Parking Demand Study

GLENSIDE
and
JENKINTOWN
SEPTA STATIONS

Delaware Valley Regional Planning Commission

October 2000

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and
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Delaware Valley Regional Planning Commission
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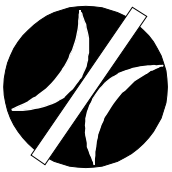
Delaware Valley Regional Planning Commission October 2000

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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cover design: The cover contains photographs of the Jenkintown Station parking lot and the Glenside Station building and inbound platform superimposed on a copy of a conceptual improvement plan for the Glenside business district prepared for the *Commercial District Enhancement Plan for the Township of Cheltenham*, by Carter van Dyke Associates.

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1 EXECUTIVE SUMMARY

Jointly initiated by SEPTA and the Montgomery County Planning Commission (MCPC), the Delaware Valley Regional Planning Commission (DVRPC) examined existing parking conditions and projected future parking demands surrounding SEPTA's Glenside and Jenkintown regional rail stations in Cheltenham Township, Montgomery County, Pennsylvania. The analysis addressed parking supply deficiencies currently experienced at the train stations, and complemented a Commercial District Enhancement Plan for the Glenside business district, being prepared by the township.

A major undertaking in the work was the preparation and administration of a passenger survey at six study area train stations. The principal use of the questionnaire was to determine and quantify customer preferences for alternate parking expansion scenarios — at the Glenside Station or the Jenkintown Station, or both stations together — to ameliorate parking constraints throughout the study area. From the survey returns, estimates of total station parking demands were formulated for a present-day condition and a Year 2025 planning horizon.

The following additional station parking demands were estimated through the work.

PARKING EXPANSION SCENARIO		ESTIMATED ADDITIONAL STATION PARKING DEMAND (YEAR 2000 TO YEAR 2025)
1	Glenside ONLY	+487 parkers
2	Jenkintown ONLY	+437 parkers
3	Both:	
	Glenside	+349 parkers
	AND	
	Jenkintown	+375 parkers

Actual parking expansion proposals for Glenside and/or Jenkintown should strive to satisfy the above demand estimates to serve existing users of the regional rail system. Providing more spaces, than the above estimates, would promote ridership among non-users of the SEPTA system (e.g., those who may be shut-out due to parking constraints at the train stations).

To most effectively deliver parking improvement to the commutershed, initial efforts should be directed to the Glenside Station site — continuing and building upon the progress established in the township's Commercial District Enhancement Plan for the Glenside business district. □

2 INTRODUCTION

The Delaware Valley Regional Planning Commission (DVRPC) was requested to examine existing parking conditions and project future parking demands surrounding SEPTA's Glenside and Jenkintown regional rail stations in Cheltenham Township, Montgomery County, Pennsylvania. Jointly initiated by SEPTA and the Montgomery County Planning Commission (MCPC), the analysis addressed parking supply deficiencies currently experienced at the train stations, and also complemented a Commercial District Enhancement Plan for the Glenside business district, being prepared by the township.

Given that multiple rail lines share the tracks serving the Glenside and Jenkintown stations (including: the R1 - Airport, R2 - Warminster, R3 - West Trenton, and R5 - Lansdale / Doylestown lines), and lower service levels are provided at the surrounding stations, evaluations of parking conditions and preferences were expanded in the study to include four adjacent SEPTA rail stations (Elkins Park, Noble, Ardsley and North Hills).

A very significant undertaking in the work was the preparation and administration of a passenger survey at the six study train stations. The principal use of the questionnaire was to determine and quantify customer preferences for alternate parking expansion scenarios — at the Glenside Station or the Jenkintown Station, or both stations together — to ameliorate parking constraints in the area. From the survey returns, estimates of total station parking demands were formulated for a present-day condition and a Year 2025 planning horizon. □

3 EXISTING CONDITIONS

The study's baseline was drawn from inspecting parking and patronage data received from SEPTA, and through information obtained from passenger surveys conducted at the stations.

SERVICES, FACILITIES AND RIDERSHIP

Table 1 summarizes the service characteristics along the R1, R2, R3, and R5 lines according to the schedules in effect while the study was in progress.

TABLE 1
SERVICE CHARACTERISTICS OF REGIONAL RAIL LINES SERVING STUDY AREA STATIONS

Route	Description	Study Area Stations Serviced	Hours of Service	Frequency	
				Peak	Off-Peak
R1	Philadelphia International Airport to Central Philadelphia, Glenside, Warminster	Elkins Park, Jenkintown, Glenside	Mon-Sun 4:08 AM - 1:05 AM	30 min	30 min
R2	Warminster to Central Philadelphia, Wilmington, Philadelphia International Airport	Ardsley, Glenside, Jenkintown, Elkins Park	Mon-Fri 4:59 AM - 12:52 AM Sat-Sun 6:39 AM - 11:22 PM	30 min	60 min
R3	West Trenton to Central Philadelphia, Elwyn	Noble, Jenkintown, Elkins Park	Mon-Fri 5:12 AM - 12:44 AM Sat-Sun 5:58 AM - 1:04 AM	20 min	60 min
R5	Lansdale/Doylestown to Central Philadelphia, Paoli, Thorndale	North Hills, Glenside, Jenkintown, Elkins Park	Mon-Fri 5:19 AM - 1:21 AM Sat-Sun 6:30 AM - 1:03 AM	30 min	60 min

Source: SEPTA schedules effective November 21, 1999

Jenkintown is served by all four rail lines. As a consequence it has the best service of all the study area stations. Between the hours of 6:00 a.m. to 10:00 a.m., Jenkintown is served by 26 inbound trains destined for Center City. Glenside is served by the R1, R2 and R5 lines, and also receives frequent service. During the morning, Glenside is served by 19 inbound trains. Elkins Park is served by selected trips of all four lines. Ten inbound trains stop at the station in the morning. Noble, Ardsley and North Hills stations receive service from the individual lines which pass the stations (R2, R3 and R5 lines, respectively). North Hills station is served by 9

inbound morning trains, and the Noble and Ardsley stations are each served by 7 trains.

Table 2 summarizes existing parking supply and utilization conditions in the SEPTA lots at the six study train stations. Jenkintown currently has the most parking capacity with 523 spaces, and Glenside has the second largest parking lot with 260 spaces. The parking lots at Jenkintown, Glenside, and Elkins Park are fully utilized. Noble, North Hills, and Ardsley have available supply. It should be noted that municipal parking lots and/or on-street parking spaces supplement the SEPTA supply in varying degrees at each of the stations.

TABLE 2
PARKING CONDITIONS AT STUDY STATIONS

		Daily Parking			Permit Parking			All Parking		
Fare Zone	Station	Parking Spaces	# of Spaces Utilized	% Util.	Permit Spaces	# of Spaces Utilized	% Util.	Total Spaces	# of Spaces Utilized	% Util.
2	Elkins Park	59	59	100%	22	22	100%	81	81	100%
3	Noble	69	54	78%	0	0	-	69	54	78%
3	North Hills	147	60	41%	0	0	-	147	60	41%
3	Ardsley	46	27	59%	0	0	-	46	27	59%
3	Glenside	167	167	100%	93	93	100%	260	260	100%
3	Jenkintown	416	416	100%	107	107	100%	523	523	100%
Total		**904**	**783**	**87%**	**222**	**222**	**100%**	**1,126**	**1,005**	**89%**

Source: SEPTA, January 2000

Table 3 summarizes weekday passenger activity (total boardings) at the six study stations. The key data in the table is as follows:

1. 6:00 a.m. to 10:00 a.m. - which contains the morning peak ridership period, the times when station parking fills up, and coincides with the passenger survey effort conducted as part of this study;
2. 6:00 a.m. to 3:00 p.m. - the peak parking accumulation hours, after 3:00 p.m. increasing outbound ridership results in freed-up parking spaces in the station lots, and any study station boardings are generally reverse riders.

TABLE 3
WEEKDAY BOARDINGS AT STUDY STATIONS

Station	6:00 a.m. - 10:00a.m.	6:00 a.m. - 3:00 p.m.	Daily
Noble	113	127	156
Elkins Park	279	322	359
North Hills	112	134	148
Ardsley	112	119	123
Glenside	632	743	874
Jenkintown	1,012	1,202	1,487
Total	**2,260**	**2,647**	**3,417**

Source: SEPTA, 1999

At any given station, between two-thirds and three-quarters of the daily boardings occur during the morning peak travel period. Jenkintown, Glenside and Elkins Park are the most active stations. Noble, North Hills and Ardsley are the least.

PASSENGER SURVEY EFFORT

With the assistance of SEPTA, MCPC and Cheltenham Township staff, DVRPC designed a postage paid, mail-back passenger survey to ascertain customer preferences for station parking and assist in estimating total demand for station parking (copies of the final passenger surveys are shown in the Appendix). Administering the survey provided a timely opportunity to obtain other information from the station users. As such, questions relating to destination station, station improvement suggestions / comments, and bike usage were also included.

Staff from SEPTA and DVRPC distributed 1,821 surveys on the inbound and outbound platforms of the six stations, between 6:00 a.m. and 10:00 a.m., during May 2000. Ultimately, 1,239 (68%) surveys were returned immediately or by mail. Table 4 summarizes the magnitude of the study's passenger survey effort.

TABLE 4
PASSENGER SURVEY AT STUDY STATIONS

Station	Surveys Distributed 6:00 a.m. - 10:00 a.m.	Survey Date	Surveys Returned 6:00 a.m. - 10:00 a.m.	% Returned
Noble	100	9-May-00	67	67.0
Elkins Park	265	9-May-00	176	66.4
North Hills	88	10-May-00	69	78.4
Ardsley	67	10-May-00	50	74.6
Glenside	492	11-May-00	351	71.3
Jenkintown	809	16-May-00	526	65.0
Total	**1,821**		**1,239**	**68.0**

Source: DVRPC

All useable surveys were entered into a database for tabulation and analyses. Of the 1,239 surveys returned, 1,224 (99%) were capable of being matched to a municipality.

Address matching provides a means for identifying station shed areas, and linking the survey data with the municipal demographic forecasts supporting DVRPC's Year 2025 Plan. Table 5 summarizes the results of the address matching component of the passenger survey. Each station's shed is defined and quantified on a municipal basis in the table. All station sheds taken together define the study area commutershed.

