

**Western  
Connecticut**

**2017**

**Commuter  
Parking Inventory**

Prepared for WestCOG by Housatonic Area Regional Transit

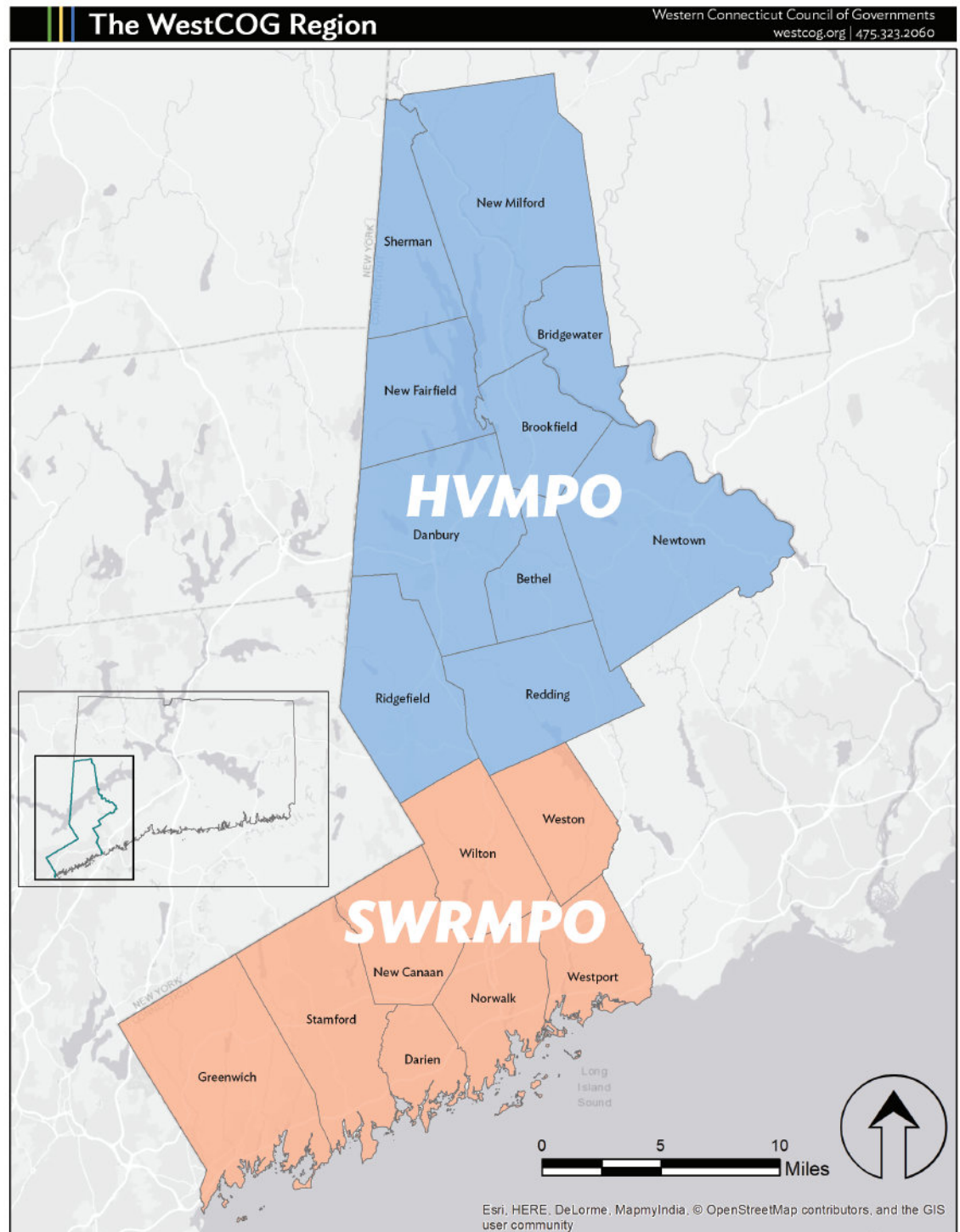
# Introduction

This park and ride report seeks to provide the public, local officials and Western Connecticut Council of Governments (WestCOG) with an informative review of the commuter park and ride lots across Western Connecticut and to help determine areas for future enhancements.

According to a 2015 report by the US Census, the Bridgeport-Stamford-Norwalk Metropolitan Statistical Area showed a decline in the rate of commutes by automobile of 2.8% between 2006 and 2013. This was the fifth greatest drop nationally among 15 comparably sized metropolitan areas. It is important to understand the state of commuter parking resources and travel patterns, especially with a growing number of residents across Western Connecticut using alternative transportation methods to commute to urban centers within the region such as Stamford, Norwalk or to outside locations such as New York City.

To help address this, HARtransit conducted an analysis of all 42 commuter park and ride locations located in WestCOG's 18-member municipalities between 2017 and 2018.

State Commuter lots located adjacent to major roadways as well as surface parking lots and garages adjacent to Metro North rail stations were inventoried. The report contains an evaluation of existing conditions, cites the parking restrictions at each site, management, transit connections, and the number of vacant and occupied parking spaces at the time of sampling.



# Background and Setting

The WestCOG region includes the municipalities of Bethel, Bridgewater, Brookfield, Danbury, Darien, Greenwich, New Canaan, New Fairfield, New Milford, Newtown, Norwalk, Redding, Ridgefield, Sherman, Stamford, Weston, Westport and Wilton.

The 550 square mile area is the second most populous planning region in Connecticut. It includes communities as varied as Stamford, the third largest city in Connecticut with a population of over 125,000 and Bridgewater, with less than 1800 inhabitants. In terms of size, the Town of New Milford is over 60 square miles and Darien is less than 13 square miles.

According to WestCOG's Western Connecticut Economic Development Strategy (CEDS) of 2017:

- 41.4% of the Region's residents work outside of it, with a full 10% of commuters working in New York City.
- Over 27% of residents of the 18-town region work in Stamford, Norwalk or Greenwich in the Southwestern portion of the region.
- More than 20% of workers commuting into the region do so from the communities of Bridgeport, Stratford, Trumbull and Shelton.

