Metro North New Haven Line Parking Analysis

Completed for:

WestCOG

July 8, 2019

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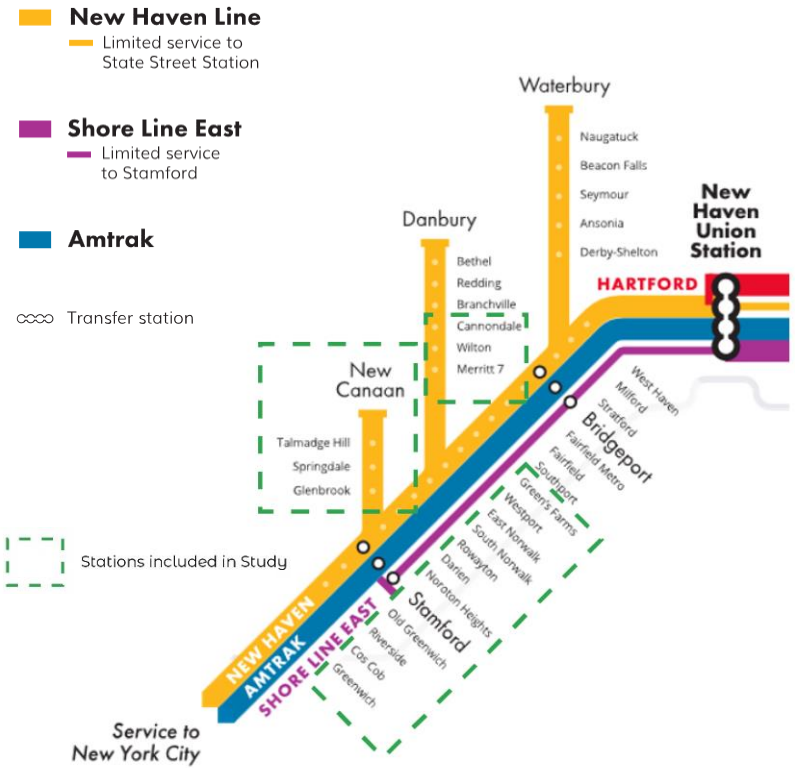
Introduction

- AECOM was engaged by WestCOG to better understand the market for parking at each of the commuter parking lots along the New Haven Line of Metro-North Railroad.
- The study includes 19 stations across seven WestCOG communities, and analyzes relationships between local demographics and employment, parking capacity, train station ridership, and parking permit pricing to determine what factors are most likely driving demand for parking associated with transit.
- Need for the study has been driven by perceptions that available transit parking lots are full, with long wait lists for permitted spaces which suggest that parking demand vastly exceeds the available supply at most transit parking lots along Metro-North's New Haven Line.

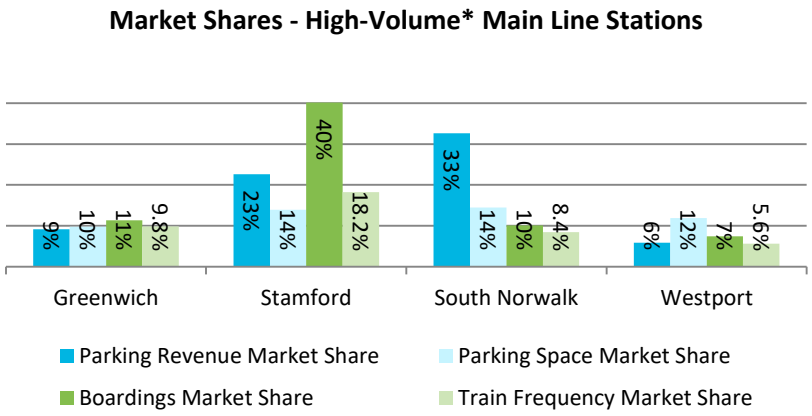


Key Findings

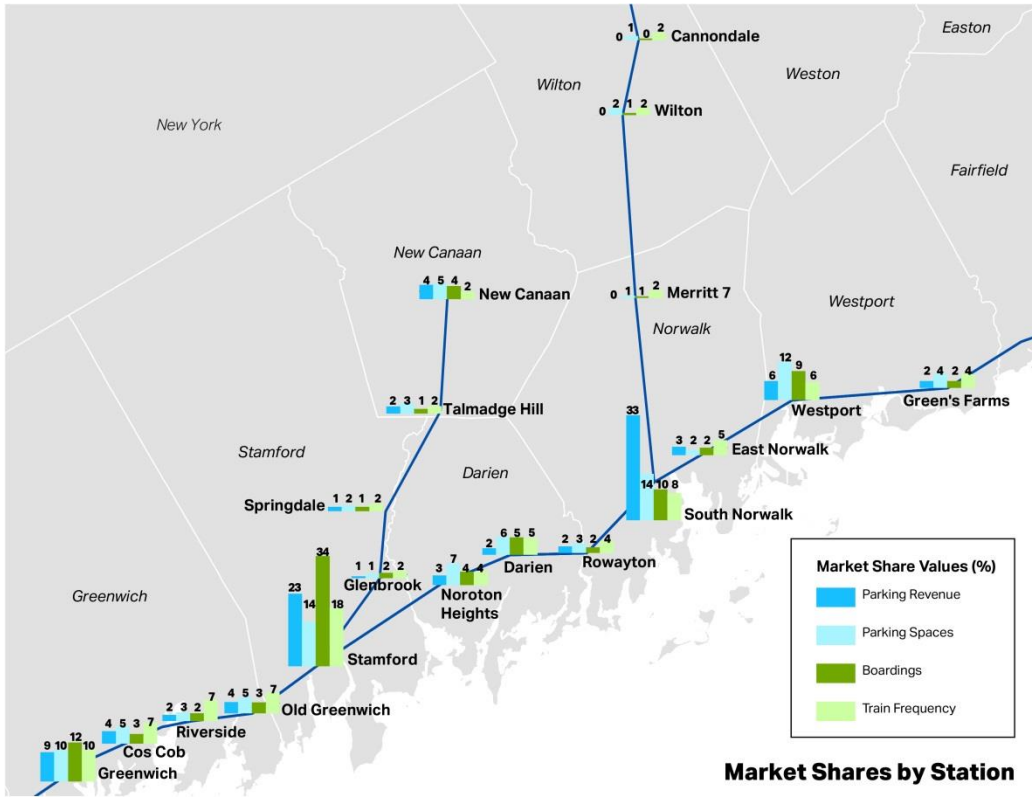
- Study Area train stations have experienced ridership growth since 2000 at rates faster than underlying community job and population growth, pointing to accelerating mode shift from car to transit since 2000 as an underlying driver of transit demand (and parking). In context with growth in demand, the number of corridor parking spaces available for transit use has not materially increased since 2003.
- In response to increased parking demand, parking fees have increased since 2003 at rates well above inflation (3% to 5% annually). Importantly, while communities that have pursued more aggressive growth in parking fees have seen slower growth ridership, all main line stations have still seen ridership increases in spite of aggressive parking rate increases. For example, East Norwalk has increased transit parking rates at the fastest pace of all stations (6.5% annual growth), and has correspondingly seen the slowest pace of growth in boardings; however, this community has not lost ridership.
- Metro North riders appear to place greater value on their time than their money (they would rather pay to park and access express trains into Manhattan from Stamford, than use free parking at branch line stations). This disconnect argues for the need to re-balance current relationships between parking operations (supply, rates, etc.) and rail operations (number of express trains) along the corridor.
- Stamford stands out among study area stations in being over-used and under-parked.
- While the analysis reinforces a direct relationship between parking rates and station travel time into Manhattan, Stamford is a clear outlier, suggesting that parking rates should be increased at this station. For perspective, South Norwalk, East Norwalk, and New Canaan offer higher parking rates in context with slower travel times into Manhattan.
- New Canaan stands out as a branch station with low train frequency but a significant market share of ridership, parking, and parking revenue. This may be due to the station's location at the end of the branch.

Key Findings

- Market share relationship by station comparing boardings, parking revenue, parking spaces, and train frequency;
- **Merritt 7 and New Canaan have similar train frequencies, but different boarding levels and parking revenues.**



*High-volume stations are defined as stations with >2000 boardings per day



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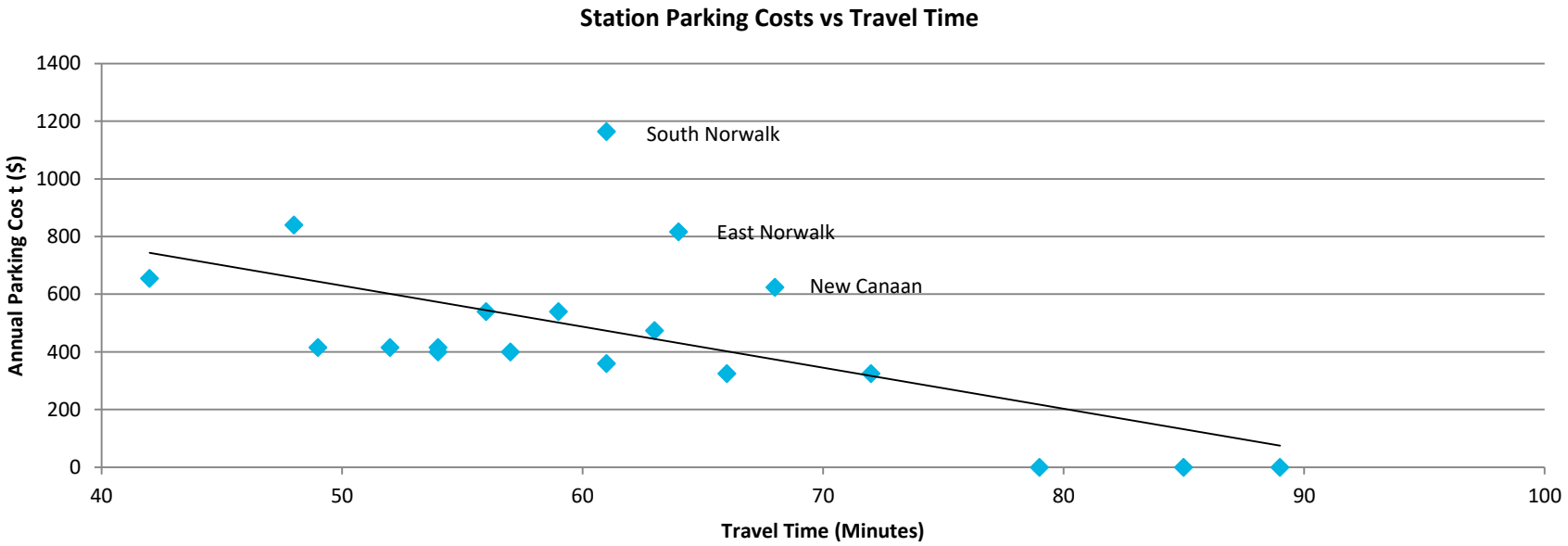
Key Findings



Relationship between annual parking rates and number of peak period trains;

While Greenwich has similar peak-period train volumes to South Norwalk, annual parking rates are very different.

