

Connecticut 2055 Virtual Public Information Meeting #2 Summary

Overview

Project Number: State Project No. 0175-1617

Project Name: Connecticut 2055

Date of Meeting: Wednesday, April 22, 2026, at 12 p.m. and 6 p.m.

Location: Virtual via Zoom Webinar

Overview

For members of the public who attended, please see Attachment A.

Plan Team Members

Name	Organization
Garrett Eucalitto, Commissioner	CTDOT
Patrick Zapatka, Plan Project Manager	CTDOT
Rabih Barakat, PE, Division Chief of Facilities and Transit	CTDOT
Craig Babowicz, Transportation Supervising Planner	CTDOT
Shannon Burnham, Public Involvement Manager	CTDOT
Shanice Rhule, Public Involvement	CTDOT
Joe Cooper, Communications	CTDOT
Joshua Lecar, Transportation Planner	CTDOT
Krista Goodin, AICP, Project Manager	CDM Smith
Chris Nazar, AICP, Multimodal Needs Task Lead	CDM Smith
Kevin Walsh, Transportation Planner	CDM Smith
Michelle Brazeau, Public Involvement	CDM Smith
Anna Germain, Public Involvement	CDM Smith

Meeting Format

The second virtual public information meeting for the Connecticut Long-Range Transportation Plan took place via Zoom Webinar on April 22, 2026. Two meeting times were offered, one at 12 p.m. and the other at 6 p.m. English and non-English language closed captioning was available through Zoom Webinar. Additionally, all meeting materials are available on the plan's webpage in both English and Spanish. Video recordings of both meeting sessions are available in English and Spanish on the [plan's webpage](#) and [CTDOT's YouTube channel](#).

Presentation

1. What is Connecticut 2055?
2. Public and Stakeholder Engagement Summary
3. Final Vision and Goals
4. Connecticut's Modal Challenges and Opportunities
5. Funding Overview
6. Future of Transportation in Connecticut
7. Question and Answer Session

Question and Answer (Q&A) Sessions

Following each presentation, a live question and answer session was held for the public to ask questions through a built-in question and answer tool or aloud. Plan team members were available to answer questions. The following is a summary of the questions asked along with the answers that were provided. It has been edited for clarity. Please visit the Connecticut 2055 Long-Range Transportation Plan webpage to view the recordings of each virtual public information meetings: portal.ct.gov/LongRangeTransportation.

Q&A for the 12 p.m., April 22, 2026, Virtual Public Information Meeting

1. To what extent will the "connecting of paths" for bicycles and pedestrians include the creation of protected bike lanes that protect users from vehicular traffic? Painted lines on roads are not sufficient to protect users of bike lanes. If

prospective users don't feel safe using bike lanes, then there is a greater chance they will use vehicular options that contribute to vehicular congestion and pollution, which makes the roads less usable and less safe for drivers as well as all other users of roads (e.g. bicyclists, pedestrians, wheelchair users, scooter drivers, etc.)

Answer: Connecticut 2055 does not necessarily guarantee protected bike lanes; however, it clearly acknowledges that many of these routes will require more robust facilities that are safe and comfortable for users. The long-range transportation plan examines transportation from a high-level.

2. What timeframe does the plan cover?

Answer: Connecticut 2055 covers the period from 2024 through 2055.

3. When will a final plan be available?

Answer: The final Connecticut 2055 plan will be released in the summer of 2026 and will incorporate feedback from the current comment period.

4. What topics does the plan cover?

Answer: Connecticut 2055 covers many different components, including the plan's vision, goals, and objectives, a summary of public and stakeholder outreach, performance measures, and an overall investment strategy.

5. What design strategies does CTDOT use to ensure that congestion reduction projects avoid inducing more congestion that ends up undermining the success of the project?

Answer: As far as design standards, CTDOT maintains a data-driven approach and looks at different traffic models to best understand congestion and identify potential projects.

6. Given the length of CT's Long Island Sound and river coastline, does CTDOT have any intent to focus on ferries as a mode of transportation?

Answer: CTDOT is currently updating the [Connecticut Statewide Freight Plan](#). As part of this effort, CTDOT is coordinating with ports, ferry operators, and

advocacy groups to better understand the role ferries currently play in Connecticut's transportation system.

7. What do you mean by "more robust facilities that are safe and comfortable" and what would be some examples?

Answer: By "robust facilities that are safe and comfortable," we mean transportation infrastructure that makes it safer for all users, particularly pedestrians and bicyclists. Examples include road diets, which is an FHWA-approved approach that reduces the number of vehicle travel lanes to create space for bike lanes, often with buffers. Other design strategies under consideration include alternative intersection configurations such as roundabouts.