The municipalities listed in the leftmost column are the municipality in which the respondent resides, while the station patronized is identified along the top row of the table. Most riders at the study train stations are from Cheltenham (399) and Abington (370) townships. The majority of Cheltenham's residents patronize the Elkins Park Station (147 respondents). Many from Cheltenham and Abington patronize the Jenkintown Station (139 from Abington, and 133 from Cheltenham) and the Glenside Station (123 from Abington, and 109 from Cheltenham). The next highest suppliers of riders to the study stations are the Borough of Jenkintown (122 total, of which 101 patronize the Jenkintown Station), and Upper Dublin (104 respondents, of which 48 patronize the Glenside Station).

TABLE 5
DISTRIBUTION OF MATCHED RIDERS BY STATION AND MUNICIPALITY
(According to the Passenger Survey Results)

Municipality of Residence	SURVEY STATION PATRONIZED												
	Jenkintown		Glenside		Elkins Park		Ardsley		North Hills		Noble		Total
MONTG. CO.													
Abington	139	26.8%	123	35.5%	21	11.9%	38	76.0%	18	26.9%	31	47.0%	370
Ambler	1	0.2%	1	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2
Cheltenham	133	25.6%	109	31.5%	147	83.5%	1	2.0%	7	10.4%	2	3.0%	399
Franconia	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Hatboro	8	1.5%	7	2.0%	0	0.0%	0	0.0%	0	0.0%	3	4.5%	18
Horsham	13	2.5%	10	2.9%	0	0.0%	2	4.0%	0	0.0%	1	1.5%	26
Jenkintown	101	19.5%	0	0.0%	2	1.1%	0	0.0%	0	0.0%	19	28.8%	122
Lansdale	2	0.4%	1	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3
L. Gwynedd	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
L. Moreland	4	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4
Montgomery	3	0.6%	2	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5
North Wales	0	0.0%	2	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2
Rockledge	2	0.4%	0	0.0%	1	0.6%	0	0.0%	0	0.0%	0	0.0%	3
Souderton	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Springfield	8	1.5%	8	2.3%	1	0.6%	1	2.0%	14	20.9%	0	0.0%	32
Upper Dublin	21	4.0%	48	13.9%	0	0.0%	8	16.0%	26	38.8%	1	1.5%	104
U. Gwynedd	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
U. Moreland	20	3.9%	5	1.4%	0	0.0%	0	0.0%	0	0.0%	2	3.0%	27
U. Providence	41	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Whitpain	4	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4
Subtotal	*464*	*89.4%*	*316*	*91.3%*	*172*	*97.7%*	*50*	*100.0%*	*65*	*97.0%*	*59*	*89.4%*	*1,126*
PHILADELPHIA	*16*	*3.1%*	*25*	*7.2%*	*3*	*1.7%*	*0*	*0.0%*	*1*	*1.5%*	*3*	*4.5%*	*48*
BUCKS CO.													
Bedminster	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.5%	1
Bensalem	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Buckingham	3	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3
Doylestown	7	1.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	7
L. South.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.5%	1
New Britain	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Northampton	3	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3
Plumstead	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Quakertown	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
U. South.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.5%	1
Warminster	9	1.7%	2	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	11
Warrington	7	1.3%	2	0.6%	0	0.0%	0	0.0%	1	1.5%	1	1.5%	11
Warwick	3	0.6%	1	0.3%	1	0.6%	0	0.0%	0	0.0%	0	0.0%	5
Yardley	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Subtotal	*37*	*7.1%*	*5*	*1.4%*	*1*	*0.6%*	*0*	*0.0%*	*1*	*1.5%*	*4*	*6.1%*	*48*
DELA. CO.	*2*	*0.4%*	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*	*2*
TOTAL	**519**		**346**		**176**		**50**		**67**		**66**		**1,224**

On pages 12 to 23 are a series of maps and charts which summarize the survey responses for each study train station.

By way of an example, Map 1 (page 12) illustrates the plotting of the survey returns from Noble Station in response to question #5 which sought the nearest intersection to the respondent's residence. As such, all the symbols plotted on the map portray the shed of the Noble Station (i.e., where the station users come from). The illustration is also coded to provide an indication of a respondent's inclination to stay at their "home" station or change to a station with expanded parking facilities.

Chart 1 (page 13) presents a profile of the Noble station and its patrons. Derived from separate questions in the survey, the chart contains three parts:

1. Mode of Arrival pie chart (i.e., how the respondent got to the station) - Most drove to the station (52.3% - with 38.8% parked in the SEPTA lot, 4.5% parked on the street, and 9% parked at other locations). A large share (35.8%) walked.
2. Summary of Comments and Suggestions volunteered by the customer - Most cited the need for improved access across the tracks at the station.
3. Final Destination Station (i.e., where the respondent got off the train) - Most went to the Center City stations: Market East and Suburban.

Similar station shed maps and charts for the remaining stations follow the Noble Station example — Elkins Park (map and chart 2, pages 14 and 15); North Hills (map and chart 3, pages 16 and 17); Ardsley (map and chart 4, pages 18 and 19); Glenside (map and chart 5, pages 20 and 21), and; Jenkintown (map and chart 6, pages 22 and 23).

A review of all the maps indicates that station shed areas are largest for the stations with the most parking supply and highest level of train service — Glenside and Jenkintown stations. Another observation about the mapped responses, and a less expected one, is that in general the farther the respondent lives from the "home" station, the less inclined they would be to change stations in response to parking expansions at Glenside and/or Jenkintown. Perhaps this is an indication of the friction experienced while traveling between home and the station — any more travel

to access a station is simply not preferred.

Table 6 summarizes the level of interest for bicycle parking facilities according to the survey returns.

TABLE 6
RESPONSES TO QUESTION 6: "Would You Use a Bicycle, If Bicycle Parking Was Available?"

Station	No	Yes	Total Responses
Noble	54	10	64
Elkins Park	124	44	168
North Hills	54	13	67
Ardsley	32	15	47
Glenside	278	49	327
Jenkintown	419	82	501

It should be noted that at the time the surveys were distributed Noble, North Hills, Glenside, and Jenkintown stations had bike racks, Elkins Park and Ardsley did not.□

Map 1 : Noble Station Commutershed

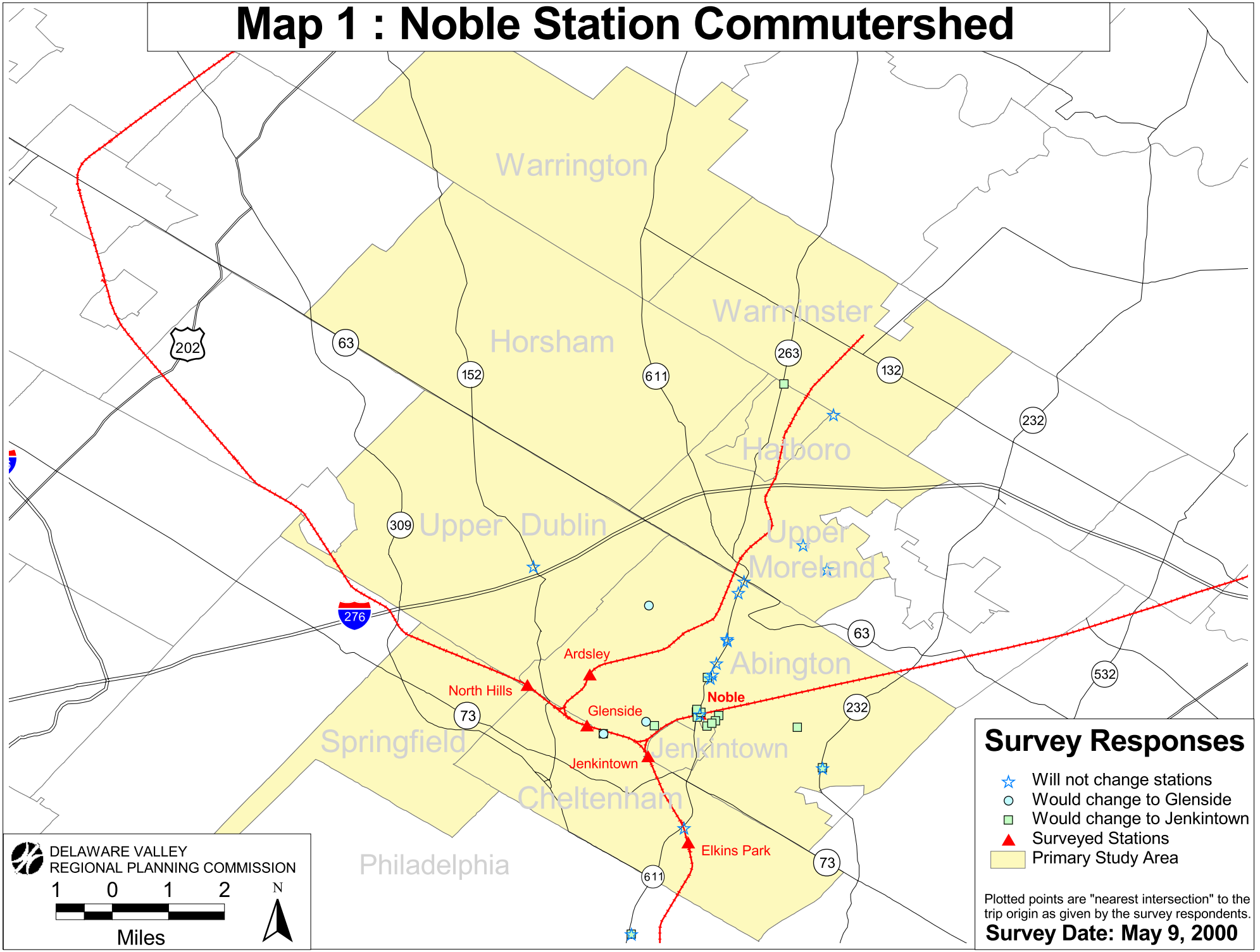
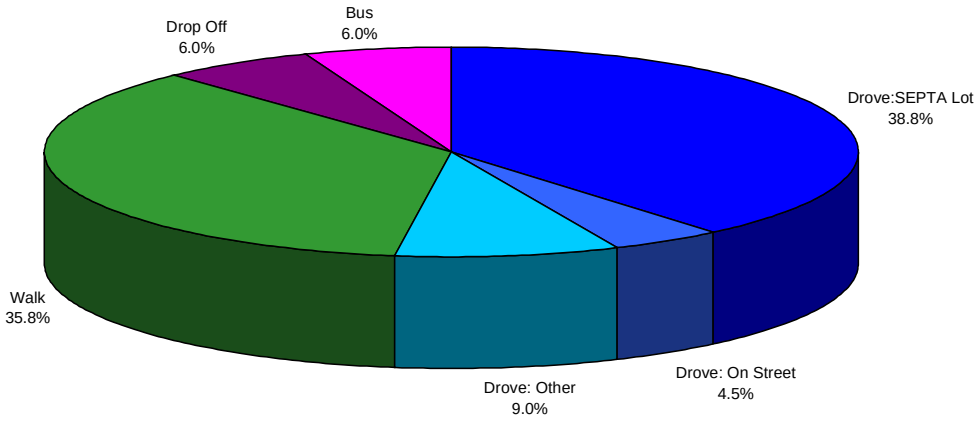


