

# **CONNECTICUT CENSUS REVIEW**

## **A LOOK AT DEMOGRAPHIC & TRANSPORTATION RELATED CENSUS STATISTICS FOR CONNECTICUT FROM 1990 – 2000**

### **STATE OF CONNECTICUT**



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## 1 INTRODUCTION

The purpose of this document is to provide an overview of the 2000 Census statistics for Connecticut as well as a profile of the state and its residents. The information is intended for both the general public and transportation professionals.

Information about the state provided by the Census includes both general demographic and travel-specific information. This is usually in the form of tabulated data, which lends itself well to graphical presentation. The primary source for data is the 2000 Census; where readily available, 1980 and 1990 Census data have been included for comparison.

The following list identifies the U.S. Census Bureau files that were used in this review. Each graph and table in the report has the Census file and table number from which they were compiled.

CTPP (2000) - Census Transportation Planning Package: information specially tabulated by the Census Bureau for use by transportation planning agencies

STF1A (2000) - Full-count information derived from the Census "short form"

STF3A (2000) - Sample information derived from the Census "long form"

CTPP (1990) - Census Transportation Planning Package: information specially tabulated by the Census Bureau for use by transportation planning agencies

STF1A (1990) - Full-count information derived from the Census "short form"

STF3A (1990) - Sample information derived from the Census "long form"

UTPP (1980) - Urban Transportation Planning Package, similar to CTPP above.

Any questions and/or comments concerning this report or the data contained within should be directed to:

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## **2 PLACE OF RESIDENCE**

This section contains information profiling the people who make up the residents and work force of the state. Data is utilized from Part 1 of the 2000 Census, CTPP.

### **2.1 Background**

The State of Connecticut is situated in Southern New England, bordered on the north by Massachusetts, on the west by New York State, on the east by Rhode Island, and on the south by Long Island Sound. The state is comprised of 169 cities and towns in eight counties: Fairfield, Hartford, Litchfield, Middlesex, New Haven, New London, Tolland, and Windham. All cities and towns, except Stafford, are also organized into fifteen planning regions: Capitol, Central Naugatuck Valley, Central Connecticut, Connecticut River Estuary, Greater Bridgeport, Housatonic Valley, Litchfield Hills, Midstate, Northeastern Connecticut, Northwestern Connecticut, South Central, South Western, Southeastern Connecticut, Valley, and Windham. In 2001, the Town of Union became a member of the Northeastern Connecticut planning region. All data in this report has been adjusted to include Union in Northeastern Connecticut planning region's data.

Land use and development patterns in the state are diverse and are reflected in the population distribution. Development is greatest along the southwestern coast and in the urban area around Hartford, the State Capital, forming the urban spine of Connecticut, while the northern and eastern regions are more rural in character.

The state's transportation resources and problems are similar to those of other southern New England states. The transportation network is extensive and diversified, and includes interstate and state highways, local and interstate bus service, and commuter and interstate rail lines. Additional transportation elements include town-maintained roads, taxi services, special transportation for the handicapped and elderly, ferries, freighters and barges, and private, commercial and commuter aviation.

### **2.2 Population Characteristics**

The population of Connecticut, based on the 2000 Census, totals 3,405,545 people. This is an increase of 3.6% from the 1990 population of 3,287,116 persons. Table 2-1 shows the change in population by planning region from 1990 to 2000.

Table 2-1. Connecticut Population by Planning Region

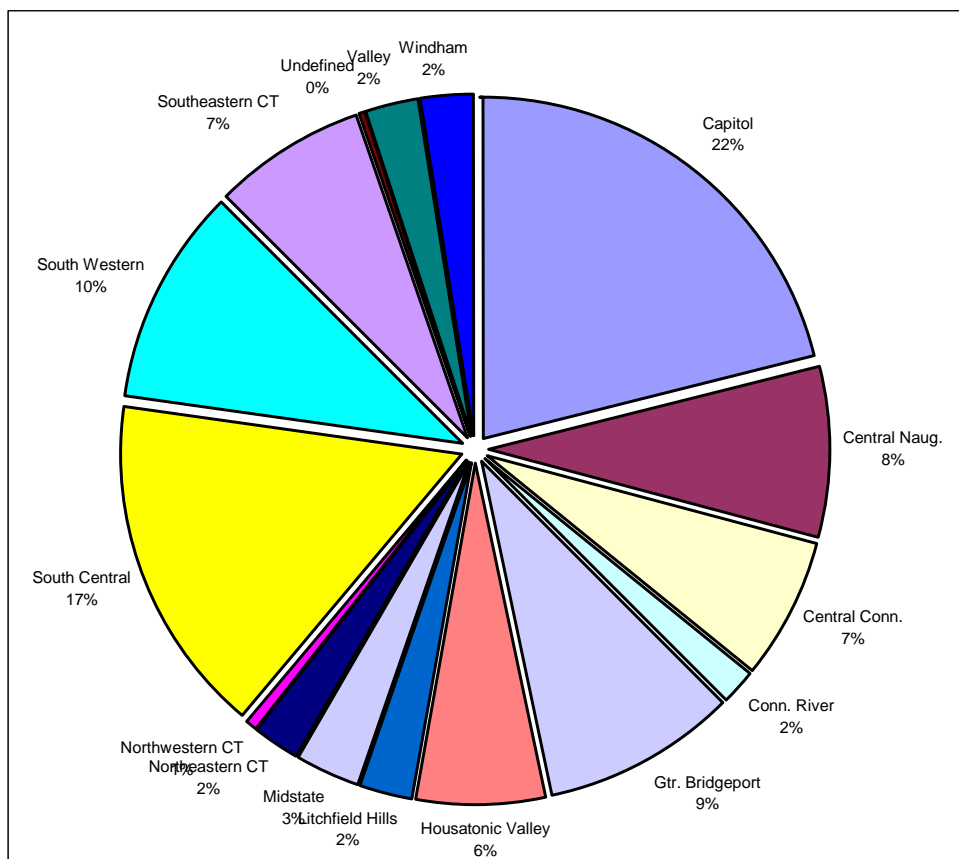
| PR<br>No.   | PLANNING REGION   | POPULATION |           | 1990 to<br>2000<br>CHANGE |
|-------------|-------------------|------------|-----------|---------------------------|
|             |                   | 1990       | 2000      |                           |
| 10          | Capitol           | 709,404    | 721,305   | 1.7%                      |
| 5           | Central Naug.     | 261,081    | 272,590   | 4.4%                      |
| 9           | Central Conn.     | 227,676    | 226,700   | -0.4%                     |
| 12          | Conn. River       | 54,684     | 60,050    | 9.8%                      |
| 7           | Gtr. Bridgeport   | 299,708    | 307,605   | 2.6%                      |
| 2           | Housatonic Valley | 187,867    | 212,250   | 13.0%                     |
| 4           | Litchfield Hills  | 77,601     | 79,185    | 2.0%                      |
| 11          | Midstate          | 96,996     | 104,435   | 7.7%                      |
| 15          | Northeastern CT   | 72,492     | 77,270    | 6.6%                      |
| 3           | Northwestern CT   | 22,647     | 22,655    | 0.0%                      |
| 8           | South Central     | 536,853    | 546,810   | 1.9%                      |
| 1           | South Western     | 329,935    | 353,555   | 7.2%                      |
| 13          | Southeastern CT   | 240,432    | 242,750   | 1.0%                      |
| 16          | Undefined         | 11,091     | 11,305    | 1.9%                      |
| 6           | Valley            | 80,308     | 84,500    | 5.2%                      |
| 14          | Windham           | 78,341     | 82,580    | 5.4%                      |
| STATE TOTAL |                   | 3,287,116  | 3,405,545 | 3.6%                      |

Source: CTPP 2000, T-047; CTPP 1990



Figure 2-1 shows the relative proportions of the planning region populations. The top four planning regions in population are Capitol, South Central, South Western and Greater Bridgeport. Together, they make up 58% of the state's population.

Figure 2-1. Connecticut Population by Planning Region



Source: CTPP 2000, T-047; CTPP 1990

### 2.3 Urban vs. Rural Areas

In 1980, nearly 80% of the state's population lived in areas designated by the Census as urban, while only about 20% of the state's population lived in areas designated as rural. This proportion of urban to rural population remained virtually unchanged in 1990, but in 2000, the percent of urban population grew to 88%. However, the criteria for determining whether an area is urban or rural changed for the 2000 Census. This resulted in several significant areas changing from rural to urban and makes a comparison with earlier years impossible. If the criteria were unchanged, the rate of urban growth would have continued its slow growth.

The population share of the five largest cities<sup>1</sup> experienced a small decrease during this period at 17.9%, compared with 19.1% a decade earlier and 19.6% two decades ago. Despite this stability in the overall picture, most urban areas experienced a shift of population from their urban centers to suburbs and outlying towns. In some cases, urban boundaries were extended outward to include this growth. The towns with more than 50,000 residents are listed in Table 2-2. The top ten towns in the state account for 28.2% of the overall population, compared to 29.5% in 1990.

Table 2-2. 2000 Connecticut Town Populations  
(Towns over 50,000)

| State Rank |      | Town Name     | Population | Percent of Total |
|------------|------|---------------|------------|------------------|
| 1990       | 2000 |               |            |                  |
| 1          | 1    | Bridgeport    | 139,530    | 4.1              |
| 3          | 2    | New Haven     | 123,625    | 3.6              |
| 2          | 3    | Hartford      | 121,580    | 3.6              |
| 5          | 4    | Stamford      | 117,085    | 3.4              |
| 4          | 5    | Waterbury     | 107,270    | 3.1              |
| 6          | 6    | Norwalk       | 82,950     | 2.4              |
| 8          | 7    | Danbury       | 74,850     | 2.2              |
| 7          | 8    | New Britain   | 71,540     | 2.1              |
| 10         | 9    | West Hartford | 63,590     | 1.9              |
| 12         | 10   | Greenwich     | 61,100     | 1.8              |
| 9          | 11   | Bristol       | 60,060     | 1.8              |
| 11         | 12   | Meriden       | 58,245     | 1.7              |
| 14         | 13   | Fairfield     | 57,340     | 1.7              |
| 15         | 14   | Hamden        | 56,915     | 1.7              |
| 16         | 15   | Manchester    | 54,740     | 1.6              |
| 13         | 16   | West Haven    | 52,360     | 1.5              |
| 18         | 17   | Milford       | 52,305     | 1.5              |
|            |      | Total         | 3,405,545  | 39.8             |

Source: CTPP 2000, T1-047; CTPP 1990

## 2.4 Population Density

In 1980, the average population density of the State was 641 persons per square mile; in 1990, it increased 6.4% to 678.<sup>2</sup> In 2000, the population density rose to 703 persons per square mile, a 3.7% increase over 1990. The planning region population densities are listed in Table 2-3. In general, the rural areas experienced growth while many urban areas experienced no growth or even slight declines in population.

<sup>1</sup> These cities, listed in order of population, are Bridgeport, New Haven, Hartford, Stamford and Waterbury.

<sup>2</sup> Population density = Population/Land Area, where Land Area is the state total area minus area of water.

Table 2-3. 2000 Planning Region Population Density

| PR No.  | Pop Density Rank | Planning Region Name      | Population | Square Miles |            |            | % Pop | % Land Area | Relative    |             |
|---------|------------------|---------------------------|------------|--------------|------------|------------|-------|-------------|-------------|-------------|
|         |                  |                           |            | Land Area    | Water Area | Total Area |       |             | Pop Density | Pop Density |
| 7       | 1                | Greater Bridgeport        | 307,607    | 140          | 9          | 149        | 9.0%  | 2.9%        | 2,190       | 100%        |
| 1       | 2                | South Western             | 353,556    | 210          | 73         | 283        | 10.4% | 4.3%        | 1,683       | 77%         |
| 6       | 3                | Valley                    | 84,500     | 56           | 2          | 58         | 2.5%  | 1.2%        | 1,505       | 69%         |
| 8       | 4                | South Central             | 546,799    | 368          | 20         | 388        | 16.1% | 7.6%        | 1,486       | 68%         |
| 9       | 5                | Central Connecticut       | 226,695    | 164          | 3          | 166        | 6.7%  | 3.4%        | 1,386       | 63%         |
| 10      | 6                | Capitol                   | 721,320    | 747          | 14         | 761        | 21.2% | 15.4%       | 965         | 44%         |
| 5       | 7                | Central Naugatuck Valley  | 272,594    | 309          | 5          | 314        | 8.0%  | 6.4%        | 882         | 40%         |
| 2       | 8                | Housatonic Valley         | 212,248    | 322          | 15         | 337        | 6.2%  | 6.7%        | 658         | 30%         |
| 13      | 9                | Southeastern              | 242,759    | 557          | 63         | 619        | 7.1%  | 11.5%       | 436         | 20%         |
| 11      | 10               | Midstate                  | 104,442    | 247          | 10         | 257        | 3.1%  | 5.1%        | 423         | 19%         |
| 12      | 11               | Connecticut River Estuary | 60,051     | 177          | 27         | 204        | 1.8%  | 3.7%        | 339         | 15%         |
| 14      | 12               | Windham                   | 82,580     | 320          | 6          | 326        | 2.4%  | 6.6%        | 258         | 12%         |
| 4       | 13               | Litchfield Hills          | 79,188     | 403          | 14         | 417        | 2.3%  | 8.3%        | 197         | 9%          |
| 16      | 14               | Undefined Towns           | 11,307     | 58           | 1          | 59         | 0.3%  | 1.2%        | 195         | 9%          |
| 15      | 15               | Northeastern Conn         | 77,265     | 413          | 8          | 420        | 2.3%  | 8.5%        | 187         | 9%          |
| 3       | 16               | Northwestern Conn         | 22,654     | 354          | 7          | 361        | 0.7%  | 7.3%        | 64          | 3%          |
| Total   |                  |                           | 3,405,565  | 4,845        | 276        | 5,120      | 100%  | 100%        |             |             |
| Average |                  |                           |            |              |            |            |       |             | 703         | 32%         |

Source: 2000 CTPP, SF1-Geo Data

The Greater Bridgeport and South Western planning regions had the highest population density for planning regions in the state. The density in those two planning regions average 2,190 and 1,683 persons per square mile, respectively. The City of Bridgeport has a density of 8,721, the highest in the state.

The towns having the highest population density are listed in Table 2-4. The ten densest towns have one quarter of the population living in 4% of the land area with a population density of 4,859. One-third of the population lives in the 16 densest towns on 6 % of the land area with a population density of 4,009.

Table 2-4. 2000 Towns With Highest Population Density

| Pop<br>Density<br>Rank | Town Name     | Population | Pop.<br>Density<br><i>People per<br/>Sq. Mile</i> |
|------------------------|---------------|------------|---|
| 1                      | Bridgeport    | 139,529    | 8,721   |
| 2                      | Hartford      | 121,578    | 7,025   |
| 3                      | New Haven     | 123,626    | 6,558   |
| 4                      | New Britain   | 71,538     | 5,364   |
| 5                      | West Haven    | 52,360     | 4,832   |
| 6                      | New London    | 25,671     | 4,635   |
| 7                      | Waterbury     | 107,271    | 3,755   |
| 8                      | Norwalk       | 82,951     | 3,637   |
| 9                      | Stamford      | 117,083    | 3,102   |
| <b>10</b>              | Ansonia       | 18,554     | 3,076   |
| 11                     | West Hartford | 63,589     | 2,893   |
| 12                     | Stratford     | 49,976     | 2,842   |
| 13                     | East Hartford | 49,575     | 2,750   |
| 14                     | Derby         | 12,391     | 2,488   |
| 15                     | Meriden       | 58,244     | 2,453   |
| <b>16</b>              | Milford       | 52,305     | 2,319   |

Source: 2000 CTPP, P1, SF1-Geo Data

The corollary to high density is represented by the lowest density areas where 16% of the population lives in 50% of the towns covering 58% of the land area with an average population density of 201 people per square mile.

Figure 2-2 displays Connecticut's population density. In general, the high density areas are in the southwest, along the shore from Stamford to New Haven, and then north along Route 91 to Hartford.

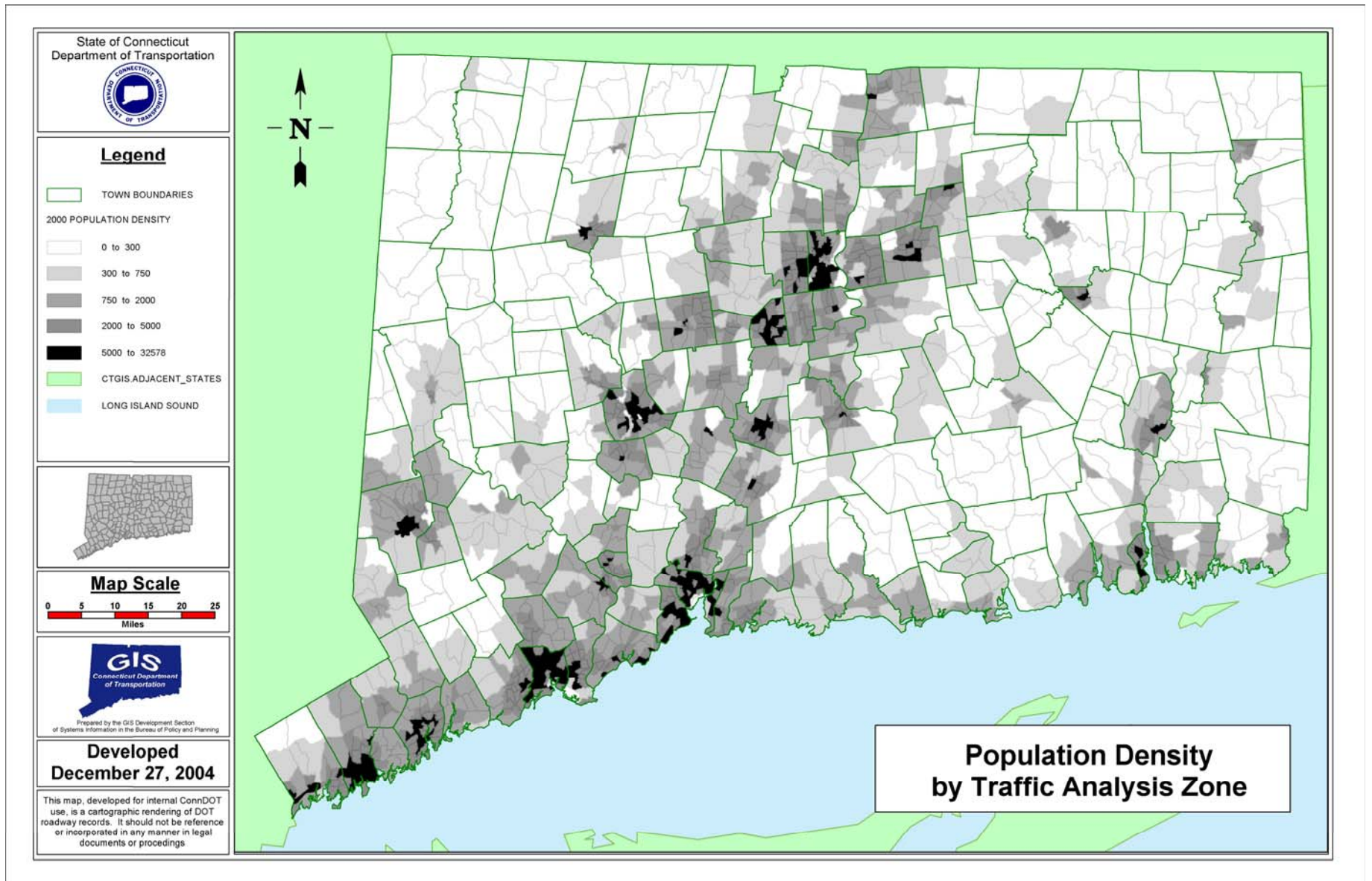


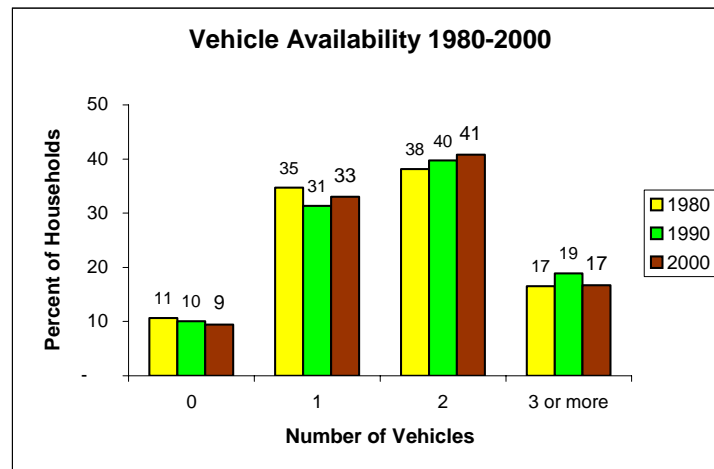
Figure 2-2. Population Density by Traffic Analysis Zone

## 2.5 Automobile Ownership and Availability

### 2.5.1 Vehicles Available, 1980 to 2000

Figure 2-3 shows the change in vehicle availability from 1980 to 2000. The households not owning a vehicle are declining while the two-vehicle households are increasing. In 1990, single-vehicle households dipped slightly, and three-vehicle households rose slightly while both groups are about the same after two decades.

