



Trumbull Center Corridor Improvements

Executive Summary

Prepared for the Town of Trumbull, Connecticut
By Freeman Companies and VHB Engineering

May 2021 – January 2022

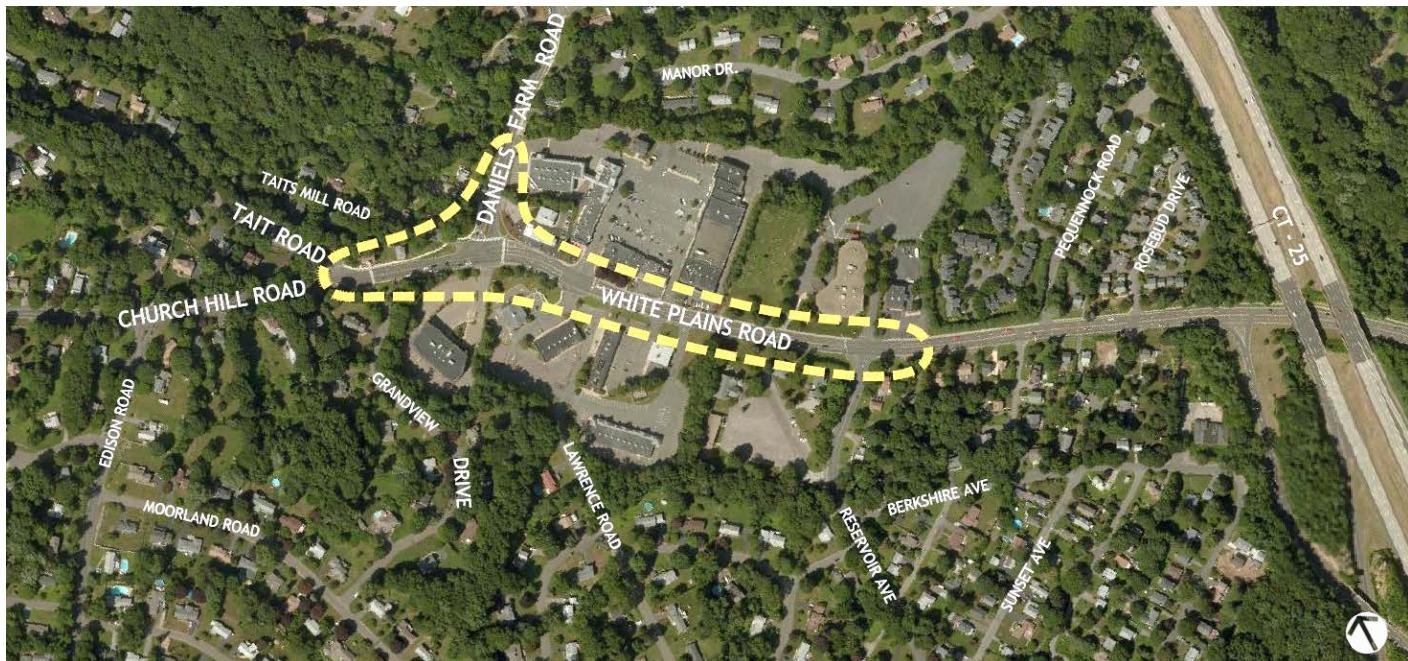
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Introduction

The following document summarizes the recommendations and a conceptual plan developed for the Town of Trumbull, Connecticut between April 2021 and March 2022 to guide the implementation of improvements for the Trumbull Center Corridor. The following design recommendations and concepts intend to improve the business vitality, multimodal transportation, quality of life, traffic flow, aesthetics, placemaking, and other land use considerations.

A. Study Area



An aerial image of Trumbull Center Corridor showing the focus area of improvements outlined in yellow.

The focal area of this corridor study is the 1,680 linear foot stretch of White Plains Road (Route 127) located between Tait Road and Reservoir Avenue within the Town of Trumbull, Connecticut. This span of White Plains Road is home to many businesses and services which are vital to the Town of Trumbull.

Trumbull Center Corridor was historically a service area that developed into an important center for retail and business. While Trumbull Center Corridor does not have the characteristics of a historic main street, it maintains, in part, the Town's 'New England Village' style. The village style is supported through the paving materials and historic buildings. Through this study and design process, the consultants have developed plans and recommendations, with stakeholder input, to improve multimodal traffic flow, including traffic calming measures and accessibility. The recommendations in this study also focus on the overall aesthetics and placemaking within Trumbull Center Corridor. The envisioned recommendations should enhance the resident and visitor experience to Trumbull Center Corridor while supporting long-term business vitality.

B. Trumbull Center Corridor Team

The Town of Trumbull Representatives:



- Vicki A. Tesoro, First Selectman
- Rina Bakalar, Economic and Community Development Director
- Robert Librandi, Land-Use Planner

Design Team Consultants:



- Freeman Companies, LLC.
- Vanasse Hangen Brustlin, Inc. (VHB)

C. Community and Stakeholder Meetings

A primary focus for any viable Town Center Study is a strong community and stakeholder involvement. All meetings and presentations for this study were scheduled and advertised by the Town of Trumbull and conducted virtually. In addition to meetings with the Town of Trumbull's staff, Department of Public Works, Police, EMS, Fire Departments, and CT Metro COG, the design team participated in the following meetings with community members, stakeholders, and Land Use Commissioners:

- A. Property Owners and Stakeholder Meeting – May 27, 2021
- B. Property Owners and Stakeholder Meeting – June 3, 2021
- C. Community Meeting and Presentation – June 23, 2021
- D. Presentation and Meeting with Trumbull Commissioners – August 5, 2021
- E. Community Meeting and Presentation – December 2, 2021

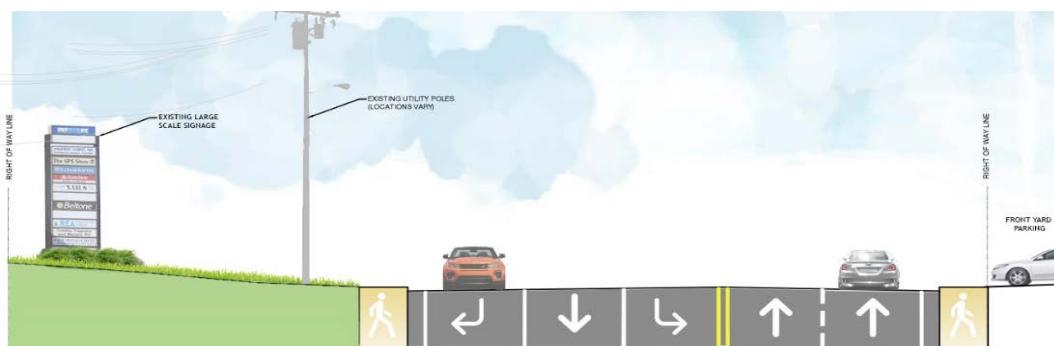
(See the Appendix for the community meeting flyer, presentation, and responses to community questions.)

Existing Conditions



Trumbull Center Corridor buildings, topography, aerial, and property lines were compiled from Trumbull GIS linework. The right-of-way on the north side of White Plains Road hugs the back of the sidewalk in several locations, and the south side of the street has a generous right-of-way.

The existing conditions analysis included site visits to observe the character, sense of place, materials, landscape plantings, lights, signage, wayfinding, and multi-modal transportation options. Available traffic data was reviewed, and a parking utilization study was conducted to understand the demand for parking and identify traffic congestion concerns. The following existing conditions section was generated to depict the current roadway conditions and highlight critical issues to the public.



An example existing conditions section for White Plains Road within Trumbull Center Corridor depicting the existing 60' +/- roadway width.

A. Atmosphere and Character

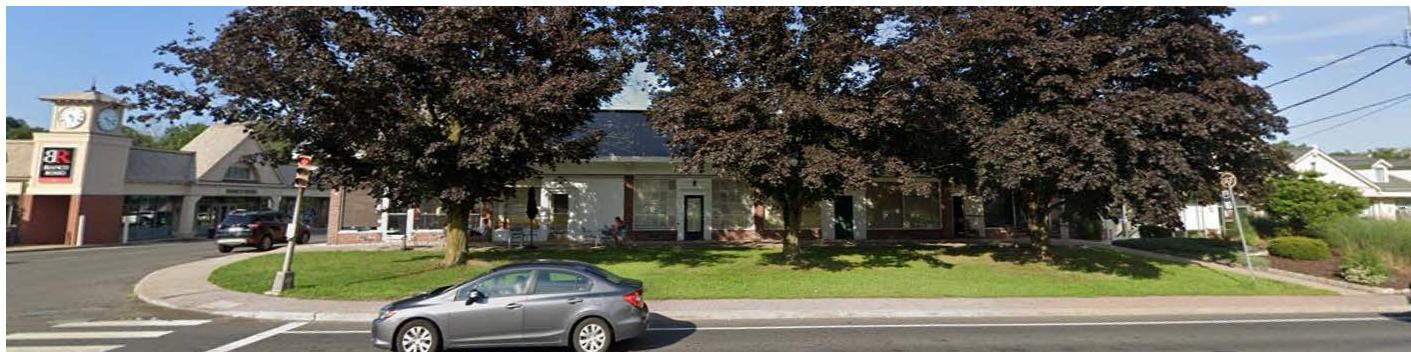
The Trumbull Center Corridor is currently designed for vehicular travel with limited pedestrian or bicycle accommodations. The overpowering road noise along White Plains Road further adds to the discomfort of the pedestrian and cyclist experience. Large expanses of asphalt pavement dominate Trumbull Center Corridor, and the sidewalks along the street are not connected across driveways.

Storefront vacancy is currently an issue in Trumbull Center Corridor. Many business spaces are empty and for lease in both plazas. From White Plains Road, it is hard to tell which buildings are occupied due to the orientation of the buildings and distance from the street.

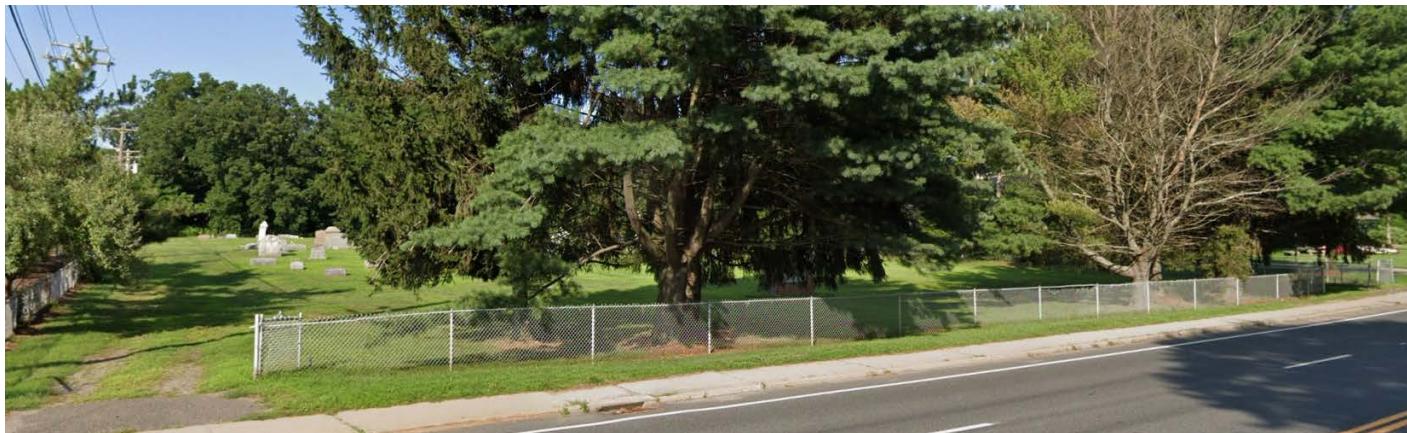


The existing outdoor seating area at this restaurant space adds character to Trumbull Center Corridor and activates the plazas.

Existing outdoor gathering spaces serve as assets to Trumbull Center Corridor. The outdoor seating area in the northwest plaza between the street and the restaurant space at 900 White Plains Road provides an amenity to the customers. It allows restaurant activity to be visible from the street but set back from the busy roadway. The nearby green space in front of the commercial plaza could serve as a public gathering space or resting spot for pedestrians and cyclists.



The planned removal of the old Starbucks location provides the opportunity for a Central Green within Trumbull Center Corridor.



The Trumbull Brinsmade Cemetery is fronted with evergreen trees and a chain-link fence. The Northbound bus stop does not have a seating area at this location.

The trees and lawn of the historic Brinsmade Cemetery within Trumbull Center Corridor offer a respite from the adjacent paved plazas. The historic gravestones provide a glimpse into the Town's history. Removing the chain link fence or replacing it with an ornamental picket fence set behind the trees would allow for a seating area or bus shelter behind the sidewalk and improve the historic character of this site. The atmosphere of the existing green spaces and gathering spaces in Trumbull Center Corridor will benefit from reducing travel lanes and traffic calming measures on White Plains Road.

Some residential homes have been converted into businesses within the Professional Office Overlay Zone south of Reservoir Ave. The heavy road noise of White Plains Road and the nearby highway likely make living on this portion of White Plains Road less desirable for single-family occupancy.

B. Walls and Paving



A sampling of the existing hardscape materials in Trumbull Center Corridor

Natural wood and stone are seen repeatedly in and around Trumbull Center Corridor, Twin Brooks Park, and the Pequonnock River Trail entrances. The covered bridge at the entrance to Twin Brooks Park, the split rail fences, pedestrian bridges, and playground all feature unfinished cedar. The community has added wood to cover the dated style of the bus shelter and repair the bus stop bench. Stone boulders, edging, and walls are installed on residential and commercial properties throughout Trumbull Center Corridor. Stone walls also enclose the playground at Twin Brooks Park and line the street in front of the Helen Plumb building. Boulders are also incorporated into the planting beds at the borders of the commercial properties and bring this natural and historical material into the commercial portions of Trumbull Center Corridor.



The existing paver sidewalk and brick buildings on the southwest side of White Plains Road.

Pavers and bricks are also repeated throughout Trumbull Center Corridor. Most of the sidewalks within the right-of-way of the study area are concrete pavers rather than concrete sidewalks. The concrete pavers are faded in color, which is typical in older streetscapes because the concrete does not hold the original coloring as well as clay brick pavers. New brick pavers were added at the Daniel's Farm Road intersection, where CTDOT made recent improvements for pedestrians and bicycles. Many buildings in Trumbull Center Corridor have brick facades, the historic station master's house and Helen Plumb building have wood siding.



Existing site furnishings in Trumbull Center Corridor. There are five existing ornamental lights on the southwest sidewalk in Trumbull Center Corridor and cobra head lights on utility poles illuminate White Plains Road. The wood bench is located near the northbound bus stop in Trumbull Center Corridor. The bike rack shown was installed at the Tait Road Parking lot.

C. Lights and Furnishings

Five ornamental, pedestrian-scale lights exist along the west side of White Plains Road below the utility lines. The bases are missing or misaligned on several, likely damage from mowing and plowing equipment. The existing lights are aluminum Sternberg brand black LED's with a fake bulb light inside to give a historic appearance. Slender LED cobra heads are installed on the utility poles along the street and provide additional light to the road without drawing too much attention. The utility wires along this stretch of road dominate and overpower the existing ornamental streetlights. Installing pedestrian-scale ornamental lights along the entire length of Trumbull Center Corridor would help draw the eye away from the utility lines above by creating repetition along the street. Trumbull Center

Corridor businesses or community organizations could utilize the banner arms on the ornamental light posts to add visibility to businesses set back from the road, convey the local history, or advertise seasonal programs occurring in Trumbull Center Corridor.

The only public seating in Trumbull Center Corridor is within the bus shelter and the bench near the northbound bus stop across the street. Bike racks have been installed at the parking area for the Pequonnock River Trail but not yet within Trumbull Center Corridor. Bike Racks at businesses or public green spaces would invite cyclists to stop within Trumbull Center Corridor. Additional benches or seating walls will invite families or anyone that needs a rest to stop and sit or stay to enjoy their ice cream or coffee outside on a nice day.

D. Signage

There are several types of signage within Trumbull Center Corridor; roadway signs, bus route signage, commercial business signs, and signs for historic buildings or features. No posted speed limit signs were noted within the study area, and drivers often exceed the 35 mph limit on White Plains Road. The Greater Bridgeport Transit District (GBT) bus stop signage in and the historic site signs located around Trumbull stand out as repeated recognizable elements within Trumbull Center Corridor.



The large pylon signs at each plaza are a distinctive feature of industrial plazas while the low monument signs found within Trumbull Center Corridor emphasize the history and character of the Trumbull community.



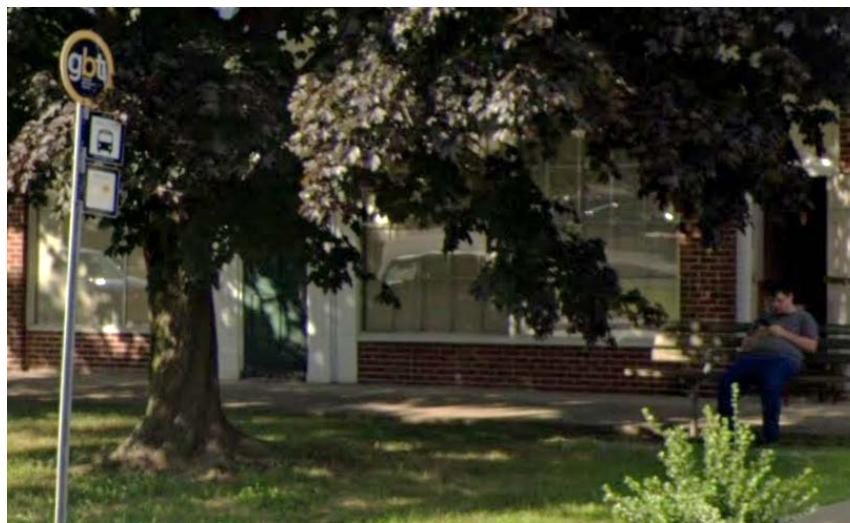
Pedestrian scale signage for historic sites and parks is repeated throughout Trumbull.

