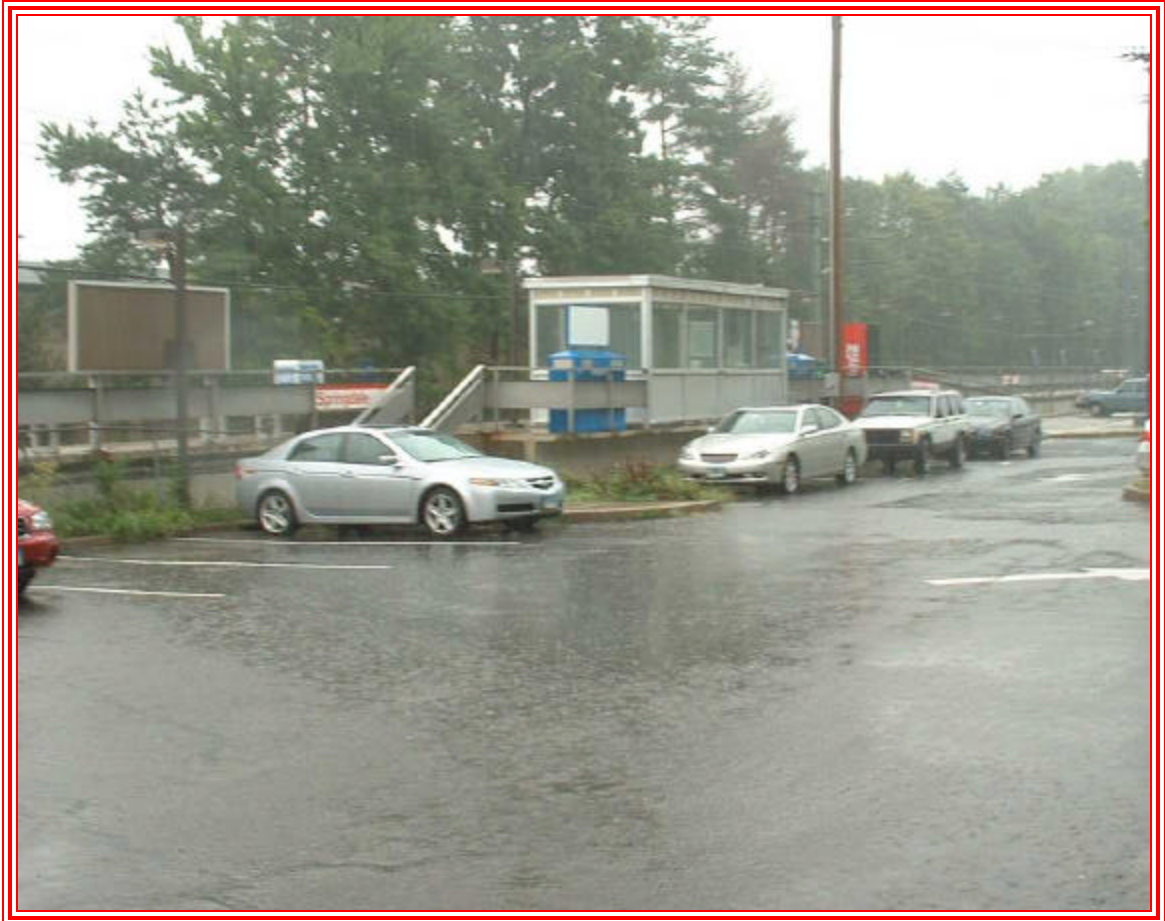


SPRINGDALE TRAIN STATION VISUAL INSPECTION REPORT



January 2007



Prepared by the Bureau of Public Transportation
Connecticut Department of Transportation

Overview:

The Springdale Train Station is located in the Springdale section of Stamford. The station has a four-car platform with a Plexiglas shelter and a parking lot easily accessed from Hope Street.

A period pedestal clock is located near the entrance amid some landscaping. There are other landscaped areas throughout the parking lot. A stone wall separates the parking lot from Hope Street. There are several paths through the wall, including access to a bus stop on the street.



Springdale has a more urban setting than its two neighboring stations to the north. The attempts to landscape the area go a long way to softening this urban setting.

