

## **Claymont Station Improvement Project**

### **Existing Conditions Memo**

#### Introduction

This memo summarizes the work completed in Task 2 and spells out the results of research into the existing physical conditions at the station site, the current planning context of the Claymont Station, its history and statements by key stakeholders. This information, along with the public input received in the Public Workshop in Task 3, will be used to develop the Issues, Opportunities and Constraints Memo for Task 4.

Claymont station is the first SEPTA R2 station in Delaware after crossing the state line from Pennsylvania. It is one of 19 stations along the R2 between Philadelphia Market East Station and Wilmington. During peak hours, nine trains each weekday are extended two more stations to Newark, Delaware. Claymont is approximately 45 minutes south of Market East and 10 minutes north of Wilmington by train.

The station has been in existence since the line through Claymont was first completed by the Philadelphia, Wilmington and Baltimore Railroad Company in 1837. During the period 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 1980's when it was destroyed by fire. Platforms and parking were rehabilitated by DART in 1990 when service to Wilmington was restarted with the financial assistance of the State of Delaware. Additional parking and ADA accessibility improvements were made in 1999.

Claymont station today is a simple two low-level platform station with a narrow pedestrian tunnel under the tracks offering few amenities for passengers. Bus shelters are provided for weather protection. The station is isolated from the rest of Claymont by I-495. Security is provided during commuter hours on weekdays for the protection of passengers and their cars.

#### Previous Reports

The following reports were collected and reviewed:

- Claymont Community Redevelopment Plan (2004) – The *Claymont Community Redevelopment Plan* developed 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, and protect, preserve and rehabilitate historic resources. The redevelopment of the Brookview neighborhood, currently underway, was an early outcome of the plan.

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- 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*.
- Claymont Transportation Plan – DelDOT completed the *Claymont Transportation Plan* as a complement to the *Redevelopment Plan*. It calls for extensive improvements to the 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.
- 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 Drive, a site off Old Naaman’s Road and a site on the CitiSteel 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 Drive site none-the-less and has been very successful at attracting commuters to Regional Rail.
- Retail Market and Development Feasibility Analysis (2002) – This study looked at the “Idealized Build-out Plan 2” proposed redevelopment plan for Claymont from a market feasibility standpoint 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.

### Accessibility Analysis

- SEPTA and DART – Schedules for the public transportation services currently serving Claymont, SEPTA R2 and DART bus routes 1 and 61 are attached in Appendix A.

On a typical weekday, 475 people board SEPTA trains at Claymont station. On Saturday the number is 74 and on Sunday there is no service. This number has risen considerably since the reopening of the station in 1990. Just before service was suspended in 1982 There were 142 daily boarding riders at Claymont, an increase of 235%.

DART Route 1 – Philadelphia Pike carries about 2400 riders on a typical weekday and Route 61 – Naamans Road carries 9. Route 1 connects Claymont and the Tri-State Mall to downtown Wilmington. Route 61 is relatively new, having been 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 a it could be to the entrance to the train platforms. Limited layover space is provided and shelter is provided by a single standard bus shelter.

- Roadways – 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 one 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.

- Parking – A total of 450 spaces are provided at Claymont Station making it one of the largest park-and-ride stations on the SEPTA Regional Rail system. 410 spaces are located in a long narrow parking lot oriented along the railroad tracks between the station platform and Myrtle Street. 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, small lot is located across the I-495 foot bridge from the station. This lot stretched along Governor Printz Boulevard contains about 40 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 and is therefore well used.

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- Pedestrian Facilities – The station is connected to Claymont by two routes for pedestrians, Myrtle Avenue and a foot bridge across I-495 to Castle Avenue. The foot 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 not well lighted making crossing at night particularly intimidating. The entrance on the community side is also obscured by brush and vegetation which makes it seem isolated. The route is the most direct path to the center of Claymont along the Philadelphia Pike and to Overlook Colony and 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. The 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 Brookview neighborhood.

- Bike – 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.

### Base Map

KSK researched all available GIS data for the study area to create a project basemap for use as a reference for staff, steering committee and the public and as a base for drawing conceptual station plans. WILMAPCO, New Castle County, DART and private sources were canvassed for information, digital maps, and aerial photographs that covered the project study area and much valuable data was received. In addition, KSK staff surveyed the study area and took numerous photographs.

Based on this data, KSK developed the map attached in Appendix B using an aerial photograph as the base with additional geographic, transportation, and other information added to make a clear and useful document. The map was produced in the graphic program Adobe Illustrator to make modifications and additions easy to add and attractive.

Information shown includes the station location, parking lot location and size, the footbridge across I-495, study area boundaries, DART routes, street and road names, neighborhood names, important landmarks and Claymont Steel. From the aerial photograph additional information can be identified including vacant land, building footprints, street widths, and the location of important landmarks and natural features.

### Development proposals

Since the study area is closely surrounded by the Delaware River on the east, I-495 on the west, and Fox Point State Park lands on the south, there is little opportunity for adjacent development on these sides. On the north, however, Claymont Steel has put a large tract of land on the market for potential development. There are many issues related to the site including access, environmental concerns, and existing adjacent industrial uses. The size of the parcel and its potential for high density development,

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and therefore as a major transit traffic generator, means that planning for Claymont Station will need to carefully consider how the development will impact the station and how the two projects should be coordinated and linked by transportation.

Farther outside the study area, but important from a public transportation perspective, the Brookview neighborhood 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 create more residents, greater economic activity and increased demand for transportation. It is likely that a fair number of new residents will be attracted by easy access to Philadelphia and Wilmington provided by the train station and will need access to the station from their homes. The development is not beyond reasonable walking distance, could be biked, and might warrant a shuttle bus connection.

### Stakeholder Interviews

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 and 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, concession, 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 like 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 be necessary to make any new development along the River practical.

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.

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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.

Other comments that were mentioned in the course of the stakeholder and DRAC meetings include:

- 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.
- Archmere Academy view corridor must be preserved.
- Need to coordinate station design with development on the Claymont Steel riverside site.
- \$1 B worth of development is possible on the Claymont Steel site.
- Moving platform slightly to the north is fine.
- Pedestrian bridge at Archmere south on Manor would be ok.
- Claymont acts as a relief location for Wilmington parking.
- Access by all modes is excellent at Claymont making it a good place for development – I95 and I495.
- Fact that station is so busy speaks for itself – it is a valuable transportation facility.
- Adequate parking is important to success.
- Shared use parking is ok.
- Make waiting for the train more appealing to encourage ridership.
- Flea market at station is one idea for joint development.
- Development at the station will most likely be a local draw, not a regional destination.
- Link from station to Fox Point Park is a good idea.
- Developer has already called about Claymont Steel site which just went on the market.
- Claymont train station is alive and well – full of vehicles on weekdays but closed on Sunday.
- Bridge across I-495 on Myrtle has sidewalk on wrong side from station.
- Philadelphia Pike needs crosswalks at Myrtle intersection.
- Wayfinding signage needs to be improved for both motorists and pedestrians.