Figure 2-3. Vehicle Availability 1980, 1990 and 2000

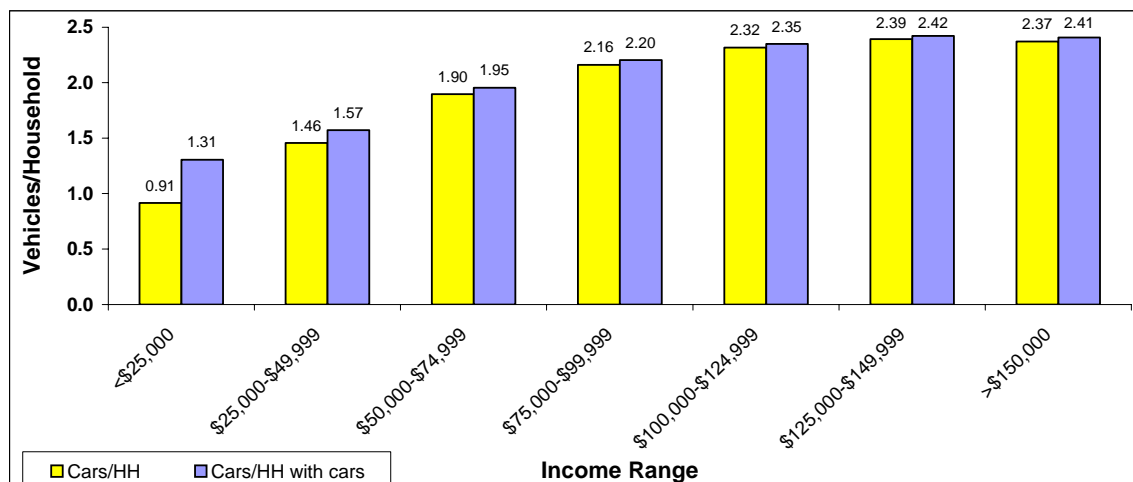


Source: CTPP 2000, T1-063; CTPP 1990, TA-017; UTTP

### 2.5.2 Vehicles Available by Income

Figure 2-4 shows the availability of vehicles to households at different levels of income. In general, the number of vehicles per household shows a steady increase as household income increases.

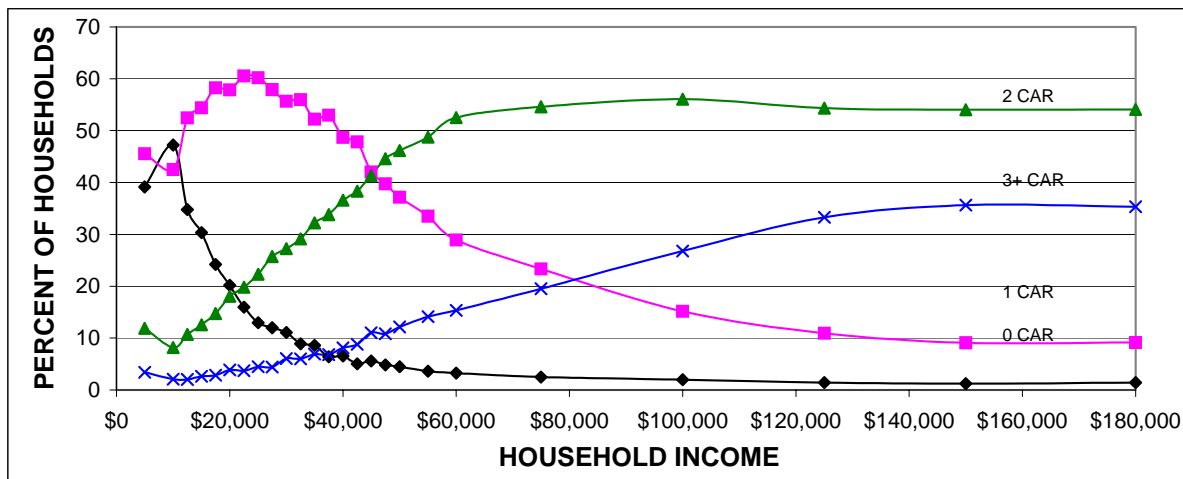
Figure 2-4. Vehicles Available by Household Income



Source: CTPP 2000, T1-067

Figure 2-5 shows the distribution of vehicles within income ranges. The income for 69% of the households that do not have a car is less than \$25,000. Another 19% of non-vehicle households have income in the \$25,000 to \$49,999 range, accounting for 7.4% of this income bracket. The remaining 12% of non-vehicle households have income exceeding \$50,000.

Figure 2-5. Distribution of Vehicles by Household Income



Source: CTPP 2000, T1-067

### 2.5.3 Location of Non-Vehicle Owning Households

Figure 2-3 indicates about 9% of Connecticut's households do not own one vehicle. Most of these zero-vehicle households are located within the large urban centers. Low car ownership can be associated with lower household income and the availability of transit. In all, 45% of the state's zero-vehicle households are located in the five largest cities.

Figure 2-6 shows the concentration of households that do not own a vehicle. These households are located in the center of urban areas along mass transit routes.

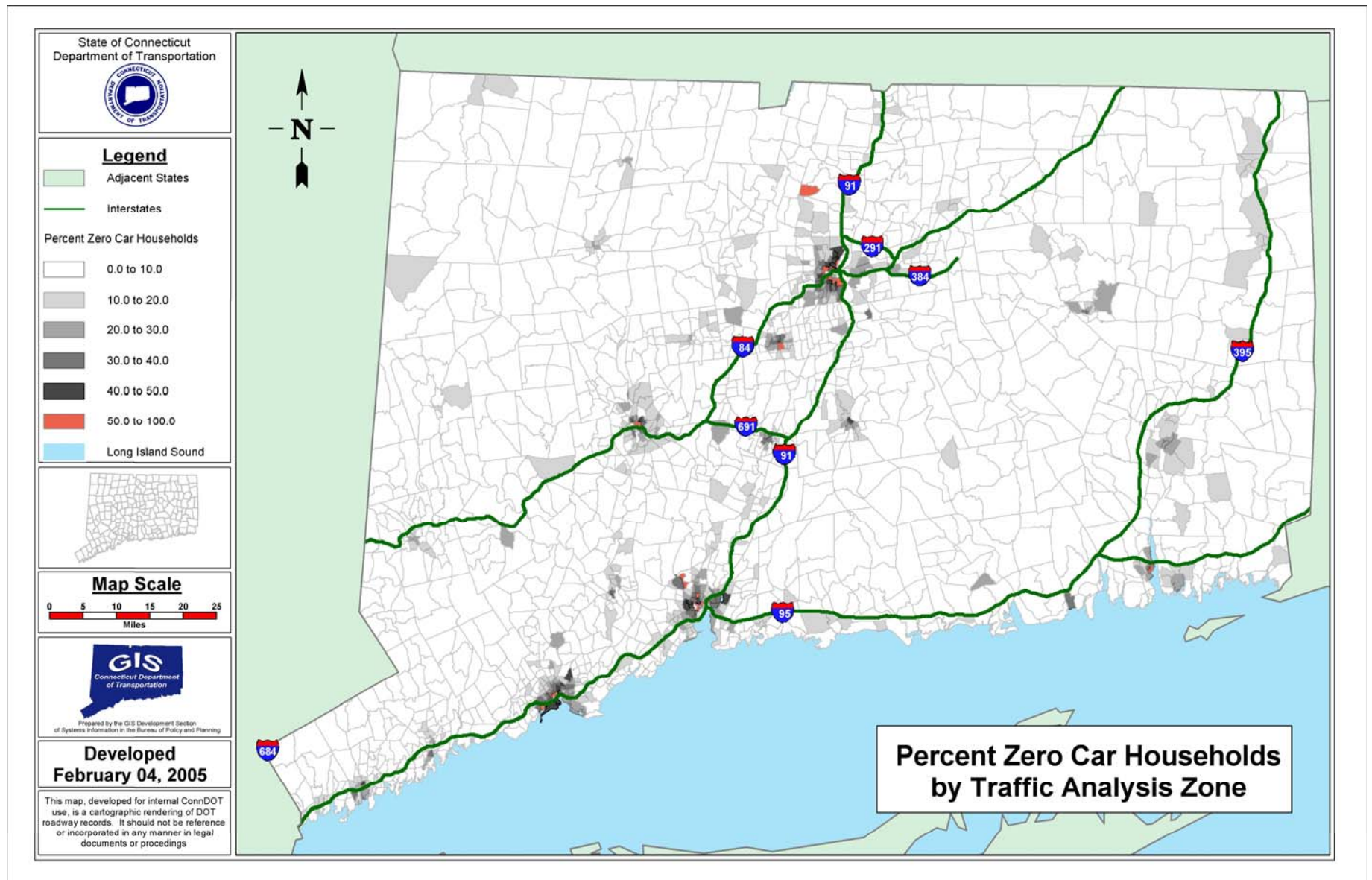


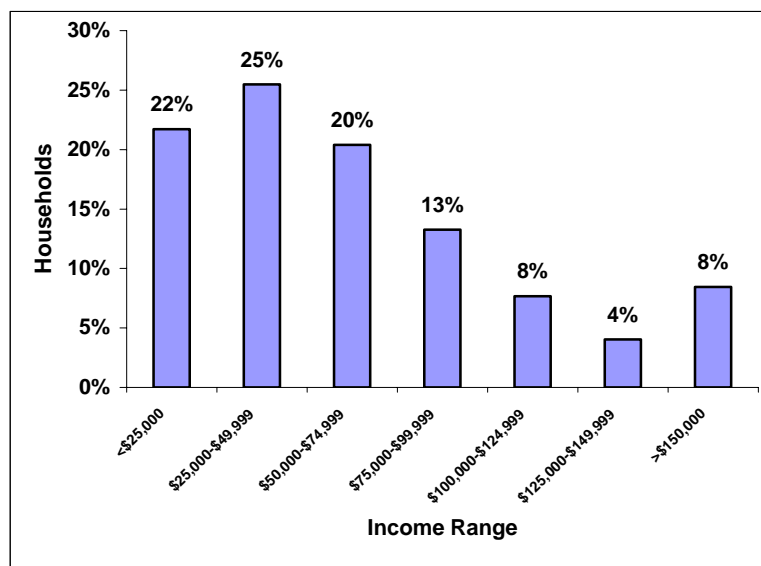
Figure 2-6. Percent Zero Car Households by Traffic Analysis Zone



## 2.6 Income Statistics

Figure 2-7 shows the distribution of household income for the state. Connecticut's households are economically diverse. At the low end of the spectrum, 22% of all households have annual incomes below \$25,000, including 7% whose income is below \$10,000. In Connecticut, 7.9% of the households are below the Federal Poverty Level. The Census varies the level of poverty depending on the household size. Households in poverty are mainly located in core cities. Mid-income between \$25,000 and \$75,000 is earned by 44% of households. At the high end of the spectrum, 33% of households have incomes that exceed \$75,000 per year.

Figure 2-7. Distribution of Household Income

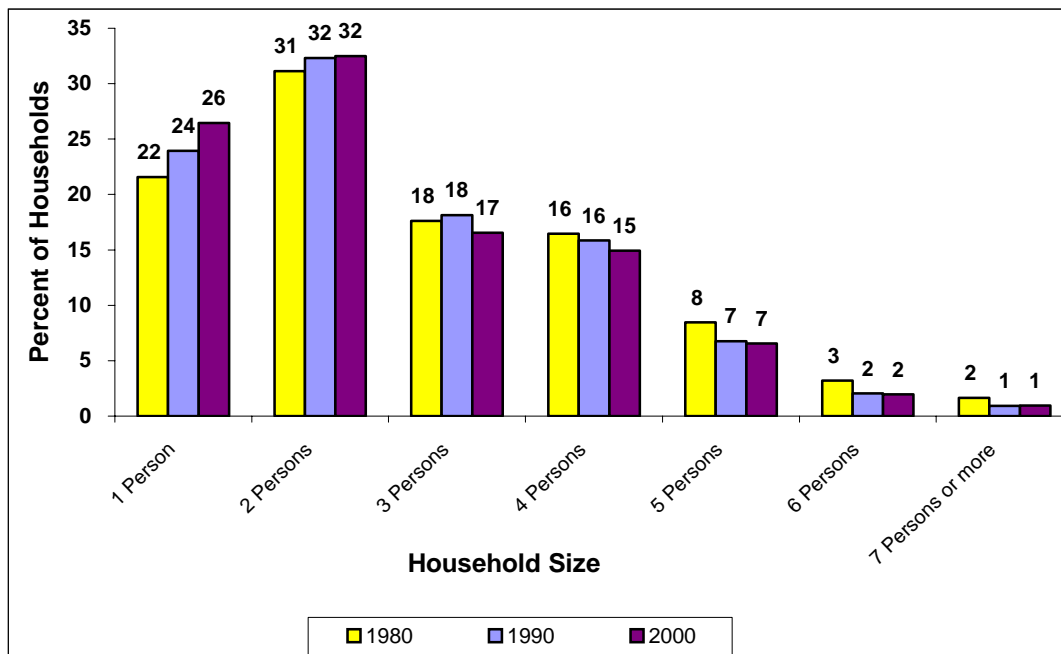


Source: CTPP 2000, T1-067

## 2.7 Household Size

Figure 2-8 shows the comparison of household sizes for 1980, 1990 and 2000. The number of one-person and two-person households increased during this period, while the number of larger households has declined. The average household size went from 2.84 to 2.67 to 2.62 persons from 1980 to 1990 to 2000. The trend toward lower household size is flattening out. Two-person households are the most numerous household sizes in the state.

Figure 2-8. Household Size, 1980, 1990 and 2000

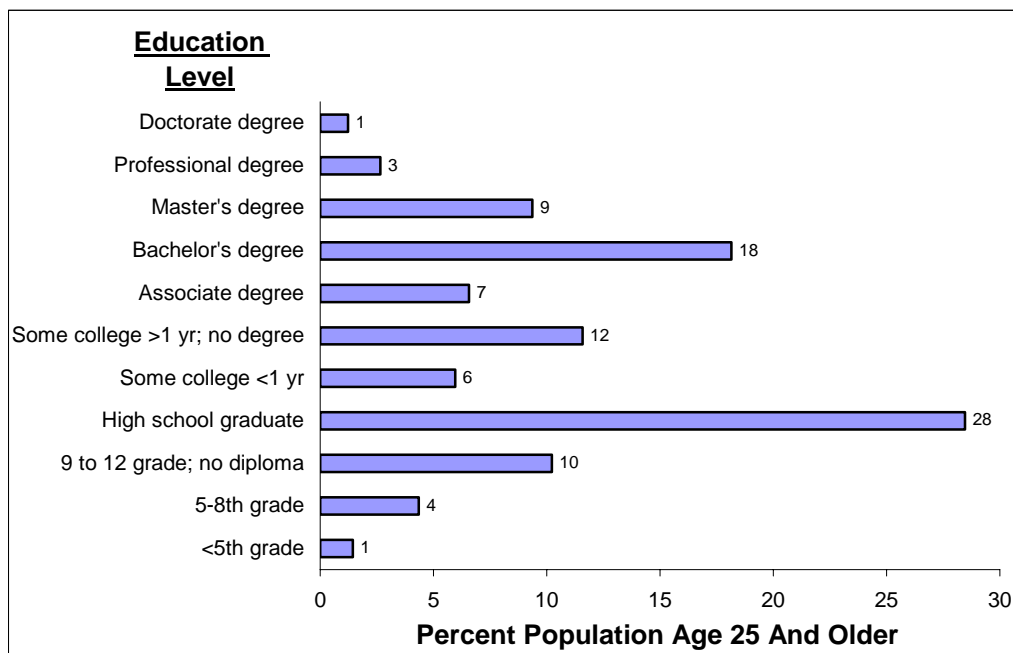


Source: CTPP 2000, SF3, Table H-16; CTPP 1990 STF3A; UTPP

## 2.8 Educational Level

The data for educational attainment among workers in Connecticut shows in Figure 2-9 that high school graduates outnumber any other level of educational attainment by almost two to one. Above the high school level, the number who attended college, but did not finish, is almost the same as the number who actually completed a four-year degree. One-third more workers have attained college degrees than high school diplomas. Graduate students or professionals in Connecticut comprise a relatively high number compared to the national average. In fact, Connecticut has twice as many people with graduate or professional degrees than two year Associate's degrees.

Figure 2-9. Educational Attainment

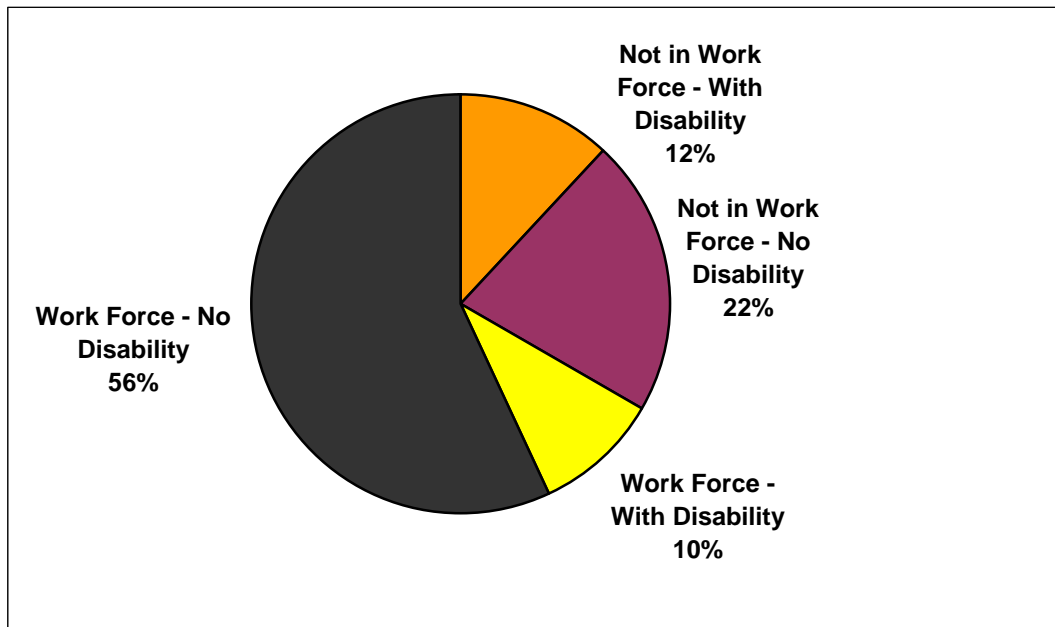


Source: Census 2000, STF3, QT-P20

## 2.9 Disability Limitation

The population of the age group 16 and over is 2,652,315 people and accounts for 78% of Connecticut's population. Figure 2-10 shows that 56% of the group is in the state work force with no disability and 10% of the group is in the work force with disabilities. Within the group not in the work force, 12% have a disability and compose 36% of the non-work force.

