

## **Project 0310-0076 Stakeholder Meeting Report of Meeting**

On the evening of Monday January 12<sup>th</sup>, 2026, the project team presented the subject project to the public at a targeted Stakeholder Meeting that was held in the Hall of Records Meeting Room at the Municipal Building at 200 Orange Street in the City of New Haven.

### **Brief Background on the project:**

The meeting covered two projects in close coordination to each other which address both structural and operational needs at State Street Station and Court Street in New Haven. The work will replace the aging island platform at State Street Station, convert the existing Court Street roadway bridge into a pedestrian and multi-use bridge, and improve multimodal access between State Street, Wooster Square, and surrounding neighborhoods.

### **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
- Presentation of engineering design, traffic analysis, and aesthetic features
- 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):

- **Whether retractable bollards had been considered.**

It was explained that access-control elements such as bollards were reviewed conceptually. As the design progresses, the team will coordinate with the City and emergency services to determine appropriate access protocols and ensure response needs are fully understood.

- **Concerns about added EMS response time.**

It was explained that the project team will work directly with emergency responders during detailed design to evaluate response routes and incorporate necessary considerations into final design decisions.

- **Requests for bathrooms, coffee, or vendor opportunities at the plazas.**

It was explained that these amenities are not part of the current scope, but the feedback is recognized and will be documented for consideration in coordination with CTDOT's operations and facilities staff.

- **Whether traffic would increase on the Chapel Street bridge, especially with bus operations.**

It was explained that traffic modeling shows minimal operational change between existing and future conditions, and coordination with CTtransit will continue as design advances.

- **Concerns about describing Court Street traffic as “so few vehicles,” and comments about inconsistent signal timing in the area.**

It was explained that future communications will use different terminology, and that the design team will review the operation and timing of surrounding intersections, including Grand Avenue and Olive Street.

- **Interest in incorporating areas where people can view trains.**

It was explained that viewing opportunities will naturally occur, especially on the State Street side where the bridge narrows and offers clearer sightlines to the platforms.

- **Whether the fence panels would be transparent.**

It was explained that the selected fence system allows for varying levels of transparency and can be specified to enhance visibility.

- **Interest in retaining train-watching opportunities similar to those in the APT parking lot.**

It was explained that the narrowed section of the new bridge will provide comparable visibility toward the station platforms.

- **Requests to avoid asphalt finishes and to create a safer pedestrian route through the Artisan parking lot.**

It was explained that the pedestrian-only zone could be finished with more sidewalk-like materials. The parking lot is private property, but coordination with the owner could be explored to improve pedestrian circulation.

- **Whether there were right-of-way impacts.**

It was explained that only very minor impacts are anticipated and will be confirmed during final design.

- **Why bike lanes were being included and whether they reduce pedestrian space.**

It was explained that the design seeks to balance space for pedestrians and cyclists and that lane widths and operations will continue to be evaluated—particularly cyclist speeds—as design progresses.

- **How vehicle drop-off would occur on the Artisan Street side.**

It was explained that no drop-off area is planned at that location, which is why it is not shown in renderings.

- **Whether platform wayfinding signage (e.g., Track 1 vs. Track 4) would be included on the bridge.**

It was explained that variable message signage is not currently planned but may be evaluated during detailed design in coordination with CTDOT rail operations.

- **Concerns about inconsistent track assignments leading to missed trains.**

It was explained that CTDOT continues coordinating with operating partners to improve communication and reduce discrepancies.

- **Comments that Amtrak trains stop infrequently at State Street, leaving the station underutilized.**

It was explained that this feedback would be shared with the CTDOT division responsible for service planning and coordination with Amtrak.

- **Questions regarding maintenance responsibilities on the State Street side.**

It was explained that CTDOT will continue coordination with the City regarding long-term maintenance needs and responsibilities.

- **Request for a detailed budget breakdown.**

It was explained that attendees may submit a formal request specifying the information needed. Estimates will continue to evolve as design advances.

- **Suggestions for restoring safer bicycle routes historically found in the area.**

It was explained that broader bicycle network planning falls under the City's purview, and this comment will be shared with City staff.

- **Requests to include bike racks in the plazas.**

It was explained that this will be taken into consideration as plaza design elements are refined.

There were 14 members of the public in attendance. Feedback was engaged and constructive. The meeting began at 6:00 PM and concluded at approximately 7:10 PM.

The public comment period runs through Tuesday, February 3, 2026.