There are no state commuter or rail parking facilities in the WestCOG towns of Bridgewater, Brookfield, New Milford, Sherman and Weston.



## **Major roadways**

Two interstate highways and the Merritt Parkway cross the region east to west. These roadways afford commuter access to the region from New York City and

the Hudson Valley, and to the greater Bridgeport, Waterbury and New Haven areas to the east.

Route 7 bisects the region north to south and allows for connections between western Connecticut and Litchfield County and north into Massachusetts.

- I-84 has four commuter lots in Danbury and two in Newtown.
- I-95 commuter lots are located in Norwalk and Westport.
- Stamford has a single lot off the Merritt Parkway; Norwalk and Westport have two lots each.
- Route 7 has one lot each located in Norwalk and Wilton and two in Danbury.



## **Rail transit**

MTA Metro-North Railroad (Metro-North) is the largest operator of public transit in the region. Metro-North, based in New York City, is the operator of the New Haven Line which serves New York and Connecticut and the Harlem Line, just across the state line in southeastern New York. The New Haven Line is the most heavily used rail line in the United States.

The New Haven Line is owned and maintained by the Connecticut Department of Transportation (CTDOT). The communities of Greenwich, Stamford, Darien, Norwalk and Westport have a total of 12 station stops on the Main Line.

- The Danbury Branch Line has station stops at Wilton, Cannondale, West Redding, Branchville, Bethel and Danbury.
- The New Canaan Branch Line has stops in the Glenbrook and Springdale sections of Stamford, and in New Canaan at



Talmadge Hill with a terminus in New Canaan at its central business district.

The Harlem Line is popular with Connecticut commuters that live near the New York State border. Important stops include White Plains, Katonah, Golden's Bridge, Brewster, Purdy's and South-east. It is owned by Argent Ventures LLC and leased to Metro-North which maintains it and operates the service.

AMTRAK operates locally via the New Haven Line with a Station stop in Stamford. The Acela Express, Vermonter and Northeast Regional services provide connections up and down the eastern seaboard.



### **Bus transit**

There are three interconnected fixed route bus systems in the Western Connecticut Region.

Public bus service is provided by CTtransit Stamford Division, Housatonic Area Regional Transit District (HARtransit), and the Norwalk Transit District (NTD). All services are fully accessible to persons with disabilities.

CTtransit Stamford Division operates 17 public bus routes in the City of Stamford and service to the nearby communities of Greenwich, Darien and Norwalk. The Division's main hub is adjacent to the Stamford Metro-North Train Station.

HARtransit operates 14 routes with a primary service area in the communities of Bethel, Brookfield, Danbury, New Fairfield, New Milford, Newtown and Ridgefield. The main transfer station (Pulse Point) is in the City of Danbury. A study is underway examining co-location of the facility at the Danbury Metro-North Station. The agency also operates senior/disabled dial-a-ride and ADA paratransit services.

NTD operates 27 Local bus (WHEELS), shuttle and bus to rail commuter routes primarily in Norwalk, Westport, Wilton and

Greenwich. NTD provides senior/disabled dial-a-ride and ADA paratransit services in these communities as well as in Stamford.

The WHEELS Hub on Burnell Blvd in Norwalk is a connecting point for all three bus systems and riders may transfer for free between them here.

### **Intersystem transit connections**

There are a number of bus routes that allow for transfers between bus systems, across state lines or to Metro-North services outside the Western Region.



- The I-Bus provides service 7 days a week between Stamford and the White Plains TransCenter with stops including the Stamford and Greenwich Station Stops on the Metro-North New Haven Line. The White Plains TransCenter affords a connection to the Metro-North Harlem Line, the Bee-Line (Westchester County) bus system and intercity bus services.
- CTtransit's 341 bus provides service from Stamford to the Norwalk WHEELS hub and to the Darien Metro-North Station.



- The 7Link is a regional weekday bus that travels along Route 7 between the Norwalk WHEELS Hub and Danbury Pulse Point (main bus stations).