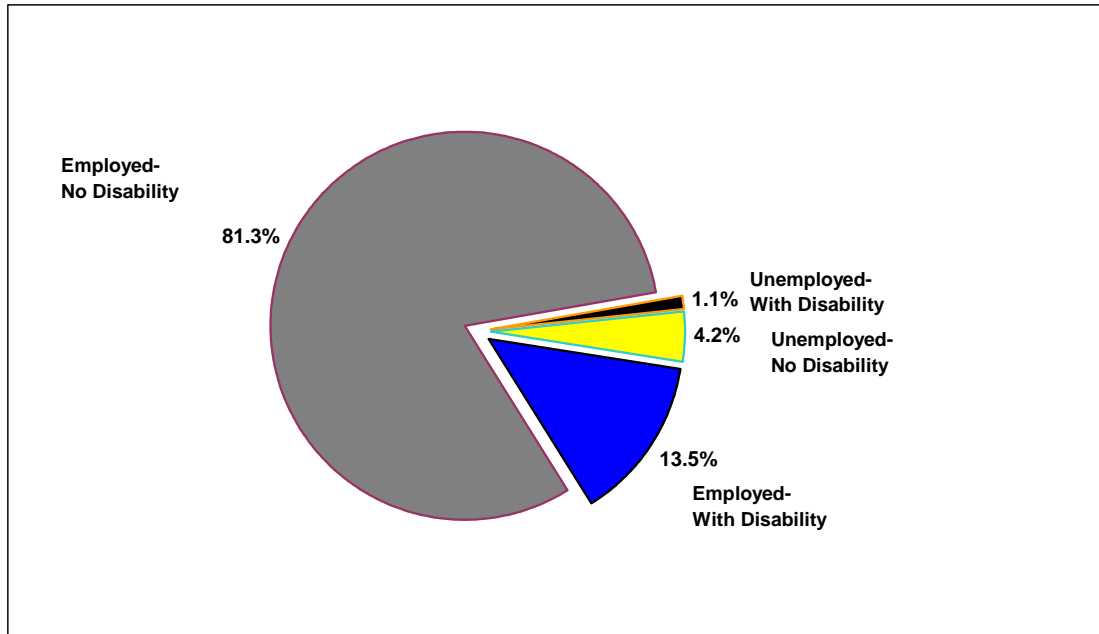
Figure 2-10. Population With Disability  
16 Years Old and Over



Source: Census 2000, T1-055

Figure 2-11 illustrates the composition of the state work force. People with a disability account for 15% of the state's work force, including 20% of its unemployed workers.

Figure 2-11. Work Force Composition  
16 Years Old and Over



Source: Census 2000, T1-055

The 2000 Census shows that 18% of state residents in the 16 and over age group are over 65 years of age. Within the group over 65, 44% have a disability and make up 3.8% of the state's work force.

In the age 16-75+ working group, there is a considerable contrast in the percentage of individuals employed among the disabled and non-disabled groups. Only 45% of disabled individuals are employed full time. By contrast, 73% of those without a disability in the working age group have full-time jobs.

### 3 WORK TRIPS - ORIGINS & DESTINATIONS

This section contains information appraising the transportation characteristics of the state's work force by place of work. It focuses on destinations and utilizes data from Part 2 and Part 3 of the 2000 CTPP. This section begins with the state's summary of work trips by mode followed by sections describing characteristics of work trips by functional area and for large employment towns.

#### 3.1 Synopsis of Worker Origins & Destinations

Table 3-1 is a summary of state work trips by mode from the 2000 CTPP Journey to Work. The mode breakdown from the origin data indicates that about 90% of Connecticut's residents travel in automobiles to work, 81% of rail trips end in New York while 17% end in Connecticut, and 3.1% work at home. Of the 5.4% residents who work out of state, 69% travel in automobiles and 26% travel by train.

The mode split for persons working in Connecticut shows that 91% travel to work in automobiles. In contrast, 58% of rail trips start in Connecticut and 39% start in New York. Of the 5.5% workers who come from out of state, 92% come into the state by automobile and 3.9% ride the rails. Connecticut has 89,178 workers that commute from out of state. This is 1,164 workers or 1.3% more than the 88,014 Connecticut residents who travel out of state to work.

Table 3-1. Journey to Work by Mode-Summary

#### CT WORKER ORIGINS

| ORIGIN STATE   | DESTINATION STATE | TOTAL WORKERS    | DRIVE ALONE      | CP 2           | CP 3+         | BUS           | RAIL          | OTHER         | HOME          | VEH (Note 1)     |
|--|-------------------|------------------|------------------|----------------|---------------|---------------|---------------|---------------|---------------|------------------|
| CONNECTICUT  | CONNECTICUT       | 1,535,765        | 1,255,475        | 117,595        | 27,955        | 34,405        | 4,810         | 44,925        | 50,595        | 1,322,038        |
| CONNECTICUT  | MASSACHUETTS      | 13,950           | 12,485           | 890            | 185           | 15            | 120           | 260           | -             | 12,981           |
| CONNECTICUT  | NEW JERSEY        | 2,930            | 2,475            | 190            | 60            | 20            | 120           | 65            | -             | 2,587            |
| CONNECTICUT  | NEW YORK          | 59,895           | 31,185           | 3,320          | 730           | 860           | 22,845        | 950           | -             | 33,048           |
| CONNECTICUT  | RHODE ISLAND      | 3,950            | 3,270            | 345            | 225           | -             | -             | 110           | -             | 3,505            |
| CONNECTICUT  | OTHER STATES      | 6,174            | 3,785            | 509            | 122           | 81            | 98            | 1,542         | -             | 4,073            |
| CONNECTICUT  | OTHER COUNTRY     | 1,115            | 380              | 65             | 89            | 50            | 55            | 470           | -             | 437              |
| Sub-Total: CT Origins with Out of State Destinations |                   | 88,014           | 53,580           | 5,319          | 1,411         | 1,026         | 23,238        | 3,397         | -             | 56,631           |
| <b>TOTAL: CT Worker Origins</b>                      |                   | <b>1,623,779</b> | <b>1,309,055</b> | <b>122,914</b> | <b>29,366</b> | <b>35,431</b> | <b>28,048</b> | <b>48,322</b> | <b>50,595</b> | <b>1,378,669</b> |
|  |                   | 100%             | 80.6%            | 7.6%           | 1.8%          | 2.2%          | 1.7%          | 3.0%          | 3.1%          | na               |

#### CT WORKER DESTINATIONS

| ORIGIN STATE   | DESTINATION STATE | TOTAL WORKERS    | DRIVE ALONE      | CP 2           | CP 3+         | BUS           | RAIL         | OTHER         | HOME          | VEH (Note 1)     |
|--|-------------------|------------------|------------------|----------------|---------------|---------------|--------------|---------------|---------------|------------------|
| CONNECTICUT  | CONNECTICUT       | 1,535,765        | 1,255,475        | 117,595        | 27,955        | 34,405        | 4,810        | 44,925        | 50,595        | 1,322,038        |
| MASSACHUETTS   | CONNECTICUT       | 26,780           | 23,755           | 2,020          | 560           | 110           | 55           | 280           | -             | 24,921           |
| NEW JERSEY   | CONNECTICUT       | 3,150            | 2,590            | 205            | 75            | 40            | 115          | 125           | -             | 2,713            |
| NEW YORK   | CONNECTICUT       | 41,005           | 31,525           | 3,305          | 1,365         | 605           | 3,230        | 970           | -             | 33,557           |
| RHODE ISLAND   | CONNECTICUT       | 11,245           | 9,375            | 890            | 545           | 340           | 20           | 70            | -             | 9,971            |
| OTHER STATES   | CONNECTICUT       | 6,998            | 4,796            | 581            | 232           | 84            | 98           | 1,208         | -             | 5,151            |
| Sub-Total: Out of State Origins with CT Destinations |                   | 89,178           | 72,041           | 7,001          | 2,777         | 1,179         | 3,518        | 2,653         | -             | 76,313           |
| <b>TOTAL: CT Worker Destinations</b>                 |                   | <b>1,624,943</b> | <b>1,327,516</b> | <b>124,596</b> | <b>30,732</b> | <b>35,584</b> | <b>8,328</b> | <b>47,578</b> | <b>50,595</b> | <b>1,398,351</b> |
|  |                   | 100%             | 81.7%            | 7.7%           | 1.9%          | 2.2%          | 0.5%         | 2.9%          | 3.1%          | na               |

Note 1. VEH=(DRIVE ALONE) + (CP2)/2 + (CP3+)/3.6  
Source: CTPP 2000, T3-002

### **3.2 Commuting Patterns**

The traditional pattern of suburban workers commuting to work places located in urban centers still prevails. In addition, a significant number of commuting trips are made from one suburban area to another and do not involve a destination located in an urban center. This is a natural consequence of the increased residential and commercial development of the suburbs, resulting in the location of more economic and employment opportunities in these areas.

### **3.3 Urban Areas**

Despite the growth experienced by the suburbs in the last ten years, Connecticut's urban centers remain the greatest centers of employment. Table 3-2 shows the six largest towns attract 24.5% of the total daily work trips, while the top ten comprise a third of the total, or 33%. The 23 destination towns listed in Table 3-2 represent 13.6% of state towns and receive 53.4% of the state's 1,610,618 daily work trips. The trend toward increased development in the suburbs and small towns, combined with slower development in the larger cities, may cause this percentage to decline in the future.

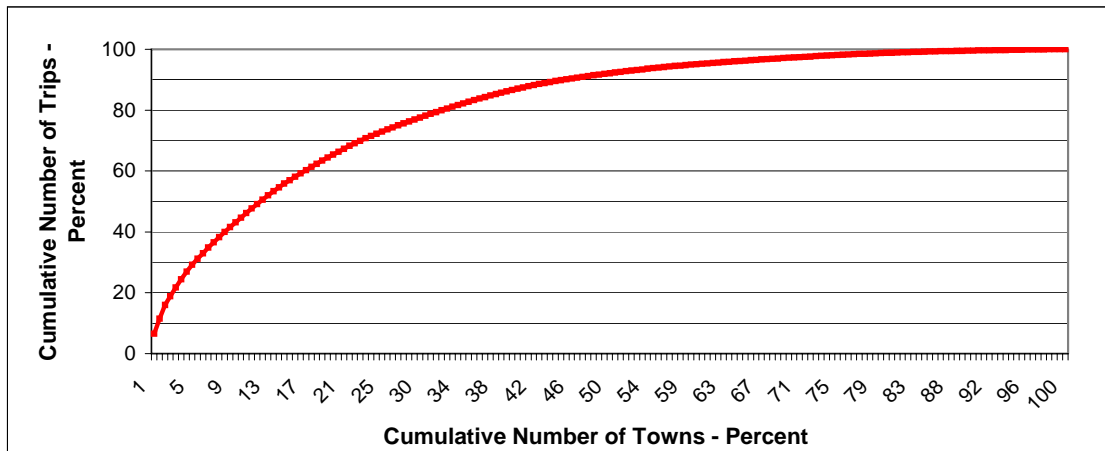
Figure 3-1 shows the distribution of work trips terminating in Connecticut towns. About 45% of the work trips are going to one of the top 10% cities, while the top 25% towns receive 72% of all work trips, and 50% of the towns receive 92% of all work trips.

Table 3-2. Work Trip Destinations  
Towns Having More Than 20,000 Daily Trip Terminations  
(Includes Trips from Out of State)

| Destination Town | 2000 Population Rank | Daily Trips | % of Total Trips | Cumulative % of Trips |
|------------------|----------------------|-------------|------------------|-----------------------|
| 1 Hartford       | 3                    | 105,784     | 6.6%             | 6.6%                  |
| 2 Stamford       | 4                    | 79,103      | 4.9%             | 11.5%                 |
| 3 New Haven      | 2                    | 73,337      | 4.6%             | 16.0%                 |
| 4 Bridgeport     | 1                    | 45,979      | 2.9%             | 18.9%                 |
| 5 Danbury        | 7                    | 45,512      | 2.8%             | 21.7%                 |
| 6 Norwalk        | 6                    | 44,491      | 2.8%             | <b>24.5%</b>          |
| 7 Waterbury      | 5                    | 40,064      | 2.5%             | 27.0%                 |
| 8 Greenwich      | 10                   | 35,652      | 2.2%             | 29.2%                 |
| 9 Groton         | 23                   | 31,976      | 2.0%             | 31.2%                 |
| 10 Milford       | 17                   | 29,670      | 1.8%             | <b>33.0%</b>          |
| 11 Middletown    | 21                   | 29,575      | 1.8%             | 34.8%                 |
| 12 Manchester    | 15                   | 28,368      | 1.8%             | 36.6%                 |
| 13 East Hartford | 19                   | 27,269      | 1.7%             | 38.3%                 |
| 14 West Hartford | 9                    | 26,879      | 1.7%             | 40.0%                 |
| 15 Fairfield     | 13                   | 25,673      | 1.6%             | 41.6%                 |
| 16 Wallingford   | 22                   | 25,204      | 1.6%             | 43.1%                 |
| 17 New Britain   | 8                    | 25,028      | 1.6%             | 44.7%                 |
| 18 Stratford     | 18                   | 24,484      | 1.5%             | 46.2%                 |
| 19 Windsor       | 34                   | 24,149      | 1.5%             | 47.7%                 |
| 20 Meriden       | 12                   | 23,821      | 1.5%             | 49.2%                 |
| 21 Bristol       | 11                   | 22,772      | 1.4%             | <b>50.6%</b>          |
| 22 Farmington    | 44                   | 22,382      | 1.4%             | 52.0%                 |
| 23 Shelton       | 25                   | 22,365      | 1.4%             | 53.4%                 |

Source: CTPP 2000, T3-002

Figure 3-1. Distribution of Work Trips by Number of Towns



Source: CTPP 2000, Part 3 JTW Trip Data

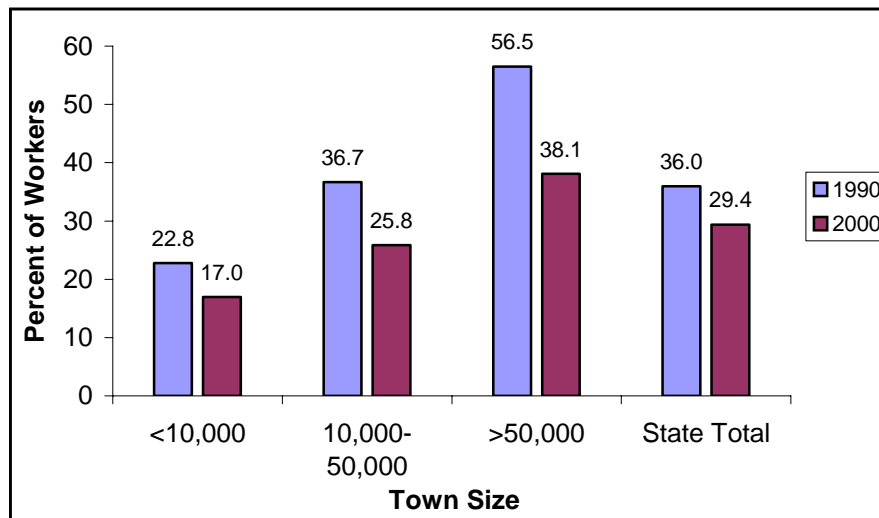


### 3.4 Population Working In Town of Residence

Among persons 16 years or older comprising the work force of the state, 472,995 persons, or just over 29%, work within their town of residence, while 1,138,175, or 71%, work outside their town of residence. This is an 18% decrease compared to 1990 in the number of people who worked in their town of residence. In 1990, 601,642 persons, or just fewer than 36%, worked within their town of residence, while 1,071,800, or over 64%, worked outside their town of residence.

Figure 3-2 shows the comparison of working residents who are employed within their home towns. As a rule, the larger towns within the state show higher percentages of residents finding employment within the town compared with smaller towns. These results are expected and reflect the greater business resources and economic activity concentrated in larger towns. The chart also reflects the declining trend of people working in their town of residence.

Figure 3-2. Population Employed in Town of Residence by Town Size



Source: CTPP 2000, T3-002; CTPP 1990, P-48

### 3.5 Out-of-State Commuters

Table 3-3 shows the breakdown of origins and destinations of daily out-of-state work trips which either end or begin in Connecticut.

In 1990, although most work trips begin and end within the state, approximately 80,000 trips, or 4.7% of the total, have out-of-state destinations, while trips into Connecticut from other states account for about 76,000 trips, or 4.5% of the total. In 2000, approximately 89,600 trips, or 5.5% of the total, have out-of-state destinations, while trips into Connecticut from other states account for about 88,000 trips, or 5.4% of the total.

Table 3-3 shows about 2% more people come into Connecticut to work than leave the state to work in 2000. Eighty-four percent of out-of-state workers come from NY (59,895) and MA (13,950), while 88% of workers leaving the state work in NY (41,005), MA (26,780) and RI (11,245).

Table 3-3. Out-of-State Work Trips  
Origins and Destinations

| State           | Daily Trips<br>1990 |             | Daily Trips<br>2000 |             | Change in Daily Trips<br>1990 to 2000 |             |        |             |
|-----------------|---------------------|-------------|---------------------|-------------|---------------------------------------|-------------|--------|-------------|
|                 | Origin              | Destination | Origin              | Destination | Origin                                | Destination | Origin | Destination |
| Massachusetts   | 27,166              | 12,258      | 13,950              | 26,780      | -13,216                               | 14,522      | -49%   | 118%        |
| New Jersey      | 2,560               | 3,482       | 2,930               | 3,150       | 370                                   | -332        | 14%    | -10%        |
| New York        | 30,563              | 54,262      | 59,895              | 41,005      | 29,332                                | -13,257     | 96%    | -24%        |
| Rhode Island    | 9,222               | 3,275       | 3,950               | 11,245      | -5,272                                | 7,970       | -57%   | 243%        |
| Other States    | 6,598               | 6,773       | 6,174               | 6,998       | -424                                  | 225         | -6%    | 3%          |
| Total States    | 76,109              | 80,050      | 86,899              | 89,178      | 10,790                                | 9,128       | 14%    | 11%         |
| Other Countries | No Data             | No Data     | 1,115               | 380         | 1,115                                 | 380         | n/a    | n/a         |
| Total           | 76,109              | 80,050      | 88,014              | 89,558      | 11,905                                | 9,508       | 16%    | 12%         |

Source: CTPP 2000, T3-002; CTPP 1990

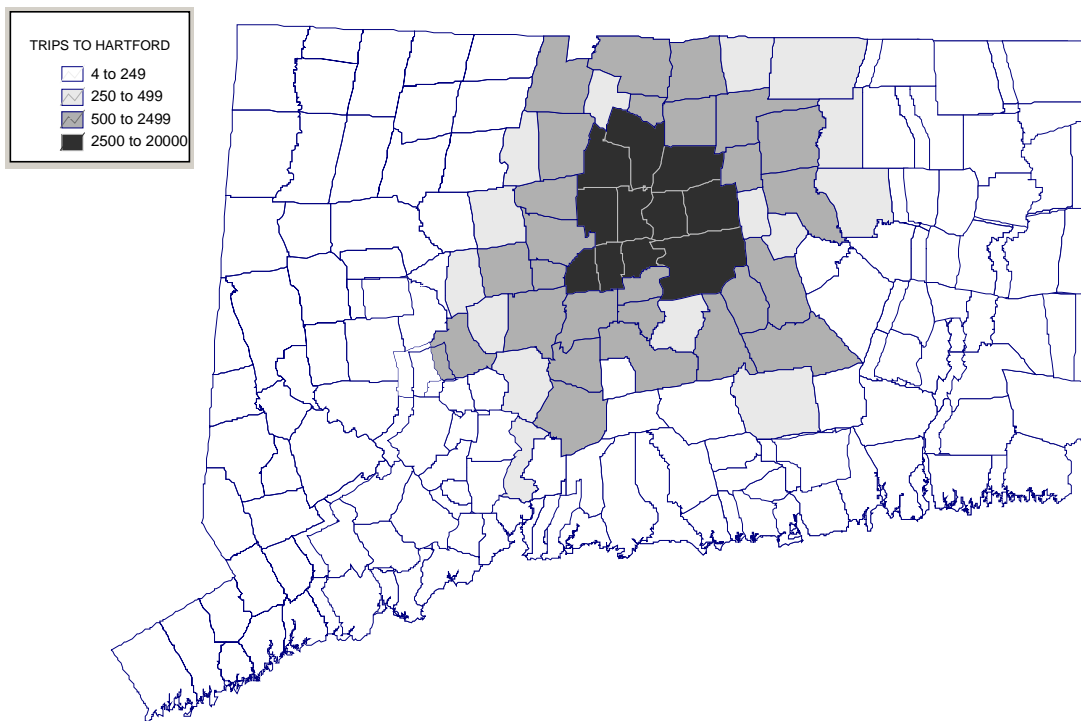
Since 1990, the largest increases in out-of-state work trips have been in workers coming from NY (29,332) and going to MA (14,522) and RI (7,970). The largest decreases in out-of-state work trips have been workers coming from MA (-13,216) and RI (-5,272) and going to NY (-13,257).

