

Connecticut 2055 Public Information Meeting #1 Summary

Overview

Project Number: State Project No. 0175-1617

Project Name: Connecticut Long-Range Transportation Plan

Date of Meeting: Thursday, April 24, 2025, at 12 p.m. and 6 p.m.

Location: Virtual via Zoom Webinar

Subject of Meeting: Connecticut Long-Range Transportation Plan, Virtual Public Information Meeting #1

Overview

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

Project Team Members

Name	Organization
CTDOT Team	
Kim Lesay, Bureau Chief, Bureau of Policy & Planning	CTDOT
Patrick Zapatka, Plan Project Manager	CTDOT
Tyson Byrne, Director, Office of Policy and Planning	CTDOT
Craig Babowicz, Transportation Supervising Planner	CTDOT
Shannon Burnham, Public Involvement Manager	CTDOT
Bobby Martinez, Public Involvement	CTDOT
Shanice Rhule, Public Involvement	CTDOT
Joshua Lecar, Transportation Planner	CTDOT
Jake Fusco, Transportation Planner	CTDOT
Rasha Mohammed, Transportation Planner	CTDOT
Consultant Team	
Krista Goodin, AICP, Project Manager	CDM Smith
Amy Livingston, Public Outreach Lead	CDM Smith

Name	Organization
Joe Scalise, Project Director	CDM Smith
Lance Estep, Transportation System Lead	CDM Smith
Kevin Walsh, Transportation Planner	CDM Smith
Caroline Cianni, Presenter	CDM Smith
Michelle Brazeau, Public Involvement	CDM Smith
Anna Germain, Public Involvement	CDM Smith
Joseph Romeo, AICP, Transportation Planner	STV

Meeting Format

The first virtual public information meeting for the Connecticut Long-Range Transportation Plan took place via Zoom Webinar on April 24th, 2025. Two meeting times were offered, one at 12 p.m. and the other at 6 p.m. Real-time translation in Spanish and multiple other languages 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. Draft Vision and Goals
3. Current and Emerging Trends
4. How to Shape Connecticut 2055 and Next Steps
5. 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 24, 2025, Virtual Public Information Meeting

As noted to the public, similar questions received were grouped together and answered at one time as best as possible.

1. Can you put the call in number in the chat?

Answer: Participants can call in the meeting by dialing +1-305-224-1968 and entering the Webinar ID: 834 6564 8484.

2. What timeframe does the plan cover?

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

3. When can I comment until?

Answer: The comment period is open now through May 23, 2025. You can comment in a number of ways, including on our website, by emailing DOT.LongRangePlan@ct.gov, sending a comment via mail, calling the study hotline at (860) 594-2020, or completing our survey online at engagecdmsmith.com/Connecticut2055.

4. I'm very concerned about the future of passenger rail transportation. We overpaid for rolling stock replacements for the Hartford Line and Danbury & Waterbury Branches – \$210,000/meter of railcar, more than double what we paid for the Kawasaki M8s in use on the New Haven Line, inflation-adjusted. This lack of cost control imperils federal cost sharing and affordability of critical future projects like Hartford Line electrification. What is the state doing to control costs for passenger rail?

Answer: Thank you for sharing your comments and concerns about passenger rail transportation and costs in Connecticut. The plan team has noted your comment in the official record.

5. I have some ideas on improvements based on my experiences. How can I share that information and how will it be used?

Answer: You can share your ideas and transportation experiences in a number of ways, by emailing comments to DOT.LongRangePlan@ct.gov sending comments via mail, calling the study hotline, completing our survey, or attending a pop-up event in your community. Public feedback will play a key role in shaping the strategies and recommendations and developing the final plan.

6. Can you have the QR code on the screen again, I wasn't able to click it before the presenter navigated away?

Answer: Visit our webpage at portal.ct.gov/LongRangeTransportation and take our survey by visiting engagecdmsmith.com/Connecticut2055.

7. The stretch of the Northeast Corridor between New Haven and New Rochelle is the slowest. Per Amtrak's own statistics, MNRR commuter train interference and DOT slow orders contribute to 1000s of minutes of delays every month. At any given time, one of four tracks is out of service. What is the state's plan to rationalize maintenance and speed up trains?

Answer: Thank you for sharing your comments about rail service and speeds between New Haven and New Rochelle. The plan team has noted your comment in the official record. Connecticut 2055 will include considerations for all modes of transportation and improving overall access.

8. Is a draft plan available?

Answer: A draft plan is not yet available. We are analyzing data and collecting public feedback to help inform the draft vision and goals and aid in plan development. At a later date in 2026, the draft plan will be available for public review and comment.

9. Will the plan be using climate modeling to assess long-term risk to transportation assets like the Northeast Corridor and Shoreline East?

