

**New Canaan Study Team Report  
on Proposed Enhancements to the New Canaan Branch Line**

February 18, 2019

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**1. Introduction**

The New Canaan Branch Line of the Metro-North Railroad New Haven Line provides critical transportation services for the economic welfare of New Canaan. The commute time to/from Grand Central has gotten longer and New Canaan has become less desirable for people moving to lower Fairfield County that need to commute into NYC. The waiting list for permitted spots at the New Canaan Railroad/Lumberyard Lot has 475 names and the Richmond Hill Lot has 189 names is also a negative factor for commuters who would like to move to New Canaan.

At the last annual meeting of the New Canaan Board of Realtors on January 17<sup>th</sup>, Lori Kelly their executive director asked the 60 or so members present the following four questions:

- Do you hear that the value of homes in New Canaan is influenced by the quality of its railroad service?
- Do you hear many and frequent claims that the current level of railroad service is unsatisfactory?
- Is the frequency of service to/from towns on the mainline used competitively against New Canaan real estate?
- Is the availability of parking at/near the stations a major factor in marketing homes in New Canaan?

All present responded that their answer was yes to all four questions. There were no dissensions to any of the four questions.

In order to better understand the commuter experience problems on the New Canaan Branch Line the following Study Team of six New Canaan residents and Jim Cameron, a Darien resident, was created.

- Jim Cameron - Darien
- Rodney Chabot – New Canaan
- Chris Hering – New Canaan
- Steve Johnson – New Canaan
- Paul Pureka – New Canaan
- Keith Simpson – New Canaan
- Bob Smith – Team Leader – New Canaan
- Ed Vollmer – New Canaan
- Peter Garneau – CCRC Member - Stamford
- Stephen Prostor – CCRC Member - New Canaan

This Study Team’s primary objective is to reach agreement with the CTDOT on what DOT enhancements should be done to the New Canaan Branch Line to improve the commuters’ experience. Our first step was to review what enhancements for the New Canaan Branch Line that were in the CONNECTICUT STATE RAIL PLAN 2012 – 2016 and what other relevant information about the history of the New Canaan Branch Line was posted

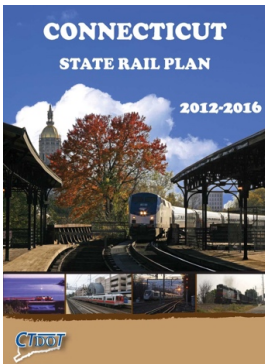
on the Internet. The Study Team is also recommending additional enhancements be done and we intend to work with the CT DOT to get their agreement on implementing these additional enhancements.

We have begun working with the CTDOT to reach agreement on the list of DOT enhancements and their estimated costs for implementing them. Once we have the estimated costs of the enhancements, we intend to work with the CT DOT to agree on the priorities for implementing them. At this point, we plan to work with the legislators representing New Canaan to hopefully secure funding for implementing the enhancements.

Also, note that Commuter Parking is also an important factor in the customer experience and the New Canaan Town Government led by First Selectman Kevin Moynihan is separately addressing these issues for the New Canaan and Talmadge Hill Metro North Stations.

## 2. Connecticut State Rail Plan 2012 – 2016

[http://www.ct.gov/dot/lib/dot/documents/dplansprojectsstudies/plans/state\\_rail\\_plan/State\\_Rail\\_Plan\\_Final\\_11-8-12.pdf](http://www.ct.gov/dot/lib/dot/documents/dplansprojectsstudies/plans/state_rail_plan/State_Rail_Plan_Final_11-8-12.pdf)



The New Canaan Branch Line extends 7.9 miles inland from the Main Line in Stamford and terminates in New Canaan. The four stations on the line are located in New Canaan (New Canaan and Talmadge Hill) and Stamford (Springdale and Glenbrook). Connecting service is available at the Stamford station. The state owns the New Canaan station and the town maintains it. The state and town partially own the parking. The state owns the Talmadge Hill platform and the town maintains it, except MNR maintains the platform lights. The town owns and operates all parking at the station. At Springdale and Glenbrook, the Department owns the platforms and certain parking, and MNR maintains the platforms. The City of Stamford owns the balance of the parking and operates and maintains it. The service is electrified and maintained at FRA Class 3 track standards.