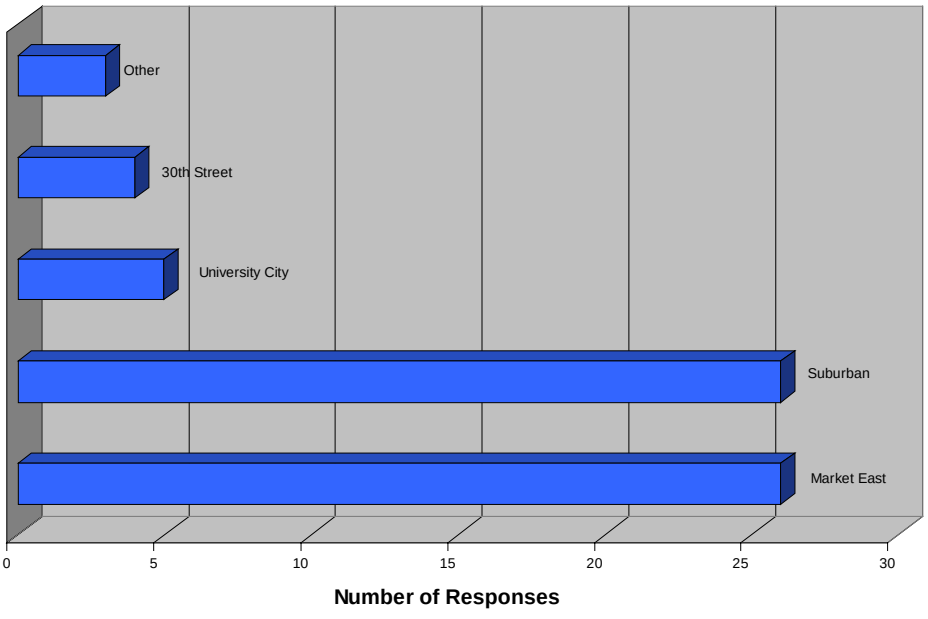
Chart 1: Noble Station Passenger Profile
Survey Date: May 9, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
Improve access across tracks	7
Better amenities at Noble Station needed	5
Increase parking at nearby stations	4
Repair York Rd. stairs	3
Improve overall SEPTA service	3
Free or reduced price parking needed	2
Overcrowding / additional train cars needed	1
Positive remarks	1

Final Destination Station



Map 2 : Elkins Park Station Commutershed

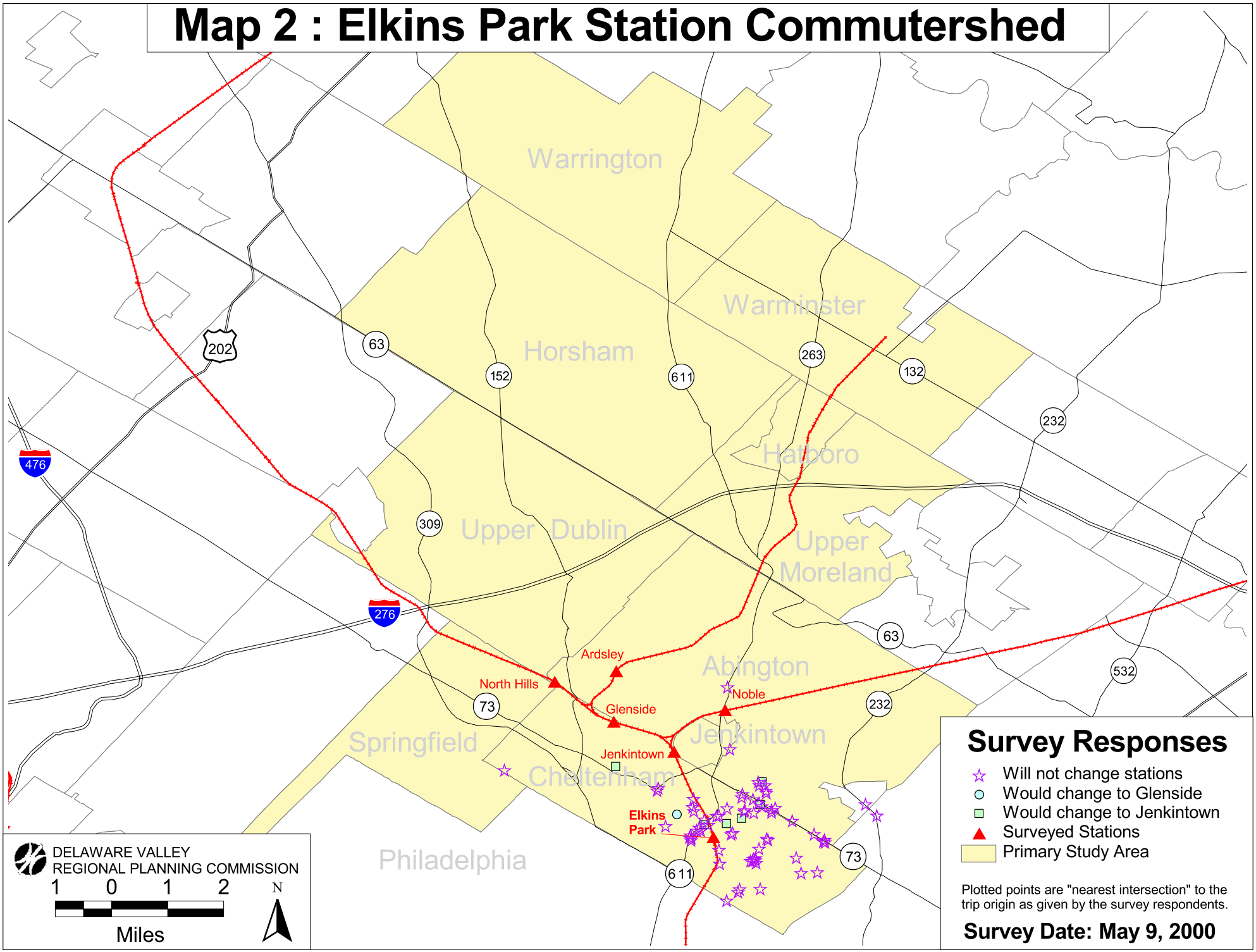
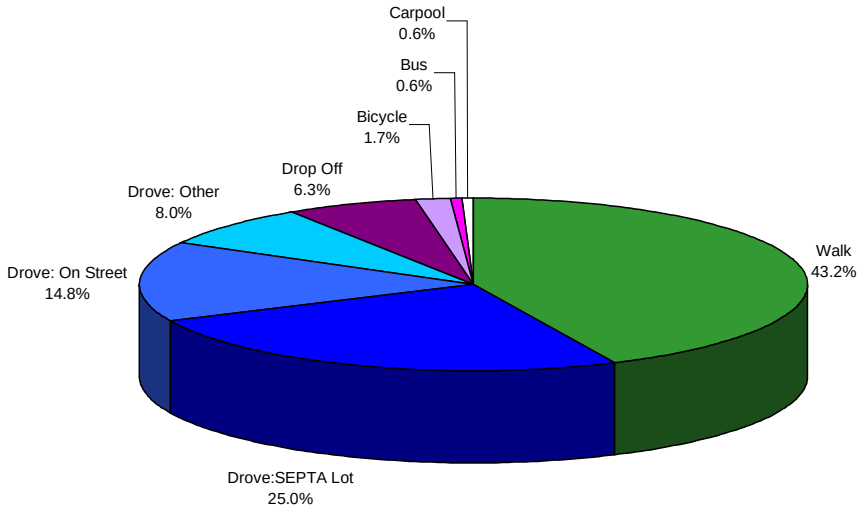


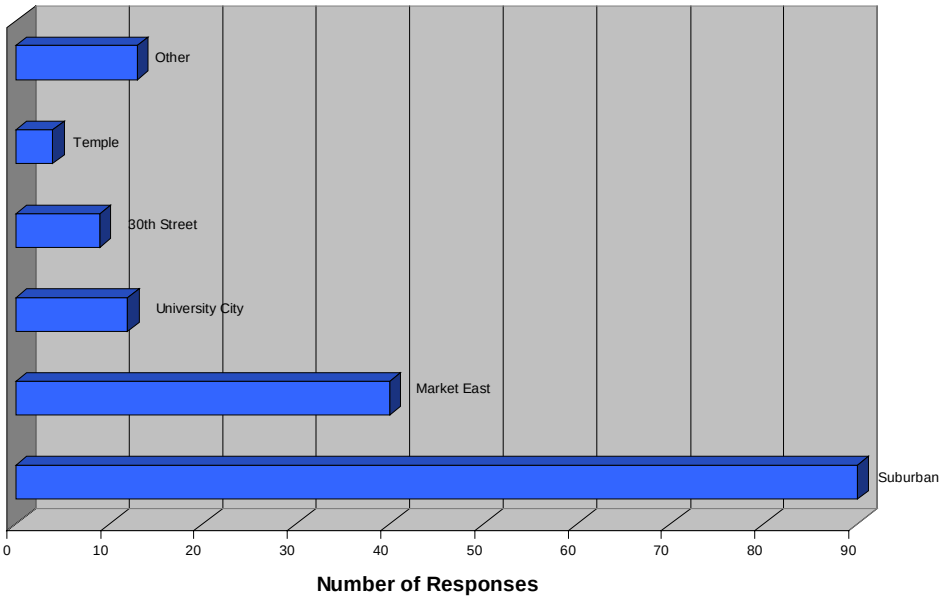
Chart 2: Elkins Park Station Passenger Profile
Survey Date: May 9, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
More Elkins Park parking needed	16
Better Elkins Park service needed	15
Improve station amenities	9
Overcrowding / additional train cars needed	8
Pleased with station personnel and/or amenities	7
Commuter parking concerns (on-street parking, monthly permit issues, etc.)	7
Poor on-time performance	6
Complaints concerning current construction	5
Bicycle issues	3
Service coordination needed	2
Change Jenkintown and Glenside to zone 2	2

