MOBILITY

Walking to Work. Of the 10 largest cities in New England, New Haven has the highest percentage of residents who walk to work (nearly 14%). Approximately 45% of all New Haven residents get to work by a form of transportation other than driving a single-occupancy vehicle.

City of New Haven

John DeStefano, Jr., Mayor

PUBLIC WAYS

Public Roadways

There is an extensive surface transportation system in New Haven, which consists of local public ways, state roads and interstate highways. In total, there are 255 miles of roadway in the city - the eighth highest amount of any municipality in Connecticut. Of these roadways, 88% are locally-maintained public roads and 12% are state-maintained roads and highways.

New Haven is situated at the axis of two major interstates: I-91 and I-95. The Wilbur Cross Parkway (Route 15), runs along the northwestern tier of the city, thereby providing additional limited access capacity to New York State and north to the I-91 / I-691 area. The high amount of vehicle traffic in the city is quantified both in daily traffic volume and in total vehicle miles traveled. Total vehicle miles traveled is approximately 2.1 million in New Haven. At 17.1 miles/capita, total VMT well exceeds statewide averages.

Daily Vehicle Miles Traveled

	Total (m)	Miles per Capita
New Haven	2.1	17.077
Connecticut	76.8	0.044

Sources: City of New Haven - Greenhouse Gas Inventory, 2001.
Connectictut DEP - Greenhouse Gas Inventory, 1999.

By volume, average daily traffic is highest on Interstate 95 (129,500 vehicles per day). Highest volumes on arterial roads are realized along Whalley Avenue (19,300) and Ella T. Grasso Boulevard (18,100). Of the arterial roads, several are operating at or near capacity. These include State Street, Derby Avenue, Forest Road and Quinnipiac Avenue.

Average Volume on Certain State-maintained Roads, 2000

Road	Capacity	Average Volume	Section Length (miles)
I-95	155,600	129,500	3.87
I-91	145,500	119,700	3.57
Route 15 / Wilbur Cross Parkway	59,100	51,200	2.13
Route 34 / Oak Street Connector	75,200	30,700	2.64
Route 80 / Foxon Boulevard	33,700	29,000	0.8
Whalley Avenue	25,800	19,300	1.62
Ella T. Grasso-Fitch	35,300	18,100	4.51
State Street	21,300	17,600	0.98
Middletown Avenue	28,100	17,300	1.19
Derby	17,700	15,700	0.82
Route 1 / Forbes Avenue	24,100	11,200	4.08
Forest Road	12,000	10,400	1.23
Quinnipiac Ave. (Foxon - North Haven line)	8,700	8,700	1.06
Townsend Avenue	9,200	6,060	3.03
Fountain Street	10,000	-	1.47

Source: ConnDOT. Average Daily Traffic Volumes, 2000.

Road Congestion

Measures of Traffic Congestion in New Haven

In 1999, the South Central Regional Council of Governments measured congestion on highways and arterial roads across the region. The results indicate significant delays along Interstate 91 in New Haven (Exit 5 - Exit 1) as well as various sections of Interstate 95, including the areas approaching the Pearl Harbor Memorial ("Q") Bridge.

I-95 is the focus of the New Haven Harbor Crossing Corridor Improvement Program, a 12-year Connecticut DOT highway project. It is the largest transportation effort ever undertaken by the State of Connecticut. The project is intended to reduce traffic between New Haven and Branford by reconstructing and widening of the interstates from New Haven to Branford, including the replacement of the Pearl Harbor Memorial ("Q") Bridge.

Along arterial roads, seven of the 10 most significant delays in the region are found in New Haven. The most severe congestion is found in Westville and Amity, along Whalley Avenue, Amity Road and Ella T. Grasso Boulevard. In the Quinnipiac Meadows area, Route 80 is an emerging source of congestion.

