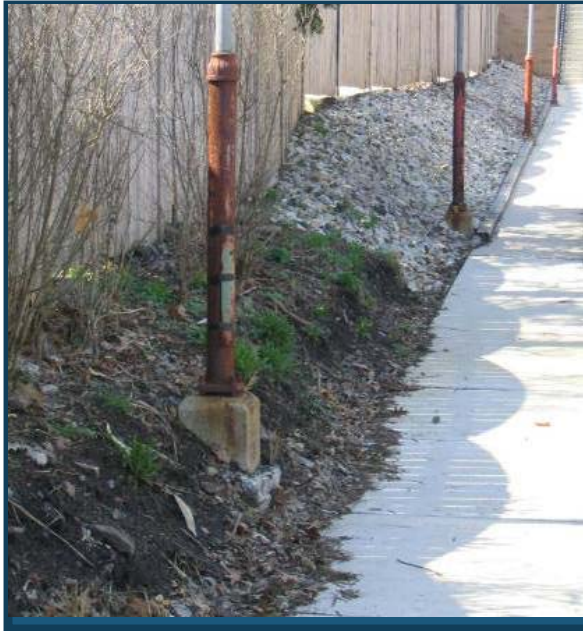


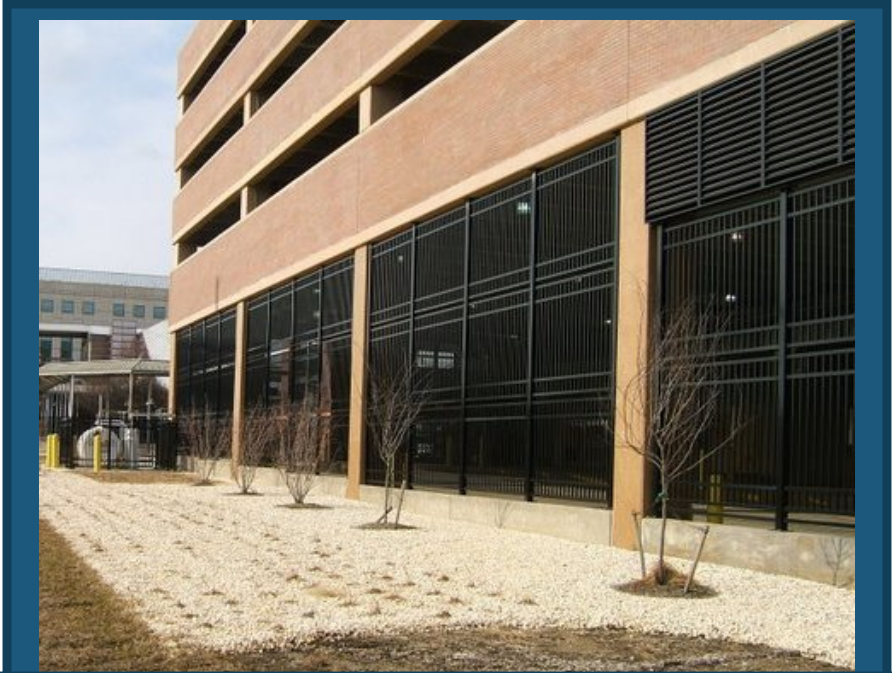
Fencing and Barriers



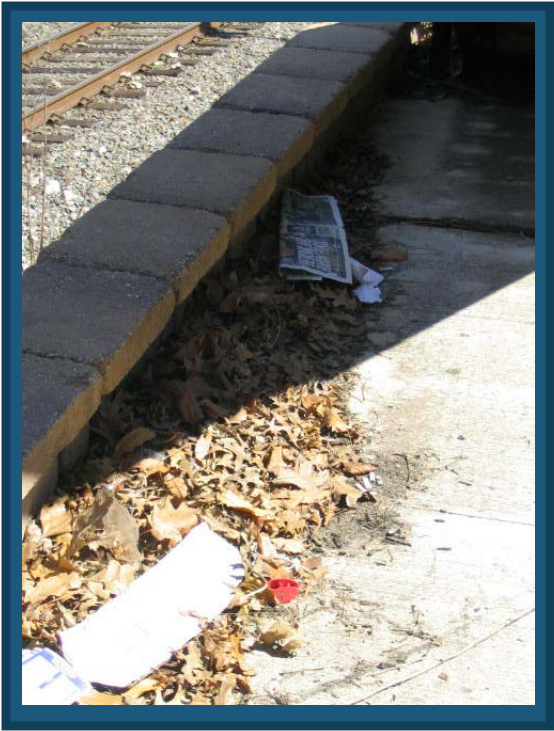


Landscaping

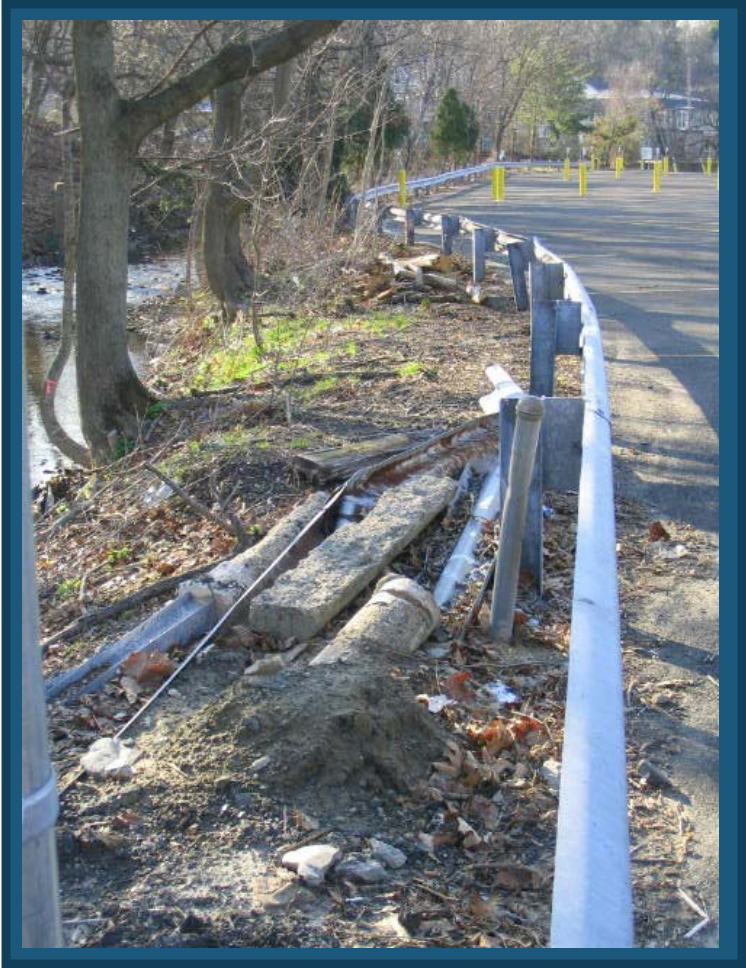




Trash Removal



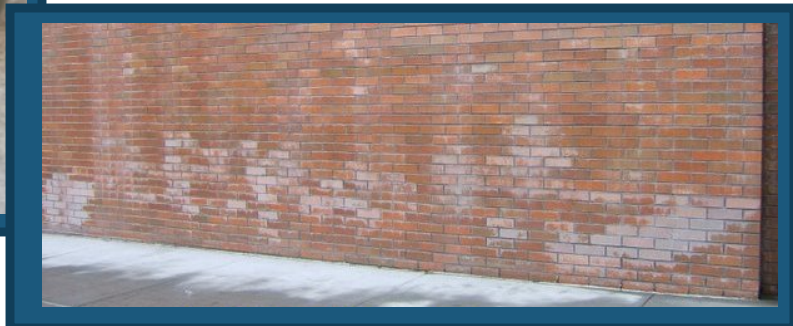
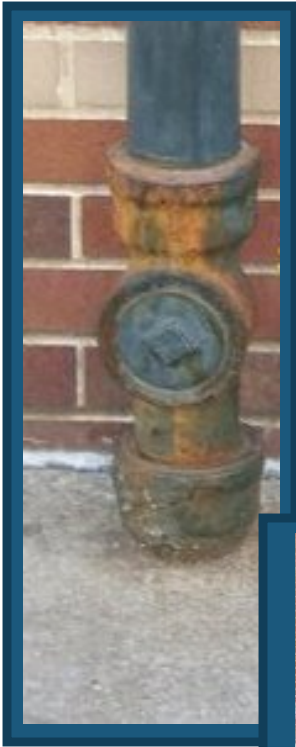
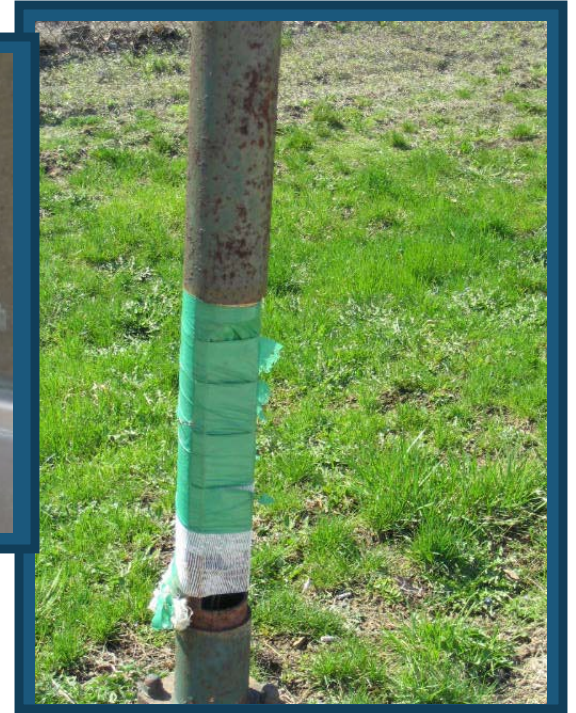




Graffiti Removal



General Maintenance







Historic Buildings





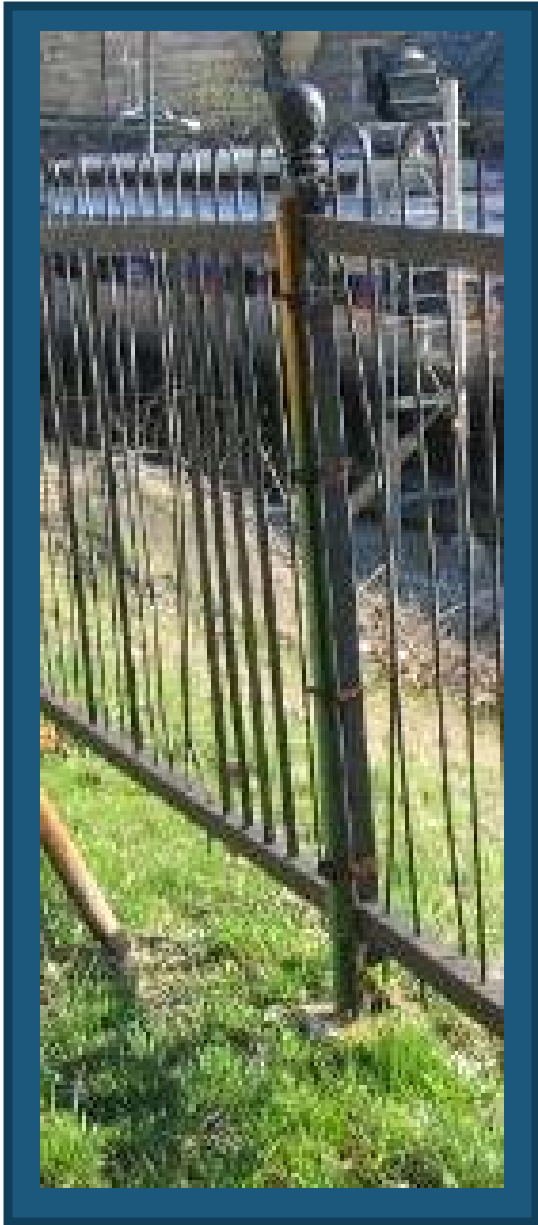














After spending tens of
millions of dollars on
contruction, how can
SEPTA
let the construction be
shoddy and the
maintenance be so awful?