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- Brookview redevelopment has been a major success so far, due to the work of the Claymont Renaissance.
- There is considerable consensus on the *Claymont Redevelopment Plan* and the need for an improved station.
- A shuttle bus would better connect the station with the community.
- Make station more of destination to increase usage and support better facilities.
- People come from Newark and far a field to park at 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.
- County exaction program has been limiting sprawl by limiting sewer, water and roads to where they are affordable.
- Hometown Overlay District was used in Brookview. Former density was 10 dwelling units per acre, new density will be 20 dwelling units per acre.
- The former Merchandise Mart site is a possible park and ride station.
- 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.
- Structured parking should be considered.
- Down by Christina River in Wilmington there is a narrow parking structure that may be a model for what could be done at Claymont.
- 4.5 acres is required for Claymont station.
- Residents of Myrtle Avenue will be impacted by increased traffic.
- An architectural style based on the Furness-designed Wilmington train station would be appropriate for Claymont. Keep Wilmington station in mind.
- March deadline for getting earmark request to Congress.
- Look at ridership over time.
- Sewer is issue – new pipes may be needed.
- FEMA map on 100 year flood plain.
- Phasing should be carefully considered.
- Expansion of station facility is necessary.
- Senator Biden's office is supportive and involved with project.
- Senator Carper's office has also indicated the senator was interested in the project.
- 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.
- Station should ideally be staffed to provide customer service and security.
- Public-private partnerships will likely be necessary to fund the level of quality desired by the community at the station.
- Pedestrian connections to the rest of Claymont are key to the project's success.
- Desirable features include a heated and air conditioned waiting room, ticket office, improved lighting in the parking lot and the platforms.
- How far are people traveling to park at Claymont and ride Regional Rail?

Appendix A - SEPTA and DART Schedules

STATION SERVICES PLUS ALTERNATIVE AND CONNECTING TRANSIT SERVICES	
Ⓟ	<b>NEWARK (800/302) 652-DART</b> 810 Cooper Dr at S. College Av DART Fed. Rail #s 9, 15, 22, 25, 30, 35
Ⓟ	<b>CHURCHMAN'S CROSSING</b> 1 Fairplay Blvd DART Fed. Rail #s 9, 15, 22, 25, 30, 35
Ⓟ	<b>WILMINGTON (800/302) 652-DART</b> French St & Bristle/Lower Rte 9 Blvd Fed. Rail #s 9, 15, 22, 25, 30, 35, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Ⓟ	<b>CLAYMONT (800/302) 652-DART</b> Byrne & Barton Ave DART Fed. Rail #s 9, 15, 22, 25, 30, 35
Ⓟ	<b>MARCUS HOOK 610-855-3294</b> 12th St & Washington Av Rt. 103 bus MRL, 103
Ⓟ	<b>HIGHLAND AVENUE</b> Highland Av & 6th St Rt. 103 bus MRL, 103, 104
Ⓟ	<b>CHESTER TRANS. CTR. 610-876-4144</b> Avenue of the States & 6th St Rt. 103 bus MRL, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200
Ⓟ	<b>EDDYSTONE</b> Industrial Hwy & Seville Av Rt. 22 bus MRL, 103 bus 71
Ⓟ	<b>CRUMLYNNE</b> Chester Pike & Ridley Av Rt. 110 bus 71
Ⓟ	<b>RIDLEY PARK 610-325-1242</b> Hickory & Barton Ave. Rt. 110 bus 71
Ⓟ	<b>PROSPECT PARK 610-532-0540</b> Lincoln & Maryland Ave. Rt. 110 bus 71
Ⓟ	<b>NORWOOD 610-532-1414</b> Winona & Welcome Ave Rt. 110 bus 71
Ⓟ	<b>GLENOLDEN 610-583-5794</b> Glenolden Av near Chester Pike Rt. 110 or 710 bus 71
Ⓟ	<b>COLCOCK PT 610-583-7500</b> P. Adams & Elmwood Ave Rt. 110 or 710 bus 71, 300 bus 71 or 801
Ⓟ	<b>SHARON HILL</b> Sharon & Woodland Ave Rt. 110 bus 71
Ⓟ	<b>CURTIS PARK</b> Elmwood Av near Calton Hook Rd Rt. 110 bus 71
Ⓟ	<b>DARBY</b> 4th & Colewyn Sta. Rt. 110 bus Central Philadelphia
Ⓟ	<b>UNIVERSITY CITY</b> South St & Convention Av Rt. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200
Ⓟ	<b>30th STREET STATION</b> 30th & Market Sta. Rt. MFL, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Ⓟ	<b>SUBURBAN STATION</b> 16th St & JFK Blvd Rt. MFL, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Ⓟ	<b>MARKET EAST</b> Market St between 10th & 12th Sta. Rt. MFL, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Ⓟ	<b>TEMPLE UNIVERSITY</b> Market St between 9th & 10th Sta. Rt. 3 bus MFL, 87

**LEGEND**

- Ⓟ Off Street Parking available
- ♿ Wheelchair accessible station
- FAST-FARE Ticket Vending Machine available
- 🏢 Ticket Office is open weekdays
- NOTE: Ticket office at 30th Street, Suburban and Market East Stations are open seven days a week.

Central Philadelphia Connectors via Market-Frankford (MFL) or Broad Street (BSL) Lines are shown next to the appropriate route.

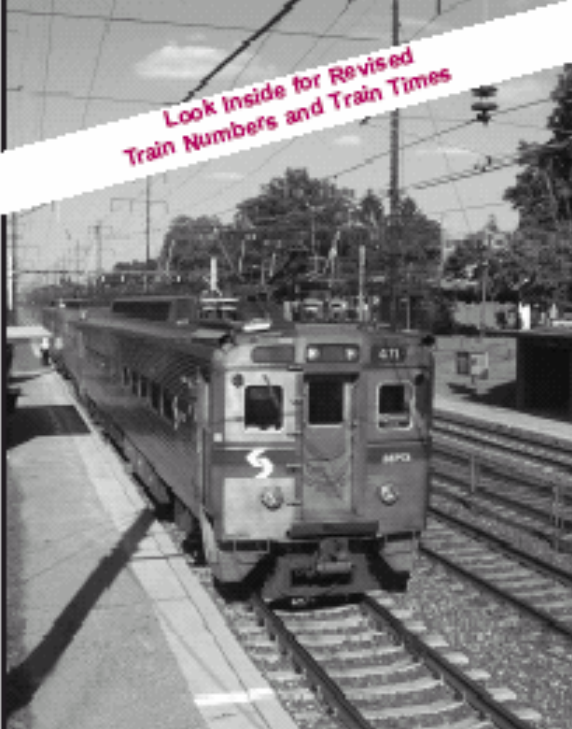
**EFFECTIVE OCTOBER 29, 2006**

# R2


## Wilmington and Newark

to/from Central Philadelphia and Norristown.