Interstate and Arterial Delays in New Haven

Location	Segment	Direction	Delay / Mile
Interstate 91	Exit 5 - Exit 3	South	113.9
Interstate 91	Exit 3 - Exit 1	South	113.3
Interstate 95	Exit 49 - Exit 46	South	63.3
Route 10 / Ella Grasso Blvd.	Derby - Whalley	North	37.8
Route 63 / Whalley Ave.	York - Ella Grasso	West	35.0
Route 80 / Foxon Blvd.	Middletown - Quinnipiac	East	30.3
Route 63 / Whalley Ave.	Ella Grasso - York	East	30.2
Route 63 / Whalley Ave.	Dayton - Route 69	West	29.1
Howard Avenue	First to Columbus	North	27.6
Route 10 / Ella Grasso Blvd.	Whalley - Derby	South	25.9
Interstate 95	Exit 46 to Exit 49	North	24.3
George Street	Derby - York	East	22.1
Route 63 / Whalley Ave.	Route 69 - Dayton	East	21.5
Route 63 / Whalley Ave.	Dayton - Ella Grasso	East	21.3

Notes:

[1] Source: South Central Regional Council of Governments, 1999.

[2] Delay / Mile is an index shown in person hours of delay for congestion +20 only.

[3] Congestion is shown as a combination of the a.m. and p.m. peak.

PUBLIC BUS SYSTEM

Public Bus System

The public bus system is operated by Connecticut Transit, under contract with the Connecticut Department of Transportation. With over 8.5 million boardings, the New Haven Division is the second largest transportation system in the state. The service area covers 476 square miles, including the City of New Haven and all or part of 19 surrounding towns. The 23 service routes cover 462 direction miles, largely radiating from downtown New Haven across the major roadways to the outlying suburbs.

On an average weekday, Connecticut Transit carries approximately 30,500 passengers. Highest daily ridership is seen on the D route (Dixwell Avenue / Grand Avenue) and the B route (Whalley Avenue / West Haven). Together, these routes carry 43% of the system's passenger load.

In early 2002, Connecticut Transit service reductions affected 19 of the 23 routes. Many of the adjustments increased headways or eliminated redundant routing. For example, peak headways on the J – Whitney Avenue line increased from 15-20 minutes to 20-30 minutes. In other cases, routes were combined (the A and M for example, now operate as a combined M route).

Averegage Ridership on Connecticut Transit

Route	Service Territory	Weekday	Saturday	Sunday
B	Whalley Avenue	3,206	1,565	484
B	West Haven	3,173	1,217	587
C	Wallingford / North Haven	966	341	-
D	Dixwell Avenue	3,841	2,038	933
D	Grand Avenue	2,867	1,364	596
F	East Haven / Branford	808	363	223
FN	West Chapel / Derby Avenue	1,588	758	377
G	Shelton Avenue	649	258	-
G	Lighthouse	713	321	-
JU	Savin Rock / Milford	1,605	1,040	395
JU	Whitney Avenue / Waterbury	1,287	1,380	1,027
L	North Branford	49	-	
M	Orange St. / Union Station / State Street / Washington Ave.	2,517	460	-
O	Sylvan Avenue / Route 1 / Milford	1,562	830	260
O	Winchester Avenue	915	326	74
Q	Lombard Loop	896	413	210
Q	Edgewood Avenue	871	332	*
S	Route 1 / Madison	n/a	-	
Z	Goffe Street	1,032	333	*
Z	Savin Rock	1,001	210	*
	Madison / Guilford Express	25	-	-
	Sargent Drive Commuter Connection	35	-	-
	Downtown Commuter Connection	321	-	-
	Emergency Services	491	-	-
Ridership		**30,418**	**13,549**	**5,166**

Source: 1999 Connecticut DOT Statewide Bus System Study / New Haven Division

* On Sundays, operates as the FQZ line. Average Sunday ridership is shown in FN - West Chapel.