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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.

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is this a responsible way to spend \$25M?

cost/benefit for the parking garage

- current estimate: \$25M to add 336 spaces.
 - \$75K/space.
 - \$230/ft²
 - \$10M/acre for parking land
- that's a ridiculous price for parking spaces
 - could buy spaces in center city for 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
 - not that any of these are good ideas, because we probably don't really need more parking...

what about amortizing the cost?

- at a 5% cost of capital: \$4K/space/year
- spaces aren't worth nearly that much to current patrons
 - monthly permits are \$240/year - not much of a waiting list
 - couldn't fill current lot at \$20/day
- why subsidize people to park here?

won't the parking lot increase SEPTA ridership and revenue?

- where's the evidence for this?
 - free street parking today within 5 min of the station
- even under wildly optimistic assumptions -
 - the garage is 100% full on weekdays (ha)
 - new parkers wouldn't ride SEPTA w/o the garage (ha, ha)
 - transporting passengers costs SEPTA nothing (ha, ha, ha)

the revenue covers less than half the cost of the parking spaces!

an offer

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

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Possible Alternatives

Existing Station

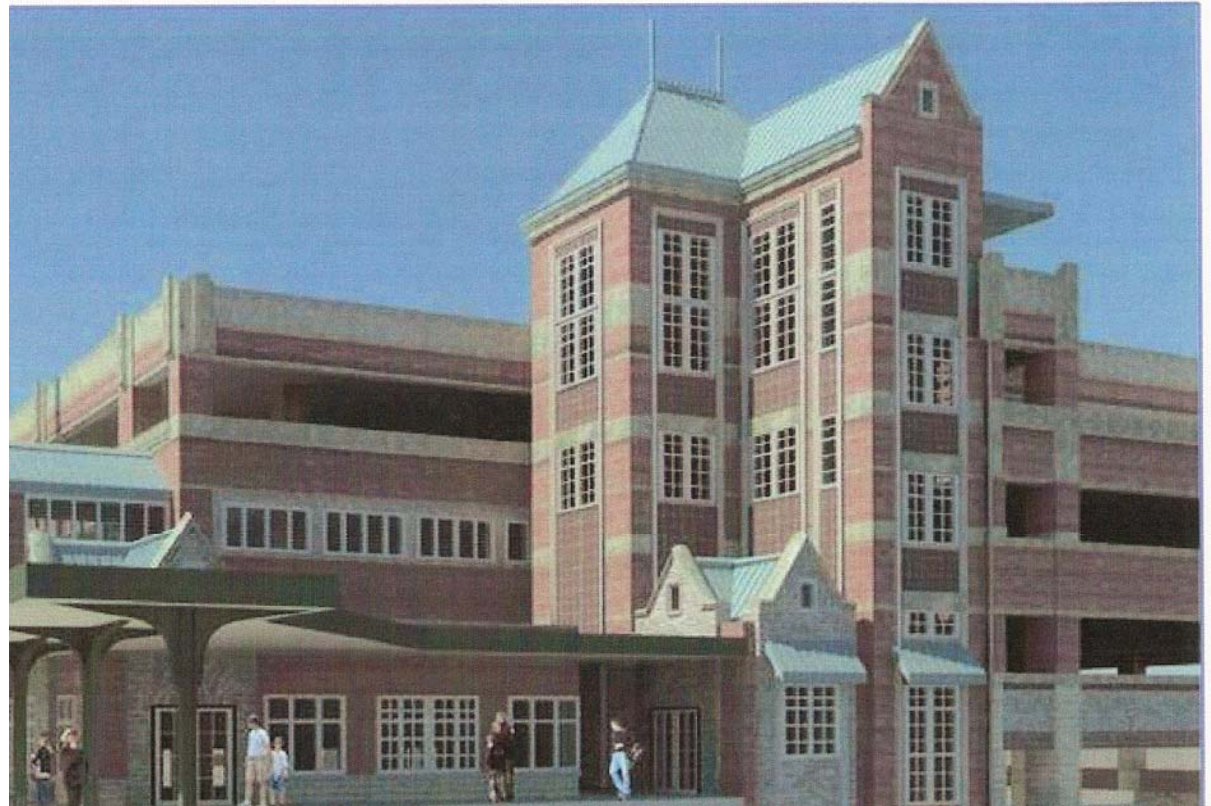
- Historic gem, functional waiting rm. & ticket office
- Center of the community
- Natural amenities
- Intimate surroundings
- Pedestrian environment
- Individual scale