SEPTA REGIONAL RAIL



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MONDAYS through FRIDAYS (See HOLIDAYS note)																	
Newark, Wilmington and Marcus Hook to CENTRAL PHILADELPHIA	Fare Zone	Train Number	4816 AM	4820 AM	9208 AM	9212 AM	9214 AM	9216 AM	4730 AM	9220 AM	9222 AM	9234 AM	9236 AM	9238 AM	9240 PM		
		Stations															
	3	↳ Newark	—	—	6:22 6:48	—	—	7:24 8:17	8:58	—	—	—	—	—	8:11:50	—	
	4	↳ Churchmans Crossing	—	—	6:29 6:55	—	—	7:30 8:25	9:05	—	—	—	—	—	8:17:00	—	
	4	↳ Wilmington (arrives)	—	—	6:39 7:07	—	—	7:41 8:39	9:16	—	—	—	—	—	8:12:30	—	
	4	↳ Wilmington (leaves)	—	—	6:03 6:41 7:08	—	—	7:43 8:40	9:17	—	10:47	—	—	—	12:45	—	
	4	↳ Claymont	—	—	6:11 6:49 7:16	—	—	7:51 8:48	9:25	—	10:55	—	—	—	12:53	—	
	4	↳ Marcus Hook	5:50	—	6:15 6:53 7:20	7:28	7:55 8:51	9:29	9:57	10:50	10:50	11:50	11:50	12:57	1:50	—	
	4	↳ Highland Avenue	5:53	—	6:18 6:56	—	7:31	7:58 8:54	9:32	10:00	11:02	12:02	—	—	1:00	2:02	
	3	↳ Chester	5:55	—	6:21 6:59	—	7:35	8:01 8:57	9:35	10:03	11:05	12:05	—	—	1:03	2:05	
	3	↳ Eddystone	5:55	—	6:23 7:01	E	7:35	8:03	—	9:37	10:05	11:07	12:07	—	1:05	2:07	
	3	↳ Crum Lynne	6:01	—	6:26 7:04	X	7:41	8:06 9:00	9:39	10:07	11:09	12:09	—	—	1:07	2:09	
	3	↳ Ridley Park	6:03	—	6:28 7:06	P	7:43	8:09 9:02	9:41	10:09	11:11	12:11	—	—	1:09	2:11	
	2	↳ Prospect Park-Moore	6:05	—	6:30 7:08	R	7:45	8:11 9:04	9:43	10:11	11:13	12:13	—	—	1:11	2:13	
	2	↳ Norwood	6:05	—	6:31 7:09	E	7:45	8:12 9:05	9:45	10:12	11:14	12:14	—	—	1:12	2:14	
	2	↳ Glenside	6:05	—	6:33 7:11	S	7:48	8:14 9:07	9:47	10:14	11:16	12:16	—	—	1:14	2:16	
	2	↳ Folcroft	6:10	—	6:35 7:13	S	7:50	8:16 9:09	9:49	10:16	11:17	12:17	—	—	1:15	2:17	
	2	↳ Sherman Hill	6:12	—	6:37 7:15	—	7:52	8:18 9:11	9:51	10:17	11:19	12:19	—	—	1:17	2:19	
	2	↳ Curtis Park	6:14	—	6:39 7:17	—	7:54	8:20 9:13	9:53	10:18	11:20	12:20	—	—	1:18	2:20	
	2	↳ Darby	6:16	—	6:41 7:19	—	7:56	8:22 9:15	9:55	10:20	11:22	12:22	—	—	1:20	2:22	
	C	↳ University City	6:23	—	6:52 7:30	D7:43	8:08	8:34	9:24	D10:05	D10:30	D11:32	D12:32	—	D1:30	D2:32	
	C	↳ 30th Street Station	6:25	—	6:57 7:33	D7:47	8:09	8:35	9:27	D10:08	D10:33	D11:35	D12:35	—	D1:33	D2:35	
	C	↳ Suburban Station	6:31	—	7:02 7:38	D7:53	8:14	8:43	9:32	D10:13	D10:38	D11:40	D12:40	—	D1:38	D2:40	
	C	↳ Market East Station	6:35	—	7:07 7:43	D7:57	8:19	8:48	9:37	D10:18	D10:43	D11:45	D12:45	—	D1:43	D2:45	
	DART	0	↳ Temple University	6:40	7:11	D7:47	D8:13	D8:23	D8:41	D10:22	D11:47	D11:59	D2:09	D1:01	D2:10	—	—
		0	↳ North Broad	6:42	7:15	—	—	—	—	—	—	—	—	—	—	—	—
		0	↳ 5th Street, Norristown	7:15	7:46	—	—	—	—	—	—	—	—	—	—	—	—
	DART	Fare Zone	Train Number	7203 AM	7205 AM	7203 AM	7207 AM	8211 AM	8213 AM	8219 AM	9213 AM	9217 AM	9229 AM	9231 PM	9235 PM	9237 PM	
		Stations															
3	↳ 5th Street, Norristown	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
0	↳ North Broad	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
0	↳ Temple University	—	—	—	—	6:57	7:26	8:37	9:32	10:34	11:38	12:41	1:42	2:44	—		
Central Philadelphia to MARCUS HOOK, WILMINGTON AND NEWARK	C	↳ Market East Station	—	—	—	—	7:03	7:34	8:33	9:28	10:30	11:38	12:32	1:30	2:32		
	C	↳ Suburban Station	4:52	5:27	5:44	6:38	7:08	7:39	8:38	9:33	10:35	11:33	12:27	1:25	2:27		
	C	↳ 30th Street Station	4:55	5:21	5:48	6:39	7:12	7:43	8:42	9:37	10:39	11:37	12:31	1:29	2:31		
	C	↳ University City	4:58	5:23	5:50	6:41	7:14	7:45	8:44	9:39	10:41	11:39	12:33	1:31	2:33		
	2	↳ Darby	5:05	5:30	5:57	6:48	7:21	7:52	8:51	9:46	10:48	11:46	12:40	1:38	2:40		
	2	↳ Curtis Park	5:07	5:32	5:59	6:50	7:23	7:54	8:53	9:48	10:50	11:48	12:42	1:40	2:42		
	2	↳ Sherman Hill	5:08	5:33	6:00	6:51	7:24	7:55	8:54	9:49	10:51	11:49	12:43	1:41	2:43		
	2	↳ Folcroft	5:10	5:35	6:02	6:53	7:26	7:57	8:56	9:51	10:53	11:51	12:45	1:43	2:45		
	2	↳ Glenside	5:11	5:37	6:04	6:55	7:27	7:59	8:57	9:52	10:54	11:52	12:46	1:44	2:46		
	2	↳ Norwood	5:13	5:39	6:06	6:57	7:29	8:01	8:59	9:54	10:56	11:54	12:48	1:46	2:48		
	2	↳ Prospect Park-Moore	5:14	5:40	6:07	6:58	7:30	8:02	9:00	9:55	10:57	11:55	12:49	1:47	2:49		
	3	↳ Ridley Park	5:16	5:42	6:09	7:00	7:32	8:04	9:02	9:57	10:59	11:57	12:51	1:49	2:51		
	3	↳ Crum Lynne	5:18	5:44	6:11	7:02	7:34	8:06	9:04	9:59	11:01	11:59	12:53	1:51	2:53		
	3	↳ Eddystone	—	5:46	6:13	—	7:36	8:08	9:06	10:01	11:03	12:01	12:55	1:53	2:55		
	3	↳ Chester	5:21	5:48	6:15	7:05	7:38	8:10	9:08	10:03	11:05	12:03	12:57	1:55	2:57		
	4	↳ Highland Avenue	5:24	5:51	6:18	7:09	7:41	8:13	9:11	10:06	11:08	12:06	1:00	1:58	3:00		
	4	↳ Marcus Hook	5:27	5:54	6:21	7:13	7:44	8:17	9:14	10:10	11:11	12:10	1:03	2:02	3:03		
	4	↳ Claymont	5:30	5:57	6:24	7:16	7:47	8:20	—	10:13	—	12:13	—	2:05	—		
	4	↳ Wilmington (arrives)	5:39	6:06	6:33	7:25	7:56	8:32	—	10:29	—	12:22	—	2:14	—		
	4	↳ Wilmington (leaves)	—	6:07	6:34	7:25	7:57	—	—	—	—	12:35	—	—	—		
5	↳ Churchmans Crossing	—	6:16	6:43	7:45	8:08	—	—	—	—	12:50	—	—	—			
5	↳ Newark	—	6:26	6:56	7:53	8:21	—	—	—	—	1:05	—	—	—			