Community-Level Demographic Analysis

Methodology & Data Sources

ESRI Business Analyst
- Collect demographic data for each towns and station area
- Data includes 2000 and 2018 population, 2018 per capita income, 2018 median age, and 2018 age distribution profiles

Census On The Map
- Collect employment data for each town and station area
- Data includes 2002-2015 employment data for workers who live in each town and workers who work in each town, as well as data on where workers commute for work

Bureau of Labor Statistics (BLS)
- Collect employment data for each town
- Data includes 2000-2017 employment labor force and unemployment rates

CoStar
- Collect property data for each town and station area
- Data includes office, retail, and multifamily current and historic rental rates and vacancy rates

Census Transportation Planning Products
- Used to collect mode share data for each town
- Data includes modes of transportation for all workers in each town for the years 2010 and 2016

Bureau of Transportation Statistics (BTS)
- Used to collect mode share data for each town in the study
- Data includes modes of transportation for all workers in each town for the year 2000

CAGR = Compound Annual Growth Rate

Community Demographic Comparison

- Norwalk and Stamford are the main work destinations in the study area outside of New York City, and are characterized by high populations, lower median age and lower income than nearby cities.
- Norwalk, Stamford, and Wilton have passed their pre-recession peak employment levels. While this speaks to Stamford's and Norwalk's stability as employment centers, Wilton's resurgence is attributable to its low 2000 employment levels.

	Greenwich	Stamford	Darien	Norwalk	Westport	New Canaan	Wilton
2018 Population	63,228	135,232	21,901	91,395	27,469	20,005	18,663
2017 Employment*	28,020	67,991	8,403	49,055	12,338	8,166	8,272
Pre-Recession Employment Peak*	29,520	64,298	8,943	46,721	12,397	8,726	8,085
Year Surpassed Pre-Recession Peak	N/A	2014	N/A	2014	N/A	N/A	2015
Top Commuting Destination	New York City, NY	Stamford, CT	New York City, NY	Norwalk, CT	New York City, NY	New York City, NY	New York City, NY
2018 Per Capita Income	$81,182	$49,199	$89,409	$44,078	$89,453	$93,477	$87,422
Median Resident Age	44.6	38.3	40.4	39.4	47.0	45.5	45.4

*Employment measured as number of employed residents living in each town.

Source: ESRI Business Analyst, Census On The Map, BLS

Community Parking Supply Comparison

- Norwalk and Stamford have a **60%** share of study area population and a **64%** share of employment.
- Each of these cities has a far higher share of workers travelling outbound than share of parking spaces. This is especially notable in Stamford, where the share of parking spaces (**17%**) is about half of the share of outbound workers (**31%**).

	Greenwich	Stamford	Darien	Norwalk	Westport	New Canaan	Wilton
Share of Total 7-Town Population (2018)	16.7%	35.8%	5.8%	24.2%	7.3%	5.3%	4.9%
Share of Total 7-Town Employment* (2017)	15.4%	37.3%	4.6%	26.9%	6.8%	4.5%	4.5%
Share of Total Parking Spaces (2019)	22.9%	17.1%	12.3%	20.0%	16.2%	8.2%	3.4%
Total Parking Spaces (2019)	2,618	1,950	1,403	2,286	1,847	938	392
Workers Commuting Out (2015)	17,743	33,438	6,080	30,278	7,460	6,592	7,311
Workers Commuting In (2015)	28,588	50,551	6,661	31,779	14,417	5,955	12,310
Workers Who Live & Work in Town (2015)	3,783	20,631	877	10,430	1,422	67	152
Share of Outbound Workers (2015)	16%	31%	6%	28%	7%	6%	7%

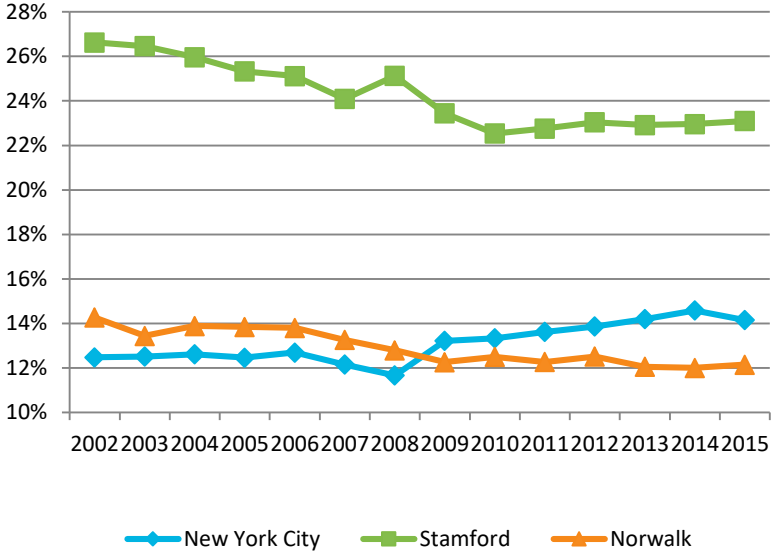
*Employment measured as number of employed residents living within each town.

Source: ESRI Business Analyst, Census On The Map, BLS

Work Destinations

- NYC's share of employment for workers in the study area has increased since the recession.
- New York City has surpassed Norwalk as the second largest employment destination for residents in the study area.

Where Employed Residents in Study Area Work



City/ Town	2015 Total Number of Study Area Residents Working in City	2015 Share of Total Work Destinations
Stamford, CT	33,785	23.1%
New York City, NY	20,692	14.1%
Norwalk, CT	17,758	12.1%
Greenwich, CT	9,268	6.3%

Source: Census On The Map

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Pricing


9253
NO Parking
2AM-6AM
SOUND UP!
IT'S HOCKEY TIME!
RESERVE
PERMIT
REQUIRED
UNAUTHORIZED
VEHICLES
TOWED AT
OWNER'S EXPENSE
149·ZGJ
616·ZES
PERMIT
ONLY
PERMIT
ONLY

Private Parking Rate Comparison

- Monthly transit parking rates in Greenwich and Stamford are less than half of the rates at nearby private parking lots.
- In a high-employment city such as Stamford, low public rates may incentivize local office workers to park in commuter lots rather than the private office lots.

Station	Public Lot Equivalent Monthly Permit Cost*	Public Lot Daily Fee	Private Lot Monthly Fee	Private Lot Daily Fee	Private Lot Hourly Fee
Greenwich	$109*	$5	$250	$50	$5
Stamford	$70	$10	$100-145	$12-24	$3-5

* Annual parking permit rate divided by 12

Pricing Trends

	Station	2019 Capacity	2019 Annual Permit Price	2019 Monthly Permit Price	Annual Change in Permit Pricing Since 2003	Total Annual Cost	Operator
Main Line	Greenwich	1117	$655	N/A	4.0%	$655	Greenwich
	Cos Cob	611	$415	N/A	4.7%	$415	Greenwich
	Riverside	319	$415	N/A	4.7%	$415	Greenwich
	Old Greenwich	571	$415	N/A	4.7%	$415	Greenwich
	Stamford	1583	$/A	$70	0.5%	$840	CTDOT
	Noroton Heights	765	$400	$65	3.4%	$400	Darien
	Darien	638	$400	$65	3.4%	$400	Darien
	Rowayton	330	N/A	$30	1.7%	$360	Rowayton
	South Norwalk	1647	N/A	$97	3.7%	$1,164	Norwalk
	East Norwalk	186	N/A	$68	7.9%	$816	Norwalk
	Westport	1430	$325	N/A	3.9%	$325	Westport
	Green's Farms	516	$325	N/A	3.9%	$325	Westport
New Canaan	Glenbrook	156	N/A	$45*	0.4%	$540	Stamford
	Springdale	211	N/A	$45*	0.4%	$540	Stamford
	Talmadge Hill	368	$474	N/A	2.4%	$474	New Canaan
	New Canaan	570	$624	N/A	4.2%	$624	New Canaan
Danbury	Merritt 7	88	$0	$0	N/A	$0	CTDOT
	Wilton	251	$0	$0	N/A	$0	CTDOT
	Cannondale	141	$0	$0	N/A	$0	CTDOT

* $45 for residents, $90 for non-residents

**Rowayton switched from annual parking permits to monthly parking permits between 2003 and 2019

- Stamford, despite being the most constrained station in terms of parking, has had the lowest increase in parking rates since 2003 at both its city-and state-operated stations.
- On an annual basis, Stamford's permit parking rate is still the second-highest in the study area.

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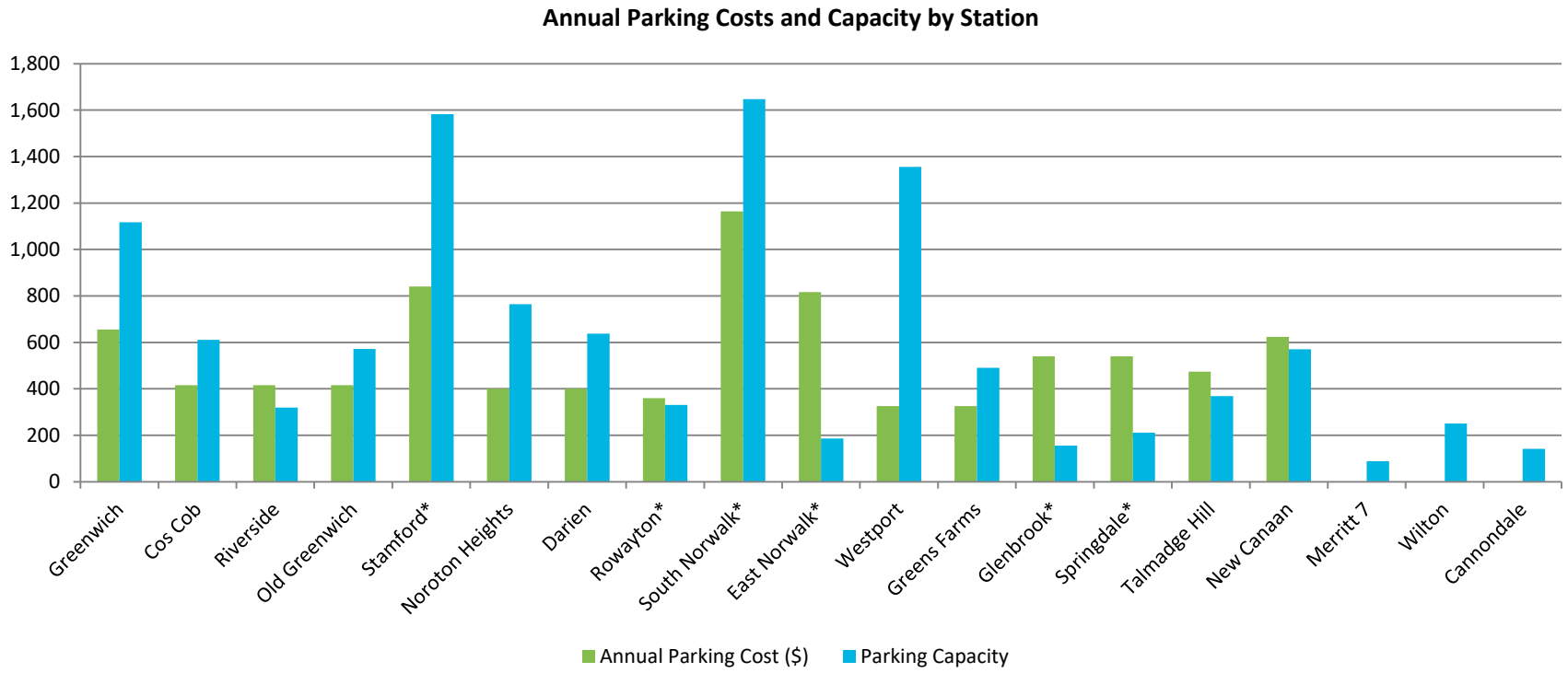
Pricing Trends



*No annual permit exists – monthly parking was converted to an annual cost by multiplying by 12.