INTERMODAL FREIGHT TRANSPORTATION

Port of New Haven

The Port of New Haven, the largest in the state, is privately owned and operated. Logistec of Connecticut and Gateway Terminal are the largest port-related operators and each handles a wide diversity of product. In 1999, over 8.6 million short tons moved through the port, representing just under 50% of all freight traffic at Connecticut ports. On a regional scale, the port at Providence handles nearly as much volume as New Haven.

By commodity, New Haven is largely a petroleum port. Of all commodities handled at the port, 80.5% are petroleum and related products, 12.7% are manufactured goods and 6% are crude materials.

Among all state ports, New Haven's share of manufactured goods is 95.2% and its share of the petroleum market is 55.6%. The continuing diversification of the port is shown in recent changes in materials handled at New Haven. Between 1995 and 1999, petroleum shipments (in short tons) declined 5% and chemical shipments declined 34%. Meanwhile, large percent gains were realized in manufactured equipment (up 150%), crude materials (up 33%) and manufactured goods (up 12%).

In measurements of trips and drafts, total activity at New Haven lags well behind trips along the Connecticut River, Bridgeport and New London. These three ports have larger day-to-day activities, including Long Island Sound ferry services in Bridgeport, which increase total activity. New Haven does handle 206 of the 428 statewide tanker movements, which is traced directly to the city's large volume petroleum-related facilities.

Shipped Freight by Commodity (in '000 short tons)

Port of New Haven	1995	1999	% Change 95 -99	Share of Conn. Total in 1999
Petroleum	7,333	6,992	-5%	55.6%
Chemicals	101	67	-34%	20.3%
Crude Materials	394	523	33%	23.7%
Manufactured Goods	984	1,099	12%	95.2%
Food and Farm Products	-	-		0.0%
Manufactured Equipment	2	5	150%	62.5%
Other, including coal	-	-		0.0%
Total	**8,814**	**8,686**	**-1%**	**48.8%**

Source: Army Corps of Engineers. Waterborne Commerce of the United States, 1999

Comparative Statement of Freight Traffic at Regional Ports[1]

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
New Haven	9,301	8,154	8,430	8,740	9,741	8,813	8,838	9,594	9,193	8,687
Bridgeport	2,852	3,268	2,948	2,942	3,054	3,447	4,862	5,340	4,626	4,154
New London	2,149	2,130	1,765	1,793	1,675	1,636	2,049	1,915	2,036	1,734
Thames River	1,048	1,127	1,135	1,001	965	1,013	1,415	1,309	1,428	1,130
CT River	1,493	1,153	986	638	594	476	764	893	702	554
Norwalk	640	537	541	475	446	447	495	713	725	649
Stamford	522	819	754	874	1,116	994	1,037	1,041	991	883
Connecticut	**18,005**	**17,188**	**16,559**	**16,463**	**17,321**	**16,826**	**19,460**	**20,805**	**19,701**	**17,791**
New Haven	**51.7%**	**47.4%**	**50.9%**	**53.1%**	**54.7%**	**52.4%**	**45.4%**	**46.1%**	**46.7%**	**48.8%**

Notes:

[1] Expressed in '000s of tons.

[2] Total volume rounded and state total includes smaller ports not identified in the chart.

[3] Source: Army Corps of Engineers. Waterborne Commerce of the United States, 1999

Commodities Handled at Connecticut Ports, 1999

Connecticut	New London	Thames	CT River	Bridgeport	Norwalk	Stamford	New Haven	State[1]
Petroleum	838	333	554	3,262	424	182	6,992	12,585
Chemicals	130	130	0	3	0	0	67	330
Crude Materials	126	55	0	586	220	701	523	2,211
Manufactured Goods	23	0	0	32	0	0	1,099	1,154
Food and Farm Products	1	0	0	256	5	0	0	262
Manufactured Equipment	3	0	0	0	0	0	5	8
Other, including coal	612	612	0	15	0	0	0	1,239
Total	**1,733**	**1,130**	**554**	**4,154**	**649**	**883**	**8,686**	**17,789**

Notes:

[1] Total volume rounded and state total includes smaller ports not identified in the chart.