The following New Canaan Branch Line Enhancements were copied from this CT State Rail Plan:

- a) New Canaan Station: Extending the signal system from the Richmond Hill crossing to the New Canaan Station and providing remote switch operations would reduce the time required to enter and leave the station. Adding a passing siding and extending platforms would also help
- b) Springdale Station: Adding a passing siding would enable multiple trains to operate on the branch at the same time. Making the Springdale Station a Two-platform Station would enable additional service on the branch line and allow reverse-peak trains to pick up and discharge passengers at Springdale while waiting on the passing siding.
- c) Talmadge Hill: Adding a second platform opposite the current platform would alleviate platform crowding, decrease boarding time, improve passenger safety, and improve the customer experience.

## 3. History of The New Canaan Branch Line (copied from Wikipedia)

[https://en.wikipedia.org/wiki/New\\_Canaan\\_Branch](https://en.wikipedia.org/wiki/New_Canaan_Branch)

This is an 8.2-mile (13 km) long branch line of the Metro-North Railroad New Haven Line that begins from a junction east of downtown Stamford, Connecticut north to New Canaan. It opened in 1868 as the **New Canaan Railroad**. While most trains operate as local shuttles between Stamford and New Canaan, several weekday trains operate between New Canaan and Grand Central Terminal running along the New Haven main line.

The New Canaan Branch is the shortest of the three branches and the only one that is electrified. Metro-North provides frequent peak-period passenger service from New Canaan to Stamford and GCT, with stops at Talmadge Hill, Springdale, and Glenbrook (Figure 1-3). Like the Waterbury Branch, the New Canaan line consists of a single track without any passing sidings. The signalization on the branch ends just before New Canaan Station, which limits the operations of trains on the northern end of the branch. Greater frequency of

service and faster running times could potentially make the branch more attractive to commuters. Freight trains are also allowed, though they do not currently operate on the line.

**Current operations:** Like the New Haven mainline from Mt. Vernon, New York to New Haven, Connecticut, the entire branch is electrified with overhead catenary, although it is currently the only electrified branch line. Between Mt. Vernon and Grand Central, DC third rail is used, due to the lack of catenary between the two points. Beginning in March 2011, the newly delivered Kawasaki M8 railcars started running in revenue service along the branch, and eventually took over operation from the older Budd M2 railcars. Except for the mainline portion of the route from Grand Central to Stamford and the storage tracks at New Canaan, the branch is entirely single-tracked. In contrast with the main New Haven line, there are frequent grade crossings along the branch.

Shuttle trains that operate between Stamford and New Canaan make all local stops in between, before turning around and returning to Stamford. On the weekday trains to New Canaan from Grand Central, all stops between Stamford and New Canaan are made, and either all, most, or no stops are made between Grand Central and Stamford along the main line depending on the train.

Over the years the service level on the New Canaan Branch Line has deteriorated and in 2017 the DOT actually considered cutting service on the weekends and non-peak service.

**Incidents:** On August 20, 1969 at about 8:20 p.m., a northbound commuter train with a three-man crew and about 60 to 80 passengers hit an empty southbound train carrying only five employees, killing four and injuring 40 just north of the Hoyt Street crossing in Darien. The lead cars of each train were almost completely destroyed. The National Transportation Safety Board report concluded that the cause was the northbound train's failure to stop at a meeting point as stated on train orders.

On July 13, 1976, two trains collided, killing two and injuring 29. In October 1976, the CDOT released their report which only blamed the engineer of the northbound train (Number 1994) for excessive speed. The engineer's union contended that there was a problem with the train brakes, that there was an automatic track lubricator which had been putting down excessive oil for two weeks before the incident and an insufficient signal system. The National Transportation Safety Board released their final report on the incident on May 19, 1977 as Report Number RAR-77-04. That report concluded that the cause was "the failure of the engineer of train No. 1994 to perceive the train ahead and to apply the brakes at the earliest possible time". It also cited problems with the design of the signal system, design of the M2's exit doors and interior design of the trains.