Final Destination Station



Map 3 : North Hills Station Commutershed

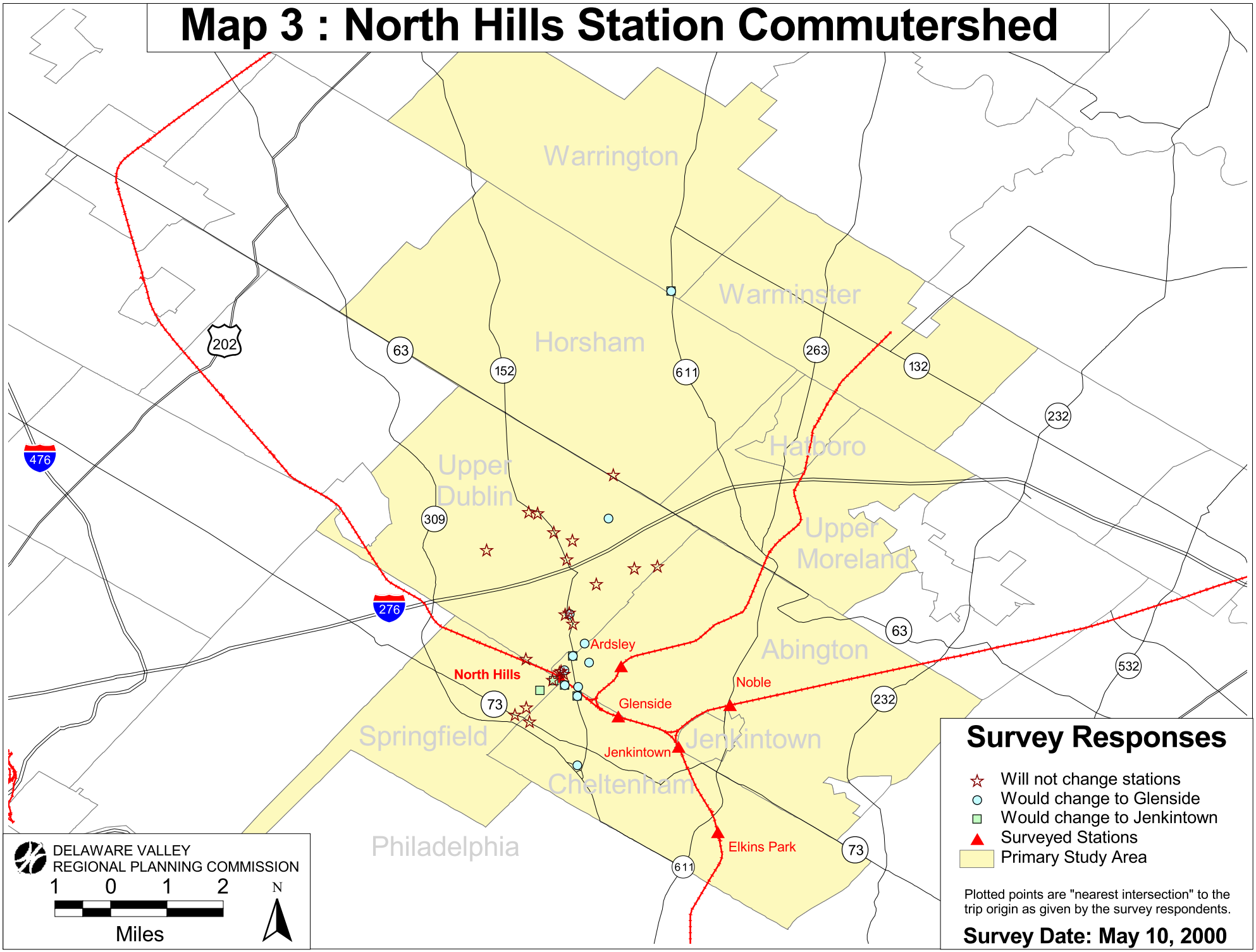
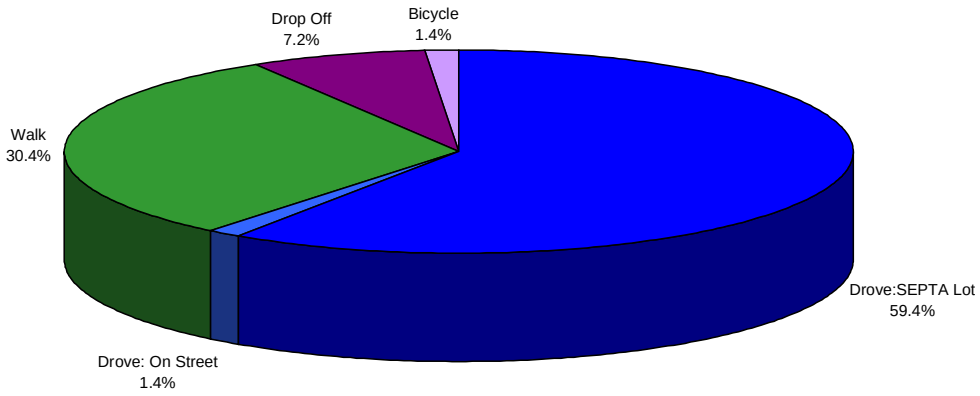


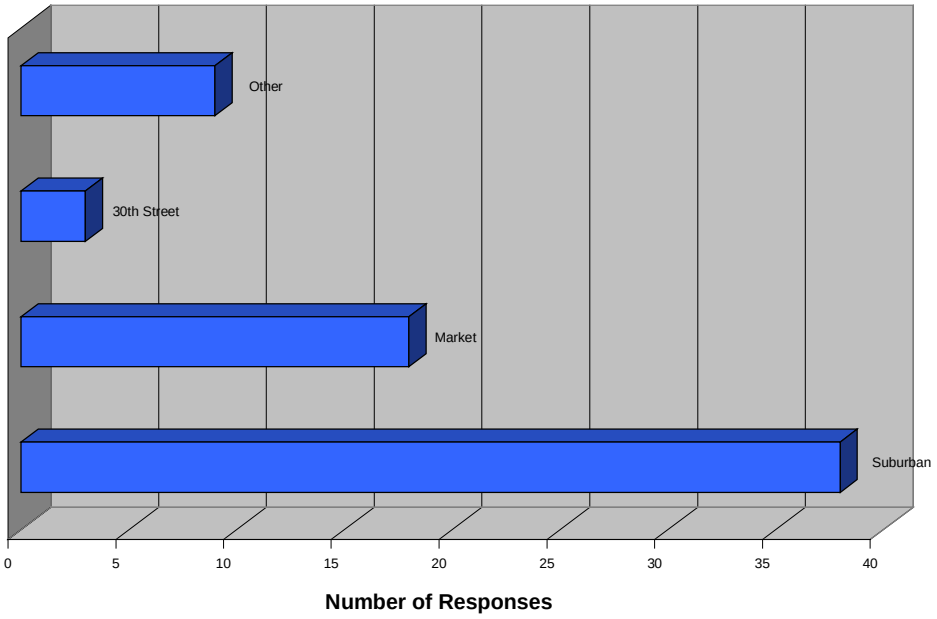
Chart 3: North Hills Station Passenger Profile
Survey Date: May 10, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
Prefer Glenside parking expansion	5
Improve access across tracks	4
Positive remarks / satisfied customers	4
Security concerns and issues	3
Poor R5 on-time performance	3
Prefer Jenkintown parking expansion	3
Prefer Ft. Washington parking expansion	3
Implement automated passenger service information system	2
Improve railcar maintenance	2
Restructure SEPTA service	2
Overcrowding / additional train cars needed	1

Final Destination Station



Map 4 : Ardsley Station Commutershed

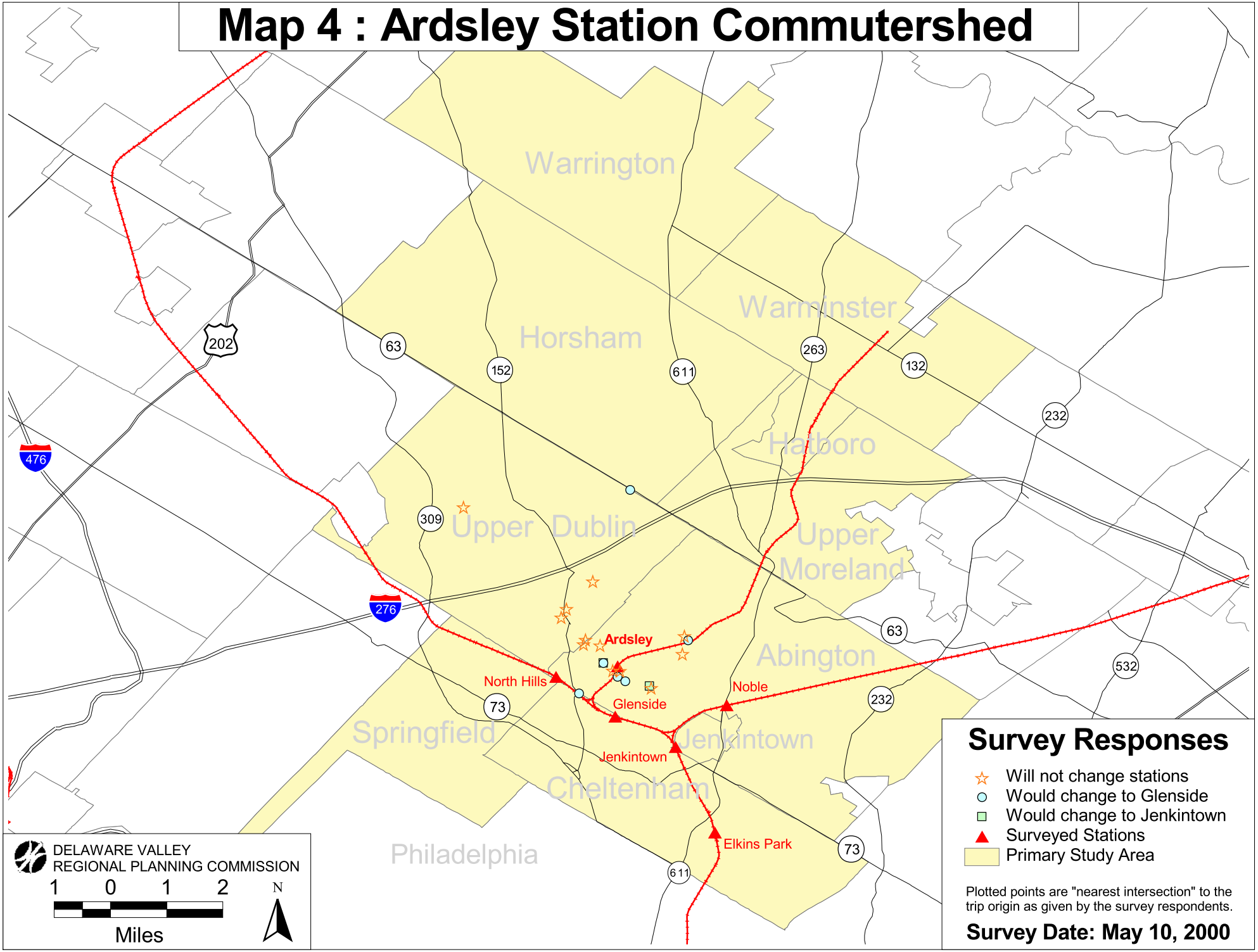
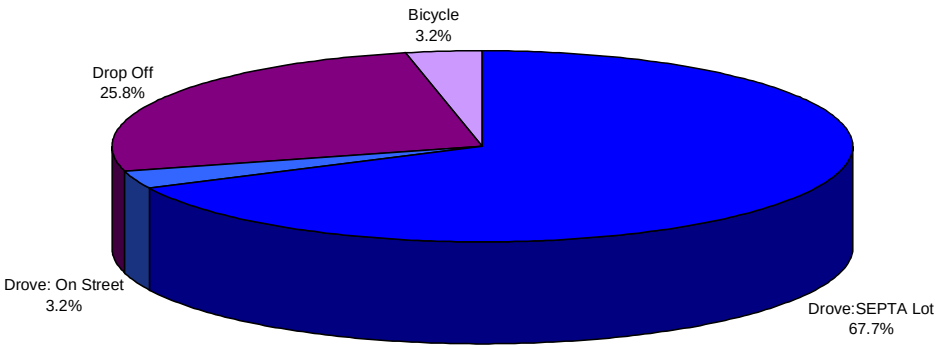


