CLAYMONT STATION

IMPROVEMENT PROJECT

WILMAPCO

KISE STRAW & KOLODNER

The Claymont Station Improvement Plan

Executive Summary

The purpose of the Claymont Station Improvement Plan is to develop a concept plan to improve car and bus circulation, accommodate pedestrian and bike amenities, and provide a safe and aesthetically pleasing station for its users and the community. The station is located on the eastern edge of Claymont, Delaware, along the Delaware River. It is served by Amtrak's Northeast Corridor (NEC). The study area includes the current station site, adjacent parcels to the north and south, and the land located between the NEC and the Delaware River to the east.

Claymont is an unincorporated area within New Castle County; it is considered to be a Census Designated Place (CDP) and it is experiencing revitalization and growth related to the development of the new Darley Green development. Claymont has convenient access to both I-495 and rail service, and it is located approximately mid-way between Philadelphia and Wilmington. The NEC provides the opportunity for frequent train service on SEPTA's R2 train but it also creates a barrier between the community and the Delaware River.

The Claymont Station is the northernmost of Delaware's rail stations. The SEPTA R2 train serves 20 stations between Philadelphia's Market East Station and Newark, DE. As the demand for more rail service increases, so does the need for station improvements, amenities and expanded parking. SEPTA recognizes this need and has made improvements to other stations along the R2 line already.

This study had several phases included: identifying issues, opportunities and constraints; determining implementation policies; and developing a strategy for public participation. WILMAPCO led the development and execution of the public participation strategy that included interviews with key stakeholders and presentations to community groups and the general public to receive feedback on the improvements needed for the station.

In its current state, the Claymont Station does not provide ease of access or amenities for its patrons. Access to the northbound platform is via steep stairways and a narrow tunnel. The low-level platforms and canted tracks make boarding and alighting difficult. SEPTA's standard for new or rehabilitated platforms is that they must be high-level and are long enough to serve six car trains. This improvement would make the station ADA (Americans with Disabilities Act) compliant. The station's bus stop is not close to the platforms, and buses must maneuver through the long and narrow parking, presenting great potential for conflicts with automobiles and pedestrians, as well as lost time for buses. There are two parking lots that

serve the station; both are used heavily and nearly full on a daily basis. Pedestrians have two ways to access the station; by walking along Myrtle Avenue or by using a pedestrian overpass that crosses I-495. This overpass connects the second, smaller parking lot to the station. Both of these access ways need basic safety improvements, such as pedestrian lighting. Myrtle Avenue is the sole vehicular connection to the station from Philadelphia Pike and it has a very high traffic volume during peak hours of service and is in need of sidewalks. Bicyclists use the same two pathways. There are a limited number of bike lockers and racks on site and they are frequently full.

The community and the commuters who use the station have voiced their concerns about the station's condition in the past so public outreach was an important part of this project. Stakeholders were interviewed early during the process which resulted in many ideas on how the station could be improved. Stakeholders felt that improvements should include a new station building that houses a ticket office, concessions, restrooms and a waiting room. Community stakeholders also wanted to see development along the riverfront, including new restaurants, retail shops and the improved station, as well creating parkland and providing direct access to the Delaware River. The community felt that sidewalks and lighting that lead to the train station should be a top priority and that if there is to be development on the riverfront, additional parking and a second point of access is a necessity. The stakeholders supported a traditional architectural design which would reflect the original station building.

The comments from commuters and community members were used to create five station design alternatives. The alternatives included:

- Building new high-level platforms farther north on the existing site
- Adding a station building on the northbound or southbound side of the NEC
- Expanding parking, with an option for a two-level parking deck
- A minimum-build option that included only pedestrian improvements.

The station alternatives were presented to the community at a public workshop held in February of 2008. The community chose Option 2, which included a station building on the northbound platform and expanded surface-level parking. The community did not prefer structured parking due to concerns over increased traffic on Myrtle Avenue. A second point of access that could serve the station and any potential development between the NEC and the Delaware River was also preferred.

In order to implement this vision for the Claymont Station, a five step process was developed:

1) Publicize the vision and gain support for it.
2) Begin to include the vision into other official county plans.
3) Identify low-cost, early implementation projects such as improved signage, improved pedestrian access and lighting for the station.
4) Seek funding from varied sources.
5) Implement the concept plan.

In order to implement the Claymont Station Improvement Plan, multiple agencies must be engaged as partners in securing funding for this project. Therefore, Plan implementation will not happen immediately and is likely to occur over an extended period of time. WILMAPCO will assist the community in securing funding for this project and has recommended it to receive **American Recovery & Reinvestment Act (ARRA)** funding. Working closely with Delaware's Congressional Delegation will provide an additional source of federal funding.

Case studies for other rail station improvement projects within SEPTA's rail network have been included in the document as examples to help to determine the best path forward for the Claymont Station.


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The Introduction

The Claymont Train Station Improvement Project has its roots in the ongoing revitalization of the Claymont community. The Claymont Renaissance movement began in 2000 with the Claymont Community Redevelopment Plan. The overall vision of the plan was to revitalize the community. This included creating a pedestrian-oriented town center characterized by a vibrant commercial district and a more attractive and walkable Philadelphia Pike. One of the goals of the plan was to "maintain and enhance interconnected public transportation networks", including "enhanced vehicular greenways, bike lanes, and pedestrian linkages." These ideas became the foundation for the transportation component of the plan.

The Claymont Transportation Plan is a comprehensive project to improve the Philadelphia Pike corridor. The Delaware Department of Transportation (DelDOT) worked with the community to develop traffic, transit, and pedestrian improvements along Philadelphia Pike. This plan was designed to complement another large project; the replacement of sub-standard apartments in Brookview Village with a high quality, higher density, mixed-use development called Renaissance Village. As these ideas progressed to become viable projects, community leaders and elected officials asked the Wilmington Area Planning Council (WILMAPCO) to address their concerns with the Claymont Train Station.

WILMAPCO began this project in the fall of 2005. The objective of this plan is to develop a proposal to upgrade the Claymont Train Station. Possible outcomes range from a basic refurbishment to a possible relocation of the station.

Claymont Train Station Improvement Project

The Claymont Train Station is located on the eastern edge of the Claymont community, along the Amtrak Northeast Corridor (Amtrak NEC). It is connected to Philadelphia Pike by Myrtle Avenue. The boundaries for the study area (shown below) include: the current Claymont Train Station site, adjacent parcels to the south, and the land located east of the Amtrak NEC roughly bounded by Claymont Steel to the north, Fox Point Park to the south, and the Delaware River to the east.

The Project Scope

Prepare Master Vision Plan

The study should result in a concept plan for an upgraded Claymont Train Station including:

- All necessary roadway improvements
- Upgraded pedestrian, bicycle, and bus amenities
- Expanded automobile parking areas
- New rail facilities

In addition, the landscaping component should include station art and the plan should consider the potential for Transit-Oriented Development near the site.

Identify Issues, Opportunities, and Constraints

Claymont's local economy and compact mix of good housing stock offer a unique opportunity to bring together all of the components of a Transit-Oriented community. Improved access from Claymont's center to the station will encourage greater use of that facility and will augment existing bus connections. Sidewalk and bikeway improvements will encourage the use of modes other than auto to access the station.

This project could also tie into the Delaware Greenways system and Fox Point State Park. The East Coast Greenway is expected to pass through Claymont and could be incorporated into the station plan with a proposed crossing of Amtrak's Northeast Corridor (Amtrak NEC). Implementation of a train station improvement plan will strengthen Claymont's identity, focus attention on its function as a transit-oriented community, and highlight its unique characteristics allied with accepted notions of quality of life.

The current site is physically restricted by Myrtle Avenue, I-495, and the Amtrak NEC. Any expansion of the facilities may require the acquisition of adjacent properties and new crossings of the Amtrak NEC. The platform is located along a curved section of track that could impose limitations on proposed improvements.

Develop Internal Circulation, Access and Parking Plan

The station serves as a transit hub for DART Routes 1 and 61. An internal circulation plan should be included that will limit automobile and bus interaction. The current bus travel path through automobile parking areas should be altered to limit, or eliminate, this exposure.

There is currently no parking fee at this station. A parking plan which adds structured parking would have to consider the addition of a parking fee and the effect this would have on ridership.

Implementation Policies

The plan should include recommendations for implementation priorities, estimated cost, potential funding partnerships, and project phasing.

Public Participation

WILMAPCO staff will work to educate the community and seek public participation through community meetings, workshops and media coverage.

The Need

Claymont Station needs improvements. Some things are **simple** - new lighting and better signage. Some things are more *complicated* - restrooms, a place to get a cup of coffee, and a safe and comfortable way to cross the tracks. This plan will first address the need for improvements. Then, the alternatives will be considered and a realistic implementation plan will emerge.