The New Canaan Branch was severely impacted by Hurricane Sandy on October 29–30, 2012. The line was blocked by fallen trees in 37 different locations; many of these trees also brought down the overhead catenary wires. Shuttle buses replaced all trains. The railroad announced that regular service resumed on November 13. This resumption was marred by slippery rails caused by rain and fallen leaves, to the extent that service had to be shut down again that afternoon to deploy Metro-North's rail-washing train. Train service resumed in time for the evening commute.

#### **4. Kawasaki M8 Cars**

The **M8** is an electric multiple unit railroad car built by Kawasaki for use on the New Haven Line of the Metro-North Railroad. The fleet of 405 cars first entered service in 2011, replacing the M2, M4 and M6 cars, which entered service in 1973, 1987 and 1994, respectively. An additional 60-car order is currently under construction in response to increased ridership; some cars are also planned for use on Shore Line East. The M8 accommodates 111 in the A car and 101 in the B car and 114 in a single car. (Note: the M7 accommodates 110 in the A car and 101 in the B car)

The M8s have new roomier, high-back seats with individual headrests and curved arm rests for more comfort. For improved safety, especially in the vestibules, the car have larger windows and better lighting. An additional safety feature is the installation of intercom systems that customers can use to contact the train crew in case of emergency. Other features included curved luggage racks, coat hooks, electrical outlets to charge personal devices, and LED displays that show that next stop and automated announcements. The

cars also have external public address speakers, and electronic destination signs. Higher reliability is possible with single leaf doors, which also lessen the susceptibility to snow intrusion. Also, the M8s have sealed alternating current motors that are less susceptible to weather.

In response to rising number of people seeking to use their bicycle to solve the "last mile" problem between Metro-North stations and destinations, ConnDOT has pledged to provide bike racks for storage of two bicycles in the disabled riders area of each rail car. In the event that a disabled rider boards a car, all cyclists must move their bicycles to the entry vestibule. In spite of the hook installation, during peak travel periods only folding bicycles are permitted aboard most Metro North trains.

## **5. Positive Train Control (PTC)**

Governor Dannel P. Malloy announced on 12/19/2018 that every passenger rail line in Connecticut will have positive train control (PTC) installed on their systems by December 31, 2018, fulfilling a recently enacted requirement by the Federal Railroad Administration for every passenger rail line in the country to implement the safety measure by the end of the year.

PTC is a system designed to stop a train automatically before an accident occurs, including preventing train-to-train collisions, derailments caused by excessive train speed, movement of a train onto sections of track where maintenance work is taking place, and incidents when a track switch has been left in the wrong position.

"Tens of thousands of Connecticut residents depend on passenger rail service for their daily commutes, and they deserve to have a best-in-class, safe, and effective system," **Governor Malloy said**. "We have been moving aggressively to improve and modernize the infrastructure in our state because a strong and reliable transportation system is key to a robust economy where people want to live and businesses can grow. The Connecticut Department of Transportation has moved assertively on the implementation of these rail safety measures and I want to thank them for their continued work on this effort."

"Safety has always been our top priority and I am pleased to report that Connecticut passenger rail lines will be in full compliance with the new federal requirements," **Transportation Commissioner James P. Redeker said**. "Our rail lines are already exceptionally safe and positive train control provides us with another layer of safety."

Connecticut has three passenger rail lines. The Connecticut Department of Transportation (CTDOT) owns the portion of the New Haven Line between New Haven and the New York state border, while Amtrak owns the Hartford Line between New Haven and Springfield, Massachusetts, as well as Shore Line East between New Haven and New London.