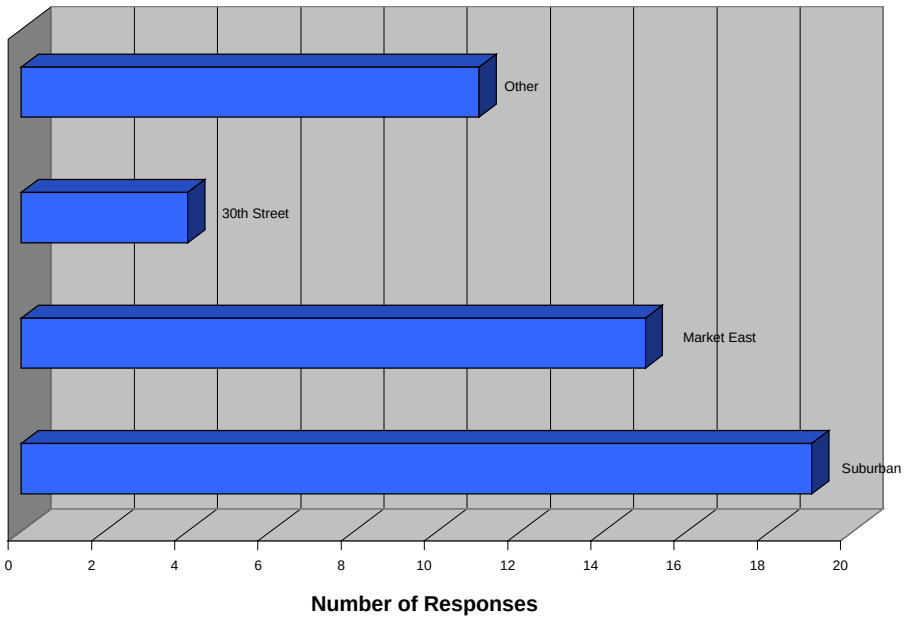
Chart 4: Ardsley Station Passenger Profile
Survey Date: May 10, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
General parking issues (cost, increased lot size at other stations, geometry, etc.)	9
Improve station amenities	5
Bicycle issues	2
Overcrowding / more frequent service	2
Better vandalism prevention	2
Positive remarks concerning station renovations	2
Need for better access across tracks at Glenside	2
Reduce fares	1
Better maintenance of Suburban Station	1

Final Destination Station



Map 5 : Glenside Station Commutershed

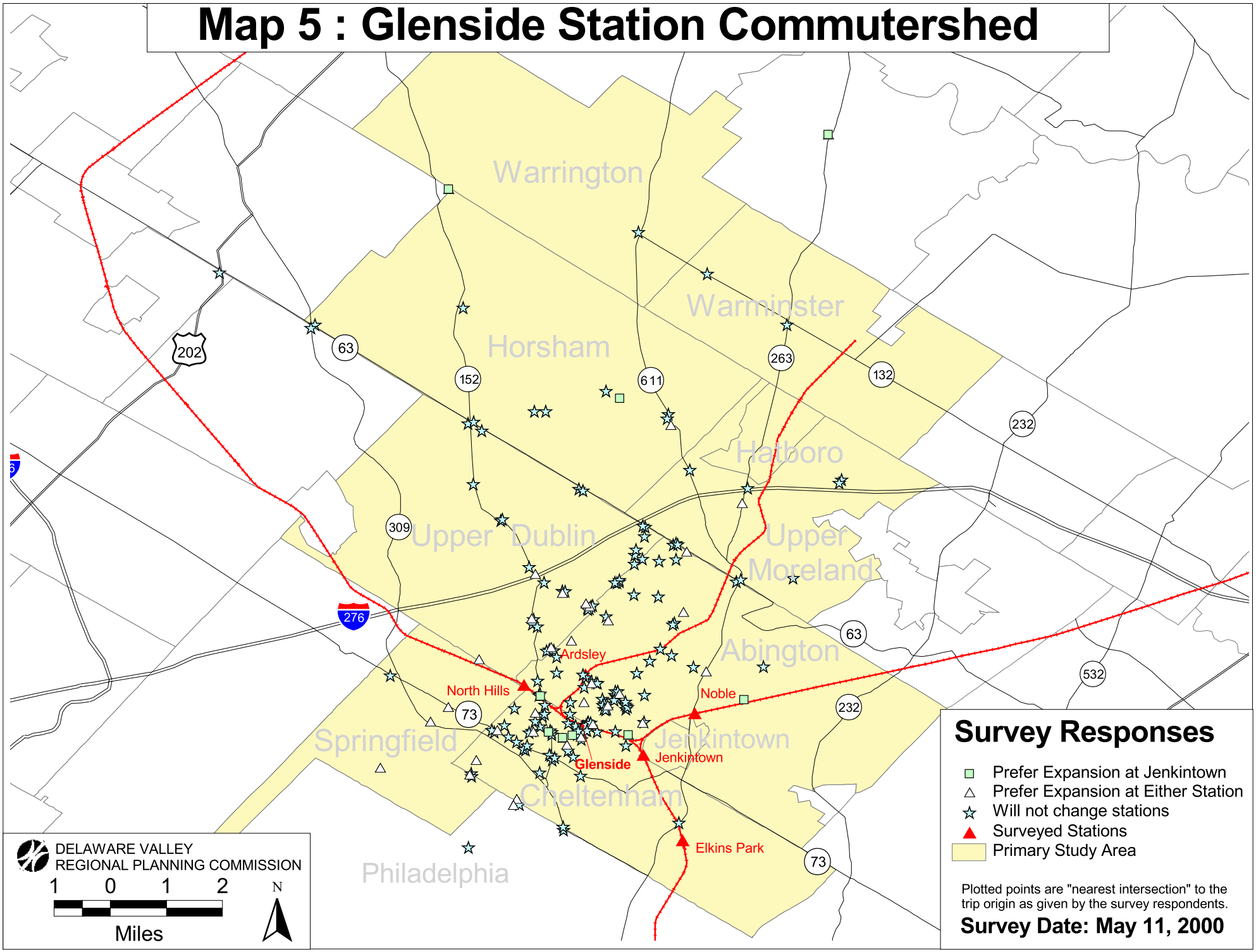
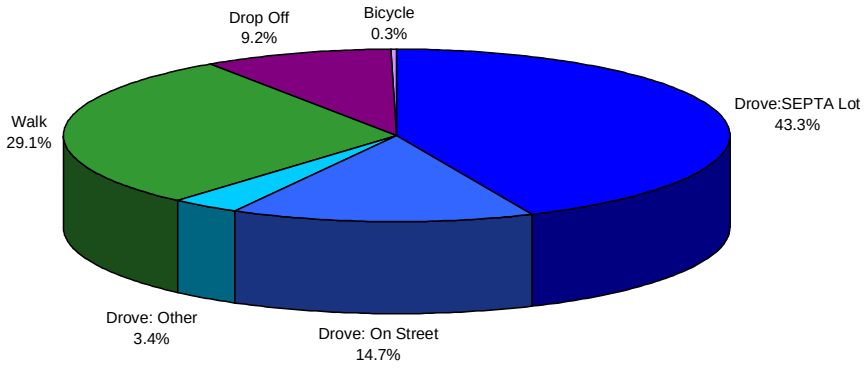