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



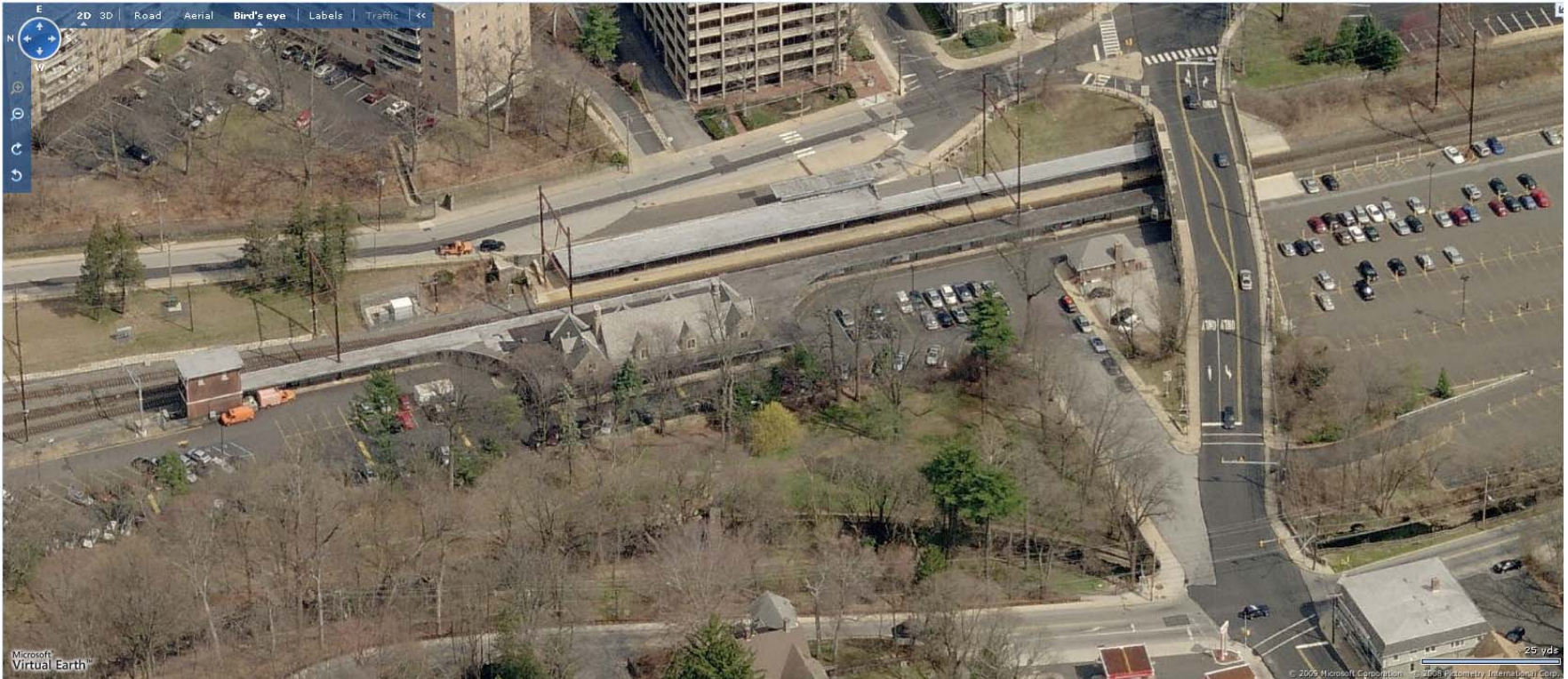
Possible Alternatives

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

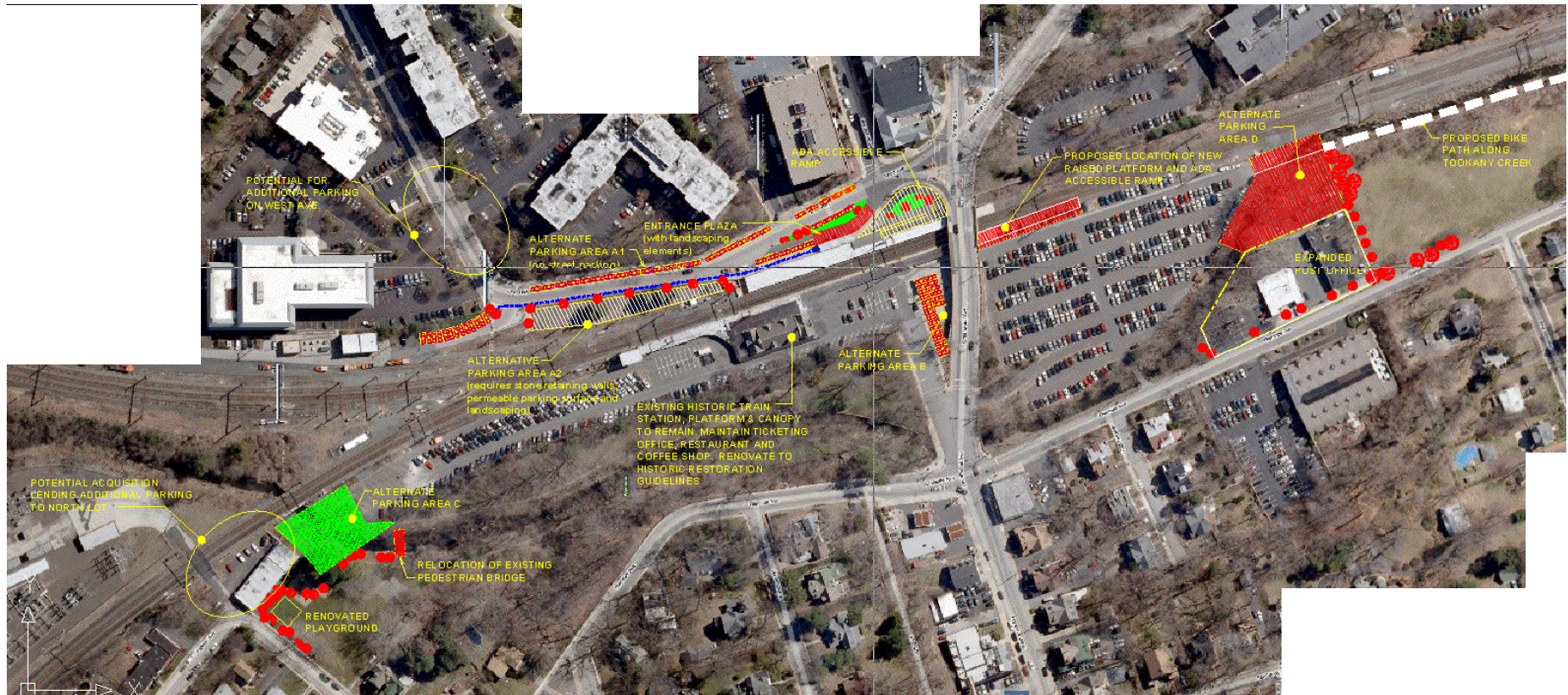


ALTERNATE SOLUTIONS STUDY

AERIAL PHOTO
Existing Conditions

3

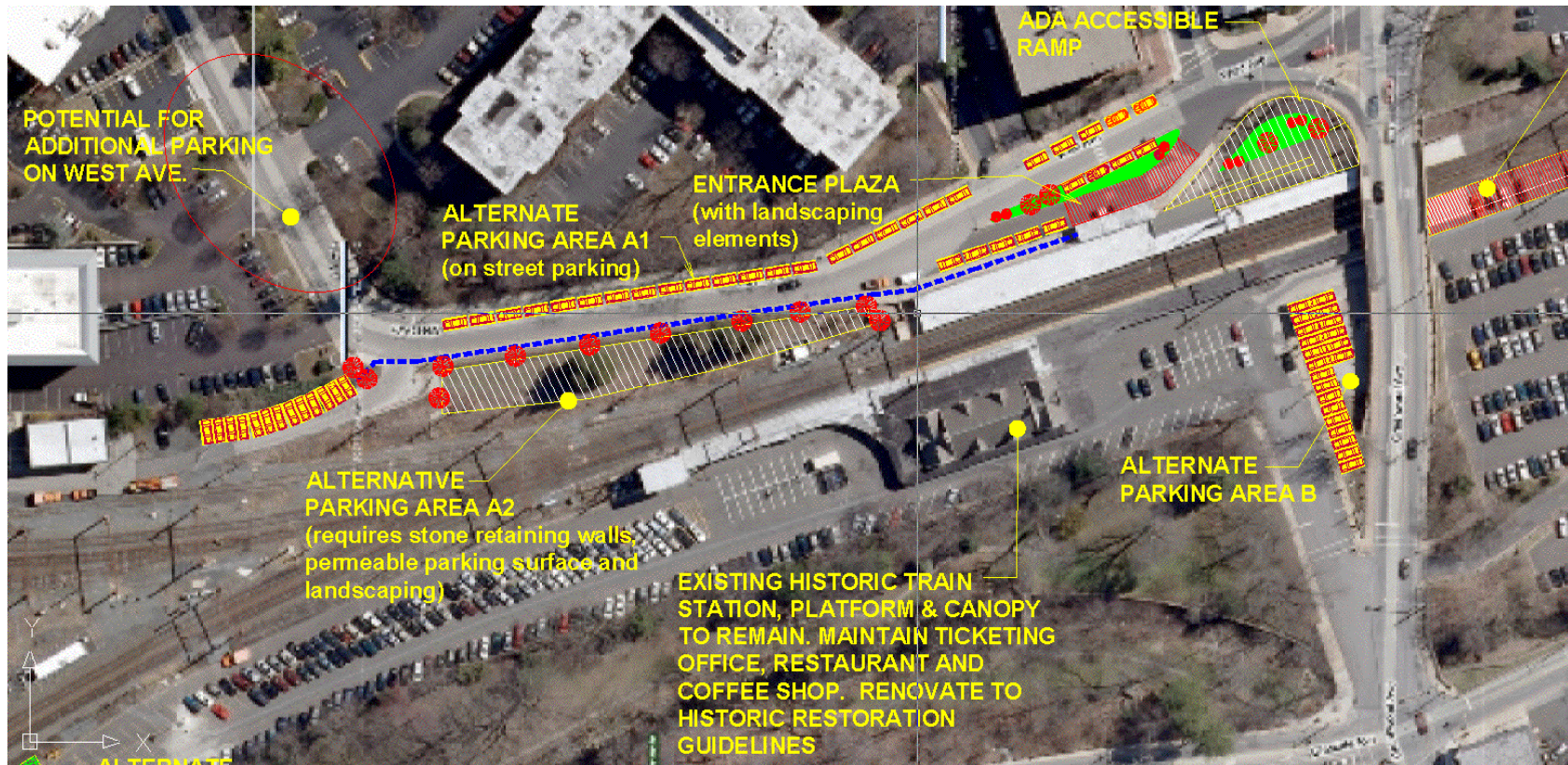
Possible Alternatives



ALTERNATE SOLUTIONS STUDY

CONCEPT PLAN

Possible Alternatives

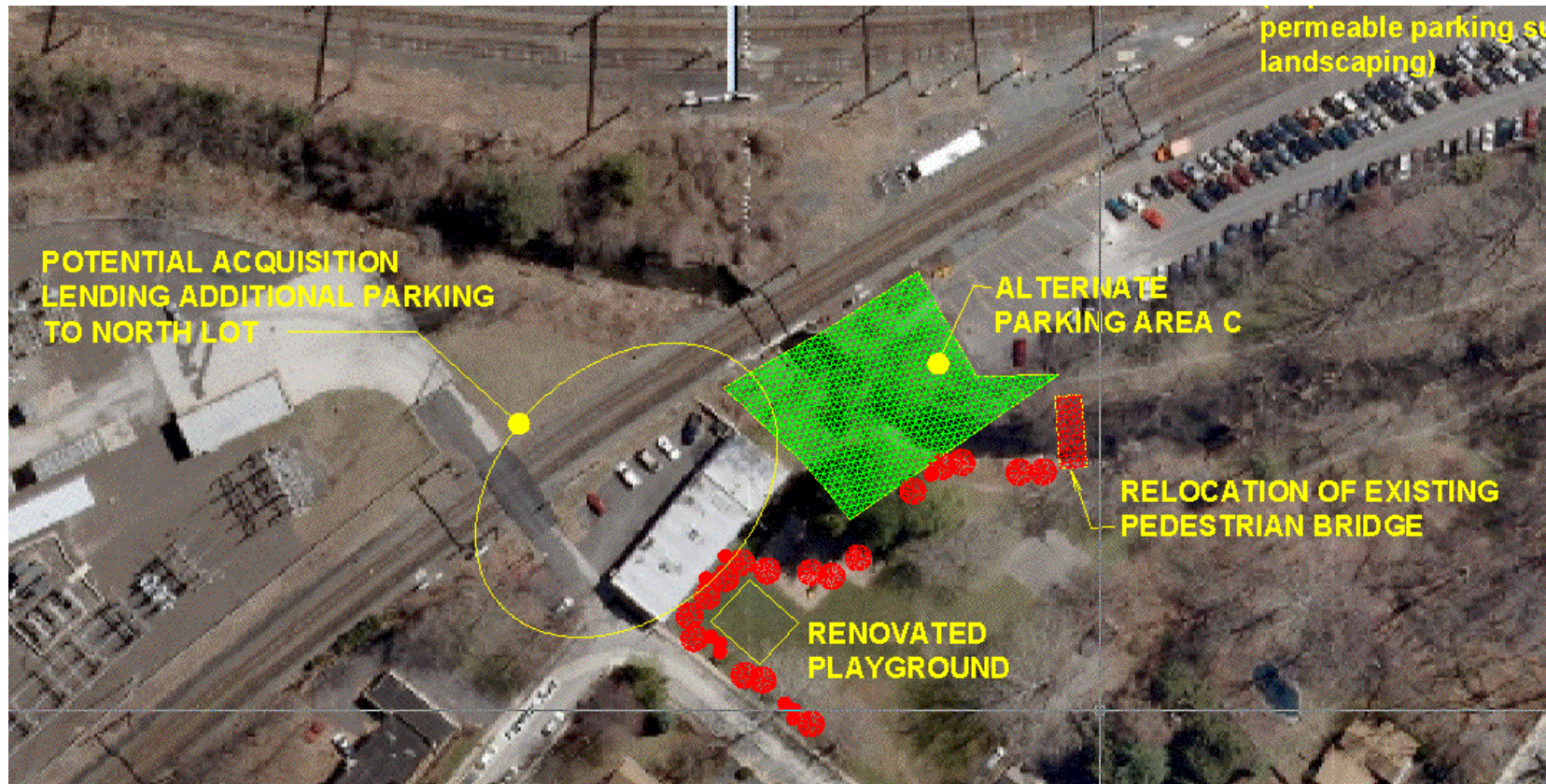


ALTERNATE SOLUTIONS STUDY

ALTERNATE PARKING AREA A1, A2 and B

(provides parking for Jenkintown residence & reduces density to Cheltenham Township).