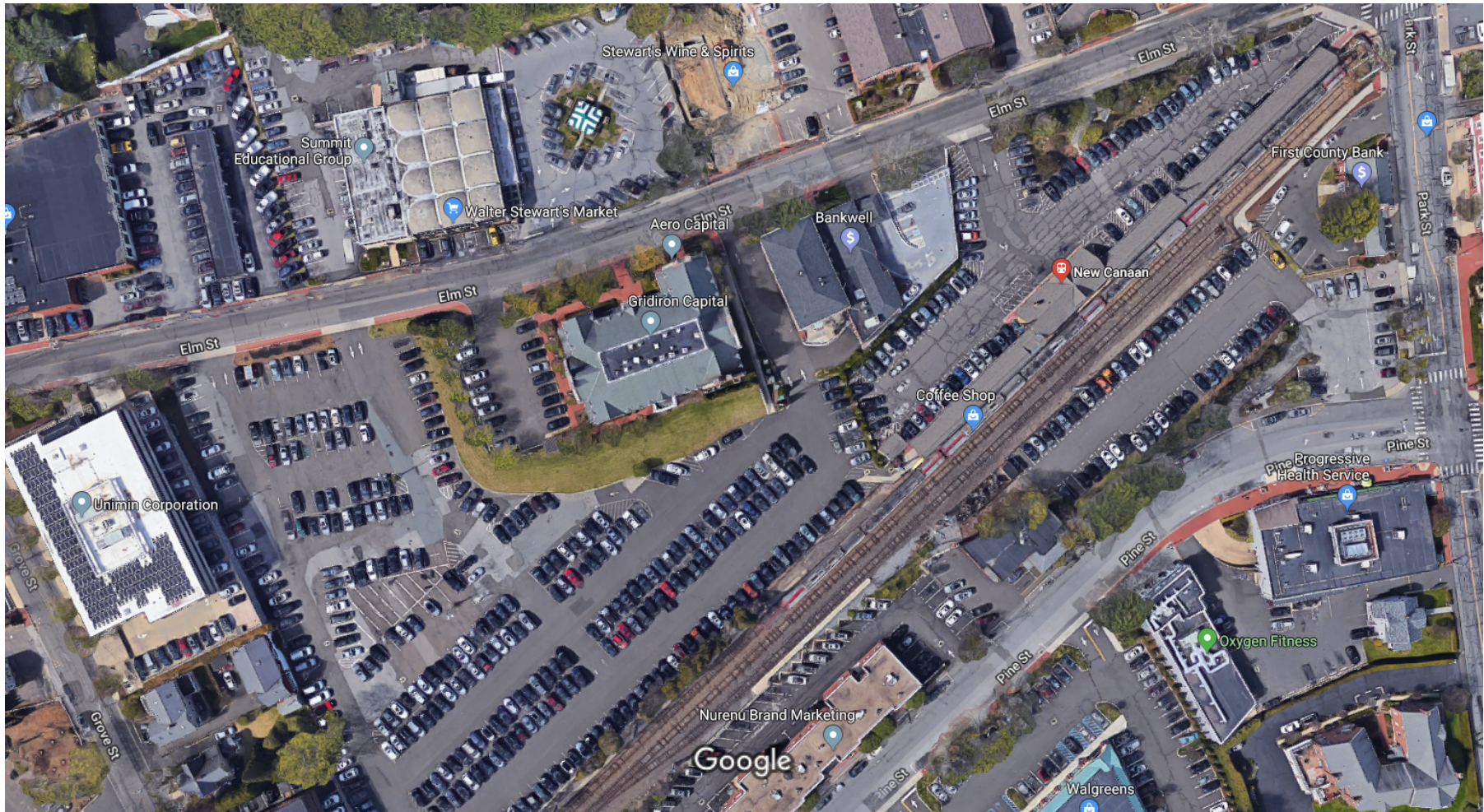
On the New Haven Line, which also includes branches to New Canaan, Danbury, and Waterbury, CTDOT partnered with MTA Metro-North for the PTC installation. Metro-North achieved a significant milestone over the summer, implementing civil speed enforcement – a key component of PTC that prevents a train from traveling too fast around a curve or over a bridge. Further, Metro-North has completed installation of all PTC hardware, trained all of its employees, acquired all of the necessary radio spectrum, and has a segment of track on its Hudson Line operating under full PTC. PTC will be in operation on each of the Amtrak-owned lines beginning December 31, 2018.

**Update January 4, 2019:** Dozens of railroads, including Metro-North, missed the December 31st deadline to install "positive train control," which can prevent collisions and derailments. The rail systems have since applied for a 2-year extension to 2020 which Congress approved. U.S. Senator Richard Blumenthal is calling on Congress to hold firm on that deadline with maximum fines and penalties.