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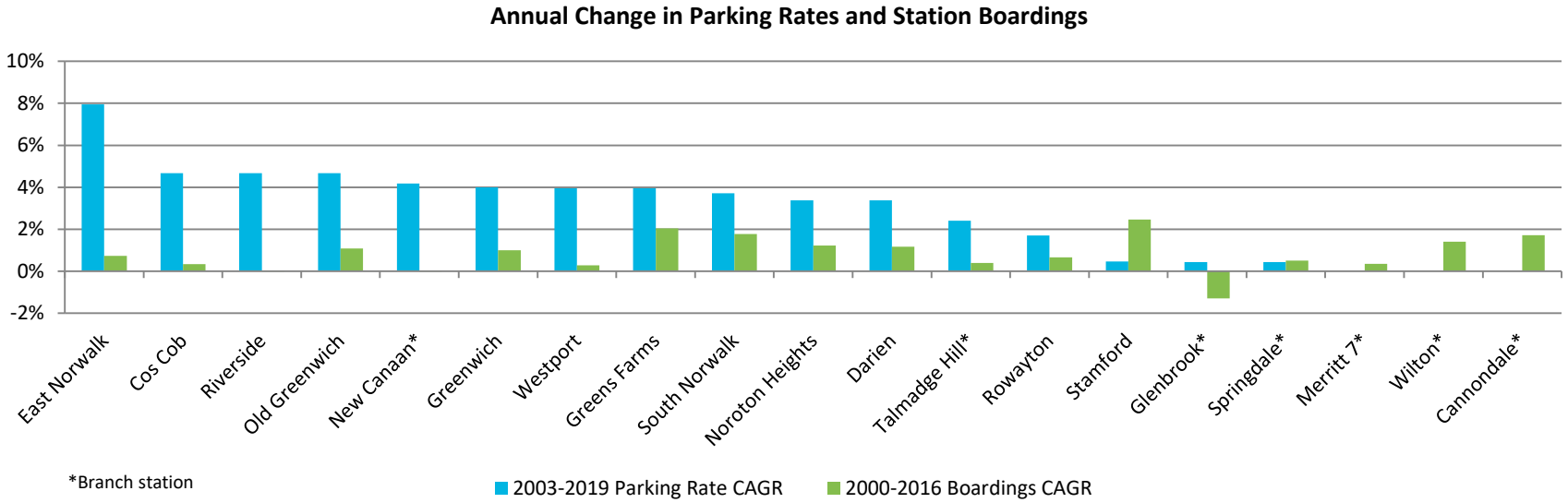
Pricing and Ridership

- With the exception of Stamford, all main line stations have significantly increased parking rates without decreasing their number of boardings.
- However, stations with the highest increases in parking rates have seen a slower growth in boardings than other stations.



CAGR = Compound Annual Growth rate

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Pricing and Wait List Trends

	Station	Capacity	Annual Change in Permit Pricing Since 2003	Wait List Time	# People on Wait List	Wait Lists Updated Annually?
Main Line	Greenwich	1117	4.0%	4 Years	1355	
	Cos Cob	611	4.7%	1.5 Years	no data	
	Riverside	319	4.7%	1.5 Years	no data	
	Old Greenwich	571	4.7%	3 Years	no data	
	Stamford	1583	0.5%	1 Year	180	
	Noroton Heights	765	3.4%	7.5 Years	no data	Yes
	Darien	638	3.4%	6 Years	no data	Yes
	Rowayton	330	1.7%	4 Years	135	
	South Norwalk	1647	3.7%	2 Years	no data	
	East Norwalk	186	7.9%	no data	136	
	Westport	1430	3.9%	2 Years	no data	Yes
	Green's Farms	516	3.9%	2 Years	no data	Yes
New Canaan	Glenbrook	156	0.4%	no data	no data	No
	Springdale	211	0.4%	no data	no data	No
	Talmadge Hill	368	2.4%	N/A	N/A	N/A
	New Canaan	570	4.2%	7 Years	627	No
Danbury	Merritt 7	88	N/A	N/A	N/A	
	Wilton	251	N/A	N/A	N/A	N/A
	Cannondale	141	N/A	N/A	N/A	N/A

- Wait list times can be impacted by both permit pricing and the requirement for residents to annually renew their wait list status.
- While East Norwalk has had the highest increase in pricing, data is not available on wait list times.
- Noroton Heights and New Canaan have significant wait lists times, which may be due to a lack of updated wait lists rather than high demand.

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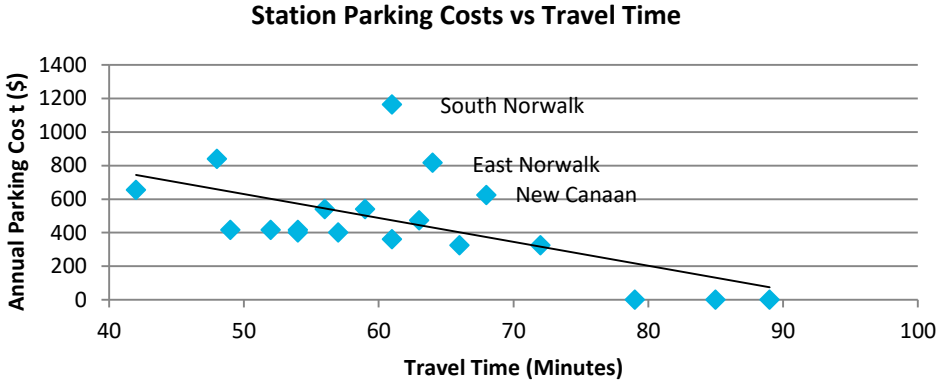
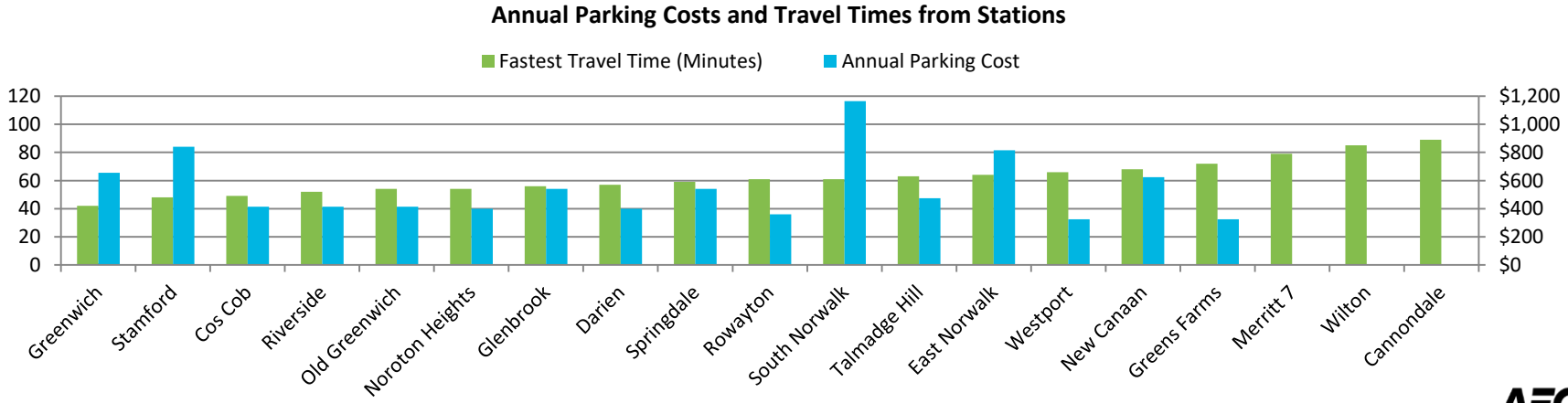
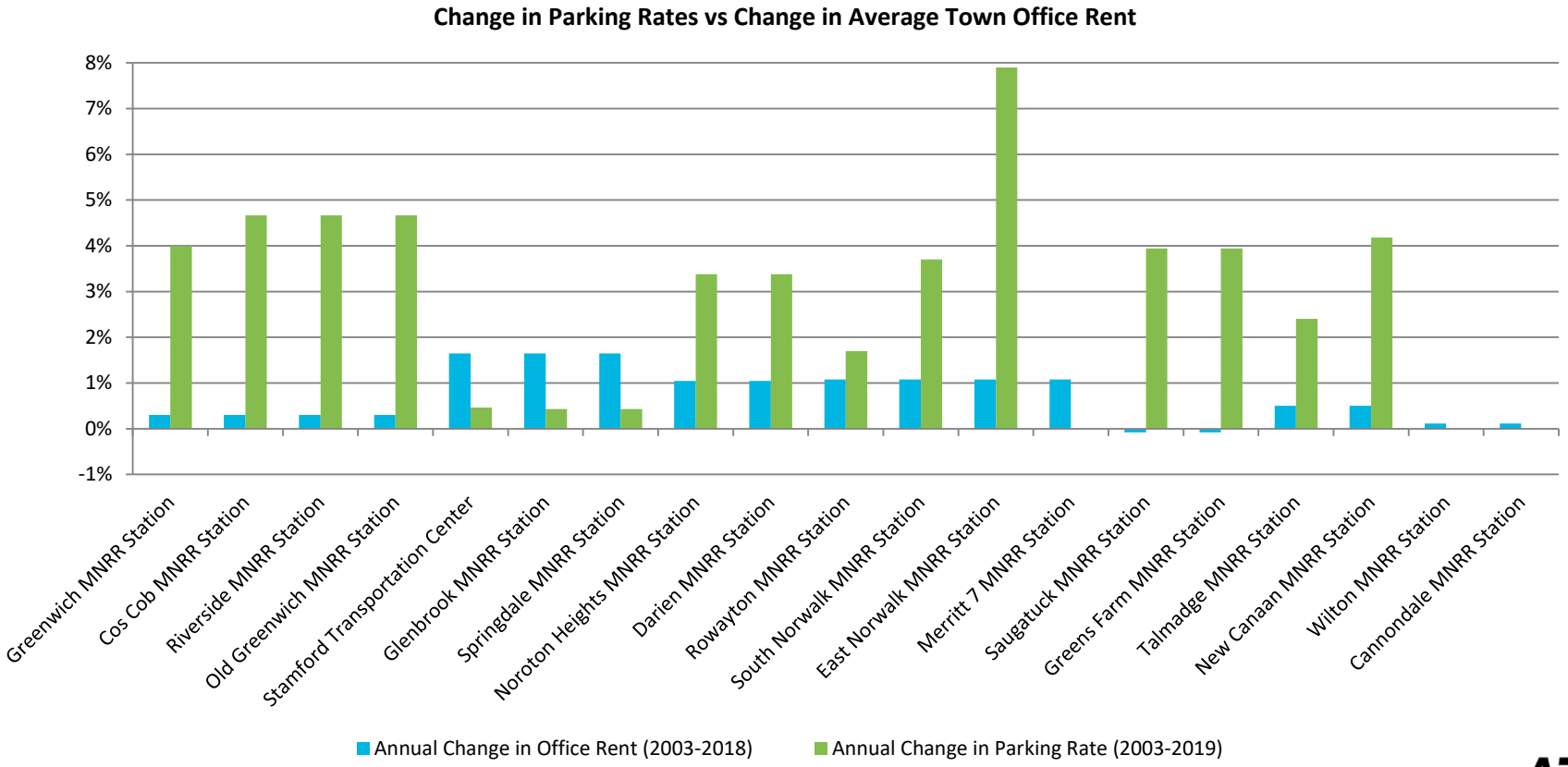
Pricing and Travel Time

- As expected, there is generally an inverse relationship between the annual cost commuters pay to park at a station and the travel time to NYC from that station.
- However, New Canaan, South Norwalk, and East Norwalk stand out as stations with some of the highest parking fees despite the above-average travel times.