The businesses in Trumbull Center Corridor are set back far from the road and out of the peripheral vision of most drivers. Therefore, signs on buildings are very large, and there are several tall freestanding pylon signs along the plaza entrances with the names of many businesses on them. These tall signs would be blocked if additional street trees are planted, and they require people and drivers to look upwards to read the rows of text. The scale and style of these large pylon signs are not suited for a pedestrian-friendly Trumbull Center Corridor. The monument-style signs at the cemetery and Trumbull Center Corridor Congregational Church and the pedestrian scale signs seen at many of the historic sites in Trumbull are good examples of signage suited for a historic town center atmosphere. Similar style signs could be used at the plaza entrances and at other commercial properties to depict the name of the plaza or business. High-branched street trees could then be strategically located so that the signs remain visible and the trees can enclose and shade the street.

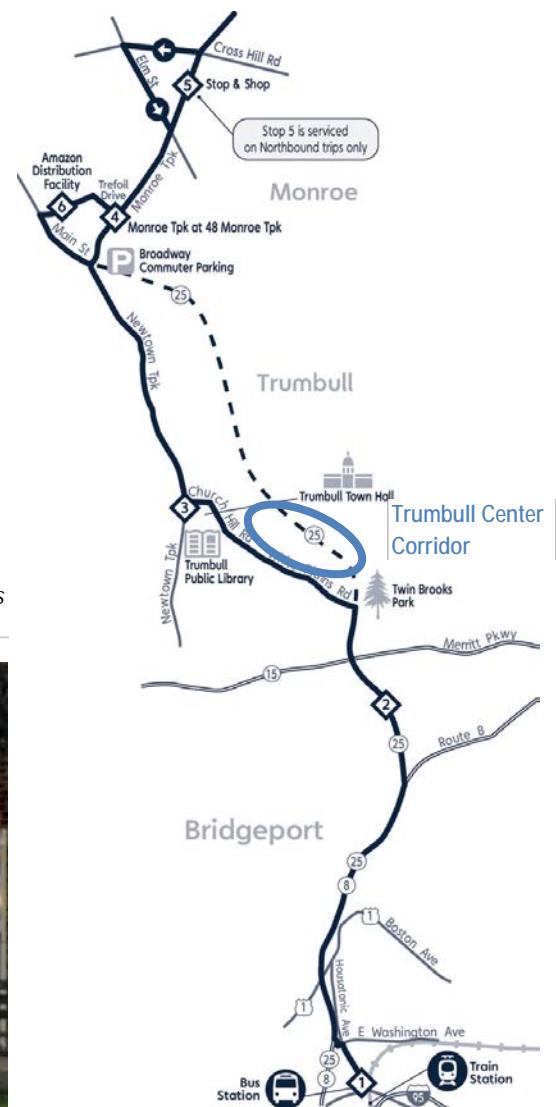
E. Bus stops



This southbound bus stop, located in front of the shopping plazas, includes a sign, bench, & bus shelter in need of replacement.



This northbound bus stop includes a sign and bench set back from the road but no designated bus shelter for waiting in unfavorable weather.



Route map for Greater Bridgeport Transit District Route 19x

There are two Greater Bridgeport Transit District (GBT) bus stops in each direction within the study area, and all are well marked with new GBT signage and the route number. These stops are part of Route 19x, connecting south to Bridgeport and north to Monroe. The northbound stops in front of the Trumbull Center Corridor Plazas and at the cemetery are visibly close, encouraging a visitor to walk further along to check out additional stores or services with the knowledge that there is another bus stop nearby. Bus stops on the west side of White Plains Road are harder to access due to the location of existing sidewalks. They are located adjacent to the street, which causes the snow from the street to pile onto the sidewalk when plowed. Adding a lawn snow shelf between the sidewalk and street and adding a center median in the road would reduce the amount of snow plowed onto the sidewalks from the roadway and reduce the need for repeated sidewalk clearing after a storm.

The bus shelter located in front of the shopping plazas at the southbound stop is retrofitted with unfinished wood around the top, and wood was also used to repair the bench. The shelter has no wall panels on the sides and one missing on the back. A bench under a large tree serves as a waiting location for the northbound bus stop in front of the vacant building that previously held Starbucks and CVS. No maps or route information is posted at the bus stops, other than the route number provided on the sign.

F. Snow



Historic photograph of snow clearing in front of the old Town Hall and the railroad station master's house on Church Hill Road in the winter of 1933. Image courtesy of Trumbull Historical Society.



Photos were taken in Trumbull Center Corridor several days after a snow event in February 2021.

Major snow events have always posed a challenge to transportation in New England Towns. Snow clearing currently prioritizes vehicles over pedestrians, but potential design changes can account for snow storage and improve the pedestrian experience following most snow events. The Town of Trumbull and property owners must consider pedestrian users and bus riders when clearing snow and ensure that snow plowed from driveways and parking lots does not block sidewalks. Residents and bus riders rely on sidewalks to access businesses and reach the parks and trails for recreation, even in winter. Adding a snow shelf between the sidewalk and road or center medians could reduce the amount of snow plowed onto sidewalks from White Plains Road and ease snow clean-up for the Town on public sidewalks.

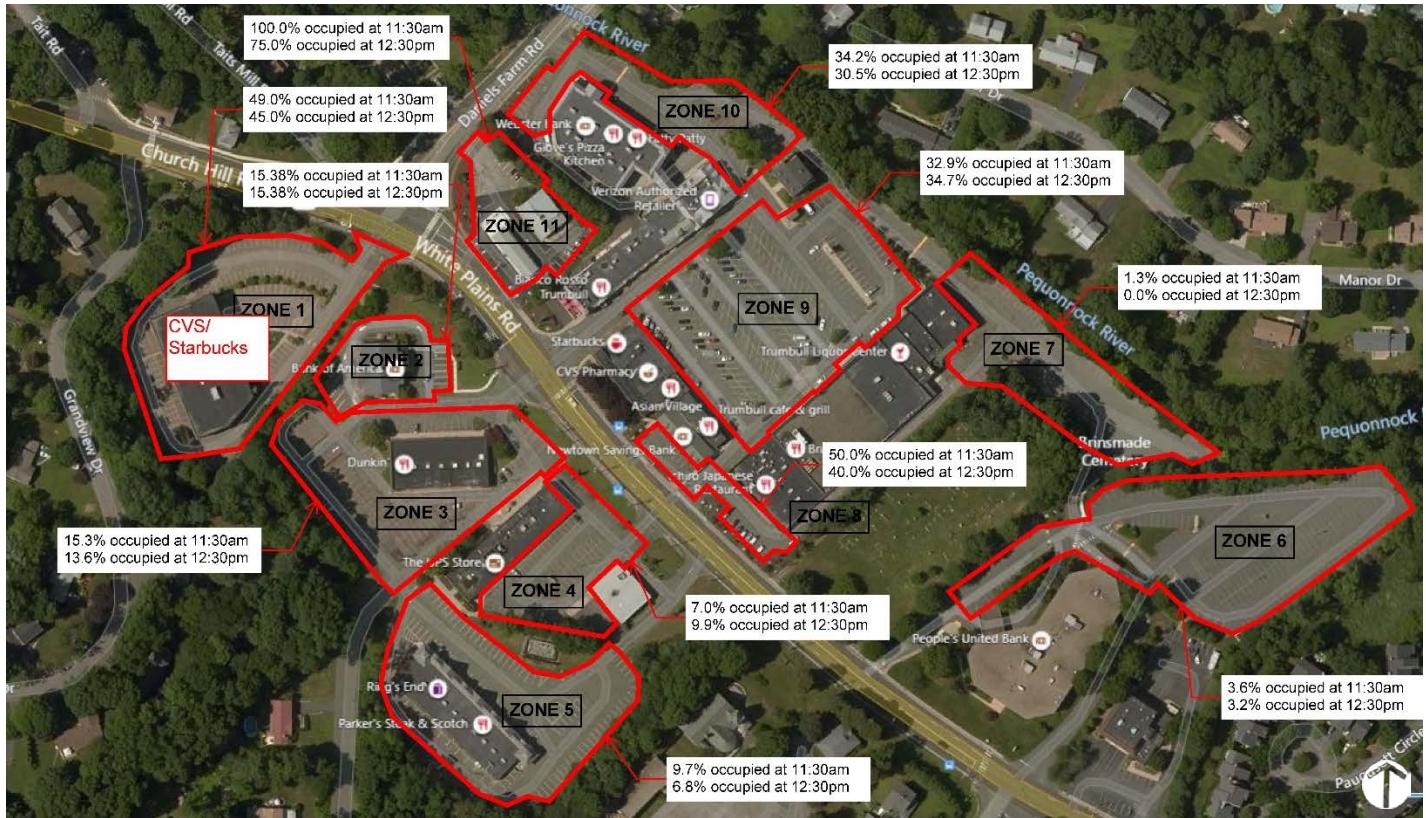
G. Trail



The trail entrance to the Pequonnock River Trail / Housatonic Rail-Trail at the south end of the Pequonnock Valley Wildlife Area and State Park.

The Pequonnock River Trail and Housatonic Rail-Trail connect Trumbull Center Corridor south to Bridgeport and north to Monroe and Newtown. Today, the area referred to as Trumbull Center Corridor was once part of the industrial center of the Town of Trumbull, with several mills located along the river. The off-road trail at the northern end of Trumbull Center Corridor now connects residents to the Pequonnock River Trail and along the route of the historic Housatonic Railroad. The Tait Road parking area was recently renovated with new sidewalks, designated parking spaces, and bike racks. CTDOT made additional safety improvements to the intersection of Daniel's Farm Road in the Spring of 2021. The Town of Trumbull plans to construct a new 8' wide path between the commuter lot to the north and the existing Pequonnock River Trail to provide additional trail parking. Creating a wider sidewalk through Trumbull Center Corridor that connects the Pequonnock River Valley State Park and Twin Brooks Park will increase the safety and visibility of the trail through Trumbull Center Corridor.

H. Parking



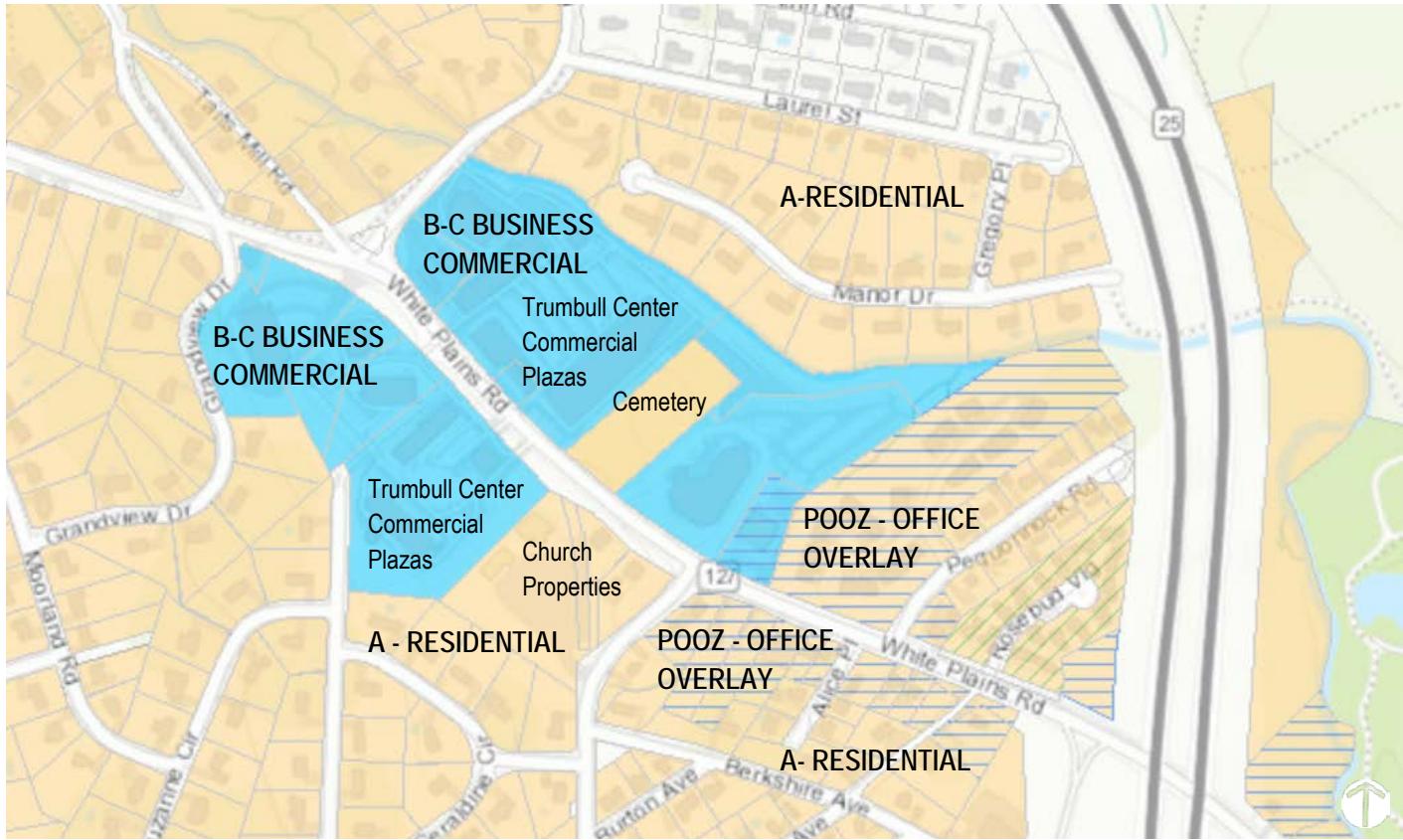
A Summary of the Parking Utilization Study Conducted by VHB on Saturday, May 15, 2021, from 11-1pm.

A parking utilization survey was conducted for all parking lots within the project area, from the CVS/Starbucks site to the lots behind People's United Bank. As shown in the above parking summary figure, these parking lots were segregated across 11 zones. The survey was conducted on Saturday, May 15, 2021, between 11am and 1pm to capture the peak retail shopping parking demand.

There is ample parking supply across the study area based upon this parking survey, except for the CVS/Starbucks parking lot and the Mobil gas station parking lot. All other parking lots had less than 50% of the available parking spaces occupied. This results from the significant vacancy in the former Porricelli's Market space.

In addition, the CVS/Starbucks site was congested within the parking lot, restricting access to the parking lot and thereby showing a reduced demand for parking in Zone 1, as shown.

I. Existing Zoning Districts



Existing zones within Trumbull Center Corridor from the Town GIS are noted in Bold.

Existing zones within Trumbull Center Corridor include:

A – Residential 1/2 Acre

- Cemetery and Church properties
- Permits One-Family Dwelling; Town playgrounds, parks, reservations, and recreation facilities; farms, and horticultural and/or wildlife reservations; family daycare home.

B-C – Commercial Zone (Business)

- All other properties in Trumbull Center Corridor
- Permits Restaurant, Business, and Service uses by Special Permit

POOZ Overlay – Professional Office Overlay Zone

- Overlay zone for professional office uses in residential zones

The existing zoning for the Trumbull Center Corridor study area includes the core concentrated development area zoned as Commercial (B-C) surrounded by half-acre Residential (A). The B-C zone is bisected on the east side by the Residentially zoned cemetery and bounded on the west side by the church property, which is also a residential zone. South of Reservoir Avenue, the residential zone is overlaid with a Professional Office Overlay Zone (POOZ) for several properties on both sides of White Plains Road.

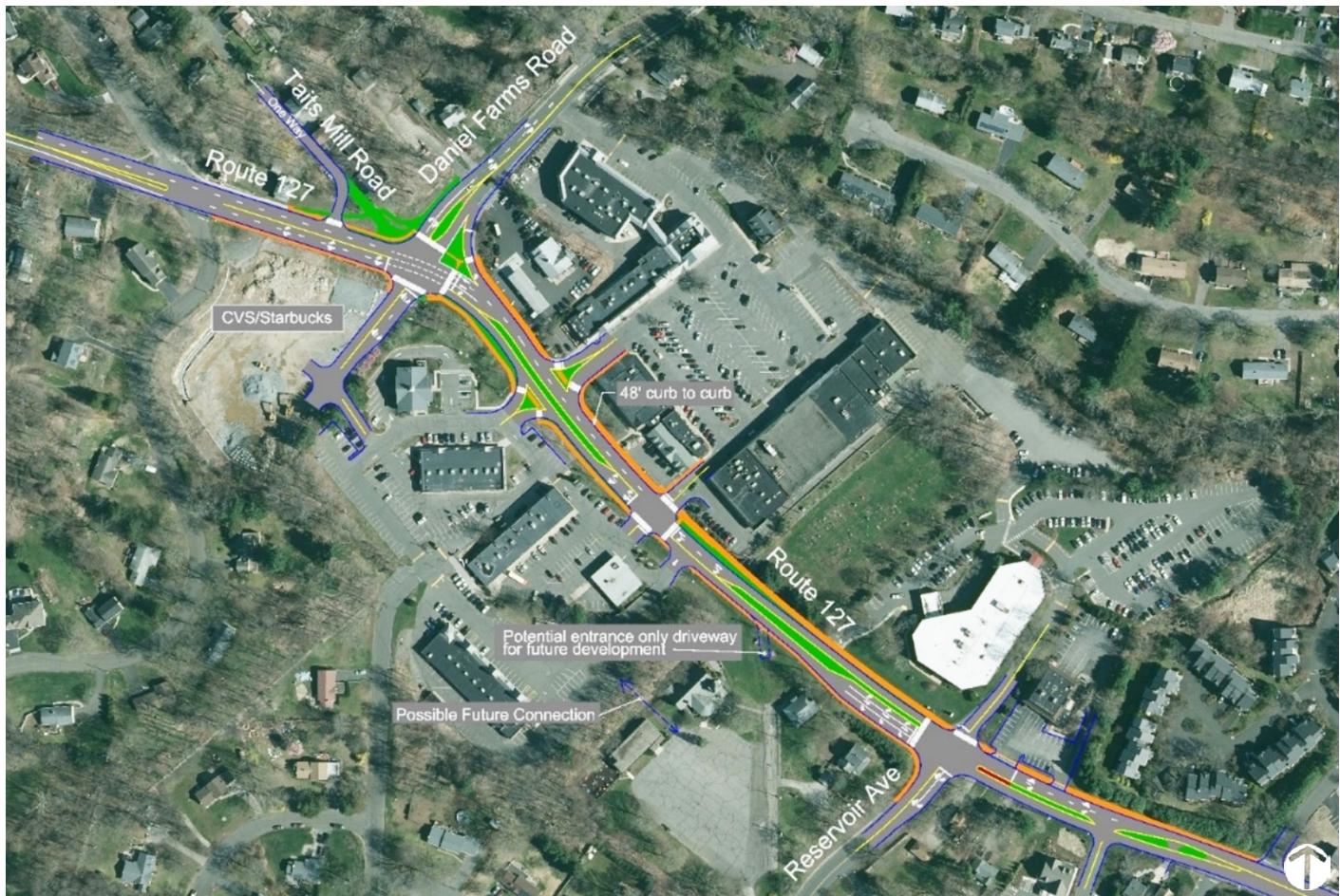
Corridor Recommendations

The recommendations for the Trumbull Center Corridor are the result of the existing conditions analysis and the community and stakeholder input received throughout the design process. The design recommendations for Trumbull Center Corridor include:

- A. Traffic Recommendations
- B. Gateway Zones
- C. Placemaking
- D. Character, Material, and Landscape Recommendations
- E. Multi-Modal Connections
- F. Zoning Recommendations

Together these improvements will create a cohesive Trumbull Center Corridor that provides a safe environment for all types of transportation to draw businesses and people and encourage them to stay longer and visit the many establishments and services.