Maintenance Responsibilities:

Owner:	CDOT
Operator:	CDOT
Platform Lights:	Metro-North
Trash:	Metro-North
Snow Removal:	Metro-North
Shelter Glazing:	Metro-North
Platform Canopy:	--
Platform Structure:	Metro-North
Parking:	Town



Clock at Entrance to Springdale Station

Station Layout:



Aerial Photo by Aero-Metric, Inc. – Graphics by Urbitran as part of the Rail Governance Study



Station Building



State-Owned Parking Area



Municipally-Owned Parking Area

Train Station Visual Inspection Parameters:

The Connecticut Department of Transportation (Department) recently inspected all 36 New Haven Line train stations to assess their appearance, safety, means of access and overall condition. Observations have been noted in an inspection report prepared for each station. The findings of these individual reports will be used to develop a Station Improvement Program. Initially, maintenance issues will be passed along to responsible parties for resolution. Soon after, a series of improvement projects will be recommended, followed by a long-term program of maintenance repairs and capital improvements.

The following station components were reviewed as part of the visual inspection process:

- **Highway Access** – While traveling to each station, inspectors observed the placement of trailblazing signage. In addition, they assessed the ease of locating appropriate station parking and drop-off areas. Typically, a green highway sign has been placed in advance of the proper exit for a particular train station. This sign notes the name of the station and commuter service operator. However, trailblazing signage at ramp termini or on secondary routes is typically missing or indistinguishable amid the clutter of other signs. Primary routes from the major roadways to each station need to be established and prominently identified. Conversely, trailblazing the return route is also required.
- **Parking** – This station reports cover signage, illumination and pavement condition issues within station parking areas. The Department and municipalities will address parking capacity and demand matters separate from this report.
- **Platforms** – Each station report details observations related to the general condition of the platforms, stairs, ramps, handrails and railings. The reports also incorporate the comments and recommendations of the Department's Connecticut Rail Station Governance Study - May 2005 (Governance Study) and High Level Platform Visual Inspection & Inventory. The latter inspection effort addresses only main line stations. The Department will inspect branch line platforms and canopies in the second phase of the high-level platform inspection program and incorporate the findings into future improvement projects
- **Canopies** – Each station report details observations relative to the general condition of any canopies located at the station. As noted under the Platform heading above, other studies have been referenced in presenting the findings for this component of the station.
- **Illumination** – The observations noted in each station report do not include a specific heading for illumination. Field visits occurred during daylight hours, thus inspectors could not assess the effectiveness of illumination in parking areas, along paths or on the platforms. Comments have been included in other headings relative to the number of fixtures, location and assumed coverage. This station report incorporates the comments of the Governance Study, where appropriate. However, the reports generally recommend that any first phase of station improvement include an evaluation of illumination levels in all areas of the stations and upgrade light fixtures, as necessary.

- **Painting** – As with illumination, the station inspection reports address painting issues under the appropriate headings.
- **Walks and Paths** – This station inspection report makes note of paved paths between parking areas, streets and station platforms. Where appropriate, general observations of the condition of the paths, vegetation, lighting, signage and stairways along the paths have been included.
- **Ticket Vending Machine (TVM)** – Metro-North has placed TVM's at most high volume stations. Where appropriate, this station report notes current locations. The Department and Metro-North plan to install at least one full service TVM at all main line and branch line stations. They will accomplish each of these installations based on ridership demands and funding availability.
- **Shelter** – Many platforms have shelters in lieu of adjacent waiting areas in station buildings. Typical Plexiglas or glass shelters protect waiting commuters from the elements. Many of these structures are similar to curbside shelters found along local bus routes. If appropriate, this report notes the location and general condition of platform shelters. It also addressed the need for new or additional protective structures.
- **Station Building** – The typical New Haven Line station building is a historic structure with a waiting room, rest room, and ticket office. Some have a coffee shop and/or newsstand. Where appropriate, observations have been incorporated into the station reports. Where station buildings were closed at the time of site visit, applicable findings of the Governance Study have been included in the report.
- **Taxi Stands and Bus Stops** – Taxis can physically access most station areas with the exception of parking garages and gated lots. Several stations have designated taxi stands. However, roadway geometry may limit bus access to most train stations. Stations with narrow parking aisles, tight turns or dead ends can accommodate bus patrons by placing bus stops on nearby streets. This report notes general taxi and bus accessibility issues.
- **Variable Message Sign (VMS)** – Every New Haven Line station has an audio PA system consisting of the typical “steel can” speaker or horn. The inspectors did not assess the regularity, audio levels or content of public announcements. These matters will continue to be addressed by the Department and station operators. Variable message signs or VMS provide a visual backup to audio announcements. These signs not only assist the hearing challenged. They also provide necessary train information over the din of large stations, nearby construction activities or noisy rail equipment. Currently, Metro-North is installing VMS at the designated “key” stations listed in the ADA section below. The Department and Metro-North intend to address visual messaging needs at all stations based on ridership demands and funding availability.