[2] Source: Army Corps of Engineers. Waterborne Commerce of the United States, 1999

Trips and Drafts of Vessels, 1999

Movements	Tankers	All
New Haven	206	3,454
Bridgeport	66	20,336
New London	44	13,361
Thames River	34	414
CT River	8	58,889
Norwalk	0	2,352
Stamford	70	2,404
Housatonic River	0	114
Mystic River	0	1,806
Connecticut	428	103,130
Providence	207	2,147
New Haven	**48.10%**	**3.30%**

Source: Waterborne Commerce of the United States 1999

Intermodal Freight Transportation

Rail Freight

Freight railroad service in New Haven is provided by the Providence and Worcester Railroad (P&W) and by CSX Corporation in neighboring North Haven. Service generally runs north (along a route to Hartford and West Springfield, Massachusetts) and east along the Northeast Corridor tracks. Due in part to the expanded Gateway Terminal operations along East Street, P&W's business has increased of late. From 1999 to 2002, P&W volume increased from 19,760 gross tons to 192,280 gross tons. A more moderate increase is expected for 2002.

New rail connections are planned for Waterfront Street via the recently-completed Tomlinson Bridge. Port-area rail service has been dormant since structural damage occurred in the early 1990's. The new Tomlinson has rail tracks along its northern side. Planned extensions would run further east along Forbes Avenue and south along Waterfront Street.

Rail Freight from the Port of New Haven via the Providence and Worcester Railroad

Year	Gross Tonnage	Annual Growth (%)
1999	19,760	
2000	78,565	298%
2001*	192,280	145%
2002*	250,000	30%

Notes:

[1] Source: Providence and Worcester Railroad, 2001

[2] * Indicates gross tonnage is estimated.

PARKING

Parking Facilities

The Traffic and Parking Department plans and operates all on-street and certain off-street parking facilities in the city. Of these facilities, the most prominent are the 2,518 hourly metered parking spaces (mainly in the central business district and surrounding area) and the residential parking zones found in various New Haven neighborhoods. In 2001, revenue from meters was $1.4 million, up approximately 4.7% from 1999.

On-Street Parking Meters: Inventory and Revenue

Year	Mechanical	Electric	Total Meters	Potential	Revenue ($)
1999	n/a	n/a	n/a	n/a	1,214,610
2000	1,557	562	2,119	n/a	1,317,000
2001	1,557	903	2,460	2,518	1,393,000

Notes:

[1] Potential includes all meters, including those out of service or in construction zones.

[2] Source: New Haven Traffic and Parking Department, 2001.

Downtown New Haven and the railroad station section of the Hill neighborhood have the largest concentrations of off-street garage and public parking facilities. According to the New Haven Parking Authority, there are 32 facilities offering daily parking in this area. Of the 12,000 spaces in this inventory, anecdotal evidence suggests high utilization at many of these locations. In particular, the parking crunch at Union Station has led to new shuttle services to downtown New Haven and satellite parking opportunities at the New Haven Coliseum garage.

Various private and restricted-use facilities are also located downtown and in the surrounding area. Among the largest of these are the 400-space SNET parking lot at Orange/State/Grove and the Yale University system (3,722 spaces) at various locations.

Utilization of New Haven Parking Authority Facilities in Downtown and Long Wharf

Facility	Capacity	Average Daily Utilization	%	Monthly Parking Passes
Air Rights Garage	2,601	2,315	89.0%	4,458
Broadway Plaza Lot	135	126	93.0%	47
Chapel Square Garage	325	263	81.0%	141
Crown Street Garage	720	691	96.0%	819
Granite Square Garage	305	186	61.0%	456
Orange/Elm Lot	70	49	70.0%	-
State/Olive Lot	50	25	50.0%	26
Temple Street Garage	1,247	436	35.0%	468
Temple/George Garage	371	308	83.0%	158
Union Station Garage	1,200	1,152	96.0%	467
Total	**7,024**	**5,551**	**79.0%**	**7,040**

Notes:

[1] Source: New Haven Parking Authority, April 2002.