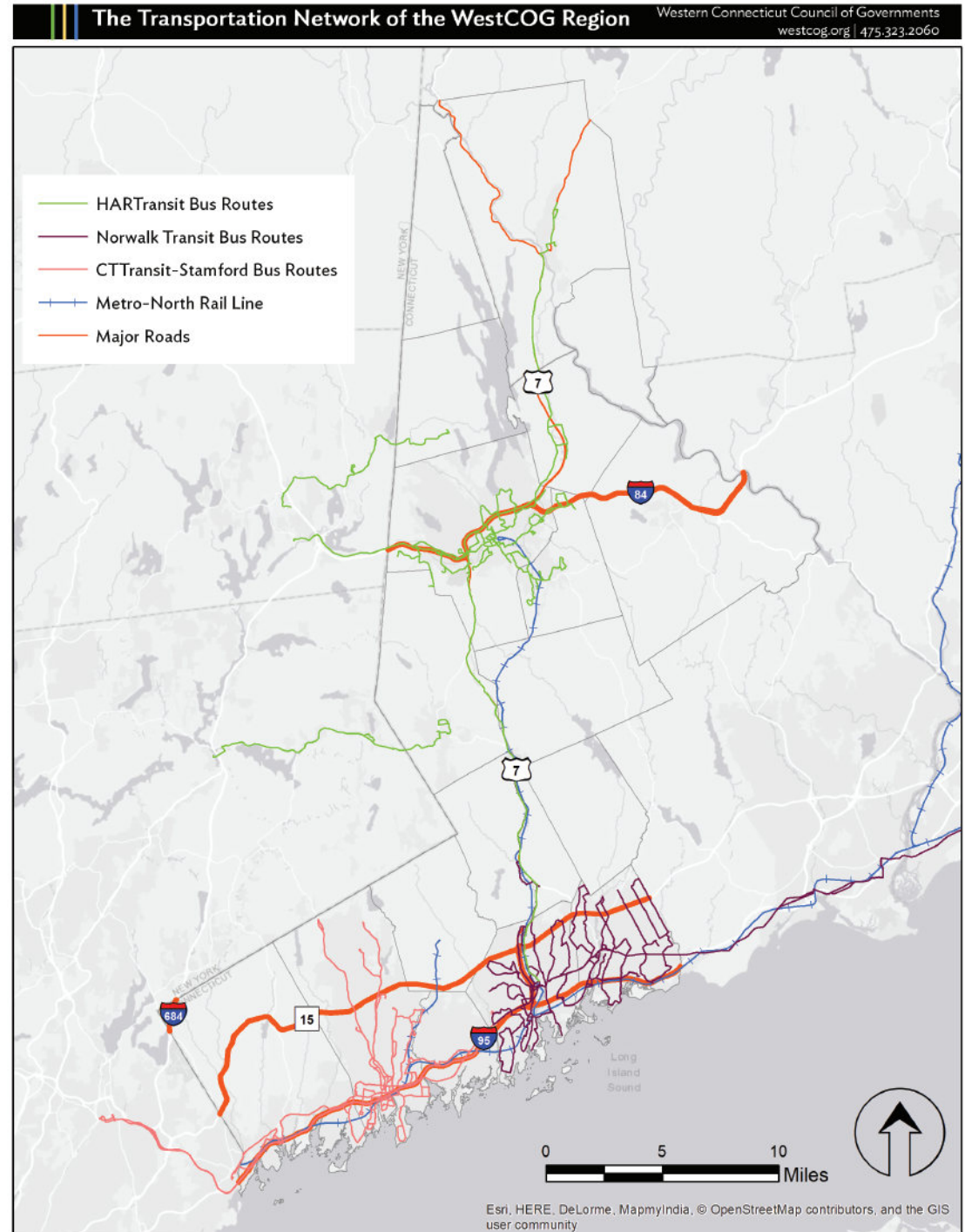
- Three weekday Shuttle services timed to meet morning Metro-North departures on the Harlem line to NYC and evening arrivals from NYC are provided from commuter lots in Connecticut and New York to Metro-North station stops at Brewster, Katonah and Southeast. Free transfers to the Bee-Line and Putnam Area Rapid Transit (PART) bus systems may be made at the Katonah and Brewster stops.



- NTD operates the Coastal Link jointly with the Milford Transit District and Greater Bridgeport Transit (GBT) systems. The coastal link serves the U.S. Route 1 Corridor from the Norwalk WHEELS Hub through Westport, Fairfield, Bridgeport, Stratford and Milford during weekdays, weekends and holidays with connections to all three systems. Riders may also make connections with the New Haven Division of CTtransit at its eastern terminus at the Milford Post Mall. The Coastal Link carries more riders than all three New Haven Branch Lines and Shoreline East combined.

## Ridesharing resources

CTDOT sponsors CTrides, a state wide ridesharing program designed to meet the needs of Connecticut commuters. The service helps commuters find the best way to get to work or school and offers informa-



tion & resources for travel options throughout Connecticut. Carpools, vanpools, bus, train, biking/walking and teleworking solutions are supported.

CTrides offers Connecticut employers a number of in-house services including worksite assessments to help employees with their commute, customized traffic demand management

plans, and on-site parking management, carpool and vanpool formation events.

CTDOT maintains a statewide listing of park and ride locations [here](#).



## Commuter Parking Studies and Analyses

Several recent studies relevant to commuter parking supply in the 18 member WestCOG region have been completed or are in process. Most were coordinated through the current COG orga-

nization and its predecessors, the Housatonic Valley Council of Elected officials (HVCEO) and South Western Regional Planning Agency (SWRPA). These include the following:

Parking Study	Status/Year Completed	Report Authors
Noroton Heights Station Area Study	In process	WestCOG
Norwalk Parking Capacity Study	In process	Norwalk Parking Authority
Westport Rail Station Parking Study	2016	WestCOG
South Western Region Commuter Lot Inventory	2002-2013	SWRPA
Greater Danbury Commuter Rail Parking Plan	2012	HARTransit/HVCEO
Darien Norwalk Rail Station Parking Study	2009	SWRPA
South Western Regional Rail Parking Study	2009	SWRPA
Connecticut Rail Governance Study	2005	CTDOT

## Methodology

Site visits to determine usage, lot condition and availability were conducted Tuesdays-Thursdays between 10 – 11a.m. in order to ensure a vehicle count that was near maximum occupancy for each lot. Sampling occurred from October 2016 to June 2017 and did not take place within any holiday weeks.

email contact with management agencies as well as web searches and online mapping programs.

The sampling form used was developed by SWRPA in the mid-2000s.

Additional information was obtained through phone, personal or



# Trends and Observations

Overall, Park and Ride lots in the Housatonic Valley Region were not as heavily occupied as those in the South Western Region, most markedly, at Metro North rail stations. The majority of Metro North rail stations in the South Western Region had large and/or multiple parking facilities to accommodate high demand. These southern lots were near or at maximum capacity at most station stops.

## Non-rail station parking lots

There is a total parking capacity in the COG Region of 1338 non-rail commuter lot spaces, with just under 41% of spaces occupied. As shown in the chart, lot size and usage range dramatically. Based on the sampling data, the most used lot was Jesse Lee Church in Ridgefield, the least used was Segar Street off I-84 in Danbury. There are no fees to park at any of these lots.



