



Railroad Stations Commuter Parking 2007 Survey Report

Stratford
Fairfield
Southport

Greater Bridgeport Regional Planning Agency

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Abstract: This report is to fulfill a task of FY08 Unified Planning Work Program that requires periodically monitoring the supply and demand of commuter parking lots in the Greater Bridgeport Planning Region.

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The opinions, findings, and conclusions expressed in this publication are those of the Greater Bridgeport Regional Planning Agency and do not necessarily reflect the official views or policies of the ConnDOT or the FHWA/FTA.

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Introduction

The Greater Bridgeport Planning Region is a highly urbanized area with a population of more than 300,000 encompassing the municipalities of Bridgeport, Easton, Fairfield, Monroe, Stratford and Trumbull. The region is located in the Metro-North New Haven line rail corridor and is served by four rail stations: Stratford, Bridgeport, Fairfield and Southport.

The Greater Bridgeport Regional Planning Agency (GBRPA), a federal designated Regional Transportation Agency, is responsible for the transportation planning in the region. The agency has monitored the rail road facility's usages in past decades. The agency has collected and analyzed data from the train stations parking facilities as a part of regional planning programs. Two years ago, the agency published Railroad Stations Commuter Parking 2004 Survey Report.

The GBRPA staff had conducted a license plates survey on parking facilities in three train stations (Stratford, Fairfield, Southport) in this region. The Bridgeport train station was not surveyed because GBRPA is still waiting for ConnDOT permission to grant access to the parking sites.

In this report, the parking facilities' usage will be updated. The utilization rate of the parking facilities in train stations will be analyzed. The sufficiency of handicapped parking spaces will also be evaluated.

Background

The survey of train station parking lot usage can be traced back to early 1980's. The agency staff counted the number of vehicles occupied in the parking facilities in all four train stations periodically. During those years, there was no specific designated parking facility for train commuters. The train commuters had to use the general public parking facilities to leave their vehicles before boarding the train. The purpose of surveys in those years was two folds. One was to collect the data supporting the need of parking facility's expansion. The other was the need to designate parking facilities merely for train commuters. However, in recent years, as the demand for parking spaces increased, the seeking of survey data is also expanded. For example, in recent surveys, the count of vehicles occupied parking facilities was expanded to track the trip origin and destination of vehicles parked in facilities.

Purpose of Surveys

The rail commuter parking facilities' usage survey is one of the transportation tasks of the Unified Planning Work Program (UPWP). The task coordinates with three other trains station projects in the program. The first one was that the Greater Bridgeport Transit Authority was planned to move its current bus terminal site from John Street to Water Street. The new terminal is an intermodal transportation center in Bridgeport connecting ferry, train and bus. The new bus terminal was scheduled to open on September 2, 2007. The second one is the new train station in the town Fairfield at the Black Rock section. The train station will alleviate the parking shortage and the long waiting list for parking permits at the Mill Plain

Road train station. The third one is the construction of parking a garage in Stratford train station. The garage will help to alleviate the parking shortage for the commuters.

Uses of the Survey

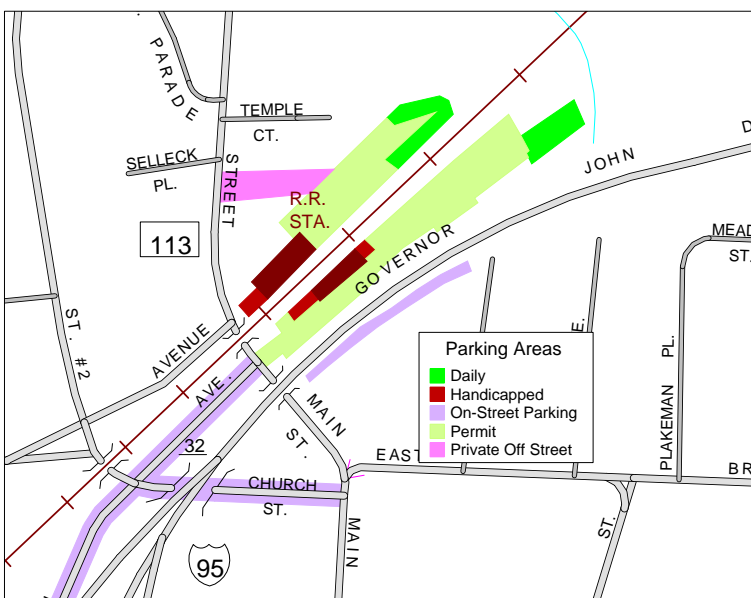
The findings and recommendations on this report may be used by planners, town officials, government agencies or any interest groups to improve the transportation facilities in this region.

Rail Service and Commuter Parking

Stratford Railroad Station

The Stratford railroad station is located in Main Street under the shadow of Interstate-95. The station has in door waiting area and concession stands on both sides of rail road track. The north lot of the track (New Haven bound) has 179 parking spaces in which 5 of them are reserved for handicapped. The south lot of the track (NYC bound) has 115 parking spaces in which 5 of them are for handicapped. However, some commuters leave their cars in a private lot adjacent to the south lot in a capacity of minimum 50. Some commuters leave their vehicles on streets which are designated for long hours parking. Currently, the town of Stratford has issued 362 parking permits for 294* parking spaces. The reason for the town to issue the permit exceeds the parking capacity is that not all permit holders will occupy the parking spaces on the same day at the same time and also the issuance of parking permits is not necessary guarantee parking space.