[2] Average utilization based on weekday occupancy in 3/02; Temple St. under construction (limited occupancy).

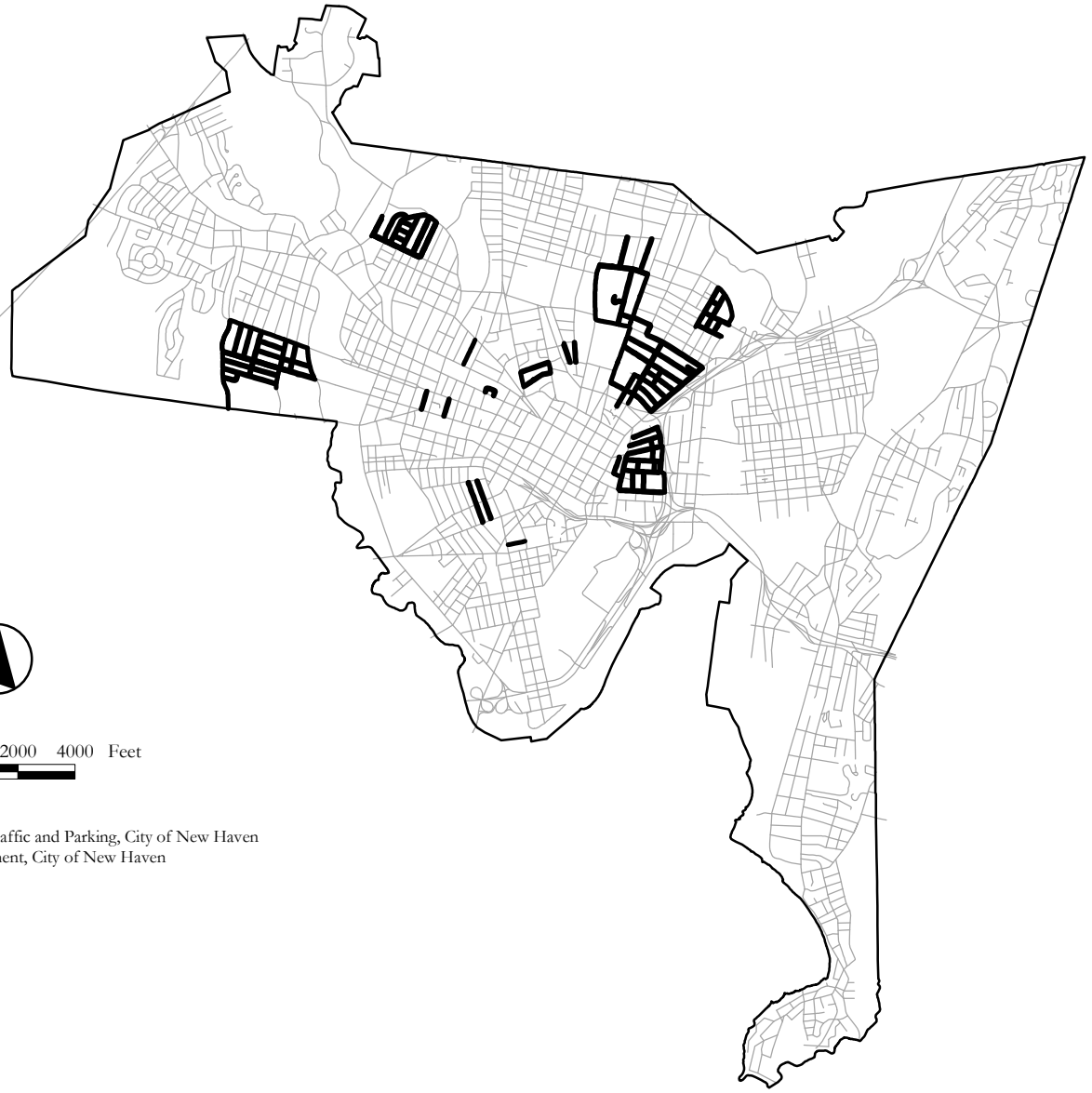
Publicly-Available Parking Facilities in Downtown and the Surrounding Area, 2001