## Commuter Lots (non rail station locations)

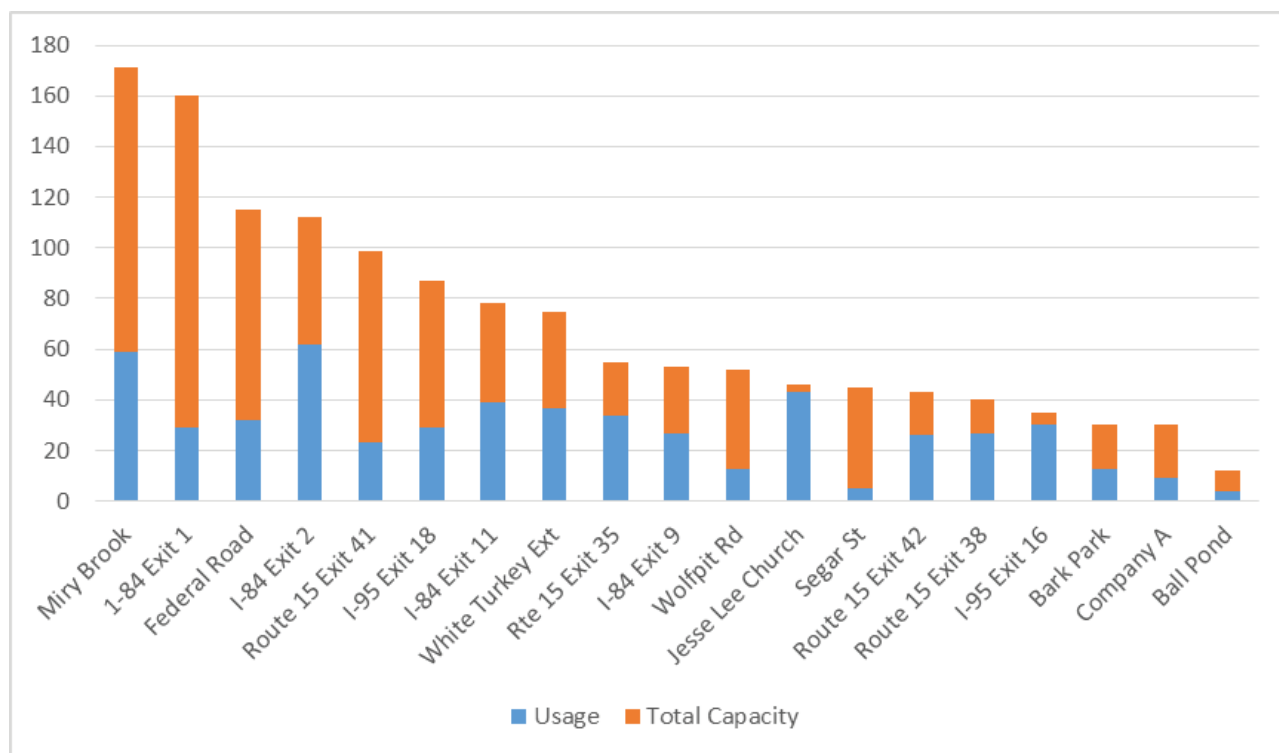
Municipality	Location	Capacity	Open Spaces	Usage Rate	Transit Connections
Danbury	Federal Road	115	83	27.8%	HARTransit Danbury-Brewster Shuttle to Harlem Line; 7, 4, and New Milford LOOP routes
	I-84 at Exit 1	160	131	18.1%	HARTransit Danbury-Brewster Shuttle to Harlem Line; 3 Route
	I-84 at Exit 2	112	50	55.4%	HARTransit Danbury-Brewster Shuttle to Harlem Line; 3 Route
	Miry Brook	171	112	34.5%	HARTransit/NTD 7Link
	Segar Street	45	40	11.1%	HARTransit 6 Route; Mall-Hospital LOOP
New Fairfield	White Turkey Road Ext.	75	38	49.3%	HARTransit Danbury-Brewster Shuttle to Harlem Line
	Ball Pond Firehouse	12	8	33.3%	HARTransit New Fairfield-Southeast Shuttle to Harlem Line
Newtown	Company A Firehouse	30	21	30.0%	HARTransit New Fairfield-Southeast Shuttle to Harlem Line
	I-84 at Exit 9	53	26	50.9%	No transit access
Norwalk	I-84 at Exit 11	78	39	50.0%	No transit access
	I-95 at Exit 16	35	5	85.7%	NTD 8 and 11 Routes
Ridgefield	Route 15 at Exit 38	40	13	67.5%	No transit access
	Bark Park	30	17	43.3%	HARTransit Ridgefield-Katonah Shuttle to Harlem Line
Stamford	Jesse Lee Church	46	3	93.5%	HARTransit Ridgefield-Katonah Shuttle to Harlem Line
	Route 15 at Exit 35	55	21	61.8%	CTTransit 331 Route
Westport	I-95 at Exit 18	87	58	33.3%	No transit access
	Route 15 at Exit 41	99	76	23.2%	No transit access
	Route 15 at Exit 42	43	17	60.4%	No transit access
Wilton	Wolfpit Road	52	39	25.0%	HARTransit/NTD 7Link; NTD 4 Route
<b>Region</b>		<b>1338</b>	<b>797</b>	<b>40.4%</b>	

Only eight of the 18 WestCOG member communities have non-rail commuter lots. The City of Danbury has the greatest concentration of this type of parking, with six lots and a combined capacity for over 600 vehicles.

The majority of non-rail station lots are managed and maintained by CTDOT. Exceptions here are lots in New Fairfield and Ridgefield which were established as parking locations for rail feeder services to the Harlem Line.

There are per space lease agreements with property owners through CTDOT and NYSDOT that allow for parking at the two New Fairfield and Jesse Lee Church lots. The town of Ridgefield also allows free commuter parking for the

## Non-rail Commuter Lot Capacity and Usage





Ridgefield-Katonah shuttle at its multi-use Town Dog Park (Bark Park) facility.

The majority of lot locations have access to public bus routes. Lots located in Newtown and Westport have no connection to fixed route transit.

Amenities are minimal; lots have overhead lighting and little else. None include bicycle parking or racks and signage is often absent. Of the 19 locations, only three have shelters. Access by pedestrians is often difficult; only the Federal Road lot in Danbury, Wolfpit Road in Wilton (adjacent to the Norwalk River Valley Trail) and Jesse Lee Church lots have nearby sidewalks.