Among the 294 spaces, 212 spaces are designated for permit holders and 62 for daily (non-permit holders) parking. As of June 6, 2007, there were 362 parking permits were issued



including the 10 handicapped parking spaces; a total of 222 permit parking spaces yield an over-sale ratio of 63%. The daily parking costs \$5 per day which can be paid by provided envelop on the windshield placed by station attendants. A six-month parking permit costs \$135 without a guarantee with space availability. However, the parking is free of charge on weekdays after 12 noon and all days on weekends. Cars are allowed for overnight parking.

Based upon vehicle counts taken in mid June, the utilization rate

for Stratford train station was 93% for the north lot (NYC bound) and 92 % for the south lot (NH bound). A count of 152 vehicles was recorded from the private parking lot and on street parking. The utilization rate for the handicapped access parking spaces was 100% on the north lot (NYC bound) and 40% for the south lot (NH bound).

Both New Haven bound and NYC bound parking lots have access ramps for wheelchairs to reach the platform. Five handicapped accessible parking spaces are located next to the access ramps on each side of the railroad tracks.

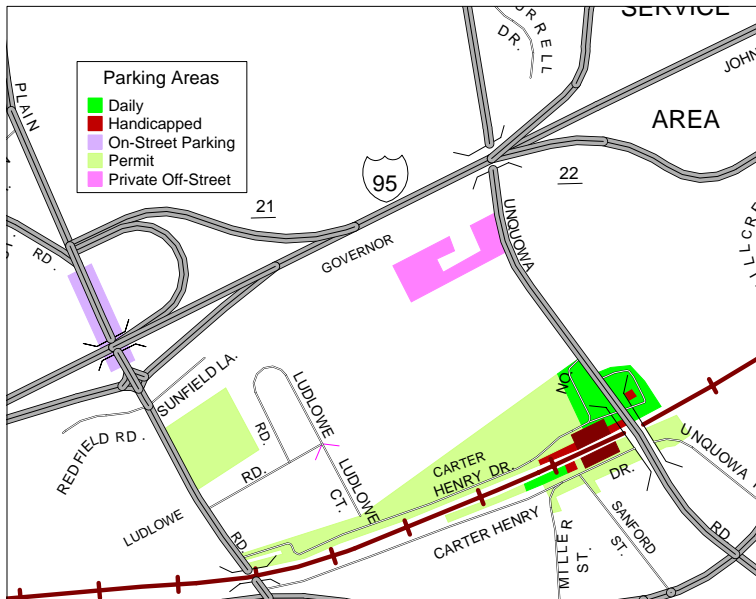
The table below summarizes the parking capacity and its utilization:

Stratford Train Station	Parking Spaces (non-handicapped)			Handicapped Space		
	Capacity	Occupied	Utilization	Capacity	Occupied	Utilization
North Lot (NYC Bound)	115	108	94%	5	5	100%
South Lot (NH bound)	131	103	79%	5	3	60%
Day Parking Lot (South Lot)	48	44	92%	0	0	0%
Total	294*	255	87%	10	8	80%

*The Connecticut Rail Governance study identified 294 available parking spaces but the Stratford town website stated 308 parking capacity.

Fairfield Railroad station

Fairfield railroad station is surrounded by Mill Plain Road on the west, Unquowa Road on the east, and Route 1 (Boston Road) on the south. The Fairfield station offers 1,216 parking spaces of which 861 require a permit, 327 are available for daily parking and 28 are designated for disability permits only. The handicapped access ramp is located on both north and south sides of the track. Most commuters parked their vehicles at the train station. Some commuters, however, parked their vehicles on the private lot in the Knight of Columbus and at the on street parking places under the Interstate 95.



Fairfield train station has three parking lots managed by the town of Fairfield. The parking lot on the north side of the track (NYC bound) has 895 parking spaces with 761 designated for permits, 108 for daily, and 26 for disability. The north lot operates almost at capacity. On the day in mid-June counting on vehicles, the lot was at 98% utilization rate and the disabled parking space was at 73% utilization rate.

The south side of the track

(New Haven bound) offers 145 of parking spaces with 113 permit spaces, 30 daily and 2 disability spaces. The utilization rate was found on 97% on the day of the survey and the handicapped spaces at 100% utilization rate.

Other than the parking area on the north and south side of the train tracks, an off site parking area (Fairprene Parking Lot) also managed by the Fairfield municipality has 139 parking spaces available for the overflow of overcapacity usage on the other lots. A shuttle bus would bring the commuters from the lot to the train stations; however, the service is only offered from May to September for the morning rush hours from 7:30 A.M. to 9:00 A.M., and from 5:10 P.M. to 7:45 P.M. only. The Fairprene parking lot operated at 93% utilization rate based upon the vehicle counts on the day in mid-June.