Pricing and Property Rent Values



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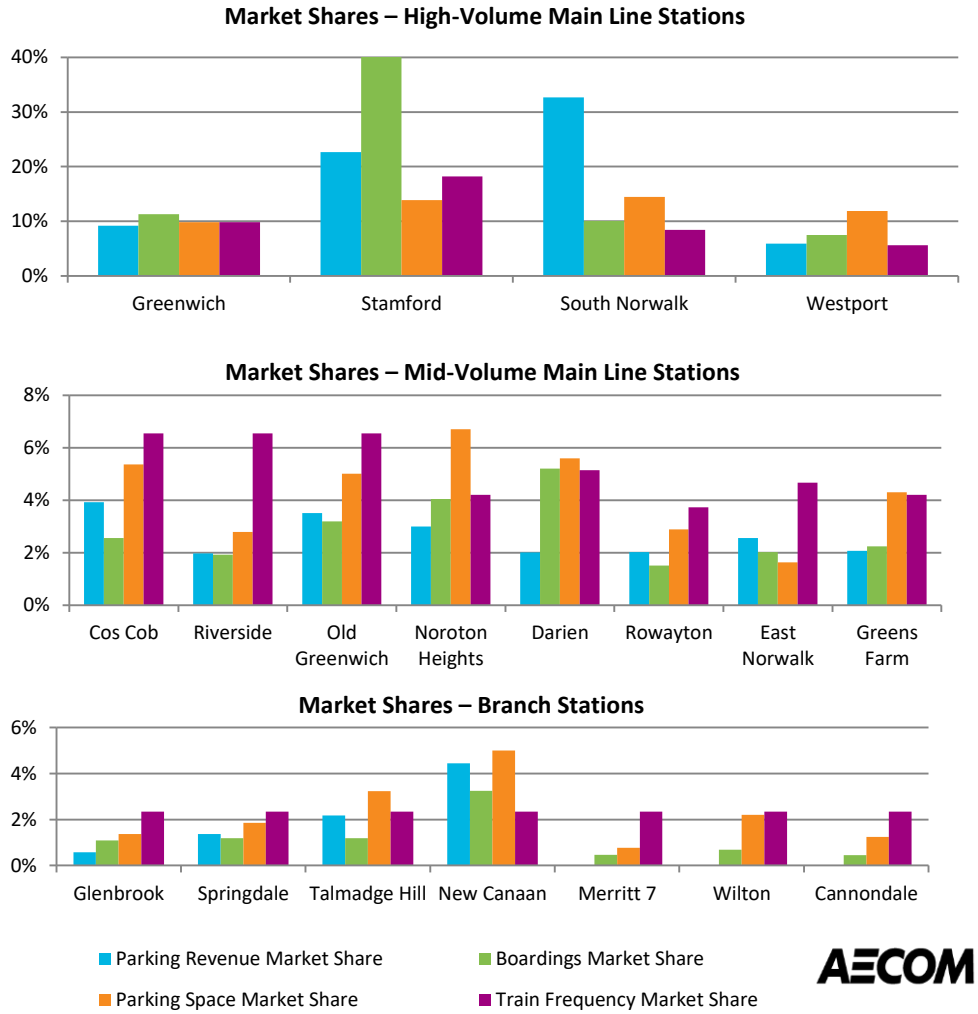
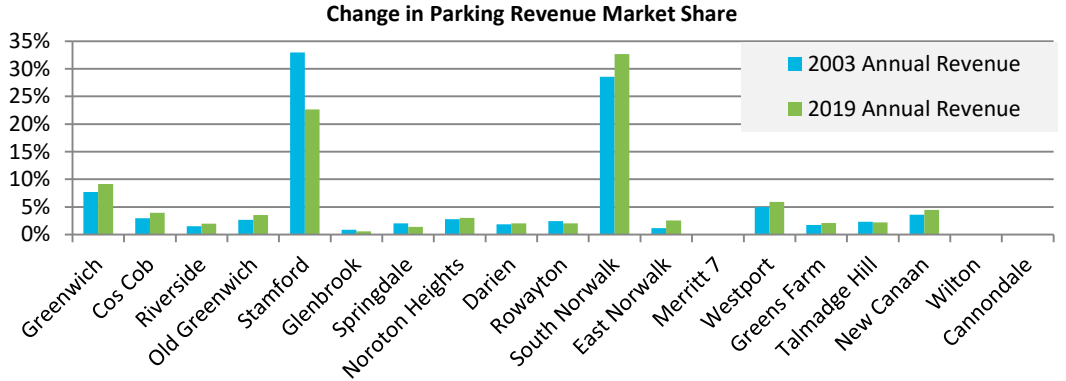
Revenue and Ridership Market Share

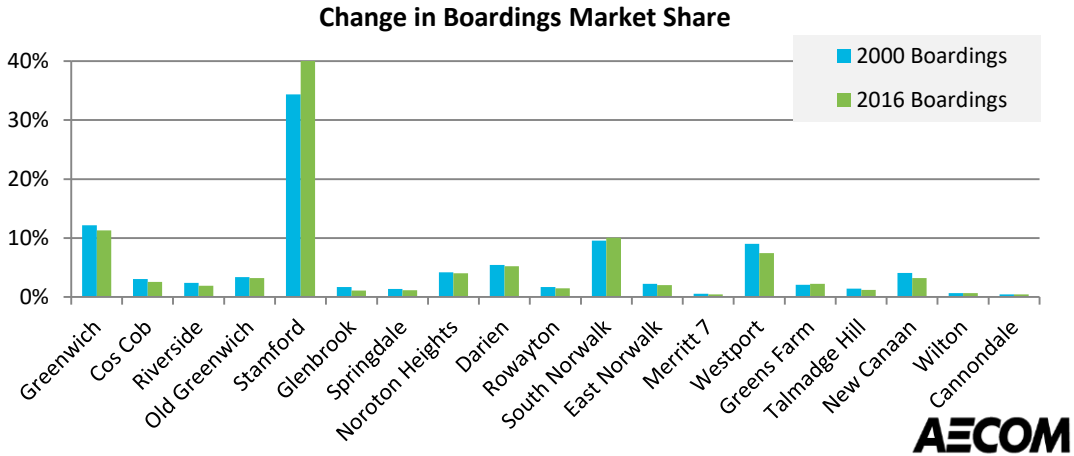
- Annual station revenues were calculated by multiplying the annual parking permit rate by the number of permit parking spaces at the station. If the station only offers monthly permits, monthly revenues were multiplied by 12.
- Although Stamford's annual parking permit cost is high compared to neighboring towns, its annual share of parking revenue compared to its share in daily boardings shows a clear imbalance between pricing and demand. This trend may be partially due to the walkability and transit-oriented nature of downtown Stamford, but more information on mode of transportation to stations would be needed to verify this. Norwalk shows the opposite trend with a far higher share of revenue than share of boardings.
- Most mid-volume stations have a lower market share of parking revenue than market share of parking.
- East and South Norwalk are the only stations that have achieved a higher market share of parking revenue than of parking spaces, while Greenwich has a balanced share of the market across all four metrics.
- Greenwich, Stamford, and East Norwalk are the only stations that have a higher market share of boardings than of parking spaces.



Changes in Market Share

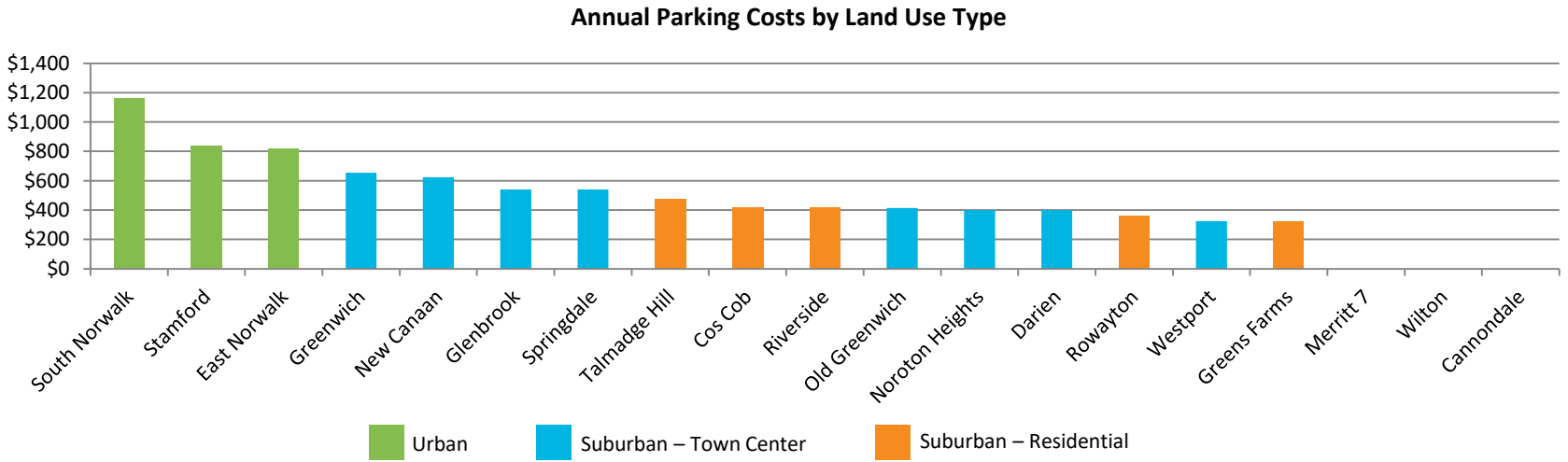
- Despite high permit parking price increases, Norwalk has still seen a slight increase in market share of boardings since 2000.





Annual Parking Costs

- Urban areas have the highest annual parking rates, followed by suburban town centers and residential areas



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Ridership

2000-2016 Ridership Trends by Station

- Glenbrook is the only WestCOG station that has seen a decline in ridership since 2000. Glenbrook is located on the New Canaan branch and is the nearest stop to Stamford.
  - With about 40 stops in Stamford during peak period, and only 5 stops in Glenbrook, it is likely that passengers are driving into Stamford to board the inbound train.
- At 2.5%, Stamford has had the highest annual growth in ridership, followed by Green's Farms and South Norwalk.

	Station Name	2000 Daily Boardings	2016 Daily Boardings	2000-2016 Annual Change in Daily Boardings	Peak Period Frequency (Number of Trains)
Main Line	Greenwich	3,526	4,131	1.0%	21
	Cos Cob	886	934	0.3%	14
	Riverside	704	702	0.0%	14
	Old Greenwich	984	1168	1.1%	14
	Stamford	9,940	14,655	2.5%	39
	Noroton Heights	1,217	1,479	1.2%	9
	Darien	1,583	1,903	1.2%	11
	Rowayton	497	552	0.7%	8
	South Norwalk	2,774	3,673	1.8%	18
	East Norwalk	657	738	0.7%	10
	Westport	2,605	2,723	0.3%	12
	Green's Farms	596	822	2.0%	9
New Canaan	Glenbrook	490	397	-1.3%	5
	Springdale	399	432	0.5%	5
	Talmadge Hill	409	435	0.4%	5
	New Canaan	1,190	1,186	0.0%	5
Danbury	Merritt 7	159	168	0.3%	5
	Wilton	201	251	1.4%	5
	Cannondale	125	164	1.7%	5
	Total	**28,942**	**36,513**	**1.5%**	

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2000-2016 Share of NYC-Bound Boardings by Station

- NYC-bound boardings make up at least 90% of most stations.
- Stations in Stamford, Norwalk, Greenwich and Darien are exceptions, with a larger than average share of reverse commutes.
- Most stations have seen a decrease in NYC-bound boardings since 2000.

