

Jenkintown-Wyncote Station Strategic Planning Session Meeting Notes and Next Steps

Background

DVRPC's Safe Routes to Transit Program is a competitive technical assistance grant program periodically offered to municipalities in Greater Philadelphia that are interested in enhancing pedestrian and bicycle access to transit stations. More information on this program is available at www.dvrpc.org/saferoutestotransit.

As part of this program, DVRPC facilitated a meeting with representatives from Jenkintown and Cheltenham on March 15, 2019 to discuss pedestrian and bicycle access issues and opportunities around the Jenkintown-Wyncote Regional Rail Station. This memo summarizes the topics that were discussed at that meeting and presents strategies and resources that can help guide planning and development in the station area.

Meeting Participants

- Betsy Mastaglio, DVRPC
- Joe Banks, DVRPC
- Andrew Svekla, DVRPC
- Derek Lombardi, DVRPC
- Missy Frankil, DVRPC
- Marley Bice, Montgomery County Planning Commission
- Anne Leavitt-Gruberger, Montgomery County Planning Commission
- Brian Olszak, Montgomery County Planning Commission
- Andrew Besold, Montgomery County Planning Commission
- Henry Sekawungu, Cheltenham Township
- Deborra Sines Pancoe, Jenkintown Borough
- George Locke, Jenkintown Borough
- Gabriel Lerman, Jenkintown Borough
- Ryan Judge, SEPTA

Station Considerations

A full station renovation has been proposed for the Jenkintown-Wyncote station. However, many of SEPTA's planned capital improvements, including this station renovation, are on hold due to ongoing litigation over the use of Pennsylvania Turnpike revenue for transit funding.

The eventual renovation of the station can hopefully address many of the current concerns regarding ADA access, bicycle circulation, and bicycle parking at the station. Additional objectives voiced during the meeting included preserving the existing station building, adding transit-supportive commercial uses to the station, and improving the safety of the West Avenue drop-off/pick-up location, including for pedestrians crossing West Avenue to get to the station.

Next Steps:

1. Continue to work closely with SEPTA on the design of a new station. Use the current delay to determine how the existing and future operational needs will impact the existing station facilities. Review concepts and be prepared to provide feedback on how community goals related to neighborhood character and pedestrian and bicycle mobility can be integrated into the design. Encourage SEPTA to include traffic calming design considerations along West Avenue as part of any reorganization of parking east of the station.
2. Inventory the types of commercial uses that currently exist in SEPTA regional rail stations throughout Southeastern Pennsylvania. Determine which of these types of businesses may be appropriate and/or desirable for the Jenkintown-Wyncote Station. Develop market research that can be used to recruit potential tenants to the existing or future station.

Pedestrian Considerations

The station area has a nearly complete sidewalk network that already enables some transit riders to walk to the station. Additionally, new pedestrian amenities were recently added to the intersection of Greenwood Avenue, Township Line Road, West Avenue as part of the Greenwood Avenue bridge project.

Pedestrian challenges in the station area stem from the volume and speed of vehicles on several streets, including Walnut Street and Glenside Avenue. Furthermore, despite recent improvements, some attendees suggested that pedestrians traversing the Greenwood Avenue intersection could benefit from a larger traffic island and a crosswalk on the Township Line Road leg of the intersection. Based on these and other concerns from township representatives, efforts to improve pedestrian mobility in the station area can focus on traffic calming along key corridors, targeted infrastructure upgrades, and signage.

Next Steps:

1. Consider the use of signage, targeted enforcement, and/or speed trailers to reduce traffic speeds along roads like Glenside Avenue where narrow sidewalks and curves may make pedestrians feel particularly vulnerable.
2. Use Do Not Block Intersection signage and/or pavement markings to discourage vehicles from blocking the box at the intersection of Greenwood Avenue, West Avenue, and Township Line Road. In street treatments that may be effective at this intersection are discussed in [Section 3B.17 of the Manual on Uniform Traffic Control Devices](#).
3. In coordination with PennDOT, add new or enhance existing crosswalks at key intersections.
 - a. Walnut Street was discussed as a barrier that discourages walking to the station from the eastern half of the Borough. Consider adding high visibility crosswalks to Walnut Street intersections where they do not currently exist and lifting restrictions on pedestrian crossings, such as on the eastern leg of the intersection of Walnut Street and West Avenue.
 - b. Consider adding a crosswalk and enabling pedestrian crossings on Township Line Road at the intersection of Greenwood Avenue. This pedestrian connection may be particularly useful if the Pitcairn property is redeveloped.
4. Continue to prioritize the Borough's ongoing sidewalk enhancements and ADA curb ramp compliance campaign along streets that connect the station to key residential, employment, and commercial destinations.