(old station - burned down in the late 1980s)

(current condition - retrofitted bus shelters)

The Region

Regional Commuting Pattern

Claymont Station is the northernmost SEPTA R2 station in Delaware. It is one of 19 stations along the R2 between Philadelphia Market East Station and Wilmington. During peak hours on weekdays, nine trains are extended to Newark, Delaware. Claymont is approximately 45 minutes south of Market East and 10 minutes north of Wilmington by train.

Station History

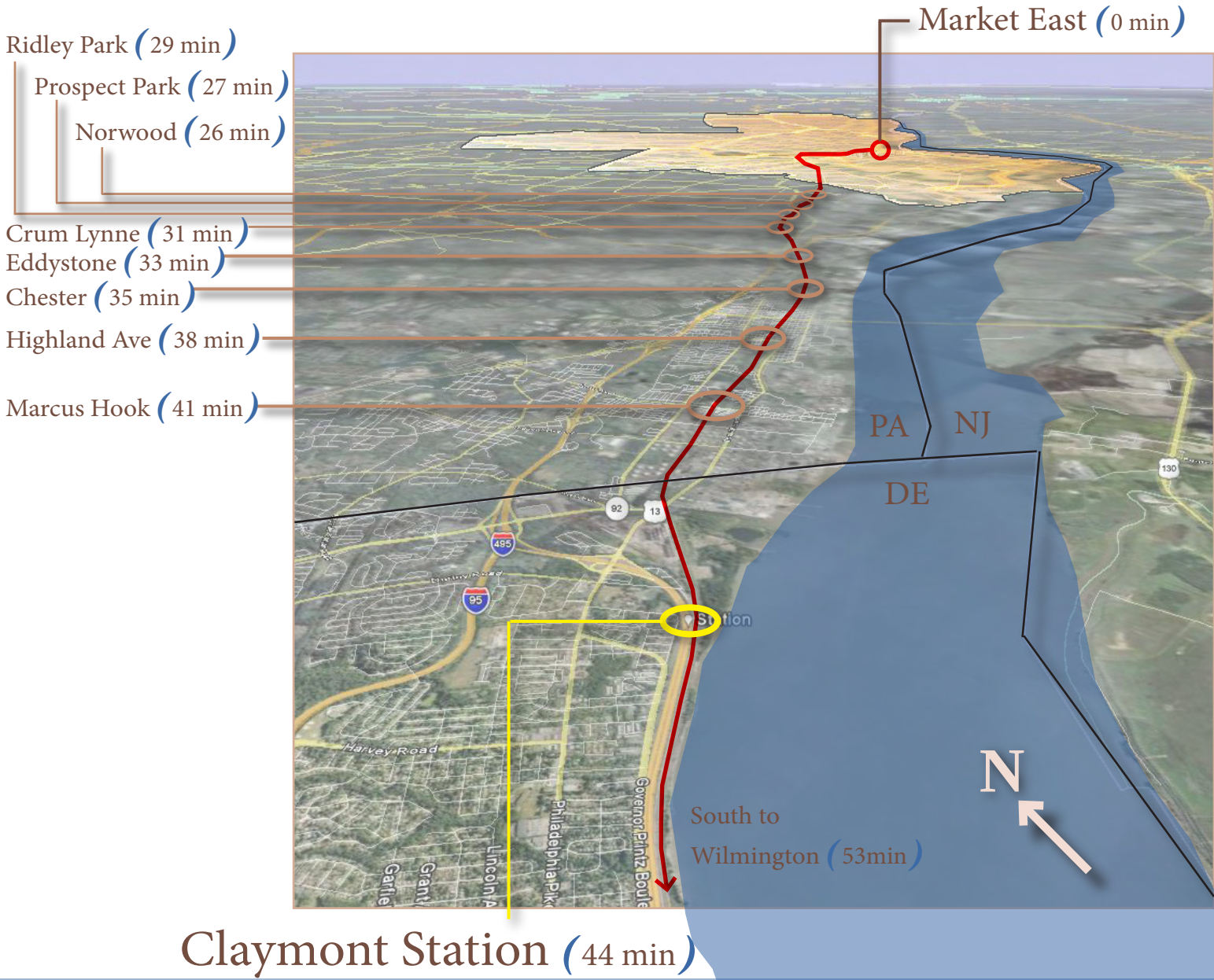
The station has been in existence since the line through Claymont was first completed by the Philadelphia, Wilmington and Baltimore Railroad Company in 1837. Between the years 1982 and 1990, service was suspended from Marcus Hook to Wilmington due to lack of funding, and Claymont Station was closed. The original Claymont Station building was destroyed by fire in the 1980s.

On a typical weekday, 1,092 people board 37 SEPTA trains at Claymont station (May 2008, DTC). On Saturday, there are 99 riders (14 trains), and on Sunday there is no service. This weekday number has more than doubled since 2005 (475 boardings) with an even greater increase since the reopening of the station in 1990. Before service was suspended in 1982 there were 142 daily riders at Claymont. Before service was suspended there actually was Sunday service to Claymont. In fact, there were 16 trains that ran on Sundays, and 22 trains on Saturdays. The dramatic increase in ridership at the station is a strong argument for increasing off-peak service.

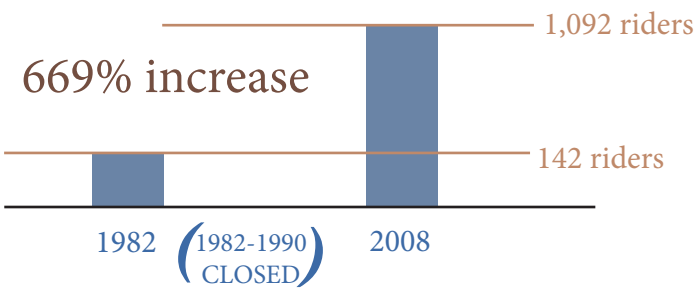
SEPTA has Done this Before

SEPTA has been in the process of modernizing several stations on the Regional Rail lines, some of which are very similar to Claymont. Melrose Park Regional Rail Station is located on the R1, R2, R3 and R5, approximately 12 miles north of Market East Station in Center City. This station project was very similar in scale and scope to what was selected as the vision for Claymont. It includes two new high level platforms, a new station building with waiting room and ticket office, and the renovation of sidewalks, parking, and stairways.

Station Name (travel time from Market East)



Typical weekday ridership



The Community

The Basics

Claymont is an unincorporated community and Census-Designated Place (CDP) in New Castle County, Delaware. The population was 9,220 at the 2000 census. The community sits just south of the I-95 and I-495 interchange. Philadelphia Pike, Claymont's main street, is the first exit on I-495 traveling southbound after you cross into Delaware. The easy highway access, rail service, and location at roughly the midpoint between Philadelphia and Wilmington make Claymont a convenient place to live.

(I-495 North)

Things are Developing

Because the study area is closely surrounded by the Delaware River on the east, I-495 on the west, and Fox Point State Park to the south, there is little opportunity for adjacent development on these sides. To the north, however, Claymont Steel has put a large tract of land on the market for potential development. There are many issues related to this property, including access, environmental concerns, and existing adjacent industrial uses. The size of the parcel and its potential for high density development, and therefore as a major transit traffic generator, means that planning for Claymont Station must include carefully consideration of how the development will impact the station and how the two projects should be coordinated and linked by transportation.

There is currently poor access to the Delaware River from the Claymont community. This part of the riverfront, just north of Fox Point State Park and stretching to the docking slip on the Claymont Steel parcel, is attractive but underutilized. The community has voiced support for an extension of Fox Point State Park; the East Coast Greenway Plan and the Northern Delaware Greenway Plan include the extension of the Park. In fact, connections to all train stations in Delaware is one of the goals of the Delaware portion of the East Coast Greenway. The easternmost neighborhoods of the community could potentially have easy access to any recreational use of the riverfront via the existing pedestrian bridge over I-495 and an improved crossing of the NEC. The existing underpass beneath the NEC is not popular with current rail users, especially when it rains, and would not be suitable as a connection to the riverfront. Any potential development in the train station area should consider ways to provide new parkland and easy connections to existing and planned parks.