### 3.6 Work Trips to Large Cities

The following figures show the origins of work trips into the state's seven largest employment cities: Hartford with 105,325 trips, Stamford with 78,960 trips, New Haven with 73,012 trips, the combined New London-Groton area with 47,338 trips, Bridgeport with 45,941 trips, Danbury with 45,435 trips, Norwalk with 44,378 trips, and Waterbury with 39,858 trips. Also shown is Manhattan with 28,313 work trips from Connecticut towns. The greatest number of trips in any city always originates in the destination city. Tables showing the origin and mode choice of towns with over 500 work trips into the cities are included in this section.

Figure 3-3 shows the origin of work trips into Hartford.

Figure 3-3. Origin of Work Trips Into Hartford



Source: 2000 Census CTPP, T3-002

Hartford generates 105,325 work trips, having the highest number of daily work trips that end in a city. It is the only city that exceeds 100,000 work trips per day. Figure 3-3 and Table 3-4 show that 17% of Hartford work trips originate in Hartford; 13% originate in Manchester and West Hartford; 54% begin in 34 additional towns that initiate at least 500 trips; 13% start from all other state towns; and 3.5 % come from out of state with 3.1 % from Massachusetts, 0.4 % from New York, and 0.1% from Rhode Island.

Hartford has the lowest percentage of intra-city drive alone work trips. Bus usage into Hartford is the highest in the state for both work trips into Hartford and trips from other towns. Core towns of West Hartford, East Hartford, Manchester and Wethersfield generate a high percentage of work bus trips into Hartford.

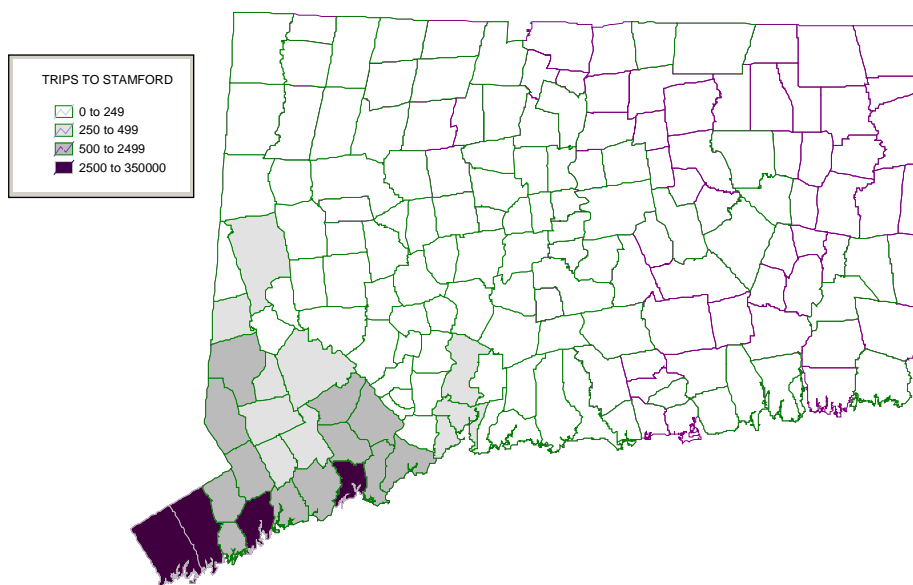
Table 3-4. Origin of Work Trips Into Hartford

| TOWN           | TOTAL  | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %    | RAIL | %   | OTHER | %    | HOME | %   |
|----------------|--------|-------------|------|------------|------|-------------|-----|------|------|------|-----|-------|------|------|-----|
| HARTFORD       | 18075  | 8945        | 49.5 | 1770       | 9.8  | 665         | 3.7 | 4080 | 22.6 | 25   | 0.1 | 1915  | 10.6 | 675  | 3.7 |
| WEST HARTFORD  | 8095   | 6820        | 84.2 | 530        | 6.5  | 95          | 1.2 | 520  | 6.4  |      |     | 130   | 1.6  |      |     |
| MANCHESTER     | 5200   | 4240        | 81.5 | 365        | 7.0  | 90          | 1.7 | 445  | 8.6  |      |     | 60    | 1.2  |      |     |
| EAST HARTFORD  | 4865   | 3510        | 72.1 | 660        | 13.6 | 105         | 2.2 | 500  | 10.3 |      |     | 90    | 1.8  |      |     |
| WETHERSFIELD   | 3575   | 3050        | 85.3 | 350        | 9.8  | 25          | 0.7 | 150  | 4.2  |      |     |       |      |      |     |
| WINDSOR        | 3490   | 3005        | 86.1 | 330        | 9.5  | 35          | 1.0 | 115  | 3.3  |      |     | 10    | 0.3  |      |     |
| NEWINGTON      | 3340   | 2970        | 88.9 | 205        | 6.1  | 25          | 0.7 | 135  | 4.0  |      |     | 4     | 0.1  |      |     |
| GLASTONBURY    | 3315   | 2930        | 88.4 | 220        | 6.6  | 25          | 0.8 | 140  | 4.2  |      |     | 4     | 0.1  |      |     |
| NEW BRITAIN    | 3050   | 2495        | 81.8 | 245        | 8.0  | 50          | 1.6 | 195  | 6.4  | 10   | 0.3 | 60    | 2.0  |      |     |
| BLOOMFIELD     | 2730   | 2340        | 85.7 | 175        | 6.4  | 75          | 2.7 | 125  | 4.6  |      |     | 10    | 0.4  |      |     |
| SOUTH WINDSOR  | 2620   | 2305        | 88.0 | 150        | 5.7  | 35          | 1.3 | 130  | 5.0  |      |     |       |      |      |     |
| ENFIELD        | 2140   | 1840        | 86.0 | 190        | 8.9  | 20          | 0.9 | 75   | 3.5  |      |     | 10    | 0.5  |      |     |
| VERNON         | 2045   | 1625        | 79.5 | 230        | 11.2 | 40          | 2.0 | 150  | 7.3  |      |     |       |      |      |     |
| BRISTOL        | 2005   | 1710        | 85.3 | 115        | 5.7  | 60          | 3.0 | 95   | 4.7  |      |     | 25    | 1.2  |      |     |
| MIDDLETOWN     | 1985   | 1735        | 87.4 | 145        | 7.3  | 40          | 2.0 | 55   | 2.8  |      |     | 15    | 0.8  |      |     |
| ROCKY HILL     | 1980   | 1865        | 94.2 | 80         | 4.0  |             |     | 35   | 1.8  |      |     |       |      |      |     |
| FARMINGTON     | 1965   | 1795        | 91.3 | 90         | 4.6  | 20          | 1.0 | 60   | 3.1  |      |     |       |      |      |     |
| SIMSBURY       | 1815   | 1620        | 89.3 | 90         | 5.0  | 4           | 0.2 | 100  | 5.5  |      |     |       |      |      |     |
| SOUTHINGTON    | 1605   | 1445        | 90.0 | 90         | 5.6  | 40          | 2.5 | 25   | 1.6  |      |     | 10    | 0.6  |      |     |
| AVON           | 1225   | 1165        | 95.1 | 15         | 1.2  | 4           | 0.3 | 45   | 3.7  |      |     |       |      |      |     |
| TOLLAND        | 1100   | 835         | 75.9 | 195        | 17.7 | 15          | 1.4 | 55   | 5.0  |      |     |       |      |      |     |
| HEBRON         | 1000   | 820         | 82.0 | 75         | 7.5  | 25          | 2.5 | 75   | 7.5  |      |     |       |      |      |     |
| BERLIN         | 990    | 880         | 88.9 | 90         | 9.1  | 0           | 0.0 | 10   | 1.0  |      |     | 15    | 1.5  |      |     |
| MERIDEN        | 970    | 835         | 86.1 | 80         | 8.2  | 10          | 1.0 | 45   | 4.6  |      |     |       |      |      |     |
| ELLINGTON      | 905    | 740         | 81.8 | 95         | 10.5 | 4           | 0.4 | 70   | 7.7  |      |     |       |      |      |     |
| GRANBY         | 880    | 715         | 81.3 | 115        | 13.1 |             |     | 50   | 5.7  |      |     |       |      |      |     |
| COVENTRY       | 850    | 755         | 88.8 | 50         | 5.9  | 4           | 0.5 | 45   | 5.3  |      |     |       |      |      |     |
| COLCHESTER     | 830    | 675         | 81.3 | 35         | 4.2  | 55          | 6.6 | 65   | 7.8  |      |     |       |      |      |     |
| CROMWELL       | 800    | 725         | 90.6 | 45         | 5.6  | 0           | 0.0 | 30   | 3.8  |      |     |       |      |      |     |
| WINDSOR LOCKS  | 745    | 620         | 83.2 | 70         | 9.4  | 10          | 1.3 | 35   | 4.7  |      |     | 4     | 0.5  |      |     |
| PLAINVILLE     | 710    | 590         | 83.1 | 45         | 6.3  | 15          | 2.1 | 55   | 7.7  |      |     |       |      |      |     |
| WATERBURY      | 695    | 560         | 80.6 | 100        | 14.4 | 30          | 4.3 | 4    | 0.6  |      |     |       |      |      |     |
| EAST WINDSOR   | 660    | 560         | 84.8 | 75         | 11.4 |             |     | 30   | 4.5  |      |     |       |      |      |     |
| EAST HAMPTON   | 650    | 595         | 91.5 | 10         | 1.5  | 15          | 2.3 | 30   | 4.6  |      |     |       |      |      |     |
| MARLBOROUGH    | 645    | 550         | 85.3 | 55         | 8.5  |             |     | 40   | 6.2  |      |     |       |      |      |     |
| WALLINGFORD    | 610    | 520         | 85.2 | 55         | 9.0  | 25          | 4.1 | 4    | 0.7  |      |     |       |      |      |     |
| SUFFIELD       | 595    | 535         | 89.9 | 25         | 4.2  |             |     | 30   | 5.0  |      |     |       |      |      |     |
| OTHER CT TOWNS | 13340  | 11352       | 85.1 | 981        | 7.4  | 491         | 3.7 | 456  | 3.4  | 8    | 0.1 | 22    | 0.2  |      |     |
| MA TOWNS       | 3230   | 2860        | 88.5 | 219        | 6.8  | 42          | 1.3 | 57   | 1.8  | 4    | 0.1 | 34    | 1.1  |      |     |
| TOTAL          | 105325 | 83132       | 78.9 | 8460       | 8.0  | 2194        | 2.1 | 8361 | 7.9  | 47   | 0.0 | 2418  | 2.3  | 675  | 0.6 |

Note: Except for MA, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-4. Origin of Work Trips Into Stamford



Stamford, with 78,960 work trips, has the second highest number of daily work trips that end in a city. Figure 3-4 and Table 3-5 show that 39% of Stamford work trips originate in Stamford; 22% originate in Norwalk, Bridgeport, Greenwich and Fairfield; 15% begin in 11 additional towns that initiate at least 600 trips per day; 9% start from all other state towns; and 15 % come from New York.

Forty percent of rail trips that end in Stamford originate in New York State. Stamford has the largest number of people who work at home at 2,285 workers. Greenwich is the only other town with more than 2,000 people working at home. Only six other towns have more than 1,000 people working at home. These six towns average 1,261 workers at home.

Transit usage into Stamford is comprised of bus and rail. They constitute 7.2% of the work trips into Stamford.

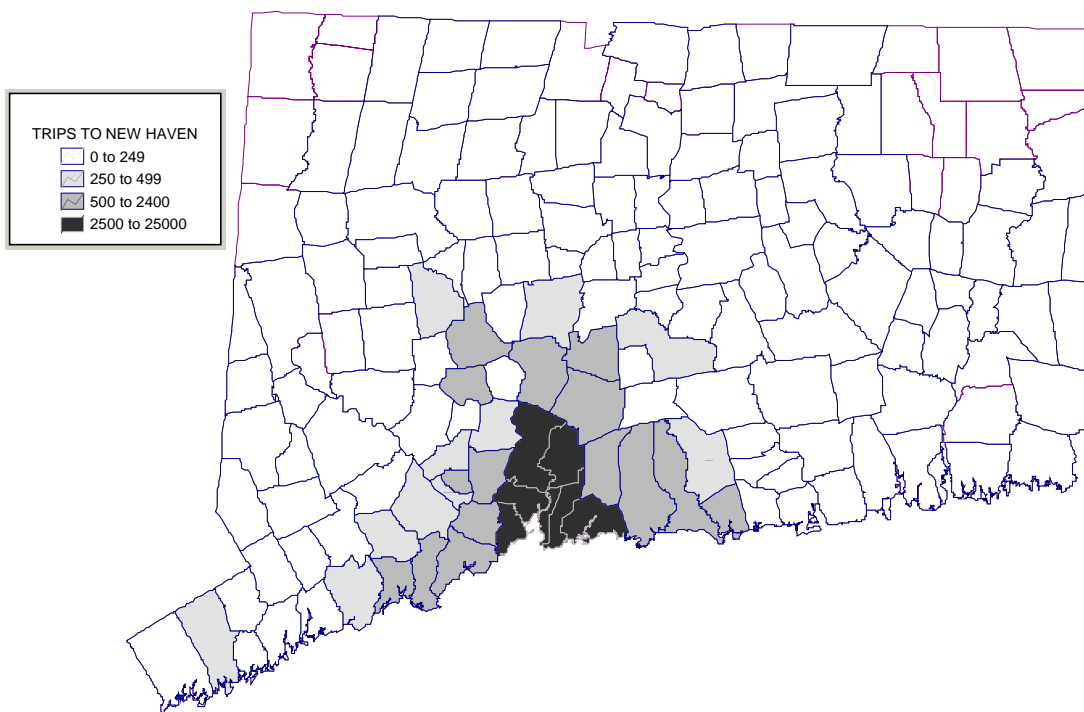
Table 3-5. Origin of Work Trips Into Stamford

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %   | RAIL | %    | OTHER | %   | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|------|-----|------|------|-------|-----|------|-----|
| STAMFORD       | 31115 | 21080       | 67.7 | 2665       | 8.6  | 855         | 2.7 | 1755 | 5.6 | 145  | 0.5  | 2325  | 7.5 | 2285 | 7.3 |
| NORWALK        | 7185  | 6260        | 87.1 | 555        | 7.7  | 115         | 1.6 | 120  | 1.7 | 100  | 1.4  | 35    | 0.5 |      |     |
| BRIDGEPORT     | 3760  | 2520        | 67.0 | 580        | 15.4 | 190         | 5.1 | 100  | 2.7 | 285  | 7.6  | 85    | 2.3 |      |     |
| GREENWICH      | 3670  | 3370        | 91.8 | 140        | 3.8  | 15          | 0.4 | 55   | 1.5 | 70   | 1.9  | 25    | 0.7 |      |     |
| FAIRFIELD      | 2395  | 2040        | 85.2 | 120        | 5.0  | 20          | 0.8 |      |     | 220  | 9.2  |       |     |      |     |
| DARIEN         | 1470  | 1365        | 92.9 | 50         | 3.4  | 15          | 1.0 | 25   | 1.7 | 15   | 1.0  | 4     | 0.3 |      |     |
| DANBURY        | 1275  | 1025        | 80.4 | 145        | 11.4 | 40          | 3.1 | 15   | 1.2 | 35   | 2.7  | 15    | 1.2 |      |     |
| RIDGEFIELD     | 1245  | 1125        | 90.4 | 65         | 5.2  | 20          | 1.6 |      |     | 20   | 1.6  | 10    | 0.8 |      |     |
| NEW CANAAN     | 1205  | 1130        | 93.8 | 45         | 3.7  |             |     |      |     |      |      | 35    | 2.9 |      |     |
| TRUMBULL       | 1170  | 1010        | 86.3 | 55         | 4.7  | 10          | 0.9 |      |     | 95   | 8.1  |       |     |      |     |
| STRATFORD      | 1050  | 810         | 77.1 | 65         | 6.2  |             |     | 15   | 1.4 | 140  | 13.3 | 20    | 1.9 |      |     |
| MILFORD        | 1045  | 765         | 73.2 | 45         | 4.3  | 10          | 1.0 |      |     | 230  | 22.0 |       |     |      |     |
| WILTON         | 960   | 925         | 96.4 | 10         | 1.0  | 20          | 2.1 |      |     |      |      | 4     | 0.4 |      |     |
| WESTPORT       | 940   | 905         | 96.3 | 4          | 0.4  |             |     |      |     | 20   | 2.1  | 10    | 1.1 |      |     |
| SHELTON        | 805   | 670         | 83.2 | 40         | 5.0  | 25          | 3.1 | 4    | 0.5 | 65   | 8.1  |       |     |      |     |
| MONROE         | 620   | 565         | 91.1 | 25         | 4.0  |             |     |      |     | 30   | 4.8  |       |     |      |     |
|                |       |             |      |            |      |             |     |      |     |      |      |       |     |      |     |
| OTHER CT TOWNS | 6844  | 5560        | 81.2 | 539        | 7.9  | 86          | 1.3 | 53   | 0.8 | 555  | 8.1  | 41    | 0.6 |      |     |
|                |       |             |      |            |      |             |     |      |     |      |      |       |     |      |     |
| ALL NEW YORK   | 12206 | 9445        | 77.4 | 729        | 6.0  | 289         | 2.4 | 171  | 1.4 | 1336 | 10.9 | 188   | 1.5 |      |     |
|                |       |             |      |            |      |             |     |      |     |      |      |       |     |      |     |
| TOTAL          | 78960 | 60570       | 76.7 | 5877       | 7.4  | 1710        | 2.2 | 2313 | 2.9 | 3361 | 4.3  | 2797  | 3.5 | 2285 | 2.9 |

Note: Except for New York, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-5. Origin of Work Trips Into New Haven



New Haven, with 73,012 work trips, has the third largest number of daily work trips that end in a city. It is one of only three cities that exceed 46,000 work trips per day. Figure 3-5 and Table 3-6 show that 30% of New Haven work trips originate in New Haven; 28% originate in Hamden, West Haven, Branford and East Haven each generating more than 3,500 daily trips; and 29% begin in 34 additional towns that generate at least 500 trips.

New Haven has the second highest intra-city bus ridership with 5% of total trips to work. An additional 0.9% are transit trips that arrive by rail. Forty-five percent of rail trips to New Haven begin in the five shore towns east of New Haven using Shore Line East with Clinton being the farthest away at only 22 miles. Shore Line East towns are shaded in Table 3-6.