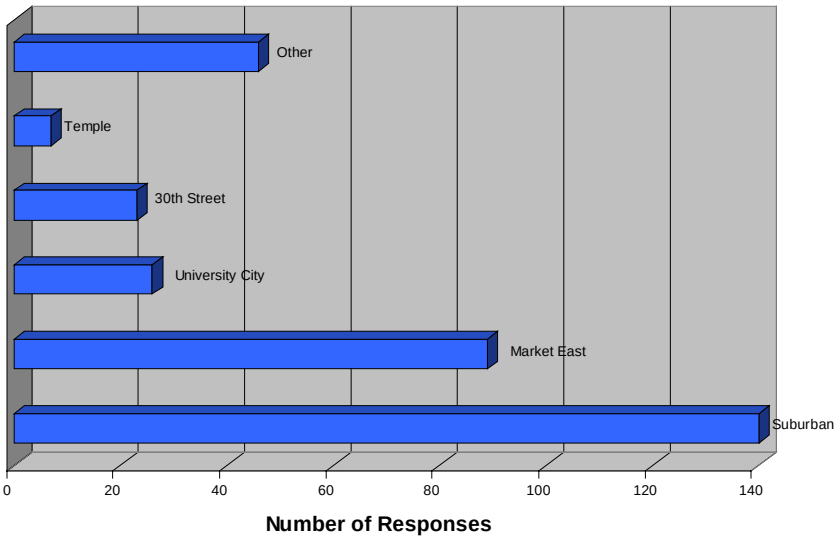
Chart 5: Glenside Station Passenger Profile
Survey Date: May 11, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
More Glenside parking needed	46
Repair / improve access across tracks	16
Increase parking lot size at various nearby stations	15
Better maintenance of parking lot / station	14
Overcrowding / additional train cars needed	11
Increase SEPTA service at various stations	11
Increase security	7
Poor on-time performance	7
Satisfied customers	6
Improve methods of ticket sales	5
Provide accurate, timely train info to customers	4
Improve permit enforcement	3
Get tenant for coffee shop	2
Reduce fares	2

Final Destinations



Map 6 : Jenkintown Station Commutershed

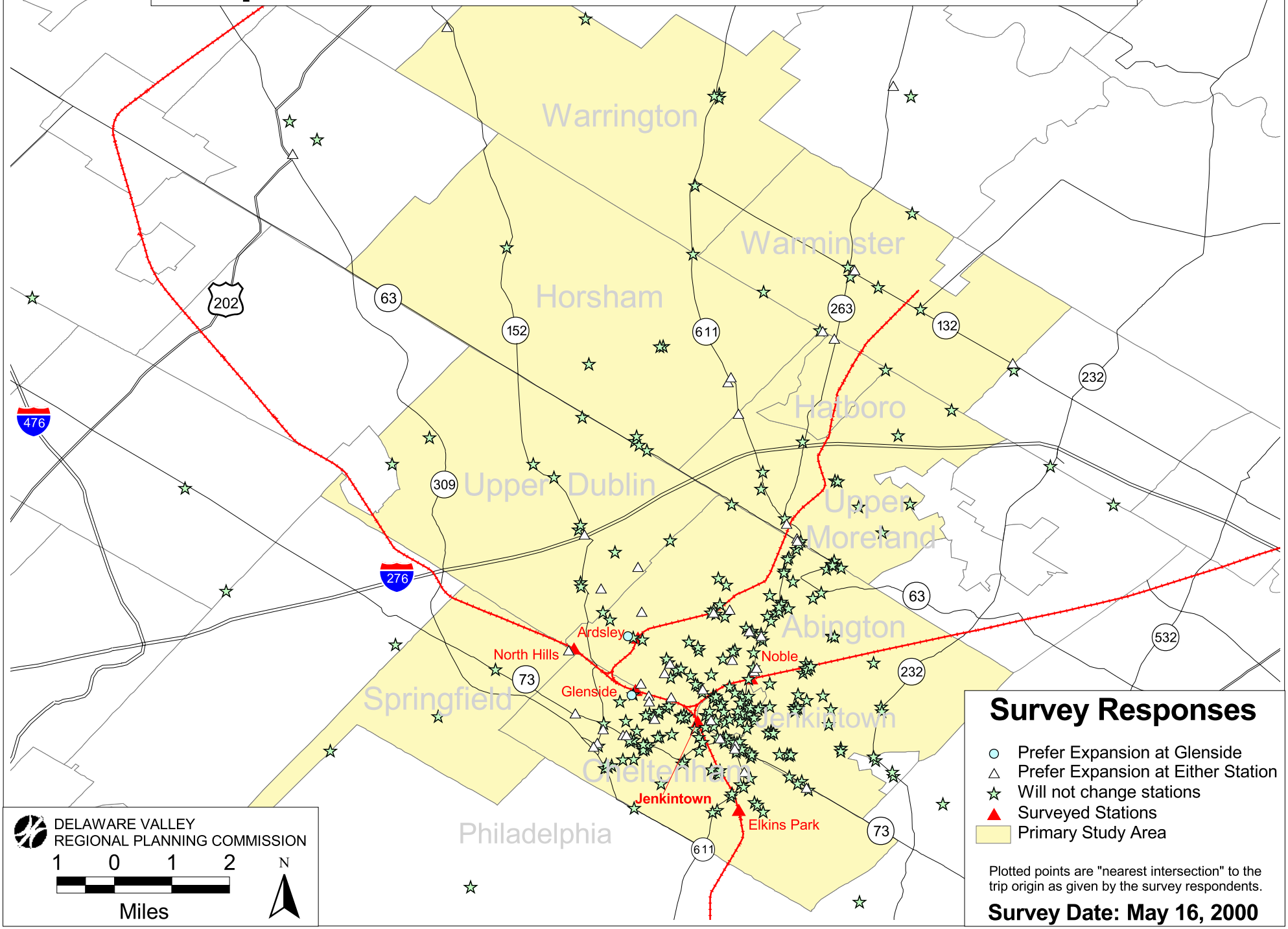
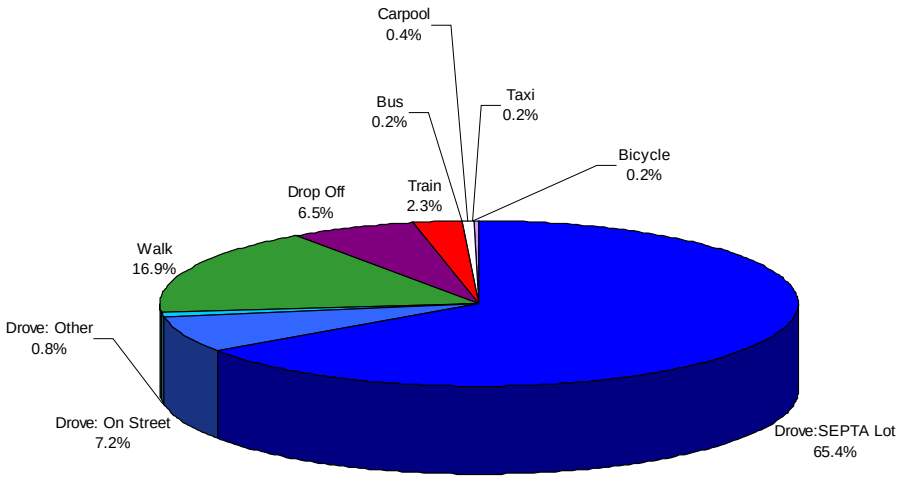


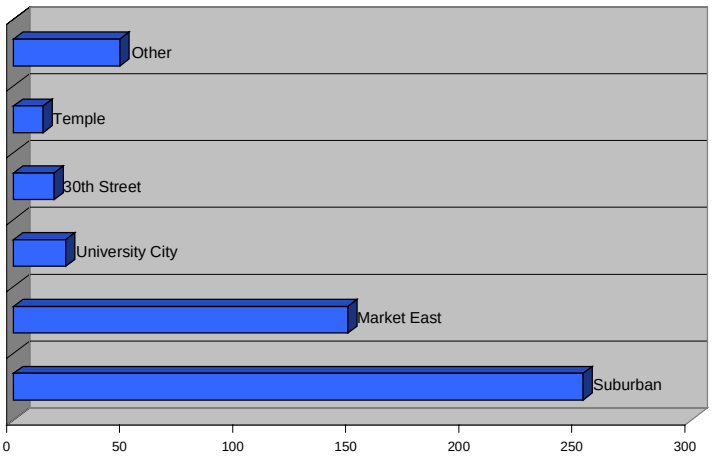
Chart 6: Jenkintown Station Passenger Profile
Survey Date: May 16, 2000

Mode of Arrival



Suggestions and Comments	Number of Comments
More spaces at Jenkintown needed	72
Parking policy concerns (cost, permit sales, overnight parking, etc.)	25
Improve SEPTA service frequency	24
More monthly permit sales needed	18
Improve station and parking lot maintenance	16
Overcrowding / additional train cars needed	14
Improve parking lot geometry	14
More parking at surrounding area stations needed	13
Improve ticketing enforcement	12
Improve bicycle facilities	11
Positive comments on service	9
Fare policy issues	7
Poor on-time performance	6
More / better handicapped services needed	2

Final Destinations



4 PARKING DEMAND ESTIMATES

This section details the methodology and results obtained in estimating parking demand if additional SEPTA parking were provided at:

1. Glenside Station **ONLY** (per question #4 in the passenger survey);
2. Jenkintown Station **ONLY** (per question #3 in the passenger survey), and;
3. Jenkintown **AND** Glenside stations (per question #2 in the survey).

The demand estimates for each scenario were developed for two planning horizons: present-day and Year 2025. The methodology applied for both horizons assumes that station patrons will change parking characteristics (modes or stations) in accordance with the preferences expressed in the passenger survey returns. On the other hand, the behavior of non-users of SEPTA's regional rail system are not accounted for in the methodology (e.g., commuters who may be "shut-out" of the system due to parking constraints at the train stations).

PRESENT-DAY PARKING DEMAND ESTIMATES

The first stage in developing alternate demand estimates for the study stations was based on the data contained in the passenger survey returns, and on current station arrival patterns and boarding information obtained from SEPTA (per tables 2 and 3, shown previously).

Parking Expansion at Glenside Station ONLY

The demand for new parking at Glenside was derived by examining the responses to question #4 on the passenger survey which read, "If additional SEPTA parking spaces were provided **ONLY** at **Glenside**, at which station would you park." This analysis provides a demand estimate of present-day SEPTA regional rail system users at the study train stations — that is applicable if parking expansion is performed only at Glenside.

Table 7 contains a series of tables (a through d) which detail the methodologies and computations involved in estimating parking demands assuming an expanded supply of parking at Glenside Station (only).

TABLE 7
PRESENT DEMAND ESTIMATE - Parking Expansion at Glenside ONLY

Table 7a - Responses to Question #4: "If Additional Septa Spaces Were Provided Only at Glenside, at Which Station Would You Park?"