## 6. Satellite Photos of New Canaan Branch Line Metro North Stations

The following photos of the Metro North New Canaan Branch Line were included to help in understanding and discussing the details of the of the recommended enhancements:

### Satellite Photo of the New Canaan Metro North Station



**Satellite Photo of the entrance of the New Canaan Metro North Station**



**Satellite Photo of the Talmadge Hill Metro North Station**



Imagery ©2019 Google, Map data ©2019 Google 500 ft

Note: The Talmadge Hill Station is very close to the Darien border and it is expected that some of the nearby daily commuters to GCT living in Darien will also use this station.

## Proposed Shelters for the Platforms at the Talmadge Metro North Hill Station

The shelters for the two platforms at the Talmadge Hill Metro North Station should be similar to the shelters at the Glenbrook Metro North Station and cover the entire length of both platforms.





## Satellite Photo of the Metro North Springdale Station



Imagery ©2019 Google, Map data ©2019 Google 200 ft

Lengthen the platforms at Springdale to accommodate 6 car trains instead of the current 4 to avoid overcrowding upon boarding.

Adding a passing siding opposite the current platform would enable multiple trains to operate on the branch at the same time. Making the Springdale Station a Two-platform Station would enable additional service on the branch line and allow reverse-peak trains to pick up and discharge passengers at Springdale while waiting on the passing siding.

**Photo facing North of a passing siding in Springdale before the Train Crash in 1969**



Reestablishing a passing siding in Springdale where a passing siding existed before the train crash in 1969 is another option. This passing siding was located just north of the Camp Ave/ Hoyt Street crossing in Springdale. If this option is implemented, the northbound trains would discharge passengers at the Springdale Station and then use this passing siding for passing the southbound train. This would be a cheaper option than adding a passing siding at the Springdale Station.

**Satellite view of where the passing siding existed in Springdale**



Imagery ©2019 Google, Map data ©2019 Google 200 ft

The distance from Camp Avenue to the crossing on Hoyt Street is approximately 1000 ft. which is more than enough to establish a passing siding that will accommodate a train with eight M8 cars.

## **7. Study Team Recommendations for DOT Enhancements to the New Canaan Branch Line**

The New Canaan Study Team recommends implementing the following enhancements to the New Canaan Branch Line that are described in the CTDOT document titled **CONNECTICUT STATE RAIL PLAN 2012 – 2016**.

While we strongly believe we need to implement all of these enhancements, we understand that the CTDOT will need to evaluate these New Canaan Branch Line enhancements in the context of other investment needs across the state's transportation system. We agree with this CTDOT view and have prioritized our list of proposed CTDOT enhancements with the top of the list being the highest priority and the bottom list being the lowest priority.

We are relying in the CTDOT to provide cost estimates for the proposed enhancements and once we have the estimates, we are ready to discuss what might be feasible for funding in 2019. While we expect there will be limited funding in 2019, we would like to obtain enough funding in 2019 to start implementing some of the following CTDOT enhancements.

### Talmadge Hill Station

- Add a second platform on the other side of the track so that commuters can access the train on the east and west sides and not just the west side as it currently the case. This will alleviate platform crowding, decrease boarding time, improve passenger safety, and improve the customer experience.
- install full length platform shelters on both Talmadge Hill station platforms similar to those at the Glenbrook Metro North Station.
- Install a ticket machine

### Springdale Station

- Adding a passing siding would enable multiple trains to operate on the branch at the same time. Make the Springdale Station a Two-platform Station to enable additional service on the branch line and allow reverse-peak trains to pick up and discharge passengers at Springdale while waiting on the passing siding.
- The DOT should consider installing the passing siding just north of the Hoyt Street crossing in Darien where a passing siding existed before the train crash on August 20, 1969 (see page 10 for a photo of the passing siding). This option would be cheaper to install.
- Install a ticket machine

### New Canaan Station

- Signalization: Extending the signal system from the Richmond Hill Crossing to New Canaan Station and provide remote switch operations to reduce the time required to enter and leave the station.
- Also add a passing siding and extend the platforms.