Table 3-6. Origin of Work Trips Into New Haven

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %    | RAIL | %    | OTHER | %    | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|------|------|------|------|-------|------|------|-----|
| NEW HAVEN      | 22045 | 11035       | 50.1 | 2390       | 10.8 | 485         | 2.2 | 2405 | 10.9 | 65   | 0.3  | 4500  | 20.4 | 1165 | 5.3 |
| HAMDEN         | 7715  | 6290        | 81.5 | 700        | 9.1  | 200         | 2.6 | 370  | 4.8  | 10   | 0.1  | 145   | 1.9  |      |     |
| WEST HAVEN     | 5340  | 4180        | 78.3 | 525        | 9.8  | 115         | 2.2 | 450  | 8.4  | 20   | 0.4  | 50    | 0.9  |      |     |
| BRANFORD       | 3700  | 3285        | 88.8 | 260        | 7.0  | 30          | 0.8 | 75   | 2.0  | 30   | 0.8  | 20    | 0.5  |      |     |
| EAST HAVEN     | 3575  | 3005        | 84.1 | 350        | 9.8  | 20          | 0.6 | 150  | 4.2  | 10   | 0.3  | 45    | 1.3  |      |     |
| NORTH HAVEN    | 2870  | 2635        | 91.8 | 130        | 4.5  | 4           | 0.1 | 35   | 1.2  | 15   | 0.5  | 45    | 1.6  |      |     |
| GUILFORD       | 2215  | 1895        | 85.6 | 195        | 8.8  | 15          | 0.7 | 20   | 0.9  | 80   | 3.6  | 4     | 0.2  |      |     |
| WALLINGFORD    | 2210  | 2065        | 93.4 | 90         | 4.1  | 20          | 0.9 | 15   | 0.7  |      |      | 15    | 0.7  |      |     |
| MILFORD        | 2015  | 1905        | 94.5 | 30         | 1.5  | 20          | 1.0 | 4    | 0.2  | 30   | 1.5  | 25    | 1.2  |      |     |
| NORTH BRANFORD | 1400  | 1305        | 93.2 | 80         | 5.7  | 10          | 0.7 | 10   | 0.7  |      |      |       |      |      |     |
| WATERBURY      | 1380  | 1085        | 78.6 | 175        | 12.7 | 25          | 1.8 | 50   | 3.6  | 10   | 0.7  | 35    | 2.5  |      |     |
| CHESHIRE       | 1345  | 1260        | 93.7 | 80         | 5.9  |             |     |      |      |      |      |       |      |      |     |
| WOODBIDGE      | 1195  | 1070        | 89.5 | 100        | 8.4  | 15          | 1.3 | 15   | 1.3  |      |      |       |      |      |     |
| MADISON        | 1105  | 875         | 79.2 | 100        | 9.0  |             |     |      |      | 135  | 12.2 |       |      |      |     |
| MERIDEN        | 1085  | 955         | 88.0 | 100        | 9.2  | 10          | 0.9 |      |      |      |      | 15    | 1.4  |      |     |
| ORANGE         | 1010  | 935         | 92.6 | 75         | 7.4  |             |     |      |      |      |      |       |      |      |     |
| STRATFORD      | 730   | 670         | 91.8 | 35         | 4.8  | 10          | 1.4 |      |      | 10   | 1.4  | 10    | 1.4  |      |     |
| NAUGATUCK      | 655   | 645         | 98.5 | 15         | 2.3  |             |     |      |      |      |      |       |      |      |     |
| ANSONIA        | 640   | 580         | 90.6 | 20         | 3.1  | 20          | 3.1 | 20   | 3.1  |      |      | 4     | 0.6  |      |     |
| CLINTON        | 635   | 525         | 82.7 | 40         | 6.3  |             |     | 10   | 1.6  | 60   | 9.4  |       |      |      |     |
| BRIDGEPORT     | 575   | 490         | 85.2 | 60         | 10.4 | 4           |     | 10   | 1.7  | 4    | 0.7  | 4     | 0.7  |      |     |
| OTHER CT TOWNS | 9220  | 8252        | 89.5 | 522        | 5.7  | 195         | 2.1 | 36   | 0.4  | 124  | 1.3  | 76    | 0.8  |      |     |
| NEW YORK       | 352   | 159         | 45.2 | 33         | 9.4  | 15          | 4.3 | 4    | 1.1  | 90   | 25.6 | 48    | 13.6 |      |     |
| TOTAL          | 73012 | 55101       | 75.5 | 6105       | 8.4  | 1213        | 1.7 | 3679 | 5.0  | 693  | 0.9  | 5041  | 6.9  | 1165 | 1.6 |

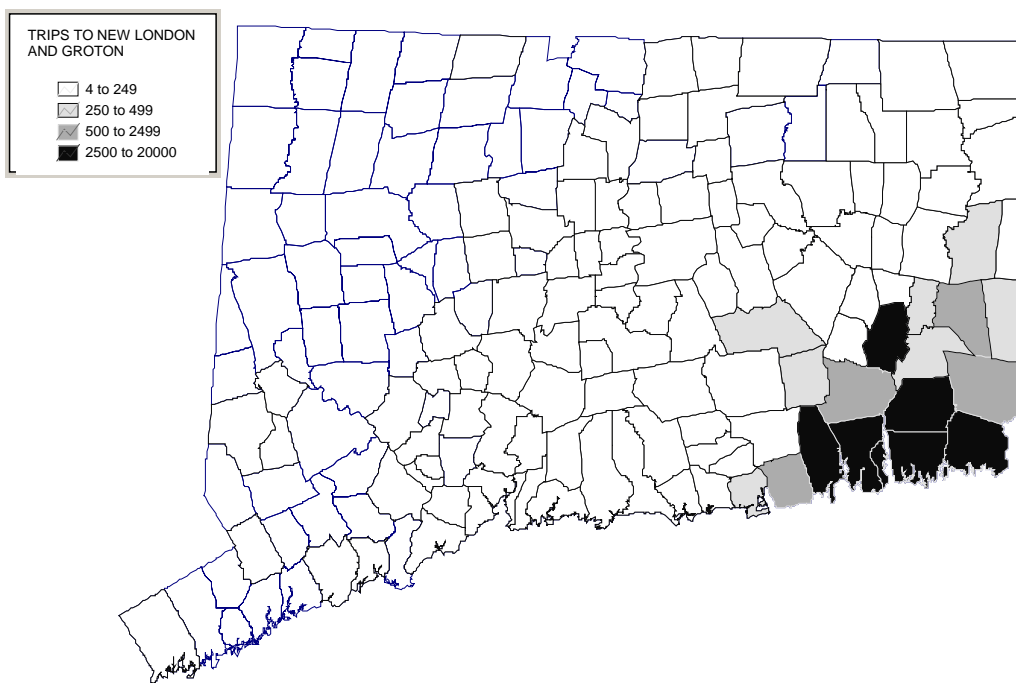
Note: Except for New York, out-of-state workers are not included in this table.

Shaded towns are served by Shore Line East.

Source: 2000 Census CTPP, T3-002



Figure 3-6. Origin of Work Trips Into New London-Groton Area



If the New London-Groton area were a single city with 47,338 work trips, it would have the fourth highest number of daily work trips that end in a city. Figure 3-6 and Table 3-7 show that 34% of New London-Groton work trips originate in Groton and New London; 13% originate in Waterford and Ledyard; 20% begin in four additional towns that initiate at least 2400 trips; and 27% start from all other state towns. Rhode Island is the source for 6% of the work trips into this area.

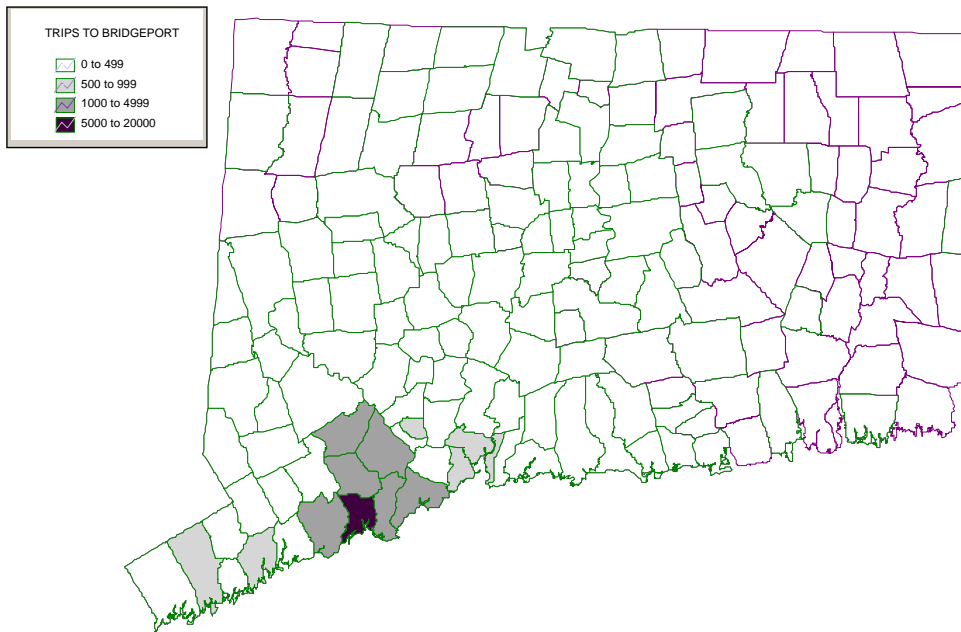
Table 3-7. Origin of Work Trips Into New London and Groton

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %   | CAR POOL 3+ | %    | BUS | %   | RAIL | %   | OTHER | %    | HOME | %   |
|----------------|-------|-------------|------|------------|-----|-------------|------|-----|-----|------|-----|-------|------|------|-----|
| GROTON         | 11665 | 9305        | 79.8 | 1060       | 9.1 | 150         | 1.3  | 75  | 0.6 | 0    | 0.0 | 730   | 6.3  | 345  | 3.0 |
| NEW LONDON     | 5865  | 4350        | 74.2 | 495        | 8.4 | 145         | 2.5  | 90  | 1.5 | 0    | 0.0 | 600   | 10.2 | 180  | 3.1 |
| WATERFORD      | 3395  | 3150        | 92.8 | 145        | 4.3 | 70          | 2.1  | 14  | 0.4 | 0    | 0.0 | 15    | 0.4  | 0    | 0   |
| LEDYARD        | 3270  | 3035        | 92.8 | 200        | 6.1 | 4           | 0.1  | 0   | 0.0 | 0    | 0.0 | 34    | 1.0  | 0    | 0   |
| STONINGTON     | 2825  | 2530        | 89.6 | 190        | 6.7 | 50          | 1.8  | 25  | 0.9 | 0    | 0.0 | 25    | 0.9  | 0    | 0   |
| EAST LYME      | 2685  | 2555        | 95.2 | 105        | 3.9 | 24          | 0.9  | 0   | 0.0 | 0    | 0.0 | 0     | 0.0  | 0    | 0   |
| NORWICH        | 2585  | 2235        | 86.5 | 250        | 9.7 | 65          | 2.5  | 20  | 0.8 | 0    | 0.0 | 15    | 0.6  | 0    | 0   |
| MONTVILLE      | 2455  | 2255        | 91.9 | 155        | 6.3 | 35          | 1.4  | 0   | 0.0 | 0    | 0.0 | 10    | 0.4  | 0    | 0   |
| GRISWOLD       | 805   | 680         | 84.5 | 65         | 8.1 | 54          | 6.7  | 0   | 0.0 | 0    | 0.0 | 4     | 0.5  | 0    | 0   |
| NORTH STONINGT | 795   | 725         | 91.2 | 50         | 6.3 | 4           | 0.5  | 0   | 0.0 | 0    | 0.0 | 10    | 1.3  | 0    | 0   |
| OLD LYME       | 625   | 565         | 90.4 | 20         | 3.2 | 20          | 3.2  | 0   | 0.0 | 4    | 0.6 | 10    | 1.6  | 0    | 0   |
| OTHER CT       | 6885  | 5690        | 82.6 | 622        | 9.0 | 399         | 5.8  | 20  | 0.3 | 14   | 0.2 | 84    | 1.2  | 0    | 0   |
| RHODE ISLAND   | 3483  | 2743        | 78.8 | 338        | 9.7 | 385         | 11.1 | 4   | 0.1 | 10   | 0.3 | 14    | 0.4  | 0    | 0   |
| TOTAL          | 47338 | 39818       | 84.1 | 3695       | 7.8 | 1405        | 3.0  | 248 | 0.5 | 28   | 0.1 | 1551  | 3.3  | 525  | 1.1 |

Note: Except for Rhode Island, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-7. Origin of Work Trips Into Bridgeport



Bridgeport, with 45,941 work trips, has the fourth highest number of daily work trips that end in a city. Figure 3-7 and Table 3-8 show that 41% of Bridgeport work trips originate in Bridgeport; 29% originate in Stratford, Shelton, Trumbull, Fairfield and Milford; 8% begin in five additional towns that initiate at least 500 trips; and 17% start from all other state towns. Bus usage within Bridgeport constitutes 7.8% of Bridgeport to Bridgeport work trips. The percentage of bus usage falls off quickly from the surrounding towns.

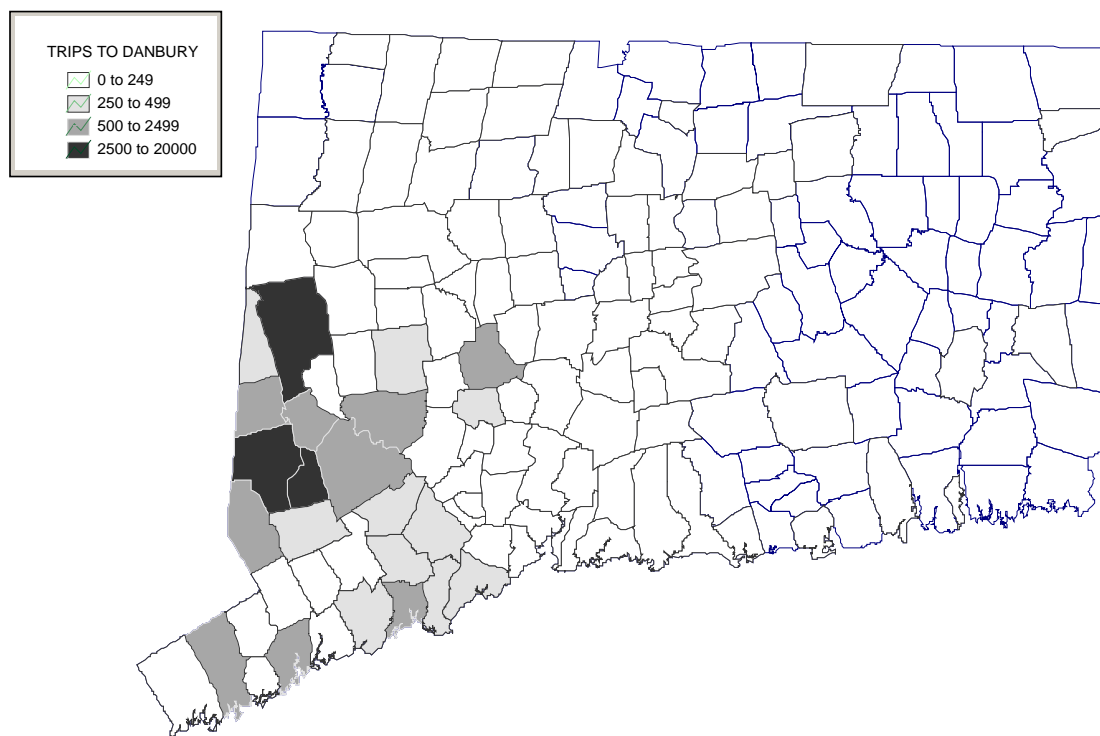
Table 3-8. Origin of Work Trips Into Bridgeport

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %   | RAIL | %   | OTHER | %    | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|------|-----|------|-----|-------|------|------|-----|
| BRIDGEPORT     | 18930 | 11425       | 60.4 | 2560       | 13.5 | 755         | 4.0 | 1470 | 7.8 | 30   | 0.2 | 1930  | 10.2 | 765  | 4.0 |
| STRATFORD      | 4010  | 3615        | 90.1 | 220        | 5.5  | 65          | 1.6 | 75   | 1.9 | 15   | 0.4 | 25    | 0.6  |      |     |
| SHELTON        | 2570  | 2415        | 94.0 | 120        | 4.7  | 35          | 1.4 |      |     |      |     |       |      |      |     |
| TRUMBULL       | 2280  | 2105        | 92.3 | 105        | 4.6  | 45          | 2.0 | 20   | 0.9 |      |     | 10    | 0.4  |      |     |
| FAIRFIELD      | 2205  | 2030        | 92.1 | 105        | 4.8  | 35          | 1.6 | 20   | 0.9 | 10   | 0.5 |       |      |      |     |
| MILFORD        | 2120  | 2000        | 94.3 | 110        | 5.2  | 4           | 0.2 |      |     | 4    | 0.2 | 4     | 0.2  |      |     |
| MONROE         | 1180  | 1140        | 96.6 | 40         | 3.4  |             |     |      |     |      |     |       |      |      |     |
| STAMFORD       | 975   | 765         | 78.5 | 120        | 12.3 | 15          | 1.5 | 10   | 1.0 | 4    | 0.4 | 50    | 5.1  |      |     |
| NORWALK        | 780   | 665         | 85.3 | 45         | 5.8  | 30          | 3.8 | 30   | 3.8 |      |     | 15    | 1.9  |      |     |
| WEST HAVEN     | 765   | 700         | 91.5 | 55         | 7.2  | 4           | 0.5 | 4    | 0.5 |      |     |       |      |      |     |
| ANSONIA        | 645   | 555         | 86.0 | 60         | 9.3  | 30          | 4.7 |      |     |      |     |       |      |      |     |
| NEW HAVEN      | 630   | 545         | 86.5 | 40         | 6.3  | 15          | 2.4 |      |     | 30   | 4.8 |       |      |      |     |
| NEW YORK       | 870   | 489         | 56.2 | 196        | 22.5 | 19          | 2.2 | 34   | 3.9 | 84   | 9.7 | 44    | 5.1  |      |     |
| OTHER CT TOWNS | 7981  | 7224        | 90.5 | 444        | 5.6  | 142         | 1.8 | 49   | 0.6 | 76   | 1.0 | 38    | 0.5  |      |     |
| TOTAL          | 45941 | 35673       | 77.6 | 4220       | 9.2  | 1194        | 2.6 | 1712 | 3.7 | 253  | 0.6 | 2116  | 4.6  | 765  | 1.7 |

Note: Except for New York, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-8. Origin of Work Trips Into Danbury



Danbury, with 45,435 work trips, has the fifth highest number of daily work trips that end in a city. Figure 3-8 and Table 3-9 show that 40% of Danbury work trips originate in Danbury; 24% originate in New Milford, Bethel, Brookfield, New Fairfield, and Newtown; 11% begin in six additional towns that initiate at least 750 trips; 16% start from all other state towns; and 9% come from New York. Danbury has the lowest percentage of transit trips into the city.