Possible Alternatives

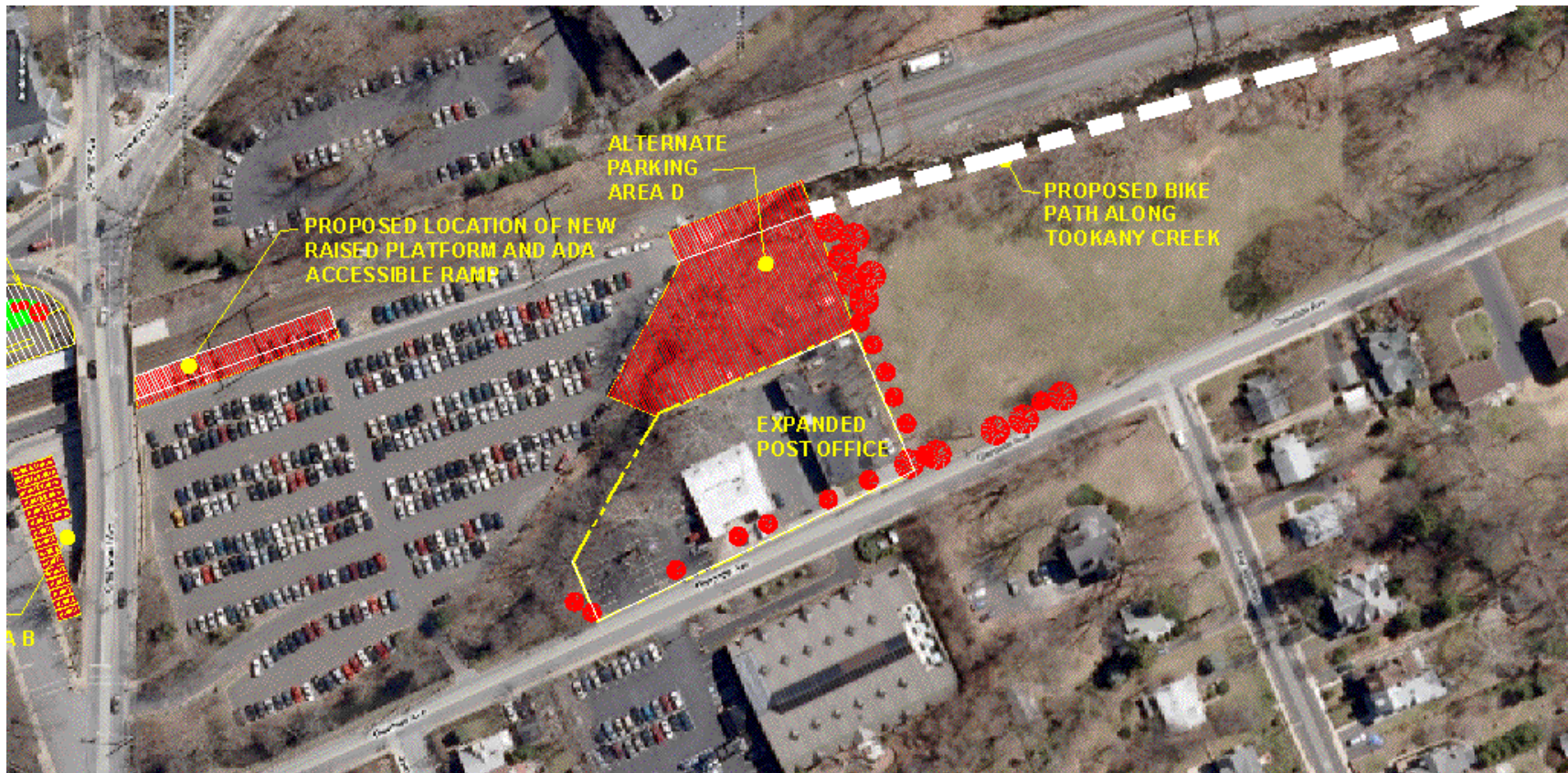


ALTERNATE SOLUTIONS STUDY

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



**Another suggested alternate to the south Parking Lot
(provides extension of south lot)**

Possible Alternatives



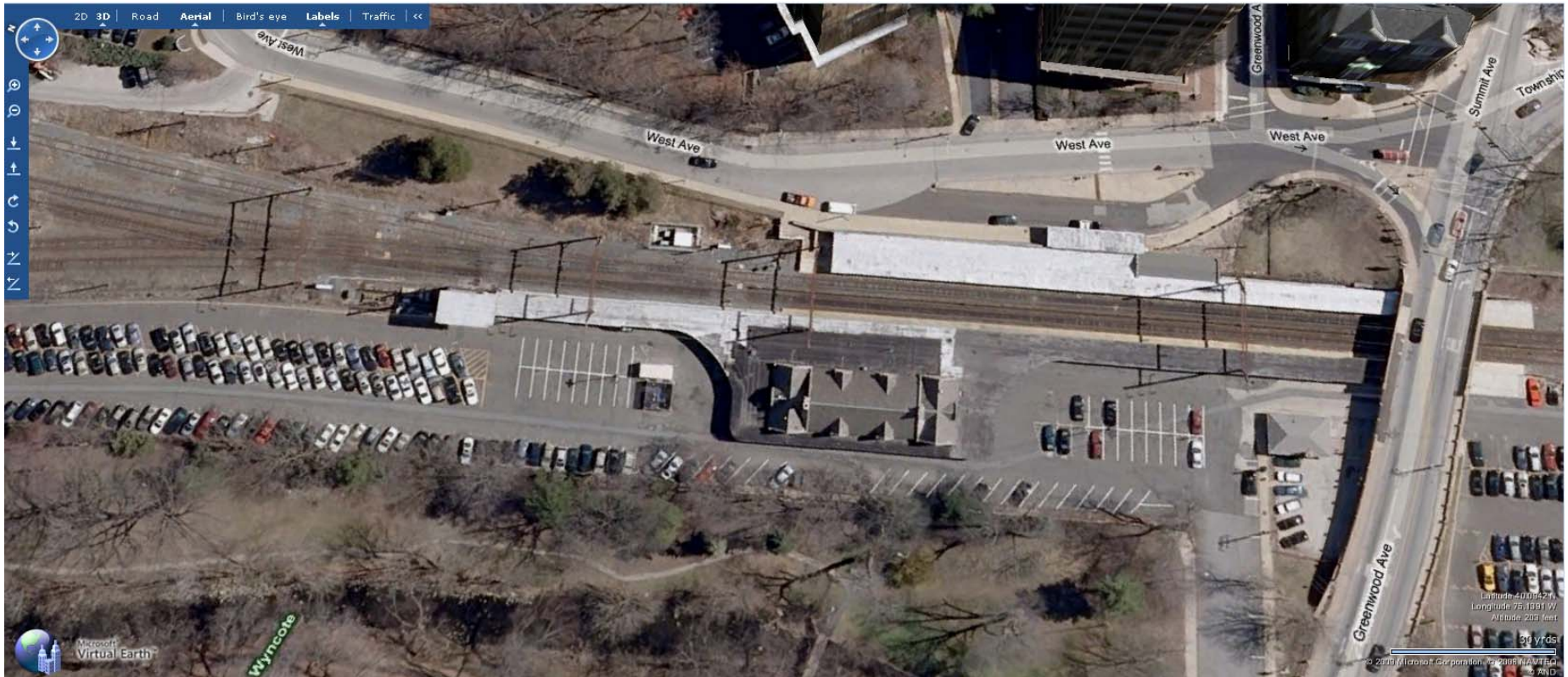
ALTERNATE SOLUTIONS STUDY

SOUTH PARKING LOT (Existing conditions)