A few lots have gravel surfaces. These include the Segar Street lot in Danbury and the Prospect Ridge Road lot (Bark Park) located in Ridgefield. Although these lots were not observed at maximum capacity, the lack of striping and designated parking spots could cause some confusion for commuters.

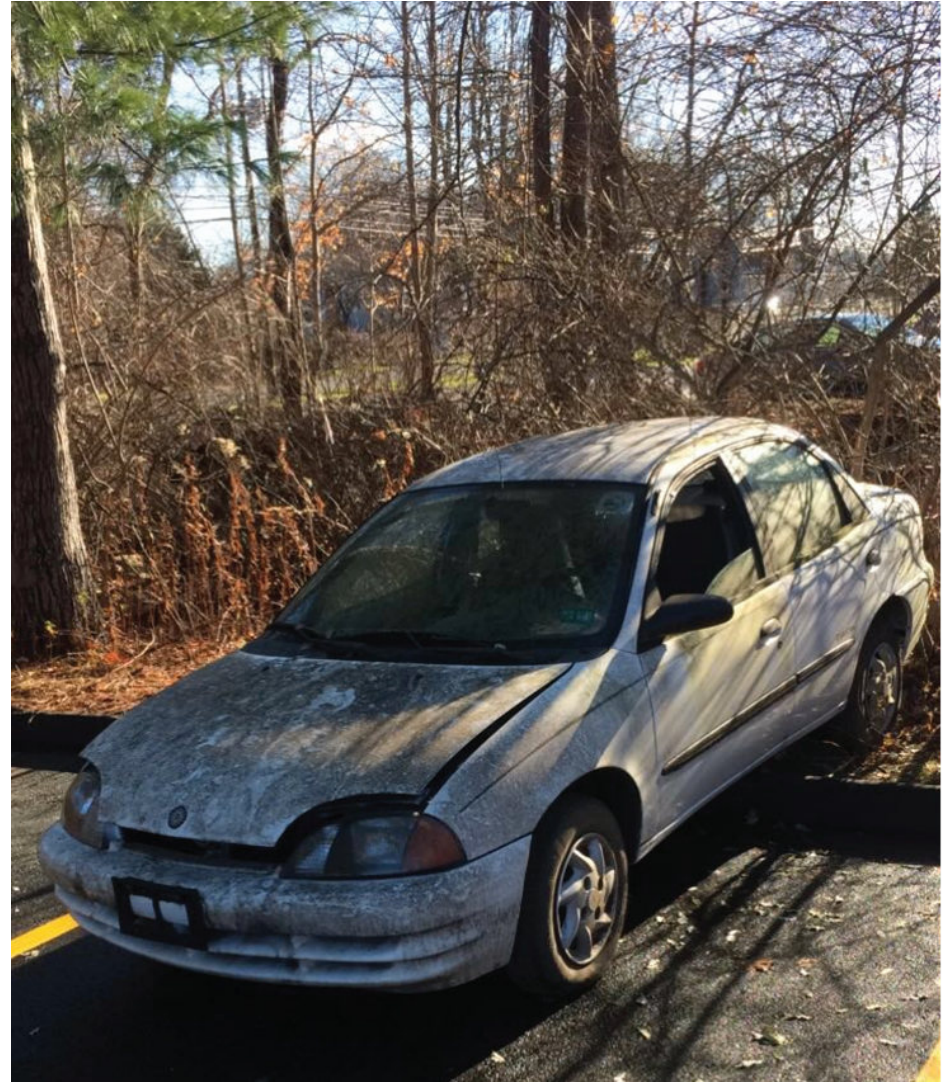
Overall, the most common maintenance issues were the need for restriping of parking spots, cracked or damaged paving, potholes and damaged curbing.

As earlier noted, SWRPA conducted regular analyses of park and ride lots throughout its then eight municipality South Western Region through 2013. These studies described features that needed maintenance upgrades. Some of the deficiencies described by SWRPA in the Norwalk, Stamford, Westport and Wilton lots remain uncorrected and speak to the lack of periodic maintenance over time. Notable items outstanding include:

- Lack of or faded striping
- Poor pavement condition
- Rusted bollards
- Dilapidated remnants of payphone installations

- Damaged or faded signage

Another relevant point regarding necessary maintenance included the presence of household trash items, tires or appliances disposed along the margins of some of the lots. In two cases, abandoned cars were noted.



**\* Note: this abandoned car was observed in the New Fairfield Company A Firehouse parking lot.**

## Rail Station Parking

Municipality	Station Stop	Capacity	Empty Spaces	Usage rate	Other Transit connections
<b>Greenwich</b>	Greenwich	1117	121	89.2%	CTtransit 311, 971 I-Bus; NTD Greenwich Central & Greenwich West Loops
	Cos Cob	611	53	91.3%	None
	Riverside	319	10	96.9%	None
	Old Greenwich	565	53	90.6%	CTtransit 311 & 324
<b>Stamford</b>	Stamford STC	1583	94	94.1%	CTtransit Stamford: Routes 311, 312, 313, 321, 324, 326, 327, 328, 331, 333, 334, 335, 336, 341, 342, 344, 345, 351, 971 I-BUS to Bee-Line and Harlem Line; New Canaan Branch Line; AMTRAK: Acela Express, NE Regional, Vermonter
<b>Darien</b>	Noroton Heights	765	61	92.0%	CTtransit Route 344
	Darien	638	102	84.0%	CTtransit Route 344
<b>Norwalk</b>	Rowayton	330	43	87.0%	None
	South Norwalk	941	140	85.1%	NTD Merritt7/Glover Ave, Norwalk Hospital/Belden Ave, 10/20 Westport Rd and NCC Commuter shuttles, Route 10, Route 11, Route 12; Danbury Branch Line
	East Norwalk	186	40	78.5%	NTD Routes 8 & 11
<b>Westport</b>	Saugatuck	1356	113	91.7%	Westport Transit S1, S2, S3, S4 commuter shuttles, Imperial Avenue commuter lot shuttle (operated by NTD)
	Greens Farms	481	48	90.0%	Westport Transit G1 & G2 shuttles (operated by NTD)
<b>Total New Haven Mainline</b>		<b>8892</b>	<b>878</b>	<b>90.1%</b>	