Claymont Steel
Future Site of Renaissance Village
I-95
Gov Printz Blvd.
Philadelphia Pike
Harvey Rd.
I-495
5 minutes
10 minutes
15 minutes
Train Station
N
10 minute walk
Residential
Commercial
Institutional
Industrial

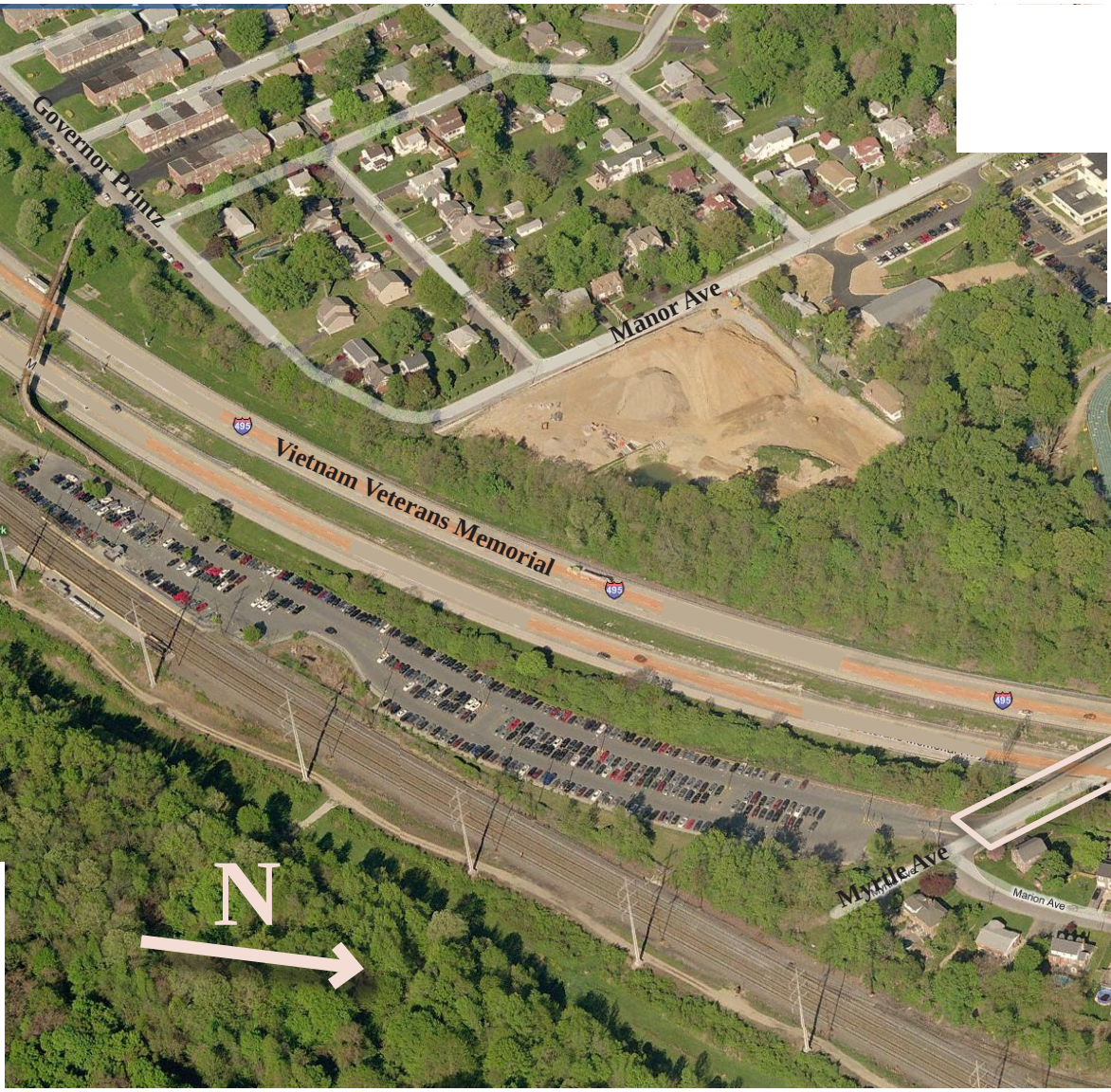
Farther outside the study area, but important from a public transportation perspective, the Brookview neighborhood, located just west of the Philadelphia Pike between Seminole Street and Darley Road, is being redeveloped at a much higher density than the former apartment complex. This will result in more residents, greater economic activity and increased demand for transportation. It is likely that a fair number of new residents will be attracted by the easy access to Philadelphia and Wilmington provided by the train station and will desire access to the station from their homes. The development is within reasonable walking and biking distance, and might support a shuttle bus connection. Currently, DART Routes 1 and 61 serve bus stops along Darley Road, which could serve the new residents very well by connecting them to the train station.

Getting to the Station

The station is connected by road to the rest of Claymont by one street only, Myrtle Avenue. Myrtle is a quiet, two-lane residential street that carries heavy station traffic during the morning and evening rush hours, especially when large numbers of people leave the same train on the return home in the evening. Traffic can back up significantly from the Philadelphia Pike at these times. Speed bumps are spaced along the stretch from Philadelphia Pike to the station to control driving speeds.

Proposals for access from the south via a new overpass over I-495 and the railroad, or from the north via Claymont Steel property, have both been raised in the past. An extension of Myrtle Avenue over the tracks to access the large Claymont Steel property along the Delaware River has been proposed. These ideas will be reviewed as part of this project.

(Myrtle Avenue)



(existing station condition)

Previous Reports

Before diving into the Claymont Station Plan, all of the relevant plans and reports for the region, community, and station were reviewed.

Claymont Transportation Plan - 2003

DelDOT completed the Claymont Transportation Plan as a complement to the Claymont Community Redevelopment Plan. It calls for extensive improvements to Philadelphia Pike to return it to its function as the commercial main street of the Community. Landscaping, improved intersection controls and pedestrian improvements are included.

Claymont Community Redevelopment Plan - 2004

The Claymont Community Redevelopment Plan created a comprehensive vision for the community, set goals, and completed a plan to create a Hometown Overlay District, as set out in the 2002 New Castle County Comprehensive Plan Update. An extensive process of public involvement was included. Some key goals include:

- Revitalize Claymont Center
- Beautify the Philadelphia Pike
- Maintain and improve pedestrian circulation
- Maintain and enhance an interconnected transportation system
- Provide attractive, diverse and affordable housing
- Protect, preserve and rehabilitate historic resources.

The redevelopment of the Brookview neighborhood as Renaissance Village (currently underway) was an early outcome of the plan.

Manual of Design Guidelines - 2004

The guidelines were developed in response to the vision laid out in the Claymont Community Redevelopment Plan to provide a clear definition of urban design objectives for Claymont, a tool for designers to use to achieve the objectives and a basis for consistent review of development plans. Topics covered include building placement, interface with adjacent properties, historic resources, open space, public seating, public art, lighting, landscaping, pedestrian and bicycle facilities, parking and transit stops. Building design was also addressed as an important element of creating the unique community identity laid out in the Redevelopment Plan.

(Retail Market and Development Feasibility Analysis - 2002)

This study looked at the "Idealized Build-out Plan 2" proposed redevelopment plan for Claymont to determine whether it was economically feasible. The redevelopment plan included a new town center with retail, services and restaurants to form the center of a revitalized Claymont. It looked at a wide range of economic and demographic data and used them to determine what the market for retail services in Claymont was and to what extent existing retail stores were meeting these needs. The analysis then looked at the level of new residential development that was included in the plan and analyzed the amount of new retail uses that would be needed to support these new residents. The conclusion was that existing demand would not support a new town center, but that the assumed level of residential expansion would bring in enough new shoppers to support the center.

(Previous Claymont station plans - 1990, 1996, 1999)

KSK has acquired copies of the station site plans for the 1990 original reopening, parking expansion and ADA improvements in 1996 and additional parking improvements in 1999.

(Comparative Site Analysis Claymont Train Station - 1989)

This report reviewed three potential sites for a reactivated Claymont train station. The present site on Myrtle Avenue, a site off Old Naaman's Road and a site on the Claymont Steel property were reviewed. The report found that the Claymont Steel site had the best long term opportunity for joint development and that the Old Naaman's Road site provided the best opportunities for improved parking. The station was reopened on the Myrtle Avenue site nonetheless and has been very successful at attracting commuters to regional rail.

The Station

A Road Runs to it, then a Road Runs through It

The station has been in existence since the line through Claymont was first completed by the Philadelphia, Wilmington and Baltimore Railroad Company in 1837. The station was located at the end of Manor Avenue which ran perpendicular to Philadelphia Pike. On the east side of Manor Ave is Archemere Academny and to the west lies a residential neighborhood.

Beginning in 1963, the interstate system would completely change the relationship that Claymont had with its train station. Construction of the toll-free I-95 from the Delaware Turnpike north to the Delaware-Pennsylvania border began in 1963, and by 1968, the entire route of I-95 through Delaware had opened to traffic. It was not until 1973 that the Delaware Department of Transportation began work on the Wilmington Bypass (I-495). Originally planned as a four-lane expressway, I-495 was constructed as a six-lane expressway with interchanges at US 13 (DuPont Highway), DE 9A (Terminal Avenue), East 12th Street, and US 13 (Philadelphia Pike).

The entire 11.5-mile-long Wilmington Bypass opened to traffic in 1978. This bypass obliterated the connection to the station from Manor Ave. Manor Ave was trimmed off and re-routed into Governor Printz Boulevard. After the bypass was completed, the only way to access the station was Myrtle Avenue via an overpass. A pedestrian bridge was added later, located close to the spot where Manor Avenue originally connected to the station.