Garage	Capacity	Operator	First Hour	Extra Hours	Daily	Hours	Days Open
Air Rights Garage *	2,601	NHPA	1.90	$1.90	$20.00	24s	7 Days
Audubon Court Garage *	257	AMPCO	.65 / .5hr	.65 / .5hr	$6.00	7 am - 10 pm	M-Sat **
Broadway Plaza Lot *	135	NHPA	1.25	$1.50	$11.50	9:30 am - 2 am	7 days
Broadway/Elm Lot	70	Petrasimone	0.75	$0.75	$3.00	8:30 am - 5 pm	M-F **
Bullard Lot	120	Propark	3.00	$3.00	$10.00	8 am - 6 pm	M-F
Century Garage *	614	LAZ	.75 / .5hr	.75 / .5hr	$8.50	6:30 am - 9:30 pm	M-F
Chapel Square Garage *	325	NHPA	1.00	$1.00	$14.00	24s	7 Days
Chapel/York Garage *	474	LAZ	1.00 / .5hr	1.00 / .5hr	$7.00	7 am - 9 pm	M-Sat
College/Crown Lot	135	LAZ	2.00	2.00/	$6.00	6 am - 6 pm	M-F
College/George Lot	20	LAZ	2.00	4.00 flat	$6.00	6 am - 6 pm	M-F
Crown Street Garage *	720	NHPA	1.00	$1.00	$8.00	7 am - 2 am	7 Days
Financial Center Garage *	550	LAZ	2.00 / .5hr	1.50 / .5hr	$14.00	6 am - 9:30 pm	M-F
First Union Bank Lot	76	Propark	1.50/.5	.50/.5	$6.00	1am - 6 pm	M-Sat **
Gateway Garage *	405	LAZ	0.75	$0.75	$7.00	24s	7 days
George/Orange Lot	45	LAZ	.50/.5	.50/.5	$7.00	6 am - 6 pm	M-F
Granite Square Garage *	305	NHPA	4.00 daily		$4.00	7 am - 7 pm	M-F
Grove Street Garage *	650	LAZ	1.00 / .5hr	1.00 / .5hr	$13.00	7 am - 9 pm	M-Sat
Horowitz Lot / Chapel and State	60	Propark	2.00/.5	2.00/.5	$6.00	8 am - 5 pm	M-F
Kirk's Lot / Crown and Temple	68	Kirk's	2.00/.5	1.00/.5	$4.50	7 am - 12 am	7 Days
Neon Garage / Crown and High	45	Propark	1.00	1.00/	$14.00	7 am - 8 pm	M-Sat **
Ninth Square/George Garage *	360	LAZ	.50 / .5hr	.50 / .5hr	$5.00	6 am - 11 pm	M-F
Ninth Square/State Garage *	215	LAZ	.50 / .5hr	.50 / .5hr	$7.00	6 am - 11pm	M-F
Orange/Elm Lot	70	NHPA	1.00/.5	1.00 / .5		8:30 am - 5:30 pm	M-F
Schiavone Lot / Crown St.	168	Kirk's	2.00	2.00/	$4.00	1am - 12 am	7 Days
Shartenberg Lot	215	LAZ	1.00/.5	1.00/.5	$4.00	6:30 am - 8 pm	M-F
State/Chapel Lot *	55	LAZ	74.2		$2.47	6 am - 6 pm	M-F
State/Fair Lot *	81	LAZ	47.5		$1.58	6 am - 6 pm	M-F
State/Grand Lot *	97	LAZ	74.2		$2.47	6 am - 6 pm	M-F
State/Olive Lot *	50	NHPA	79.5		$2.65	8:30 am - 5:30 pm	M-F
Temple Street Garage *	1,247	NHPA	1.35	$1.35	$21.25	7 am - 7 pm	M-F
Temple/George Garage *	371	NHPA	1.35	$1.35	$21.25	7 am - 7 pm	M-F
Union Station Garage *	1,200	NHPA	0.75	$0.75	$7.00	24s	7 Days
Total	**11,804**						

Notes:

[1] Information provided by the New Haven Parking Authority, 2001.