The parking fee is \$170 per permit for 6 months and \$6 for one day. For one day parking, a self-addressed envelope for payment is placed on the car's windshield. The payment can be made by mail or on-line. The rule of designated parking for permit and day is only enforced till 9 A.M. After 9 A.M., parking is available on any open spots. However, overnight parking will not be allowed for day parkers. Parking is free on weekends.

As of July 31, 2007, there were 3,219 people on the waiting list and they had to wait 51 months for the first one on the list to receive a parking permit. As of 6/30/07, the town of Fairfield has issued 1,766 parking permits for 1,179 parking capacity. The parking permits exceed the parking capacity by more than 600. Since the issuance of parking permits has no guarantee of spaces and not all permit holders would use the facilities on the same day and time, the over issue permits do not create capacity usage problems.

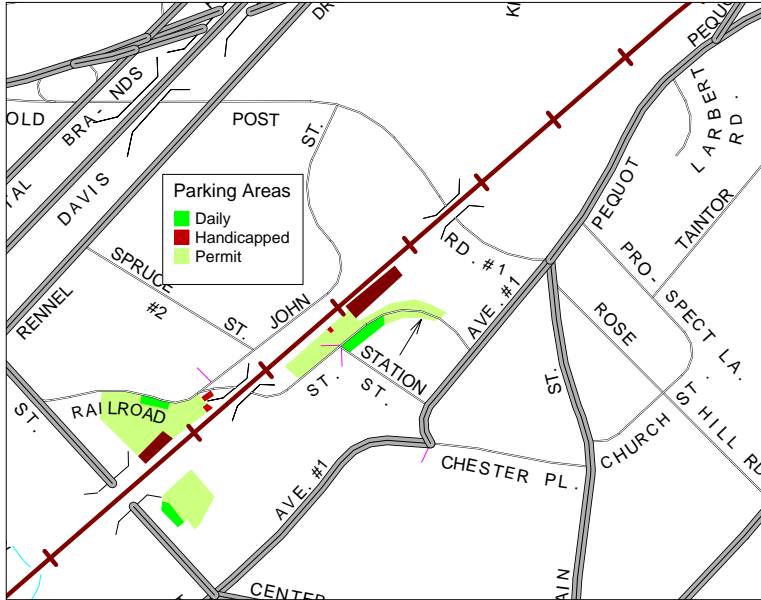
Off site parking is available on the premise of Knight of Columbus Unquowa Road and on street parking under the I-95. On the day of the survey, a total of 59 vehicles were counted on the parking lot and 31 vehicles were counted at the aqua duct under I-95. A total sum of 90 vehicles was counted on the day in mid-June 2007.

Fairfield Train Station	Parking Spaces (non-handicapped)			Handicapped Space		
	Capacity	Occupied	Utilization	Capacity	Occupied	Utilization
Parking spaces Survey						
North Lot (NYC Bound)	869	846	98%	26	19	73%
South Lot (NH bound)*	143	139	97%	2	2	100%
Fairprene Lot	139	127	91%	0	0	0%
Total	1151	1112	96%	28	21	75%

**The parking capacity is the actual survey in August 2007.*

Southport Railroad Station

Southport train station is located at John Street and Pequoa Ave. The station falls under the purview of the Fairfield Parking Authority. The station has a total of 176 non-handicapped parking spaces spread more than three lots. The north side of the rail road track (NYC bound) has 55 parking spaces while the south side of the track (NH bound) has 44 spaces. There is a parking lot at a church that it has leased out to the town located at Pequoa Ave. and Center Street. The church lot has 80 parking spaces. The north lot has 2 accessible parking spaces but



the south lot has 1 accessible parking space for wheelchair. The church lot has no accessibility for wheelchairs parking spaces at all.

The parking lot has day and permit parking spaces available to commuters. The permit cost is \$115 for 6 months which is \$55 cheaper than the one in Fairfield station. But, the day permit costs \$6 which is the same amount for the Fairfield station. As of July 31, 2007, 208 permits have been issued

and the waiting time for getting a new permit is 48 months. The number of permits (208) issued exceeds the available parking spaces (176) by 29 spaces. Since it is unlikely that all commuters will use their permit at the same time and on the same date, the over issuance does not create shortage of parking spaces. However, there have been 3,229 people on the waiting list for the permit as of 7/31/07.

Southport Train Station	Parking Spaces (non-handicapped)			Handicapped Space		
	Capacity	Occupied	Utilization	Capacity	Occupied	Utilization
Parking spaces Survey						
North Lot (NYC Bound)	53	48	96%	2	2	100%
South Lot (NH bound)*	43	44	102%	1	1	100%
Church Lot (south side)	80	40	50%	0	0	
Total	176	132	75%	3	3	100%

*Spaces in use exceed capacity for permit parking due to 1 car parked illegally.