Archmere's Viewshed Agreement

The following is the specific language found in "The Raskob-Green Record Book (compiled by Helena Springs Green Raskob, 1921)", a history of the Raskob-Greene family. It protects the view of the river from the grounds and helped guide the massing of the proposed station improvements:

"That not any building or other erection shall be made on said land, or any trees planted thereon that shall obstruct the view of the Delaware from the mansion House of the said George Troutman, on the adjoining premises through the present arch or opening, forming a passage etc. The view shall remain open and unobstructed for the use and enjoyment of said Troutman, his heirs and assigns forever."


1956 aerial
future I-495 route
Manor Avenue
original station location

A Station Rises From the Ashes

Between 1982 and 1990, service was suspended from Marcus Hook to Wilmington due to lack of funding, and Claymont Station was closed. A station building was in existence on the site until the late 1980s when it was destroyed by fire. Platforms and parking were rehabilitated by the former Delaware Railroad Administration in 1990 when Regional Rail service to Wilmington was restarted with the financial assistance of the State of Delaware. ADA improvements were completed in 1996, and the parking lot was expanded in 1999.

Claymont Station today is a simple low-level, two-platform station with a narrow pedestrian tunnel under the tracks offering few amenities for passengers. Bus shelters are provided for weather protection. Security is provided during commuter hours on weekdays for the protection of passengers and their cars.

Access and Accessiblity

The public transportation services currently serving Claymont are the SEPTA R2 line and DART bus routes 1 and 61. DART Route 1 Philadelphia Pike carries about 2,560 riders on a typical weekday (1,120 on Saturdays) and Route 61 Naamans Road carries 66 (69 on Saturdays). Route 1 connects Claymont and the Tri-State Mall to downtown Wilmington. Route 61 is relatively new, started in December 2005, and ridership is still building. Unlike Route 1, which is a traditional suburb-to-downtown run, Route 61 is a suburb-to-suburb connector starting from Claymont Station and linking the Tri-State Mall, Brandywine Towne Center and Concord Mall.

Buses making connections to trains at Claymont must travel through the station parking lot to a location at the north end of the southbound platform about three quarters of the way through the lot. This route presents potential for fender-bender accidents as drivers pull from parking spots along the bus's route. It also does not provide a stop as close as it could be to the entrance to the train platforms. Limited bus layover space is provided, and shelter is provided by a single standard bus shelter.

A total of 504 spaces are provided at Claymont Station, making it one of the largest park-and-ride stations on

(station tunnel under the tracks)

(bus stop next to station)

(DART Route 61 at the bus stop)

(station parking lot)

(pedestrian bridge over I-495)

(Myrtle Avenue bridge over I-495)

the SEPTA Regional Rail system. 431 spaces are located in a long narrow parking lot oriented along the railroad tracks between the station platform and Myrtle Avenue. Walks from the platform to the far end of the parking lot approach 1,000 feet. The lot is well used, but was never observed to be completely full during 5 visits over several months; 20 to 50 spaces were usually available.

A second, smaller lot is located across the I-495 foot bridge from the station. This lot stretched along Governor Printz Boulevard contains about 73 spaces. It is slightly closer to the platform than some of the spaces on the north end of the large lot and has easy direct access to Governor Printz Boulevard. It is, therefore, well used.

The station is connected to Claymont by two routes for pedestrians, Myrtle Avenue and a pedestrian bridge across I-495 to Castle Avenue. The pedestrian bridge is in generally good condition, although it is a bit foreboding in terms of its design, which is primarily unpainted concrete with a chain link mesh screen. The bridge is poorly lit, making crossing at night particularly intimidating. The entrance on the community side is also obscured by brush and vegetation, which makes it seem isolated. This route is the most direct path to the center of Claymont along Philadelphia Pike, to Overlook Colony and to the Claymont Terrace neighborhoods.

Although it is relatively wide, Myrtle Street does not currently have sidewalks on either side except on the north side of the bridge across I-495, which can be uncomfortable for pedestrians during high traffic times. Archmere Academy has agreed to include a sidewalk along the south side of the street in some renovations they are making on their property, which will improve the walking environment substantially. The lack of a sidewalk on the south side of the bridge will continue to be a problem. This route will be the most direct path to the redeveloped Renaissance Village neighborhood.

Bicyclists can access the station via the two routes open to pedestrians. A small number of bike lockers and racks are available and are well used.

The People

As part of the community outreach for Task 2 of the Claymont Station Improvement Project, Kise Straw & Kolodner and WILMAPCO staff interviewed a number of key stakeholders in Claymont, including the Claymont Design Review Advisory Committee (DRAC), on their issues, concerns and opinions related to the project.

Primary Themes

A comment heard from almost every speaker and the DRAC was that the station should include **not just platforms** and parking **but also a station building** that would house a ticket office, concessions, restrooms, and a comfortable waiting room. These features would make waiting for a train a pleasant experience and would attract more riders to the service.

The architectural design of the station building should be appropriate for Claymont and fit into its traditional architectural styles. Frank Furness's Wilmington Station and architect John Nolen's designs for Overbrook Colony were mentioned as models. The Claymont Manual of Design Guidelines should be followed when designing the station.

Joint development of the station site should be considered. A number of uses such as a restaurant, entertainment venues, or recreational facilities might be practical between the Delaware River and the train tracks and would **bring additional users to the area**, making it a safe and lively place to be at all hours.

Both pedestrian and vehicular **connections** across the track **to the riverfront** would be desirable features of the new station plan. They would also be necessary to make any new development along the riverfront practical.

The community favors the development of the riverfront to include parkland and direct access to the river itself, possibly in the form of a marina. The Claymont Fire Company's District includes responsibility for a section of the Delaware River, so easy, **direct access** for their watercraft **would be a benefit to public safety.**

It will be necessary to take the potential for **development on Claymont Steel's parcel** along the Delaware River into consideration. If environmental and other issues can be overcome, this area is large and could be developed at a high density, bringing a large number of new residents to the site and significant amounts of commercial development, both of which would rely heavily on rail access. This could be a major new transit-oriented development.

If commercial development proves feasible, options that would partially or completely **fund the station from private sources** should be considered. The station

provides a high level of accessibility, which creates value for real estate development. A developer may see a real benefit to including the construction of an improved station as part of a mixed use development.

Sidewalks and lighting leading to and on the site of the new train station are a priority and should be designed for safety, security and attractiveness.

Adequate parking is a necessity. Structured parking may be practical and would reduce the overall footprint of the parking area, leaving more land available for development or for recreation.

THINK BIG

The plan should include what is best for the Claymont community in the long run and **not be compromised** due to short-term budgetary considerations.

(southbound platform)

The Vision

Public Input

After researching the history of the station, reviewing the past plans, and talking to a series of stakeholders, the need for a new station was clear. In its current condition, the station isn't properly servicing the people, the community, or the region. The next step was to create a vision of what this station could become.

This vision was formed by involving the public at every opportunity, because they are the existing and future users of the station. The project team hosted three open houses, presented to the Claymont Community Coalition, DRAC, and the Claymont Renaissance Development Corporation Group (CRDC).

The Kit

In June 2007, the project team hosted a public open house at the Claymont Community Center. The purpose of the meeting was to inform the community about the project, and to collect information and opinions from residents to guide the planning and design process. The community was asked to review a series of boards that showcased a potential 'kit of parts' for the station and to indicate which amenities and ideas they favored.

(open house voting on the kit of parts)

Overall, Claymont area residents supported a new station design. In terms of location of the station, the present site was favored, but with the relocation of the platforms closer to Myrtle Avenue. Community members do not support upgrading the existing underground tunnel; people find it to be unsafe, dirty, and noisy. Participants supported **better connections between the station and the community**, with Manor Avenue, Myrtle Avenue, the Governor Printz Extension, and the Claymont Steel property as options for these connections. Other favored connections included better linkages between MARC, SEPTA, taxis, regional bus routes, bikes, cars, and DART bus services.

Participants also stressed the importance of station **amenities** and building design. Favored station amenities included a snack or coffee stand, a newsstand, coffee shop, bike room, wi-fi access, and restrooms. Participants also favored integrating attractive parking areas into the station design, but did not support a parking garage.

The community supported a **traditional architectural design** for the station building to reflect the original building that once stood.

Overall, the community supported the idea of development around a new station to create an attractive, **mixed-use community center** instead of strictly a transportation hub. Supported development included a public plaza, an outdoor dining restaurant, a park between the station and the river, and high-density development.

(open house voting on the kit of parts)

New Station Building

A new station structure is estimated to cost $10 million. The entire structure would be approximately 4,000 square feet and would include a long list of amenities including; two sets of stairs and elevators, a waiting room, a coffee kiosk, restrooms, a security office, an enclosed pedestrian concourse over the tracks, and a paved plaza in front of the station with landscaping and seating.

Ticket Office

Not all travelers ride every day. The ability to buy tickets before boarding provides a convenience for riders and speeds the conductor's work onboard the train. SEPTA's policy on Regional Rail is to install a ticket office at all stations where demand warrants it. Growing ridership at Claymont now warrants a ticket office. The new station would include a permanent structure that would include a permanent ticket office. A ticket office also provides personnel to monitor the waiting room and other facilities, providing an extra level of security.