A. Traffic Recommendations



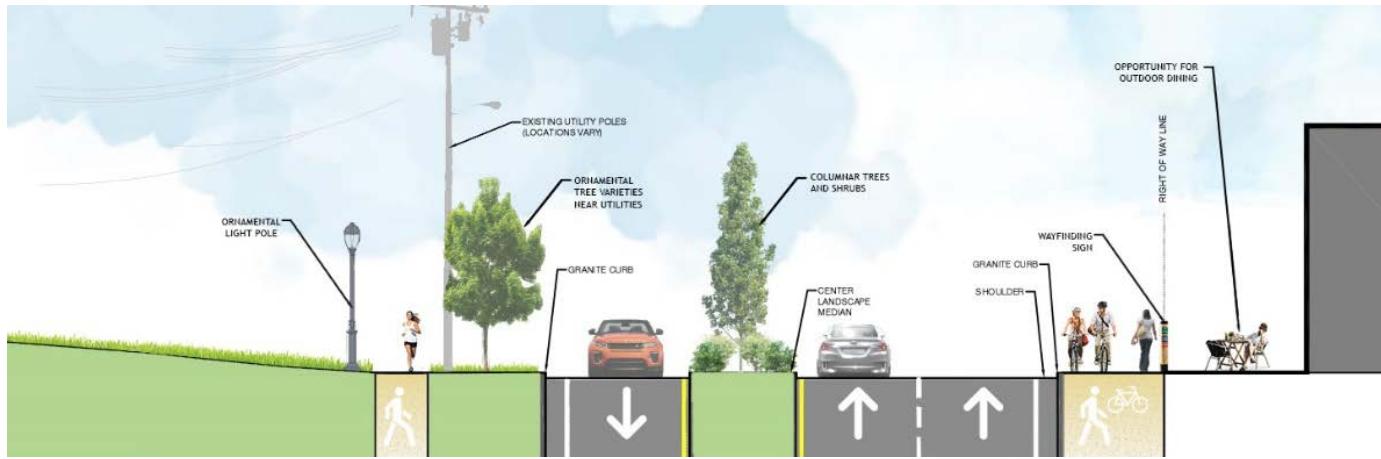
The overall concept for the streetscape and traffic improvements to the Trumbull Center Corridor. Proposed sidewalks and a 10' wide multi-use trail are shown in orange. Proposed medians and areas of pavement that could be converted to green space is depicted in bright green.

1. Overall Traffic Improvements

1.1. Partial Road Diet and Multi-Use Path

A road diet reduces the overall width of the paved roadway. Reducing the southbound lane on White Plains Road by one travel lane and adding a center median will reduce the length of pedestrian crosswalks. Reducing the time required to cross the street will improve pedestrian safety and reduce wait times for vehicular traffic. A reduced roadway width should also contribute to a reduction in speeding.

Shifting the edge of the road to the southwest will allow for a 10-foot wide multi-use path to connect through Trumbull Center Corridor and encourage more bicycle and pedestrian traffic from the surrounding neighborhoods and Pequonnock River Trail.



A conceptual section of White Plains Road shows the roadway is shifted southwest to allow for a 10' multi-use trail on the north side of the street and a center median in place of one of the southbound travel lanes.

1.2. Traffic Calming

Traffic calming measures prompt drivers to move slower through a corridor. Slower moving traffic will reduce road noise along the street and create a safer and more enjoyable environment for pedestrians and cyclists. Recommended traffic calming measures for Trumbull Center Corridor include center medians, street trees, reduced pavement width, smaller-scale signage, and buildings at the back of the sidewalk to create a street wall.

1.3. Possible Property Connections

Encouraging property owners to construct new and improved vehicle and pedestrian connections between neighboring plazas and properties within Trumbull Center Corridor will reduce traffic congestion on the main road and facilitate visiting multiple businesses and services. Having a connection between the retail plaza and Trumbull Congregational Church property would encourage people to walk to the restaurant next door after service and allow visitors to the plaza an alternate way to enter and exit. Connections between CVS/Starbucks and the adjacent plaza could ease traffic congestion caused by the new Starbucks drive-through and make it easier for customers of Starbucks and CVS to visit the bank or another destination in the adjacent plaza without waiting at the traffic signal on White Plains Road.



Possible connections between properties, shown in yellow, could reduce congestion on White Plains Road. The center traffic signal within the Trumbull Center Corridor could be relocated as shown to improve spacing between signals and prevent congestion. Proposed walks are in tan, recommended locations for brick walkways are shown as red, and bus shelters or designated seating areas are shown as blue.

1.4. Improved Traffic Flow

Traffic recommendations, including adjustments to the traffic signal timing, relocation of one of the traffic signals further towards the center of Trumbull Center Corridor, and new connections between the plazas, will reduce wait times and improve traffic congestion. Trumbull Center Corridor traffic analysis included:

- CVS/Starbucks Traffic Study and Pequonnock River Trail Traffic Study
- Combined Traffic Models
- Review Pre-Pandemic Traffic Volumes
- Developed Corridor Traffic Models
- Signalized Intersections Capacity Analyses
- Tested with Concept Improvements

		EXISTING			CONCEPT		
		LOS	Delay	v/c	LOS	Delay	v/c
White Plains Road at Daniels Farm Road	AM	E	61.0	1.11	D	40.3	0.94
	PM	F	177.5	1.30	D	42.9	0.90
White Plains Road at Shopping Center Drives	AM	A	7.1	0.59	B	15.2	0.81
	PM	A	6.8	0.55	B	12.9	0.73
White Plains Road at Reservoir Avenue	AM	F	109.7	1.01	C	28.4	0.96
	PM	C	33.2	0.90	C	25.2	0.88

Table of existing and proposed traffic conditions illustrate improvements at the intersections. The overall improvements at the major intersections make up for the slight increase in delay at the relocated central intersection of White Plains Road and the shopping center driveways.

2. Northern Corridor Improvements



Proposed roadway and sidewalk improvements for the northern end of the Trumbull Center Corridor. Proposed sidewalks and a 10' wide multi-use trail are shown in orange. Proposed medians and areas of pavement that could be converted to green space is depicted in bright green.

Traffic and roadway improvements at the north end of White Plains Road (Route 127) through Trumbull Center Corridor include:

- Address congested intersection operations
- Relocate center traffic signal
- Road diet (reduce the number of lanes and roadway width)
- Provide shorter pedestrian crossings
- Landscape medians
- Recommended property connections between plazas and across the street
- Provide 10' sidewalk along the east side
- Realign Tait's Mill Road

3. Southern Corridor Improvements



Proposed roadway and sidewalk improvements for the southern end of the Trumbull Center Corridor. Proposed sidewalks and a 10' wide multi-use trail are shown in orange. Proposed medians are depicted in bright green.

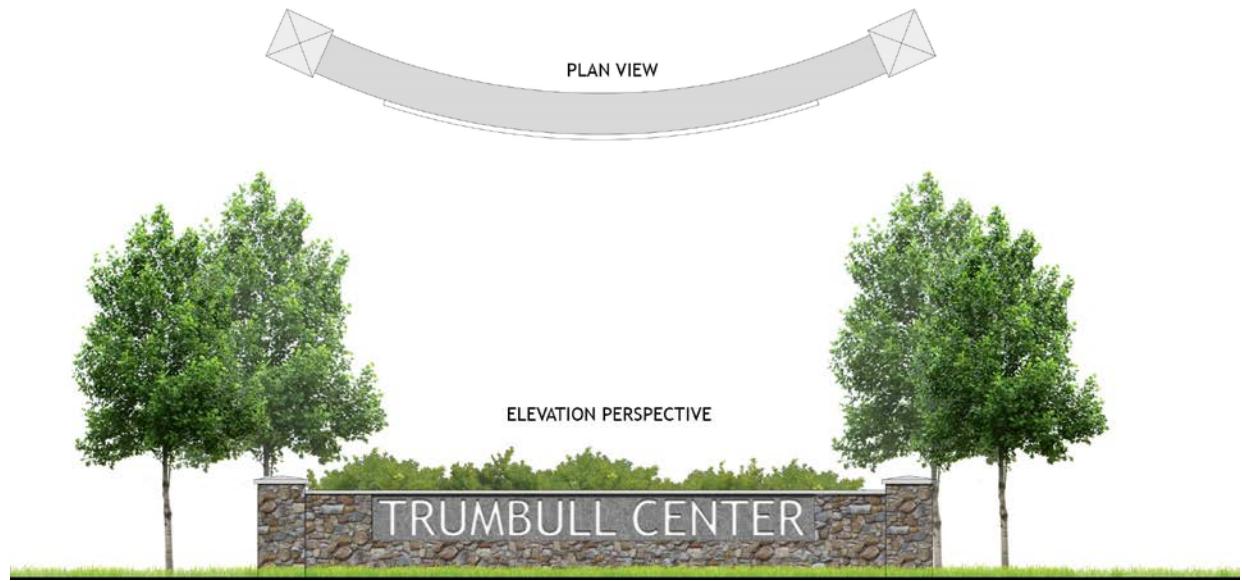
Traffic and roadway improvements in the south end of White Plains Road (Route 127) through Trumbull Center Corridor include:

- Road diet (reduce the number of lanes and roadway width)
- Provide shorter pedestrian crossings
- Landscape medians
- Possible property connections (between plaza and church parcels)
- New sidewalk on the west side
- 10' sidewalk along the east side

B. Gateway Zones

The blue dashed circles designate the north and south gateway nodes of Trumbull Center Corridor.

The major intersections at the north and south of Trumbull Center Corridor act as gateways to inform drivers, cyclists, and pedestrians that they are entering Trumbull Center Corridor. Stone walls with Trumbull Center Corridor signage and shrub plantings at the Daniel's Farm Road and Reservoir Avenue intersections will serve as gateway elements to define the entrances of the Trumbull Center Corridor. Signage should include lighting to allow for visibility at all times of the day. The proposed street trees, pedestrian-scale lights, center medians plantings, and wayfinding signage will reinforce the identity of the Trumbull Center Corridor between the gateways.



Stone gateway walls with signage for Trumbull Center Corridor can frame the entrances to Trumbull Center Corridor at Reservoir Avenue and Daniel's Farm Road.

1. Northern Gateway



Stone gateway walls with signage for Trumbull Center Corridor can frame the entrances to Trumbull Center Corridor at Reservoir Avenue and Daniel's Farm Road.

The northern gateway of the Trumbull Center Corridor is located at the intersection of White Plains Road, Church Hill Road, and Daniel's Farm Road. The realignment of Tait's Mill Road would simplify the intersection and allow for a public pocket park at the

intersection. A stone wall on each side of the intersection can display signage for Trumbull Center Corridor and function as a landmark to those passing through the region, stopping to visit, or traveling on the Pequonnock River Trail.

2. Southern Gateway



Proposed improvements for the southern gateway of Trumbull Center Corridor include gateway walls at the intersection of Reservoir Avenue and White Plains Road. Cooperation with private properties will be required to locate the stone walls with gateway signage.

The southern gateway of the Trumbull Center Corridor is located at the intersection of White Plains Road and Reservoir Ave. The landscape medians and street trees will signal drivers to slow down as they approach the intersection of Reservoir Avenue and White Plains Road. A gateway wall set into the slope at the northwest corner and another on the right side of the road will frame the entrance and display signage for Trumbull Center Corridor to strengthen Trumbull Center Corridor's identity. A bus shelter and designated waiting area with improved sidewalk access should be added to the north and southbound stops at this intersection to provide a more desirable place to wait for the bus and encourage the use of public transportation.

C. Placemaking

Outdoor gathering spaces may be public or private and can encourage people to stay longer and create an active environment that attracts people towards the Trumbull Center Corridor. While many cars in a parking lot will signal that a restaurant is busy, having large front windows facing the street and outdoor seating areas are ways to advertise a restaurant and draw people inside. These private outdoor gathering spaces, like the existing restaurant patio at 900 White Plains Road, are critical to creating an active and inviting area focused on people rather than vehicles.

Providing publicly accessible outdoor spaces is also essential for allowing informal gatherings for visitors that are not actively eating at a restaurant. It is important to make spaces for activities such as taking a break from a bike ride, stopping to talk with someone you bumped into when passing by, or meeting up with friends or family before or after walking or biking along the Pequonnock River Trail. Potential locations for placemaking to foster community and strengthen the identity of Trumbull Center Corridor include the proposed pocket park, Central Green, existing historic buildings, outdoor areas at restaurants, and future development.

1. Northern Pocket Park



Potential realignment of Tait's Mill Road for a pocket park at the intersection of Church Hill Road, White Plain's Road, and Daniel's Farm Road.

At the northern gateway to Trumbull Center Corridor, there is potential to realign Tait's Mill Road perpendicular to White Plain's Road to create green space within the right-of-way. The realignment would simplify the intersection, and this new green space could serve as a pocket park and landmark for Trumbull Center Corridor. The flagpole at Daniel's Farm Road could be relocated to this plaza space, and signage can direct visitors on the Pequonnock River Trail into Trumbull Center Corridor. A seat wall can frame the area, provide a resting spot for those that need it, and compliment the signage walls on the opposite sides of the intersection.

2. Central Green

A potential concept for a Central Green within the Trumbull Center Corridor would require a private/public collaboration.

Starbucks and other businesses previously occupied the vacant building on the north side of White Plains Road. This building, fronted by a small green space, is slated for removal as part of future development plans and provides the potential to expand the existing green spaces into a Central Green for Trumbull Center Corridor. The area can serve as a privately owned public gathering space, as it currently does, but enlarging the space would allow for more flexibility in use and potential programming options. Users of the Pequonnock River Trail could use this as a gathering or resting spot. A central gathering space will allow those visiting the ice cream or sandwich shops nearby to enjoy their treat outdoors on a nice day. Businesses including bicycle repair shops, bike rentals, outdoor and bicycle gear stores, shoe stores, and others compatible with trail users may be attracted to a plaza with ample public green space and proximity to trails. Outdoor recreation and shoe stores sometimes have associated running or cycling groups that could meet in this Central Green before and after a gathering.

3. Historic Buildings

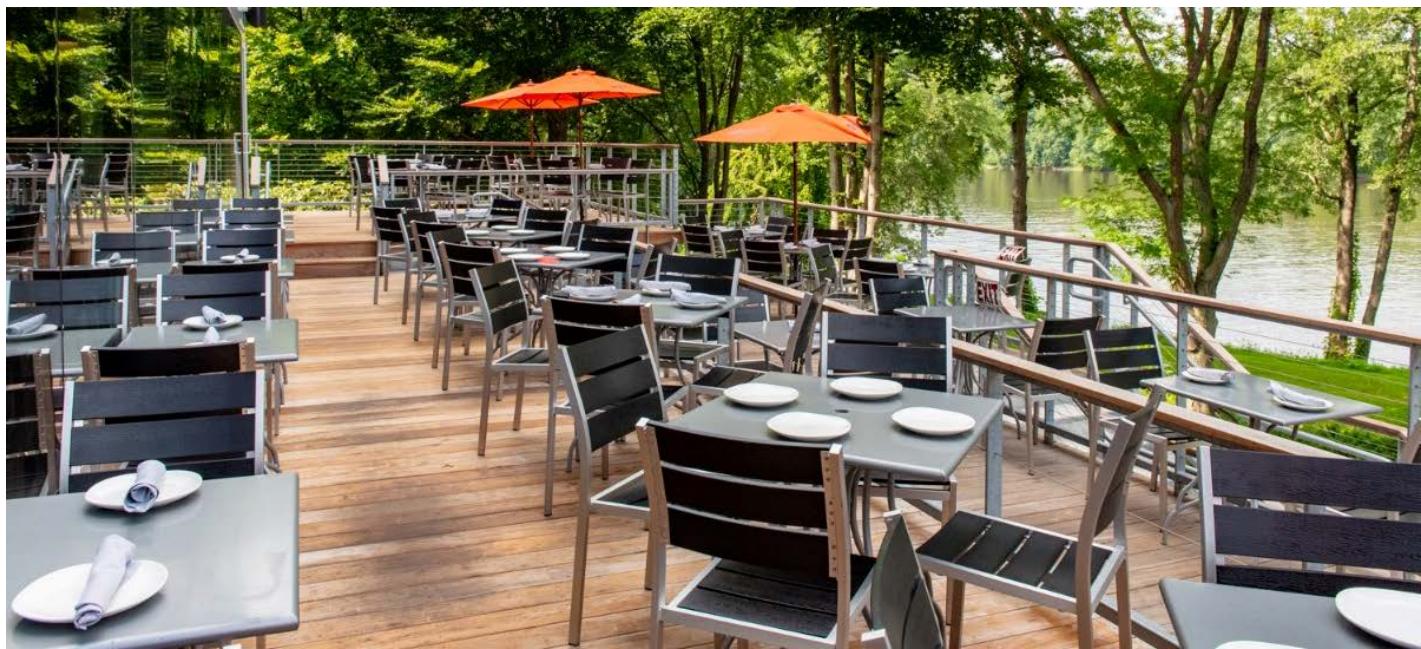


571 and 579 Church Hill Road are two remaining homes from when Trumbull was an industrial center. The white building in the foreground is the former Town Hall now used by the Chamber of Commerce and referred to as the Helen Plumb building. In the background, the brown house is currently vacant but can be restored and utilized by the community.