Answer: The plan will include scenario planning to address challenges such as climate. Scenario planning involves asking ourselves "what if" questions in regard to future impacts on the transportation system. CTDOT is in the process of developing a [Resilience Improvement Plan](#), which aims to set up a framework to assess risks for transportation assets. Additionally, there is a

dedicated sustainability and resilience team within the policy and planning department who are working on long-term risk assessment.

10. Will a draft plan have specific projects?

Answer: The draft plan will consider overall improvements and include policy recommendations and generalized strategies for improving Connecticut's transportation network. The related plans discussed earlier in the presentation, such as the Statewide Transportation Improvement Plan (STIP), may include specific projects.

11. Will non-CT**transit** bus services be addressed in the LRTP?

Answer: The plan will address transit services holistically and will consider both CT**transit** bus services and other independent services across the state.

12. Congestion through Hartford is a major isolator, how will this plan address that?

Answer: The plan will examine congestion across the state and include high-level strategies to address future demand and transportation concerns such as congestion. The [Greater Hartford Mobility Study](#), a recently completed Planning and Environmental Linkages (PEL) Study, identified strategies and potential projects in the Greater Hartford area to address issues such as congestion.

Q&A for the 6 p.m., April 24, 2025, Virtual Public Information Meeting

1. What timeframe does the plan cover?

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

2. "Safe, designated place for rideshare pickup and drop-off" – this is a description of a bus stop. Connie needs better, safer, and more frequent bus service.

Answer: That is a great type of comment to let us know what gaps you may be seeing in the transportation service. That information is exactly what we are looking for during this plan process

3. When will a final plan be available?

Answer: A draft plan is not yet available. We are analyzing data and collecting public feedback to help inform the draft vision and goals and aid in plan development. At a later date in 2026, the draft plan will be available for public review and comment.

4. What role might bicycles and bicycle paths play in the long-term plan, and how do e-bikes fit into this as an emerging technology?

Answer: The long-range transportation plan is a policy document, and we want to look at all modes of transportation, including bicycles. At CTDOT, we have a [Complete Streets](#) policy to ensure all transportation improvements include safe and accessible facilities for bicyclists, including bike lanes. Further, CTDOT has been working adamantly with municipalities and Council of Governments (COGs) to help develop creative ways to incorporate all modes of transportation. As for e-bikes as an emerging technology, we will look to the [Connecticut Active Transportation Plan](#) to provide further information for how this may play a role in the future of transportation in Connecticut.

5. East Haven only has one way to get from south to north via Webster Bridge. The bridge has crumbling paint, but DOT will not paint till 2028. We need better ways to connect in town.

Answer: Thank you for your comment regarding the Webster Bridge and connectivity in the East Haven community. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional needs or concerns. In the context of Connecticut 2055, we are looking at ways to improve our infrastructure and roadways along with all modes of transportation. When trying to find better connections, CTDOT works with municipalities and COGs to assist in generating ideas for potential improvements. Bringing it back to the Long-Range Transportation Plan, we're looking for better ways to improve connectivity across the state.

6. I-91 South has daily bottleneck traffic before 9 a.m. that needs solutions

Answer: Thank you for your comment regarding early morning traffic on I-91 South. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional needs. As part of the Connecticut Long-Range Transportation Plan, we are looking to invest in addressing congestion, safety, and speeding on our interstates and highways.

7. East Haven needs a train station

Answer: Thank you for your comment regarding the need for a train station in East Haven. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional needs.

8. Not all trends are related to sustainable or economically beneficial goals. How will the 2055 plan vet these differences?

Answer: Funding is not guaranteed, and we recognize that this is always a challenge, both now and in the future. However, we strive to shape our goals based on what is in the best interest of our residents at a statewide level. Safety is a major priority, and we always aim to be fiscally responsible and take environmental considerations into account when developing projects or incorporating new technologies. Connecticut 2055 aims to balance varying needs and concerns and also consider how needs differ in communities across the state.

9. Are you considering battery-electric trains as one of the emerging technologies? It could be pivotal in bringing fast, sustainable, scalable train service back to all the branch lines that are not currently electrified

Answer: We encourage you to visit the webpage for CTDOT's [Office of Rails](#), which supports rail operations and oversees the development of rail equipment and technologies. As part of the Long-Range Transportation Plan, we will be conducting scenario planning, which is new for us at CTDOT. This involves our team and the public considering factors like severe weather events, population changes, and other elements beyond our control. We aim to be flexible and responsive to these future changes. The COVID-19 pandemic, for example, significantly altered travel patterns in the state. This scenario planning will be a key part of our plan, and we look forward to hearing your input.

10. I would like E-aircraft to bypass I95 to travel to NYC and Boston without highway or train

Answer: Thank you for your comment regarding the possibility for e-aircraft travelling to New York City or Boston. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional needs.

11. New Haven Port Authority is planning to grow. Where is the freight going to go? No room on I-95 or trains. SCRCOG did a study that Tweed Airport was going to be used in 2021.

