

Project 0310-0076 PIM Report of Meeting

Last night Tuesday January 20th, 2026, the project team presented the Court Street Bridge Replacement (State Project No. 0310-00XX) and the State Street Station Improvements (State Project No. 0310-0076) at a Public Information Meeting held at High School in the Community in New Haven.

Brief Background on the project:

These coordinated projects address structural, operational, and multimodal needs at State Street Station and Court Street. Improvements will replace and lengthen the State Street Station island platform, convert the existing Court Street roadway bridge into a pedestrian and multi-use bridge, remove bridge piers from the rail right-of-way, upgrade vertical circulation with a traction-type elevator and wider ADA-compliant stairs, and enhance connectivity among Downtown, State Street, and Wooster Square.

The scope of work includes:

- Replacement of the structurally deficient State Street Station platform
- Platform lengthening and removal of piers from the railroad right-of-way
- New stairs, elevators, and ADA-compliant access routes
- Conversion of the Court Street roadway bridge into a pedestrian/multi-use bridge
- Installation of safety fencing, decorative archways, and lighting
- Multimodal connections to State Street, Wooster Square, Artisan Street, and adjacent streets
- Rerouted traffic via Chapel Street, Grand Avenue, and Olive Street during construction
- A one-year pedestrian detour during Court Street bridge construction

Highlights of the presentation:

- Welcome and introductions by CTDOT
- Title VI statement

- Overview of project purpose and need to replace the aging State Street Station island platform and convert the Court Street roadway bridge to pedestrian and multi-use to improve safety, access, and multimodal connectivity
- Presentation of engineering design highlighting improvements including platform extension, adjustments to track alignment as needed, removal of bridge piers, and upgraded vertical circulation with a traction-type elevator and wider stairs
- Court Street Bridge features including mesh safety fencing, colored glass, lighting, and plaza spaces at both landings with opportunities for placemaking and wayfinding
- Traffic and operational context including reference counts of approximately 400 vehicles per day on Court Street and approximately 800 pedestrians per day
- Discussion of anticipated construction schedules and estimated costs
- Court Street Bridge Replacement: approximately \$16 million
- State Street Station Improvements: approximately \$97 million
- Construction timelines:
- Court Street Bridge: Spring 2027 – Summer 2028
- State Street Station Improvements: Spring 2029 – Fall 2030
- Q&A

During the Q&A session following the presentation, questions posed by attendees included:

Questions from attendees included (with summarized responses):

1. **Question:** Could you explain current demand at State Street Station, how many trains stop there now, what might change after the project, and why more trains do not stop today?

Answer: Approximately 40 trains stop at State Street daily, including about 10 Metro-North trains, with Hartford Line and Shore Line East service also stopping. Annual ridership is roughly 180,000 riders. The station operates as a choke point due to a short platform and limited vertical circulation. Lengthening the platform and improving access will enhance operational flexibility. CTDOT Rail Operations will continue evaluating future service levels.

2. **Question:** Why is the station a choke point?

Answer: The existing platform is aging and short, and there is only one elevator that requires frequent repairs. Track curvature, crossovers, and available operational windows also limit movement. The project introduces a traction-type elevator, widens stairs, and extends the platform to improve flow.

3. **Question:** Will this increase Metro-North service specifically, or service overall?

Answer: Metro-North weekday service is approximately 10 trains, with fewer on weekends. Broader service planning is handled by CTDOT Rail Operations and will be evaluated as the operational benefits of this project take effect.

4. **Question:** How does CTDOT determine demand, and why not add more trains now to test usage?

Answer: CTDOT's Rail Operations unit evaluates demand and service patterns. Current physical constraints limit options today. Operational improvements delivered by this project will support future service discussions.

5. **Question:** If no new platforms are being added, how will the project save time?

Answer: Longer platforms allow more doors to open and shorten boarding and alighting times, improving the efficiency and availability of track capacity.

6. **Question:** How many passengers board and alight daily?

Answer: Annual ridership figures are available; more detailed breakdowns can be provided upon request through formal channels.

7. **Question:** Can the platform be made symmetrical given the current alignment?

Answer: Track curvature, crossover placement, and signaling constraints limit symmetry. The design maximizes feasible platform length within operational boundaries.

8. **Question:** Will elevator speed improve, and will stairs be easier to use for cyclists?

Answer: The new elevator will be traction-type and more efficient for the one-stop travel distance. Stairs will be widened and updated to modern geometry. Bicycle accommodation and egress will be considered further in design.

9. **Question:** Will there be aesthetic improvements such as art, greenery, and lighting?

Answer: Aesthetic treatments including colored glass, mesh fencing designed for openness, surface treatments, and lighting are being incorporated. Plaza areas also offer opportunities for placemaking and cultural elements.

10. Question: What will be the operational impact on Metro-North, Hartford Line, and Shore Line East during construction?

Answer: Some temporary busing may be necessary when sections of the island platform are replaced. CTDOT will maintain access to the side platform as much as possible.

11. Question: Where are the plazas located?

Answer: Plazas will be located at both landings, on the Wooster Square/Artisan side and on the State Street side. Designs will be refined with the City.

12. Question: Please avoid a “caged” feeling with the fencing?

Answer: The intent is to use transparent mesh and colored glass to create openness and preserve views of the platforms and rail corridor.

13. Question: Consider treatments that do not make the bridge feel like an extension of the roadway?

Answer: Alternatives to standard pavement and shared-space concepts will be evaluated along with plaza alignment to support a more pedestrian-oriented feel.

14. Question: Why is the bridge 16 feet wide, and can it be widened?

Answer: The bridge was widened from 14 to 16 feet at the City’s request. Further widening is limited by structural depth, pier removal requirements, cost, and the need to use the existing footprint for construction.

15. Question: Loss of the Court Street Bridge vehicular crossing feels like a civic loss; is it necessary for the rail improvements?

Answer: Converting the bridge supports pier removal and track geometry improvements necessary for the station upgrades. The tradeoff is acknowledged.

16. Question: How many pedestrians and vehicles use the bridge today, and what about improvements to nearby streets?

Answer: Approximately 400 vehicles and 800 pedestrians use Court Street daily. Broader street-level improvements are part of ongoing City planning efforts along State Street.

17. Question: Can the project support better greenway connections, wayfinding, and multimodal amenities?

Answer: Opportunities for kiosks, maps, signage, bike lockers, and bike/scooter share will be considered during plaza design and coordination with the City.

18. **Question:** Who will maintain the new bridge and plazas?

Answer: Maintenance responsibilities will be coordinated between CTDOT and the City.

19. **Question:** Can Court Street be temporarily converted to bike/pedestrian only before construction?

Answer: The City noted it is possible but would require extensive coordination, including adjustments to traffic routing and signal timing.

20. **Question:** How will the bridge connect into Worcester Square?

Answer: The project will tie directly into the existing sidewalk network on the Artisan/Wooster Square side.

21. **Question:** Can bike parking, lockers, and share-program accommodations be improved?

Answer: The comments are noted. Human-scale canopies, additional bike parking, lockers, and space for bike/scooter share will be evaluated as plaza concepts advance.

22. **Question:** Will the project include amenities such as bathrooms, a café, or vendor opportunities in the plaza areas?

Answer: These types of amenities are not defined at this stage of design, but the comments are noted. They will be reviewed as plaza concepts continue to develop and as CTDOT coordinates with the City on potential future uses of these areas.

There were 27 members of the public in attendance, including a group of Yale students and members of the media. The meeting began at 6:01 PM and concluded at 7:16 PM. Public feedback was engaged and generally positive. Comments will be accepted through February 3, and the presentation will be posted on the project website.