The old Town Hall, referred to as the Helen Plumb Building, sits next to a house that was possibly the stationmaster's house when the train ran through Trumbull Center Corridor. Past plans to redevelop the property were not compatible with the neighborhood. Continued discussion between the property owner, the Town of Trumbull, and the community, can ensure that this property has a future in Trumbull Center Corridor. The site could become a trailhead, community historical museum, or artist residence.

4. Additional Gathering Spaces



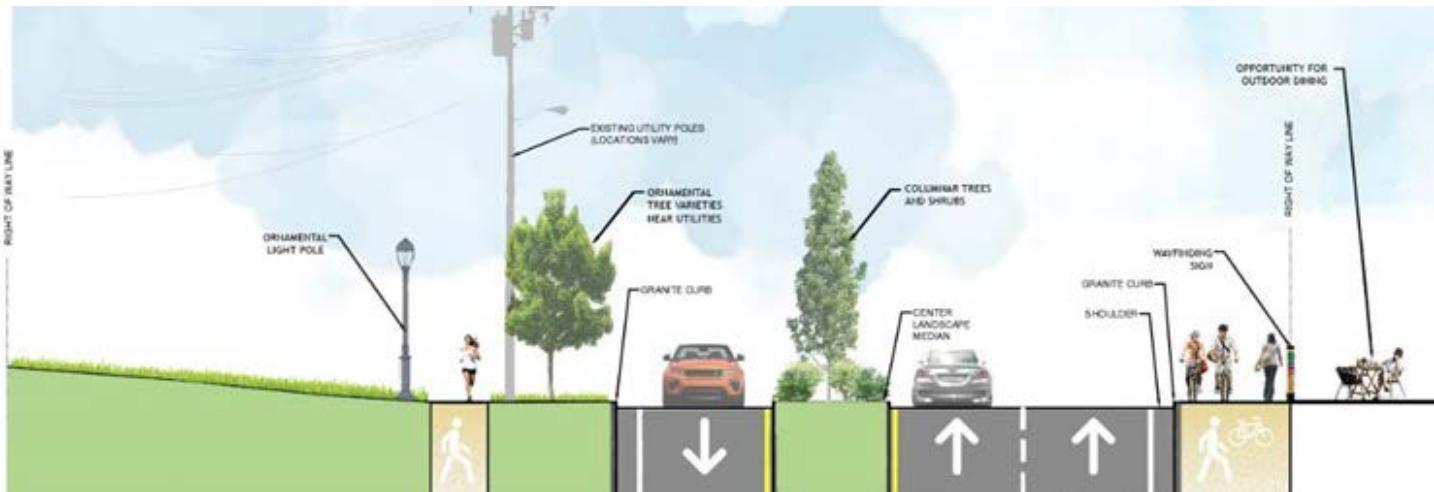


Examples of streamside and riverside outdoor dining in Connecticut and elsewhere.

Additional privately owned public spaces may be added as a zoning requirement for future development in the Trumbull Center Corridor. This would allow for gathering spaces to be added along with new development as Trumbull Center Corridor grows and develops. Publicly accessible gathering spaces along the Pequonnock River associated with restaurants, new apartment units, and entertainment venues would be desirable attractions to Trumbull Center Corridor.

D. Amenities, Materials, and Landscape Recommendations

The partial road diet, traffic calming, and intersection improvements will reduce congestion and improve safety within Trumbull Center Corridor. Gateways will define the limits of the retail center, and placemaking will draw people into Trumbull Center Corridor. The materials, ornamental lights, site amenities, and plant material selected will define the character and unify Trumbull Center Corridor.



An example section along White Plains Road illustrates proposed roadway changes and recommended streetscape features.

1. Materials and Hardscape Pallet



Brick, wood, clay pavers, and natural stone



Paving materials for the public and private walks and plazas could be brick, granite, or gray concrete pavers.

A repeated set of materials and furnishings will strengthen the identity and character of the Trumbull Center Corridor. Trumbull Center Corridor is currently dominated by brick buildings of various time periods but is surrounded by forests, parks, and historic stone walls. Property owners indicated that current development trends feature clean lines and contemporary styles. Blending the historic and contemporary is key for the future of Trumbull Center Corridor. A pallet of natural materials such as wood and stone and brown and grey tones will complement the existing materials and reference the surrounding parks and Pequonnock River Trail. The stone walls seen in Twin Brooks Park and at nearby residential properties can be brought into Trumbull Center Corridor as seat walls and signage walls at the gateway nodes. Private property owners may also use stone or gray concrete pavers within Trumbull Center Corridor.

2. Site Furnishings





Traditional black street furnishings inspired by historic ironwork or more contemporary styles in bronze and wood are both options for Trumbull Center Corridor.

A family of site furnishings should include bicycle racks, benches, pedestrian-scale lights, bus shelters, and wayfinding signs. Pedestrian scale streetlights along the length of Trumbull Center Corridor create repetition and draw the eye down towards the street level and away from the utility lines above. The pedestrian-scale lights can reflect the area's historic character with post-top lights inspired by the historic gas lamp, similar to the style currently found within the Trumbull Center Corridor. Post-top style lights with less ornamentation will pair well with any contemporary style future development. Dark bronze is an alternative color to the traditional black furnishings and would draw on the Trumbull Center Corridor natural surroundings. These elements will unify the Trumbull Center Corridor, and recommended site furnishings may be part of a Trumbull Center Corridor Overlay Zone.



Ornamental street lights selected for the right-of-way may be a more historical style, while those on private properties may vary in color or style as long as they complement the appearance of those on the street.

3. Plant Materials

Trees and planted center medians are an important addition to creating an inviting environment in Trumbull Center Corridor and tying it to the surrounding Pequonnock River landscape. Choosing native plants is essential to supporting the surrounding river ecosystem as any seeds washed into the Pequonnock River will be spread into parks and riverbanks throughout the river valley.

Native plants have been adapted to the local conditions and are essential food sources and habitats for bird and wildlife populations. Non-native trees and plants suited to streetscape conditions may also be used if the species do not spread into native habitats.



Shade trees such as Pin Oak, Red Maple, Chinese Elm, or Japanese Zelkova are large trees ideal for shading the sidewalk and enclosing the street for a welcoming atmosphere. As the trees grow and shade the sidewalk, the lower branches can be pruned to ensure that the businesses behind them remain visible.



Ornamental tree species such as Flowering Dogwood, Eastern Redbud, and Serviceberry are more petite and will soften the view without interfering with utility lines or taller signage. They will not offer as much shade or enclose the street and sidewalk but typically provide seasonal interest, such as spring or summer flowers.



Columnar tree species will be utilized in the center medians or other tight locations.

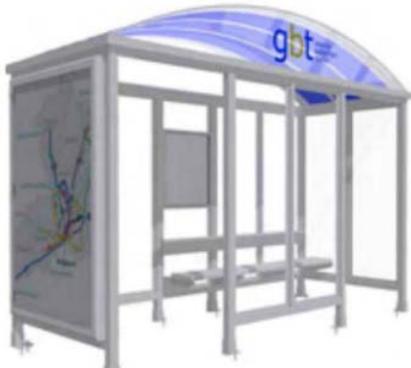


The landscape medians proposed for White Plains Road may have various planting styles. Low maintenance and versatile plant material shall be selected to ensure maintenance requirements are reduced to spring and fall after the first few years of plant establishment. Dense planting is essential to ensure desirable plants outcompete undesirable weeds without the need for a sizeable seasonal mulch budget.

Landscape medians provide traffic calming benefits by dividing the roadway and making the street feel narrow. This leads to an overall decrease in driving speeds and provides the benefit of additional green spaces and snow storage and stormwater management opportunities. Plants that are drought tolerant, require lower maintenance, and offer seasonal interest should be selected for median plantings. This includes ornamental grasses, perennials such as Butterfly Flower, Rudbeckia, Purple Coneflower, evergreen shrubs such as Juniper and Inkberry, or low-growing groundcovers such as Gro-Low Fragrant Sumac.

E. Multi-Modal Connections

1. Bus Infrastructure



Improving the bus riding experience should be a priority in the Trumbull Center Corridor redesign. Anyone without access to a vehicle, including teens, college students, the elderly, and young professionals, should have a safe and viable transportation option. Elements such as traditional bus shelters or designated seating for people to wait comfortably for the bus will make the journey to and from Trumbull Center Corridor a more enjoyable experience. Bus stops should be welcoming spaces adjacent to gathering spaces or frequently visited locations. They should be easily accessible to people of all ages and abilities.

Left, Trumbull Center Corridor may utilize a standard GBT style bus shelter or select a custom shelter to match the style of the selected site furnishings.

2. Pequonnock River Trail

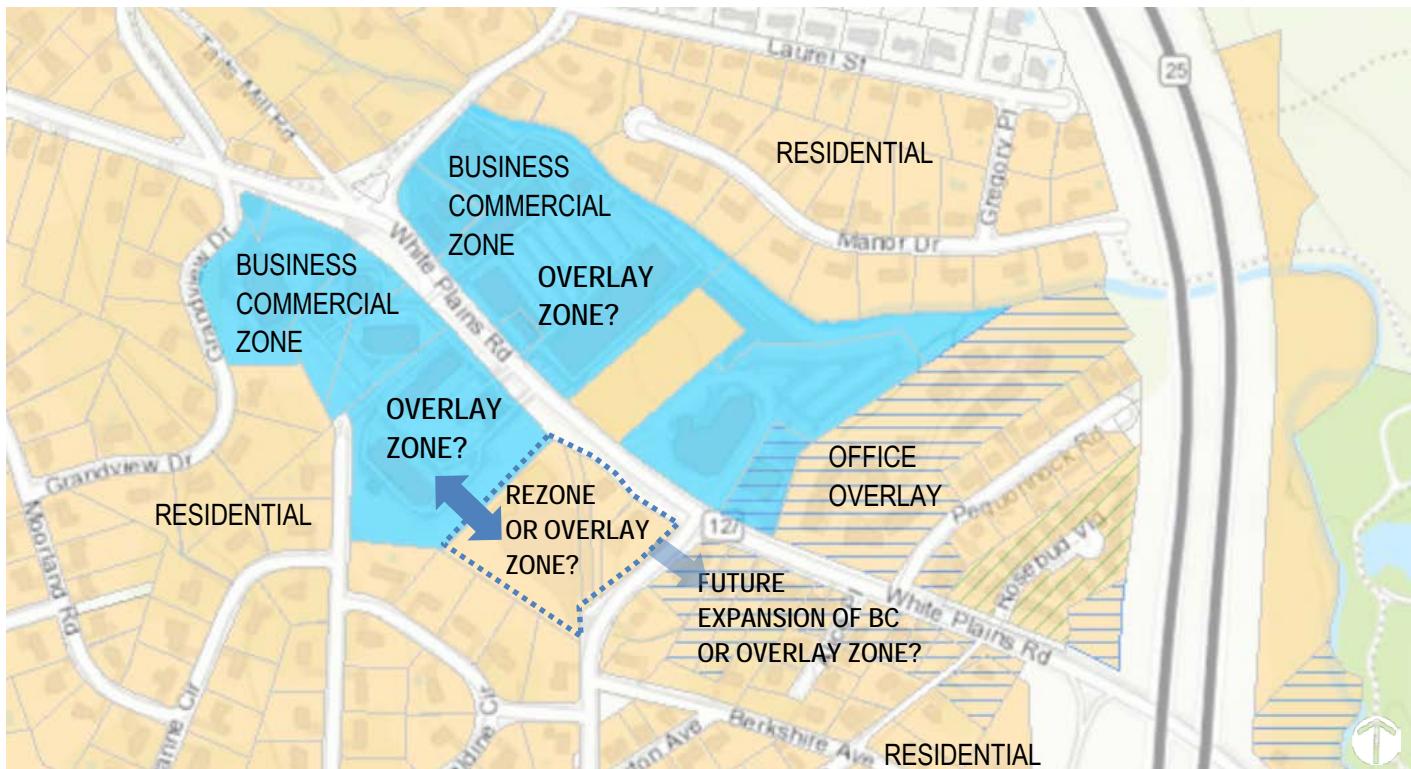


Wayfinding sign examples. A complete family of wayfinding signage should be designed with a sign manufacturer representative during the next phase of design.

Additional wayfinding signage and a designated 10-foot-wide multi-use trail connection through the Trumbull Center Corridor will encourage residents to use the Pequonnock River Trail to access Trumbull Center Corridor, making it a destination for those traveling longer distances on the regional trail, and encourage visitors to Trumbull Center Corridor to explore the trail. The proposed 8' wide concrete multi-use path with a 2' shoulder and a family of wayfinding signage will strengthen the visibility of the trail and the safety for trail users passing through Trumbull Center Corridor. Informational signs can also share the history of the Housatonic Railroad that

inspired the Pequonnock River Trail. In future design phases, a family of similar wayfinding signage at trail parking areas, gathering spaces, and parks can be developed.

F. Zoning Recommendations



Areas to consider for zoning changes in Trumbull Center Corridor, including a possible Trumbull Center Corridor Overlay or Planned Development District.

The core of Trumbull Center Corridor includes a mix of retail shops, restaurants, and services, all compliant with the current business commercial zone. The future vision is to have a safe, vibrant, and cohesive Trumbull Center Corridor between Tait's Road and Reservoir Avenue. Creating a defined Trumbull Center Corridor that meets this vision requires zoning changes that will guide future development and shape the area's character. The following zoning recommendations are consistent with and supported by the 2014 Plan of Conservation and Development.

Trumbull Center Corridor Zoning Recommendations

- Mixed-use buildings
- Shared parking/driveways
- Interconnection of properties
- Reduce buildings setbacks
- Increased density within Trumbull Center Corridor
- Public/open space requirements based on the development scale
- Efficiency/Studio, One, or Two Bedroom Residential on Upper Floors
- Possible expansion of BC zone or overlay to Church Properties
- Possible phased expansion of BC zone or overlay across Reservoir Avenue as retail demand grows

The long-term vacancy of the retail anchor in Trumbull Center Corridor, formerly Porricelli's Market, is evidence of a changing retail environment. Further evaluation is required to assess the potential for residential apartments within the Trumbull Center Corridor Plazas but accommodating mix-use development will help meet the demand of new retail trends and match the community's desire for a more walkable and bike-friendly Trumbull Center Corridor. A more flexible mixed-use zone, such as at Long Hill Green, can facilitate the conversion of existing vacancies into residential use and bring vibrancy to the Trumbull Center Corridor. The viability of future infill development may improve if residential can be provided in the upper stories. Residential apartments are essential to ensuring that young professionals that work in the schools and businesses in Trumbull and those in later stages of life looking to downsize, have options for living within Trumbull that provides easy access to stores, businesses, and recreation.

Zoning changes to Trumbull Center Corridor should allow for shared parking across property lines and uses to promote a greater density of development and programmed open space and reduce the land devoted to parking. Parking should not be permitted in front yards and should be screened by berms, walls, or plantings if located in front of buildings to ensure that people and businesses are the focus, rather than vehicles. Alternatives for parking between the street and building entrances could include parking within the interior or rear of buildings or a parking garage fronted by businesses and residential use.

Conversations with stakeholders revealed that allowing the partial redevelopment of parcels owned by Trumbull Congregational Church at the corner of White Plains Road and Reservoir Avenue would help solidify the future of this historic Church and support the vision for an active and vibrant Trumbull Center Corridor. The potential to activate these parcels at the southern gateway to Trumbull Center Corridor warrants considering an extension of the BC zone to include the Church properties or include these parcels in a new Trumbull Center Corridor Overlay Zone to allow for a planned redevelopment of the properties.

The interconnectivity of the Trumbull Center Corridor properties should be encouraged by zoning for vehicles and pedestrians. Promoting walkability between uses can help minimize vehicular traffic on Route 127 and allow for one-stop parking, shopping, and patronization of Trumbull Center Corridor.

The properties on White Plains Road south of Reservoir Avenue are currently residential with an office overlay and act as a transitional area between the BC zone and the residential properties. The properties immediately on the corner could be considered for zoning changes to encourage the development of new small-scale commercial or office uses closer to the right-of-way. This would allow for an extension of retail and commercial areas and provide an anchor to the southern gateway of the Trumbull Center Corridor. The change will require establishing adequate rear and side setbacks on the properties or an office overlay buffer between the residential properties. Over time as commercial vacancies within Trumbull Center Corridor decrease, the BC zone or Trumbull Center Corridor Overlay Zone can be expanded to provide additional retail opportunities. This will require careful planning and phasing to ensure a dense and vibrant corridor is maintained before allowing for its expansion.

The road diet and traffic calming recommendations and the zoning considerations noted above will result in the interconnectivity of the two sides of Route 127 and provide an overall more walkable and bike-friendly Trumbull Center Corridor with an inviting atmosphere to live, work, or play.

Corridor Concept and Opinion of Probable Cost

A. Trumbull Center Corridor Concept Plan



The Trumbull Center Corridor Conceptual Improvements Plan can be constructed in the phases shown above and outlined in the Opinion of Probable Cost. See Appendix A for a full-size plan.

B. Trumbull Center Corridor Opinion of Probable Cost

The recommended improvements to Trumbull Center Corridor can be constructed in phases to allow for various funding options. The overall road reconstruction and sidewalk improvements will be best implemented in one phase. The ornamental streetlights, street trees, and brick sidewalk on the south side of White Plains Road could be constructed after the roadway if funding sources require additional phasing beyond what is outlined on the following page. This opinion of probable cost focuses on improvements within the public right-of-way but includes modifications, such as the proposed Central Green, that would require a public and private partnership.