366 PARKING SPACE

10

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



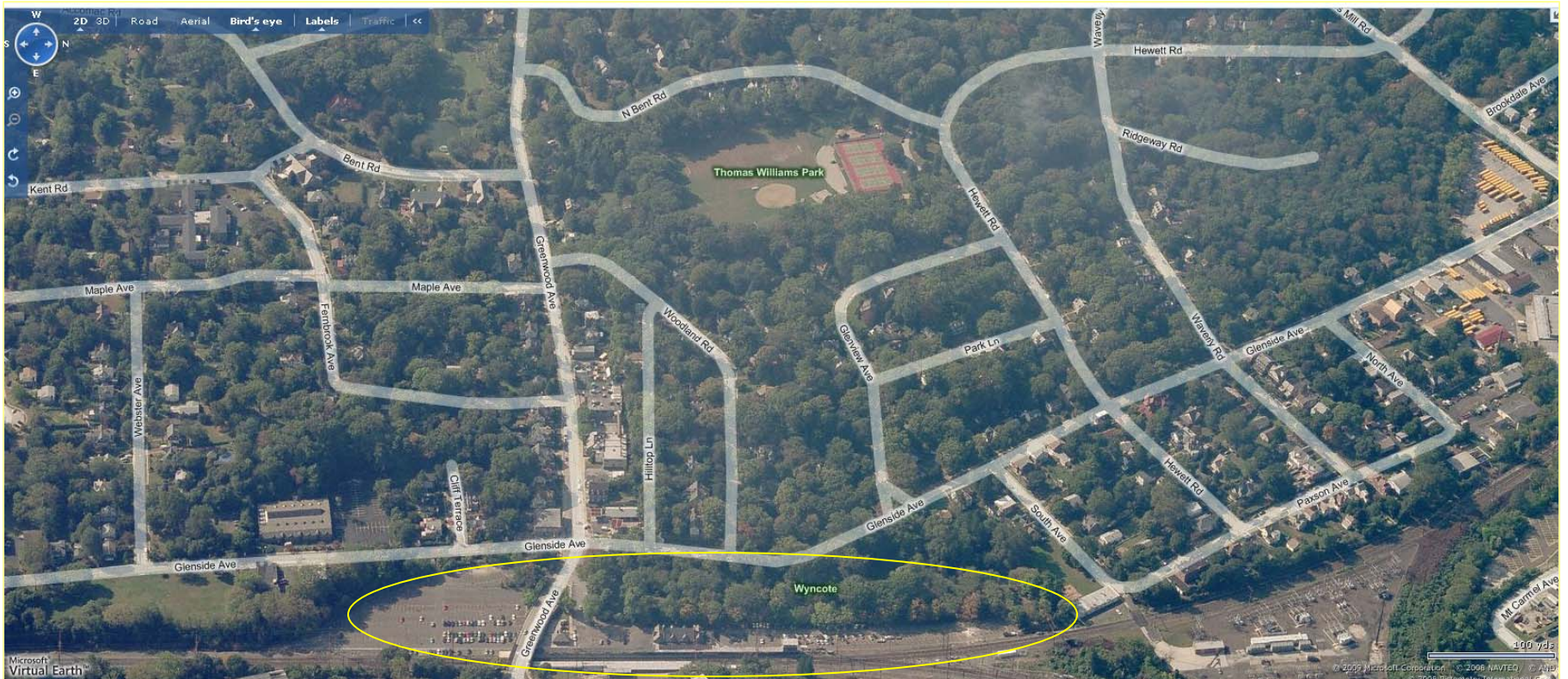
ALTERNATE SOLUTIONS STUDY

AERIAL PHOTO

Existing Parking Conditions

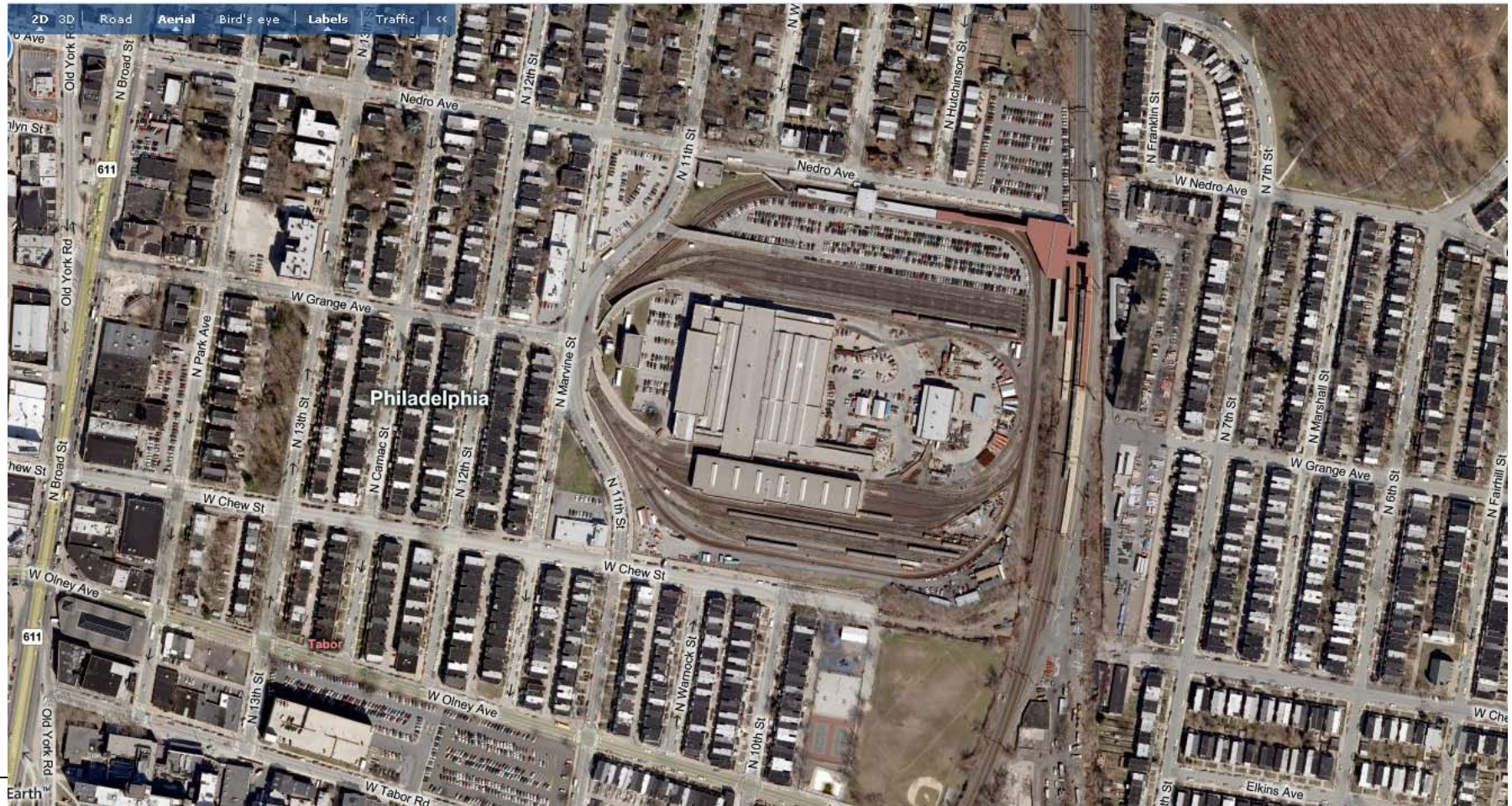
14

Possible Alternatives



WYNCOTE NEIGHBORHOOD SURROUNDING STATION

Possible Alternatives



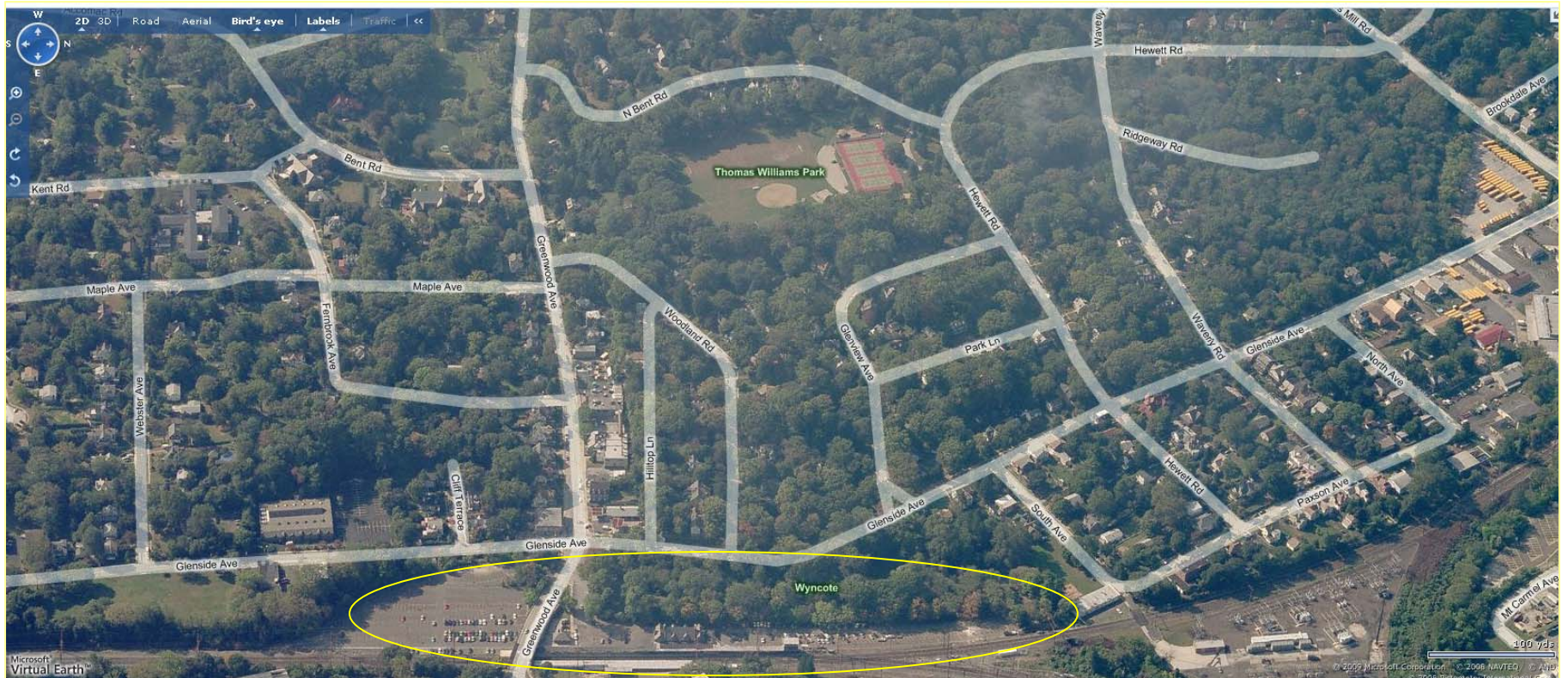
FERN ROCK TRANSPORTATION CENTER

Possible Alternatives



NORRISTOWN TRANSPORTATION CENTER

Possible Alternatives



WYNCOTE NEIGHBORHOOD SURROUNDING STATION

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Public Policy for Regional Sustainability

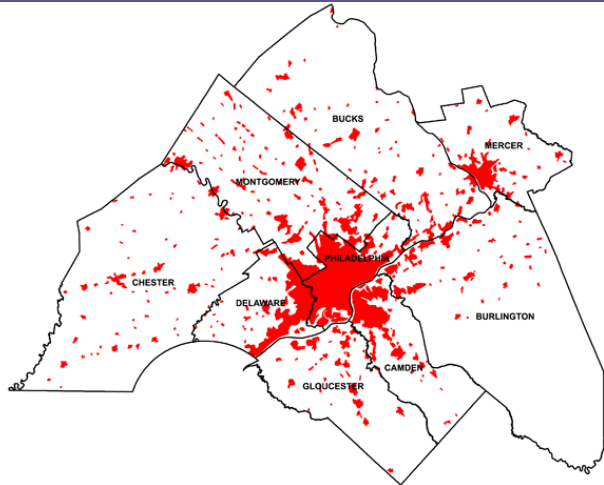
Thomas K. McHugh, BS ERM, Solar Eng., Author
Ronald Dunbar, BSEE, 45-Year Resident

Overview

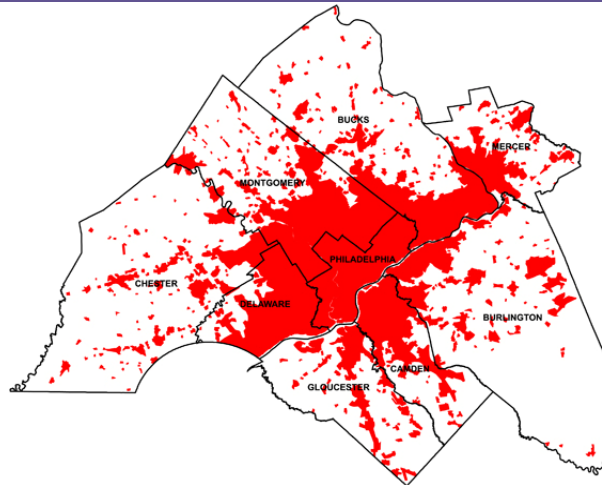
- Past Policies Caused Suburban Sprawl
- Automobile Based Suburban Sprawl Is Unsustainable and Detrimental
- SEPTA Rail is a Regional Resource
- Attract Riders to Their Local Station
- Garage at Jenk-Wyn is Not Needed
- It is Good Public Policy to Preserve a Model Suburban Community

Development Trends in our Area

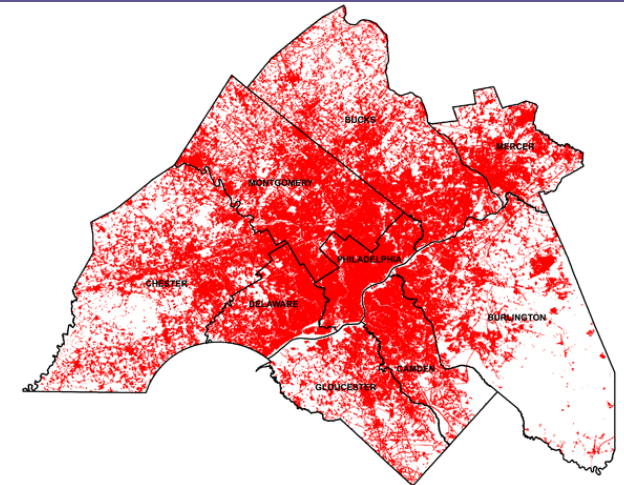
1930



1970



2000



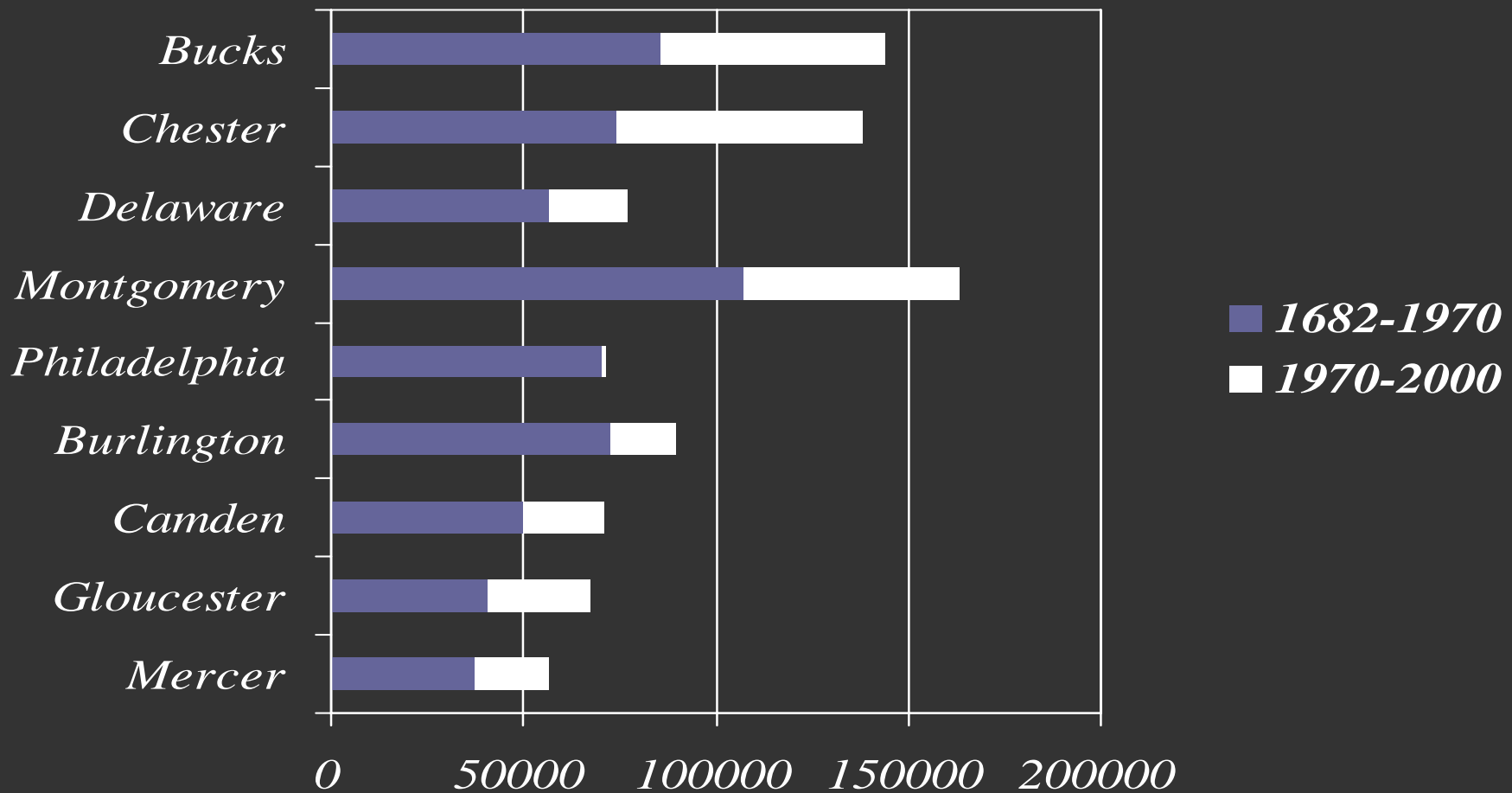
222,000 acres developed;
3.3 million people

641,000 acres developed;
5.1 million people

920,000 acres developed;
5.4 million people

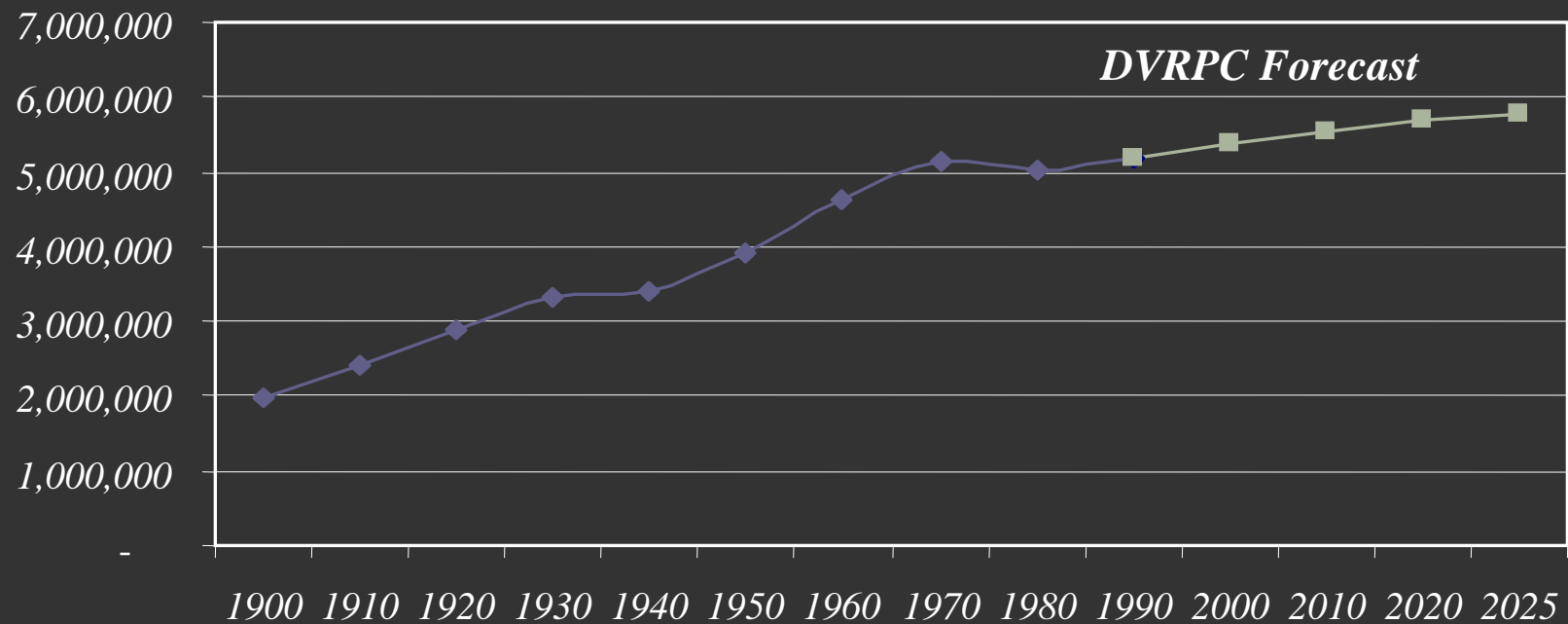
The rate of land developed increased at five times the rate of population growth over the last 70 years.