Waiting Room and Coffee Shop

A comfortable and secure place to wait for the train is an important amenity for many passengers. It is especially important in Claymont because many passengers are reverse commuters who walk or are dropped off from work at the station in the afternoon and do not have an auto in the parking lot to use to wait for the train home. It also allows passengers to cross the tracks and wait for northbound trains in a climate-controlled area. Currently, in poor weather conditions many commuters wait in their cars until the train arrives and then have to rush to the northbound platform to board the train. This can create a passenger safety issue and potentially delay the train's departure. We recommend that the waiting room be set to a timer that would lock the doors at a certain time with a motion detector to make sure that no one is left behind. This would make the waiting room available for riders returning home from work in Claymont when the ticket office was not open. The coffee shop would be located within the waiting room as an amenity for train commuters while as they arrive and depart from the station.

Bus Connections

A bus stop would be located in a plaza directly in front of the station so that passengers getting off the bus would have the shortest possible walk to the inbound platform and the ticket office and waiting room. Buses would not make the same loop through the parking lot that they currently do; instead, there would be a separate bus lane with a layover area directly in front of the station at Myrtle Avenue. This will reduce car and bus conflicts, and make it much easier for a bus to get in and out of the station area.

High Level Platforms

SEPTA's standard for new or rebuilt stations is to provide high level platforms 520 feet in length, long enough for a six-car train to stop with all doors on the platform. High level platforms are raised above ground level by roughly four feet, making them even with the rail car floor so that stepping (or, for those who use mobility devices, rolling) from one to the other is fast, safe, and easy. High level platforms make boarding and alighting faster and easier for all passengers and meet the most stringent Americans with Disabilities Act (ADA) requirements. All associated features such as access points, ramps, crosswalks, shelters, and buildings would also be fully ADA compliant. These platforms also provide a higher level of safety because they help to limit the locations where passengers can cross the tracks to marked crossings only. This plan recommends two high level platforms, one on each side of the tracks. The platform would be 20 feet wide where the ticket office and waiting room are located, narrowing to 10 feet wide for the rest of the platforms.

New high level platforms are estimated to cost $6 million based on other SEPTA stations of similar size. This would include standard 520' long platforms for both inbound and outbound directions.

Weather Protected Canopies

In addition to the waiting room and ticket office, full length canopies would be included on both the inbound and outbound platforms to protect passengers boarding and alighting trains from inclement weather. Two enclosed shelters would be included as well to provide protection on windy days and at times when the waiting room is not open.

Pedestrian Improvements

All the pedestrian improvements along Myrtle Avenue and throughout the parking lot are estimated to cost $300,000. This includes new pedestrian-scale lighting, sidewalks, curbs, and painted crosswalks.

Parking Deck

If a one-story parking deck was built,it would cost approximately $3.7 million. The deck would contain 228 new spaces that would cost $16,250 per space. The cost is based on costs incurred for the Riverfront Deck at the Wilmington Train Station, which provided 400 spaces for $6.5 million.

The Alternatives

With an understanding of the community's priorities and a wish list of station improvements, the project team pieced together the preferred 'kit of parts' and formed five design alternatives. The team took these alternatives on the road in December 2007, attending stakeholder meetings to ask the community members for their input. At the end of this process, we narrowed our focus to three remaining alternatives.

For the most part, the alternatives are very similar, but two clear distinctions exist and two very important decisions must be made. The first option is whether the main entrance and amenities of the new station building should be located on the west side of the NEC or on the east side, along the river, in anticipation of new waterfront development. The east side location would better serve the majority of commuters who use the north-bound platform to wait for the morning trains to Philadelphia. The second variable to the station design is whether structured parking is needed to alleviate parking demand and to accommodate an expected increase in user ridership with an improved station.

All three alternatives include improved pedestrian connections on Myrtle Avenue including sidewalks, crosswalks and pedestrian lighting. The first two alternatives also include a potential expansion of the parking lot with 72 additional spaces.

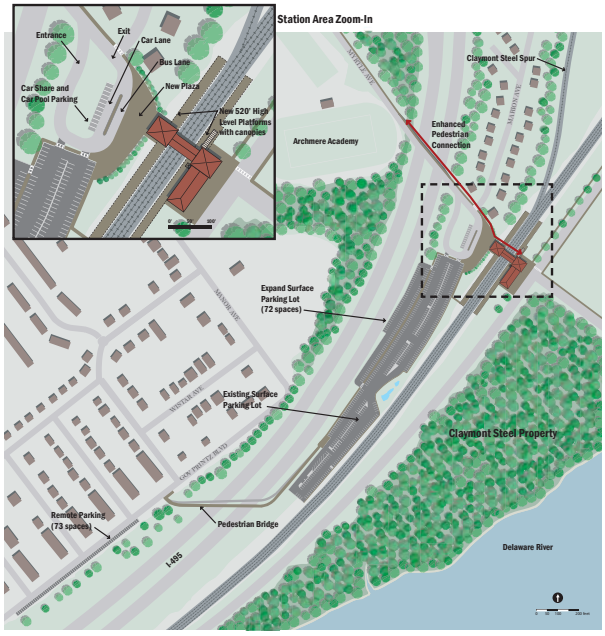
The first alternative includes a new station building located close to Myrtle Avenue and a new landscaped station entrance. The new entrance includes a bus turnaround, passenger drop-off, public plaza, and 12 carpool and carshare parking spaces. The total number of parking spaces is 588. The first alternative includes two versions; one with the station building on the east side of the tracks and the other with the station building on the west side. In both options the bus turnaround and drop-off remains on the west side of the tracks, but the bulk of the building with the station amenities, such as the waiting room and restrooms, can be on either side of the tracks. Both options include a covered walkway over the tracks to connect users to both the north-bound and south-bound tracks. The option showing the station building on the east side of the tracks proposes a plaza, pedestrian connections, and a road connection to the station.

The second alternative is nearly identical to the first alternative, but adds a parking deck to the expanded parking lot for a total of 788 parking spaces. The proposed parking deck is a single-story addition that maintains the community's view of the river. The deck rests on top of the existing lot with an entrance from the turnaround in front of the new station building. The parking structure would likely require a parking fee to cover construction costs.

The third alternative, a 'no-build' option, was also presented to the community and includes keeping the existing station facilities, and making pedestrian improvements. The total number of parking spaces is 500. This includes the existing lot and the 73 spaces of remote parking on Governor Printz Blvd.

(alternate 1A)

Amenities on southbound tracks
588 surface parking spaces



(alternate 1B)

Amenities on northbound tracks
588 surface parking spaces

(alternate 2A)

Amenities on southbound tracks
788 parking spaces (includes deck)

(alternate 2B)

Amenities on northbound tracks
788 parking spaces (includes deck)

(alternate 3)

Pedestrian improvements
NO new station

The Vote

CCC, CRDC, DRAC and the public weigh in

Seeking preliminary feedback from the community, the alternatives were presented to the CCC and CRDC/DRAC at their regular monthly meetings. During open discussion with the groups, themes emerged and the alternatives were refined. Concerns over pedestrian connections to existing neighborhoods and the potential traffic impacts of increasing parking were discussed.

The final presentation of the alternatives was held at the second open house in February 2008 at the Claymont Community Center. Participants were asked to vote on their preferred alternative for the new station design. Each board listed the amenities and cost estimates for each alternative.

Claymont Station Improvement Project

Alternative 1B

Cost estimate = approx. $16,000,000
(based on comparable station configurations and ridership levels)

Parking Spaces = 588

- Existing surface lot = +431
- Existing remote parking = +73
- New car share and carpool = +12
- New surface lot expansion = +72

Street connection over 495

- An overpass to the new station would be approx. 980 feet = $7,520,000 - $16,620,000

- SEPTA standard is 520' in length for both inbound and outbound

New Station Structure = approx. $10,000,000

- Approx. 4,000 SF
- 2 sets of stairs and elevators
- Enclosed pedestrian concourse over tracks
- Waiting room with coffee kiosk
- Restrooms
- Security office
- Paved plaza in front of station with landscaping
- Lighting and seating in plaza and on platforms

Pedestrian Improvements on Myrtle Avenue = approx. $300,000

- Pedestrian lighting including hook-ups
- New sidewalk and curbs
- Painted crosswalk

The Preferred Alternative

Overall, community participants favored station amenities on the northbound platform since most people use the train to go north to Philadelphia. They also supported this option in the hope that the station design will encourage development along the waterfront. Other participants felt that the station entrance should be on the west side of the tracks with the option of expanding services and access on the east side in lieu of new development.

The parking garage option, again, was generally not favored. Views were mixed as to whether the additional parking was needed, and many participants felt that a parking fee would compel users to drive to another station or opt to walk instead of drive, possibly negating the need to expand parking. The community also voiced concerns about congestion on Myrtle Avenue. They are concerned that with additional traffic attracted by expanded parking, a secondary point of access should be provided to the station site.