MONDAYS through FRIDAYS (See HOLIDAYS note)																	
Fare Zone	Train Number Stations	9242	4372	0248	4760	4864	7294	9254	7256	9260	4672	4674	4676	9264	9266		
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	
Newark, Wilmington and Marcus Hook to CENTRAL PHILADELPHIA	5	6	—	—	—	4.46	—	5.43	6.46	7.23	—	—	—	—	—		
	5	6	—	—	—	4.52	—	5.49	6.54	7.29	—	—	—	—	—		
	4	6	—	—	—	5.03	—	6.00	7.05	7.39	—	—	—	—	—		
	4	6	2.45	—	4.44	5.04	5.50	6.02	7.06	7.39	8.06	8.49	—	10.48	—		
	4	6	2.53	—	4.52	5.12	5.58	6.10	7.14	7.47	8.14	8.57	—	10.56	—		
	4	6	2.57	3.43	4.56	5.16	6.02	6.14	7.18	7.51	8.18	9.01	9.58	11.00	11.40	12.40	
	4	6	3.00	3.46	4.59	5.19	6.05	6.17	7.21	7.54	8.21	9.04	10.01	11.03	F11.43	F12.43	
	3	3	3.03	3.49	5.02	5.22	6.08	6.20	7.24	7.57	8.24	9.07	10.04	11.06	F11.45	F12.45	
	3	3	3.05	3.51	5.04	5.24	6.10	6.22	7.26	—	8.26	—	10.06	11.08	—	—	
	3	3	3.07	3.53	5.06	5.26	6.12	6.24	7.28	8.00	8.28	9.10	10.08	11.10	F11.48	F12.48	
	3	3	3.09	3.55	5.08	5.28	6.14	6.26	7.30	8.02	8.30	9.12	10.10	11.12	F11.49	F12.49	
	2	2	3.11	3.57	5.10	5.30	6.16	6.28	7.32	8.04	8.32	9.14	10.12	11.14	F11.51	F12.51	
	2	2	3.12	3.58	5.12	5.31	6.17	6.29	7.33	8.06	8.33	9.16	10.13	11.15	F11.52	F12.52	
	2	2	3.14	4.00	5.14	5.33	6.19	6.31	7.35	8.08	8.35	9.17	10.15	11.17	F11.54	F12.54	
	2	2	3.15	4.01	5.16	5.34	6.20	6.32	7.36	8.09	8.36	9.18	10.16	11.18	F11.55	F12.55	
	2	2	3.17	4.03	5.18	5.36	6.21	6.34	7.38	8.11	8.38	9.20	10.18	11.20	F11.57	F12.57	
	2	2	3.18	4.04	5.20	5.37	6.22	6.35	7.39	8.12	8.39	9.21	10.19	11.21	F11.58	F12.58	
	2	2	3.20	4.06	5.22	5.39	6.24	6.37	7.41	8.14	8.41	9.23	10.21	11.23	F12.00	F13.00	
	C	6	D3.30	4.17	5.31	5.50	6.32	D6.47	D7.48	D8.22	D8.50	9.30	10.30	11.30	D12.07	D1.07	
	C	6	D3.33	4.20	5.33	5.53	6.35	D6.51	D7.51	D8.25	D8.53	9.33	10.33	11.33	D12.10	D1.10	
	C	6	D3.38	4.25	5.44	5.64	6.46	D7.56	8.28	D8.58	9.38	10.38	11.38	D12.14	D1.14		
	C	6	D3.43	4.30	5.49	5.69	6.45	—	D8.01	—	D8.63	9.43	10.43	11.43	D12.18	D1.18	
	DART	5	5	D8.47	4.34	5.53	6.07	6.49	—	D8.06	—	D8.07	9.47	10.47	11.47	D12.32	D1.32
		5	5	—	—	—	—	6.51	—	—	—	9.49	10.49	11.49	—	—	
5		5	—	—	—	—	7.25	—	—	—	10.21	11.21	12.21	—	—		
Central Philadelphia to MARCUS HOOK, WILMINGTON AND NEWARK	5	6	—	—	—	—	—	—	—	—	—	—	—	—	—		
	5	6	—	—	—	—	—	—	—	—	—	—	—	—	—		
	C	6	3.00	3.58	4.15	4.37	4.57	5.18	5.25	—	6.22	7.26	8.26	9.22	10.20	11.22	
	C	6	3.12	4.04	4.22	4.45	5.06	5.09	5.33	—	6.28	7.32	8.30	9.28	10.28	11.28	
	C	6	3.17	4.09	4.27	4.50	5.11	5.14	5.38	6.08	6.33	7.37	8.35	9.33	10.33	11.33	
	C	6	3.21	4.13	4.31	4.54	5.15	5.18	5.42	6.12	6.37	7.41	8.39	9.37	10.37	11.37	
	C	6	3.23	4.15	4.33	4.56	5.17	5.20	5.44	6.14	6.39	7.43	8.41	9.39	10.39	11.39	
	2	2	3.30	4.22	4.40	5.03	E 5.27	—	5.52	6.21	6.46	7.50	8.48	9.46	10.46	11.46	
	2	2	3.32	4.24	4.42	5.05	X 5.29	—	5.54	6.23	6.48	7.52	8.50	9.48	10.48	11.48	
	2	2	3.33	4.25	4.43	5.06	P 5.30	—	5.56	6.24	6.49	7.53	8.51	9.49	10.49	11.49	
	2	2	3.35	4.27	4.45	5.08	R 5.32	—	5.58	6.26	6.51	7.55	8.53	9.51	10.51	11.51	
	2	2	3.36	4.29	4.47	5.10	E 5.34	—	6.00	6.28	6.52	7.56	8.54	9.52	10.52	11.52	
	2	2	3.38	4.31	4.49	5.12	S 5.36	—	6.02	6.30	6.54	7.58	8.56	9.54	10.54	11.54	
	2	2	3.39	4.33	4.51	5.14	S 5.38	—	6.04	6.32	6.55	7.59	8.57	9.55	10.55	11.55	
	3	3	3.41	4.35	4.53	5.16	D5.29	5.40	6.06	6.34	6.57	8.01	8.59	9.57	10.57	11.57	
	3	3	3.43	4.37	4.55	5.18	—	5.42	6.08	6.36	6.59	8.03	9.01	9.59	10.59	11.59	
	3	3	3.45	4.39	4.57	5.20	—	5.44	6.10	6.38	7.01	8.05	9.03	—	11.01	12.01	
	3	3	3.47	4.42	5.00	5.23	D5.33	5.47	6.13	6.41	7.03	8.07	9.05	10.02	11.02	12.02	
	4	4	3.50	4.45	5.03	5.26	—	5.50	6.16	6.44	7.06	8.10	9.08	10.05	11.06	12.06	
	4	4	3.54	4.48	5.06	5.29	D5.38	5.53	6.19	6.47	7.10	8.14	9.11	10.09	11.09	12.09	
	4	6	3.57	4.51	5.09	—	D5.42	—	6.22	—	7.13	8.17	—	10.12	—	—	
	4	6	4.06	5.00	5.21	—	5.51	—	6.33	—	7.29	8.29	—	10.23	—	—	
	4	6	4.11	5.01	—	—	5.55	—	6.38	—	—	—	—	—	—	—	
	5	6	4.22	D5.16	—	—	6.05	—	6.47	—	—	—	—	—	—	—	
5	6	4.30	5.24	—	—	6.15	—	6.55	—	—	—	—	—	—	—		