Train Commuters Ridership

New Haven Line(GBRPA Region) Weekday AM Peak Inbound Station Boardings			
Station	2003	2005	2006
Stratford	834	885	933
Bridgeport	1,915	2,112	2,174
Fairfield	1,898	1,983	2,028
Southport	208	229	245
Increment Percentage of Ridership from 2003			
Stratford		6.10%	11.80%
Bridgeport		10.30%	13.50%
Fairfield		4.50%	6.80%
Southport		10%	17.80%

Source: Metro-North

Metro North has compiled data for ridership on the weekday morning rush hours for inbound trains (NYC). The table below has shown the comparison of passengers boarding in the morning in the four stations in the Greater Bridgeport Region. Southport train station has the highest increment in percentage on the number of passengers boarding since 2003.

On the day of the survey in June 2007, the parking lot on the north side of the railroad track (NYC bound) has 87% of utilization rates whereas the south side of the track (NH bound)

has full capacity usage of 100%. The church lot has 50% utilization rate. The accessible parking spaces for the handicapped had been fully utilized (100%).

Park and Ride Train User Profile

Commuters drive alone or share carpool in the Greater Bridgeport Planning Region is socioeconomic distinct segments in the region. Their characteristics are categorized in accordance with their age, household income and vehicles ownership.

This section was discussed in the Railroad Station Commuter Parking 2004 Survey Report, February 2005 (please refer to the report for details).

Accessible Area (Handicapped Parking Spaces) Evaluation

The Connecticut Law

The handicapped accessible parking spaces are regulated under the Connecticut General Statutes, Sec. 14-253a (h). For any handicapped parking spaces be constructed between October 1, 1979 and Oct 1, 2004, the space must be as near as the possible to the building entrance or walkway. The space must be 15 feet wide and 3 feet of cross hatch. For the handicapped parking space constructed after October 1, 2004, the space size requirements have changed. For motor vehicles accessible space, the size must be 15 feet wide including five feet of cross hatch. For passenger vans accessible space, the size must be 16 feet wide including 8 feet of cross hatch. A handicapped parking sign must be posted with the wording “handicapped parking permits required” and “violators will be fined.” The following table defines the requirement on the number of accessible parking spaces in relation to the number of parking spaces provided. Among all train stations in the region, the Southport station falls short of sufficiency parking spaces for the disabled people. Southport train station has 176 parking spaces available. In accordance with the table, a minimum of 6 should be designated for handicapped accessible. The current 3 handicapped spaces, 2 in NYC bound track and 1 in

Accessible Parking Spaces	
Total Parking Spaces Provided	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
more than 1,000	20, plus 1 for each 100 over 1,000

NH bound track, will not be sufficient. The insufficiency was reflected on the day of survey of its 100% capacity usage. The church lot which is in a short walking distance has no designated disabled parking spaces. This is due to the accessibility to the New Haven bound platform or the New York City bound platform from the church lot is not desirable for wheelchair travel.

The handicapped accessible parking spaces at the Bridgeport train station are located inside the parking garage (Harbor Yard). The accessible parking spaces are

quite a distance away from the platform. However, there are designated parking spaces for

the state owned vehicles along the side wall of the train station which is closer distance access to the train station's elevator to the train platforms. The elevator is for the convenience of the handicapped wheelchair transportation from the ground floor to the platforms. For commuters or train riders who are in wheelchairs should be more sensible if they can use the "state owned vehicles only" spaces to park their vehicles instead of traveling several hundred yards to the platform.

The surface lot under the Interstate-95 right across the Harbor Yard Parking Garage has 6 handicapped accessible parking spaces. In accordance with the table 6 handicapped accessible parking spaces have met the minimum requirements. However, these 6 parking spaces are located in the far end of the parking lot. It is farther distance away from the train station but closer to the arena and the baseball field. Thus, the handicapped accessible spaces appear to accommodate for the patrons of the arena and the baseball field instead of the train users.

Objectives

The objective of this report to update the parking survey of 2004 and examine any changes in demand on fixed number of parking spaces. In addition, these report to show the change of trip origins since the last report in 2004.

Determine the O (Origin) and D (Destination) of commuters to train stations

Methodology

License plates survey

License plate surveys are an effective way to collect commuters' trip's origin (O) and destination (D) because it does not require commuters' response. GBRPA staff recorded 1716 license plates' number during the month of June in 2007. The staff then input the license plate number into the DMV (Department of Motor Vehicles) database. The system then reveals the name and address of commuters. Out of these 1,670 (excluding Bridgeport), 60 license plates or 3.5 % of the total is out of state registered vehicles. However, only 1674 license plates were matched with the DMV record.

By matching the residence address and location of rail stations parking, GBRPA staff can determine the origin and destination of commuters' drive mode. To this end, the O & D survey is only for the drive mode from home to station, excluding the train mode to work.

The result of the license plate survey has some percentage of error. The margin of error can be caused by transcription errors, post office box addresses, leased vehicles, or out dated addresses in DMV Database. These errors are not significant enough to affect the outcome of the survey result.

Survey

2000 Parking Survey vs. 2004 Parking Survey

When comparing the 2000 survey with the 2004 survey, the overall utilization average has 6.4% increased in 2004. To this end, the increment in parking utilization is consistent with the increment of ridership from the total of 4,562 commuters in the 2000 New Haven Line survey to 4,855 passengers or 6.4% increment in 2004 survey.