(before)

(after)

The Plan

Implementation of this vision for the Claymont Train Station will take diligence and persistence. Although supported strongly by the public and possessing clear benefits for both the community and the region, the Claymont Train Station vision will be both expensive and complicated to implement. At this time, there is no dedicated funding for this project in either the state or federal budgets, so locating private interests who could be partners will be a key to the success of the plan. The following strategy is recommended to move the project forward.

Step 1 - Publicize and build support

Publicly announce the completion of the Vision Plan, contact stakeholders to elicit their support, and encourage elected officials at the local, state and federal levels to voice their support. The visible support of community leaders will make funding discussion easier and more productive at all levels. SEPTA should be enlisted as a partner to publicly support the project as a means of increasing ridership on the R2.

Step 2 - Incorporate the vision into official plans

By making the project part of official plans for Claymont, it will be taken into account when other infrastructure and development plans are being implemented in the surrounding area. Information on the project would be available to anyone inquiring about development in Claymont, and any resident interested in the Comprehensive Plan will find information on the project in the Transportation element of the community plan. Incorporation of the plan's requirements into local zoning would assure that no structures or uses that are incompatible with the vision are created while it is being implemented.

Step 3 - Early implementation improvements

Identify a set of low-cost, early implementation projects, like improved signage and lighting for the station, and implement these as minor projects. The construction of pedestrian and bicycle amenities on Myrtle Avenue would also help to raise public awareness of the station plan while adding a necessary connection and benefiting the community. This would demonstrate commitment to the project for potential funding partners and would build enthusiasm for the project among residents and property owners. The community needs to adopt the project and assist in locating partners who would be interested in creating a transit-oriented development in the station area. As properties adjacent to the station become available for sale, these partnerships will be necessary to acquire the properties and plan for the development that will be necessary for the implementation of the station plan.

Improvements for the I-495 pedestrian bridge could be completed in advance of the larger station project, as long as the replacement or relocation of the bridge is not proposed. The need for improved lighting on the bridge and maintenance of vegetation on the western approach has been noted as a community request. The bridge is not scheduled for rehabilitation in the near future, but repainting and a new, decorative lighting scheme would fit well as an early phase of the overall station improvement project.

Step 4 - Seek funding from varied sources

Few projects are funded by just one source. A successful funding strategy begins with a firm commitment by Claymont residents and engages a variety of funders to assemble a complete package.

All federally-funded projects are included in both the WILMAPCO Transportation Improvement Program (TIP) and DelDOT's Capital Transportation Program (CTP). The primary fund for this type of project is the Rail Modernization Program. These funding sources are limited, however, and have been programmed many years into the future. To use them, funds would have to be diverted from other projects, which is an unlikely occurrence. It would be possible for SEPTA to become a partner and assist in locating potential funding sources for the station building and platforms.

Another source of federal funding is to work with Delaware's Congressional Representatives to acquire what is known as an "earmark" for federal funding. An earmark is specific wording in an appropriations bill specifying a project and an amount of money that is to be directed to fund its implementation. This is a common source of funding for transit capital projects such as Claymont Station. The earmark would be included in the annual appropriations bill for SAFETEA-LU, the national transportation funding legislation, and the funding would be channeled through the Federal Transit Administration to DelDOT. While funding is still limited, earmarks can be used for any public purpose for the station.

In Pennsylvania, a Transit Revitalization Investment District (TRID) is an area set up in cooperation between a municipality or other local government entity and a transit district. It allows the locality to devote a portion of new property tax revenue within the district to transit project purposes. In this case, all new construction within a certain area around Claymont Station would generate tax revenue which would be dedicated to the improvement of the station. This would most likely be in the form of paying of bonds to build the new structure, for a specified amount of time until the bonds were paid off. Providing local funding in this way demonstrates commitment, thereby making it easier to acquire funding from other levels of government. TRID funds are available for transit-specific parts of the project, including the station building and platforms and the portion of the parking garage used by commuters. SEPTA is currently engaged in TRID studies at six of its stations.

The Claymont Station's site along an underdeveloped stretch of the Delaware riverfront makes it desirable for private development. A developer may be interested in building the parking, plaza, or other elements of the station as part of a larger private project on an adjacent parcel. A close connection to the station would give the developer the ability to benefit from this accessibility in the form of higher rents or sales prices. The benefits of being located near a train station will only grow as time goes on and gas prices and congestion increase.

Other funding partnerships can be explored in conjunction with the East Coast and Delaware Greenways projects. An improved Claymont Station could provide a needed transportation connection for the Greenways, not only as an extension

of the physical trail network, but also as a rail link that would be convenient for tourists to access both the Greenway and the Claymont community. Connecting the station plan to the greenway plans would open new avenues for funding. Another potential funding partnership could be forged through the linking of public safety and access to the Delaware River. A partnership with the Claymont Fire Company to develop vehicular access to the riverfront and a boat launch for their watercraft could allow access to funds for Homeland Security.

Step 5 - Implementation

The final step of the process, implementation, can be easy if steps 1-4 go well. That is easily said but much harder to execute. Claymont is in an atypical situation; it is not incorporated and has neither local government structure nor municipal funds. DelDOT would be responsible for the station, since SEPTA has no responsibility for capital improvements in the state of Delaware. When funding a project, it can often be easier "to get a little from a lot, rather than a lot from a little," so the Claymont Station Improvement Project may be in a position to engage multiple agencies as partners.

The implementation will likely happen over an extended period of time. Initially, the goal will be to build support and get funding to implement low hanging fruit, those projects that are inexpensive yet provide high value. The larger not-so-fun projects, such as constructing the platforms, are expensive and require a lot of complex funding and agency cooperation in order to happen.

Even though some aspects of the vision seem daunting, with diligence, persistence, and partnerships, the vision can become a reality.

The Case Studies

The following case studies examine comparable improvement projects at five other SEPTA stations. These projects do not match the full scale of the preferred alternative for Claymont Station, but each contain at least one component, such as a new station building, high-level platforms or a pedestrian bridge. These studies give a glimpse into the funding scenarios and costs required to make the necessary improvements.