[2] * Indicates that monthly parking is offered at the facility.



2000 0 2000 4000 Feet

Source: Department of Traffic and Parking, City of New Haven
City Plan Department, City of New Haven

Air Transportation

Tweed-New Haven Regional Airport

Tweed New Haven Regional Airport is located in the East Shore Neighborhood and extends well into East Haven. Tweed is a regional facility with an effective service area of 1.5 million people. The service are is bounded by T.F. Green Airport in Providence to the east, Bradley International Airport in Windsor Locks to the north, and Westchester, La Guardia and John F. Kennedy Airports to the west.

Currently, Tweed New Haven's passenger service consists of 4 daily US Airways flights to Philadelphia, operated on DH-8 commuter aircraft. Current service is well below that of previous years. Service has come from as many as three carriers, with 14 daily departures.

Due in part to current restrictions on operations, there is limited service and relatively high fares. The recently-completed Tweed Airport Master Plan indicates continuing demand for service to major hub cities such as Cincinnati and Atlanta (Delta service), Cleveland (Continental service) and Chicago (United service). To meet these demands, the airport proposes a number of sensitive capital improvements, including safety zones and an extension to the main runway of 1,000 feet at either end.

Tweed-New Haven Airport Enplanements

Year	Total Enplanements	% Change
1990	47,200	
1991	104,802	122%
1992	131,498	25%
1993	129,258	-2%
1994	127,215	-2%
1995	119,079	-6%
1996	85,281	-28%
1997	67,852	-20%
1998	46,187	-32%
1999	45,404	-2%
2000	37,905	-17%

Source: Tweed-New Haven Airport, 2001.

PASSENGER RAIL

Metro-North Railroad

New Haven is the northerly terminus of Metro-North Railroad's New Haven Line. The Metropolitan Transportation Authority (MTA) operates the line under a service contract and subsidy from the State of Connecticut through the Department of Transportation.

In 1999, annual ridership on the New Haven Line totaled 31.1 million, highest among the railroad's five service lines. Annual ridership, which includes commutation to New York City, reverse commutation, commutation to intermediate destinations and non-commuter travel) is projected to increase 31% between 1999 and 2002 (a 1.3% annual increase). The largest segment of growth is seen in intermediate commutation (eg. New Haven to Stamford), which is projected to increase 93.2% over the next 20 years.

With 2,918 daily boardings, New Haven is the fifth busiest station along the New Haven Line. Of the New Haven boardings, 45% are at peak hour and 55% are at off-peak hours. For the line as a whole, 66% of all boardings are peak-hour.

Weekly Inbound Daily Station Boardings
MNR New Haven Line, 2001

Station	Weekday On Peak	Weekday Off Peak	Total Weeday
STAMFORD[2]	2,942	3,158	6,100
LARCHMONT	2,752	832	3,584
NEW ROCHELLE	1,929	1,362	3,291
GREENWICH	1,757	1,350	3,107
NEW HAVEN	**1,314**	**1,604**	**2,918**
FAIRFIELD	2,220	612	2,832
BRIDGEPORT[2]	1,550	996	2,546
PELHAM	1,899	548	2,447
WESTPORT	1,771	637	2,408
MAMARONECK	1,609	780	2,389
PORT CHESTER	1,366	1,015	2,381
RYE	1,498	847	2,345
HARRISON	1,571	634	2,205
SOUTH NORWALK[2]	1,291	655	1,946
MOUNT VERNON	1,220	587	1,807
DARIEN	1,102	386	1,488
NEW CANAAN	930	260	1,190
NOROTON HEIGHTS	1,018	151	1,169
MILFORD	777	336	1,113
OLD GREENWICH	727	224	951
STRATFORD	762	160	922
COS COB	621	226	847
RIVERSIDE	551	140	691
GREEN'S FARMS	531	42	573
EAST NORWALK	480	71	551
ROWAYTON	464	22	486
SOUTHPORT	173	50	223
FORDHAM	14	36	50
125TH STREET	8	27	35
Totals	**34,847**	**17,748**	**52,595**
Station Average	**1,202**	**612**	**1,814**