Developed Acres by County Since Penn's Landing



Slow Growth Overall...

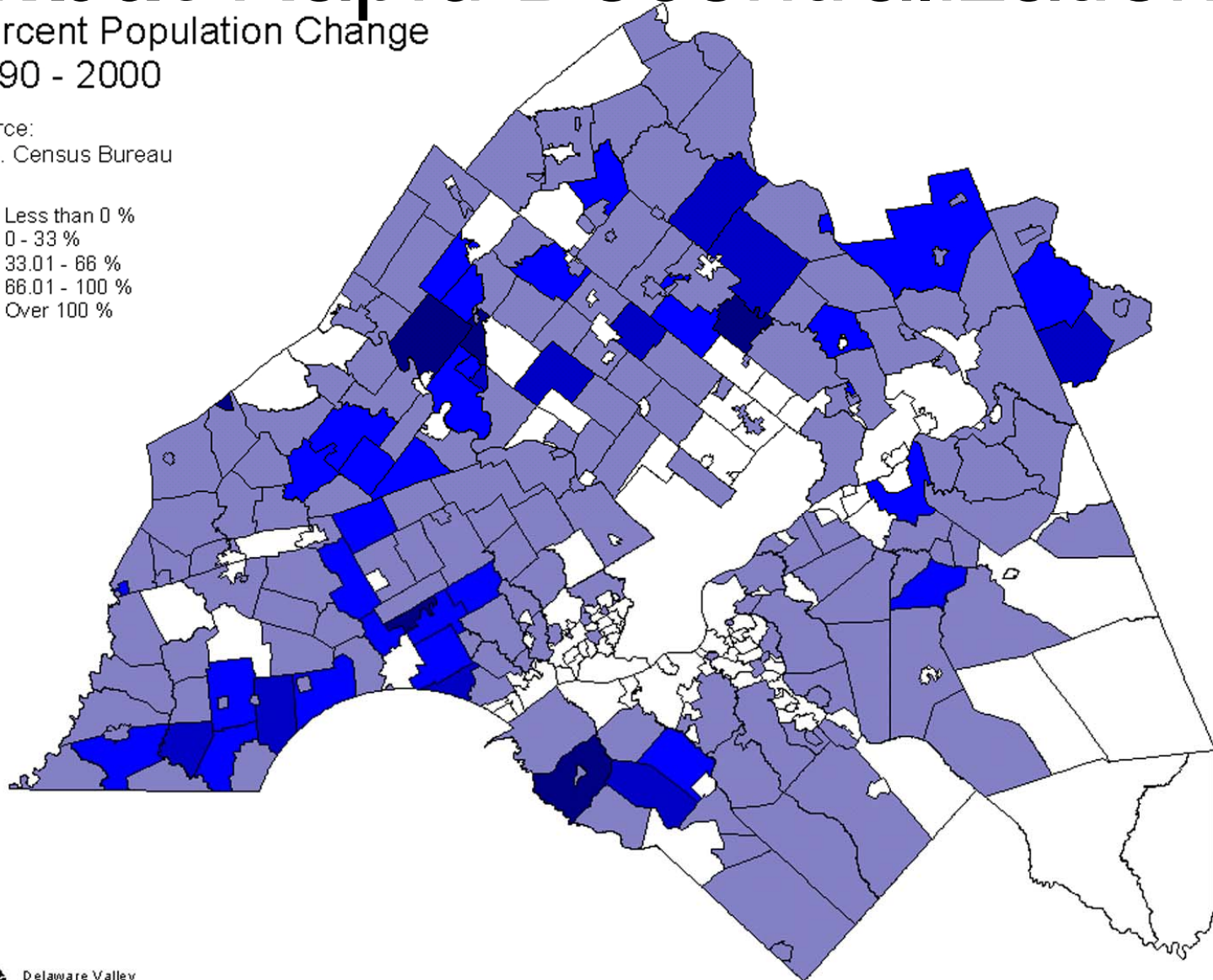
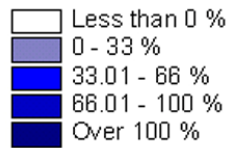
Regional Population Change 1900 to 2025