### Glenbrook Station

- Install a ticket machine

## **8. Commuter Parking at the Metro North New Canaan and Talmadge Hill Stations**

<https://newcanaanite.com/town-moves-pursues-parking-deck-at-lumberyard-one-third-of-new-spaces-to-be-designated-for-businesses-62960> (NewCanaanite.com Jan 9, 2018)

The following information on commuter parking at these two stations was included to provide a perspective on what New Canaan Town Government, led by Kevin Moynihan, hopes to achieve. Remember that some things are expected to change as their plan evolves.

Parking improvements at the New Canaan and Talmadge Hill stations are the responsibility of the New Canaan Town Government and Town officials are moving forward with plans to increase commuter parking

at both the Talmadge Hill and New Canaan Stations. The information included in the report was taken from articles from local media and were included to provide a comprehensive picture of the commuters' experience.

Members of the Parking Commission at the group's most recent meeting said that First Selectman Kevin Moynihan is eyeing a private property in the area of the Talmadge station for acquisition by the town, and the first selectman himself has said that municipal officials have walked the Lumberyard property with an architect who is expected to produce a conceptual rendering, hopefully in the first quarter.

Plans at the Lumberyard call for a single parking deck that will use the grade between Elm Street and the lot itself, Moynihan told members of the press at a Dec. 28 press briefing in his office. The parking deck itself would rise no higher than the street-level of Elm, he said.

Asked about the efforts during Tuesday's Board of Selectmen meeting, Moynihan said an internal team that includes officials from the Parking Bureau, Parking Commission and Public Works Department is analyzing parking habits and needs with an eye on bringing forward a formal proposal.

It appears that a plan to bring 250 new spaces to the Lumberyard lot also will be designed to benefit not just commuters but also nearby New Canaan businesses. Of those 250 additional spaces, Moynihan said, 175 would be for commuters while 75 would serve businesses.

Currently, about 68 of the 351 spots at Lumberyard are dedicated for area businesses as per "contractual obligations," Moynihan said at the selectmen meeting, held at Town Hall.

"So currently it is a mixed-use lot," he said. "There is much demand from surrounding businesses for additional parking in that neighborhood, so I envision a second level that would also be mixed-use, probably one-third surrounding businesses and two-thirds commuters."

#### **New Canaan First Selectman Moynihan Discusses His First Year** (New Canaan Patch Nov 28, 2018)

<https://patch.com/connecticut/newcanaan/new-canaan-first-selectman-moynihan-discusses-his-first-year>

My campaign in 2017 focused on five major themes: improving cell phone service, increasing commuter parking, strengthening financial management, insuring transparency in government and maintaining excellence in our schools. I also highlighted the issues of strengthening our downtown business district, encouraging the building of senior housing and preserving open space.

#### **Commuter parking fees raised; permit spots added at Talmadge Hill** (New Canaan Advertiser Mar 27, 2018) <https://ncadvertiser.com/119098/commuter-parking-fees-raised-permit-spots-added-at-talmadge-hill/>

The Board of Selectmen has voted to increase commuter permit parking fees by 2% and change 36 spots at Talmadge Hill Train Station from daily fees to annual permit fees. Since the Parking Commission failed to set fees for the upcoming fiscal year at its March meeting, it fell to the Board of Selectmen. The selectmen voted unanimously at their March 27 meeting to increase the fees effective June 1. Selectman Nick Williams agreed with increasing fees, even though he said he believes he is the only elected official that regularly commutes by train. "Honestly, I don't hear a ground swell of criticism that the fees are too high," he said. The fees for the three commuter lots in town were raised for 2018-'19, as follows: the Railroad/Lumberyard Lot on Elm Street will go to \$625 from \$612; the Richmond Hill Lot will be \$475 from \$465; and the Talmadge Hill Lot will be \$475 instead of \$465. First Selectman Kevin Moynihan said, "Since 2012, we have had a policy that increases go into a separate fund and not into the general fund." The funds can be used for maintenance, expansion and improvement of the parking facilities, he explained.