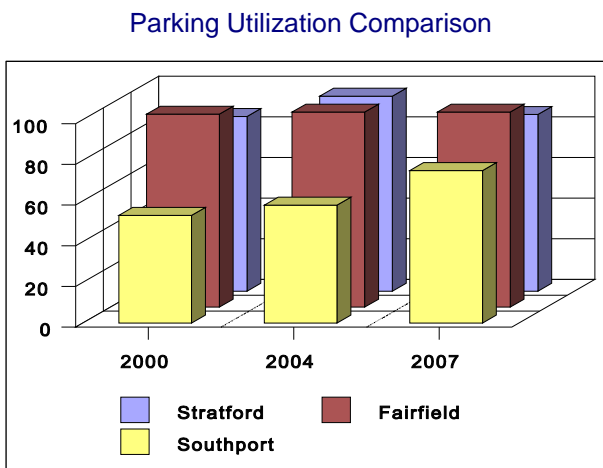
The highest increase occurred in Stratford rail station, 9.4% hike in spaces utilization. The lowest increase occurred in Fairfield station, which is 0.4%. This may be due to the existing problem of the stations near full capacity usage.

2000, 2004 and 2007 Parking Utilization Surveys Comparison

From the year of 2000 to 2007, the Fairfield train station commuter parking lots have consistently occupied in the near capacity of in mid 90's percentage. However, the occupancy rate in Stratford train station has fluctuated from 2000 to 2007. The parking occupancy rate has decreased from 97% (2004) to 87% (2007) while the ridership in the same train station has increased 5.6% from 2005 to 2006. A possible explanation for such phenomenon is that the gasoline price has increased substantially from 2004 to 2007 from the average of \$1.85 per gallon to \$2.70 per gallon respectively. Commuters might have switched from drive alone

to carpool or use public transit to the train station. The same explanation does not apply to the Fairfield and Southport train station because Fairfield and Southport are the much wealthier towns than Stratford. (Fairfield has been ranked top 28 highest income per capita municipalities in the nation.)

The Southport train station has increased the parking commuters by 16% to 2007 from 2004 while the ridership on the train station merely increased by almost 7% to 2006 from 2005 in accordance with MTA Metro-North data.



Current Demand and Supply of Parking Facilities

The Proposed Stratford Parking Garage at Train Station

Several years ago, the GBRPA had conducted a parking facilities study on Stratford train station. The study concluded that there was significant shortage of parking spaces for commuters. Based upon the GBRPA findings, the town officials had accepted GBRPA recommendation to build a garage to accommodate the increasing demand for parking spaces.

The Stratford rail station parking garage is scheduled for construction in 2008. The parking garage will accommodate 609 vehicles in a building with the total of occupied space of about 125,000 square feet; with an interior foot print about 120 feet by 400 feet. The garage will be constructed for solving the growing demand of parking spaces for the commuters. The garage will be built on the existing surface parking lot on New York bound side of the rail track. The adjacent private lot (currently used for the paid fee commuters) will be acquired for the constructions.

In addition to the parking garage, the NY bound and NH bound platform will be extended to accommodate peak hour train sets. The existing platforms are too short in which only 4 unit trains can land parallel to the platforms. The passengers must walk to the cars that train doors open to the platform for boarding and deboarding. A sky-walk pedestrian walkway will also be constructed to connect both sides of the platforms. In conjunction to the parking facilities improvements, the construction plans will also redesign the adjacent traffic flow configuration at the entrance and exit access points to accommodate additional traffic flows.

The New Fairfield Train Station (Fairfield Metro Center Rail Station)

The existing train station in Fairfield is not fully in ADA compliance. Together with this problem, GBRPA had brought to town officials awareness of the parking shortage. The town had finally requested for funding from the state and federal governments to build a new Fairfield Metro Center Railroad Station. The request was approved. To this end, the new train station will be to begin construction in the next two years.

The new site is only about 1.5 miles from the Bridgeport train station, a very short distance between major commuter rail stops, and Fairfield train station in Mill Plain Road. The new train station is expected to help the parking shortage on the current Fairfield station and to boost business in the vicinity of the Fairfield and Bridgeport boundaries.

The new train station is a joint development project consisting of general office space, hotel, and specialty retail center. The approved site is located on a vacant industrial parcel near the intersection of Commerce Drive and Black Rock Turnpike near the Bridgeport town line. The new station will provide about 1,500 parking spaces on the surface lots in which the shortage parking problems in Mill Plain Road train station can be alleviated. A 28,000 square-foot terminal would be built consisting waiting area, ticket office and retail space. Outside of the terminal building, there will be "kiss and ride" drop-off areas on the NYC bound track. In addition, the train covered platforms will be built to accommodate train-sets of 8 to 10 cars.