Phase	Description	Opinion of Probable Cost	
A	Traffic Signal Relocation	Removal of the middle traffic signal in Trumbull Center Corridor from the current intersection of the plaza entrances with White Plains Road. Install a new traffic signal at the more centralized plaza entrances further south to reduce congestion and improve traffic flow.	\$810,600
B	Traffic Signal Modifications	Modifications to two existing traffic signals on White Plains Road (Rt. 127) to improve safety and traffic flow. One signal located at the Daniel's Farm Road intersection and the other signal is located at the Reservoir Avenue Intersection.	\$203,000
C	Central Green	Brick pathways, seating walls, lawn, and plantings in conjunction with the proposed demolition of the building at 900 White Plains Road and new development proposed for the plaza. This estimate does not include building demolition and repaving of the parking lot.	\$316,400
D	Streetscape and Partial Road Diet Improvements	Reconstructing the roadway and sidewalks with a 10' concrete multi-use path, brick sidewalks, center medians, street trees, bus shelters, and ornamental lights.	\$6,231,400
E	Northern Gateway	Two stone gateway walls with Trumbull Center Corridor signage, sign lighting, & shrub plantings.	\$131,600
F	Southern Gateway	Two stone gateway walls with Trumbull Center Corridor signage, sign lighting, & shrub plantings.	\$131,600
G	Pocket Park	Additional trees, ornamental lights, a brick plaza space, and a seat wall. This phase should follow the realignment of Tait's Mill Road in phase C.	\$156,800

C. Related Construction Projects

- Town of Trumbull – Multi-Use Trail Connection to Park & Ride
 - The Town of Trumbull is securing funding for an 8' wide path connection between the Park Street Park and Ride lot and the existing Pequonnock River Trail to provide additional parking options.
- DOT Daniel's Farm Road & White Plains Road Intersection – Short-Term/Non-Construction Improvements
 - Minor timing changes to Daniel's Farm Road
- DOT Daniel's Farm Road & White Plains Road Intersection – Potential Long-Term Improvements
 - DOT plans to investigate the possibility of signal replacement and restriping for head-to-head left-turn lanes at Daniel's Farm Road and White Plains Road intersection.
- Private Development – Future Mixed-Use Development in Trumbull Center Corridor Plaza
 - Future mixed-use development in Trumbull Center Corridor Plaza offers the potential to partner with the Town of Trumbull on creating a public/private Central Green.
- DOT White Plains Road (Rt. 127) – Road Diet and Traffic Calming Study South of Trumbull Center Corridor
 - DOT is studying the feasibility of a road diet to the south of Reservoir Avenue, which would tie into the improvements recommended in this Trumbull Center Corridor Concept.

D. Funding Opportunities

The Town of Trumbull is currently securing grant funding to construct an 8' wide trail connection from the Park and Ride on Park Street to the Pequonnock River Trail and is already looking at grants to achieve funding for portions of the Trumbull Center Corridor Concept. Once adopted by the Town, funding is required to develop each phase from concept drawings into construction drawings, then achieve the permits required, and carry out the construction. There are many options for Federal and State funding that can be applied for in the near future as well as Town level funding support.

Federal	State Agencies	Town
<ul style="list-style-type: none">• IIJA• CMAQ• LRARP• STP-Urban• Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)	<ul style="list-style-type: none">• CCGP• LOTCIP• DECD• TOD• Discretionary	<ul style="list-style-type: none">• Capital Improvements• Bonding• Developers/PPP

Appendix

- A. Trumbull Center Corridor Conceptual Improvements Plan
- B. Public Meeting Flyer
- C. Public Presentation Slides, June 23, 2021
- D. Written Responses to Questions Received During the Public Meeting and Presentation, June 2021
- E. Public Presentation Slides, December 2, 2021



TRUMBULL CENTER CORRIDOR CONCEPTUAL IMPROVEMENTS PLAN

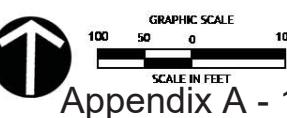
WHITE PLAINS ROAD FROM TAIT ROAD TO RESERVOIR AVENUE

PREPARED FOR THE TOWN OF TRUMBULL, CONNECTICUT BY FREEMAN COMPANIES & VHB ENGINEERING

JANUARY 2022



FREEMAN
COMPANIES



The Town of Trumbull

Invites all businesses, employees, and interested residents to a

Trumbull Center Corridor Community Meeting



This planning process includes a review of existing conditions to inform a long-term vision for business vitality, multimodal transportation, and quality of life for the Trumbull Center Corridor along White Plains Road from Tait Road to Reservoir Avenue. **This community workshop is the best time for you to engage and share your thoughts** on the aesthetics, accessibility, traffic flow, and character of the streetscape.

Wednesday, June 23, 2021

@ 7:00 PM

Zoom Meeting Access

<https://qrgo.page.link/nLiLe>

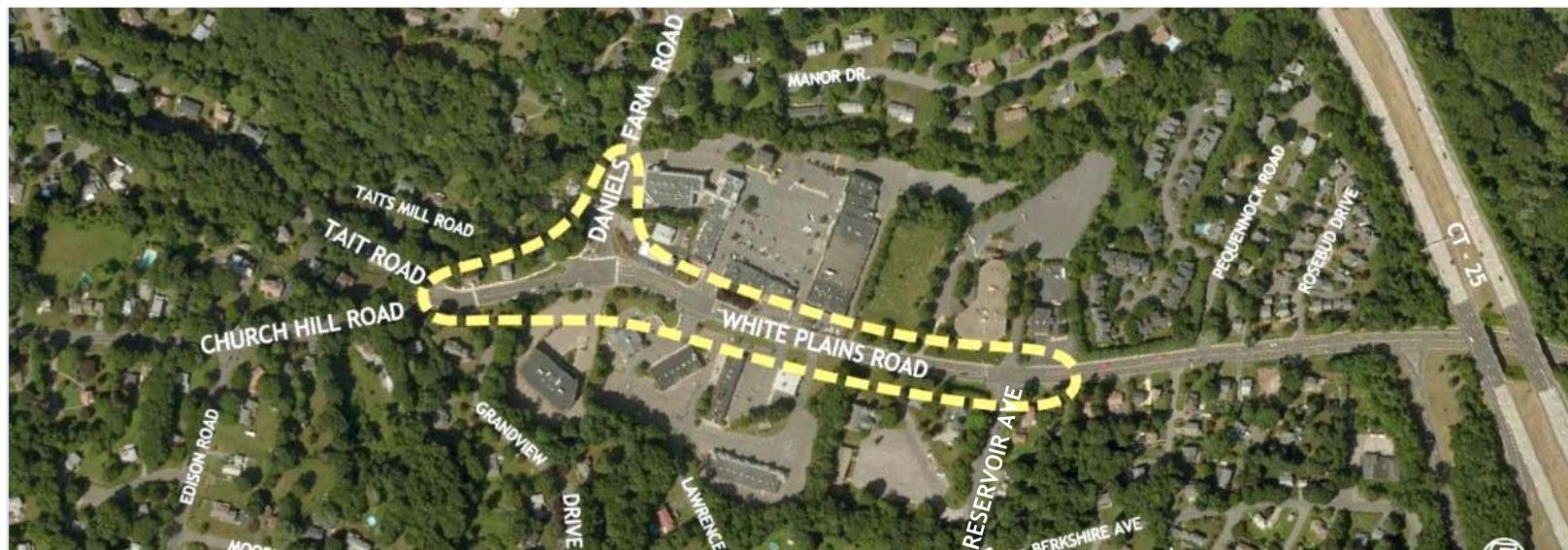




TRUMBULL CENTER CORRIDOR

COMMUNITY MEETING AND PRESENTATION

Wednesday, June 23, 2021 at 7:00 PM



Zoom Format



Zoom Etiquette – Members of the public will remain muted until called on during the Q&A segment.



How to Submit Questions



How to raise your hand

TRUMBULL CENTER CORRIDOR

FREEMAN
COMPANIES The logo for vhb, featuring the letters "vhb" in a stylized, italicized font with a teal and yellow swoosh graphic above the "v".

Tonight's Agenda



1. Introductions and Project Goals
2. Presentation by Freeman Companies & VHB
3. Questions and Answers
4. Next Steps and Closing Statement

TRUMBULL CENTER CORRIDOR

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TRUMBULL CENTER CORRIDOR

Introductions

Town of Trumbull

The First Selectman | Vicki Tesoro

Economic Development | Rina Bakalar

Town Planner | Robert Librandi

Design Team

Landscape Architect | Kate Montgomery

Transportation | Joe Balskus





Project Purpose & Goals

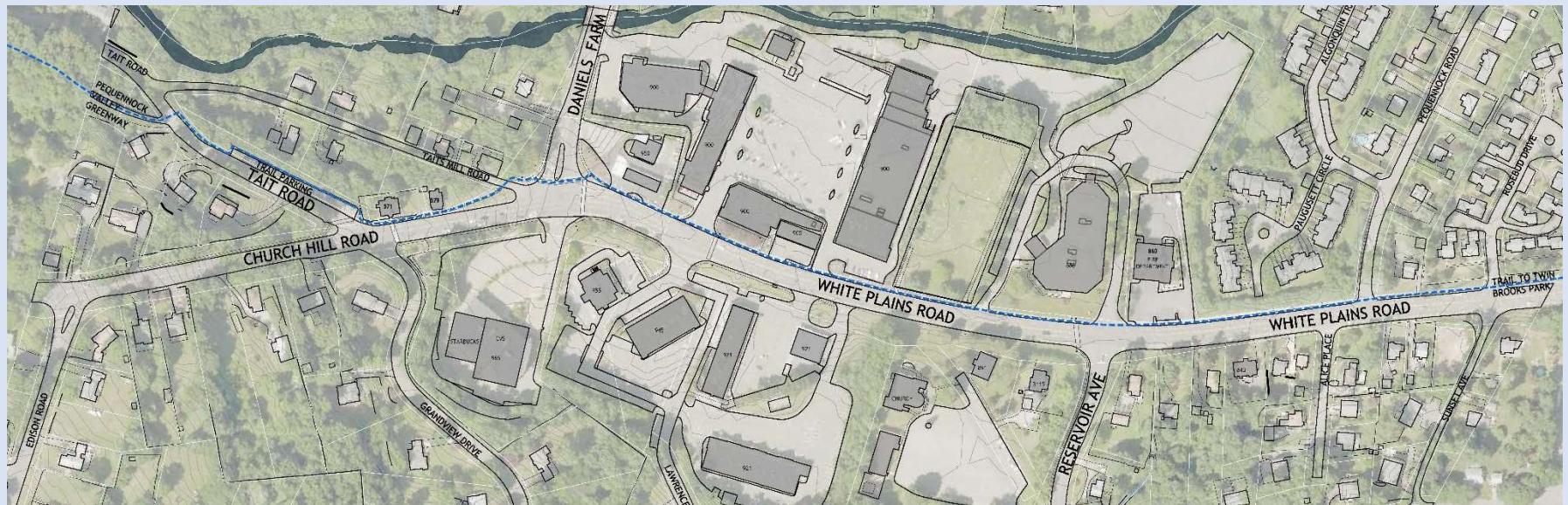
1. Improve Safety
2. Business vitality
3. Multimodal transportation
4. Quality of life: aesthetics, accessibility, traffic flow, and character of the corridor

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Existing Conditions – Town GIS Mapping



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Existing Conditions – Aerial Map



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Existing Conditions – Daniels Farm Road



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Existing Conditions – Site Driveways



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Existing Conditions – South End



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Concept Design Considerations

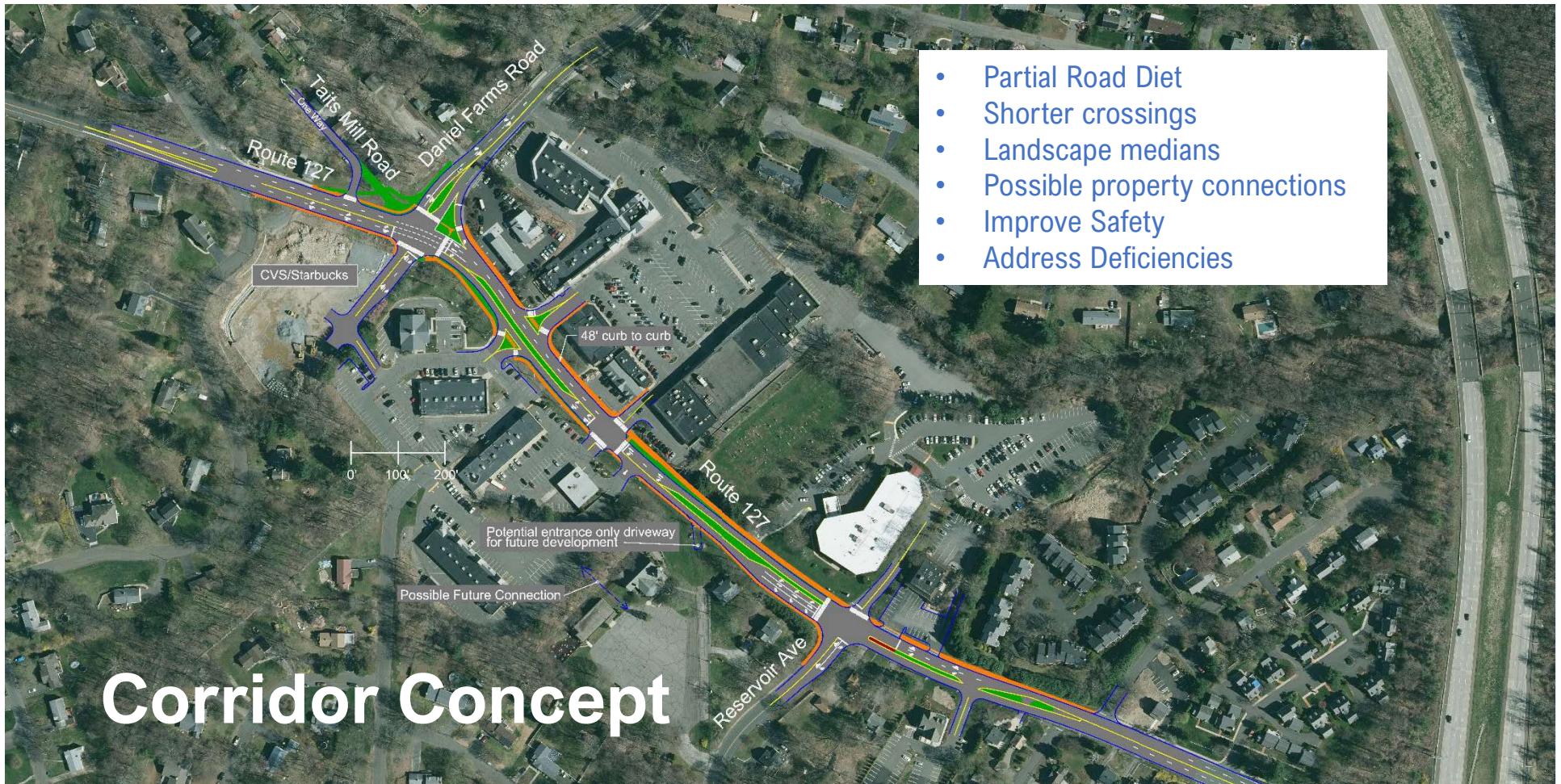
Challenges and Opportunities

- Safety - Priority
- Traffic Congestion
- State Road (Route 127)
- Pequonnock River Trail
- Topography
- Developer input
- Generous ROW on west side
- Limited ROW on east side
- Lack of street wall, road enclosure
- Overhead utilities
- Walkability
- Front yard parking
- Link/Connect: physically or visually
- Unify streetscape furnishings
- Enhance/activate the Gateways
- Wayfinding
- Existing and Future Land Uses

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Concept North

- Address Congested Intersection Operations
- Relocate Traffic Signal
- Road Diet
- Shorter crossings
- Landscape medians
- Recommended property connections
- Provide 10' Sidewalk along east side



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Concept South

- Road Diet
- Shorter crossings
- Landscape medians
- Possible property connections
- Provide 10' Sidewalk along east side



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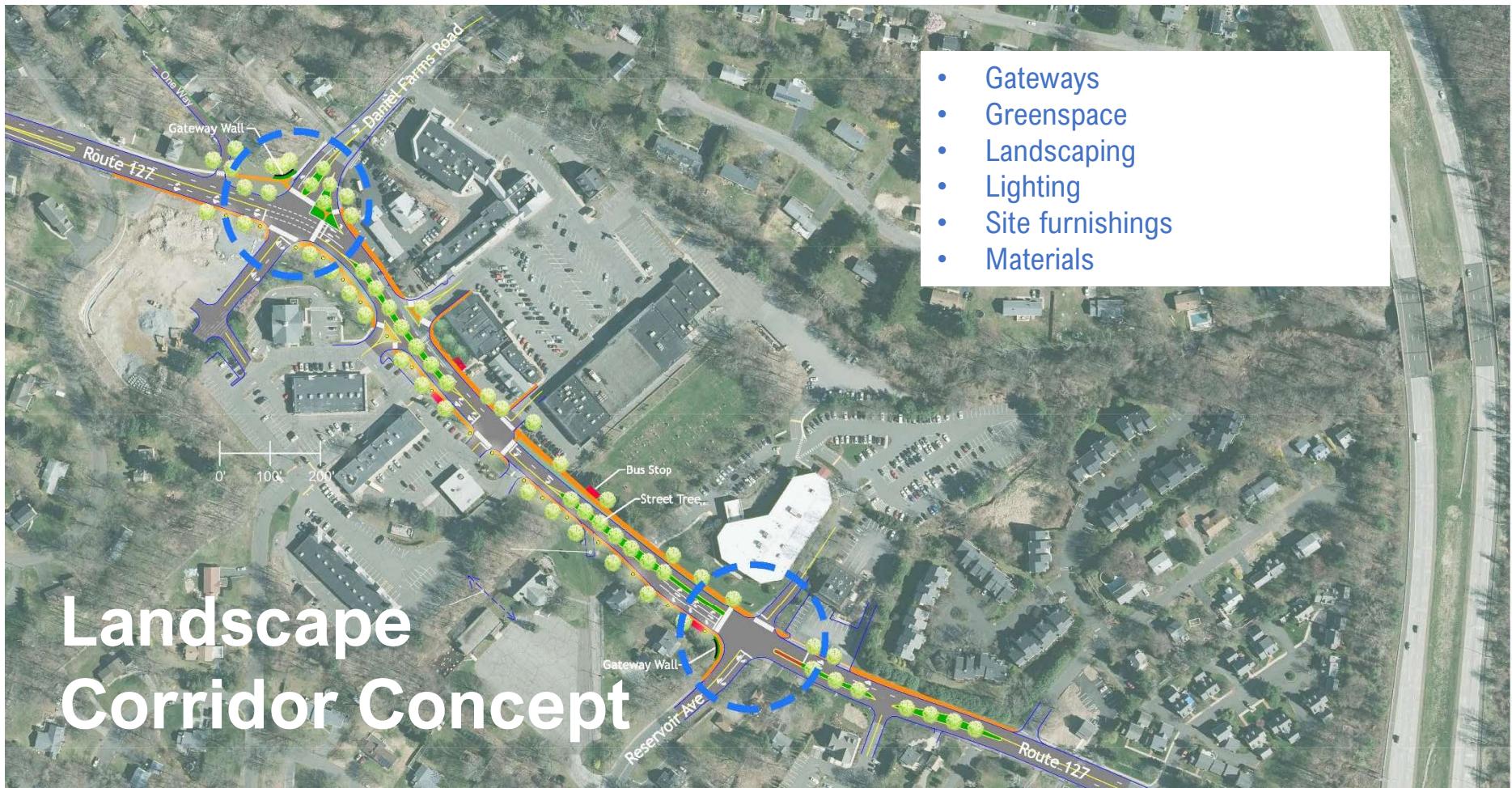
Corridor Traffic Analysis

- CVS/Starbucks Traffic Study and Pequonnock River Trail Traffic Study
- Combined Traffic Models
- Review Pre-Pandemic Traffic Volumes
- Developed Corridor Traffic Models
- Signalized Intersections Capacity Analyses
- With Concept Improvements – RESULTS Improved Operations!