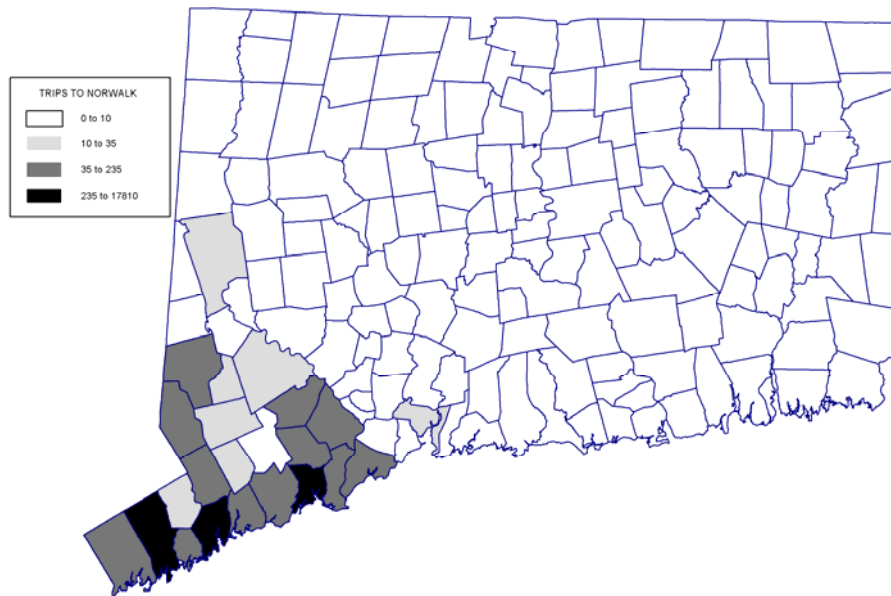
Table 3-9. Origin of Work Trips Into Danbury

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS | %   | RAIL | %   | OTHER | %    | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|-----|-----|------|-----|-------|------|------|-----|
| DANBURY        | 18095 | 13385       | 74.0 | 1720       | 9.5  | 630         | 3.5 | 635 | 3.5 |      |     | 695   | 3.8  | 1030 | 5.7 |
| NEW MILFORD    | 3120  | 2895        | 92.8 | 170        | 5.4  | 40          | 1.3 | 20  | 0.6 |      |     |       |      |      |     |
| BETHEL         | 2580  | 2345        | 90.9 | 195        | 7.6  | 20          | 0.8 | 15  | 0.6 |      |     |       |      |      |     |
| BROOKFIELD     | 2060  | 1985        | 96.4 | 50         | 2.4  | 15          | 0.7 |     |     |      |     | 10    | 0.5  |      |     |
| NEW FAIRFIELD  | 1720  | 1605        | 93.3 | 90         | 5.2  | 20          | 1.2 | 4   | 0.2 |      |     |       |      |      |     |
| NEWTOWN        | 1615  | 1460        | 90.4 | 125        | 7.7  | 20          | 1.2 | 10  | 0.6 |      |     |       |      |      |     |
| BRIDGEPORT     | 1000  | 695         | 69.5 | 135        | 13.5 | 95          | 9.5 | 35  | 3.5 |      |     | 40    | 4.0  |      |     |
| STAMFORD       | 950   | 690         | 72.6 | 85         | 8.9  | 15          | 1.6 | 30  | 3.2 | 15   | 1.6 | 120   | 12.6 |      |     |
| NORWALK        | 840   | 690         | 82.1 | 100        | 11.9 | 10          | 1.2 | 15  | 1.8 |      |     | 25    | 3.0  |      |     |
| SOUTHBURY      | 825   | 800         | 97.0 | 25         | 3.0  |             |     |     |     |      |     |       |      |      |     |
| WATERBURY      | 775   | 650         | 83.9 | 65         | 8.4  | 50          | 6.5 | 10  | 1.3 |      |     | 4     | 0.5  |      |     |
| RIDGEFIELD     | 750   | 720         | 96.0 | 25         | 3.3  |             |     |     |     |      |     | 10    | 1.3  |      |     |
| OTHER CT TOWNS | 7046  | 6448        | 91.5 | 425        | 6.0  | 88          | 1.2 | 14  | 0.2 | 8    | 0.1 | 44    | 0.6  |      |     |
| NEW YORK       | 4059  | 3551        | 87.5 | 287        | 7.1  | 83          | 2.0 | 18  | 0.4 | 58   | 1.4 | 49    | 1.2  |      |     |
| TOTAL          | 45435 | 37919       | 83.5 | 3497       | 7.7  | 1086        | 2.4 | 806 | 1.8 | 81   | 0.2 | 997   | 2.2  | 1030 | 2.3 |

Note: Except for New York, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-9. Origin of Work Trips Into Norwalk



Norwalk, with 45,378 work trips, has the sixth highest number of daily work trips that end in a city. Figure 3-9 and Table 3-10 show that 45% of Norwalk work trips originate in Norwalk; 25% originate in Bridgeport, Stamford, Fairfield, Stratford, and Milford; 11% begin in six additional towns that initiate at least 500 trips; 13% start from all other state towns, and 6% come from New York.

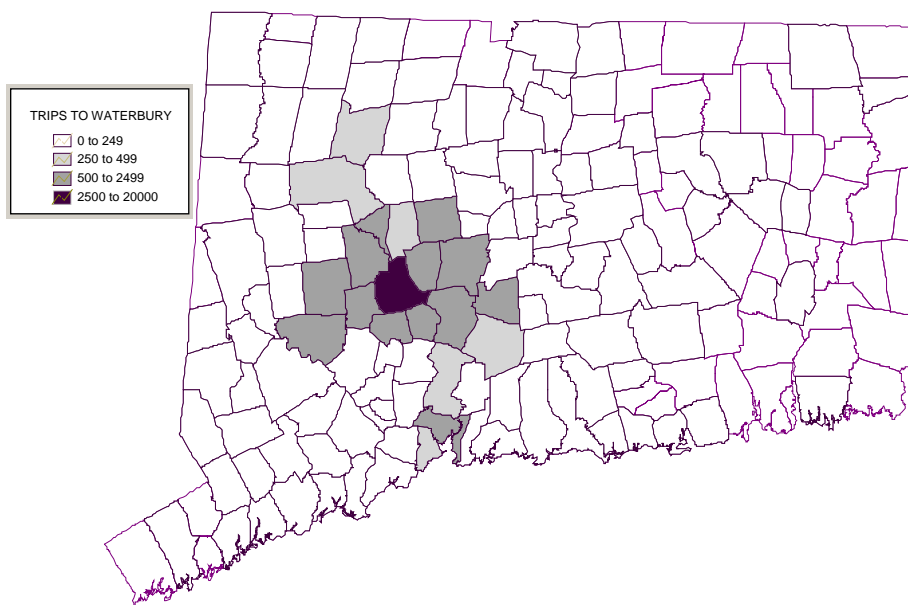
Table 3-10. Origin of Work Trips Into Norwalk

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %   | RAIL | %   | OTHER | %   | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|------|-----|------|-----|-------|-----|------|-----|
| NORWALK        | 17810 | 12140       | 68.2 | 1535       | 8.6  | 620         | 3.5 | 865  | 4.9 | 35   | 0.2 | 985   | 5.5 | 1635 | 9.2 |
| BRIDGEPORT     | 3520  | 2665        | 75.7 | 425        | 12.1 | 155         | 4.4 | 115  | 3.3 | 80   | 2.3 | 80    | 2.3 |      |     |
| STAMFORD       | 3365  | 2740        | 81.4 | 335        | 10.0 | 85          | 2.5 | 145  | 4.3 | 35   | 1.0 | 30    | 0.9 |      |     |
| FAIRFIELD      | 1740  | 1610        | 92.5 | 75         | 4.3  | 45          | 2.6 |      |     | 4    | 0.2 |       |     |      |     |
| STRATFORD      | 1150  | 1040        | 90.4 | 50         | 4.3  | 10          | 0.9 | 20   | 1.7 | 30   | 2.6 |       |     |      |     |
| MILFORD        | 1135  | 960         | 84.6 | 70         | 6.2  | 25          | 2.2 |      |     | 70   | 6.2 | 4     | 0.4 |      |     |
| TRUMBULL       | 1060  | 975         | 92.0 | 85         | 8.0  |             |     |      |     |      |     |       |     |      |     |
| WESTPORT       | 1025  | 960         | 93.7 | 25         | 2.4  |             |     | 15   | 1.5 | 15   | 1.5 | 10    | 1.0 |      |     |
| SHELTON        | 1020  | 895         | 87.7 | 105        | 10.3 | 4           | 0.4 | 4    | 0.4 | 4    | 0.4 | 4     | 0.4 |      |     |
| DANBURY        | 875   | 780         | 89.1 | 50         | 5.7  | 10          | 1.1 | 10   | 1.1 | 20   | 2.3 |       |     |      |     |
| WILTON         | 835   | 790         | 94.6 | 25         | 3.0  | 10          | 1.2 |      |     | 10   | 1.2 |       |     |      |     |
| GREENWICH      | 730   | 670         | 91.8 | 40         | 5.5  |             |     |      |     | 4    | 0.5 | 20    | 2.7 |      |     |
| MONROE         | 575   | 525         | 91.3 | 50         | 8.7  |             |     |      |     |      |     |       |     |      |     |
| DARIEN         | 530   | 500         | 94.3 | 4          | 0.8  |             |     | 10   | 1.9 | 10   | 1.9 | 4     | 0.8 |      |     |
| RIDGEFIELD     | 520   | 485         | 93.3 | 35         | 6.7  |             |     |      |     |      |     |       |     |      |     |
| OTHER CT TOWNS | 5900  | 5265        | 89.2 | 360        | 6.1  | 22          | 0.4 | 24   | 0.4 | 199  | 3.4 | 14    | 0.2 |      |     |
| NEWYORK        | 2588  | 2036        | 78.7 | 139        | 5.4  | 74          | 2.9 | 54   | 2.1 | 207  | 8.0 | 52    | 2.0 |      |     |
| TOTAL          | 44378 | 35036       | 78.9 | 3408       | 7.7  | 1060        | 2.4 | 1262 | 2.8 | 723  | 1.6 | 1203  | 2.7 | 1635 | 3.7 |

Note: Except for New York, out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-10. Origin of Work Trips Into Waterbury



Waterbury, with 39,858 work trips, has the fourth highest number of daily work trips that end in a city. Figure 3-10 and Table 3-11 show that 45% of Waterbury work trips originate in Waterbury; 24% originate in Watertown, Naugatuck, Wolcott, Cheshire, New Haven and Prospect; 11% begin in seven additional towns that initiate at least 500 trips; and 20% start from all other state towns.

Waterbury has the second highest intra-city bus ridership with 5% of total trips to work.

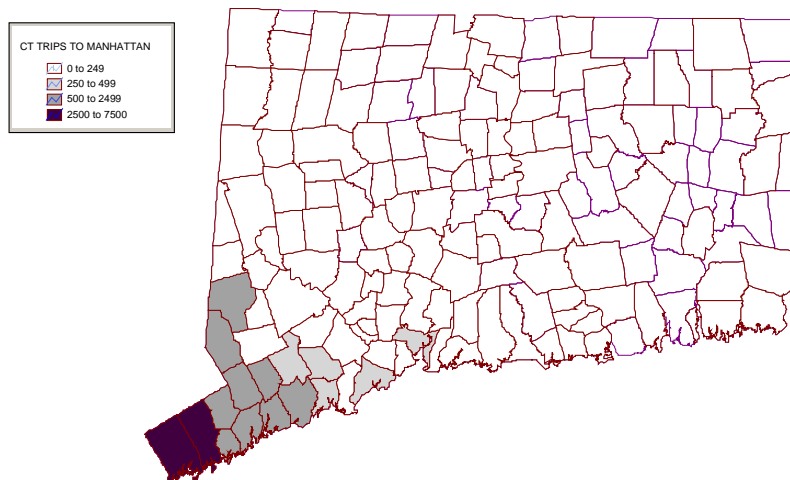
Table 3-11. Origin of Work Trips Into Waterbury

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS  | %   | RAIL | %   | OTHER | %    | HOME | %   |
|----------------|-------|-------------|------|------------|------|-------------|-----|------|-----|------|-----|-------|------|------|-----|
| WATERBURY      | 18090 | 12955       | 71.6 | 1955       | 10.8 | 515         | 2.8 | 905  | 5.0 |      |     | 1175  | 6.5  | 585  | 3.2 |
| WATERTOWN      | 2385  | 2175        | 91.2 | 150        | 6.3  | 25          | 1.0 | 25   | 1.0 |      |     | 10    | 0.4  |      |     |
| NAUGATUCK      | 2160  | 1965        | 91.0 | 125        | 5.8  | 50          | 2.3 | 10   | 0.5 |      |     | 10    | 0.5  |      |     |
| WOLCOTT        | 1960  | 1825        | 93.1 | 80         | 4.1  | 55          | 2.8 |      |     |      |     |       |      |      |     |
| CHESHIRE       | 1105  | 1010        | 91.4 | 80         | 7.2  |             |     | 15   | 1.4 |      |     |       |      |      |     |
| NEW HAVEN      | 1060  | 615         | 58.0 | 170        | 16.0 | 65          | 6.1 | 90   | 8.5 | 10   | 0.9 | 110   | 10.4 |      |     |
| PROSPECT       | 1005  | 925         | 92.0 | 50         | 5.0  | 25          | 2.5 |      |     |      |     | 4     | 0.4  |      |     |
| MIDDLEBURY     | 745   | 720         | 96.6 | 25         | 3.4  |             |     |      |     |      |     |       |      |      |     |
| SOUTHINGTON    | 705   | 670         | 95.0 | 15         | 2.1  | 20          | 2.8 |      |     |      |     |       |      |      |     |
| MERIDEN        | 685   | 585         | 85.4 | 85         | 12.4 | 4           | 0.6 |      |     |      |     | 4     | 0.6  |      |     |
| THOMASTON      | 625   | 595         | 95.2 | 20         | 3.2  |             |     | 10   | 1.6 |      |     |       |      |      |     |
| WOODBURY       | 520   | 500         | 96.2 | 20         | 3.8  |             |     |      |     |      |     |       |      |      |     |
| SOUTHBURY      | 500   | 485         | 97.0 |            |      | 15          | 3.0 |      |     |      |     |       |      |      |     |
| BRISTOL        | 500   | 460         | 92.0 | 15         | 3.0  | 25          | 5.0 |      |     |      |     | 4     | 0.8  |      |     |
| OTHER CT TOWNS | 7813  | 7115        | 91.1 | 419        | 5.4  | 157         | 2.0 | 24   | 0.3 | 0    | 0.0 | 102   | 1.3  |      |     |
| TOTAL          | 39858 | 32600       | 81.8 | 3209       | 8.1  | 956         | 2.4 | 1079 | 2.7 | 10   | 0.0 | 1419  | 3.6  | 585  | 1.5 |

Note: Out-of-state workers are not included in this table.

Source: 2000 Census CTPP, T3-002

Figure 3-11. Origin of Work Trips Into Manhattan



Manhattan, with 28,313 work trips including 21,052 rail trips, is equivalent in work trip size to Connecticut's twelfth largest work place, Manchester. Figure 3-11 and Table 3-12 show that 74% of work trips into Manhattan use rail.

Work trips initiated in six towns along the shoreline between Greenwich and Fairfield account for 68% of all trips and 81% of rail trips into Manhattan from Connecticut.

Table 3-12. Origin of Work Trips Into Manhattan

| TOWN           | TOTAL | DRIVE ALONE | %    | CAR POOL 2 | %    | CAR POOL 3+ | %   | BUS | %    | RAIL  | %    | OTHER | %    |
|----------------|-------|-------------|------|------------|------|-------------|-----|-----|------|-------|------|-------|------|
| GREENWICH      | 5240  | 865         | 16.5 | 295        | 5.6  |             |     | 35  | 0.7  | 4005  | 76.4 | 45    | 0.9  |
| STAMFORD       | 3810  | 625         | 16.4 | 115        | 3.0  | 10          | 0.3 | 110 | 2.9  | 2935  | 77.0 | 15    | 0.4  |
| WESTPORT       | 2265  | 300         | 13.2 | 60         | 2.6  | 4           | 0.2 | 10  | 0.4  | 1880  | 83.0 | 10    | 0.4  |
| DARIEN         | 2250  | 265         | 11.8 | 35         | 1.6  |             |     | 4   | 0.2  | 1930  | 85.8 | 15    | 0.7  |
| NORWALK        | 2210  | 205         | 9.3  | 75         | 3.4  | 4           | 0.2 | 45  | 2.0  | 1865  | 84.4 | 20    | 0.9  |
| FAIRFIELD      | 2020  | 125         | 6.2  | 4          | 0.2  | 15          | 0.7 | 4   | 0.2  | 1840  | 91.1 | 35    | 1.7  |
| NEW CANAAN     | 1510  | 195         | 12.9 | 50         | 3.3  | 4           | 0.3 | 10  | 0.7  | 1235  | 81.8 | 15    | 1.0  |
| WILTON         | 1110  | 205         | 18.5 | 40         | 3.6  |             |     |     |      | 865   | 77.9 |       |      |
| WESTON         | 735   | 120         | 16.3 | 10         | 1.4  |             |     |     |      | 590   | 80.3 | 15    | 2.0  |
| RIDGEFIELD     | 575   | 125         | 21.7 | 4          | 0.7  |             |     |     |      | 430   | 74.8 | 15    | 2.6  |
| DANBURY        | 540   | 185         | 34.3 | 45         | 8.3  | 4           | 0.7 | 35  | 6.5  | 255   | 47.2 | 15    | 2.8  |
| BRIDGEPORT     | 430   | 65          | 15.1 | 20         | 4.7  |             |     | 125 | 29.1 | 220   | 51.2 |       |      |
| MILFORD        | 350   | 80          | 22.9 |            |      | 4           | 1.1 |     |      | 265   | 75.7 |       |      |
| TRUMBULL       | 270   | 70          | 25.9 |            |      |             |     |     |      | 200   | 74.1 |       |      |
| NEW HAVEN      | 270   | 50          | 18.5 | 10         | 3.7  | 4           | 1.5 | 45  | 16.7 | 160   | 59.3 |       |      |
| EASTON         | 260   | 30          | 11.5 |            |      |             |     |     |      | 230   | 88.5 |       |      |
| NEW FAIRFIELD  | 245   | 95          | 38.8 | 15         | 6.1  |             |     |     |      | 125   | 51.0 | 10    | 4.1  |
| REDDING        | 235   | 50          | 21.3 | 20         | 8.5  | 10          | 4.3 |     |      | 155   | 66.0 | 4     | 1.7  |
| NEWTOWN        | 205   | 90          | 43.9 |            |      |             |     |     |      | 110   | 53.7 |       |      |
| NEW MILFORD    | 165   | 25          | 15.2 | 20         | 12.1 |             |     | 15  | 9.1  | 90    | 54.5 | 15    | 9.1  |
| BROOKFIELD     | 160   | 75          | 46.9 | 20         | 12.5 |             |     |     |      | 60    | 37.5 |       |      |
| STRATFORD      | 160   | 15          | 9.4  |            |      |             |     |     |      | 150   | 93.8 |       |      |
| SHERMAN        | 155   | 40          | 25.8 | 25         | 16.1 |             |     |     |      | 65    | 41.9 | 25    | 16.1 |
| MONROE         | 155   | 25          | 16.1 | 4          | 2.6  |             |     |     |      | 120   | 77.4 | 4     | 2.6  |
| BETHEL         | 150   | 40          | 26.7 | 15         | 10.0 |             |     |     |      | 95    | 63.3 | 4     | 2.7  |
| SHELTON        | 135   | 15          | 11.1 | 10         | 7.4  | 10          | 7.4 |     |      | 100   | 74.1 |       |      |
| OTHER CT TOWNS | 2703  | 856         | 31.7 | 165        | 6.1  | 76          | 2.8 | 197 | 7.3  | 1077  | 39.8 | 268   | 9.9  |
| TOTAL          | 28313 | 4836        | 17.1 | 1057       | 3.7  | 145         | 0.5 | 635 | 2.2  | 21052 | 74.4 | 530   | 1.9  |

Source: 2000 Census CTPP, T3-002

## 4 MEANS OF TRANSPORTATION TO WORK

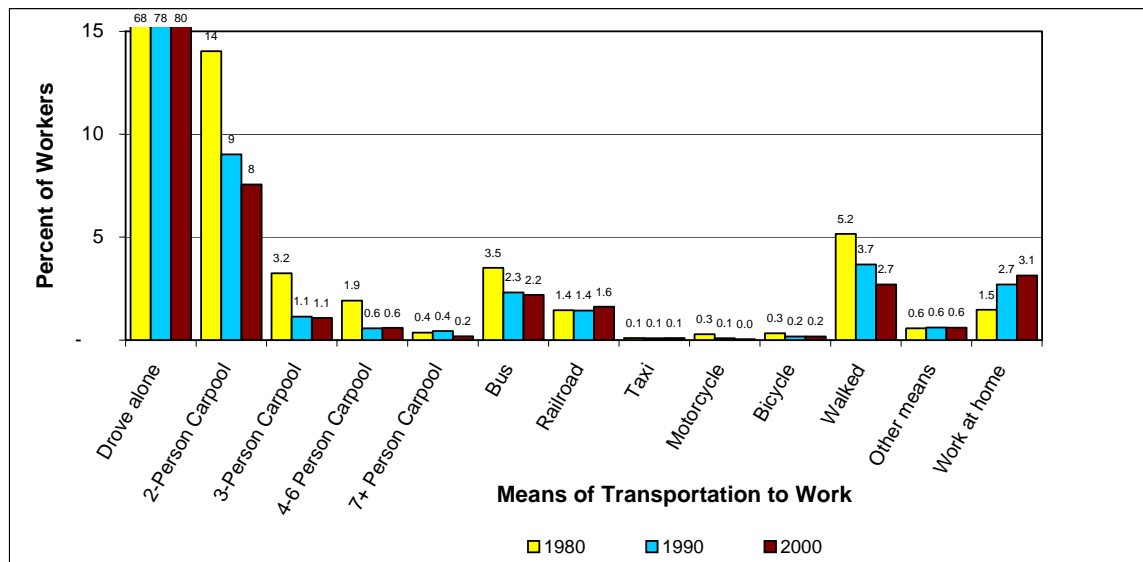
This section contains information concerning the transportation characteristics of the state's work force by place of work. Data is utilized from Part 1 and Part 2 of the 2000 Census CTPP.