Station Surveyed	Survey Responses			Total Responses
	Glenside	Current Parking Location	Will Not Drive	
Noble	4	41	22	67
Elkins Park	1	92	83	176
North Hills	14	38	17	69
Ardsley	10	24	16	50
Glenside	249*	14	88	351
Jenkintown	69	355	102	526
Total	347	564		

Table 7b - Modal Split for Commuters at Glenside Station Whose Answer for Question 4 Is 'Glenside'

Station	Total Responses	Drove			Drop-off	Bus	Walk	Train
		Parked in SEPTA Lot	Parked on Street	Other				
Glenside	249*	139	48	6	23	4	27	2
			110** New SEPTA Parkers					

Table 7c - New Septa Parkers at Glenside by Origin Station

Station	Number of Responses	Factored 6:00 a.m. - 10:00 a.m.	Factored 6:00 a.m. - 3:00 p.m.
Noble	4	7	8
Elkins Park	1	2	2
North Hills	14	23	28
Ardsley	10	22	23
Glenside	110**	198	233
Jenkintown	69	133	158
Total	208	385	452***

Table 7d - Demand Estimates (Present Conditions)

Station	Current Spaces	Percent Occupied	New SEPTA Parkers	Total Parking Demand
Glenside	260	100	452***	**712**

Table 7a shows the tabulation of the survey responses by origin station and isolates, in the second column of the table, those who indicated they would switch to Glenside. By way of example, for the Noble Station: 67 surveys were returned, 4 respondents indicated they'd switch to Glenside; 41 said they'd continue to drive and park at Noble, and; 22 indicated they would continue to patronize Noble, but arrive by means other than driving.

Returns from the Glenside Station indicated that 249 patrons would "switch" to Glenside. Some of these people may already be parked in the SEPTA lot. As such, it was necessary to isolate / enumerate those presently patronizing Glenside who would be new parkers in a SEPTA lot at the station.

Table 7b shows the mode of arrival tabulation for the Glenside patrons who indicated that they would change parking location in response to more parking supply at the Glenside Station. Of the 249 affirmative responses, 139 were already parked in the SEPTA lot, 48 were parked on the street, six drove and parked elsewhere, 23 were dropped-off and indicated they would drive and park given the opportunity, four arrived via SEPTA Bus Route #22, 27 walked, and two arrived by train. The sum of the Glenside respondents not presently parked in the SEPTA lot is 110. These 110 are considered to be the amount of potential "new SEPTA parkers" within the surveyed population of customers presently using the Glenside Station.

The next step tabulates the sum of the potential "new SEPTA parkers" at Glenside, from all origin stations, according to the survey data and "expands" that data to the population of customers at the stations. This work is summarized in Table 7c. The data per the survey returns is displayed, by origin station, in column 2 of the table. That value was subsequently factored upward to the peak boarding period (6:00 a.m. to 10:00 a.m.) and peak parking accumulation period (6:00 a.m. to 3:00 p.m.) in relation to the total number of station boardings occurring during those same time periods[1]. Column 3, in Table 7c, contains the estimates of new SEPTA parkers, if parking is expanded only at Glenside Station, during the peak boarding period (total

[1] The volume of SEPTA boardings (per Table 3) and passenger survey returns (per Table 4) were used in the factoring process.

= 385 new parkers). Column 4 contains the estimates of new parkers at Glenside during the peak parking accumulation period (total = 452 new parkers).

Finally, total parking demands, assuming an expanded parking supply at Glenside Station are developed in Table 7d. The total present-day parking demand is the sum of the existing fully occupied supply of station parking (260 spaces) plus the new demand for station parking during the peak parking accumulation period (452 parkers). The resultant total demand estimate, assuming additional parking is provided only at Glenside Station, is 712 parkers.

Parking Expansion at Jenkintown Station ONLY

Present-day demand estimates assuming expanded parking facilities only at the Jenkintown Station were developed and computed in a manner identical to Glenside. The estimates were derived from the survey responses to question #3 which read, "If additional SEPTA parking spaces were provided **ONLY** at **Jenkintown**, at which station would you park?" This analysis provides a demand estimate of present-day SEPTA regional rail system users at the study train stations — that is applicable if parking expansion is performed only at Jenkintown Station.

Table 8 contains a series of tables (a through d, as were shown in the previous Glenside analyses) as support in the computations used in estimating parking demands assuming an expanded supply of station parking at Jenkintown (only).

Table 8a tabulates the survey responses by origin station. In the second column of the table are those who indicated they would switch to Jenkintown. Of the 523 total returns which indicated a willingness to switch to Jenkintown Station — 430 returns were from people who were already boarding there.

In Table 8b the mode of arrival patterns from the Jenkintown returns are identified to determine the amount of potential new parkers involved. Of the 430 affirmative responses, just 87 are considered to be the amount of potential "new SEPTA parkers" within the surveyed population of customers presently using the Jenkintown Station.

TABLE 8
PRESENT DEMAND ESTIMATE - Parking Demand at Jenkintown ONLY

Table 8a - Responses to Question 3: "If Additional Septa Spaces Were Provided Only at Jenkintown, at Which Station Would You Park?"

Station Surveyed	Survey Responses			Total Responses
	Jenkintown	Current Parking Location	Will Not Drive	
Noble	22	27	18	67
Elkins Park	7	87	82	176
North Hills	6	45	18	69
Ardsley	2	31	17	50
Glenside	56	168	127	351
Jenkintown	430*	18	78	526
Total	523	376		

Table 8b - Modal Split for Commuters at Jenkintown Station Whose Answer for Question 3 Is 'Jenkintown'

Station	Total Responses	Drove			Drop-off	Carpool	Bus	Walk
		Parked in SEPTA Lot	Parked on Street	Other				
Jenkintown	430*	343	31	3	22	2	1	28
			87** New SEPTA Parkers					

Table 8c - New Septa Parkers at Jenkintown by Origin Station

Station	Number of Responses	Factored 6:00 am - 10:00 am	Factored 6:00 am - 3:00 pm
Noble	22	37	42
Elkins Park	7	11	13
North Hills	6	10	12
Ardsley	2	4	4
Glenside	56	99	116
Jenkintown	87**	167	198
Total	180	328	385***

Table 8d - Demand Estimates (Present Conditions)

Station	Current Spaces	Percent Occupied	New SEPTA Parkers	Total Parking Demand
Jenkintown	523	100	385***	908

In Table 8c the survey data is "expanded" to the population of boardings at the stations. The number of potential new SEPTA parkers at Jenkintown per the survey returns is displayed, by origin station, in column 2 of the table. That data was then factored upward to the peak boarding period (6:00 a.m. to 10:00 a.m.) and peak parking accumulation period (6:00 a.m. to 3:00 p.m.) in relation to the number of station boardings occurring during those same time periods. Column 3 in Table 8c contains the estimates of new SEPTA parkers during the peak boarding period if parking is expanded at Jenkintown Station (total = 328 new parkers). Column 4 in the table contains the estimates of new parkers at Jenkintown during the peak parking accumulation period (total = 385 new parkers).

Lastly, total parking demand estimates are developed in Table 8d. The sum of the existing fully occupied supply of station parking (523 spaces) plus the new demand for station parking during the peak parking accumulation period (385 parkers) yields the total present-day parking demand estimate (908 parkers) assuming additional parking is provided only at the Jenkintown Station.

Parking Expansion at Glenside AND Jenkintown Stations

Total parking demand estimates for expanded parking facilities at Glenside and Jenkintown stations were developed and computed in a manner identical to the previous scenarios. The estimates were derived by examining the responses to question #2 in the passenger survey which read, " If additional SEPTA parking spaces were provided at Jenkintown **AND** Glenside, at which station would you park?"

Compared with questions # 3 or #4 (for Jenkintown or Glenside), wherein an affirmative response may have been entered for both stations on an individual survey return, question #2 seeks to determine the customer's preference for either Jenkintown or Glenside, and estimate parking demands at both stations simultaneously without double counting. As before, this analysis provides an estimate of existing SEPTA rail system users at the study train stations. Non-users are not accounted for in the methodology.

Table 9 details the parking demand estimating procedure for the scenario. Supporting tables a through d are again included.

TABLE 9
PRESENT DEMAND ESTIMATE - Parking Expansion at Glenside AND Jenkintown

Table 9a - Responses to Question 2: "If Additional Parking Spaces Were Provided at Both Jenkintown and Glenside, at Which Station Would You Park"

Station Surveyed	Survey Responses				Total Responses
	Glenside	Jenkintown	Current Parking Location	Will Not Drive	
Noble	3	26	21	17	67
Elkins Park	2	12	82	80	176
North Hills	18	7	29	15	69
Ardsley	13	2	19	16	50
Glenside	243*	13	9	86	351
Jenkintown	13	425†	16	72	526
Total	292	485			

Table 9b - Modal Split For Commuters: at Glenside Station Whose Answer For Question 2 Is 'Glenside,' And; at Jenkintown Station Whose Answer For Question 2 Is 'Jenkintown'

Station	Total Responses	Drove			Drop-off	Car-pool	Bus	Taxi	Walk	Train
		Parked in SEPTA Lot	Parked on Street	Other						
Glenside	243*	141	43	7	20	-	2	-	27	2
			101** New SEPTA Parkers							
Jenkintow	425†	333	33	2	24	2	-	1	29	1
			92†† New SEPTA Parkers							

Table 9c - New Septa Parkers at Glenside and Jenkintown by Origin Station

Origin Station	Number of Responses		Factored 6:00 am - 10:00 am		Factored 6:00 am - 3:00 pm	
	Glenside	Jenkintown	Glenside	Jenkintown	Glenside	Jenkintown
Noble	3	26	5	44	6	49
Elkins Park	2	12	3	19	3	22
North Hills	18	7	29	11	35	13
Ardsley	13	2	29	4	31	4
Glenside	101**	13	182	23	215	27
Jenkintown	13	92††	25	177	30	211
Total	150	152	273	278	320***	326†††

Table 9d - Demand Estimates for Glenside and Jenkintown (Present Conditions)

Station	Current Spaces	Percent Occupied	New SEPTA Parkers	Total Parking Demand
Glenside	260	100	320***	580
Jenkintown	523	100	326†††	849
Total	783	-	646	1,429

Table 9a tabulates the survey responses by origin station. In the second column of the table, are the number of survey returns which indicated a preference for changing to Glenside Station. Of the 292 total returns which indicated a preference for changing to Glenside, 243 patrons were already boarding there. In the third column the number of returns preferring Jenkintown are shown. Of the 485 total returns which favored a potential parking space at Jenkintown, 425 customers were already boarding there.

The mode of arrival to the stations is enumerated and new SEPTA parkers stratified, from the survey data, in Table 9b. A total of 101 of the returns from Glenside are indicated to be potential new parkers there, while 92 returns from Jenkintown are so indicated.