Municipality	Station Stop	Capacity	Empty Spaces	Usage rate	Other Transit connections
<b>Norwalk</b>	Merritt 7	88	17	78.4%	NTD Merritt 7/Glover Ave Commuter Shuttle & Route 3
<b>Wilton</b>	Wilton	251	12	95.2%	HARTransit 7Link; NTD Route 4
	Cannondale	141	4	97.2%	HARTransit 7Link
<b>Redding</b>	West Redding	82	20	75.6%	None
<b>Ridgefield</b>	Branchville	161	7	95.7%	HARTransit 7Link
<b>Bethel</b>	Bethel	197*	45	77.2%	HARTransit 5 Route
<b>Danbury</b>	Danbury	146	91	37.8%	HARTransit Routes 2, 7 & New Milford LOOP
<b>Total Danbury Branch Line</b>		<b>1066</b>	<b>196</b>	<b>81.6%</b>	

\*Expanded as of 1/2018 by 130 spaces.

Municipality	Station Stop	Capacity	Empty Spaces	Usage rate	Other Transit connections
<b>Stamford</b>	Glenbrook	156	40	74.4%	CTtransit Routes 328 & 334
	Springdale	211	58	72.5%	CTtransit Route 334
<b>New Canaan</b>	Talmadge Hill	366	58	84.2%	None
	New Canaan	570	17	97.0%	None
<b>Total New Canaan Branch Line</b>		<b>1303</b>	<b>173</b>	<b>86.7%</b>	

In general, rail station parking lots are larger, better maintained and more heavily used than non-rail commuter parking locations.

- There are a total of 8892 spaces in parking facilities along the New Haven Mainline, ranging from the Stamford STC which includes a large parking structure and a surface lot that accommodates 1583 vehicles, to parking at the East Norwalk Station, which has a capacity for 186 cars. Based on the sampling, the total usage rate of available parking on the mainline is just over 90%.
- On the New Canaan Branch Line, the four station stops can accommodate 1303 vehicles. The parking facilities at the New

Canaan station stop have the greatest number of spaces (570). The Glenbrook station has the fewest number at 156. The total parking usage rate on the New Canaan Branch is 86.7%.

- The Danbury Branch Line has both the lowest capacity (1066 spaces) and usage rate at 81.6%. The lots in general on the Danbury Branch are smaller and are less utilized than on the other rail lines in the WestCOG region.

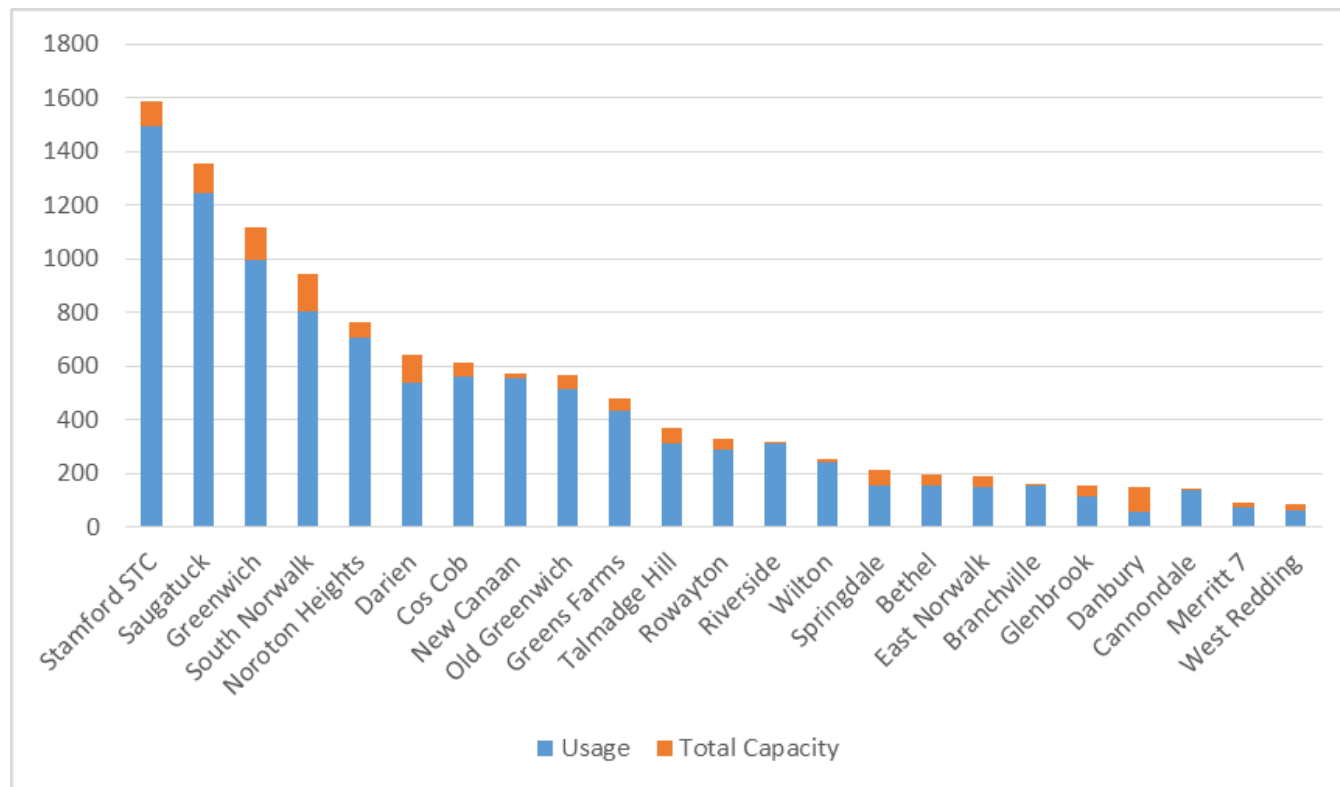
Most Metro North rail station stops have bike racks. Those in the Housatonic Valley Region were unoccupied or lightly used. In contrast, bike racks at Metro North rail stations in the South

Western Region were near or at maximum capacity and occupied by a combination of bicycles, mopeds and scooters. The most used bike racks were observed at the Darien, Greenwich, Norwalk and Stamford New Haven Main Line railroad stations. Bike racks or storage were present only in those lots adjacent to the station buildings.