- **Signage** – This heading includes general observations of signs placed on platforms, along paths and in other areas of the station. Inspectors attempted to look at the signage as a first time or infrequent user. Their observations are noted in this report. In addition to observations noted within this topic, signage issues are addressed under the Highway Access and Parking headings.
- **Fence** – Nearly every station uses metal fencing beyond the platform ends to restrict unauthorized access to the tracks. Fencing has also been installed to secure parking areas, demarcate private property or cordon off potentially hazardous areas. Most locations employ a chain link fence, although occasional ornamental steel, cast iron or wood fences can be found. The condition of station fencing has been noted in this report.
- **Litter** – Litter may be the most conspicuous distraction at train stations. Patrons appreciate a well-maintained facility. For this report, inspectors have noted the general appearance of the station including areas under and behind platforms, along paths, around station buildings and in parking lots. It should be noted that these comments are depict the station condition only for the day of the site visit. It is assumed that station operators and Metro-North will continue to maintain the train stations to the high standards of the rail commuters.
- **Americans with Disabilities Act (ADA) Access:** The New Haven Line has its origins in the 19th Century, so many of the stations do not conform to the current ADA standards. Due to funding limitations, the Department cannot upgrade all New Haven Line stations at this time. Therefore, State and federal agencies have incorporated a “key station” upgrade program for twelve of the stations (Greenwich, Stamford, Darien, South Norwalk, Westport, Bridgeport, Milford, New Haven, New Canaan, Danbury, Waterbury, and the proposed Fairfield Metro Station). The remaining facilities will be upgraded over time. Meanwhile, the Department will continue to incorporate code compliant materials and practices into all of its current and planned station upgrades and improvements.
- **Amenities** –This inspection report addresses the inspectors’ observations of amenities placed around the stations. These may include items such as benches, trash cans, platform and stair railings, entrance signs, kiosks, vending areas, bike racks, station color schemes, clocks and light fixtures.
- **General Remarks** – General comments may be included at the conclusion of each observation report to address those matters that do not fall within the criteria of the above list of headings.

Observations – August 25, 2006:

Highway Access – The station is easily accessed from Hope Street. Trailblazing signage is minimal. There is no station entrance sign.

Parking – The town operates parking kiosks to collect fees for parking at Springdale. Light fixtures bordering the parking area are partially obscured by foliage. Illumination levels need to be evaluated.

Platforms – The platform structure is in good condition. The aluminum railing is weathered with rusted base plates. Platform lights appear to be sufficient, but there is a need for further evaluation.

Canopy – There is no canopy.

Walks/Paths – Several paths transverse the parking lot out to the Hope Street sidewalk. One path includes marked crosswalks. There is some landscaping but it is but poorly maintained.

Ticket Vending Machine (TVM) – There is no TVM at this station

Shelter – The Plexiglas shelter has scratched glazing and discolored frames from graffiti and attempts to remove it.

Station Building – There is no station building at Springdale.

Bus Access & Taxi Stand – Taxis can access the parking lot. There is a bus stop on Hope Street.

Signage – Signage around the lot is minimal.

Fences – Chain link fence near the platform is in poor condition.

Litter – There was some track level litter during the day of the site visit. Otherwise, the station is generally clean.

Americans with Disabilities Act (ADA) Access – ADA parking spaces and ramps provide the disabled with access to railcars. However, this station is not ADA compliant.

Amenities (See Appendix A Photos)

- Kiosk: None
- Exterior Paint Theme: None
- Vending: Vending machines and newspaper boxes on platform and ramps.
- Benches: Two in shelter and several on platform.
- Railings: Aluminum railing is weathered with rusted base plates.
- Light Fixtures: Illumination levels need to be evaluated.
- Trash: Some track level trash.
- Bicycle Rack: None apparent.
- Platform Clock: Beautiful pedestal-mounted clock at station entrance.