	Town	Station Name	2000 % NYC-Bound Boardings	2016 % NYC-Bound Boardings	2010-2016 Change in Share of NYC-Bound Boardings
Main Line	Greenwich	Greenwich	88%	82%	-6%
	Greenwich	Cos Cob	96%	94%	-2%
	Greenwich	Riverside	98%	97%	-1%
	Greenwich	Old Greenwich	97%	93%	-3%
	Stamford	Stamford	61%	62%	1%
	Darien	Noroton Heights	96%	95%	-1%
	Darien	Darien	94%	89%	-5%
	Norwalk	Rowayton	98%	95%	-3%
	Norwalk	South Norwalk	70%	67%	-3%
	Norwalk	East Norwalk	84%	78%	-6%
	Westport	Westport	92%	94%	2%
	Westport	Green's Farms	96%	98%	2%
New Canaan	Stamford	Glenbrook	99%	95%	-4%
	Stamford	Springdale	98%	99%	1%
	New Canaan	Talmadge Hill	100%	100%	0%
	New Canaan	New Canaan	100%	100%	0%
Danbury	Norwalk	Merritt 7	59%	77%	18%
	Wilton	Wilton	99%	98%	0%
	Wilton	Cannondale	98%	100%	2%

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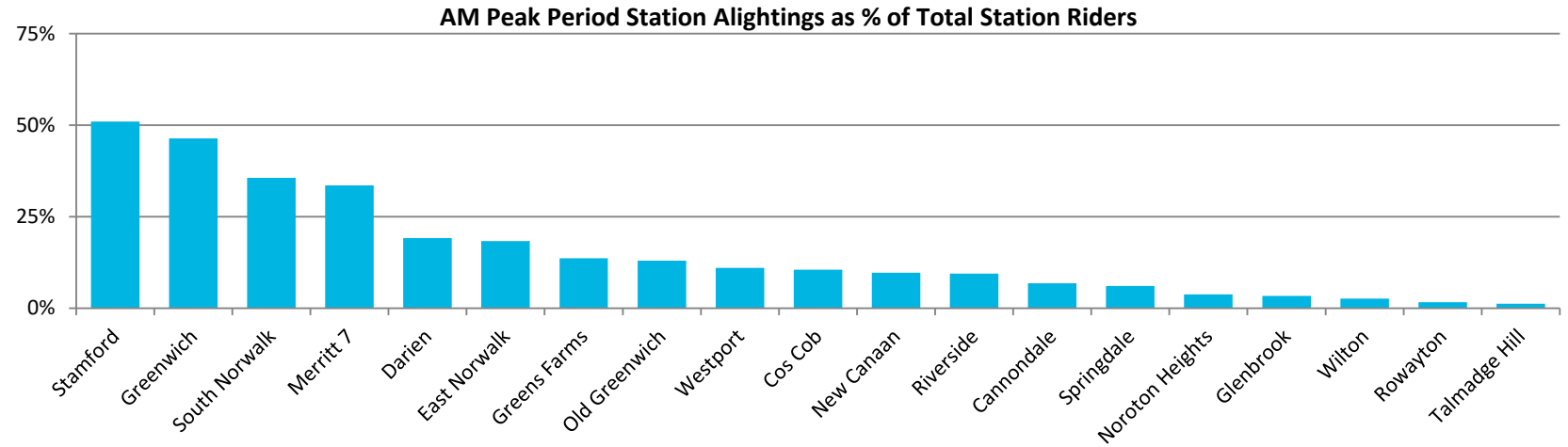
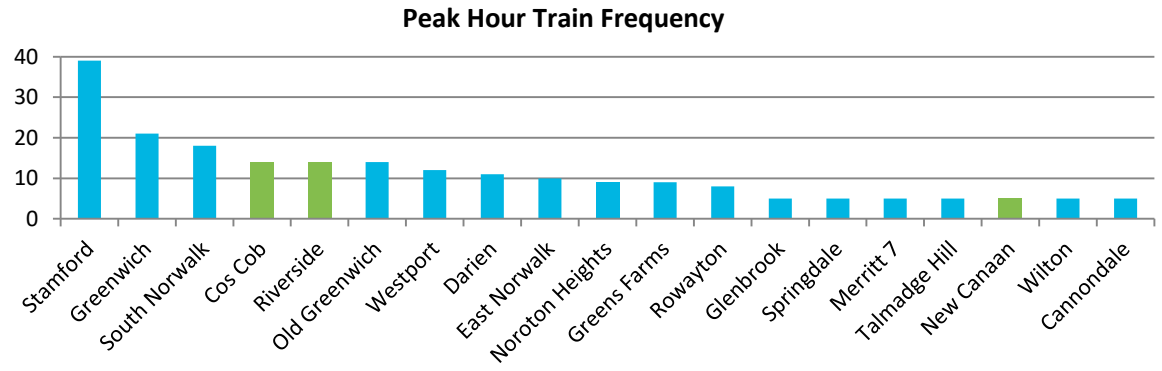
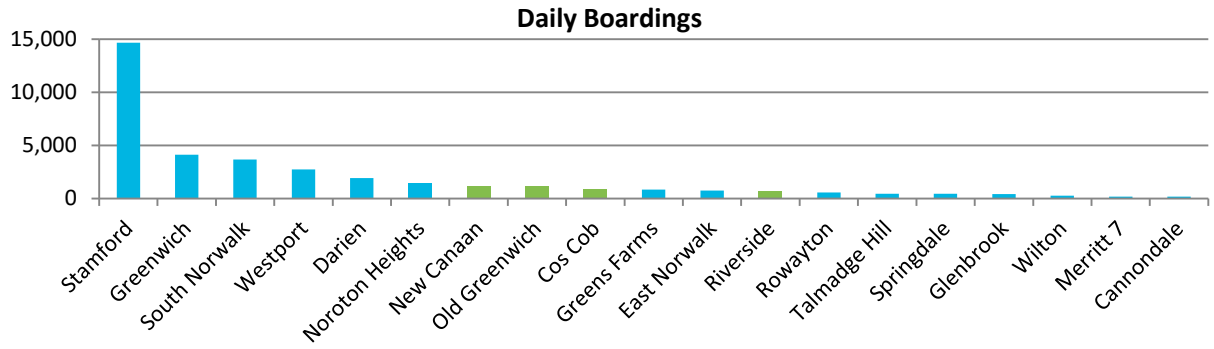
Station Boardings and Alightings

- Stamford, Greenwich, South Norwalk, and Merritt 7 stand out as stations where peak hour alightings make up more than 25% of total boardings and alightings.
- It is expected that Stamford and Downtown Norwalk would have a high percentage of alightings, as these are the two largest employment centers in the study area.
- More notable is Greenwich, as this town has significantly fewer workers than Norwalk, but has a high concentration of jobs near the station.
- Merritt 7, although removed from downtown Norwalk, also claims a large percentage of alightings due to a clustering of office buildings adjacent to the station



Train Frequency and Ridership





- For the most part, high peak hour frequency correlates with high daily boardings.
- Cos Cob, Riverside, Noroton Heights, and New Canaan are exceptions.
  - Cos Cob and Riverside each have higher than average train frequencies (14 per peak period) , but rank far lower in daily boardings.
  - New Canaan, despite a low train frequency (only 5 per peak period), ranks in the top half of stations in terms of daily boardings.

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Station Ridership & Parking Capacity

	Town	Station Name	Parking Capacity	2016 Daily Boardings	Ratio of Daily Boardings to Parking Spaces
Main Line	Greenwich	Greenwich	1,117	4,131	3.7
	Greenwich	Cos Cob	611	934	1.5
	Greenwich	Riverside	319	702	2.2
	Greenwich	Old Greenwich	571	1168	2.0
	Stamford	Stamford	1,583	14,655	9.3
	Darien	Noroton Heights	765	1479	1.9
	Darien	Darien	638	1903	3.0
	Norwalk	Rowayton	330	552	1.7
	Norwalk	South Norwalk	1,647	3,673	2.2
	Norwalk	East Norwalk	221	738	3.3
	Westport	Westport	1,430	2,723	2.0
	Westport	Green's Farms	516	822	1.7
New Canaan	Stamford	Glenbrook	156	397	2.5
	Stamford	Springdale	211	432	2.0
	New Canaan	Talmadge Hill	368	435	1.2
	New Canaan	New Canaan	570	1,186	2.1
Danbury	Norwalk	Merritt 7	88	168	1.9
	Wilton	Wilton	251	251	1.0
	Wilton	Cannondale	141	164	1.2

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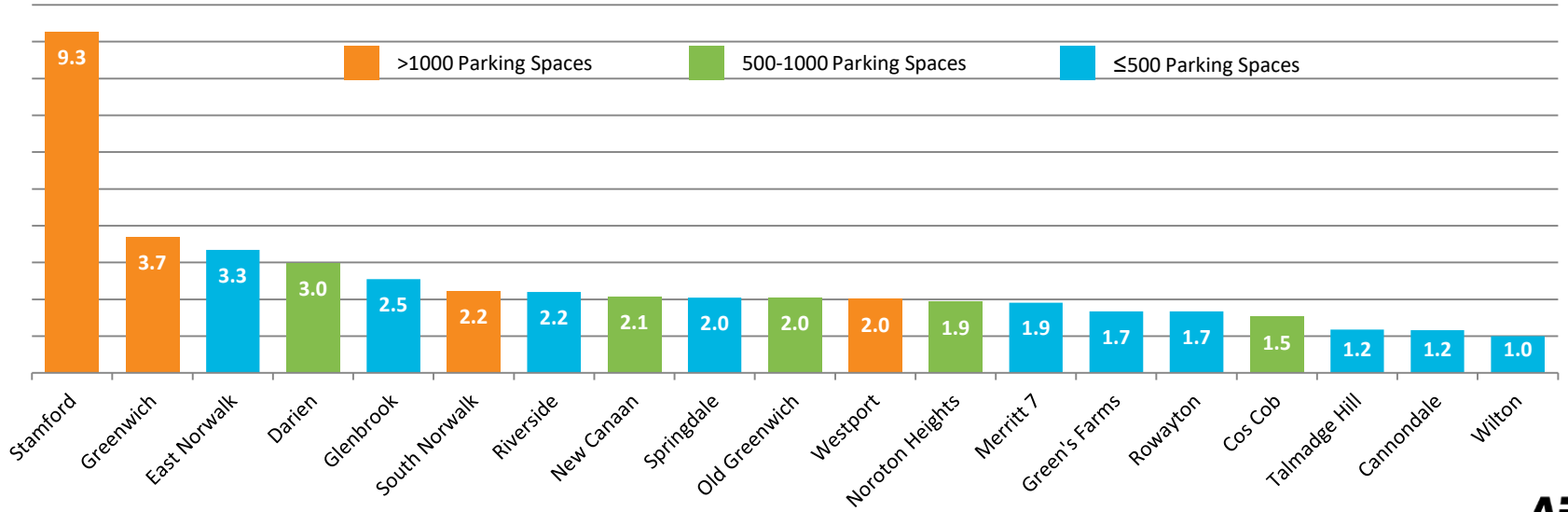
Station Ridership & Parking Capacity

- Boardings at most stations are about 1-2 times higher than parking capacity. Data on the percentage of train riders that drive to the station was not available for this study. However, the unmet demand for parking illustrated by waitlist data provided by study towns (see pg. 18) implies that parking supply is inadequate and/ or underpriced at nearly every station.
- Stamford is by far the most constrained station, with 9 times more boardings per day than available parking spaces. This ratio may be partially due to a larger number of train riders walking or taking transit to the train station. Additional data on modes of transportation used to access stations would provide a clearer picture on the level of parking constraint.