Rail Station lots throughout the study area included parking spaces and charging ports for electric vehicles. These were generally, but not always, unoccupied.

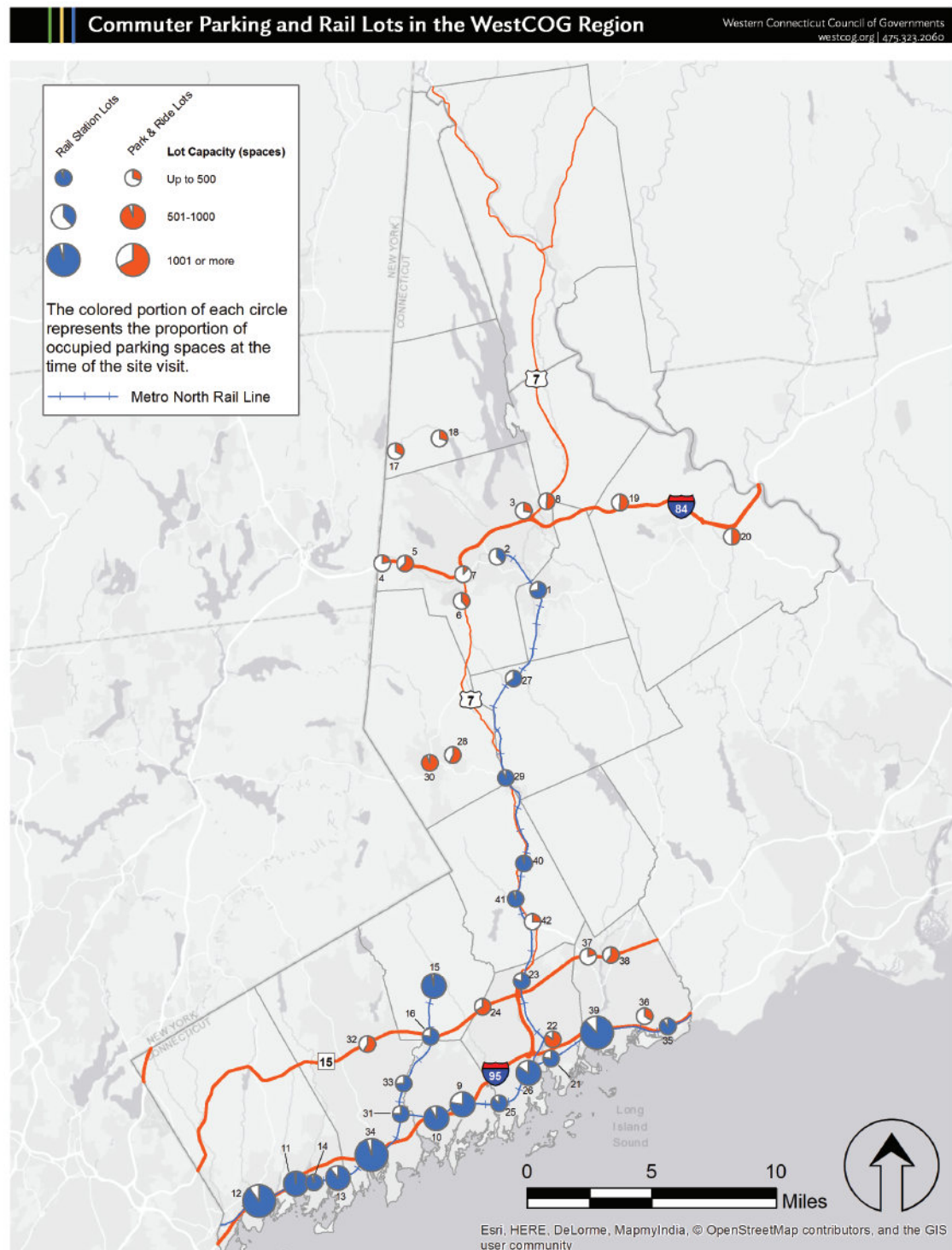
The majority of locations are served by connecting bus or rail transit services. Station stops in Cos Cob, Riverside, Rowayton, West Redding, Talmadge Hill and New Canaan have no connecting service.