### 4.1 Means of Transportation to Work

Figure 4-1 details means of transportation to work for Connecticut workers for 1980, 1990 and 2000. The primary means of transportation for the state's commuters is the private automobile. The largest category of commuters consists of those who drive alone to work. The next largest category consists of carpoolers, including both private autos and vanpools. During the two decades, there was an increase in the number of "Drive Alones" and a decrease in the number of carpoolers, bus riders and walkers. This trend has contributed to the growth in traffic volumes. The Census allows only one mode choice for the means of transportation to work. Any further analyses or conclusions drawn from this data must take dual mode trips into consideration. 4.10.1

Presently, approximately 80% of commuters drive alone to work. Carpoolers comprise about 9%, while 3.8% of commuters travel to work by bus or rail and 2.7% walk to work. About 1% use other means to get to work, while 3% work at home.

Figure 4-1. Means of Transportation to Work, 1980-2000

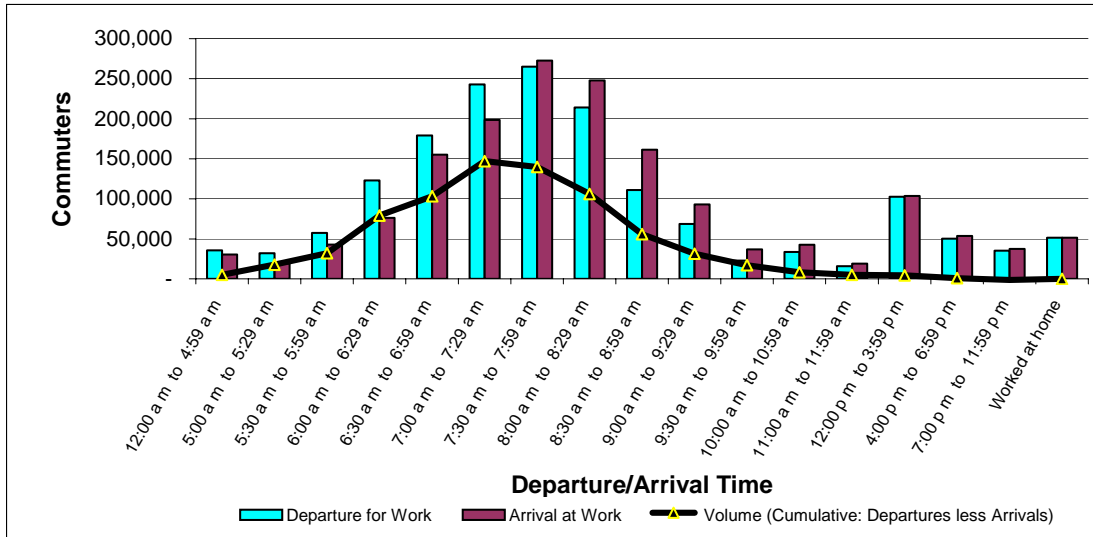


Source: CTPP 2000, T1-002; CTPP1990, TA-30; UTTP

### 4.2 Departure and Arrival Time for Work

Figure 4-2 indicates that the most common range of departure times for work is between 6 and 9 a.m. During these hours, 69 percent of all commuters depart for work and 68 percent arrive at work. The most common hour of departure is 7 to 8 a.m., and the most common hour of arrival is 7:30 to 8:30 a.m.

Figure 4-2. Departure and Arrival Time for Work



Source: CTPP 2000, T1-001 and T2-001

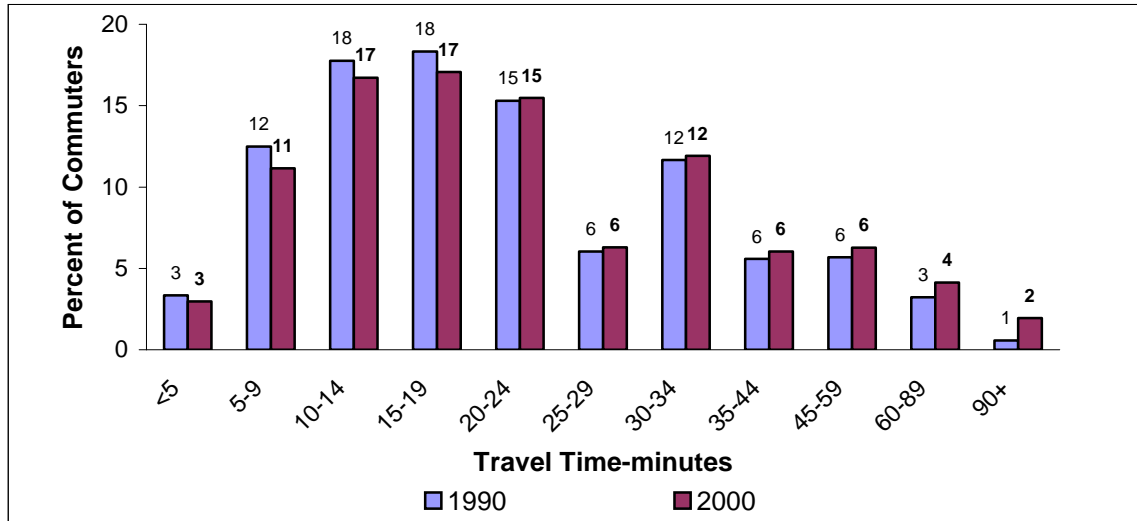
The solid line in Figure 4-2 is the cumulative difference between departures and arrivals for work. This line represents the volume of commuters traveling to work throughout the day. Its peak period occurs between 7 and 7:30 a.m. After 7:30 a.m., arrivals exceed departures, and commuter volume to the work place drops off significantly over the next two hours.

### 4.3 Travel Time Distribution

Figure 4-3 relates the travel time to work for Connecticut's workers. Nearly 79% of commuters spend between 5 and 34 minutes getting to work. Only 3% of workers require less than 5 minutes to travel to work, while 18% require 35 minutes or more. The trend since the 1990 Census shows a slight increase in commuter time with the portion of short commutes decreasing and the fraction of commuters with times greater than 20 minutes increasing.



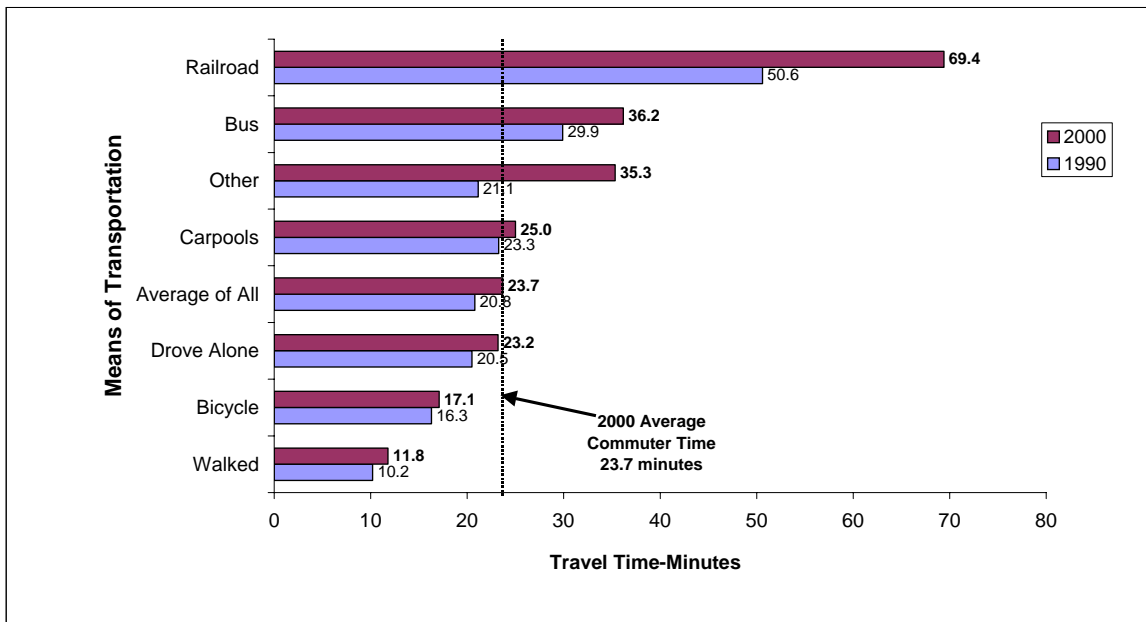
Figure 4-3. Travel Time Distribution, 1990-2000



Source: CTPP 2000, T2-022; CTPP 1990, TB-19

Figure 4-4 shows the average travel time for various commuting modes to jobs in Connecticut. Walkers enjoy the shortest average commute, at just less than 12 minutes, while rail riders have the longest average trip of 69.4 minutes. Commuting time has increased for all modes over the last ten years. The average commute takes 23.7 minutes, an increase of 2.9 minutes or 12.2% since 1990. The drive-alone mode, which is 81% of all commuters, has increased 2.7 minutes or 11.6% during the past decade.

Figure 4-4. Travel Time by Means of Transportation

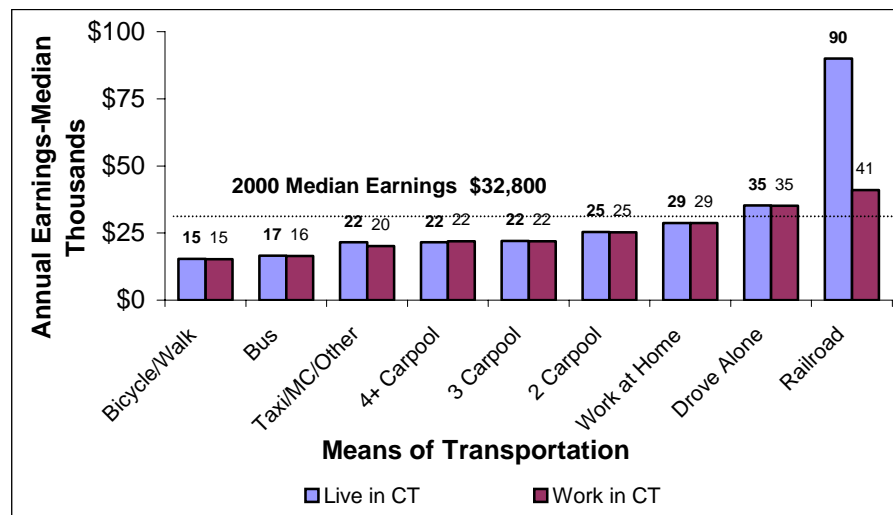


Source: CTPP 2000, T2-002 and T2-057; CTPP 1990, TB-023  
 Chart excludes those who work at home having no commute time. In 2000, this is 3.1% of the work force

## 4.4 Commuter Median Earnings

Figure 4-5 shows the worker median earnings for commuters utilizing each of the various means of transportation to work. Rail riders tend to have the highest median earnings of all commuters. By contrast, auto users tend to have incomes near the middle of the spectrum, with the larger carpools at the low end and drive alone at the overall average level. Bicycle and walker earnings are the lowest among commuters. Figure 4-4 shows median earnings to be the same for Connecticut workers whether they live in the state or live out of state except for rail riders. Connecticut residents utilizing the railroad to commute to work, primarily in New York, have median earnings that are 219% greater than railroad commuters that work in Connecticut and 275% greater than the median Connecticut annual earnings of \$32,800.

Figure 4-5. Worker Median Annual Earnings by Means of Transportation



Source: CTPP 2000, T1-094, T1-116, T2-047 and T2-063

## 4.5 Automobile Travel

### 4.5.1 Drive Alone

"Drive Alones" comprise the largest category, 80 percent, of commuters in the state. Despite the higher cost compared with carpooling, the number of commuters driving alone to work increased during the decade. The continuing dispersion of employment, affordable housing and other services into the suburbs are factors accounting for this trend.

The median earning for those who drive alone to work is \$35,310, the highest among all commuters relying on autos for their work trips. Drive alone and rail commuters are the only categories having earnings above the state median of \$32,760.

### **4.5.2 Carpooling**

Travel data shows that the percentage of carpoolers tends to vary by region throughout the state with no clearly visible pattern. Studies indicate that several factors need to be present in order for commuters to benefit directly from carpooling: 1) there must be a large employer that serves as a "magnet" to attract enough potential carpoolers; and 2) the commuting distance involved must be at least ten miles or more in order to justify the additional time and inconvenience incurred in picking up members of the carpool.

In addition, areas where free parking is not readily available nearby tend to have significantly higher percentages of carpoolers than areas where free, proximate parking is readily available. This indicates that the cost and availability of parking play a significant role in the commuter's decision to carpool.

The median earnings for members of two-person carpools is \$25,380; for three-person carpools, \$22,070; and slightly lower for four+ carpools, \$21,570.

## **4.6 Rail Travel**

### **4.6.1 Rider Income**

The median earnings of state rail commuters is \$89,993, the highest for all available modes of transportation. This can be accounted for by the fact that the predominant rail destination is Manhattan, where salary levels are much higher than in Connecticut. In-state rail commuters with jobs in Connecticut have median earnings of \$41,041, as shown in Figure 4-4.

### **4.6.2 Destinations and Origins**

Connecticut is served by two major rail lines: Amtrak and Metro North. Metro North carries the greater percentage of train passengers and provides the primary service for rail travel within Connecticut and destinations in Manhattan. Amtrak is the primary rail carrier for interstate travel, including travel from points in Connecticut to destinations along the corridor between Boston and Washington, D.C.

Tables 4-1 and 4-2 show the destinations of Connecticut commuters using rail service. Eighty-one percent of rail work trips end in New York, compared to 17% ending in Connecticut, a ratio of 4.7 to 1.

Table 4-1. Commuter Rail Destinations (Place of Employment)

| Rail Destinations | Rail Riders | Percent of Total |
|-------------------|-------------|------------------|
| Manhattan         | 21,052      | 75.2%            |
| NY (exc. Manh.)   | 1,738       | 6.2%             |
| Mass              | 120         | 0.4%             |
| RI                | -           | 0.0%             |
| NJ                | 120         | 0.4%             |
| Other States      | 153         | 0.5%             |
| CT Destinations   | 4,810       | 17.2%            |
| Total             | 27,993      | 100.0%           |

Source: CTPP 2000, T3-002

Table 4-2 shows the destinations of Connecticut commuters using rail service to New York. Ninety-two percent of New York trips end in Manhattan. The remaining New York rail destinations are small compared to Manhattan destinations. The 22,776 rail trips account for 38% of the total Connecticut origin work trips into New York. The 21,052 rail trips into Manhattan represent 74% of Connecticut's work trips into Manhattan.

Table 4-2. Connecticut Worker Rail Destinations in New York

| NY County-Destination | CT Work Trips | Rail Trips | Rail Trip Distribution |
|-----------------------|---------------|------------|------------------------|
| Total                 | 59,571        | 22,776     | 100%                   |
| 1 Manhattan           | 28,313        | 21,052     | 92.4%                  |
| 2 Brooklyn            | 1,471         | 783        | 3.4%                   |
| 3 Queens              | 1,974         | 346        | 1.5%                   |
| 4 Nassau              | 1,111         | 186        | 0.8%                   |
| 5 Westchester         | 20,061        | 157        | 0.7%                   |
| 6 Suffolk             | 396           | 98         | 0.4%                   |
| 7 Richmond            | 220           | 74         | 0.3%                   |
| 8 Bronx               | 1,551         | 72         | 0.3%                   |
| 9 Monroe              | 63            | 4          | 0.0%                   |
| 10 Rockland           | 382           | 4          | 0.0%                   |

Source: CTPP 2000, T3-002

Table 4-3 shows the towns of origin of rail riders ending in Connecticut and New York that initiate over 50 rail trips per day and account for 95% of all rail trips. The most heavily traveled portion of the line lies between Fairfield and Greenwich, the first seven towns in Table 4-3. These seven towns each initiate over 1300 rail trips each day accounting for 65% of the total daily rail trips with 88% of these passengers remaining on the train and continuing to Manhattan. An additional 6% travel to other locations in New York.

Connecticut residents who ride a train to work live in 118 Connecticut towns. Those who work in Connecticut represent 17.5% of the total Connecticut rail commuters that work. The majority of rail commuters, 82.5%, work in New York.