		EXISTING			CONCEPT		
		LOS	Delay	v/c	LOS	Delay	v/c
White Plains Road at Daniels Farm Road	AM	E	61.0	1.11	D	40.3	0.94
	PM	F	177.5	1.30	D	42.9	0.90
White Plains Road at Shopping Center Drives	AM	A	7.1	0.59	B	15.2	0.81
	PM	A	6.8	0.55	B	12.9	0.73
White Plains Road at Reservoir Avenue	AM	F	109.7	1.01	C	28.4	0.96
	PM	C	33.2	0.90	C	25.2	0.88

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Landscape Corridor Concept

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Northern Gateway



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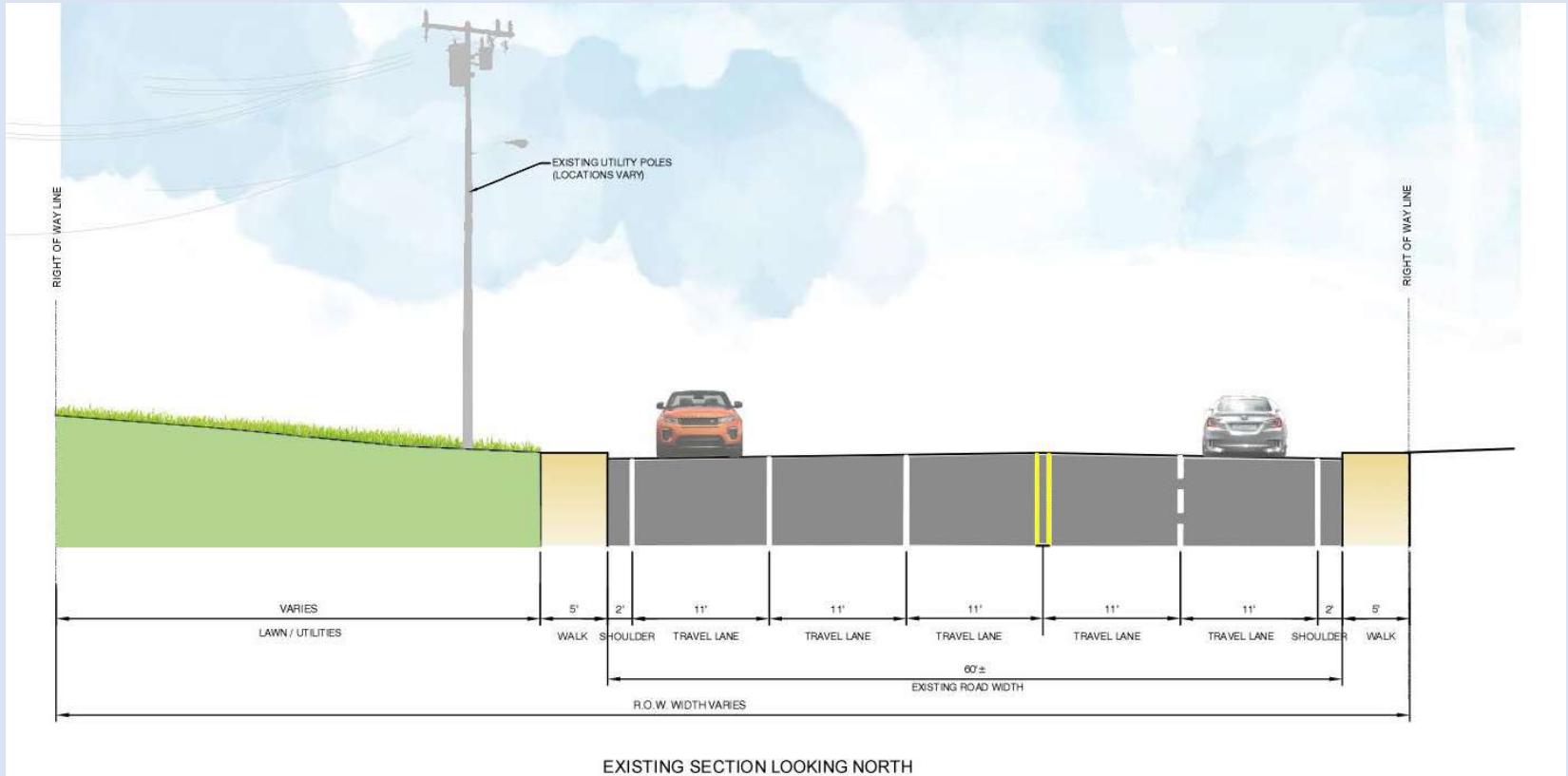
Southern Gateway



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Existing Conditions

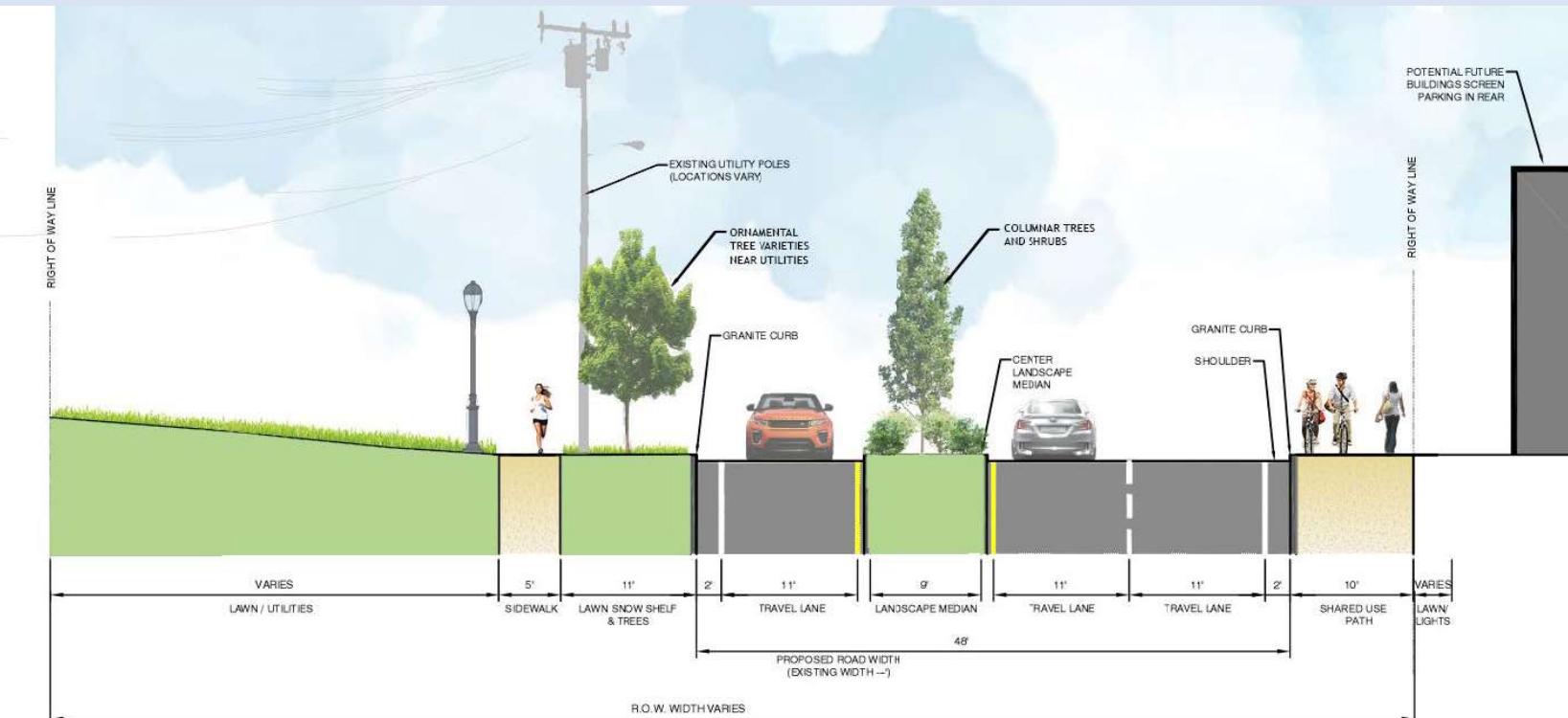


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Conceptual Design



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Materials and Furnishings



Bench



Trash



Bike Rack



Planted Median



Decorative Crosswalk



GBT Bus Shelter



Light



Pavers

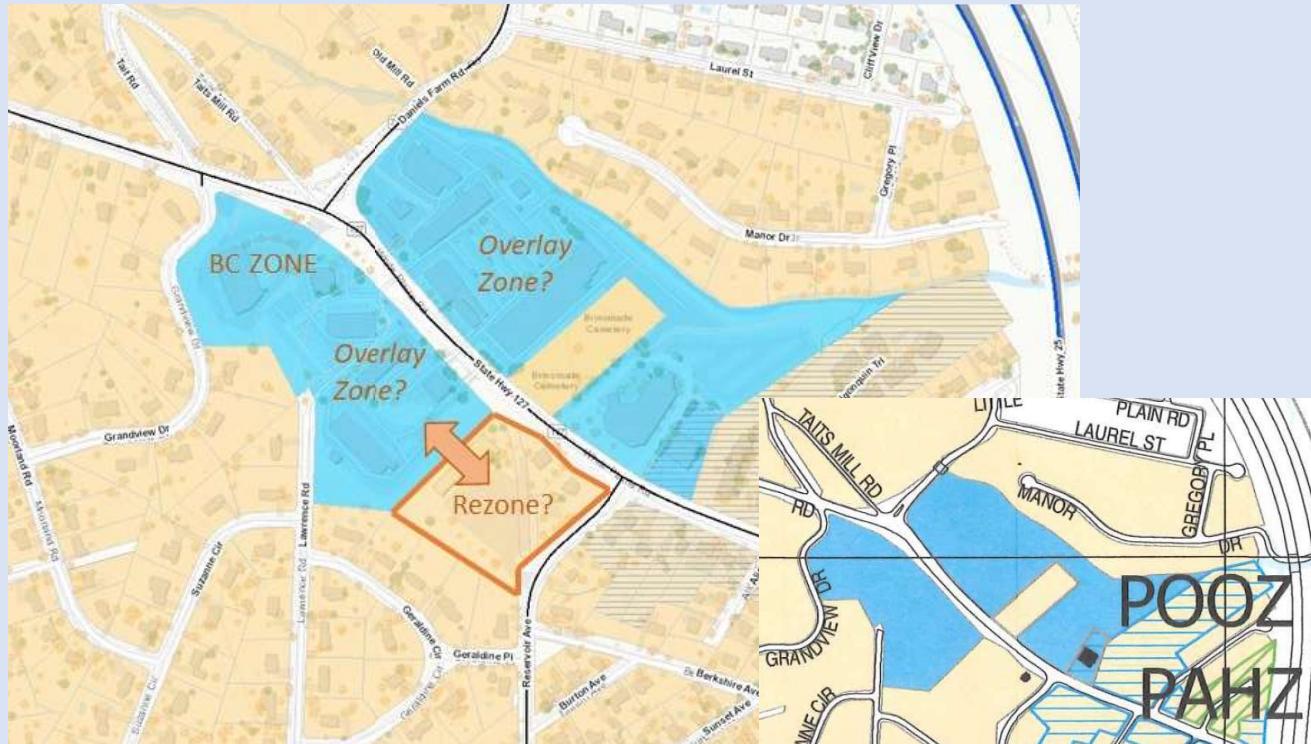


Stone Wall with Signage

TRUMBULL CENTER CORRIDOR

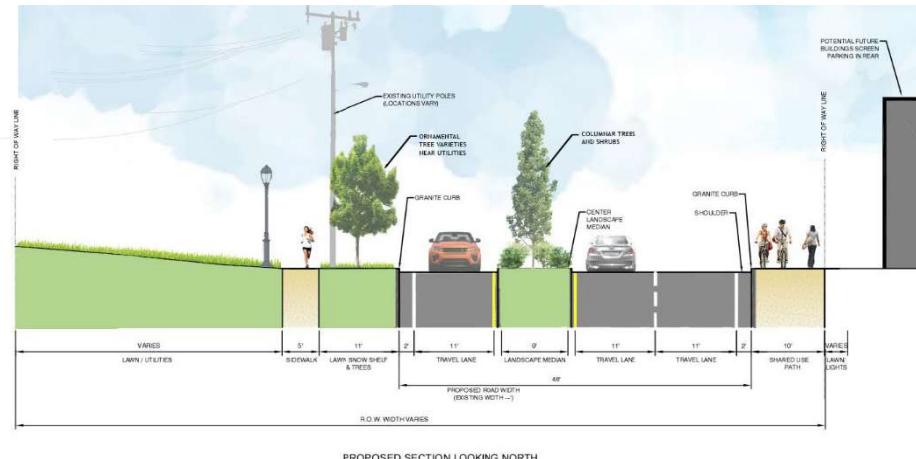
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Potential Trumbull Center Overlay Zone



TRUMBULL CENTER CORRIDOR

- Mixed-use buildings
- Shared parking
- Shared driveways
- Encourage pedestrian connections
- Bicycle parking
- Parking behind buildings
- Reduce buildings setbacks
- Landscape Requirements
- Uniform signage recommendations
- Green infrastructure
- B-C Zoning w/Overlays



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Next steps

- Trumbull Departmental Review
- Planning and Zoning Final Presentation Review and Approval
- CTDOT Review
- Identify Funding Opportunities
- Design and Construction

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Thank You for Attending

Additional comments can be sent to

Rob Librandi, Town Planner
5866 Main St.
Trumbull, CT 06611

rlibrandi@trumbull-ct.gov
203-452-5047



Appendix D

Written Responses to Questions Received During the Public Meeting and Presentation on Trumbull Center Corridor

Anonymous Attendee 07:22 PM

As you know, the homes along the Pequonnock River have been greatly impacted by flooding and the lack of drainage from the shopping center and away from the river. This also effects homes in Twin Brooks. Add to that the new homes being constructed on Daniels Farm Road with significant trees and brush removed which will most likely effect the flooding even more. What plans do you have as you look at this area of town to help mitigate flooding to homes? Up until now, homeowners along the river have received no support from the town whatsoever.

Response: Thank you for bringing up this concern. The evaluation of flooding and drainage was outside the scope of this project. The presented conceptual plan will likely have a positive in convert some previously paved area for impervious area. A proposed Trumbull Center Overlay Zoning District could require new development to add additional trees, green space, and potentially green infrastructure (bioswales, raingardens, etc.) to parking lots and landscape areas to slow water entering the creek or maintain more on site. Any new development is required to meet current stormwater regulations and ensure that there are no negative impacts to local drainage and water quality.

Cindy Penkoff 07:30 PM

How does reducing the number of lanes help with (congestion) that is already extremely heavy? The amount of traffic on this road is insane and you are giving them less space to exist.

Response: We proposed moving the traffic signal south so it is midway between Daniels Farm Road and Reservoir Avenue and revised timings allow us to reduce the lanes. This provides better management of traffic flow through the center.

Marshall Marcus 07:31 PM

To: J. Balskus Your idea of (right) only exits (into) White (Plains) Rd has (existed) and been a complete failure for decades. The driveway by Icharo is labeled right turn only and people turn left all day long holding up traffic. No police enforcement. The same exists for the driveway by the former TD Bank. These sign (regulated) right turn only driveways are a proven failure in Trumbull.

Response: The right turn in and right turn out will be physical islands and with a median island, there is no choice but to turn right into and out of the driveway.

Anonymous Attendee 07:37 PM

If executed, who would maintain the landscaping?

Response:

CTDOT will require a maintenance agreement with the Town for the median islands. CTDOT will not maintain landscaped islands. Additional discussion is required between the Town and community to determine the best solution for maintaining the landscape plantings added in the right of way. The maintenance of these areas will benefit the adjacent property owners, residents, and visitors to the corridor. Therefore, the landscape and maintenance of it will be a beneficial investment for the community. The landscape design should use long living, salt and drought tolerant plantings that will require very low maintenance once the trees and plants are established. A densely planted design typically covers the ground and is well established within 2-3 years. Minimal weeding and watering would be required if mulch is applied annually. See additional responses below.

Marshall Marcus 07:42 PM

To: Kate Montgomery The medians make plowing less (efficient) and more expensive. Also, grass cutting and greenway maintenance in season will cause lane closings and congestion and concentrated pollution. Who will be maintaining these medians and paying the bill? State or Town. Looks like a mill rate increase coming in Town has to maintain these spaces

Response:

Snow maintenance in a roadway with center medians will require town maintenance and will be planned and designed for. The addition of green space, trees, and ornamental plantings typically increases investment in the adjacent properties, increases property values, and provides environmental and human health benefits. Therefore, we anticipate that any maintenance costs will not be prohibitive to the project and can be planned for ahead of time.

We anticipate having a snow shelf (lawn or paved strip next between the walk and curb) as well as less travel lanes and a median between will allow for more space for snow storage and reduce the amount of snow that is pushed onto the sidewalks and bus stops when the roadway is plowed.