In Table 9c the number of potential new SEPTA parkers at Glenside or Jenkintown is displayed by origin station. In the table, the returns are expanded to the population of boardings at the stations during the peak boarding period (for Glenside - in column 4, and in column 5 for Jenkintown) and the peak parking accumulation period (column 6 for Glenside, and column 7 for Jenkintown). The results indicate 320 new SEPTA parkers at Glenside and 326 new SEPTA parkers at Jenkintown, or a potential total parking demand of 646 at both stations.

Table 9d computes the total parking demand estimates to serve present parking demand at Glenside and Jenkintown, if additional parking were provided at both stations. The estimate accounts for a total of 783 fully utilized parking spaces at both stations (260 at Glenside and 523 at Jenkintown), and; a total of 646 estimated new parkers at both stations (320 at Glenside and 326 at Jenkintown). The resultant estimate for total present-day parking demand is 1,429 spaces (580 at Glenside and 849 at Jenkintown).

YEAR 2025 PARKING DEMAND ESTIMATES

The second stage of the parking demand estimating procedure applied the anticipated effects of regional growth, forecasted to occur between 2000 and the year 2025, to the present-day station parking demand estimates. The most recent set of municipal demographic forecasts supporting the region's current long-range planning effort[2] were consulted for guidance. From that data — forecasted levels of employed residents within each study area municipality were selected as the most reasonable statistic upon which to base future trends in parking demand / ridership at the regional rail stations.

To prepare the Year 2025 estimates, forecasted changes in the levels of employed residents for each study area municipality were applied in direct proportion to the number of respondents from that same municipality who indicated in the survey — that they presently do, or would drive to Glenside and/or Jenkintown assuming a parking expansion at the station. Comparing the baseline survey total with the "grown" Year 2025 total provided a weighted average which quantified anticipated growth throughout the commutershed.

Throughout the Glenside Station shed area, the weighted increase in employed residents, between now and the Year 2025, is forecasted at 4.91 percent. Similarly, the amount of persons driving to and parking at the station, through the planning horizon, is projected to increase 4.91 percent. Within the Jenkintown Station commutershed an increase of 5.75 percent in employed residents and/or station parkers is projected. These percentage increases were then applied to the present-day estimated parking demands at Glenside and Jenkintown for each parking expansion scenario. The work for each scenario is explained in the following paragraphs and is tabulated on Tables 10, 11 and 12.

Parking Expansion at Glenside Station ONLY

Table 10 contains the tabulations for estimating future demand at the Glenside Station, assuming it alone was provided with additional parking supply. From the bottom right hand cell in the table, a total demand of 747 parkers is projected for the

[2] *Horizons 2025*, DVRPC. Plan in progress.

Year 2025 — representing an increase of 487 spaces[3] to SEPTA's existing parking supply at the station.

TABLE 10
YEAR 2025 DEMAND ESTIMATE - Parking Expansion at Glenside ONLY

Component	Present-Day Demand Estimate	Future Growth (Factor)	Year 2025 Demand Estimate
Fully occupied existing parking supply	260	1.0491	273
New parking demand	452	1.0491	474
Total	**712**		**747**

Parking Expansion at Jenkintown Station ONLY

Table 11 contains the tabulations for estimating future demand at the Jenkintown Station, assuming it alone was provided with additional parking supply. From the table, a total future demand of 960 parkers is projected — representing an increase over SEPTA's current parking supply of 437 spaces.

TABLE 11
YEAR 2025 DEMAND ESTIMATE - Parking Expansion at Jenkintown ONLY

Component	Present-Day Demand Estimate	Future Growth (Factor)	Year 2025 Demand Estimate
Fully occupied existing parking supply	523	1.0575	553
New parking demand	385	1.0575	407
Total	**908**		**960**

Parking Expansion at Glenside AND Jenkintown Stations

Table 12 contains the tabulations for estimating future demand at the Glenside Station AND Jenkintown Station, assuming added parking were provided at both

[3] Additional parking spaces required for expansion at Glenside ONLY = estimated total future parking demand (747 parkers) minus existing SEPTA parking supply at Glenside (260 fully occupied spaces) = 487 spaces

stations. A total future demand of 609 parkers is projected at Glenside — suggesting that an increase of 349 spaces in SEPTA's parking supply be provided to accommodate demand. At Jenkintown, 898 spaces are estimated to serve future demand — indicating a need of 375 additional parking spaces at the station.

TABLE 12
YEAR 2025 DEMAND ESTIMATE - Parking Expansion at Glenside AND Jenkintown

Component	Present-Day Demand Estimate	Future Growth (Factor)	Year 2025 Demand Estimate
GLENSIDE STATION			
Fully occupied existing parking supply	260	1.0491	273
New parking demand	320	1.0491	336
subtotal	580		609
JENKINTOWN STATION			
Fully occupied existing parking supply	523	1.0575	553
New parking demand	326	1.0575	345
subtotal	849		898
Total	**1,429**		**1,507**

As was the case for the present-day demand estimates, the Year 2025 estimating methodology did not account for non-users of SEPTA's regional rail system. □

5 SUMMARY AND CONCLUSIONS

The preceding report summarized a methodology estimating present-day and Year 2025 parking demands at SEPTA's Glenside and Jenkintown regional rail stations in Cheltenham Township, Montgomery County, Pennsylvania. Estimated parking demands were prepared for three alternate station parking expansion scenarios to serve existing and long-term commutershed needs.

The scenarios developed and studied were:

1. Provide more SEPTA parking at the Glenside Station **ONLY**;
2. Provide more SEPTA parking at the Jenkintown Station **ONLY**, and;
3. Provide more SEPTA parking at the Jenkintown **AND** Glenside stations.

The resultant demand estimates are based in part on the results of a special passenger survey conducted at the six regional railroad stations serving the commutershed — Glenside, Jenkintown, Elkins Park, Noble, Ardsley and North Hills stations. The survey responses were instrumental in quantifying preferences in station choice, parking location and mode of arrival of existing customers. Changes in forecasted study area demographics, emanating from DVRPC's current long-range planning effort, provided the basis for estimating the effect of ongoing growth within the study area.

The following additional station parking demands were estimated for either or both stations if parking expansions are implemented.

PARKING EXPANSION SCENARIO	ESTIMATED ADDITIONAL STATION PARKING DEMAND (YEAR 2000 TO YEAR 2025)
1. Glenside ONLY	+487 parkers
2. Jenkintown ONLY	+437 parkers
3. Both:	
Glenside	+349 parkers
AND	
Jenkintown	+375 parkers

Actual parking expansion proposals for Glenside and/or Jenkintown should strive to satisfy the above demand estimates, at a minimum, to serve existing users of the regional rail system. As accounted for in this study's methodology, shifts from the parking lots of the four "satellite" train stations will take place as parking expansions at Glenside and/or Jenkintown are provided. In turn, more capability for non-users to access the regional rail system may ensue. On the other hand, supplying more spaces (than the above estimates) at Glenside and/or Jenkintown, the stations with the highest service levels in the commutershed — would promote ridership among non-users of the SEPTA system.

From a practical point of view developing and implementing station expansions is time consuming and costly — where successful. Feasibility studies, engineering efforts, and ultimately construction are subject to zoning, environmental and public opinion requirements. To most effectively deliver parking improvement to the commutershed, initial efforts should ideally be directed to the Glenside Station site — continuing and building upon the progress established in the township's Commercial District Enhancement Plan for the Glenside business district. □

APPENDIX

PASSENGER SURVEYS

NOBLE STATION - surveyed on Tuesday, May 9, 2000

SEPTA Passenger Survey **Noble 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 #55) ☐ 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 Parking Location ☐ Will not Drive

3. If additional SEPTA parking spaces were provided **ONLY** at **Jenkintown**, at which station would you park?
   ☐ Jenkintown ☐ Current Parking Location ☐ Will not Drive

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

ELKINS PARK STATION - surveyed on Tuesday, May 9, 2000

SEPTA Passenger Survey **Elkins Park 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 #28) ☐ 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 Parking Location ☐ Will not Drive

3. If additional SEPTA parking spaces were provided **ONLY** at **Jenkintown**, at which station would you park?
   ☐ Jenkintown ☐ Current Parking Location ☐ Will not Drive

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

NORTH HILLS STATION - surveyed on Wednesday, May 10, 2000

SEPTA Passenger Survey **North Hills 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 #98) ☐ 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 Parking Location ☐ Will not Drive

3. If additional SEPTA parking spaces were provided **ONLY** at **Jenkintown**, at which station would you park?
   ☐ Jenkintown ☐ Current Parking Location ☐ Will not Drive

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

ARDSLEY STATION - surveyed on Wednesday, May 10, 2000

SEPTA Passenger Survey **Ardsley 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 ☐ 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 Parking Location ☐ Will not Drive

3. If additional SEPTA parking spaces were provided **ONLY** at **Jenkintown**, at which station would you park?
   ☐ Jenkintown ☐ Current Parking Location ☐ Will not Drive

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

GLENSIDE STATION - surveyed on Thursday, May 11, 2000

SEPTA Passenger Survey **Glenside 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 #22) ☐ 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.

JENKINTOWN STATION - surveyed on Tuesday, May 16, 2000

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.

FRONT SIDE OF SURVEY FORM - same for all stations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SEPTA PASSENGER SURVEY

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THE BOURSE BUILDING EIGHTH FLOOR

111 SOUTH INDEPENDENCE MALL EAST

PHILADELPHIA PA 19106-9961

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

Title:	Parking Demand Study GLENSIDE and JENKINTOWN SEPTA STATIONS	Date Published: Publication No.	October 2000 00026

Geographic Area Covered: Cheltenham, Abington, Upper Dublin and Springfield townships, and the Borough of Jenkintown in eastern Montgomery County, Pennsylvania

Key Words: regional rail station, parking utilization, parking supply, rail ridership, passenger survey, commutershed

ABSTRACT

At the request of SEPTA and the Montgomery County Planning Commission, the DVRPC conducted detailed parking evaluations surrounding SEPTA's Glenside and Jenkintown stations in Cheltenham Township. The analysis addressed parking supply deficiencies currently experienced at the train stations, and also complemented a Commercial District Enhancement Plan for the Glenside business district, being prepared by the Township.

DVRPC prepared and administered a passenger survey at six study area train stations to determine and quantify customer preferences for alternate parking expansion scenarios – at the Glenside Station or the Jenkintown Station, or both stations together.

Estimates of total station parking demand were formulated for each scenario assuming a present-day condition and a Year 2025 planning horizon.

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