Ratio of Daily Boardings to Station Parking Spaces



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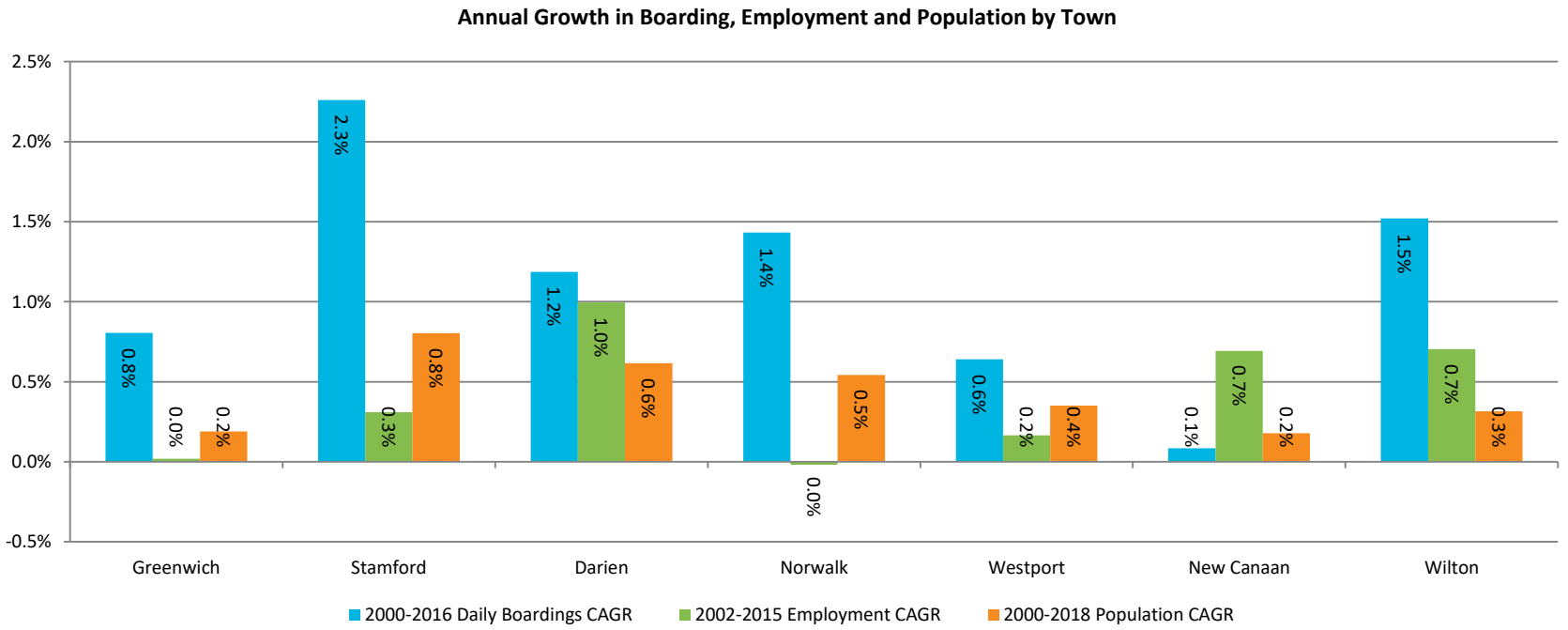
Ridership and Demographic Trends



CAGR = Compound Annual Growth rate

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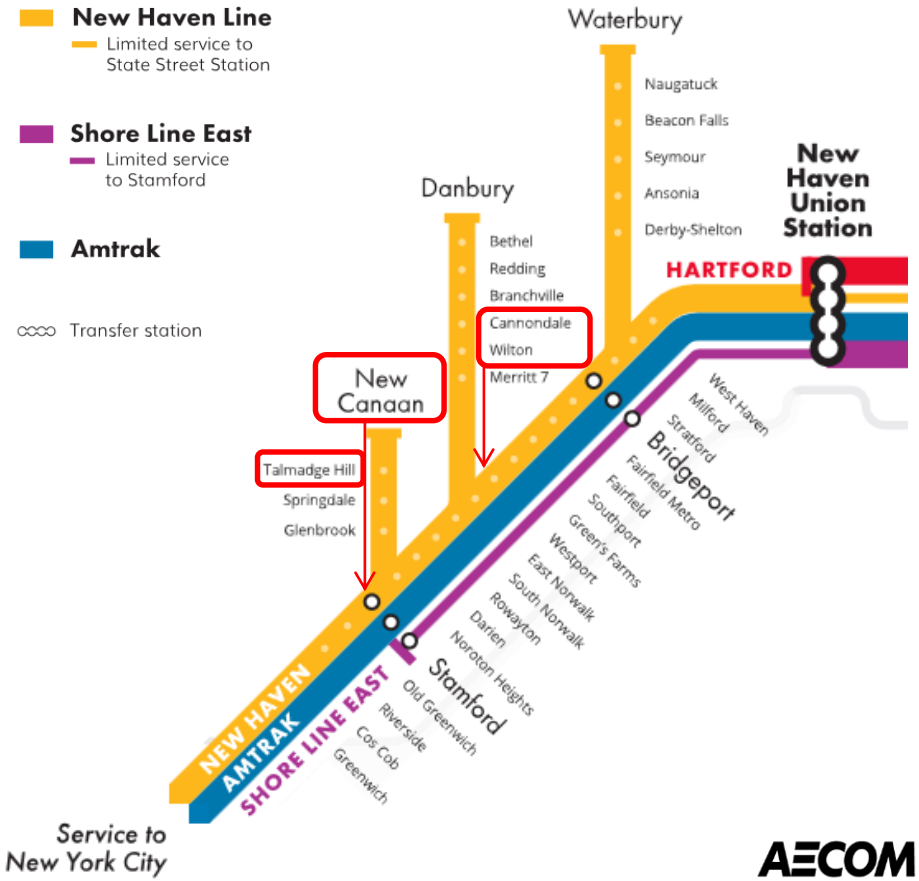
Mode Share

Daily Boarding Counts and Resident Boardings by Town

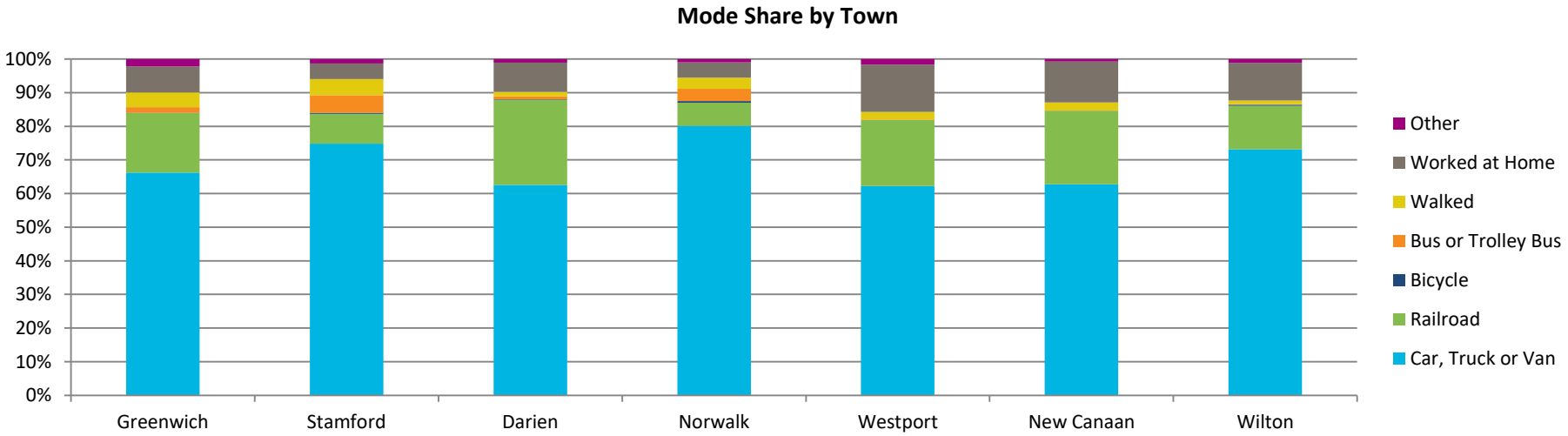
- Census data for mode share was correlated with actual community ridership data. For the most part, the number of residents who reported riding the train to work is less than that town's total boarding counts.
- However, the number of residents in New Canaan and Wilton who reported riding the train is higher than these towns' boarding counts, implying that residents may be traveling to other stations to board the train. Wilton's train stations offer free parking, implying that demand for a main line station is greater than demand for free parking.
- Parking lots in Wilton were also noted to have some of the lowest occupancy rates.

	2016 Total Daily Boarding Count (MTA)	2016 Total Daily Resident Boarding Count (Census)
Greenwich	6,935	4,860
Stamford	15,484	6,145
Darien	3,382	2,190
Norwalk	5,131	3,265
Westport	3,545	2,340
New Canaan	*1,621*	*1,660*
Wilton	*415*	*1,075*
Total	**36,513**	**21,535**



Mode Share Trends

- Stamford and Norwalk have the highest shares of workers who drive to work, and lowest shares of workers who take the train, likely due to the higher number of workers in these towns who work locally.
- The highest shares of people who work from home live in towns furthest from major rail stations, such as Westport, New Canaan, and Wilton.



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Mode Share Trends

- Overall share of workers driving to work decreased in all towns except Darien.
- In most towns, the absolute number of drivers increased, but by less than other modes such as railroad.
- There was an overall loss of drivers in Greenwich and New Canaan.
- This data only includes each person's primary mode of transportation, which is defined as the mode making up the longest distance of a commute.

2000-2016 Change in Mode Share

	Greenwich		Stamford		Darien		Norwalk		Westport		New Canaan		Wilton	
	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change	2016 Total	2000-2016 Change
Car, Truck or Van	18,214	-3.7%	51,590	-5.9%	5,440	0.0%	37,970	-4.9%	7,428	-4.3%	4,784	-6.9%	6,124	-3.1%
Railroad	4,860	1.4%	6,145	3.2%	2,190	-0.6%	3,265	1.9%	2,340	0.6%	1,660	4.9%	1,075	0.6%
Walked	1,203	0.7%	3,270	1.1%	110	-0.2%	1,575	1.2%	270	0.4%	189	-0.4%	89	0.0%
Bus or Trolley Bus	451	1.0%	3,595	0.6%	85	0.4%	1,695	0.4%	15	-0.2%	0	-0.2%	14	0.2%
Bicycle	40	0.1%	235	0.1%	15	0.1%	235	0.4%	0	-0.1%	4	-0.1%	30	0.4%
Other	602	0.7%	905	0.2%	95	0.2%	464	0.2%	200	1.1%	54	-0.5%	98	0.6%
Worked at Home	2,125	-0.2%	3,220	0.8%	755	0.0%	2,165	0.8%	1,675	2.4%	930	3.2%	935	1.4%
Total	**27,495**		**68,960**		**8,690**		**47,369**		**11,928**		**7,621**		**8,365**	