8. What is being done to reduce travel time to New York City for the entire state? CTrail times do not align with Metro North. If the trains do not run well, people will drive and the roads become even more congested. Remedial efforts have to be made for the roads. I saw 95 listed but nothing for Merritt. Better public transit would be best.

Answer: Metro North is working on reducing travel time from New Haven to New York City. Additionally, there are two ongoing planning and environment linkages (PEL) studies in [Stamford](#) and [Greenwich](#) that examine ways to improve travel time in the area.

9. Does the plan include the need for and the increased creation implementation of commuter parking?

Answer: The draft plan may not detail commuter parking; however, the plan team can consider adding information to the final plan.

10. Is there a plan in Connecticut 2055 for completing the East Coast Greenway in Connecticut as a fully off-road facility? Particularly in terms of connecting the Farmington Canal Heritage Trail through southern New Haven County and Fairfield County to the trail network in New York?

Answer: Right now, CTDOT is updating the [Statewide Active Transportation Plan](#) which may have more information about the East Coast Greenway and

off-road pedestrian and bicyclist facilities. There are smaller ongoing projects with the East Coast Greenway as well as rail-to-trails projects.

11. Are you considering the creation of bus-only lanes, bus stops with electronic signage showing when the next few buses will be arriving, and improving public transit access to train stations so that fewer people have to drive to and park at the stations?

Answer: CTDOT is early in the process of developing a bus rapid transit (BRT) program in the New Haven area. The plan team can get more information about the possibility of electronic signage at bus stops.

12. Are there any improvements to the CTrail aligned with Metro-North?

Answer: CTDOT oversees CTrail rail service and works closely with Metro-North Railroad to coordinate and align improvements where services overlap.

13. I asked about congestion reduction projects and the answer sounded like data drives prioritization of which projects are pursued. That sounds good, but I am also interested in knowing does data address induced congestion, too, or are there other ways to ensure avoiding induced traffic?

Answer: CTDOT uses a data-driven approach to prioritize congestion reduction projects and uses the latest data to inform investments and decisions.

14. To what extent has your department looked to other jurisdictions (E.g. Copenhagen, Amsterdam, Paris, Stockholm) for inspiration, data, and innovative solutions?

Answer: CTDOT has looked to peer agencies in neighboring states such as Massachusetts, New York, and Rhode Island. As the plan is finalized, CTDOT will also consider lessons and approaches from other domestic and international jurisdictions as appropriate.

15. Will your full presentation be posted on the website? The available meeting materials are just two pages.

Answer: Yes, the meeting recordings for both the 12 p.m. and 6 p.m. sessions will be available on the website following the meeting.

16. I think this presentation did a high-level good job of pointing to the goals, etc. Do you have advice on how to review the plan to best provide feedback?

Answer: Reviewing a long-range transportation plan can be challenging because it is policy-focused and high-level. The plan team would appreciate your feedback on your needs, priorities, and experiences—such as concerns about congestion or the safety and comfort of bicyclists and pedestrians. While these topics are addressed broadly in the plan, your individual perspectives and ideas help confirm that policies and recommendations truly reflect what matter to residents.

17. Are there any plans for the creation of greenways?

Answer: Greenways may be included in the Statewide Active Transportation Plan being developed.

18. Are there plans to improve the roads that separate Hartford from the waterfront? Not only is it congested, it prevents the city from making full use of one of its most scenic features.

Answer: The [Greater Hartford Mobility Program](#) has active improvement projects in the Hartford area that include relocation of roadways; however, they are still early in the process.

19. What are the models being used to project electric vehicle adoption and need for public charging infrastructure over the next two decades?

Answer: CTDOT's Sustainability and Resiliency Unit examines electric vehicle adoption and charging infrastructure as part of the [National Electric Vehicle Infrastructure \(NEVI\) Program](#). The plan also incorporated forecasted models that indicated electric vehicles will be the majority in Connecticut within the next two decades.

20. Are there plans to use vegetation to create barriers along major roads/highways to absorb sound, improve air quality, create safety barriers, and beautify the area?

Answer: Vegetation barriers are not explicitly mentioned in the plan. There are ongoing PEL studies in the state that are examining noise reduction and may consider improvements to address noise and other environmental concerns.

21. DOT and the COGs were spending millions of dollars on various signalization projects without actually verifying if those towns have any communications network like fiber optic cables.