Answer: That is a great question and is related to recent discussions with some of our key stakeholders. While we do have port infrastructure in the state, it is somewhat limited. During our presentation, we also mentioned that some of our airports have plans to grow. Most of our freight currently travels on our roadways, so we are considering various options to accommodate the increased freight in the future.

12. Often, a trend is created by a system gap or failure — i.e., limited bus service leading to highway and roadway congestion. The sustainable goal/solution is to improve transit, not to try to ease congestion through expanding roadway capacity. Will CTDOT consider congestion pricing to support transit improvement?

Answer: Currently, due to state legislation, we cannot study tolling or congestion pricing. This is one of those scenarios we could consider if we had alternative funding options, but right now, we are limited by the State legislature. However, we recognize that adding lanes is not always the solution. We are very aware of the effects of induced demand and are examining all our projects with a multimodal approach to provide alternative modes of transportation and ensure all residents have safe and efficient travel options.

13. Is Governor Lamont's "30-30-30" plan (30-minute travel times by train between Hartford and New Haven, New Haven and Stamford, and Stamford and New York City) still being considered? Is it in the cards by 2055?

Answer: That is something that is still being discussed. As you can imagine, our rail infrastructure is some of the oldest in the state and requires significant repairs. Many of the movable bridges along that stretch of rail line need rehabilitation and eventual replacement, so many projects are being initiated to address those needs.

14. West Haven Train station needs more safety features using the platform. There is a large gap between train and platform. A child fell through. We need to close those gaps.

Answer: Thank you for your comment regarding the need for safer platforms at the West Haven train station. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional concerns or needs. Connecticut 2055 prioritizes creating a safer transportation system for all.

15. We do have transportation deserts like Fair Haven, where residents with lower income have difficulty getting to daily tasks like going to medical visits. We need to connect pedestrians to major transport hubs. Same areas are used for traffic congestion when there's issues on I-95

Answer: Thank you for your comment regarding transportation deserts. We have documented your comment in the official plan record, and we encourage you to submit public comments on any additional needs.

16. CTDOT investment in parking garages can be, in many situations, a problematic spur to induced demand. Will CTDOT develop standards for evaluating this question?

Answer: Thank you for your question and for sharing your concerns. CTDOT is currently exploring opportunities for transit-oriented development (TOD) in key areas, including the use of parking garages near transit hubs. However, many decisions about walking and biking initiatives fall under local zoning, which is beyond CTDOT's control. We are actively discussing these issues with universities and towns to find the best solutions, but some aspects remain outside our jurisdiction when it comes to local land use.

17. I frequently hear from city officials in my city (and advocates in other cities) that local initiatives that support walking & biking get slowed down and ultimately killed by red tape at CTDOT. Will the 2055 plan address this apparent bureaucratic overhead?

Answer: Over the past several years, CTDOT has undergone a significant culture change, and we are looking at our processes to streamline them as much as possible. We do hear that it can be relatively slow, especially considering the types of funding involved. Transportation investments are extremely expensive and require a lot of checks and balances. We have to work not only with municipalities but also with the Federal government. From the outside, it may seem like a lengthy process with some stalls, but I assure you that we are working diligently to streamline as much as possible.

18. East Haven has many accidents at Forbes Place and Kimberly. Top worst intersection in all of CT. We need help.

Answer: Thank you for your comment regarding safety at the intersection of Forbes Place and Kimberly Avenue. We have documented your comment in the official plan record, and we encourage you to submit public comments on any other feedback you have on additional locations or concerns.

19. CTDOT transportation pollution reports exclude airplanes. Why?

Answer: CTDOT is responsible for producing a travel demand model, which focuses on vehicle miles traveled on roadways. We collect extensive data on this and report it to the [Connecticut Department of Energy and Environmental Protection \(DEEP\)](#), which sets the pollution budgets. Airplanes are not included in our reports because they fall outside the scope of our data collection and modeling. For more detailed information on how pollution is calculated across different sectors, we recommend visiting our webpage on [Air Quality Conformity](#), which contains insightful reports on this topic.

Attachment A: Attendees

12 P.M. Session Attendees

First Name	Last Name
Susan	Bilek
Jennifer	Brady
Devin	Clarke
Jay	Costello
John	Gale
Aaron	Goode
Jishnu	Gupta
Meg	Haffner
Amanda	Kennedy
Devon	Kleeblatt
Roger	Rahn
William	McCarthy
Brian	McLaughlin
WTNH	News8
Neil	Pade
Jenna	Petok
Kate	Pipa
Cara	Radzins
Kate	Rattan
Dylan	Reilly
Meghan	Sloan

6 P.M. Session Attendees

First Name	Last Name
Jason	Chan
Anstress	Farwell
Paul	Fox
Claire	G
Tanner	Thompson
Lorena	Venegas
Scott	Willis