Bicycle Facilities

Currently, there are no on-street bike facilities in the vicinity of the Jenkintown-Wyncote Station. Previous planning efforts, such as *Jenkintown 2035* and *Bike Montco*, have identified Township Line Road, West Avenue, Glenside Avenue, and portions of Greenwood Avenue as streets where bicycle facilities are desirable.

Next Steps:

1. Evaluate the feasibility of various types of bike facilities on corridors that have been proposed for the station area. Bicycle planning will need to be coordinated with PennDOT on some of these routes.
2. Consider instituting a neighborhood greenway on Greenwood Avenue between West Avenue and Old York Road. Also known as bicycle boulevards and neighborhood bikeways, neighborhood greenways use a variety of treatments, including sharrows and signage, to decrease traffic volumes and speed and provide a low-stress environment for bicyclists and pedestrians. Speed humps are already present in some locations along Greenwood Avenue. Creating a low-street bicycle option on this street can help connect the train station to the downtown area, additional residential neighborhoods, local schools, and “The Pavillion” shopping center. More information about these types of bike facilities can be found in DVRPC’s [Identifying Neighborhood Greenway Possibilities in Philadelphia](#). To discuss neighborhood greenway treatments that may be appropriate for Greenwood Avenue, please contact Cassidy Boulan at cboulan@dvrpc.org or (215)238-2832.

Trails

The Jenkintown-Wyncote station lies just east of Tookany Creek and the planned [Tookany-Tacony-Frankford Trail](#). This trail may provide additional opportunities for bike and pedestrian access to the station. To the extent possible, stormwater management infrastructure should be incorporated into trail design and construction to help alleviate flooding concerns in the area.

Next steps:

1. Continue to partner with local and regional stakeholders and advocacy groups to assess concepts and identify funding sources to advance the Tookany Creek Trail.
2. In coordination with trail planning and the renovation of the station, evaluate the potential for a pedestrian bridge over the Tookany Creek that provides more direct access to the station.

Additional Considerations

A variety of issues that fall outside of the core focus of DVRPC’s Safe Routes to Transit Program were also discussed at the meeting, including wayfinding signage, redevelopment proposals in the station area, the possibility of a circulator shuttle, and the character of local bus stops.

Next steps:

1. Expand signage or create a new comprehensive wayfinding system that is designed to create connections between the station, downtown, and key civic facilities and destinations. You can learn more by reviewing recent wayfinding planning conducted by communities in our region.
 - [Media Borough Wayfinding Master Plan](#)
 - [Upper Moreland – Willow Grove Signage and Wayfinding Master Plan](#)

2. Identify locations where new bus shelters and/or benches may be appropriate based on ridership and space constraints. SEPTA's [Bus Stop Design Guidelines](#) may provide useful background on these topics. However, SEPTA does not own or maintain bus shelters, so the Jenkintown and/or Cheltenham will need to identify potential funding and maintenance strategies for these types of amenities.
3. Incorporate transit supportive design land use and design elements into the redevelopment of any properties near the station, including the Pitcairn property. Consult [CTOD's Station Area Planning: How to Make Great Transit-Oriented Places](#) for an overview of transit-supportive planning principles.

Planning Resources

- [DVRPC's Park and Ride Passenger Origins Webmap](#): this interactive map can help guide station area planning by showing where Jenkintown-Wyncote park and ride customers are driving from.
- [DVRPC's Bicycle Level of Traffic Stress \(LTS\) and Connectivity Analysis](#): The LTS tool can help determine the suitability of different roads for bike facility implementation. The LTS classification ranges from 1 (relaxing, suitable for children) to 4 (high traffic stress, multilane fast traffic). Regional priorities are roads classified as LTS 3, which if made more comfortable for cycling could connect "islands" of roads classified as LTS 1 and 2. These road are particularly good candidates for bike facilities due to their ability to connect currently separated parts of town.
- [Revitalizing Suburban Downtown Retail Districts: Strategies and Best Practices](#): Learn more about retail districts in our region and best practices associated with retail district management by reviewing this DVRPC study and its associated [online interactive tool](#).
- [DVRPC's Municipal Funding Resource](#): This online database is intended to assist local governments, community groups, and non-profit organizations in identifying federal, state, regional, county, and private sources of funding for locally initiated planning and development projects.
 - Some of the most relevant potential funding sources for pedestrian and bicycle projects include: [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#), PennDOT's [Multimodal Transportation Fund](#), and PennDOT's [Transportation Alternatives](#).

Helpful Contacts

PennDOT

- Fran Hanney: phanney@state.pa.us, (610) 205-6560

DVRPC

- Andrew Svekla: asvekla@dvrpc.org; (215) 238 2810
- Betsy Mastaglio: bmastaglio@dvrpc.org; (215) 238-2812