The Town rather than the State will likely have the responsibility of ensuring the maintenance of this corridor if center medians are provided. However, there are a number of possibilities for who will be doing the maintenance for the landscape if not carried out directly by the Town of Trumbull. One strategy is that mulch and materials are provided by the town but a local garden club or group of volunteers mulches in the spring, weeds 1 or 2 more times during the season, and cuts back herbaceous plant material in late fall. If heavily planted, the amount of maintenance required will decrease significantly by the third growing season and mulching will be minimal. The contractor is typically required to maintain the plantings for the first growing season but subcontractors that also do maintenance work could be hired to maintain the plantings for a longer period of time. Lawn often requires more maintenance than well-established landscape planting due to weekly mowing practices. Installing trees within the lawn areas will slightly reduce mowing areas and will be only require annual mulching and watering during periods of 1 or 2 weeks with no rain during their three years after planting. The contractor will typically maintain and water the trees during the first growing season.

The design will require further coordination with the Town, organization, or volunteers planning to maintain the plantings to determine their needs; such as a place to park a maintenance truck outside of the travel lanes, designated areas for mulch delivery, or water connection within the landscape medians if a water truck is not available. The days and times maintenance is scheduled will require planning and coordination with the Town to reduce the impacts to traffic.

Some trees shown on the concept are not within the right of way and it's recommended that property owners plant street trees where there is not enough right of way behind the sidewalk. These could also be a requirement of a potential Trumbull Center Overlay Zoning District. Property owners could also be encouraged or required to design shorter signage that would not conflict or be blocked by the tree canopy.

Marshall Marcus 07:47 PM

Re: Bus shelters...the current shelter sits un-shoveled and unplowed (for) days after each snowstorm. Who will be obligated to clear the proposed new shelters? Will a property owner want this headache?

Response: Bus shelters are typically provided and maintained by Greater Bridgeport Transit (GBT) but many towns and cities recognize that during very heavy snowfall, transit providers may take longer to clear these routes. Aside from increasing maintenance funding for transit organizations, other towns and cities across the northeast have tried creating an agreement with a property owner or local volunteers to clear out the bus stops when they are maintaining their own property or asked fire departments to assist with these while clearing snow away from fire hydrants nearby. Town maintained sidewalks require clear communication with the staff tasked with snow maintenance to ensure that the bus shelters and access between the sidewalk and the road are cleared for bus riders.

Cindy Penkoff 07:48 PM

And where is the funding coming from?

Response: The next stages after the public has weighed in on the conceptual design is to utilize the public support and concept drawings to obtain funding. There are many grant opportunities available for main streets, commercial corridors, safety improvements, or other categories that would apply to this project so that the Town will not have to cover the full cost of the design and construction phases. There are State and Federal programs available that the Town can pursue with a solid concept plan.

Christina 07:49 PM

Any plans to extending sidewalks up church hill to/around Edison rd?

Response: That area was just outside of the scope of this study and concept but a pedestrian connection from that neighborhood is an important consideration for creating a more walkable and vibrant corridor. Additional sidewalks could be included in the scope when looking for funding for this concept.

Michael Ganino 07:53 PM

has consideration been given to installing a traffic light where Edison and White Plains Rd? Would significantly reduce downhill traffic speed .

Has consideration been given to traffic flow at the intersection of Middlebrook and White Plains Road.

Response: The project scope of work did not extend to Edison Road nor Middlebrook Road. The Town can request CTDOT to review the operations at these intersections through the Local Traffic Authority (LTA).

Brian 07:53 PM

In addition to updating the roadways/walkways, is there any plan to update the existing older storefronts/buildings to something more aesthetically pleasing to match the new corridor? Would we try to bring in additional restaurants, markets, shops to create a sort of promenade area?

Response: One of the goals of studying the Trumbull Center Corridor is to invest in the right of way where the Town has design control so that it will spur additional development and investment in the adjacent properties. A new streetscape project with additional green space, cohesive materials, and site furnishings will help to delineate and highlight the Trumbull Center Corridor and attract new businesses and development.

Stace 07:54 PM

What is the plan for the Por(ri)celli's shopping center

Response: The Town and property owner have not found another grocery store to occupy the space due to the size of the space and the proximity to several large grocery chains. The Town is anticipating a site plan submission for an additional mixed-use building in the rear of the parcel but the project plans are not yet available. The Town and design team anticipate that investment in the corridor will draw additional tenants to the vacancies in this storefront and others nearby.

Anonymous Attendee 07:55 PM

What is the time frame for this work?

Response: The time frame for the next project phases will depend on securing funding to develop the conceptual level design into construction documents and complete construction. It can take a few years for a large-scale streetscape project to enter the construction phase due to the amount of coordination and design that is still required.

Anonymous Attendee 07:59 PM

Is the sight distance looking across between the driveway and Daniel's Farm addressed? It's hard to see oncoming traffic. Regrading or split phasing perhaps?

Response: Good question. The horizontal curve through the intersection coming southbound on White Plains Road results in a "superelevated" curve, which accommodates higher speed traffic flow, like a race track. That combined with the uphill gradient of Daniels Farm Road, results in the noted sight distance restriction. This condition is remedied with the proposed traffic operations for the concept plan with a "split phase" traffic operation for Daniels Farm Road and the CVS/Starbucks driveway. Essentially, they are proposed to be operated on separate phases so they are not going together. Therefore, oncoming traffic is no longer proposed to be oncoming during either phase.

Anonymous Attendee 08:02 PM

What is the timeline for this project?

Response: Please see response above to Anonymous Attendee 07:55 PM.

Michael Ganino 08:02 PM

traffic problems on White Plains @ Edison as well

Middlebrook @ white Plains

Response: As noted earlier, the Town can ask CTDOT through the LTA to investigate these locations.

Tony and Rose Marie D'Aquila 08:04 PM

Have you considered improving the intersection of Tait Road and Church Hill Road. This intersection introduces a (challenge) for School Buses exiting Tait Road making a right turn to north bound on Church Hill Road.

Response: We have not considered that intersection reconfiguration because it is beyond the scope of the project and it is already located opposite Grandview Drive. In order to realign Tait Road, you will also need to realign Grandview Drive.

Tony and Rose Marie D'Aquila 08:12 PM

Can you consider addressing the need to improving the area adjacent to the Pequonnock River in the vicinity of the current shopping center to make it as a destination and a focal point for the public to gather.

Response: A previous proposal for the Pequonnock Valley Greenway connected the trail along the river through this corridor but required extensive collaboration and agreement from property owners. Ultimately, the trail was continued along the roadway instead and the areas along the river remain privately owned and were therefor not considered as part of this project scope.

Cindy Penkoff 08:13 PM

One of the major problems in this area, as with many others, is right turn on red. Too many people are not capable of understanding that this requires a complete stop causing dangerous situations. Are you considering removing the right turn on red for these intersections?

Response: We have not reviewed the No Turn On Red (NTOR) operations at the intersections. It can be reviewed by CTDOT through the LTA process.

Max 07:55 PM

Will anything in this plan help alleviate the line of sight problem when making a left turn leaving Starbucks? It's difficult to see oncoming traffic coming from DFR due to the down hill part of the intersection.

Response: Yes, see response above regarding the proposed separation of traffic signal phases under the concept plan for improved traffic operations.

Insignificant Trumbullite 07:55 PM

Will any effort be made to mitigate the bottleneck at the intersection of White Plains Road and Daniels Farm Road to better control traffic going to and from the high school?

Response: Yes, the concept proposes several operational improvements at the intersection and in the corridor to reduce speeds, improve safety and address congested operations.

Anonymous Attendee 07:56 PM

Could you further discuss how the channelized right turn will affect pedestrian safety at the crossing?

Response: The channelized right turn would allow for maintaining a wider radius for truck or bus turns without adding excess pavement to the intersection. The lane will still be a signalized lane allow for pedestrian crossing. Creating a two-step crossing for pedestrians shortens the amount of time they are in the crosswalk and exposed to vehicle traffic. It also prevents pedestrians from having to look both ways to check for oncoming traffic. This will also require a shorter wait time for vehicles waiting for pedestrian to cross and the clearly marked crosswalk and narrow vehicle lane will make pedestrians more visible to drivers planning to turn right on red.

Cindy Penkoff 08:02 PM

What cooperation are you getting from the owners of the downtown property and are they more inclined to upgrade their property and tenants, legitimately.

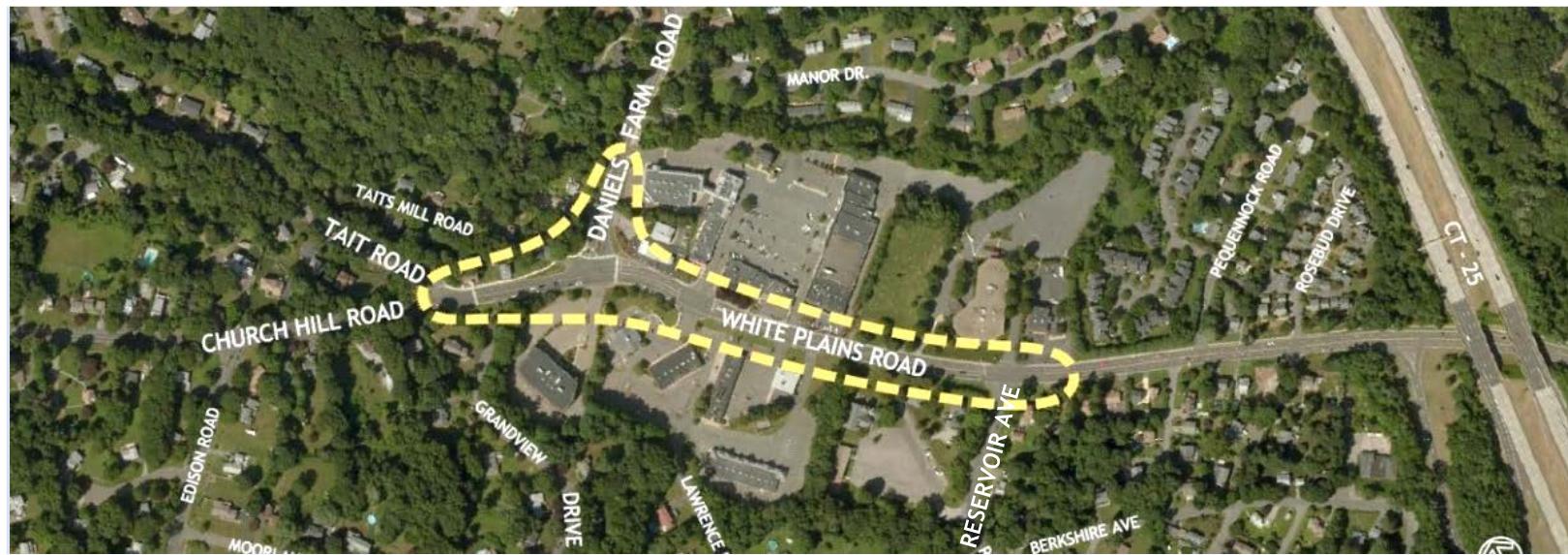
Response: Property owners typically benefit from improvements within the right of way adjacent to their property. The property owners that the design team met with during this process were open to working with the Town on improving the area and filling building vacancies. The design team was not aware of any specific zoning violations in the area.



TRUMBULL CENTER CORRIDOR

COMMUNITY MEETING AND PRESENTATION

Thursday, December 2, 2021 at 7:00 PM



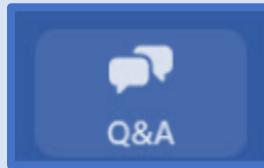
FREEMAN
COMPANIES



Zoom Format



Zoom Etiquette – Members of the public will remain muted until called on during the Q&A segment.



How to Submit Questions



How to raise your hand

Tonight's Agenda



1. Introductions and Project Goals
2. Presentation by Freeman Companies & VHB
3. Questions and Answers
4. Next Steps and Closing Statement



TRUMBULL CENTER CORRIDOR

Introductions

Town of Trumbull

The First Selectman | Vicki Tesoro

Economic Development | Rina Bakalar

Town Planner | Robert Librandi

Design Team

Landscape Architect | Joe McDonnell

Landscape Architect | Kate Montgomery

Transportation | Joe Balskus



Project Purpose & Goals

1. Improve Safety
2. Business vitality
3. Multimodal transportation Connections
4. Quality of life: aesthetics, accessibility, traffic flow, and character of the corridor

TRUMBULL CENTER CORRIDOR



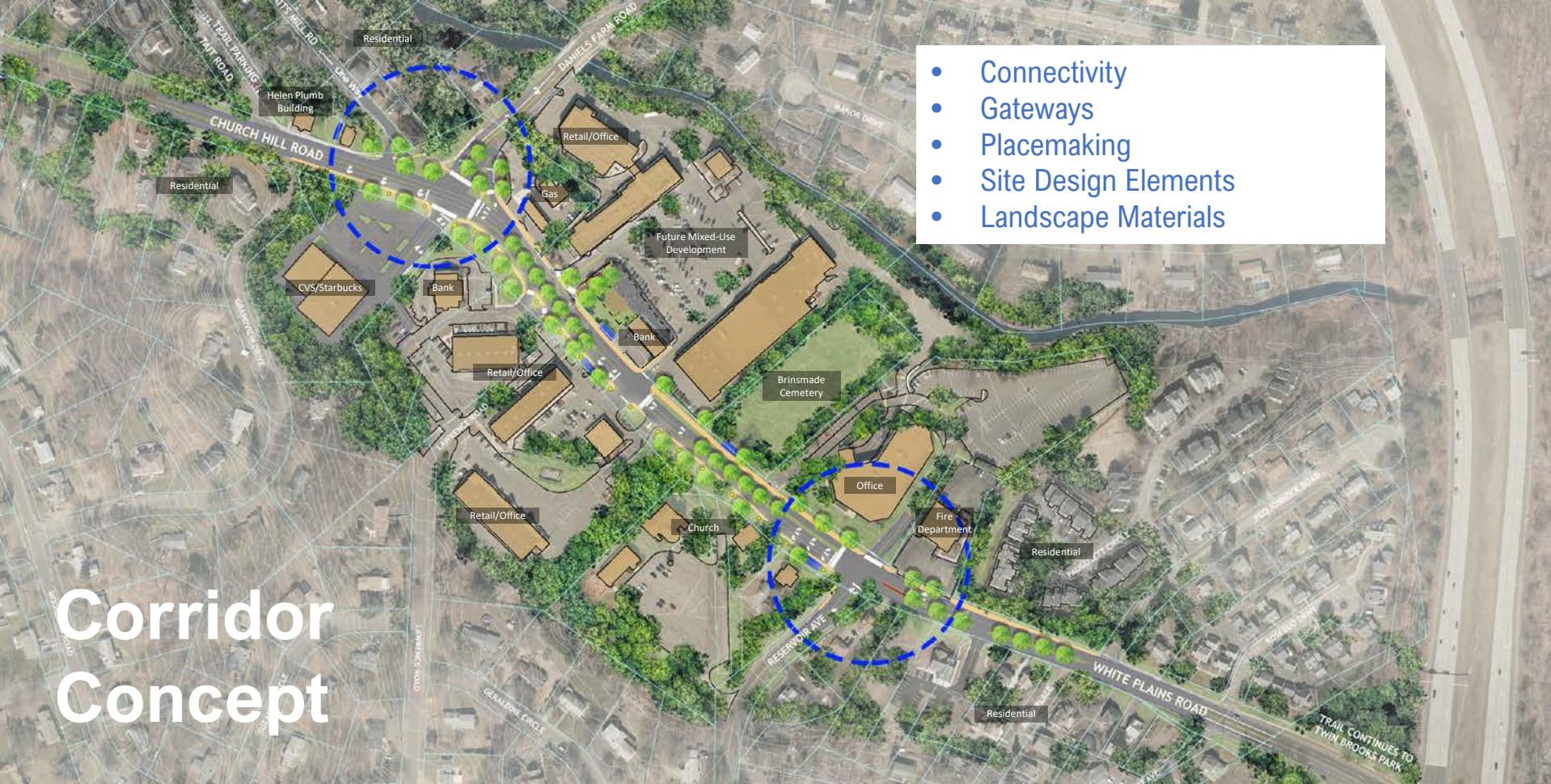
Design Considerations

Challenges and Opportunities

TRUMBULL CENTER CORRIDOR

- Safety
- Pequonnock River Trail
- Topography
- Developer input
- Generous ROW on west side
- Limited ROW on east side
- Lack of street wall, road enclosure
- Overhead utilities
- State Road
- Walkability
- Front yard parking
- Link/Connect: physically or visually
- Unify streetscape furnishings
- Enhance/activate the Gateways
- Wayfinding
- Existing and Future Land Uses