Table 4-3. Connecticut and New York Rail Destinations by Town Origin

| Rank-<br>Total<br>Town<br>Rail<br>Riders | PR | TN  | CT Town<br>Origin | STATE DESTINATION |                |                 |                      |             |                  | Rail Riders    |            |       |
|--|----|-----|-------------------|-------------------|----------------|-----------------|----------------------|-------------|------------------|----------------|------------|-------|
|  |    |     |                   | CT                | Manhattan      | Brooklyn        | Other NY<br>Counties | NY Total    | CT & NY<br>Total |                |            |       |
|  |    |     |                   | Totals:           | 4,846<br>17.5% | 21,052<br>76.2% | 783<br>2.8%          | 941<br>3.4% | 22,776<br>82.5%  | 27,622<br>100% | % of Total | Cum % |
| 1  | 1  | 56  | Greenwich         | 177               | 4005           | 170             | 142                  | 4317        | 4494             | 16.3%          | 16.3%      | 4%    |
| 2  | 1  | 135 | Stamford          | 280               | 2935           | 95              | 104                  | 3134        | 3414             | 12.4%          | 28.6%      | 8%    |
| 3  | 7  | 50  | Fairfield         | 348               | 1840           | 40              | 40                   | 1920        | 2268             | 8.2%           | 36.8%      | 15%   |
| 4  | 1  | 102 | Norwalk           | 202               | 1865           | 40              | 79                   | 1984        | 2186             | 7.9%           | 44.8%      | 9%    |
| 5  | 1  | 158 | Westport          | 80                | 1880           | 60              | 58                   | 1998        | 2078             | 7.5%           | 52.3%      | 4%    |
| 6  | 1  | 35  | Darien            | 43                | 1930           | 65              | 37                   | 2032        | 2075             | 7.5%           | 59.8%      | 2%    |
| 7  | 1  | 89  | New Canaan        | 23                | 1235           | 60              | 8                    | 1303        | 1326             | 4.8%           | 64.6%      | 2%    |
| 8  | 1  | 161 | Wilton            | 18                | 865            | 20              | 4                    | 889         | 907              | 3.3%           | 67.9%      | 2%    |
| 9  | 7  | 15  | Bridgeport        | 538               | 220            | 15              | 58                   | 293         | 831              | 3.0%           | 70.9%      | 65%   |
| 10                                       | 8  | 83  | Milford           | 454               | 265            | 35              | 19                   | 319         | 773              | 2.8%           | 73.7%      | 59%   |
| 11                                       | 1  | 157 | Weston            | 8                 | 590            |                 | 20                   | 610         | 618              | 2.2%           | 75.9%      | 1%    |
| 12                                       | 8  | 92  | New Haven         | 328               | 160            | 15              | 53                   | 228         | 556              | 2.0%           | 77.9%      | 59%   |
| 13                                       | 2  | 117 | Ridgefield        | 32                | 430            | 4               | 8                    | 442         | 474              | 1.7%           | 79.6%      | 7%    |
| 14                                       | 7  | 138 | Stratford         | 277               | 150            | 10              | 8                    | 168         | 445              | 1.6%           | 81.3%      | 62%   |
| 15                                       | 2  | 34  | Danbury           | 94                | 255            | 10              | 14                   | 279         | 373              | 1.4%           | 82.6%      | 25%   |
| 16                                       | 7  | 144 | Trumbull          | 138               | 200            | 4               | 24                   | 228         | 366              | 1.3%           | 83.9%      | 38%   |
| 17                                       | 8  | 75  | Madison           | 174               | 75             | 4               |                      | 79          | 253              | 0.9%           | 84.8%      | 69%   |
| 18                                       | 7  | 45  | Easton            | 18                | 230            |                 |                      | 230         | 248              | 0.9%           | 85.7%      | 7%    |
| 19                                       | 6  | 126 | Shelton           | 118               | 100            | 4               |                      | 104         | 222              | 0.8%           | 86.6%      | 53%   |
| 20                                       | 8  | 14  | Branford          | 148               | 50             |                 |                      | 50          | 198              | 0.7%           | 87.3%      | 75%   |
| 21                                       | 2  | 116 | Redding           | 28                | 155            | 10              | 4                    | 169         | 197              | 0.7%           | 88.0%      | 14%   |
| 22                                       | 8  | 156 | West Haven        | 138               | 40             |                 | 10                   | 50          | 188              | 0.7%           | 88.7%      | 73%   |
| 23                                       | 7  | 84  | Monroe            | 40                | 120            | 15              | 4                    | 139         | 179              | 0.6%           | 89.3%      | 22%   |
| 24                                       | 2  | 9   | Bethel            | 64                | 95             |                 | 4                    | 99          | 163              | 0.6%           | 89.9%      | 39%   |
| 25                                       | 2  | 90  | New Fairfield     | 4                 | 125            | 4               | 30                   | 159         | 163              | 0.6%           | 90.5%      | 2%    |
| 26                                       | 2  | 96  | Newtown           | 22                | 110            | 10              | 20                   | 140         | 162              | 0.6%           | 91.1%      | 14%   |
| 27                                       | 8  | 59  | Guilford          | 135               | 10             |                 |                      | 10          | 145              | 0.5%           | 91.6%      | 93%   |
| 28                                       | 8  | 61  | Hamden            | 74                | 45             |                 | 8                    | 53          | 127              | 0.5%           | 92.1%      | 58%   |
| 29                                       | 2  | 95  | New Milford       | 24                | 90             |                 |                      | 90          | 114              | 0.4%           | 92.5%      | 21%   |
| 30                                       | 12 | 27  | Clinton           | 86                | 15             | 4               |                      | 19          | 105              | 0.4%           | 92.9%      | 82%   |
| 31                                       | 2  | 18  | Brookfield        | 24                | 60             | 10              |                      | 70          | 94               | 0.3%           | 93.2%      | 26%   |
| 32                                       | 12 | 105 | Old Saybrook      | 50                |                | 10              | 20                   | 30          | 80               | 0.3%           | 93.5%      | 63%   |
| 33                                       | 8  | 106 | Orange            | 49                | 30             |                 |                      | 30          | 79               | 0.3%           | 93.8%      | 62%   |
| 34                                       | 2  | 127 | Sherman           | 4                 | 65             | 4               | 4                    | 73          | 77               | 0.3%           | 94.0%      | 5%    |
| 35                                       | 8  | 43  | East Haven        | 33                | 30             | 4               |                      | 34          | 67               | 0.2%           | 94.3%      | 49%   |
| 36                                       | 6  | 36  | Derby             | 44                | 15             |                 |                      | 15          | 59               | 0.2%           | 94.5%      | 75%   |
| 37                                       | 10 | 63  | Hartford          | 41                | 4              |                 | 10                   | 14          | 55               | 0.2%           | 94.7%      | 75%   |
| 38                                       | 8  | 100 | North Haven       | 40                |                | 15              |                      | 15          | 55               | 0.2%           | 94.9%      | 73%   |
| 39-118                                   |    |     | Other Towns       | 448               | 763            | 46              | 151                  | 960         | 1408             | 5.1%           | 100.0%     | 32%   |

Source: CTPP 2000, T3-002

Table 4-4 lists town destinations by total commuter rail trips that begin in Connecticut and New York. Overall, 60% of rail destinations originate in Connecticut and 40% in New York. The bulk of rail destinations, 58%, end in Stamford and Greenwich, 18% end in Norwalk and New Haven, and 24% end in 58 other towns. Greenwich, with 64% of its destinations beginning in New York, is the only large town where New York rail origins are greater than its Connecticut origins.

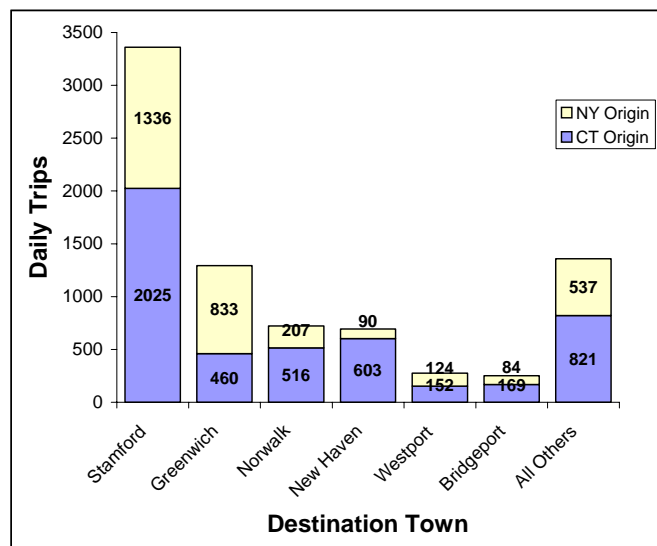
Table 4-4. Rail Destinations in Connecticut

| Destination |             |             | Origin |       |              |          |
|-------------|-------------|-------------|--------|-------|--------------|----------|
| Rank        | Town        | Total Trips | Trips  |       | Distribution |          |
|             |             |             | CT     | NY    | CT Trips     | NY Trips |
| 1           | Stamford    | 3,361       | 2,025  | 1,336 | 60%          |          |
| 2           | Greenwich   | 1,293       | 460    | 833   |              | 64%      |
| 3           | Norwalk     | 723         | 516    | 207   | 71%          |          |
| 4           | New Haven   | 693         | 603    | 90    | 87%          |          |
| 5           | Westport    | 276         | 152    | 124   | 55%          |          |
| 6           | Bridgeport  | 253         | 169    | 84    | 67%          |          |
| 7           | Fairfield   | 159         | 88     | 71    | 55%          |          |
| 8           | Darien      | 155         | 55     | 100   |              | 65%      |
| 9           | Danbury     | 81          | 23     | 58    |              | 72%      |
| 10          | Trumbull    | 62          | 58     | 4     | 94%          |          |
| 11          | Milford     | 58          | 48     | 10    | 83%          |          |
| 12          | Stratford   | 58          | 54     | 4     | 93%          |          |
| 13          | Hartford    | 53          | 43     | 10    | 81%          |          |
| 14          | Wilton      | 53          | 49     | 4     | 92%          |          |
| 15          | West Haven  | 51          | 47     | 4     | 92%          |          |
| 1-15        | Sub Total   | 7,329       | 4,390  | 2,939 | 60%          | 40%      |
| 16-62       | Other Towns | 628         | 356    | 272   | 57%          | 43%      |
| 1-62        | Total       | 7,957       | 4,746  | 3,211 | 60%          | 40%      |
|             |             | 100%        | 60%    | 40%   | 60%          | 40%      |

Source: CTPP 2000, T3-002

Figure 4-6 shows the distribution of rail destinations in Connecticut from Connecticut and New York.

Figure 4-6. Rail Destinations in Connecticut



Source: CTPP 2000, T3-002

Table 4-5 lists town destinations by total commuter rail trips that begin in Connecticut. The bulk of rail destinations beginning in Connecticut, 56%, end in Stamford and New Haven, 21% end in Greenwich and Norwalk, and 23% end in 58 other towns.

Table 4-5. Connecticut Rail Origins by Town Destination

| ORIGIN TOWN |              |             | DESTINATION TOWN |            |            |            |            |            |           |           |           |           |           |            |
|-------------|--------------|-------------|------------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|------------|
| Rank        | Town         | Total       | Stamford         | New Haven  | Greenwich  | Norwalk    | Bridgeport | Westport   | Milford   | Darien    | Hartford  | Fairfield | Trumbull  | Other      |
| 1           | Bridgeport   | 485         | 285              |            | 45         | 80         | 30         | 25         |           |           |           |           | 20        |            |
| 2           | Milford      | 380         | 230              | 30         | 50         | 70         |            |            |           |           |           |           |           |            |
| 3           | Fairfield    | 290         | 220              |            |            |            |            |            |           |           |           |           |           |            |
| 4           | New Haven    | 260         | 70               | 65         | 25         | 50         | 30         |            | 20        |           |           |           |           |            |
| 5           | Stratford    | 230         | 140              |            | 60         | 30         |            |            |           |           |           |           |           |            |
| 6           | Stamford     | 210         | 145              |            | 30         | 35         |            |            |           |           |           |           |           |            |
| 7           | Madison      | 155         |                  | 135        |            |            |            |            | 20        |           |           |           |           |            |
| 8           | Norwalk      | 155         | 100              |            | 20         | 35         |            |            |           |           |           |           |           |            |
| 9           | Greenwich    | 155         | 70               |            | 60         |            | 25         |            |           |           |           |           |           |            |
| 10          | West Haven   | 110         | 90               | 20         |            |            |            |            |           |           |           |           |           |            |
| 11          | Guilford     | 110         | 30               | 80         |            |            |            |            |           |           |           |           |           |            |
| 12          | Branford     | 100         | 45               | 30         |            |            |            |            |           | 25        |           |           |           |            |
| 13          | Trumbull     | 95          | 95               |            |            |            |            |            |           |           |           |           |           |            |
| 14          | Shelton      | 65          | 65               |            |            |            |            |            |           |           |           |           |           |            |
| 15          | Clinton      | 60          |                  | 60         |            |            |            |            |           |           |           |           |           |            |
| 16          | Westport     | 55          | 20               |            |            |            |            | 35         |           |           |           |           |           |            |
| 17          | Danbury      | 55          | 35               |            |            | 20         |            |            |           |           |           |           |           |            |
| 18          | Bethel       | 45          | 45               |            |            |            |            |            |           |           |           |           |           |            |
| 19          | Derby        | 40          | 20               |            |            | 20         |            |            |           |           |           |           |           |            |
| 20          | Orange       | 35          | 35               |            |            |            |            |            |           |           |           |           |           |            |
| 21          | Monroe       | 30          | 30               |            |            |            |            |            |           |           |           |           |           |            |
| 22          | Hartford     | 25          |                  |            |            |            |            |            |           | 25        |           |           |           |            |
| 23          | Hamden       | 25          | 25               |            |            |            |            |            |           |           |           |           |           |            |
| 24          | Westbrook    | 25          |                  | 25         |            |            |            |            |           |           |           |           |           |            |
| 25          | North Haven  | 25          | 25               |            |            |            |            |            |           |           |           |           |           |            |
| 26          | Fairfield    | 20          |                  |            |            |            |            |            |           |           |           | 20        |           |            |
| 27          | Ridgefield   | 20          | 20               |            |            |            |            |            |           |           |           |           |           |            |
| 1-27        | Sub Total    | 3260        | 1840             | 445        | 360        | 340        | 85         | 60         | 40        | 25        | 25        | 20        | 20        | 0          |
| 28-62       | Other Towns  | 1486        | 185              | 158        | 100        | 176        | 84         | 92         | 8         | 30        | 18        | 68        | 38        | 529        |
| 1-62        | <b>Total</b> | <b>4746</b> | <b>2025</b>      | <b>603</b> | <b>460</b> | <b>516</b> | <b>169</b> | <b>152</b> | <b>48</b> | <b>55</b> | <b>43</b> | <b>88</b> | <b>58</b> | <b>529</b> |
|             |              | <b>100%</b> | <b>43%</b>       | <b>13%</b> | <b>10%</b> | <b>11%</b> | <b>4%</b>  | <b>3%</b>  | <b>1%</b> | <b>1%</b> | <b>1%</b> | <b>2%</b> | <b>1%</b> | <b>11%</b> |

Source: CTPP 2000, T3-002

Table 4-6 lists town destinations by total commuter rail trips that begin in New York. The bulk of rail destinations beginning in New York, 68%, end in Stamford and Greenwich, and 32% end in 40 other towns.

Table 4-6. New York Rail Origins by Town Destination

| Rank-<br>Total<br>Inbound<br>Rail<br>Riders | PR | TN  | CT<br>Destination | Total       | New York County Origin |             |            |            |            |           |           | Split       |
|---|----|-----|-------------------|-------------|------------------------|-------------|------------|------------|------------|-----------|-----------|-------------|
|   |    |     |                   |             | Manhattan              | Westchester | Brooklyn   | Bronx      | Queens     | Suffolk   | Others    |             |
| 1   | 1  | 135 | Stamford          | 1336        | 605                    | 314         | 145        | 110        | 110        | 20        | 32        | 42%         |
| 2   | 1  | 56  | Greenwich         | 833         | 330                    | 233         | 95         | 130        | 45         |           |           | 26%         |
| 3   | 1  | 102 | Norwalk           | 207         | 40                     | 28          | 55         | 50         | 20         | 4         | 10        | 6%          |
| 4   | 1  | 158 | Westport          | 124         | 90                     | 4           | 10         | 10         | 10         | 10        |           | 4%          |
| 5   | 1  | 35  | Darien            | 100         | 35                     | 10          | 10         | 35         | 10         |           |           | 3%          |
| 6   | 8  | 92  | New Haven         | 90          | 45                     |             | 35         |            |            | 10        |           | 3%          |
| 7   | 7  | 15  | Bridgeport        | 84          | 25                     | 4           | 25         | 10         | 10         |           | 10        | 3%          |
| 8   | 7  | 50  | Fairfield         | 71          | 35                     | 22          | 4          | 10         |            |           |           | 2%          |
| 9   | 2  | 34  | Danbury           | 58          | 4                      | 24          | 15         | 15         |            |           |           | 2%          |
| 10-42                                       |    |     | Other Towns       | 308         | 53                     | 100         | 52         | 10         | 71         | 22        |           | 10%         |
| 1-42  |    |     | <b>Total</b>      | <b>3211</b> | <b>1262</b>            | <b>739</b>  | <b>446</b> | <b>370</b> | <b>276</b> | <b>66</b> | <b>52</b> | <b>100%</b> |
|   |    |     |                   | <b>100%</b> | <b>39%</b>             | <b>23%</b>  | <b>14%</b> | <b>12%</b> | <b>9%</b>  | <b>2%</b> | <b>2%</b> |             |

Source: CTPP 2000, T3-002

## 4.7 Bus Travel

### 4.7.1 Rider Income

The median earnings for bus riders in the state is \$16,600.

### 4.7.2 Destinations

Local bus service tends to be centered in urban areas. Express bus service primarily connects suburban towns with urban centers.

Destinations are listed in Table 4-7. The ten most frequently selected destinations for bus riders account for nearly 62% of total state bus ridership. The 17 towns listed account for 75% of total state bus ridership. The cities with the highest work destinations have the greatest number of bus trips. Ledyard which, according to the Census, does not rank in the top 25 work destinations, ranks seventh in attracting work bus trips. The high ranking of Ledyard is due to the heavy use of employer shuttle services to the casino.

The Capitol Region has the heaviest utilization of bus service in the state and accounts for 36% of the state's total bus trips.

Table 4-7. In-State Bus Ridership

| Rank  | Destination   | Daily Trips |
|-------|---------------|-------------|
| 1     | Hartford      | 8,361       |
| 2     | New Haven     | 3,679       |
| 3     | Stamford      | 2,317       |
| 4     | Bridgeport    | 1,712       |
| 5     | Norwalk       | 1,262       |
| 6     | Waterbury     | 1,083       |
| 7     | Ledyard       | 995         |
| 8     | West Hartford | 986         |
| 9     | Manchester    | 829         |
| 10    | Danbury       | 806         |
| 11    | East Hartford | 748         |
| 12    | West Haven    | 670         |
| 13    | Hamden        | 663         |
| 14    | Fairfield     | 640         |
| 15    | Milford       | 623         |
| 16    | Stratford     | 570         |
| 17    | New Britain   | 567         |
| 1-17  | Subtotal      | 26,511      |
| 1-169 | Total         | 35,315      |

Source: CTPP 2000, T3-002



## **4.8 Walkers and Bikers**

### **4.8.1 Income Profile**

The median earnings for those who either walk or bicycle to work is \$15,370, the lowest level for the various modes of transportation and 53% below the state's median.

### **4.8.2 Trip Length**

Walkers enjoy the shortest average trip length of all commuters - only 12 minutes. The average trip length for commuters who bicycle to work is just over 17 minutes.

## **4.9 Work at Home/Telecommuting**

Presently, 3.1% of the state's labor force works at home, up from 2.7% in 1990 and 1.5% in 1980. The core of this group may be considered to consist of those who traditionally have worked at home, such as writers, artists, craftspeople, etc. In addition, telecommuters comprise a growing segment of the labor force.

Telecommuters are workers who spend part or all of their time working away from the traditional office environment. Using computers linked to the work place via telephone, they are able to perform many of the tasks which, until recently, could only be accomplished at the work site. One or more days a week, they may work either at home, completely eliminating the need for commuting, or at a "telecommuting center" located within close proximity to home, thus significantly reducing overall commuting miles.

Full-time telecommuters are included in the work-at-home group, while those who telecommute only part of the time are not. Because of the savings in commuting time and costs offered by telecommuting, as well as the potential to help achieve better air quality for all state residents, it seems likely that the future will see continued growth in this segment of the state's labor force.

## **4.10 Out-of-State Destinations**

### **4.10.1 New York**

Table 4-8 shows that 81% of work trips to New York end in Manhattan or Westchester County. The commuter mode split to New York is 58% auto, 38% rail and 4% other. As discussed in the rail section, most rail trips are destined for Manhattan, while trips to nearby destinations have more typical mode choices with 84% being drive alone. The South Western Planning Region has 32,000 work trips to New York making up 54% of the Connecticut trips to New York. The Housatonic Planning Region has 14,000 work trips to New York, or 23% of the total.

Table 4-8. Connecticut Work Trips to New York

| New York County | Trips from CT | Drive Alone | All Auto Trips | Rail   |
|-----------------|---------------|-------------|----------------|--------|
| Total New York  | 59,571        | 30,877      | 34,827         | 22,776 |
| Manhattan       | 28,313        | 4,836       | 6,038          | 21,052 |
| Westchester     | 20,061        | 17,765      | 19,588         | 157    |
| Queens          | 1,974         | 1,438       | 1,544          | 346    |
| Putnam          | 1,759         | 1,525       | 1,745          | -      |
| Bronx           | 1,551         | 1,228       | 1,438          | 72     |
| Kings           | 1,471         | 545         | 630            | 783    |
| Dutchess        | 1,210         | 1,108       | 1,179          | -      |
| Nassau          | 1,111         | 794         | 861            | 186    |
| Manhattan       |               | 17%         | 21%            | 74%    |
| Westchester     |               | 89%         | 98%            | 1%     |
| Manh & Wstchstr | 81%           | 38%         | 43%            | 36%    |
| Total New York  |               |             | 58%            | 38%    |

Bus and Other mode trips are included in Trips from CT

Source: CTPP 2000, T3-002

#### 4.10.2 Massachusetts

There are 13,950 work trips from Connecticut to Massachusetts. The Capitol Planning Region generates 6,100 of these trips comprising 45% of the total. Most of these trips are destined to the Springfield area and originate from the towns bordering Massachusetts. The Northeastern Planning Region has 4,850 work trips to Massachusetts for 35% of the total. The Greater Worcester area attracts most of these trips with auto the predominate mode of travel.

#### 4.10.3 Rhode Island

Rhode Island generates almost 4,000 work trips from Connecticut. The Southeastern Planning Region generates 625 of these trips with autos being the dominate mode. The destinations within Rhode Island are scattered.