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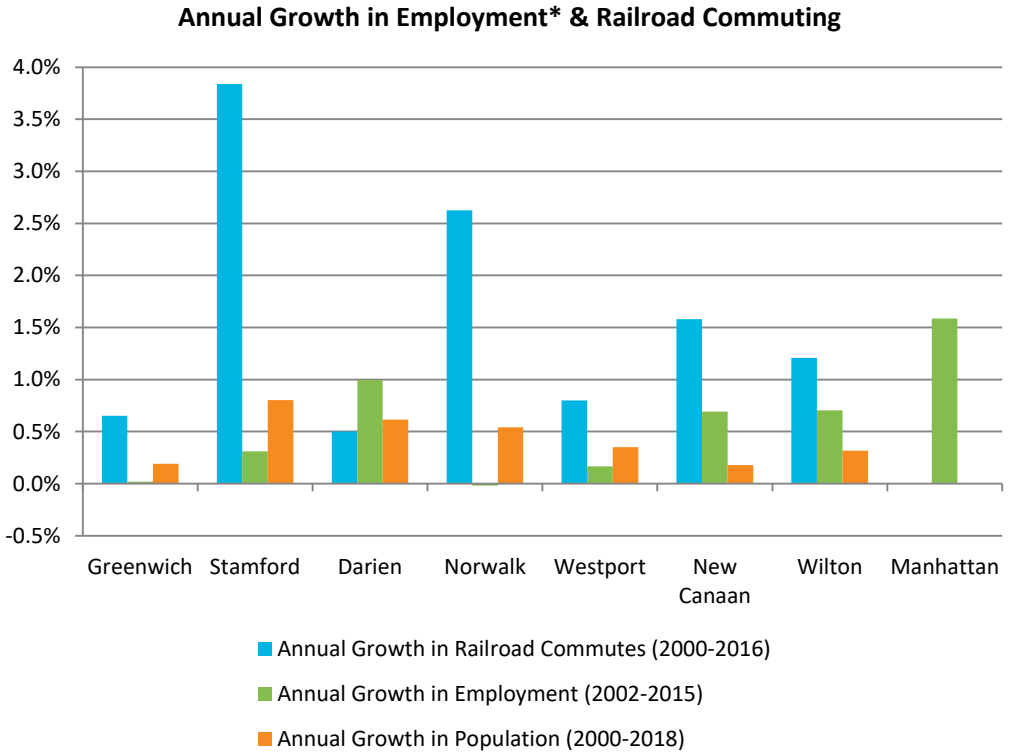
Rail Mode Share & Employment Trends



- All towns except Darien have seen significantly faster growth in railroad commuting compared to growth in employed residents, implying that more existing workers are choosing to commute by rail.

* Employment measured as number of employed residents living in each town.

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Appendix

Greenwich Demographics

2018 Population: 63,228

2010-2018 Population Growth: 0.41%

2017 Employment: 28,020

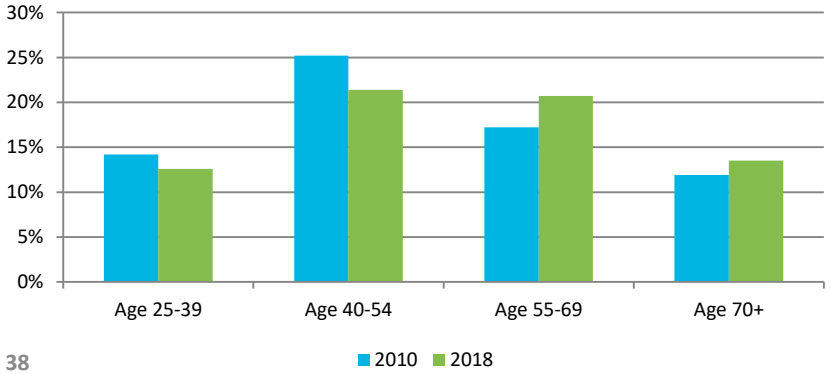
2010-2017 Employment Growth: 0.75%

2018 Per Capita Income: $81,182

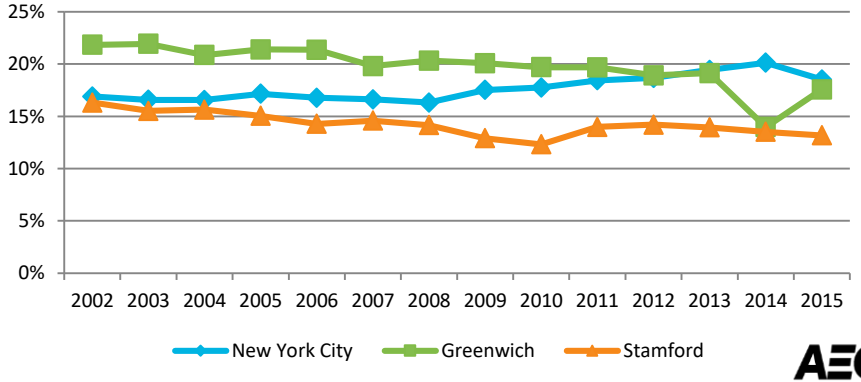
Peak Pre-Recession Employment: 2007, 29,520