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			SATURDAYS																
Wilmington and Marcus Hook to CENTRAL PHILADELPHIA	Fare Zone	Train Number Stations	4600	4602	4606	4608	4610	4612	4614	4616	4618	4620	4622	4624	4626	4628	4630	4632	
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
4	b	Wilmington	—	—	8.36	—	10.36	—	12.36	—	—	—	4.36	—	6.36	—	8.36	—	
		Claymont	—	—	8.44	—	10.44	—	12.44	—	—	—	4.44	—	6.44	—	8.44	—	
4		Marcus Hook	6.48	7.47	8.48	9.47	10.48	11.47	12.48	1.47	2.47	3.47	4.48	5.47	6.48	7.47	8.48	9.37	
4		Highland Avenue	6.51	7.50	8.51	9.50	10.51	11.50	12.51	1.50	2.50	3.50	4.51	5.50	6.51	7.50	8.51	9.40	
3		Chester	6.54	7.53	8.54	9.53	10.54	11.53	12.54	1.53	2.53	3.53	4.54	5.53	6.54	7.53	8.54	9.43	
3		Eddystone	—	7.55	—	9.55	—	11.55	—	1.55	2.55	3.55	—	5.55	—	7.55	—	9.45	
3		Crum Lynne	6.57	7.57	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57	7.57	8.57	9.47	
3		Ridley Park	6.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59	6.59	7.59	8.59	9.49	
2		Prospect Park-Moore	7.01	8.01	9.01	10.01	11.01	12.01	1.01	2.01	3.01	4.01	5.01	6.01	7.01	8.01	9.01	9.51	
2		Norwood	7.02	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.02	9.02	9.52	
2		Glenolden	7.04	8.04	9.04	10.04	11.04	12.04	1.04	2.04	3.04	4.04	5.04	6.04	7.04	8.04	9.04	9.54	
2		Folscroft	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	9.55	
2		Sharon Hill	7.07	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	9.57	
2		Curtis Park	7.08	8.08	9.08	10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08	6.08	7.08	8.08	9.08	9.58	
2		Darby	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.00	
C	A	University City	7.17	8.17	9.17	10.17	11.17	12.17	1.17	2.17	3.17	4.17	5.17	6.17	7.17	8.17	9.17	10.07	
C	A	30th Street Station	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.10	
C	A	Suburban Station	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.15	
C	A	Market East Station	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.20	
CENTRAL PHILADELPHIA TO	C	Rampco University	8.04	9.04	10.04	11.04	12.04	1.04	2.04	3.04	4.04	5.04	6.04	7.04	8.04	9.04	10.04	10.24	
	C	Noth Broad	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.38	8.38	9.38	10.28	
	C	Elm St., Norristown	8.08	9.08	10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08	6.08	7.08	8.08	9.08	10.08	10.38	
			9201	9203	4205	4207	4209	4211	4213	4215	4217	4219	4221	4223	4225	4227	4229	4231	
CRECHIN	Fare Zone	Train Number Stations	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
3	A	Elm St., Norristown	—	—	8.48	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.48	7.48	8.48
		Noth Broad	—	—	7.21	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21	6.21	7.21	8.21	9.21
C	A	Rampco University	6.49	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	6.49	7.49	8.49	9.49	10.29
C	A	Market East Station	6.49	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	6.49	7.49	8.49	9.49	10.29
C	A	Suburban Station	6.54	7.54	8.54	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.54	5.54	6.54	7.54	8.54	9.54	10.34
C	A	30th Street Station	6.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59	6.59	7.59	8.59	9.59	10.39
C	B	University City	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	9.50
2		Darby	6.07	7.07	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	9.57
2		Curtis Park	6.09	7.09	8.09	9.09	10.09	11.09	12.09	1.09	2.09	3.09	4.09	5.09	6.09	7.09	8.09	9.09	9.59
2		Sharon Hill	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	9.60
2		Folscroft	6.12	7.12	8.12	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12	6.12	7.12	8.12	9.12	9.62
2		Glenolden	6.13	7.13	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.13	7.13	8.13	9.13	9.63
2		Norwood	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15	9.65
2		Prospect Park-Moore	6.16	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16	5.16	6.16	7.16	8.16	9.16	9.66
3		Ridley Park	6.18	7.18	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	6.18	7.18	8.18	9.18	9.68
3		Crum Lynne	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	9.70
3		Eddystone	—	7.22	—	9.02	—	11.02	—	1.02	2.02	3.02	—	5.02	—	7.02	—	9.02	9.72
3		Chester	6.23	7.24	8.03	9.04	10.03	11.04	12.03	1.04	2.04	3.04	4.03	5.04	6.03	7.04	8.03	9.04	9.74
4		Highland Avenue	6.26	7.27	8.06	9.07	10.06	11.07	12.06	1.07	2.07	3.07	4.06	5.07	6.06	7.07	8.06	9.07	9.77
4		Marcus Hook	6.29	7.30	8.09	9.10	10.09	11.10	12.09	1.10	2.10	3.10	4.09	5.10	6.09	7.10	8.09	9.10	9.80
4	B	Claymont	—	—	8.12	—	10.12	—	12.12	—	—	—	4.12	—	6.12	—	8.12	—	9.82
4	B	Wilmington	—	—	8.21	—	10.21	—	12.21	—	—	—	4.21	—	6.21	—	8.21	—	9.83

**FARES**

SUBJECT TO CHANGE  
FARES ARE GOOD FOR A ONE-WAY TRIP ONLY

Cash*	\$1.15
Cash - Reduced Fare**	\$ .45
Daily Pass* (Request Pass Before Paying)	\$2.40
Children (46 inches in height or under)	Free***
Blind (with DVI photo ID Card)	Free

The DART Card is a discounted stored value card that can be purchased at sales outlets statewide, by mail, phone and online.