**Change from daily to yearly:** The selectmen also voted unanimously to increase the number of annual permit parking spots at Talmadge Train Station by repurposing 36 daily fee parking spaces. Earlier this year, the Parking Bureau monitored the 96 daily fee spots at Talmadge Hill Train Station, explained Parking Manager Stacy Miltenberg, to the selectmen. The bureau found that nearly one-third of the daily spots are being used by New Canaan residents. Of the 61 vehicles that were parked in the spaces four or more times, only 23 were New Canaan residents and 34 were nonresidents, she said. The waiting list for Talmadge Hill Train Station was whittled down to 115 people, after a program was undertaken by the Parking Bureau to charge people \$10 fee to be on the waiting list, explained Miltenberg at previous meetings. The waiting list for permitted spots at the Railroad/Lumberyard Lot has 475 names and the Richmond Hill Lot has 189 names.

**Parking Commission's view:** Parking Commission Chairman Keith Richey confirmed at the Board of Selectmen meeting that the Parking Commission did not come to an agreement at the meeting on March 8. He said, Commissioner Chris Hering first suggested that the fees be reduced by 20% Selectman Kit Devereaux asked why Hering had wanted to decrease the rates. Richey said that Hering had felt that "Train service is not that good and it's getting worse; that nothing has been done for parking; that property values are going down not up, so people deserve a break." Richey said the rest of the commission was not in agreement with lowering the rates and other votes on various increases ranging from 1% to 3%, all resulted in ties.

## 9. Current Train Schedules - Effective Jan. 22, 2019 - April 13, 2019

### TRAINS FROM NEW CANAAN TO GCT:

DEPARTS NEW CANAAN	ARRIVES. GCT	TRAVEL TIME (Minutes)		FARES
5:31 AM	6:45 AM	<b>74 MIN</b>	THROUGH TRAIN	PEAK ( <b>Note 1</b> )
6:20 AM	7:26 AM	66 MIN	THROUGH TRAIN	PEAK
7:11 AM	8:21 AM	70 MIN	THROUGH TRAIN	PEAK
7:30 AM	8:39 AM	69 MIN	THROUGH TRAIN	PEAK
7:56 AM	9:06 AM	70 MIN	THROUGH TRAIN	PEAK
8:50 AM	9:59 AM	69 MIN	TRANSFER AT STAMFORD (AR 9:07 AM & LV 9:10 AM)	PEAK
9:35 AM	10:56 AM	81 MIN	TRANSFER AT STAMFORD (AR 9:52 AM & LV 10:05 AM)	OFF-PEAK
10:28 AM	11:45 AM	77 MIN	TRANSFER AT STAMFORD (AR 10:45 AM & LV 10:55 AM)	OFF-PEAK
11:28 AM	12:45 pm	77 MIN	TRANSFER AT STAMFORD (AR 11:45 AM & LV 11:53 AM)	OFF-PEAK
12:28 PM	1:15 PM	77 MIN	TRANSFER AT STAMFORD (AR 12:45 AM & LV 12:53 AM)	OFF-PEAK

**Note 1:** The 5:31AM train makes all stops after Stamford until Rye which increases the time to get to GCT. The extra stops were done to increase the ridership to justify the 5:31 train. We can probably initially eliminate the stops after Greenwich and overtime as ridership increases on the New Canaan Branch Line eliminate all stops after Stamford.

**TRAINS FROM STAMFORD TO NEW CANAAN**

DEPARTS STAMFORD	ARRIVES NEW CANAAN	TRAVEL TIME (Minutes)		FARES
8:18 AM	8:38 AM	20	THROUGH TRAIN	INTERMEDIATE
9:08 AM	9:27 AM	19	THROUGH TRAIN	INTERMEDIATE
10:02 AM	10:19 AM	17	THROUGH TRAIN	INTERMEDIATE
10:58 AM	11:15 AM	17	THROUGH TRAIN	INTERMEDIATE
DEPARTS GCT	ARRIVES NEW CANAAN			
3:05 PM	4:15 PM	70	TRANSFER AT STAMFORD (AR 3:54 PM & LV 3:58 PM)	OFF-PEAK
3:49 PM	5:04 PM	75	THROUGH TRAIN	OFF-PEAK
4:45 PM	6:03 PM	78	THROUGH TRAIN	PEAK
5:13 PM	6:19 PM	66	THROUGH TRAIN	PEAK
5:26 PM	6:31 PM	65	THROUGH TRAIN	PEAK
6:10 PM	7:17 PM	67	THROUGH TRAIN	PEAK
7:01 PM	8:08 PM	67	THROUGH TRAIN	PEAK
7:38 PM	8:53 PM	75	THROUGH TRAIN	PEAK
8:01 PM	9:18 PM	77	TRANSFER AT STAMFORD (AR 8:51 PM & LV 9:01 PM)	OFF-PEAK
8:07 PM	9:18 PM	71	TRANSFER AT STAMFORD (AR 8:54 PM & LV 9:01 PM)	OFF-PEAK
8:39 PM	10:15 PM	96	TRANSFER AT STAMFORD (AR 9:48 PM & LV 9:58 PM)	OFF-PEAK