### **Rail Station Commuter Lot Capacity and Usage**





Key	Town	Station or Lot Name	Total Lot Capacity	Percent Used
1	Bethel	Bethel Train Station	197	77.16%
2	Danbury	Danbury Train Station	146	37.67%
3		Federal Rd. Park and Ride	115	27.83%
4		I-84 @ Exit 1 Park and Ride	160	18.13%
5		I-84 @ Exit 2 Park and Ride	112	55.36%
6		Miry Brook Park and Ride	171	34.50%
7		I-84 @ Segar St. Park and Ride	45	11.11%
8		White Turkey Rd. Ext. Park and Ride	75	49.33%
9	Darien	Darien Train Station	638	84.01%
10		Noroton Heights Train Station	765	92.03%
11	Greenwich	Cos Cob Train Station	611	91.33%
12		Greenwich Train Station	1117	89.17%
13		Old Greenwich Train Station	571	90.72%
14		Riverside Train Station	319	96.87%
15	New Canaan	New Canaan Train Station	570	97.02%
16		Talmadge Hill Train Station	366	84.15%
17	New Fairfield	Ball Pond Firehouse Park and Ride	12	33.33%
18		Company A Firehouse Park and Ride	30	30.00%
19	Newtown	I-84 @ Exit 9 Park and Ride	53	50.94%
20		I-84 @ Exit 11 Park and Ride	78	50.00%
21	Norwalk	East Norwalk Train Station	186	78.49%
22		I-95 @ Exit 16 Park and Ride	35	85.71%
23		Merritt 7 Train Station	88	78.41%
24		Route 15 @ Exit 38 Park and Ride	40	67.50%
25		Rowayton Train Station	330	86.97%
26		South Norwalk Train Station	941	70.24%
27	Redding	West Redding Train Station	82	75.61%
28	Ridgefield	Bark Park, Park and Ride	30	43.33%
29		Branchville Train Station	161	95.65%
30		Jesse Lee Church Park and Ride	46	93.48%
31	Stamford	Glenbrook Train Station	156	74.36%
32		Route 15 @ Exit 35 Park and Ride	55	61.82%
33		Springdale Train Station	211	72.51%
34		Stamford Transportation Center	1583	94.00%
35	Westport	Greens Farms Train Station	481	90.02%
36		I-95 @ Exit 18 Park and Ride	87	33.33%
37		Route 15 @ Route 33 Park and Ride	99	23.23%
38		Route 15 @ Exit 42 Park and Ride	43	60.47%
39		Saugatuck Train Station	1356	91.67%
40	Wilton	Cannondale Train Station	141	97.16%
41		Wilton Train Station	251	95.22%
42		Wolfpit Road Park and Ride	52	25.00%



Parking fees and management vary considerably among the 23 rail station parking locations, sometimes even within the same municipality. Arrangements include CTDOT managed operations to single or multiple municipal departments with shared responsibilities.

Parking fees are likewise not standardized:

- Locations at Cannondale, Merritt 7 and Wilton have no fees.
- Daily parking fees range from \$3 - \$12, where such spaces are provided, with \$5 being most common.
- Monthly permit parking is offered at station stops in the communities of Darien, Norwalk and Stamford. Fees range between \$45 and \$90.
- Annual permits may be purchased to park at 12 locations. These range between \$250 and \$655 per year.

## **New Haven Mainline Station Parking Fees and Management**

Municipality	Station Stop	Parking fees	Permits issued	Permit wait list	Management
<b>Greenwich</b>	Greenwich	\$5/day, \$655/yr	851	1355 people/4 yrs	Greenwich Department of Parking Services
	Cos Cob	\$5/day, \$415/yr	835	1.5 yrs	
	Riverside	\$5/day, \$415/yr	450	1.5 yrs	
	Old Greenwich	\$5/day, \$415/yr	642	3 yrs	
<b>Stamford</b>	Stamford STC	\$3/day, \$70/mth	1462	180 people /1 yr	CTDOT
<b>Darien</b>	Noroton Heights	\$4/day, \$65/mth, \$400/yr	868	7.5 yrs	Darien Parking Authority, Public Works and Planning and Zoning
	Darien	\$4/day, \$65/mth, \$400/yr	735	6 yrs	
<b>Norwalk</b>	Rowayton	\$7/day, \$70/mth	475	135 people/3-4 yrs	Rowayton 6 <sup>th</sup> Taxing District, CTDOT
	South Norwalk	\$12/day, \$30/mth	750	2 yrs	Norwalk Parking Authority
	East Norwalk	\$68/mth**	202	136 people	
<b>Westport</b>	Saugatuck	\$5/day, \$325/yr	4165*	2 yrs	Westport First Selectman's Office and Police Department
	Greens Farms	\$5/day, \$325/yr	4165*	2 yrs	

\* All permit holders may park at either station stop. \*\* No daily parking weekdays

## **Danbury Branch Line Station Parking Fees and Management**

Municipality	Station Stop	Parking Fees	Permits Issued	Permit wait list	Management
<b>Norwalk</b>	Merritt 7	None	N/A	N/A	CTDOT
<b>Wilton</b>	Wilton	None	N/A	N/A	CTDOT
	Cannondale	None	N/A	N/A	CTDOT
<b>Redding</b>	West Redding	\$5/Day, \$250/yr	85	None	Redding First Selectman's office, Police and Public Works
<b>Ridgefield</b>	Branchville	\$5/Day, \$250/yr	140	None	Ridgefield Parking Authority, Public Works, Police
<b>Bethel</b>	Bethel	\$0.25/hr, \$250yr*	250	50 people	Bethel Public Works
<b>Danbury</b>	Danbury	\$9/day, \$250/yr	139	None	Danbury Parking Authority, Public Works

\* Parking free as of 1/18 until new ticketing system in place.

## **New Canaan Branch Line Station Parking Fees and Management**

Municipality	Station Stop	Parking Fees	Permits Issued	Permit wait list	Management
<b>Stamford</b>	Glenbrook	\$3/day, \$45/mth resident,	62	No official estimate	Stamford Department of Traffic, Transportation and Parking
	Springdale	\$90/ mth non-resident	163		
<b>New Canaan</b>	Talmadge Hill	\$5/day, \$465/yr	427	226 people/1.5 yrs	New Canaan Parking Bureau
	New Canaan		770	627 people/7 yrs	



Where permits are issued, wait lists vary. Documentation of wait lists is not presented consistently between communities. Lists may be expressed in terms of numbers of individuals and/or by duration in months or years.

The mainline, where parking is in high demand, has the longest permit wait list times. The length of wait times for permit availability range between one year at the Stamford STC to 7.5 Years in Darien. The New Canaan Branch Line also has significant waitlist for permits with waits as long as seven years for parking near the New Canaan station. There are minimal or no waiting lists on station stops on the Danbury Branch line.

Most of the station buildings adjacent to Metro North rail station park and ride lots provide amenities such as coffee shops or bakeries, air conditioned or heated waiting areas and bathrooms. The Rail Station lots and facilities were generally well maintained, with a few buildings having housekeeping issues or needing minor repairs.

A significant exception, however, is the surface lot near the Stamford STC. This state-operated lot is in poor condition with rusted bollards, debris and poor pavement condition.