DART Card options:

Price	Value	Discount	Color
\$9.00	\$12.00	25%	Gold
\$12.00	\$16.40	25%	Blue
\$15.00	\$21.00	29%	Yellow
\$30.00	\$43.20	30%	Green
\$25.00	\$29.90	34%	Purple
\$65.00	\$108.00	40%	Platinum
\$44.00**	\$49.00**	70%**	Red**

\*Cash fares must be paid with exact change using coins and \$1 bills only. Drivers do not carry change. Daily Passes must be purchased on the bus and can be paid with cash or by using a DART Card and are valid for unlimited rides on local buses. **Please request Daily Passes from driver before paying fare.**

\*\*Reduced Fare - Medicare Card or DART First State Reduced Fare ID Card is required for payment of Reduced Fares or use of prepaid Reduced Fare DART Card. Reduced Fares are for people who are age 65 & over, or who have a certified disability. For more information, call 1-800-652-DART.

\*\*\*When accompanied by a fare-paying customer, otherwise regular fare applies. No more than two children free per fare-paying customer.

Valid SEPTA Weekly and Monthly Passes are acceptable as fares on all DART First State bus trips within Northern New Castle County.

**TRANSFER POINTS**

The best value is a Daily Pass if you ride more than two buses per day.

**How to Use This Schedule**

1. Open schedule and you will find a bus route map and service timetables. Monday through Friday service is listed on one side of the schedule, and if Saturday service is provided, this information is either listed beneath the weekday timetables or on the other side of the schedule. There is no Sunday or holiday service.
2. Find the timetable showing the direction you want to travel. In our example we show "From End of Line To Downtown".
3. Only some of the many bus stops are shown at the top of the timetable and route map.
4. Find the circled letters closest to where you want to take the bus and get off the bus.
5. To find your arrival time, read down the list of times under the location letter closest to where you want to get off. To find your departure time, look to the left in the same line of times under the location letter closest to where you want to board the bus. In our timetable example, if you wanted to use the Maple Avenue bus stop and arrive downtown before 8 AM, you would take the bus arriving downtown at 7:40 AM. This bus leaves your Maple Avenue bus stop at 7:25 AM. The next bus does not stop at Maple Avenue.
6. Look left from the time you take the bus and you will see the Bus Destination Sign. Our example shows your bus will have a "Maple" destination sign.



FROM END OF LINE TO DOWNTOWN			
MAP REFERENCE LETTERS	A	B	C
LOOK FOR THESE BUS DESTINATION SIGNS	MAPLE	STREET	DOWNTOWN
MAPLE	7:10	7:25	7:40
DOWNTOWN	7:30	-	7:45

DART Cards can be purchased online at [www.DartFirstState.com](http://www.DartFirstState.com), by phone at 1-800-652-DART, by mail - DTC Individual Sales Order, PO Box 1870, Wilmington, DE 19899-1870, and at sales outlets throughout the State. For locations, call 1-800-652-DART or visit [www.DartFirstState.com](http://www.DartFirstState.com).

For transit news, register for DART's FREE Rider News E-Mail Notice Service at [www.DartFirstState.com](http://www.DartFirstState.com)

**PLEASE SHARE, RE-USE OR RECYCLE THIS SCHEDULE**

Front cover photo of SEPTA R2 Train at Claymont Station, Courtesy of David Shayer, SEPTA.



DELAWARE TRANSIT CORPORATION  
P.O. Box 1870 • Wilmington, DE 19899-1870  
(800) 652-DART • TDD# (800) 252-1600  
Web Site: [www.DartFirstState.com](http://www.DartFirstState.com)

Naamans Road

**Route 61** Effective December 4, 2006

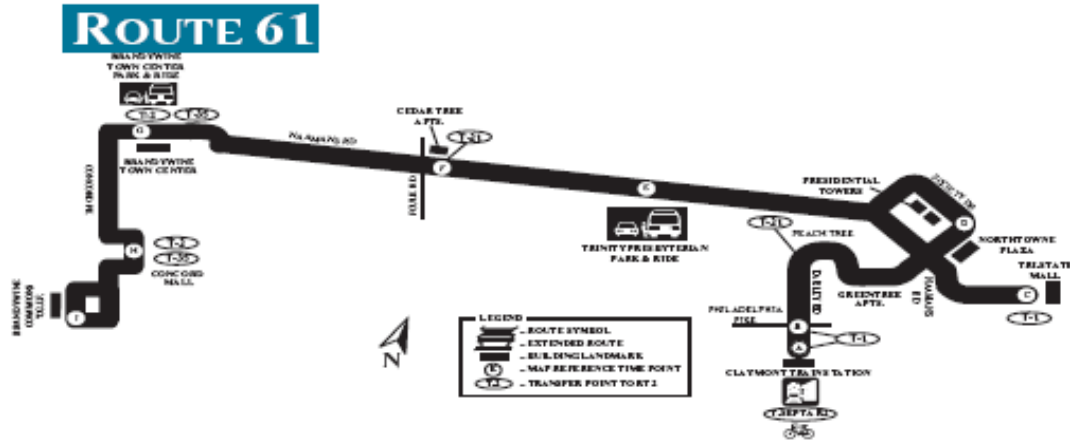
Rush Hour Mid-Day

**Serving:**

- Claymont Train Station
- Tri-State Mall
- Naamans Road
- Brandywine Town Center
- Concord Mall