**TRAINS FROM NEW CANAAN TO STAMFORD**

DEPARTS NEW CANAAN	ARRIVES STAMFORD	TRAVEL TIME (Minutes)		FARES
5:31 AM	5:48 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
6:20 AM	6:37 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
7:11 AM	7:30 AM	19	THROUGH TRAIN	<a href="#">Intermediate</a>
7:56 AM	8:14 AM	18	THROUGH TRAIN	<a href="#">Intermediate</a>
8:50 AM	9:07 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
9:35 AM	9:52 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
10:28 AM	10:45 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
11:28 AM	11:45 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
12:28 PM	12:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
1:28 PM	1:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
2:28 PM	2:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
3:26 PM	3:44 PM	18	THROUGH TRAIN	<a href="#">Intermediate</a>
4:26 PM	4:45 PM	19	THROUGH TRAIN	<a href="#">Intermediate</a>
5:15 PM	5:32 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
7:28 PM	7:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
8:15 PM	8:32 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
9:28 PM	9:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
10:28 PM	10:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
11:28 PM	11:45 PM	17	THROUGH TRAIN	<a href="#">Intermediate</a>

**MORNING TRAINS FROM STAMFORD TO NEW CANAAN**

DEPARTS STAMFORD	ARRIVES NEW CANAAN	Travel Time In Minutes		FARES
8:18 AM	8:38 AM	20	THROUGH TRAIN	<a href="#">Intermediate</a>
9:08 AM	9:27 AM	19	THROUGH TRAIN	<a href="#">Intermediate</a>
10:02 AM	10:19 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>
10:58 AM	11:15 AM	17	THROUGH TRAIN	<a href="#">Intermediate</a>



## 10. Suggested Schedule Changes for DOT Consideration

These suggestions were provided by Peter Garneau a member of the CCRC from Stamford and is a weekday rail commuter from the Springdale Metro North Station to GCT.

### Morning Rush Hour Trains from New Canaan to GCT

- There are not currently enough trains that will guarantee a 9AM arrival in NYC depending on office location in city.
- At present, the only two trains that should guarantee a 9AM arrival is: 1707/1711 (the first two trains out of New Canaan).
- Although there are 3 other trains that on paper are supposed to arrive in NYC before 9, the reality is that they cannot be relied upon to do so – 1723, 1731, 1735.
- I think it makes sense to look at enhancing the schedule as follows:
  - 5AM – 1<sup>st</sup> train out
  - 5:30-2<sup>nd</sup> train out
  - 6:00-3<sup>rd</sup> train out
  - 6:30 – 4<sup>th</sup> train out
  - 7:00 – 5<sup>th</sup> train
  - This would increase the number of trains getting commuters into NYC by 9am by 150%.
- A Special note regarding the first train out of New Canaan in the morning (1707). Going forward, the only stops that should be made after Stamford should be Old Greenwich and potentially Greenwich. Very few people get on at Cos Cob or Riverside and too many people are now getting on at Port Chester and Rye.

### Evening Rush Trains from GCT to New Canaan

- Too many direct trains are leaving the city too early – 3 before 6PM – 4:45, 5:13, 5:26.
- I would look at adding a train at 6:30PM and also maintain 1770, 1774, 1778.
- Train 1778 should really make Stamford 1<sup>st</sup> stop and not Rye.
- Add one more through train at around 8:10PM even if only a 5 car train.

## 11. Suggested Changes to Rolling Stock for DOT Consideration

- All of the morning rush hour and evening rush hour trains need more cars. At this point, there needs to be more cars or more trains or in a perfect world more of both!