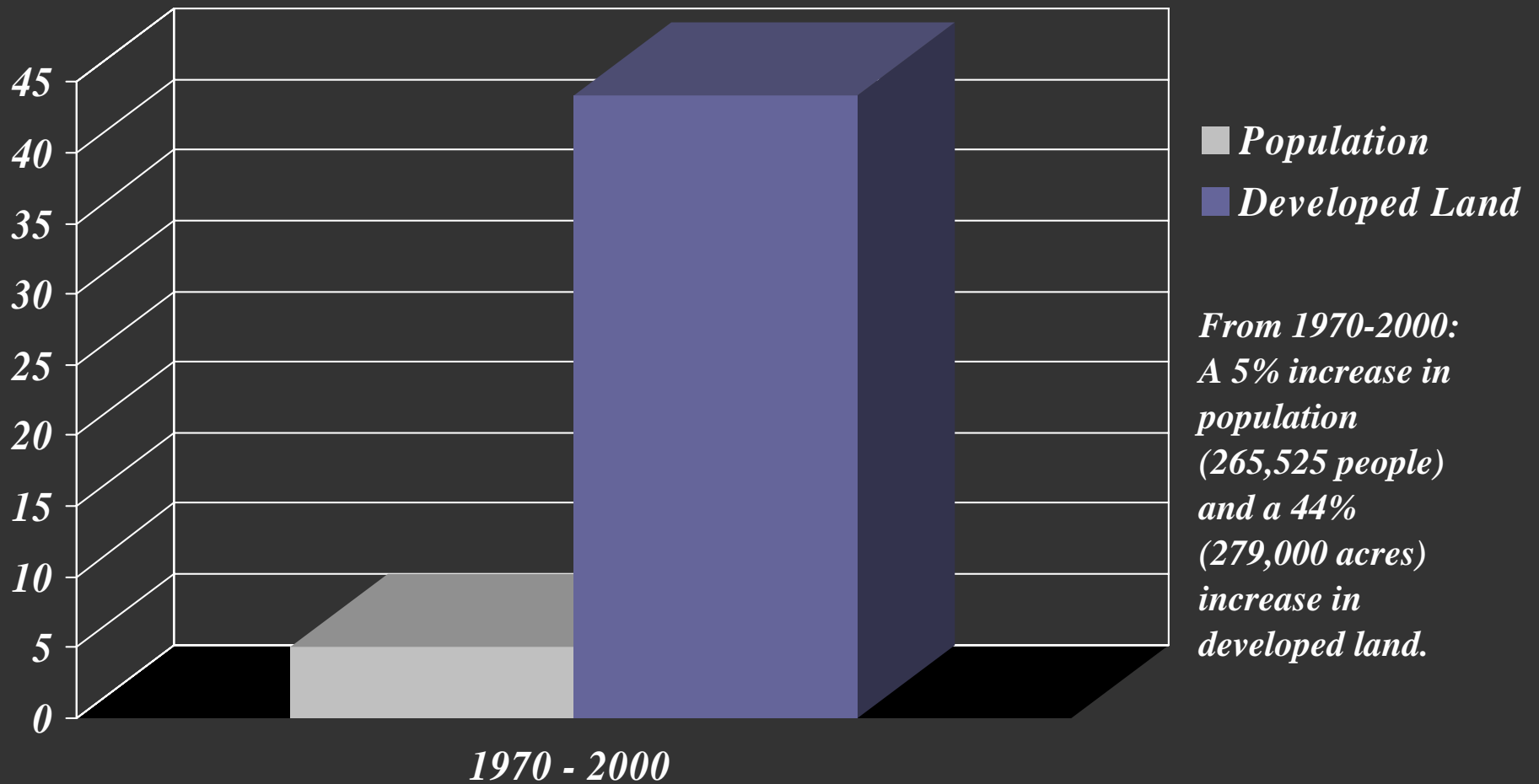
...but Rapid Decentralization

Percent Population Change
1990 - 2000

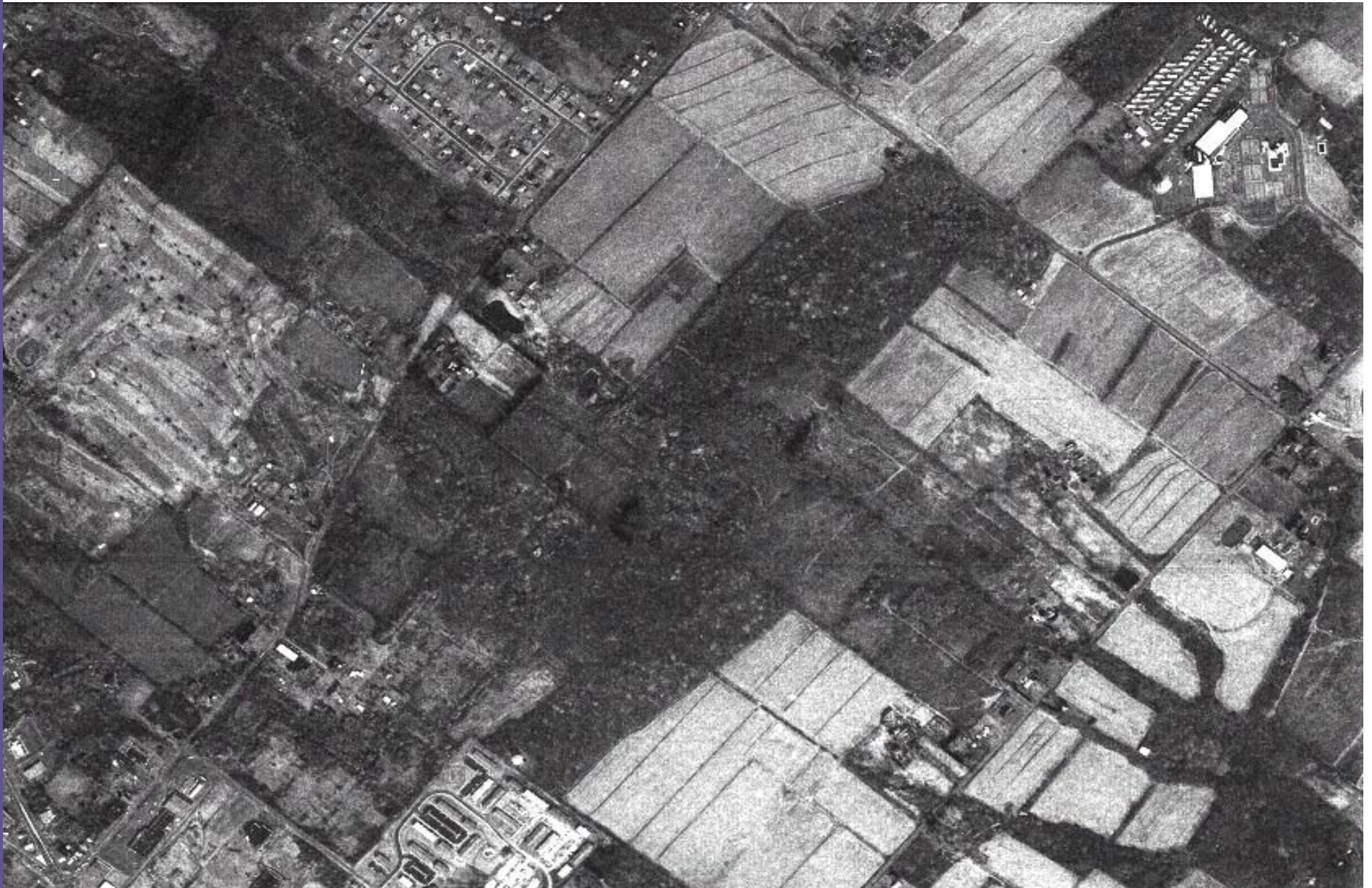
Source:
U. S. Census Bureau



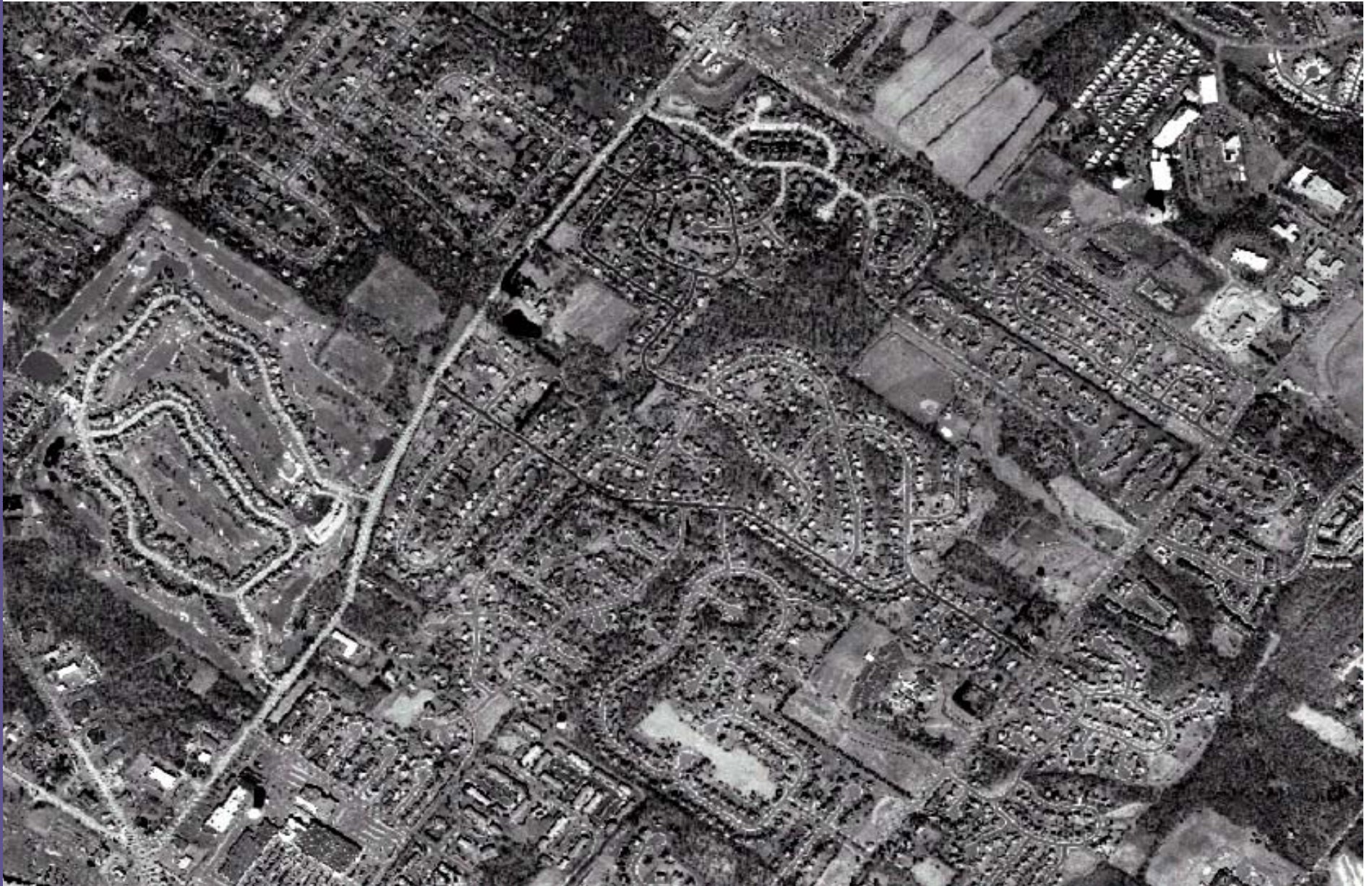
a Recipe for Sprawl



Montgomeryville – Circa 1985



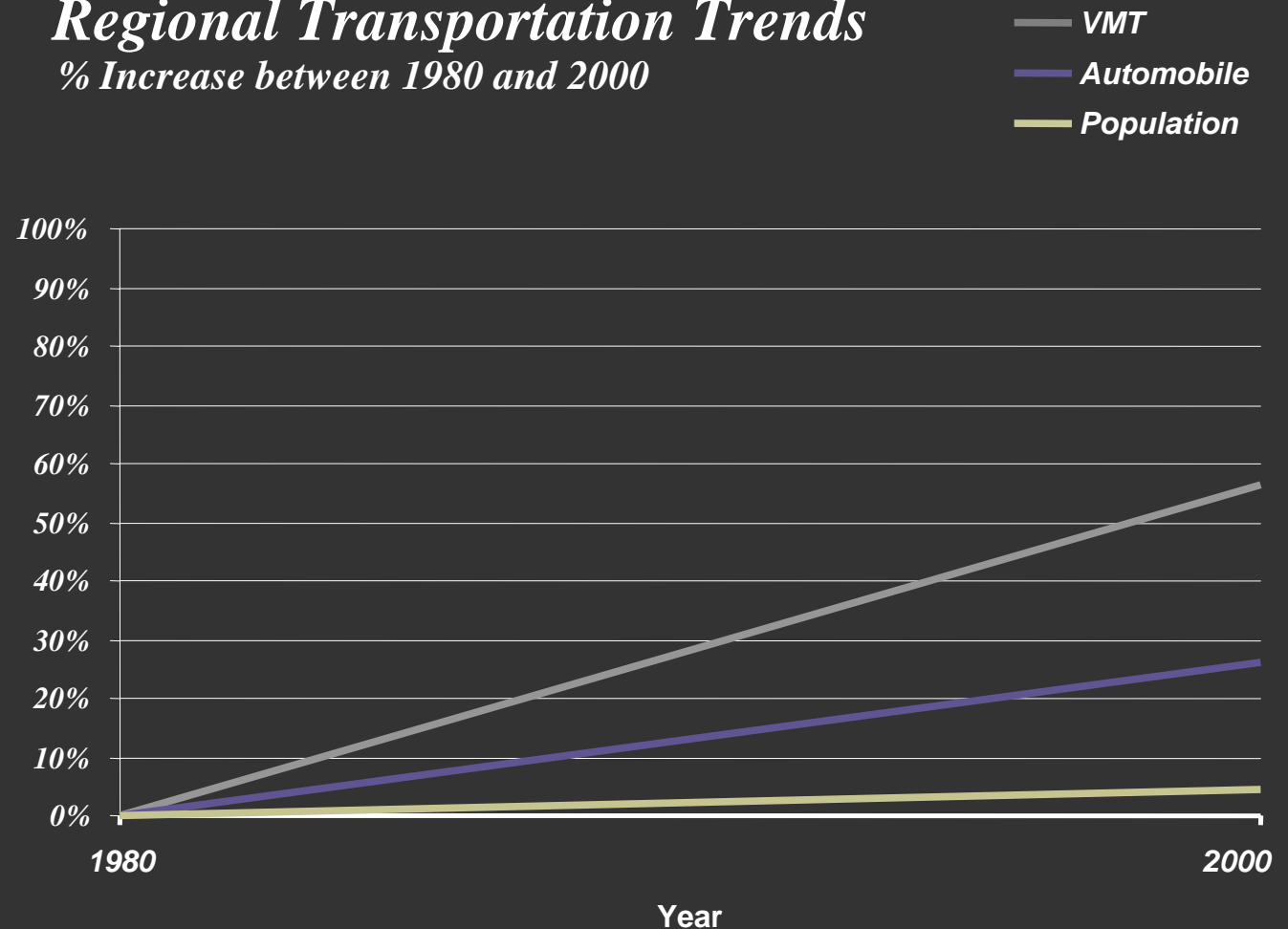
Montgomeryville – Circa 2000



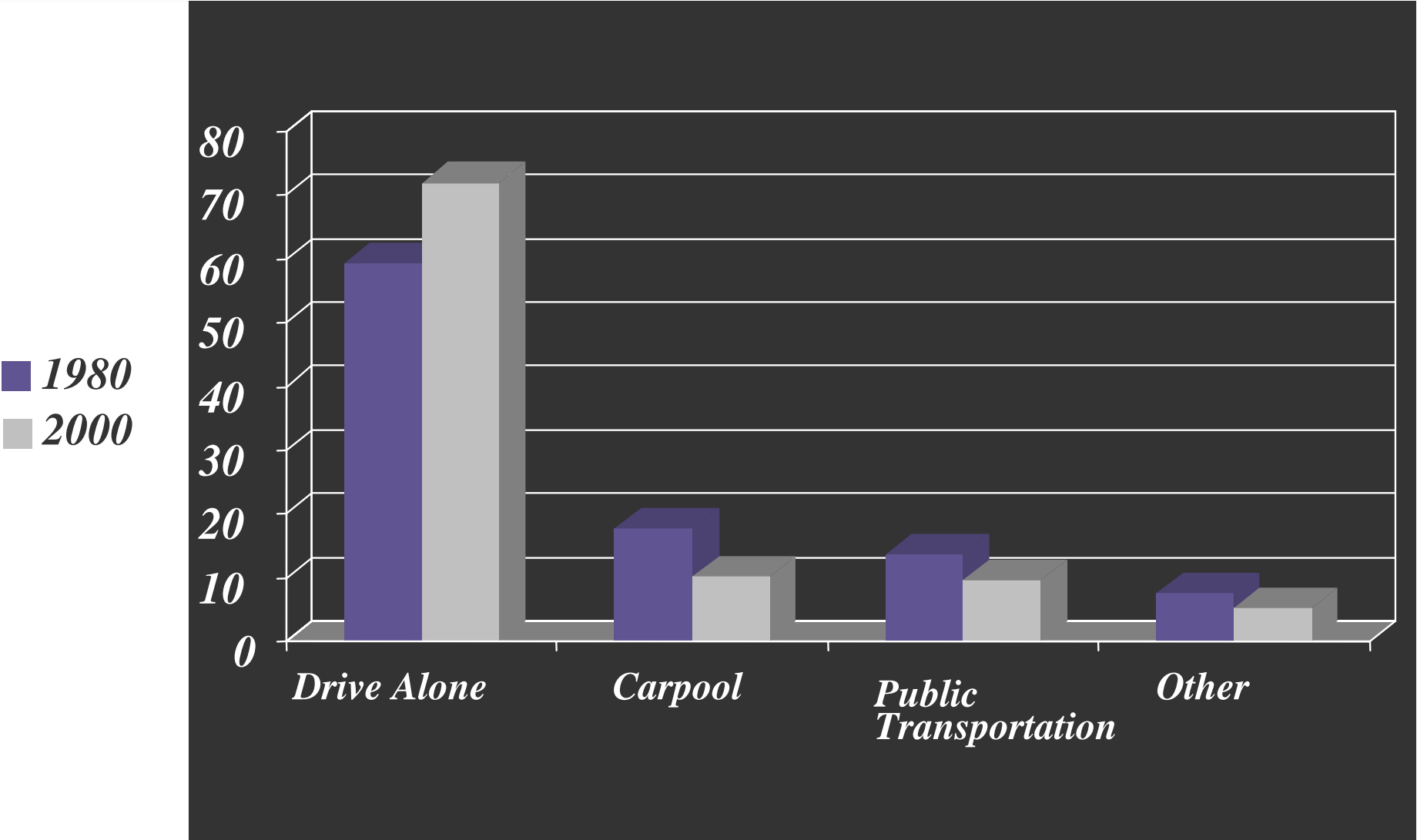
Transportation Trends: Congestion is here to Stay