Trip Origin and Destination Survey

Permit Holders O & D

Trip Origin and Destinations for Permit Holders				
	Destinations--Train Stations			
Trip Origin	Stratford	Bridgeport	Fairfield	Southport
Stratford	45.30%	3.58%		
Bridgeport		25.68%	3.10%	
Fairfield		3.16%	75.40%	38.40%
Southport				46.50%
Monroe		11.89%	1.50%	
Trumbull	7.40%	23.05%	5%	
Easton			6%	4.30%
Shelton	19.30%	10.21%		
Milford	5.50%			
Westport			4.20%	2.40%
Others	22.50%	22.43%	4.80%	8.40%
Total	100%	100%	100%	100%

The reasonable assumption for train commuters to work in weekday morning is that they start their trip origin at home and end in the train platform. Thus, the trip origin in this section for analysis is that their home residence and the destination is train station.

Stratford issued 362 permits for 294 available parking spaces. In tracking the permit holders' residence address, 45.3% holders reside in Stratford, 19.3% live in Shelton, 7.4% reside in Trumbull, and 5.5% from Milford, 22.5% are from the other municipalities.

Southport has issued 208 permits for 178 available parking spaces. In tracking the permit holders residence address, 97 or 46.6% are residents of Southport, 80 or 38.4% live in Fairfield, 9 or 4.3% resides in Easton, 5 or 2.4% are Westport residents and the rest of 8.3% are residents of other municipalities as well as one with Colorado address.

Fairfield has issued 1766 permits for 1179 available parking spaces. In tracking the permit holders residence address, 75.4% or 1333 are Fairfield residents, 6% or 106 are Easton residents, 90 or 5% of permit holders are Trumbull residents, 4.2% or 75 are coming from Westport, 55 or 3.1% comes from Bridgeport, 1.5% or 27 permit holders are Monroe residents.

License Plates Survey O & D

A total of 1,715 license plates of commuters were recorded in three station address were found. 41 plates were unfound. The matching represents the vehicle owners' place of residence and their destinations point of train stations. The trip origin is assumed as the vehicle owner's place of residence. As they start the trip from home in the morning to the train station for work or school or business, their trips ends at the train station before they change another mode of transportation, i.e., train ride. Since we primarily focus on the vehicle trip, their home residence address would be the trip origin and the train station would be the destination.

The Fairfield train station reflects highest percentage of commuters from their own municipal residents, more than 66%, while the Stratford and Southport train stations merely reflects

DESTINATION	
Fairfield Train Station	
Origin	Destination
Fairfield	66.10%
Easton	5.60%
Bridgeport	4.80%
Trumbull	4.80%
Southport	2.30%
Monroe	2.25%
Shelton	1.12%
Stamford	0.01%
Other	13.02%
Total	100%
Southport Train Station	
Origin	Destination
Southport	46.40%
Fairfield	31.50%
Westport	3.90%
New Haven	2.40%
Stamford	1.60%
Ansonia	0.01%
others	14.19%
Total	100%
Stratford Train Station	
Origin	Destination
Stratford	47.80%
Shelton	17.05%
Trumbull	6.60%
Milford	6.36%
Bridgeport	1.50%
Huntington	1.20%
Norwalk	1.20%
Fairfield	1%
Waterbury	1%
Ansonia	0.01%
Others	16.28%
Total	100%

about 47% and 46% respectively. The following table summarizes the distribution of O and D. See maps in Appendix.

Findings, Conclusions & Recommendations

Parking Sufficiency

Based upon the survey data, the staff has found the parking lot in Southport has sufficient parking spaces available. However, both Fairfield and Stratford stations experience shortage of parking spaces. As such, commuters park their vehicles on streets where are allowed.

Handicapped Parking Spaces Adequacy

Based upon the parking facilities collected data, the staff has found the following:

1. The Southport train station falls short on the number of the CT statutory minimum requirement. The Southport must designate 3 more spaces for handicapped accessible spaces.
2. The Stratford train station on the north side of the track has shown 100% usage on the handicapped parking spaces. The legal requirement of the minimum number handicapped parking spaces is met. However, a full utilization capacity phenomenon may suggest special consideration of designated additional handicapped parking spaces. Therefore, a further study on the demand and supply of sufficiency on handicapped parking spaces is recommended to further examine if the north lot (NYC bound) are sufficient for the morning commuters.
3. The handicapped parking spaces in Bridgeport train station are too far away from the platform. A study may be required to further examine the relocation of the parking spaces for the handicapped. A possibilities of redesignated the existing "state owned vehicles only" parking spaces into for "handicapped wheelchair" accessible parking spaces should be considered.
4. The Fairfield Train Station on the south side of the track (NH bound) has shown 100% usage on handicapped parking spaces.

Same as the Stratford train station's phenomenon, a full utilization capacity on the south track may suggest special consideration of additional handicapped parking spaces even though the legal requirement is met. Therefore, a further study is necessary on the sufficiency of supply and demand of the handicapped spaces to determine if more spaces should be designated for the handicapped wheelchair usage commuters.