Answer: Thank you for your comment. CTDOT aims to improve fiber optic cables along highways to assist with messaging systems.

22. Does this plan identify any future funding programs or opportunities to advance projects on the municipal or regional level that coincides with State DOT goals/priorities?

Answer: Connecticut 2055 is an overall policy plan, so it covers generally funding opportunities. However, the plan identifies federal grant funding as a great opportunity for state and local partnerships to advance projects.

23. How does DOT decide how to allocate funds among its goals? Are the goals ranked to guide which is more important?

Answer: CTDOT funding decisions are shaped largely by the source of the funds. Many federal funds are limited to certain categories or eligibility. CTDOT uses the [Transportation Infrastructure Capital Plan](#) to guide how projects are prioritized and how funding is allocated across goals.

The following questions were submitted at the end of the session and were not answered live:

24. What will your department consider when determining/improving “walkability”? e.g. safety for all users, comfort, convenience, stimulating environment, presence and maintenance of vegetation, presence of shade, etc.

Answer: Connecticut 2055 considers pedestrian needs and facilities as part of the plan’s Safety for All Users goal and outlines various opportunities for improvement.

25. Is the 6:00 p.m. session this evening the same presentation?

Answer: Yes, the 6:00 p.m. session will include the same presentation.

Q&A for the 6 p.m., April 22, 2026, Virtual Public Information Meeting

1. What timeframe does the plan cover?

Answer: Connecticut 2055 covers the period from 2024 through 2055.

2. When will a final plan be available?

Answer: The final Connecticut 2055 plan will be released in the summer of 2026 and will incorporate feedback from the current comment period.

3. What topics does the plan cover?

Answer: Connecticut 2055 covers many different components, including the plan's vision, goals, and objectives, a summary of public and stakeholder outreach, performance measures, and an overall investment strategy.

4. What about waterways and budget management in rail infrastructure?

Answer: Connecticut 2055 takes a multimodal approach for long-term planning, and both waterways and rail infrastructure play important roles. The plan doesn't provide specific maritime projects but instead provides a high-level policy framework for managing this infrastructure as well as guidance on investments. As part of our stakeholder engagement, we received feedback regarding the ports across the state.

5. When will this all take place and how long do they project?

Answer: The plan looks ahead over the next 30 years. Large investments take a lot of time depend on factors such as public support, regional priorities, available funding, and priorities identified in both CTDOT's Transportation Infrastructure Capital Plan and the [State Transportation Improvement Program \(STIP\)](#).

6. Connecticut has one of the gold standards of rail, sitting idle in plain sight, which is grade separation. Is there any plan on a bill that would help preserve our current grade separation on idle rail lines, for future use? For example, the old line from Manchester through East Hartford to Hartford.

Answer: Grade separation is a great transportation consideration and aligns with broader goals the plan works toward, such as improving safety, reliability, and connectivity. The plan team will document your idea and share with the appropriate teams as these types of projects move forward.

7. Given the excessive environmental impact and high individual cost of personal transportation (cars, motorcycles, etc.), public transit is naturally the most sustainable and beneficial form of transportation to invest in. What is CTDOT doing to increase ridership on public transit?

Answer: CTDOT recognizes that public transportation is one of the most sustainable, equitable, and cost-effective ways to move people. Increasing transit ridership is a core part of the plan's strategy and is a priority now and looking ahead into the future.

8. Who can I discuss issues with my local paratransit district with? I've tried talking to multiple people at the River Valley Transit (RVT) district office and they don't seem to want to or know how to address my concerns/complaints, even managers/operations and the district ADA assessor.

Answer: The Bureau of Public Transportation works with paratransit districts such as RVT. To discuss your concerns, we recommend reaching out to Lisa Rivers, Transit Administrator of the CTDOT Office of Transit, Rideshare, and Ferries at lisa.rivers@ct.gov.

9. What about the old Maybrook line sustainability?

Answer: While Connecticut 2055 doesn't necessarily identify specific projects such as improvements to the Maybrook line, the plan recognizes the importance of rail corridors throughout the state.

10. Is the link between upgrading our electrical distribution network (high tension powerline), along existing rail, while also electrifying said rail, noticed? It is what allowed Connecticut to become one of the world's leaders in high technology during the last century (electrification from NYC to New Haven), while also allowing viability to the rail network by bring electrical power to towns.

Answer: As part of Connecticut 2055, the plan team considered the growing need to strengthen the electrical distribution network alongside increased electrification across transportation systems. The plan recognizes that as transportation shifts toward electrification, most notably the rise in electric vehicles and charging stations, supporting infrastructure will need to be more robust to accommodate those vehicles and connections.