General Remarks – Station landscaping should be maintained and supplemented. This and amenity upgrades will improve the appearance of this station.

Recommended Repairs, Upgrades and Improvements:

At the urging of the Governor, the Department is establishing a program of repairs, upgrades and improvements to better the appearance, safety, and functionality of all 36 New Haven Line Stations. As a first step, the Department will continue to pass along all maintenance concerns to station operators for their immediate attention. The next step will be to have the Department and station operators upgrade station amenities. These might include benches, kiosks, railing, light fixtures, trash cans, bike racks, clocks and other common station elements. When funding becomes available, the Department will initiate a project to commence the upgrade of amenities at the stations.

With the cooperation of municipalities and Metro-North, the Department will review, categorize, and prioritize the findings listed under the Station Governance heading below. In addition, the recommendations of the High Level Platform Visual Inspection Report and the Connecticut Rail Governance Study will be considered. The resulting priority listing will include a number of projects to accomplish the repairs, upgrades and improvements needed to bring the New Haven Line Commuter Rail Service up to the commuters' expectations.

Finally, the Department anticipates that a number of major capital improvements may result from a comprehensive review of the findings of these station inspection reports. These might include the installation or extension of high-level platforms and canopies, the replacement or addition of shelters, and major ADA improvements. As noted earlier, the Department and individual municipalities will address parking issues separate from this report. However, these too may demand major capital investments. Finally, the recently completed Danbury Branch Feasibility Study and similar reports planned for the New Canaan and Waterbury Branches could lead to other capital improvements at some of the branch line stations.

The findings of this Visual Inspection Report and recommended solutions for station repairs, upgrades and improvements are listed below:

Maintenance Repairs:

- Clean track level litter.
- Maintain landscaped areas and clear branches from parking lot lights.
- Replace scratched shelter glazing.
- Move vending machines from platforms, ramps and primary walkways.

Amenity Upgrades:

- Add a kiosk with a clock.
- Add station trailblazing signs.
- Add a station entrance sign.
- Replace aluminum benches with contoured mesh seats.
- Build a small lean-to to segregate and shelter vending and newspapers.
- Install a bike rack.
- Add trash cans to platform entrances.

Governance Improvements:

- Replace aluminum railing with black railing.
- Evaluate lighting levels around station area.
- Evaluate signage and supplement as necessary.
- Replace chain link fence at south end with black railing or fence. Remove chain link fence from behind the platform.
- Place a raised concrete walk behind the platform along the parking lot.
- Place a raised concrete walk between the parking lot and the tracks.
- Replace north end chain link fence with black chain link fence.
- Replace bus stop shelter on Hope Street.
- Install a tactile warning strip along platform edge.

Major Capital Improvements:

- Add a canopy to the platform.
- Replace the shelter.

-- END OF NARRATIVE --



Path to Street at Springdale Station

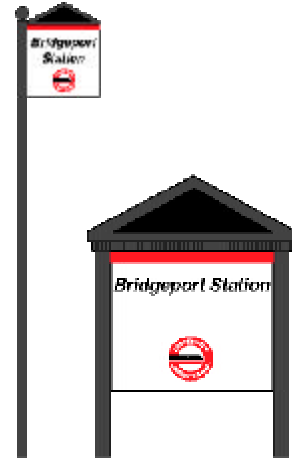
APPENDIX A



Pole Mounted Lights



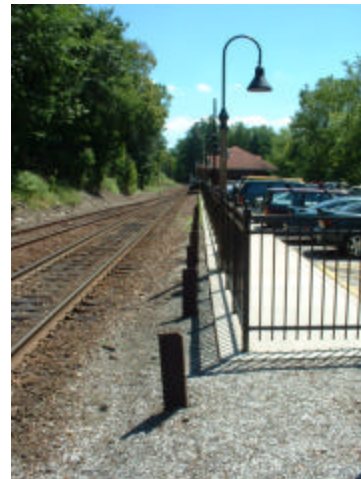
Kiosk (Historic)



Signs (Contemporary)



Bench (Contemporary) and Railing



Fence, Walk and Post Mounted Light Next to Track



Trash Can (Black preferred)



Bike Rack