**NOT ALL STOPS LISTED**

**MONDAY THROUGH FRIDAY DEPARTURE TIMES FROM CLAYMONT TRAIN STATION TO BRANDYWINE COMMONS**

MAP REFERENCE POINTS	A	B	C	D	E	F	G	H	I
LOOK FOR THESE DESTINATION SIGNS	CLAYMONT TRAIN STATION	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS
6:11	6:16	6:21	6:26	6:31	6:36	6:41	6:46	6:51	6:56
7:00	7:05	7:10	7:15	7:20	7:25	7:30	7:35	7:40	7:45
7:47	7:52	7:57	8:02	8:07	8:12	8:17	8:22	8:27	8:32
8:30	8:35	8:40	8:45	8:50	8:55	9:00	9:05	9:10	9:15
9:30	9:35	9:40	9:45	9:50	9:55	10:00	10:05	10:10	10:15
11:15	11:20	11:25	11:30	11:35	11:40	11:45	11:50	11:55	12:00
1:00	1:05	1:10	1:15	1:20	1:25	1:30	1:35	1:40	1:45
1:50	1:55	2:00	2:05	2:10	2:15	2:20	2:25	2:30	2:35
2:45	2:50	2:55	3:00	3:05	3:10	3:15	3:20	3:25	3:30
3:47	3:52	3:57	4:02	4:07	4:12	4:17	4:22	4:27	4:32
4:27	4:32	4:37	4:42	4:47	4:52	4:57	5:02	5:07	5:12
5:30	5:35	5:40	5:45	5:50	5:55	6:00	6:05	6:10	6:15
7:30	7:35	7:40	7:45	7:50	7:55	8:00	8:05	8:10	8:15

**MONDAY THROUGH FRIDAY DEPARTURE TIMES FROM BRANDYWINE COMMONS TO CLAYMONT TRAIN STATION**

MAP REFERENCE POINTS	I	H	G	F	E	C	D	B	A
LOOK FOR THESE DESTINATION SIGNS	CLAYMONT TRAIN STATION	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	BRANDYWINE COMMONS	CLAYMONT TRAIN STATION
5:16	5:21	5:26	5:31	5:36	5:41	5:46	5:51	5:56	6:01
6:22	6:27	6:32	6:37	6:42	6:47	6:52	6:57	7:02	7:07
6:58	7:03	7:08	7:13	7:18	7:23	7:28	7:33	7:38	7:43
8:30	8:35	8:40	8:45	8:50	8:55	9:00	9:05	9:10	9:15
10:15	10:20	10:25	10:30	10:35	10:40	10:45	10:50	10:55	11:00
12:00	12:05	12:10	12:15	12:20	12:25	12:30	12:35	12:40	12:45
2:00	2:05	2:10	2:15	2:20	2:25	2:30	2:35	2:40	2:45
3:00	3:05	3:10	3:15	3:20	3:25	3:30	3:35	3:40	3:45
4:52	4:57	5:02	5:07	5:12	5:17	5:22	5:27	5:32	5:37
5:30	5:35	5:40	5:45	5:50	5:55	6:00	6:05	6:10	6:15
6:45	6:50	6:55	7:00	7:05	7:10	7:15	7:20	7:25	7:30

PM trips are indicated in bold.

Non-Service Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

TIMES MAY VARY DUE TO WEATHER AND TRAFFIC CONDITIONS.

All DART First State routes are subject to service standards that establish minimum service levels. If this route does not meet those standards, it will be considered for elimination.

**SEPTA R2 Train Connections**

Northbound SEPTA R2 Trains connecting to/from Route 61 at Claymont Train Station: 6:11, 7:16, 7:51, 9:25, 10:55, 12:53, 2:53, 4:52, 5:58, 7:14, 7:47

Southbound SEPTA R2 Trains connecting to/from Route 61 at Claymont Train Station: 5:57, 6:24, 7:16, 7:47, 4:51, 5:42, 6:22, 7:13

SEPTA train schedules and fares are subject to change at any time.

**NOTES**

- Bus does not go to this location on this trip.
- Bus stop signs mark each designated stop along this route. Please stand at sign IN CLEAR VIEW of approaching bus to indicate to operator you wish to board.
- Valid SEPTA Weekly and Monthly Passes are acceptable as fares on all DART First State bus trips within Northern New Castle County.
- All vehicles are equipped with wheelchair lifts.
- All vehicles have bike racks. Passengers are responsible for securing bikes.

This schedule may be adjusted at any time to maintain connections with the R2 train service whenever the R2 schedule changes. When such changes occur, notices on the change will be posted at Route 61 bus stops and on the Route 61 buses.

Please make the front-side and two front-facing bench seats closest to the driver available to disabled and elderly passengers.

For Paratransit Information for persons with disabilities, call 1-800-553-3278. DART First State is not responsible for items left on the bus. Suspicious items are subject to immediate disposal. For Lost & Found, call 1-800-652-DART.

No eating, drinking, smoking, or playing of radios, tape, or CD players (unless earphones are being used) is permitted within the bus. Please be courteous when using cell phones - no speakerphones allowed.

**PAUSES**

**SUBJECT TO CHANGE**

**PAUSES WILL OCCUR FOR A MINUTE AT THE FOLLOWING LOCATIONS:**

- ① 1st St - 1st St
- ② 2nd St - 2nd St
- ③ 3rd St - 3rd St
- ④ 4th St - 4th St
- ⑤ 5th St - 5th St
- ⑥ 6th St - 6th St
- ⑦ 7th St - 7th St
- ⑧ 8th St - 8th St
- ⑨ 9th St - 9th St
- ⑩ 10th St - 10th St
- ⑪ 11th St - 11th St
- ⑫ 12th St - 12th St
- ⑬ 13th St - 13th St
- ⑭ 14th St - 14th St
- ⑮ 15th St - 15th St
- ⑯ 16th St - 16th St
- ⑰ 17th St - 17th St
- ⑱ 18th St - 18th St
- ⑲ 19th St - 19th St
- ⑳ 20th St - 20th St
- ㉑ 21st St - 21st St
- ㉒ 22nd St - 22nd St
- ㉓ 23rd St - 23rd St
- ㉔ 24th St - 24th St
- ㉕ 25th St - 23rd St

The route will also be affected by any construction or other activities in the area. Please check the website for the most up-to-date information.

**TRANSFER POINTS**

Transfer points are located at the following locations:

- ① 1st St - 1st St
- ② 2nd St - 2nd St
- ③ 3rd St - 3rd St
- ④ 4th St - 4th St
- ⑤ 5th St - 5th St
- ⑥ 6th St - 6th St
- ⑦ 7th St - 7th St
- ⑧ 8th St - 8th St
- ⑨ 9th St - 9th St
- ⑩ 10th St - 10th St
- ⑪ 11th St - 11th St
- ⑫ 12th St - 12th St
- ⑬ 13th St - 13th St
- ⑭ 14th St - 14th St
- ⑮ 15th St - 15th St
- ⑯ 16th St - 16th St
- ⑰ 17th St - 17th St
- ⑱ 18th St - 18th St
- ⑲ 19th St - 19th St
- ⑳ 20th St - 20th St
- ㉑ 21st St - 21st St
- ㉒ 22nd St - 22nd St
- ㉓ 23rd St - 23rd St
- ㉔ 24th St - 24th St
- ㉕ 25th St - 23rd St

Transfer points are located at the following locations:

- ① 1st St - 1st St
- ② 2nd St - 2nd St
- ③ 3rd St - 3rd St
- ④ 4th St - 4th St
- ⑤ 5th St - 5th St
- ⑥ 6th St - 6th St
- ⑦ 7th St - 7th St
- ⑧ 8th St - 8th St
- ⑨ 9th St - 9th St
- ⑩ 10th St - 10th St
- ⑪ 11th St - 11th St
- ⑫ 12th St - 12th St
- ⑬ 13th St - 13th St
- ⑭ 14th St - 14th St
- ⑮ 15th St - 15th St
- ⑯ 16th St - 16th St
- ⑰ 17th St - 17th St
- ⑱ 18th St - 18th St
- ⑲ 19th St - 19th St
- ⑳ 20th St - 20th St
- ㉑ 21st St - 21st St
- ㉒ 22nd St - 22nd St
- ㉓ 23rd St - 23rd St
- ㉔ 24th St - 24th St
- ㉕ 25th St - 23rd St



**NOT ALL STOPS LISTED**

SATURDAY DEPARTURE TIMES FROM TRI-STATE MALL TO DOWNTOWN		
MAP REFERENCE POINT #	DEPARTURE TIME	ARRIVAL TIME
1	11:00	11:00
2	11:00	11:00
3	11:00	11:00
4	11:00	11:00
5	11:00	11:00
6	11:00	11:00
7	11:00	11:00
8	11:00	11:00
9	11:00	11:00
10	11:00	11:00
11	11:00	11:00
12	11:00	11:00
13	11:00	11:00
14	11:00	11:00
15	11:00	11:00
16	11:00	11:00
17	11:00	11:00
18	11:00	11:00
19	11:00	11:00
20	11:00	11:00
21	11:00	11:00
22	11:00	11:00
23	11:00	11:00
24	11:00	11:00
25	11:00	11:00

SATURDAY DEPARTURE TIMES FROM DOWNTOWN TO TRI-STATE MALL		
MAP REFERENCE POINT #	DEPARTURE TIME	ARRIVAL TIME
1	11:00	11:00
2	11:00	11:00
3	11:00	11:00
4	11:00	11:00
5	11:00	11:00
6	11:00	11:00
7	11:00	11:00
8	11:00	11:00
9	11:00	11:00
10	11:00	11:00
11	11:00	11:00
12	11:00	11:00
13	11:00	11:00
14	11:00	11:00
15	11:00	11:00
16	11:00	11:00
17	11:00	11:00
18	11:00	11:00
19	11:00	11:00
20	11:00	11:00
21	11:00	11:00
22	11:00	11:00
23	11:00	11:00
24	11:00	11:00
25	11:00	11:00

### How to Use This Schedule

- Open schedule and you will find a bus route map and schedule. The schedule shows the days of the week and the times of the day when the bus will be running. It also shows the locations of the bus stops and transfer points.
- Find the route number and the days of the week that the bus will be running. The route number is shown in a large font at the top of the schedule. The days of the week are shown in a smaller font below the route number.
- Find the transfer points and the locations of the bus stops. The transfer points are shown in a smaller font at the bottom of the schedule. The locations of the bus stops are shown in a larger font at the top of the schedule.
- Find the bus route and the days of the week that the bus will be running. The bus route is shown in a large font at the top of the schedule. The days of the week are shown in a smaller font below the bus route.
- Find the bus route and the days of the week that the bus will be running. The bus route is shown in a large font at the top of the schedule. The days of the week are shown in a smaller font below the bus route.

**PLEASE SHARE RECIPE FOR RECYCLE THIS SCHEDULE**

For more information on this schedule, contact the Delaware Transit Corporation. For more information on this schedule, contact the Delaware Transit Corporation.

**DELAWARE TRANSIT CORPORATION**  
 1800 4th Street - 1st Floor - Dover, DE 19901  
 Web Site: [www.deltransit.com](http://www.deltransit.com)

## Philadelphia Pike

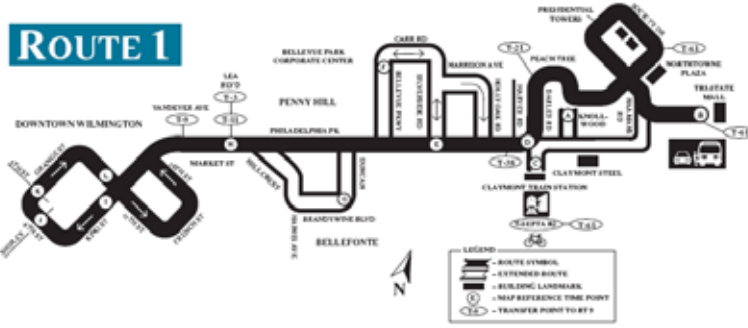
### Route

**Effective December 4, 2006**

**Route Hours**  
 Mid-Day  
 Night  
 Saturday

**Serving:**  
 Knowlwood  
 The First, Middle  
 Presidential, University  
 Claymont, Terrie Station  
 Redbank, Park, Corp - Clayton  
 Bickton  
 Market Street  
 Market Street  
 Downtown Wilmington  
 Downtown Wilmington

**Delaware Transit Corporation**



NOT ALL STOPS LISTED

**MONDAY THROUGH FRIDAY DEPARTURE TIMES**  
FROM TRI-STATE MALL TO DOWNTOWN

MAP REFERENCE POINTS	A	B	C	D	E	F	G	H	I	J	K
LOOK FOR THESE DESTINATION SIGNS	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION
MONDAY THROUGH FRIDAY DEPARTURE TIMES	...	...	...	...	...	...	...	...	...	...	...

**MONDAY THROUGH FRIDAY DEPARTURE TIMES**  
FROM DOWNTOWN TO TRI-STATE MALL

MAP REFERENCE POINTS	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
LOOK FOR THESE DESTINATION SIGNS	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION	CLAYMONT TRAIN STATION
MONDAY THROUGH FRIDAY DEPARTURE TIMES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

PM trips are indicated in bold.  
 Non-Service Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.  
 TIMES MAY VARY DUE TO WEATHER AND TRAFFIC CONDITIONS.

- NOTES**
- Bus does not go to this location on this trip.
  - Continues on Philadelphia Plaza to Nantuxen Road. Does not serve Darby Road or Seelye Drive.
  - Valid SEPTA Weekly and Monthly Passes are acceptable as fares on all DART First State bus trips within Northern New Castle County.
  - All vehicles are equipped with wheelchair lifts.
  - All vehicles have bike racks. Passengers are responsible for securing bikes.
  - Please make the front side and two front facing bench seats closest to the driver available to disabled and elderly passengers.
  - For Paratransit Information for persons with disabilities, call 1-800-553-3276.
  - Bus stop signs mark each designated stop along this route. Please stand near signs IN CLEAR VIEW of approaching bus to indicate to operator you wish to board.
  - DART First State is not responsible for items left on the bus. Suspicious items are subject to immediate disposal. For Lost & Found, call 1-800-452-DART.
  - No eating, drinking, smoking, or playing of radios, tape, or CD players (unless earphones are being used) is permitted within the bus. Please be courteous when using cell phones - no speakerphones allowed.



Appendix B – Base Map