Notes:

[1] Source: MTA Metro-North Railroad, 2001.

[2] Ridership calculated on 1996 on/off counts adjusted to 2000 ticket sales.

[3] Station totals include transfers.

Amtrak

New Haven is situated along two lines of service for Amtrak: the Boston-Washington "Northeast Corridor" and the New Haven – Vermont inland New England route. On the latter, New Haven serves as the terminus for Amtrak's Vermonter Line that runs to Burlington Vermont by way of Springfield, Massachusetts. New Haven is also a stop and service point for Amtrak's Acela high-speed Rail Service, which, along with Acela Regional, complement Northeast Direct services.

New Haven remains the busiest Amtrak station in Connecticut. The 251,130 New Haven passengers represent 28% of all Amtrak traffic in the state. While Amtrak Service in Connecticut saw a 4% decrease in riders over the period from 1998-1999, service in New Haven dropped only 1.9%. With the addition of Acela Express and its accompanying track improvements, New Haven is expected to remain a major presence in Amtrak's Northeast Operations.

Annual Ridership at Select Amtrak Stations

Station	FY 1998	FY 1999	Change
Berlin	28,569	28,246	-1.1%
Bridgeport	50,078	44,975	-10.2%
Hartford	151,849	151,249	-0.4%
Meriden	27,331	25,066	-8.3%
Mystic	21,456	23,849	11.2%
New Haven	**255,935**	**251,130**	**-1.9%**
New London	118,817	104,735	-11.9%
Old Saybrook	47,690	41,471	-13.0%
Stamford	188,478	184,424	-2.2%
Wallingford	9,601	8,331	-13.2%
Windsor	8,174	7,994	-2.2%
Windsor Locks	13,747	13,390	-2.6%
Total	**921,725**	**884,860**	

Source: ConnDOT. Master Transportation Plan, 2001.

Shore Line East

The Shore Line East Commuter Railroad, operated by Amtrak, under contract from the State of Connecticut (ConnDOT) operates between New London and New Haven on tracks owned by Amtrak. There are seven stations on the line, several of which are undergoing renovations in association with I-95 improvements.

Shore Line East ridership has increased or remained relatively static since its inception in 1991. Drops in service in 1997-1999 are due to construction along the line by Amtrak in preparation for Acela Express Service. In 2001 (post-electrification) the monthly ridership figures indicate that passengers are returning; cumulative ridership as of October, 2001 was up 2.5%.

Significant to Shore Line East Service will be the replacement of the Pearl Harbor Memorial (Q) Bridge. In anticipation of the impacts on vehicular travel, ConnDOT is building a new commuter rail station at State Street to facilitate more direct access to downtown by commuters. Additionally, there will be increased service during the duration of the project. For example, Shore Line East Service was recently extended south of New Haven to Stamford.

Shoreline East Annual Ridership, 1991 - 2000

Year	Ridership	Annual Change
1991	253,628	
1992	263,828	3.9%
1993	282,820	6.7%
1994	282,587	-0.1%
1995	300,647	6.0%
1996	309,375	2.8%
1997	291,859	-6.0%
1998	278,104	-4.9%
1999	272,624	-2.0%
2000	296,023	7.9%

Source: ConnDOT.