Appendix

Bridgeport Permit Holders		
City	Count	Percentage
Bridgeport	244	25.68%
Trumbull	219	23.05%
Monroe	113	11.89%
Shelton	97	10.21%
Stratford	34	3.58%
Fairfield	30	3.16%
Waterbury	22	2.32%
Naugatuck	18	1.89%
Seymour	18	1.89%
Ansonia	16	1.68%
Newtown	14	1.47%
Oxford	14	1.47%
Sandy Hook	11	1.16%
Easton	9	0.95%
Huntington	7	0.74%
West Haven	7	0.74%
Derby	6	0.63%
Bethany	5	0.53%
Hamden	5	0.53%
Woodbridge	5	0.53%
Harwinton	3	0.32%
Milford	3	0.32%
New Haven	3	0.32%
Watertown	3	0.32%
Wolcott	3	0.32%
Beacon Falls	2	0.21%
Bronx, NY	2	0.21%
Guilford	2	0.21%
Middlebury	2	0.21%
Middletown	2	0.21%
Oakville	2	0.21%
Prospect	2	0.21%
Stamford	2	0.21%
Winsted	2	0.21%
Amherst, MA	1	0.11%
Avon	1	0.11%
Bristol	1	0.11%
Cheshire	1	0.11%
East Haven	1	0.11%
Hampton	1	0.11%
Lake Grove, NY	1	0.11%
Madison	1	0.11%
Meriden	1	0.11%
Monore	1	0.11%
New Hartford	1	0.11%
New York	1	0.11%
Newburn, FL	1	0.11%
Plainville	1	0.11%
Port Jeff Sta, NY	1	0.11%
Rocky Hill	1	0.11%
St James, NY	1	0.11%
Thomaston	1	0.11%
Torrington	1	0.11%
Wallingford	1	0.11%
West Hartford	1	0.11%
Windsor	1	0.11%
Woodbury	1	0.11%
Total Permits	950	100.00%

Fairfield Permit Holders		
City	Count	Percentage
Fairfield	1,337	75.84%
Easton	106	6.01%
Trumbull	90	5.10%
Southport	75	4.25%
Bridgeport	59	3.35%
Monroe	27	1.53%
Shelton	8	0.45%
Weston	7	0.40%
Sandy Hook	5	0.28%
Oxford	4	0.23%
Redding	4	0.23%
Stratford	4	0.23%
New York	4	0.23%
Huntington	3	0.17%
Newtown	3	0.17%
Westport	3	0.17%
Milford	2	0.11%
Norwalk	2	0.11%
Calabasas	1	0.06%
Colebrook	1	0.06%
Greenwich	1	0.06%
Guilford	1	0.06%
Middlebury	1	0.06%
Old Saybrook	1	0.06%
Prospect	1	0.06%
Seymour	1	0.06%
Stamford	1	0.06%
Uncasville	1	0.06%
Unionville	1	0.06%
Waterbury	1	0.06%
West Redding	1	0.06%
Woodbury	1	0.06%
Palm City	1	0.06%
East Longmeadow	1	0.06%
Plymouth	1	0.06%
West Yarmouth	1	0.06%
Brooklyn	1	0.06%
Fishers Island	1	0.06%
Total Permits	1,762	100.00%

Southport Permit Holders		
City	Count	Percentage
Southport	97	47.09%
Fairfield	80	38.83%
Easton	9	4.37%
Westport	5	2.43%
Trumbull	3	1.46%
Bridgeport	2	0.97%
Weston	2	0.97%
Denver	1	0.49%
Green Farms	1	0.49%
Milford	1	0.49%
Monroe	1	0.49%
Newtown	1	0.49%
Stamford	1	0.49%
Wilton	1	0.49%
New York	1	0.49%
Total Permits	206	100.00%

DMV Matching License Plates Results				
STATION	PERMIT	LOT	LOT_CODE	Count
Stratford	Daily	Day Parking - Lot (#3)	6017	43
Stratford	Permit	South Lot (#2)	6027	102
Stratford	Permit	Alley Parallel to I-95	6037	104
Stratford	Private	Private Lot (#4)	6047	56
Stratford	On-stree	On-street	6057	65
Stratford	On-stree	Alley Parallel to I-95	6067	23
Southport	Permit	Church Lot	6117	25
Southport	Day	Church Lot	6127	13
Southport	Permit	South Lot	6137	37
Southport	Day	South Lot	6147	4
Southport	Permit	North Lot	6157	41
Southport	Day	North Lot	6167	7
Fairfield	Permit	North Lot	6217	727
Fairfield	Permit	South Lot	6227	107
Fairfield	Day	North Lot	6237	97
Fairfield	Day	South Lot	6247	29
Fairfield	Permit	Fairprene Lot	6257	114
Fairfield	On-Stree	On-Street Parking	6267	28
Fairfield	Private	K of C Lot	6277	52
Total Hits				1,674