Lowest Employment: 2013, 26,453

Greenwich Age Profile



Employment Destination Cities, 2002-2015



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Stamford Demographics

2018 Population: 135,232

2010-2018 Population Growth: 1.23%

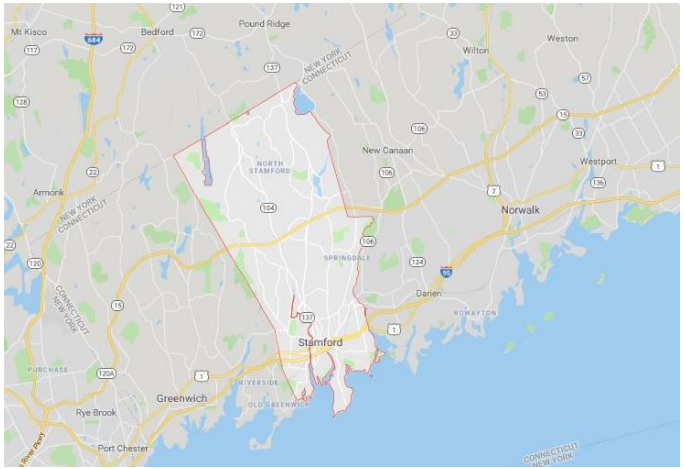
2017 Employment: 67,991

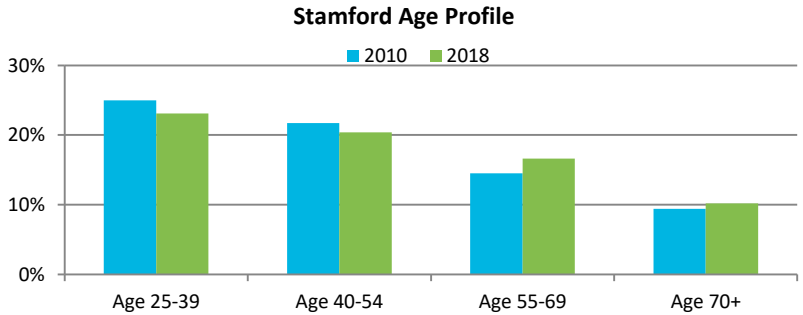
2010-2017 Employment Growth: 1.22%

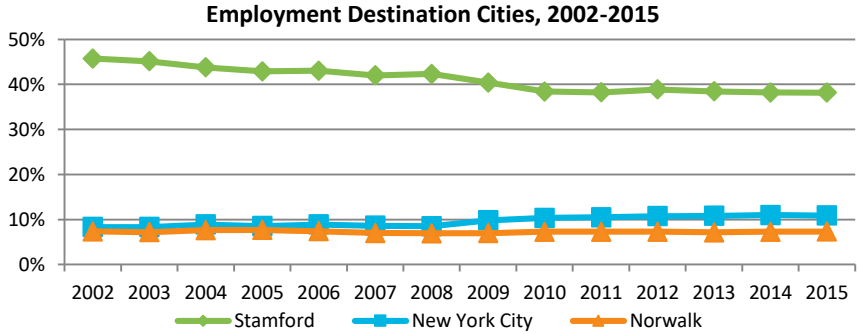
2018 Per Capita Income: $49,199

Peak Pre-Recession Employment: 2008, 64,298

Lowest Employment: 2010, 62,444







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Darien Demographics

2018 Population: 21,901

2010-2018 Population Growth: 0.69%

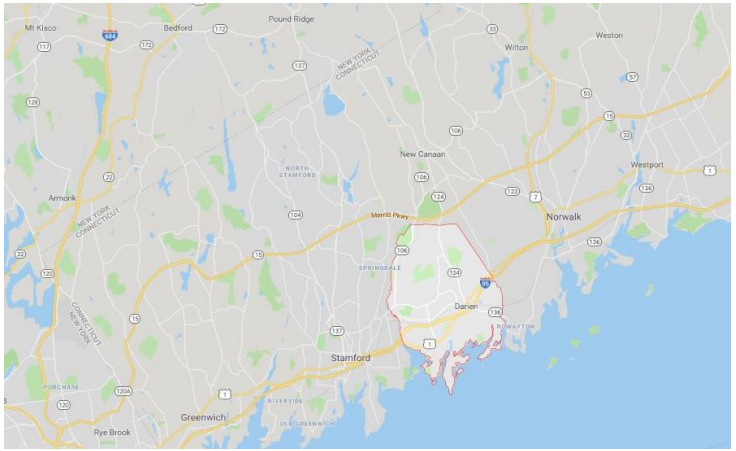
2017 Employment: 8,403

2010-2017 Employment Growth: 1.16%

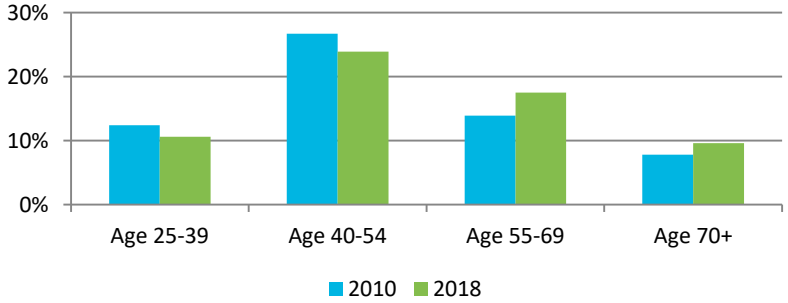
2018 Per Capita Income: $89,409

Peak Pre-Recession Employment: 2007, 8,943

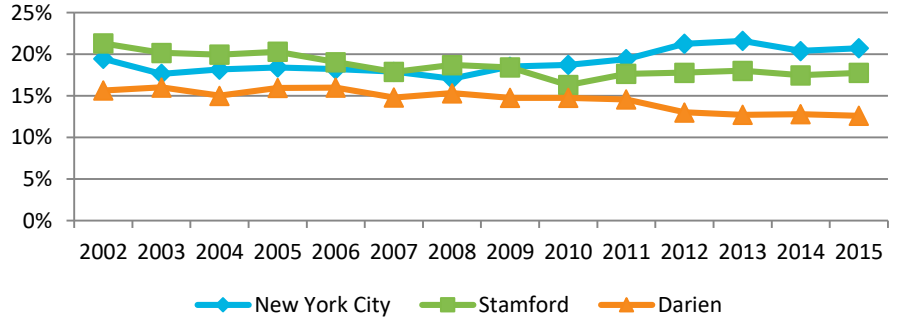
Lowest Employment: 2010, 7,750



Darien Age Profile



Employment Destination Cities, 2002-2015



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Norwalk Demographics

2018 Population: 91,395

2010-2018 Population Growth: 0.82%

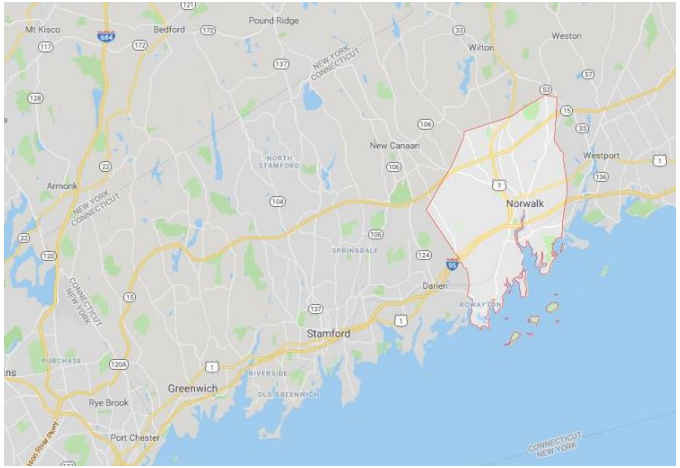
2017 Employment: 49,055

2010-2017 Employment Growth: 0.91%

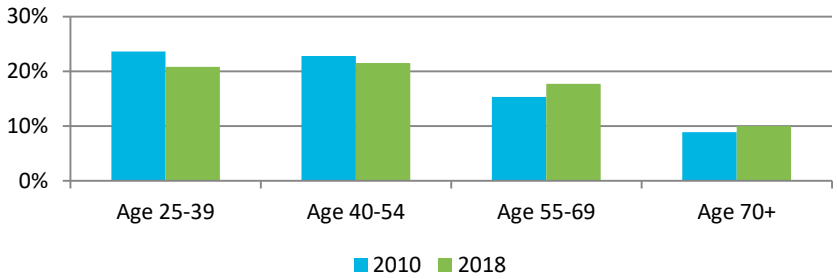
2018 Per Capita Income: $44,078

Peak Pre-Recession Employment: 2007, 46,721

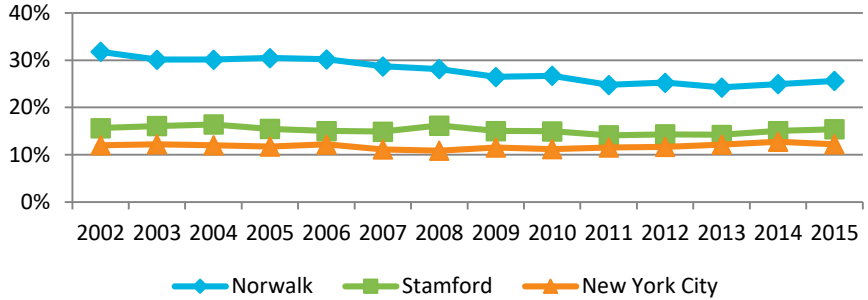
Lowest Employment: 2009, 45,447



Norwalk Age Profile



Employment Destination Cities, 2002-2015



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Westport Demographics

2018 Population: 27,469

2010-2018 Population Growth: 0.50%

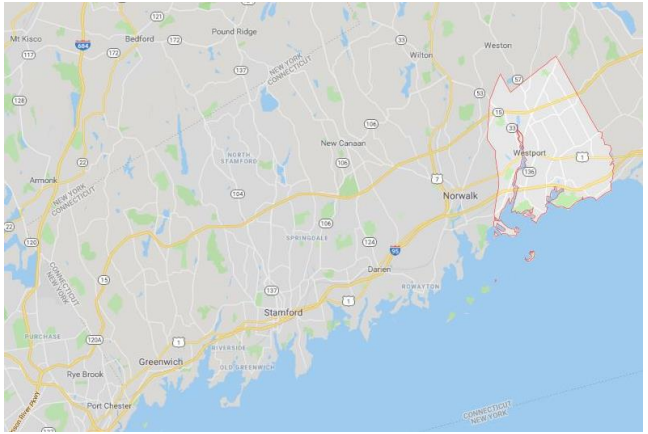
2017 Employment: 12,338

2010-2017 Employment Growth: 1.24%

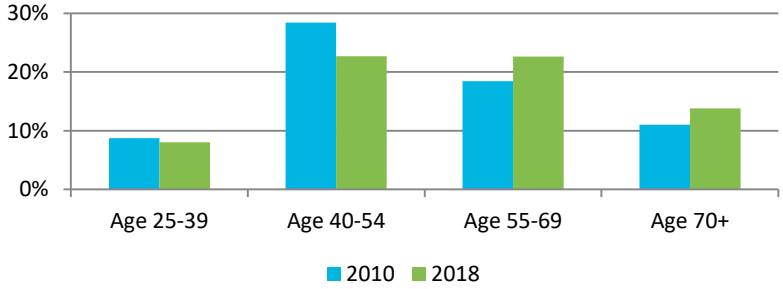
2018 Per Capita Income: $89,453

Peak Pre-Recession Employment: 2008, 12,397

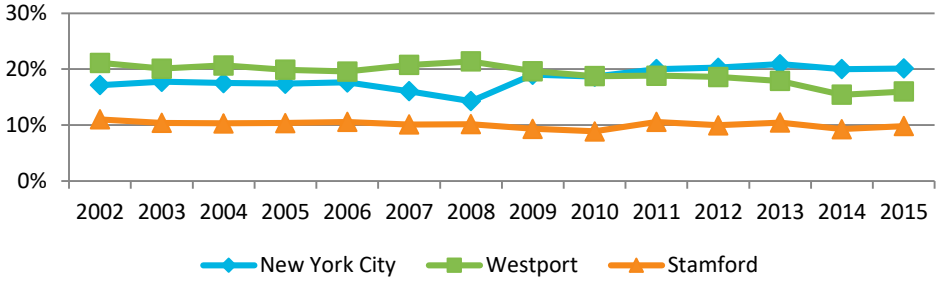
Lowest Employment: 2010, 11,315



Westport Age Profile



Employment Destination Cities, 2002-2015



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New Canaan Demographics

2018 Population: 20,005

2010-2018 Population Growth: 0.17%

2017 Employment: 8,166

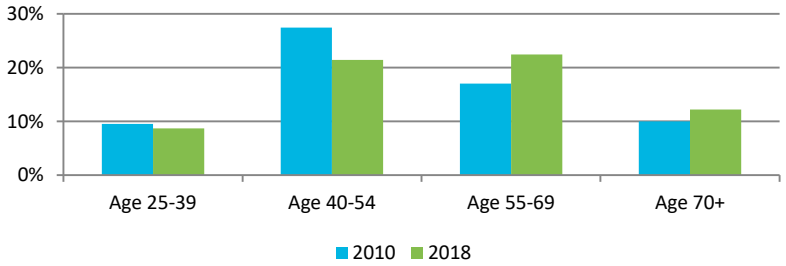
2010-2017 Employment Growth: 0.87%

2018 Per Capita Income: $93,477

Peak Pre-Recession Employment: 2007, 8,726

Lowest Employment: 2013, 7,672

New Canaan Age Profile



Employment Destination Cities, 2002-2015

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Wilton Demographics

2018 Population: 18,663

2010-2018 Population Growth: 0.41%

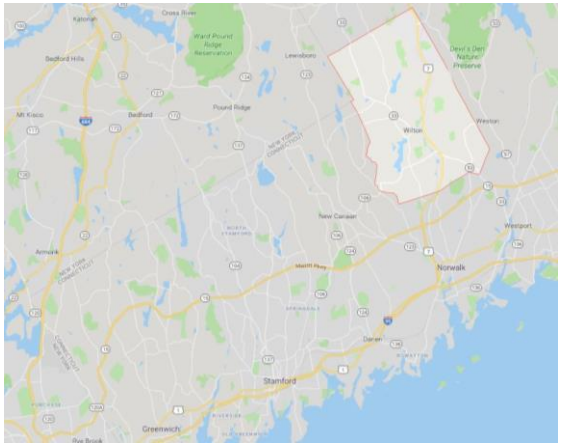
2017 Employment: 8,272

2010-2017 Employment Growth: 0.89%

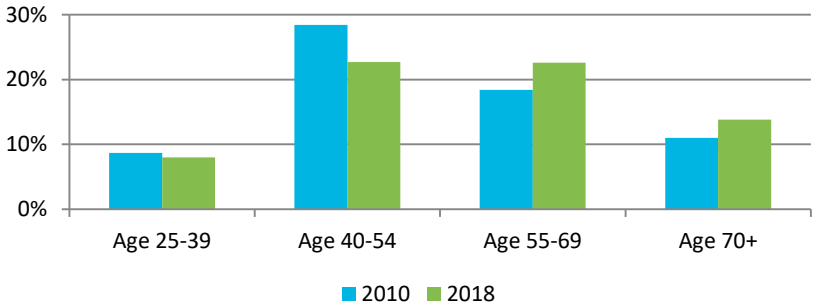
2018 Per Capita Income: $87,422

Peak Pre-Recession Employment: 2007, 8,085

Lowest Employment: 2010, 7,777



Wilton Age Profile



Employment Destination Cities, 2002-2015

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Greenwich Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
Cos Cob	611	555	53	3	$415	N/A	$5	835	1.5 Years	no data	1163	681
Greenwich	1117	823	285	9	$655	N/A	$5	851	4 Years	1355	3618	10784
Old Greenwich	571	498	67	6	$415	N/A	$5	642	3 Years	no data	2605	880
Riverside	319	280	35	4	$415	N/A	$5	450	1.5 Years	no data	2408	152

Stamford Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
Glenbrook	156	63	90	3	N/A	$45-90	$3	62	no data	no data	5774	2942
Springdale	211	149	56	6	N/A	$45-90	$3	163	no data	no data	4207	1373
Stamford	1583	1583*	1583*	44	N/A	$70	$10	1462	1 Year	180	15492	15177

* All spaces are open to both daily parking and permit holders

Darien Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
Darien	638	296	330	12	$400	$65	$4	735	6 Years	no data	1771	2200
Noroton Heights	765	440	320	5	$400	$65	$4	868	7.5 Years	no data	3385	632

Norwalk Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
I-95 Exit 16 Park & Ride Lot	35	0	33	2	N/A	N/A	$0	N/A	N/A	N/A	4854	5368
East Norwalk	186	184	10	2	N/A	$68	N/A	202	no data	136	5448	2273
Merritt 7	88	0	86	2	N/A	N/A	$0	N/A	N/A	N/A	2091	7588
Rowayton	330	330*	330*	3	N/A	$30	$7	475	4 Years	135	2167	211
South Norwalk	1647	1647**	941**	15	N/A	$97	$12	750	2 Years	no data	10491	3603

* All spaces are open to both daily parking and permit holders
** 941 spaces are open to both daily parking and permit holders, and 706 spaces are open to permit holders only

Westport Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
Green's Farms	516	375	141	5	$325	N/A	$5	4165	2 Years	no data	445	239
Westport	1430	1064	366	25	$325	N/A	$5	4165	2 Years	no data	1075	952

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New Canaan Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
New Canaan	570	418	146	6	$612	N/A	$5.50	770	7 Years	627	2361	4001
Talmadge	368	270	96	2	$465	N/A	$5	427	1.5 Years	226	617	27

Wilton Station Parking

Station Name	Capacity	# Permit Spaces	# Daily Spaces	# Handicap Spaces	Annual Permit Fee	Monthly Parking Fee	Daily Parking Fee	# Permits Issued	Wait List Time	# People on Wait List	2018 Population (0.5 Mile Radius)	2015 Employment (0.5 Mile Radius)
Cannondale	141	0	136	5	N/A	N/A	$0	N/A	N/A	N/A	476	568
Wilton	251	0	240	11	N/A	N/A	$0	N/A	N/A	N/A	471	794

Reference Data

Ratio of train station boardings to parking capacity;

Stamford supports 9.3 train boardings per available parking space, well above other stations.

Relationship for AM Peak train boardings versus alightings.

Significance of reverse commute for Stamford, Greenwich, South Norwalk, and Merritt 7.