Regional Transportation Trends
% Increase between 1980 and 2000



More People are Driving Alone



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.**

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 R2 Warminster Line

SEPTA R2 STATIONS PARKING

	Regular Parking Spaces	Used Regular Parking Spaces	Unused Regular Parking Spaces	Regular Parking % Full	Permit Parking Spaces	Used Permit Parking Spaces	Unused Permit Parking Spaces	Permit Parking % Full
Warminster	562	516	46	91.8%	238	238	0	100.0%
Hatboro	177	177	0	100.0%	0	0	0	N/A
Willow Grove	100	100	0	100.0%	39	39	0	100.0%
Chrestmont	24	24	0	100.0%	0	0	0	N/A
Roslyn	87	86	1	98.9%	0	0	0	N/A
Ardsley	47	45	2	95.7%	0	0	0	N/A
Overall Totals:	997	948	49	95.1%	277	277	0	100.0%

Available Parking SEPTA R3 West Trenton Line

SEPTA R3 STATIONS PARKING

	Regular Parking Spaces	Used Regular Parking Spaces	Unused Regular Parking Spaces	Regular Parking % Full	Permit Parking Spaces	Used Permit Parking Spaces	Unused Permit Parking Spaces	Permit Parking % Full
West Trenton	142	142	0	100.0%	0	0	0	N/A
Yardley	275	257	18	93.5%	0	0	0	N/A
Woodbourne	558	458	100	82.1%	0	0	0	N/A
Langhorne	236	208	28	88.1%	123	123	0	100.0%
Neshaminy Falls	187	187	0	100.0%	0	0	0	N/A
Trevose	219	181	38	82.6%	38	38	0	100.0%
Somerton	201	201	0	100.0%	0	0	0	N/A
Forest Hills	155	146	9	94.2%	9	9	0	N/A
Philmont	249	249	0	100.0%	0	0	0	N/A
Bethayres	230	230	0	100.0%	0	0	0	N/A
Meadowbrook	90	80	10	88.9%	10	10	0	100.0%
Rydal	43	36	7	83.7%	7	7	0	100.0%
Noble	65	60	5	92.3%	5	5	0	100.0%
Overall Totals:	2650	2435	215	91.9%	192	192	0	100.0%

Available Parking SEPTA R5 Doylestown Line

SEPTA R5 STATIONS PARKING

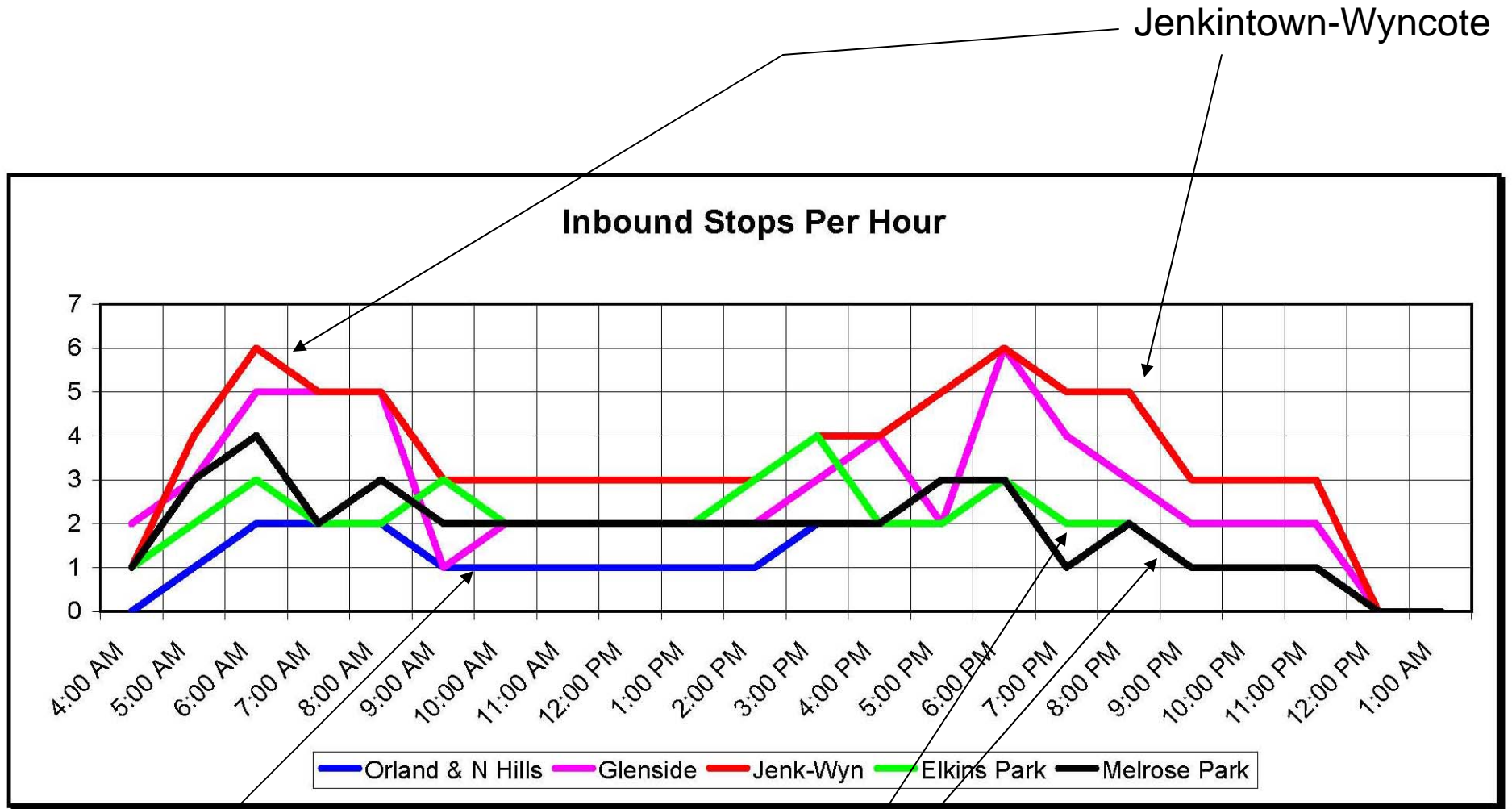
	Regular Parking Spaces	Used Regular Parking Spaces	Unused Regular Parking Spaces	Regular Parking % Full	Permit Parking Spaces	Used Permit Parking Spaces	Unused Permit Parking Spaces	Permit Parking % Full
Doylestown	185	135	50	73.0%	0	0	0	N/A
Delaware Valley	<<< No Parking >>>				<<< No Parking >>>			
New Britain	39	39	0	100.0%	0	0	0	N/A
Chalfont	53	53	0	100.0%	48	23	25	47.9%
Link Belt	0	0	0	N/A	0	0	0	N/A
Colmar	291	198	93	68.0%	0	0	0	N/A
Fortuna	33	33	0	100.0%	0	0	0	N/A
Lansdale	497	497	0	100.0%	0	0	0	N/A
Pennbrook	200	200	0	100.0%	0	0	0	N/A
North Wales	227	227	0	100.0%	226	226	0	100.0%
Gwynedd Valley	118	118	0	100.0%	0	0	0	N/A
Penllyn	60	60	0	100.0%	0	0	0	N/A
Ambler	496	485	11	97.8%	92	92	0	100.0%
Fort Washington	369	360	9	97.6%	210	210	0	100.0%
Oreland	97	65	32	67.0%	48	43	5	89.6%
North Hills	147	82	65	55.8%	0	0	0	N/A
Glenside	221	215	6	97.3%	93	93	0	100.0%
Jenkintown-Wyncote	430	430	0	100.0%	97	97	0	100.0%
Elkins Park	94	90	4	95.7%	36	36	0	100.0%
Melrose Park	185	120	65	64.9%	13	13	0	100.0%
Fern Rock	639	639	0	100.0%	0	0	0	N/A
Wayne Junction	<<< No Parking >>>				<<< No Parking >>>			
North Philadelphia	<<< No Parking >>>				<<< No Parking >>>			
North Broad	<<< No Parking >>>				<<< No Parking >>>			
Temple University	<<< No Parking >>>				<<< No Parking >>>			
Market East	<<< No Parking >>>				<<< No Parking >>>			
Totals North of Fern Rock:	3742	3407	335	91.0%	863	833	30	96.5%
Overall Totals:	4381	4046	335	92.4%	863	833	30	96.5%

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 Park		Melrose Park	
		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

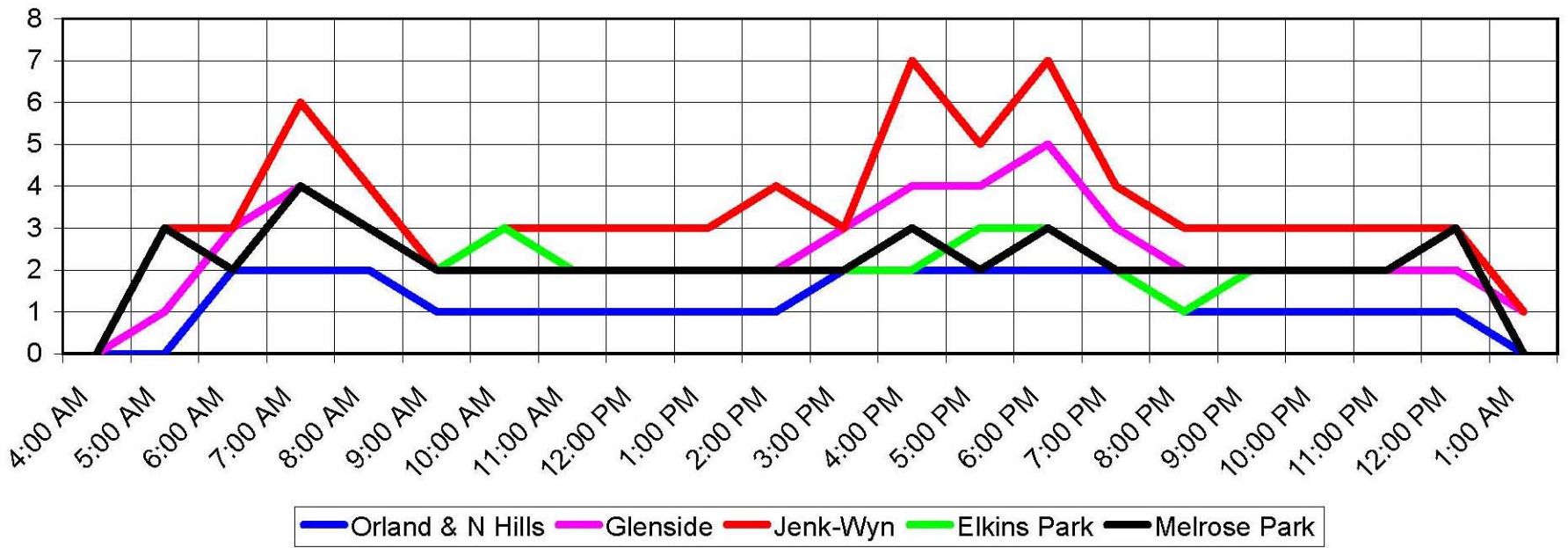


Jenkintown-Wyncote

Orland, North Hills

Elkins Park & Melrose Park

Outbound Stops Per Hour



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

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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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