STRATFORD STATION SURVEY RESULTS		
MUNICIPALITY	STATE	COUNT
STRATFORD	CT	188
SHELTON	CT	67
TRUMBULL	CT	26
MILFORD	CT	25
BRIDGEPORT	CT	6
HUNTINGTON	CT	5
NORWALK	CT	5
FAIRFIELD	CT	4
WATERBURY	CT	4
ANSONIA	CT	3
HAMDEN	CT	3
MONROE	CT	3
SEYMOUR	CT	3
STAMFORD	CT	3
W HAVEN	CT	3
HARTFORD	CT	2
MIDDLETOWN	CT	2
NEW HAVEN	CT	2
ROCKY HILL	CT	2
SANDY HOOK	CT	2
TORRINGTON	CT	2
WESTPORT	CT	2
BEACON FALLS	CT	1
BRANFORD	CT	1
BROOKFIELD	CT	1
CLINTON	CT	1
DANBURY	CT	1
DARIEN	CT	1
DERBY	CT	1
E HARTFORD	CT	1
GROTON	CT	1
HIGGANUM	CT	1
NAUGATUCK	CT	1
NEW FAIRFLD	CT	1
NEW MILFORD	CT	1
NEWINGTON	CT	1
NEWTOWN	CT	1
NO HAVEN	CT	1
ORANGE	CT	1
OXFORD	CT	1
PLAINVILLE	CT	1
PROSPECT	CT	1
S WINDSOR	CT	1
SOUTHURBY	CT	1
SOUTHINGTON	CT	1
WALLINGFORD	CT	1
WATERTOWN	CT	1
WILTON	CT	1
WINDSOR	CT	1
WOODBURGE	CT	1
HOLYOKE	MA	1
WAYNE	NJ	1
GARDEN CITY	NY	1
TOTAL SURVEY HITS		393

FAIRFIELD STATION SURVEY RESULTS		
MUNICIPALITY	STATE	COUNT
FAIRFIELD	CT	763
EASTON	CT	65
BRIDGEPORT	CT	55
TRUMBULL	CT	55
SOUTHPORT	CT	27
MONROE	CT	26
SHELTON	CT	13
STAMFORD	CT	8
WESTPORT	CT	8
NEWTOWN	CT	7
HARTFORD	CT	5
STRATFORD	CT	5
MILFORD	CT	4
SANDY HOOK	CT	4
DARIEN	CT	3
GREENWICH	CT	3
NEW HAVEN	CT	3
OXFORD	CT	3
REDDING	CT	3
SOUTHINGTON	CT	3
HOLYOKE	MA	3
ANSONIA	CT	2
AVON	CT	2
BLOOMFIELD	CT	2
BRISTOL	CT	2
DANBURY	CT	2
DERBY	CT	2
NAUGATUCK	CT	2
NEW CANAAN	CT	2
ROCKY HILL	CT	2
SOUTHURBY	CT	2
VERNON	CT	2
WALLINGFORD	CT	2
WATERBURY	CT	2
WETHERSFIELD	CT	2
DEERFIELD	IL	2
MOUNT LAUREL	NJ	2
HILLIARD	OH	2
SAN JOSE	CA	1
ANDOVER	CT	1
BEACON FALLS	CT	1
BRANFORD	CT	1
CANTON	CT	1
CHESHIRE	CT	1
CLINTON	CT	1
COLEBROOK	CT	1
COS COB	CT	1
DURHAM	CT	1
E HAMPTON	CT	1
E HARTFORD	CT	1
ENFIELD	CT	1
GLASTONBURY	CT	1
GUILFORD	CT	1
HAMDEN	CT	1
HUNTINGTON	CT	1
LEBANON	CT	1
LISBON	CT	1
MADISON	CT	1
MANSFIELD CNTR	CT	1
MIDDLETOWN	CT	1
NEW FAIRFLD	CT	1
NEWINGTON	CT	1
OLD SAYBROOK	CT	1
PROSPECT	CT	1
RIVERSIDE	CT	1
SEYMOUR	CT	1
SIMSBURY	CT	1
SOMERS	CT	1
STORRS	CT	1
THOMASTON	CT	1
TORRINGTON	CT	1
UNIONVILLE	CT	1
W HARTFORD	CT	1
W HAVEN	CT	1
WASHINGTON	CT	1
WESTBROOK	CT	1
WESTON	CT	1
WINDSOR	CT	1
WINDSOR LOCKS	CT	1
WOODBURY	CT	1
ATLANTA	GA	1
BOSTON	MA	1
DETROIT	MI	1
EDEN PRAIRIE	MN	1
PORT NEWARK	NJ	1
GARDEN CITY	NY	1
NEW HYDE PARK	NY	1
NEW YORK	NY	1
CINCINNATI	OH	1
NASHVILLE	TN	1
DALLAS	TX	1
ROANOKE	TX	1
TOTAL SURVEY HITS		1,154

SOUTHPORT STATION SURVEY RESULTS		
MUNICIPALITY	STATE	Count
SOUTHPORT	CT	59
FAIRFIELD	CT	46
WESTPORT	CT	5
NEW HAVEN	CT	3
STAMFORD	CT	2
SACRAMENTO	CA	1
ANSONIA	CT	1
BRIDGEPORT	CT	1
E HAVEN	CT	1
EASTON	CT	1
GREENS FARMS	CT	1
MIDDLETOWN	CT	1
MILFORD	CT	1
NEW CANAAN	CT	1
NEWTOWN	CT	1
OLD GREENWICH	CT	1
SHELTON	CT	1
SOUTH PORT	CT	1
VERSAILLES	CT	1
LIBERTYVILLE	IL	1
COCKEYSVILLE	MD	1
WAYNE	NJ	1
ROANOKE	TX	1
TOTAL SURVEY HITS		127