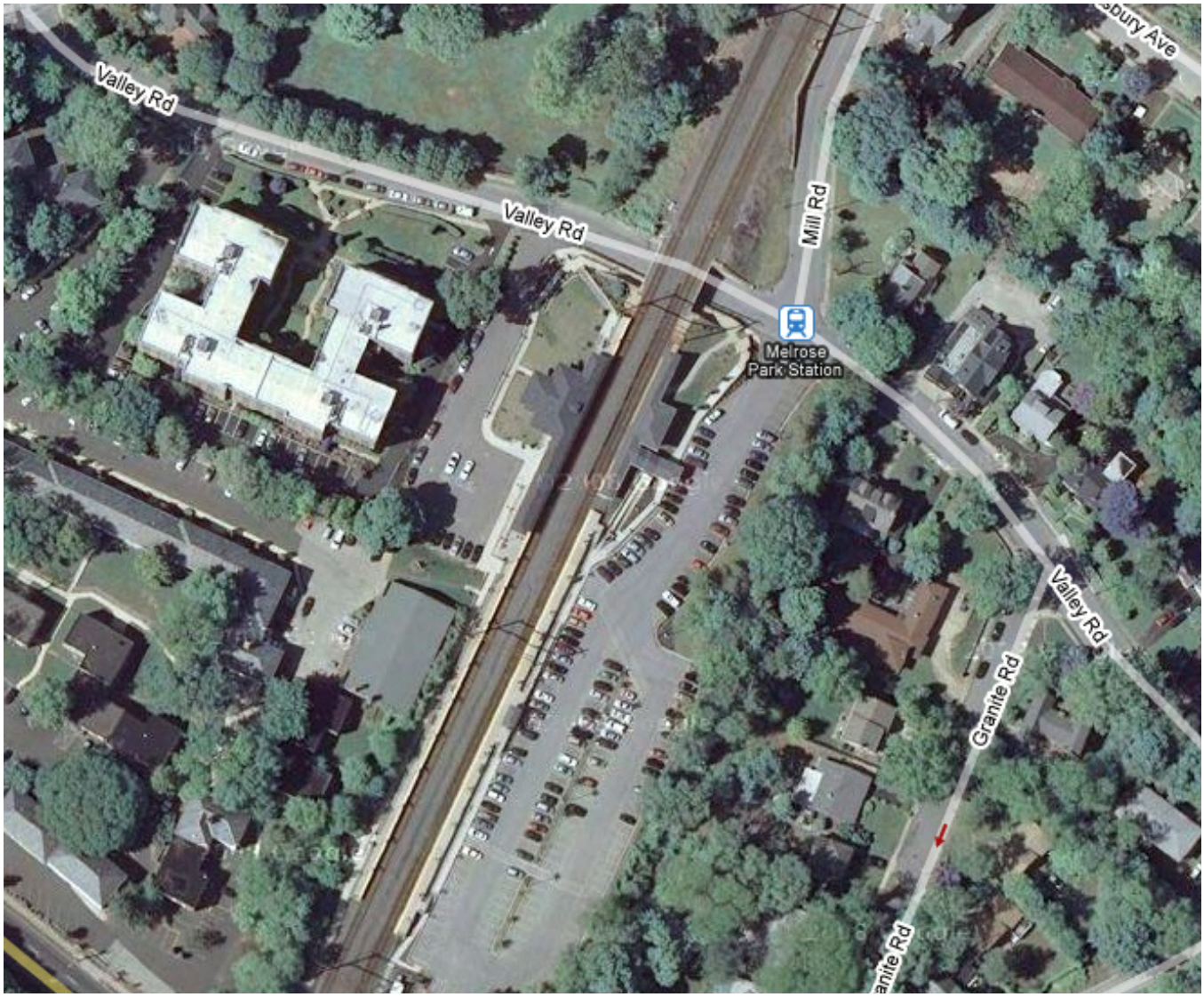
Melrose Park Station

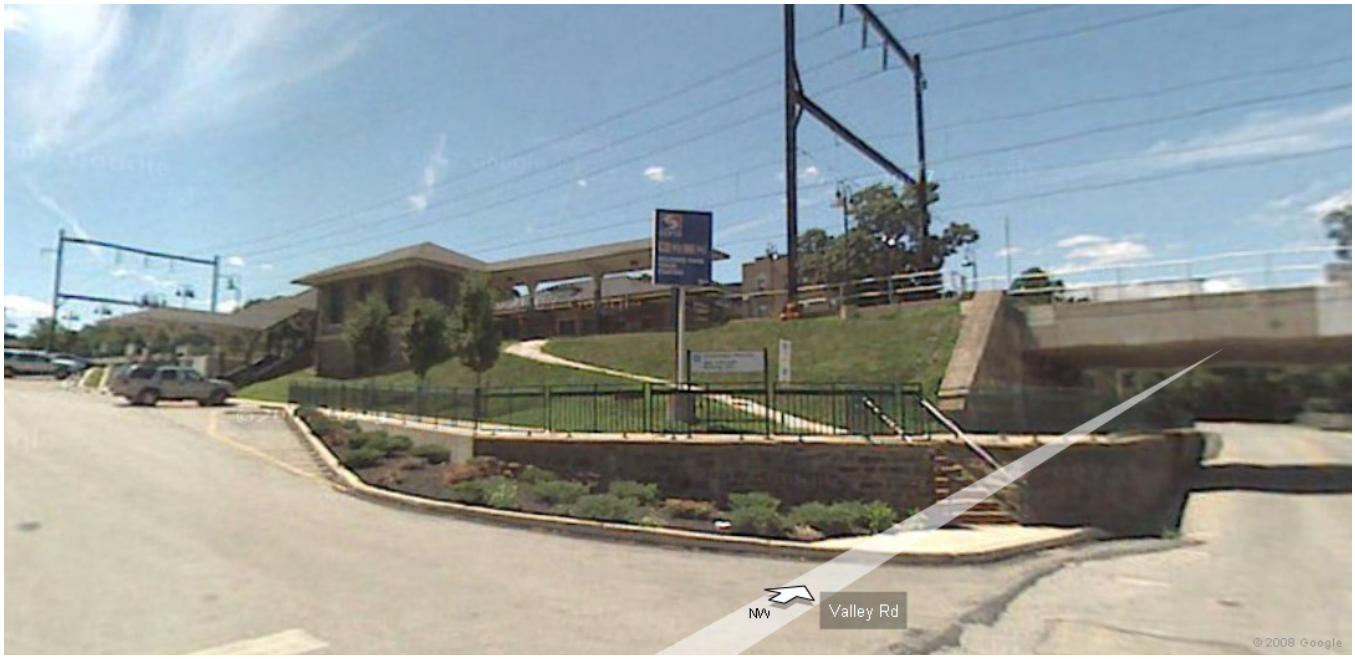
Melrose Park Station is located at the intersection of Valley Road and Mill Road in Melrose Park in Cheltenham Township, Montgomery County, Pennsylvania. The surrounding community is primarily single-family residential with the exception of the Melrose Station Apartments located adjacent to the station.

The station is primarily served by SEPTA's R1 Airport, R2 Warminster and R5 Lansdale Regional Rail lines. The R3 West Trenton also provides service to Melrose Park on weekends. In 2007, the station had 392 boardings on a typical weekday, 121 boardings on Saturdays, and 83 boardings on Sundays. The station has 185 parking spaces.

In the mid-1990s, the inbound station building, which included a ticket office and waiting room, burned down. In the years that followed, the Melrose Park Neighborhood Association aggressively sought a new station building and successfully persuaded SEPTA to rebuild.

The station improvement project included the construction of a new station building with a ticket office, waiting room, and bathroom on the inbound side. The building received a brick exterior and a canopy over the platform. The original historic structure, canopy and stairs on the outbound side were preserved. In addition, pre-cast, high-level platforms were erected on both sides of the tracks. The resulting station facilities are fully accessible to disabled riders. The existing parking lot was paved and landscaped and given new fencing. The project was completed in June 2005 for a total cost of $5,336,000.


Valley Rd
Valley Rd
Mill Rd
Melrose
Park Station
Valley Rd
Granite Rd


NW
Valley Rd
© 2008 Google

Ambler Station

Ambler Station is located at the intersection of Butler Pike and Main Street in the heart of Ambler, Pennsylvania. This area serves as the commercial center of town with a variety of retail stores and the historic movie theater which still operates today.

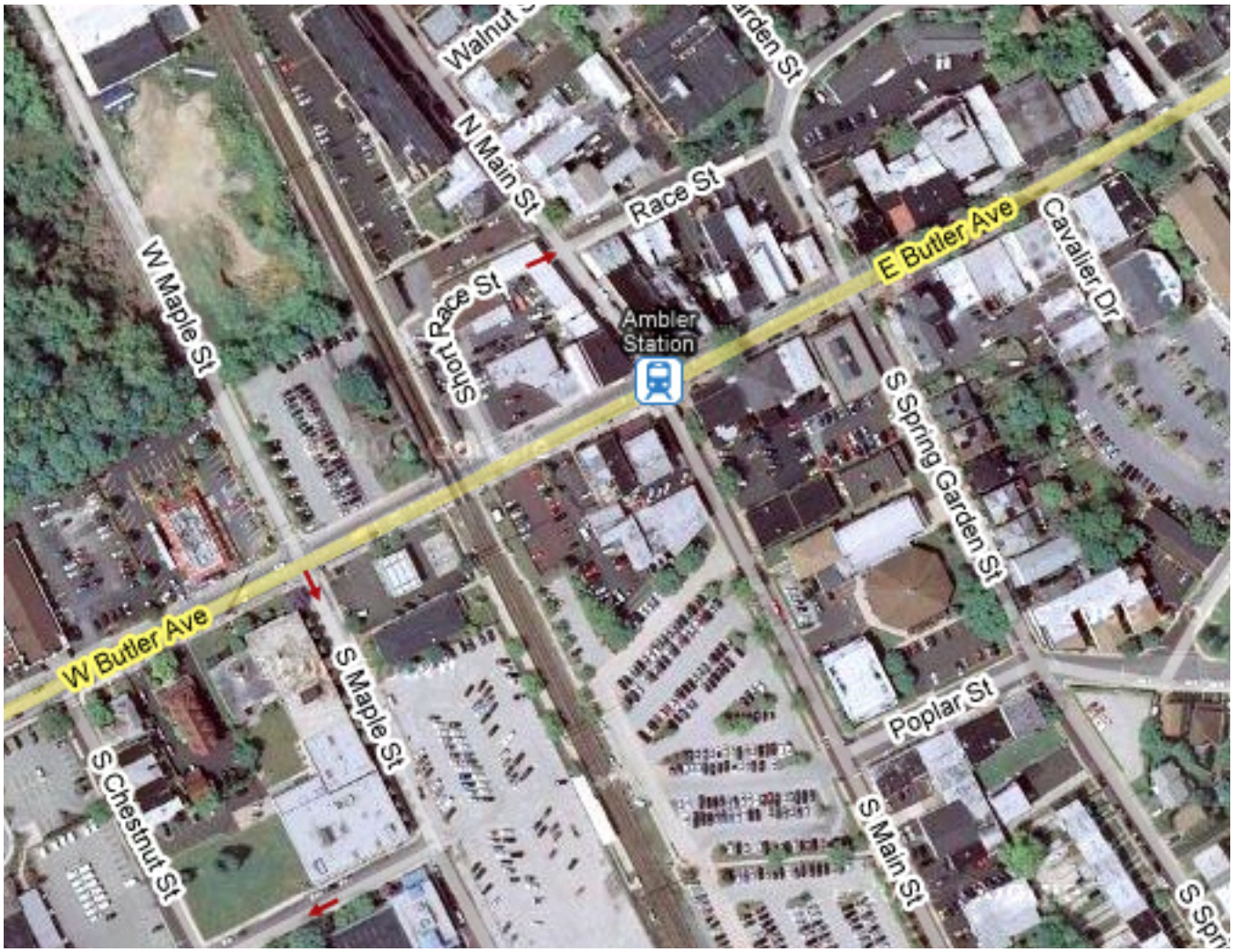
The station is served by the SEPTA R5 Doylestown Regional Rail line. In 2007, the station had 939 boardings on a typical weekday, 166 boardings on Saturdays, and 181 boardings on Sundays. The station includes a 496-space parking lot.