11. Can more RVT fixed-route bus stop signs be put up? I haven't seen any for the several trips I've taken, and it makes it very stressful not knowing exactly where to stand so they don't drive past me. Also, elderly and disabled people can't always remember exactly where the stop is if there isn't a sign.

Answer: Visible stop signs and signage are important in improving safety for all users. While the long-range transportation plan provides high-level policy direction and does not specifically locations for bus stops or signage improvements, it does set a holistic framework that emphasizes accessibility and safety for all users. CTDOT manages bus services and related signage, so your feedback is valuable and can be shared with the appropriate teams to help inform more detailed planning.

12. How do self-driving vehicles play into the plan? Is CTDOT monitoring the development of this technology, and is it possible that vehicles like Waymo might be integrated into CTDOT's plans moving forward?

Answer: Connecticut 2055 acknowledges the continued development of connected and autonomous vehicle technologies and their potential role in the future transportation system. These vehicles could make up a significant share of all vehicles on the road over time and may offer advancements such as improved safety. The plan identifies pilot programs as an action in order to prepare for emerging technologies, along with other ways to maximize the potential safety and travel benefits of users, while also addressing considerations such as the protection of user data.

13. I have loved seeing the electric buses when I walk to the West Haven Station. Is there a plan for more and has enough time passed for a maintenance comparison study to diesel buses?

Answer: CTDOT and transit operators are expanding the use of electric buses as part of the commitment to cleaner, quieter, and more sustainable transit options. In particular, CTDOT has a goal of transitioning to electric buses by 2035. As far as a comparison study, that may be something for the Bureau of Public Transportation to consider.

14. Could you please comment specifically on climate resiliency planning and protection of critical assets along the shoreline and other flood zone areas?

Answer: Connecticut 2055 incorporates recommendations and strategies identified in CTDOT's [Resilience Improvement Plan](#). As part of the long-range transportation plan, CTDOT examined vulnerability of assets and is working toward implementing measures from the Resilience Improvement Plan that reduce risks to the shoreline and flood zone areas. In doing so, CTDOT continues to follow all applicable environmental regulations.

15. Has the state considered extending Shore Line East service eastward to Mystic Station, given its close proximity to downtown, frequent parking shortages, and strong demand for beach access? Additionally, has CTDOT considered restoring Shore Line East stops at state beaches or improving through-service to Stamford to better serve residents who currently drive to stations such as West Haven from communities along the Shore Line East corridor?

Answer: Mystic is recognized as a strong destination. Connecticut 2055 acknowledges the existing and potential demand for shoreline rail service, including interest in destinations such as Mystic. However, expanding Shore Line East service or adding new stations would require project-level assessment beyond the scope of the long-range transportation plan.

Attachment A: Attendees

12 P.M. Session Attendees*

First Name	Last Name
Denise	Robidoux
Brendan	Geraghty
Noreen	Shugrue
Meghan	Sloan
Todd	Fontanella
Michael	O'Connor
Melissa	Root
Kate	Rattan
Cara	Radzins
Dennis	Goderre
Veera	Karukonda
Mark	McMillan
Kevin	Sullivan
Owen	Deutsch
Todd	Rolland
Yousheng	Mao
Shelley	Caltagirone
Janice	Plaziak
Lindsay	Ayzenshtat
Robert	Wiznia
Jaymie	Frederick
Karen	Svetz
Haley	Simpson
Chuck	Ballard
Thomas	Bobok
Kathy	Ekstrom
Elizabeth	Jenkins-Sahlin
Jennifer	Brady
Vaccarelli	Maria
Pavlo	Kostyk
Allen	Friedrich
Richard	Musall

First Name	Last Name
Cameron	Gilchrist
Michael	Cipriano
Evan	Sneed
Aaron	White
Aaron	Goode
Guy	Bezzini
Catherine	Johnson
Anthony	Afriyie
Joanna	Wozniak-Brown
Samuel	King
Robert	Haramut
Jeremy	Leifert
Devin	Clarke
Christopher	Siwy
Bill	Schreyer

*Three anonymous attendees dialed in to the meeting.

6 P.M. Session Attendees

First Name	Last Name
Jack	Healy
Edmund	Hedge
Matt	Hart
John	DiBiasi
John	Adams
Kristen	Herlihy
Kimberly	Lesay
Christopher	Mojica
Aaron	Goode
Matthew	Tassiello
Andrew	Thorpe
Scott	Richman
Sam	Yellen
Abby	Roth