

The Plan

Summary

The Claymont Train Station is located on the eastern edge of the Claymont community, along the Amtrak Northeast Corridor (NEC). It is connected to Philadelphia Pike by Myrtle Avenue. The boundaries for the study area 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.

Prepare Master Vision Plan

The study will 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



Identify Issues, Opportunities, and Constraints

- Claymont's compact mix of good housing stock and local economy 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 the existing bus connections.
- Sidewalk and bikeway improvements will encourage modes other than auto to be used to access the station.
- 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.
- 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.

Develop Internal Circulation, Access and Parking Plan

- The station serves as a transit hub for DART Routes 1 and 61.
- 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.

CLAYMONT STATION

IMPROVEMENT PROJECT

OPEN HOUSE #3

The Public Process

Stakeholder Outreach

May 2006 - Kickoff Meeting

Summer/Fall 2006 - Stakeholder Interviews

Public Meetings

June 2007 - Craft a vision

December 2007 - Station design options

- CRDC, CCC, DRAC

February 2008 - Station design options

- Community, Station users

June 25, 2008 - Seek community support

- Claymont Train Station Improvement Plan
- Chosen design option

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The Alternatives



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)

Seeking preliminary feedback from the community, the alternatives were presented, themes emerged and the alternatives were refined. 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.

*All of the alternatives above include basic pedestrian improvements to the station parking lot and Myrtle Avenue. These recommendations include pedestrian scaled lighting, new sidewalks, and painted crosswalks.



Alternate 3
Pedestrian improvements
NO new station

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The Vote



Seeking preliminary feedback from the community, the alternatives were presented, themes emerged and the alternatives were refined. 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.

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 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 the 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.

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The Station Concept

New Station Building

- Replaces former station building destroyed by fire in 1980's
- Design reflects the traditional architecture of former station and the area
- Features could include ticket and security office, restrooms, waiting room and concessions
- Creates an above-ground enclosed pedestrian concourse over tracks to northbound platform
- Canopies cover entire length of both inbound and outbound platforms
- Includes ADA accessible ramps and elevators
- High level platforms are level with the floor of the train car
- High level platforms reduce time and effort for passengers to board and detrain
- Improves passenger drop-off, bus connection and turnaround
- Grand entrance includes paved plaza in front of station with landscaping and artwork
- Improves lighting and seating in plaza and on platforms
- Creates long-term potential to connect to new waterfront development

Best Practices

Train Station

Guilford, Connecticut



Parking Deck

Wilmington Train Station



New Parking Garage

- Provides additional parking spaces for increased ridership
- Reduces walking distance to the station
- Provides secure parking
- Community prefers design and scale of the Wilmington parking deck
- One-level deck preserves community's view to the river

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The Recommendations

	Do you agree?	YES	NO
1. Have the design reflects the traditional architecture of former station and the area		<input type="checkbox"/>	<input type="checkbox"/>
2. Include ticket and security office, restrooms, waiting room and concessions		<input type="checkbox"/>	<input type="checkbox"/>
3. An above-ground enclosed pedestrian concourse over tracks		<input type="checkbox"/>	<input type="checkbox"/>
4. Canopies cover entire length of both inbound and outbound platforms		<input type="checkbox"/>	<input type="checkbox"/>
5. High level platforms that are level with the floor of the train car		<input type="checkbox"/>	<input type="checkbox"/>
6. Improve passenger drop-off, bus connection and turnaround		<input type="checkbox"/>	<input type="checkbox"/>
7. Grand paved plaza in front of station with landscaping and artwork		<input type="checkbox"/>	<input type="checkbox"/>
8. Create long-term potential to connect to new waterfront development		<input type="checkbox"/>	<input type="checkbox"/>

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The Next Steps

1. Publicize and build support

- Community Leaders
- Elected Officials
- Public Agencies - SEPTA, DelDOT
- Why? Funding will be easier

2. Incorporate the vision into official plans

- Infrastructure needs
- Spread information
- Comprehensive Plan, Zoning
- Why? Give the plan some teeth

3. Early implementation improvements

- Low hanging fruit
- Public awareness
- Demonstrate enthusiasm
- Why? Potential partners want to see commitment

4. Seek funding from varied sources

- Use the plan to market the vision
- Use support from Step 1
- Public AND private
- Why? Easier to get a little from a lot, than a lot from a little

5. Preliminary design

- Much more detail
- Renderings
- Precise cost estimating
- Why? Secures the final funding

6. Implementation

- Multiple agencies
- If Steps 1-5 go well, this will be easy

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