Improvements to the Ambler Station are still in the planning phase, but initial proposals include relocating the station, high-level platforms on both sides of the tracks, and a new station building with a waiting room, bathroom, furniture, lighting and signage.

The improvements are part of an overall plan for the station area which includes a privately-constructed residential development of 58 townhomes called Station Square. The new station location and homes will be built on an existing parking lot.

In 2007, the borough received a grant to investigate and delineate a Transit Revitalization Investment District (TRID). The creation of a TRID district could offer property tax revenue towards the station improvements. SEPTA is actively engaged in the process as it is still underway.


Hermit
Parking


Walnut
N Main St
Race St
E Butler Ave
Cavalier Dr
W Maple St
Short Race St
Ambler
Station
S Spring Garden St
W Butler Ave
S Maple St
Poplar St
S Chestnut St
S Main St

Berwyn Station

Berwyn Station is located at Cassatt Avenue & Lancaster Pike in Berwyn, Pennsylvania. Lancaster Pike is a retail corridor with historic structures and newer, auto-oriented strip centers. The station is also in close proximity to Conestoga High School.

The station is served by the SEPTA R5 Paoli-Thorndale line. In 2007, the station had 294 boardings on weekdays, 95 on Saturdays and 86 on Sundays. The station has 100 parking spaces.

Improvements to the station included restoration of the platforms, canopies and the original Berwyn Station building, which was built in 1884. A former car bridge was demolished and a pedestrian bridge of prefabricated steel and concrete was erected. This bridge connects to Cassatt Avenue, north of the tracks, which is primarily a single-family residential community.

Although high-level platforms were not constructed, the station is wheelchair-accessible with ramps and short sections of higher platforms on both sides of the tracks. The platforms have bridge plates which allow a wheelchair to cross the gap between the platform and the train when it is stopped at the platform. The renovation and construction project was completed in 1999 at a total cost of $4,598,626.


Cassatt Ave
Kromer Ave
Station Ave
Branch Ave
Berwyn
Station
30
Lancaster Ave
Lancaster Pike
Main Ave
Woodside Ave
30
Waterloo Ave
Berwyn Ave
Ambleside Ct

Fort Washington Station

Fort Washington Station is located at the intersection of Bethlehem Pike and Station Avenue in Fort Washington, Pennsylvania. The surrounding community is primarily an auto-oriented, low-density neighborhood of single-family houses, businesses, and office parks. The train station is located in close proximity to Germantown Academy.

The station is served by the SEPTA R5 Doylestown Regional Rail line. In 2007, there were 887 weekday boardings, 157 boardings on Saturdays and 121 boardings on Sundays. The station includes a 585-space parking lot.

Improvements to the station included a new, prefabricated station building with a ticket office, waiting room and bathroom on the inbound side. The canopies were improved to cover the platforms, stairs, and ramps. High-level platforms were constructed on both sides of the tracks making the station fully ADA accessible. Improvements also included the construction of a pedestrian tunnel to connect both sides and platforms so riders do not have to cross the tracks. The reconstruction project was completed in 2007 for a total cost of just under $5 million.

Thorndale Station

Thorndale Station is located in Chester County, Pennsylvania at South Bailey Road & East Lincoln Highway (Route 30) in Thorndale, Pennsylvania. The surrounding community is an auto-oriented suburb of cul-de-sacs and shopping centers.

The station is the terminus of the SEPTA R5 Thorndale Regional Rail line. Service does not run to Thorndale on Sundays. According to 2007 data, the station had 495 weekday boardings and 127 boardings on Saturdays. There are 460 parking spaces at the station.

In 1999, the R5 service was extended from Downingtown and this new station location was erected. The station structure includes canopies and a high-level platform on the the inbound side. The outbound platform is wheelchair-accessible with ramps and short lengths of higher platforms. The platforms have bridge plates which allow a wheelchair to cross the gap between the platform and the train when it is stopped at the platform. These improvements were made at a total cost of $7,089,467.


C G Zinn Rd
N Bailey Rd
Thorndale Station
E Lincoln Hwy
30
E Lincoln Hwy
E Lincoln Hwy
S Bailey Rd
Hazelwood Ave
S Bailey Rd
3rd Ave
Walnut St

Comparison of SEPTA station improvements

Station	Ambler	Berwyn	Fort Washington	Melrose Park	Thorndale	Claymont
Location	Montgomery County, PA	Chester County, PA	Montgomery County, PA	Montgomery County, PA	Chester County, PA	New Castle County, DE
Weekday Boardings (2007*, 2008**)	939*	294*	887*	347*	495*	1092**
Parking Spaces	496	100	585	185	250	504
Project Status	construction start 2008	completed 1999	completed 2005, 2007	completed 2005	completed 1999	community vision
Project Cost	public-private partnership	$4,598,626	$8,100,000, $4,992,000	$5,336,000	$7,089,467	$16,000,000
Station Building	X		X	X	X	X
Building Amenities	X		X	X		X
High-level Platforms	X		X	X	inbound only	X
Pedestrian Tunnel			X			
Pedestrian Bridge		X				X
Parking Improvements			X		X	X

The Appendix

Comments from the Open House:

Regional Connections

- Access by all modes is excellent at Claymont making it a good place for development – I95 and I495.
- Fast Ferry landing at Claymont with connections to Philadelphia airport, Philadelphia, Camden, Cape May, Rehoboth should be considered.
- North crossing of Northeast Corridor railroad tracks may be completed at Naamans Road as part of private development.
- Wayfinding signage needs to be improved for both motorists and pedestrians.

Waterfront Development

- $1B worth of development is possible on the Claymont Steel site.
- Need to coordinate station design with development on the Claymont Steel riverside site.
- Developer has already called about Claymont Steel site which just went on the market.
- Development at the station will most likely be a local draw, not a regional destination.
- No planning in place for Claymont Steel riverside site yet. Station project may be delayed if the development potential of the Claymont Steel riverside site needs to be analyzed beforehand.
- Hometown Overlay District was used in Brookview. Former density was 10 dwelling units per acre, new density will be 20 dwelling units per acre.

Community Impacts

- There is considerable consensus on the Claymont Redevelopment Plan and the need for an improved station.
- Archmere Academy view corridor must be preserved.
- Philadelphia Pike needs crosswalks at Myrtle intersection.
- A shuttle bus would better connect the station with the community.
- Residents of Myrtle Avenue will be impacted by increased traffic.
- Pedestrian connections to the rest of Claymont are key to the project's success
- Fact that station is so busy speaks for itself – it is a valuable transportation facility.
- Claymont train station is alive and well – full of vehicles on weekdays but closed on Sunday.

Station Design

- Make waiting for the train more appealing to encourage ridership.
- Moving platform slightly to the north is fine.
- Make station more of destination to increase usage and support better

facilities.

Station Design (continued)

- No specific commercial uses stand out as ideal for the station area. A convenience market, destination restaurant, or other use that serves the local Claymont community might work. There will be 1220 units in Renaissance Village on the Brookview site, the residents of which will require services.
- Desirable features include a heated and air conditioned waiting room, ticket office, improved lighting in the parking lot and the platforms.
- Keep Wilmington station in mind.
- Expansion of station facility is necessary.
- Station should ideally be staffed to provide customer service and security.
- Flea market at station is one idea for joint development.
- Pedestrian bridge at Archmere south on Manor would be okay.
- Bridge across I-495 on Myrtle has sidewalk on wrong side from station.
- An architectural style based on the Furness-designed Wilmington train station would be appropriate for Claymont.
- Land around station is mostly fill, some slag, bag house dust etc. that may be hazardous.
- Sewage line under site must be assessed for ability to support future development.
- Sewer is issue – new pipes may be needed.

Parking

- Claymont acts as a relief location for Wilmington parking.
- Adequate parking is important to success.
- Shared use parking is okay.
- Link from station to Fox Point Park is a good idea.
- Structured parking should be considered.
- How far are people traveling to park at Claymont and ride Regional Rail?
- People come from Newark and far a field to park at Claymont.
- The former Merchandise Mart site is a possible park and ride station.
- Down by Christina River in Wilmington there is a narrow parking structure that may be a model for what could be done at Claymont.

Implementation

- March deadline for getting earmark request to Congress.
- Phasing should be carefully considered.
- Senator Biden's office is supportive and involved with project.
- Senator Carper's office has also indicated the senator was interested in the project
- Public-private partnerships will likely be necessary to fund the level of quality desired by the community at the station.

CLAYMONT STATION