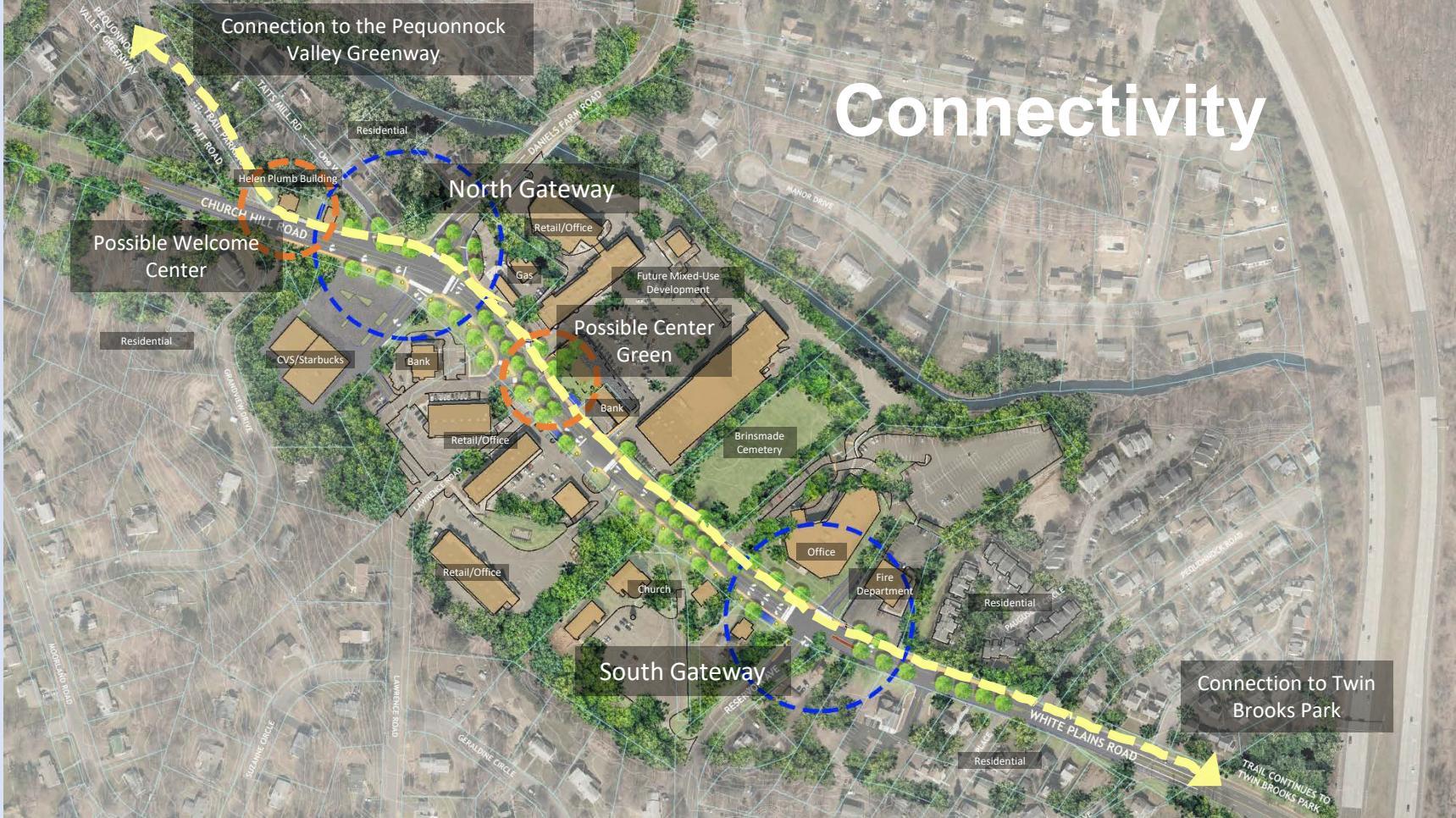
Corridor Concept



TRUMBULL CENTER CORRIDOR

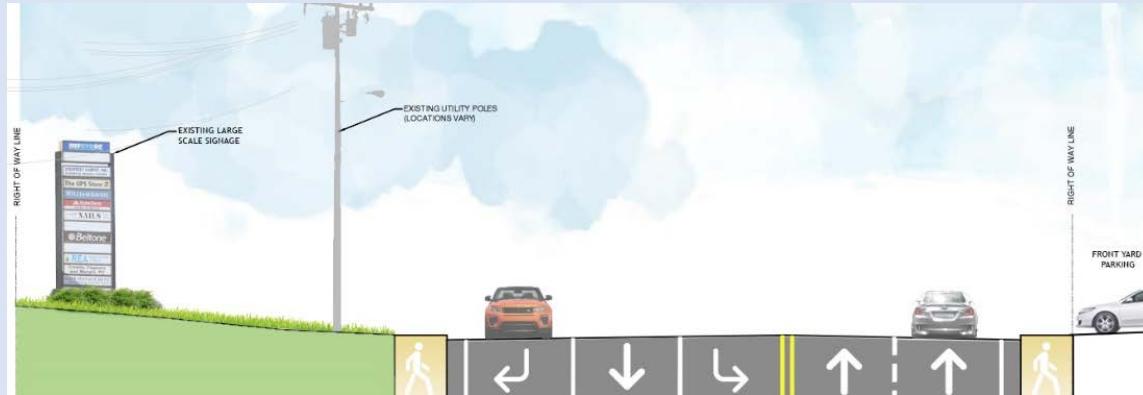
- Connectivity
- Gateways
- Placemaking
- Site Design Elements
- Landscape Materials

Connectivity

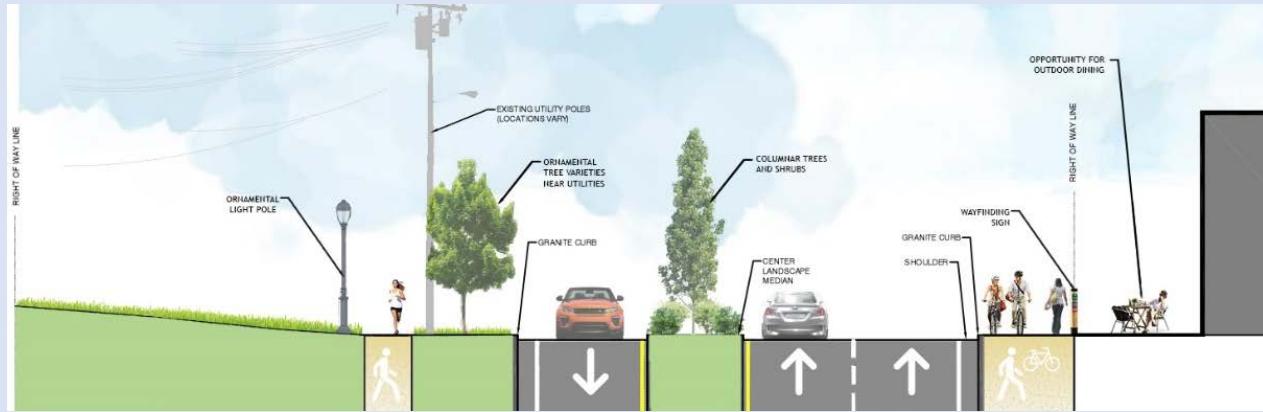


TRUMBULL CENTER CORRIDOR

Existing



Proposed



TRUMBULL CENTER CORRIDOR

FREEMAN
COMPANIES



Gateways

North Gateway

- **Gateway Signage**
- **Pocket Park**
- **Connection to the Pequonnock Valley Greenway**



Gateways

South Gateway

- **Gateway Signage**
- **Connection to Twin Brooks Park and Twin Brooks Pequonnock Trail**



TRUMBULL CENTER CORRIDOR

Placemaking

Possible Center Green

- Future Mixed-use Development
- Opportunity for Central Community Green Space/ Pocket Park
- Public Transit
- Buffer Visual Impact of Surface Parking Lot



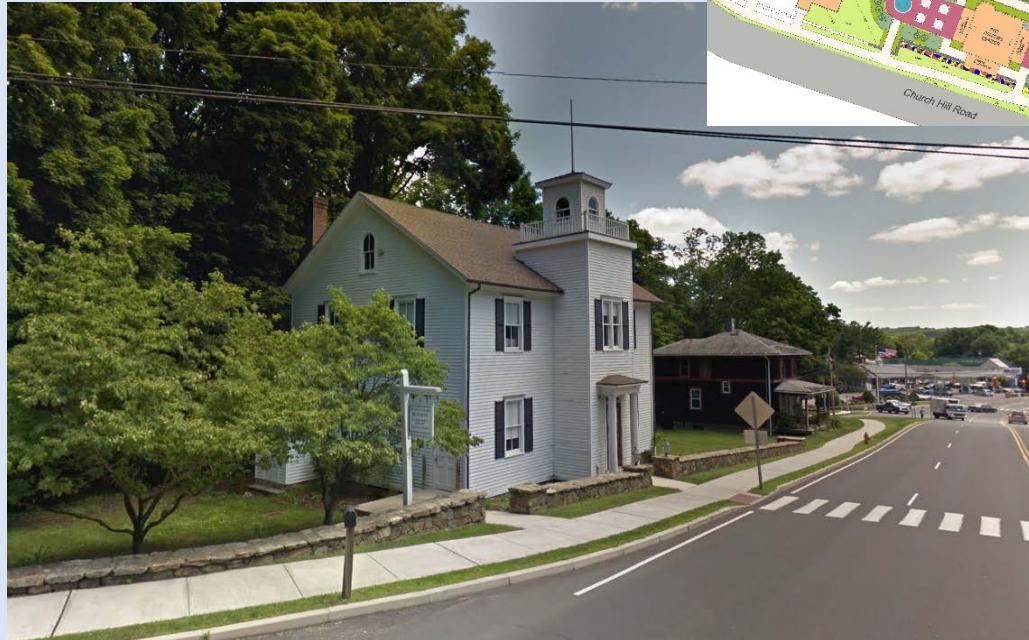
Possible Center Green



Placemaking

Possible Welcome Center

- Opportunity for future development with Helen Plumb Building
- Possible Welcome Center
- Improved connectivity with the Pequonnock Valley Greenway Trailhead



Materials

Clay Pavers



Concrete Pavers



Decorative Crosswalk



Granite Pavers



Stone Wall



Site Design Elements

Bus Shelter



GBT Bus Shelter



Trash Receptacle



Bench



Bike Rack



Ornamental Lighting

Pedestrian Scale
Street lights



TRUMBULL CENTER CORRIDOR

Parking Lot and Pedestrian Lights
Private Properties



Wayfinding

Trail



Historic Sites



Trailhead



Gateway Signage



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vhb

Landscape Materials

Columnar Trees



TRUMBULL CENTER CORRIDOR

Landscape Medians
(Potential Green Infrastructure)



Landscape Materials

Shade Trees



Ornamental Trees



Existing Conditions



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Appendix E - 21

Existing Roadway Conditions

Daniels Farm Road



TRUMBULL CENTER CORRIDOR

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Appendix E - 22

Existing Conditions – Site Driveways

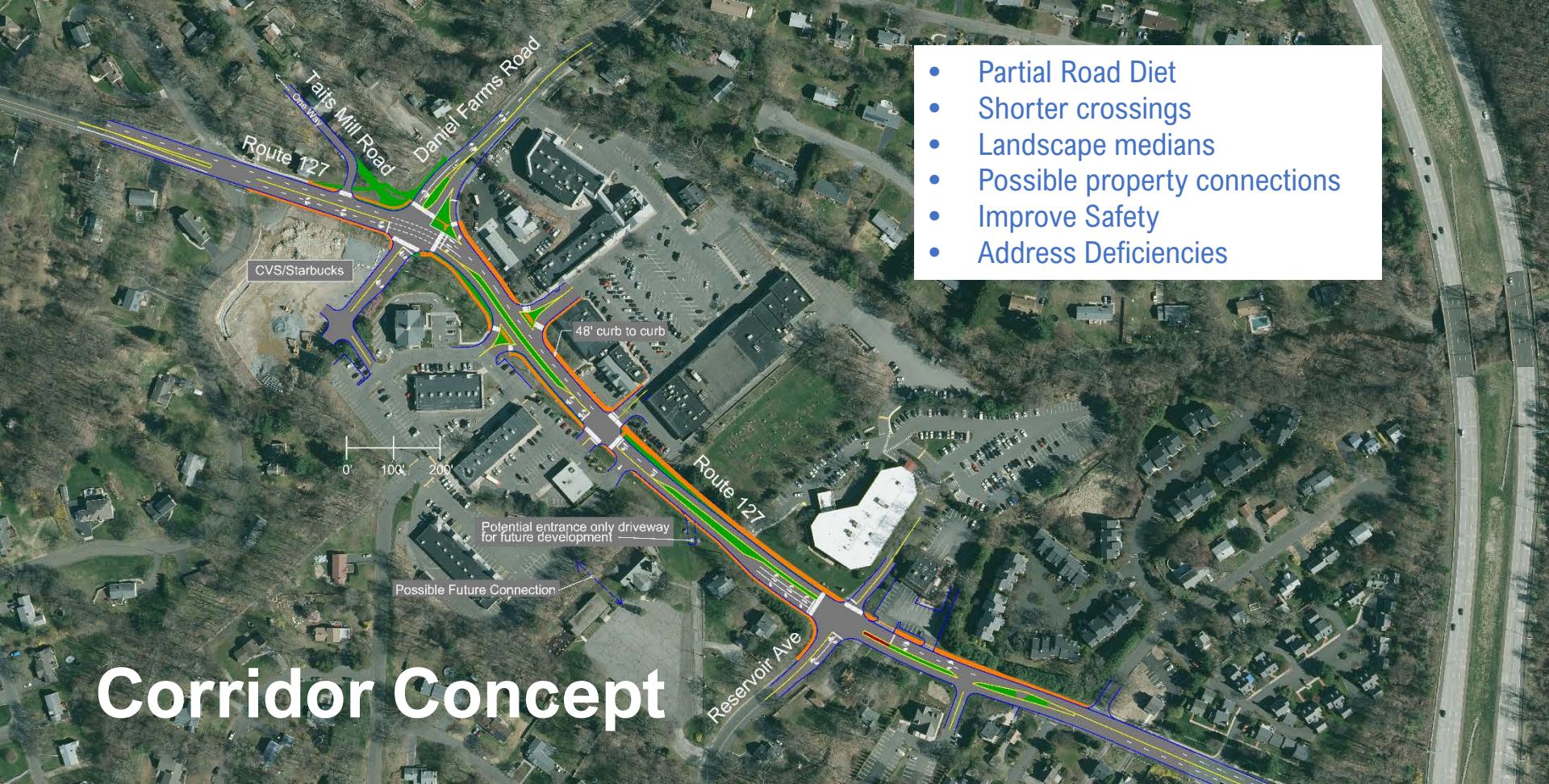


TRUMBULL CENTER CORRIDOR

Existing Conditions – South End



TRUMBULL CENTER CORRIDOR



- Partial Road Diet
- Shorter crossings
- Landscape medians
- Possible property connections
- Improve Safety
- Address Deficiencies

Corridor Concept

TRUMBULL CENTER CORRIDOR

Corridor Traffic Analysis

- CVS/Starbucks Traffic Study and Pequonnock River Trail Traffic Study
- Combined Traffic Models
- Review Pre-Pandemic Traffic Volumes
- Developed Corridor Traffic Models
- Signalized Intersections Capacity Analyses
- With Concept Improvements – RESULTS Improved Operations

		EXISTING			CONCEPT		
		LOS	Delay	v/c	LOS	Delay	v/c
White Plains Road at Daniels Farm Road	AM	E	61.0	1.11	D	40.3	0.94
	PM	F	177.5	1.30	D	42.9	0.90
White Plains Road at Shopping Center Drives	AM	A	7.1	0.59	B	15.2	0.81
	PM	A	6.8	0.55	B	12.9	0.73
White Plains Road at Reservoir Avenue	AM	F	109.7	1.01	C	28.4	0.96
	PM	C	33.2	0.90	C	25.2	0.88

Concept

North

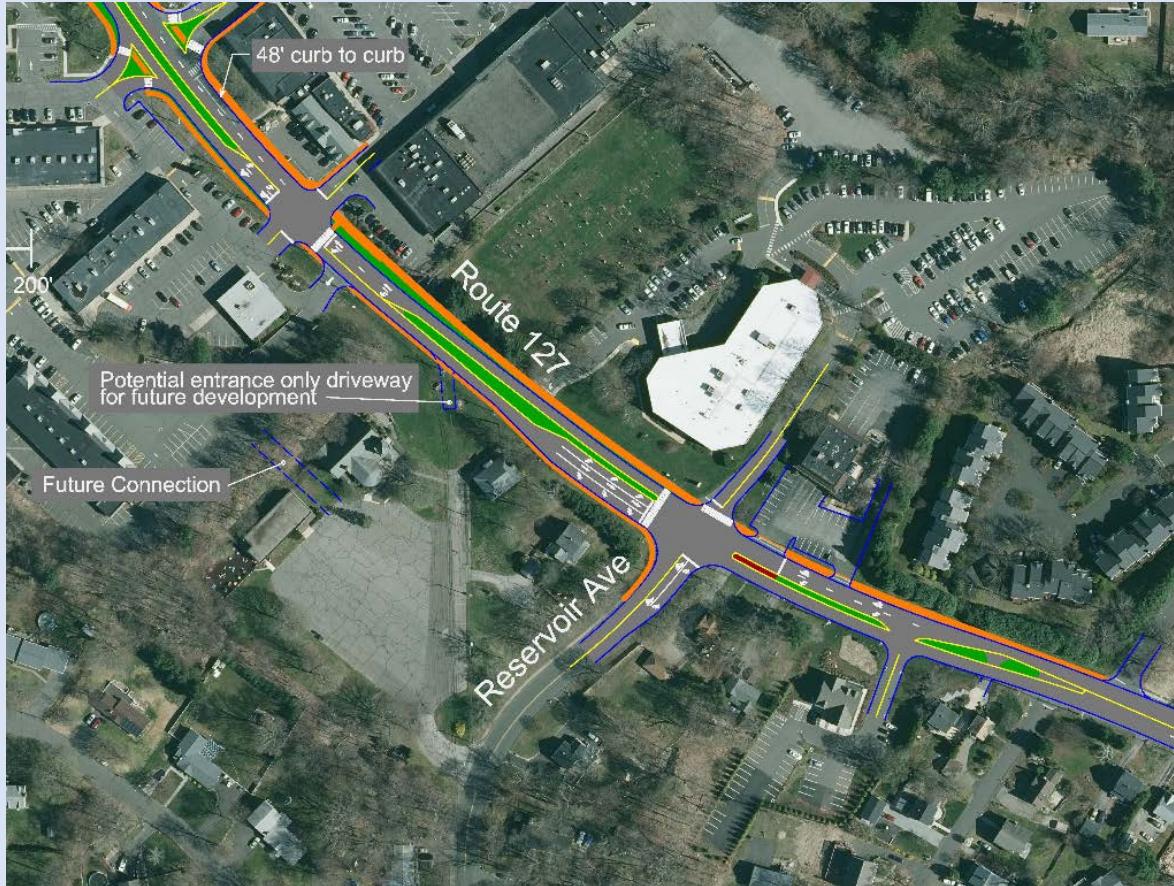
- Address Congested Intersection Operations
- Relocate Traffic Signal
- Road Diet
- Shorter crossings
- Landscape medians
- Recommended property connections
- Provide 10' Sidewalk along east side



Concept

South

- Road Diet
- Shorter crossings
- Landscape medians
- Possible property connections
- Provide 10' Sidewalk along east side



Potential Trumbull Center Overlay Zone



Recommendations

- Mixed-use buildings
- Shared parking
- Shared driveways
- Encourage pedestrian connections
- Bicycle parking
- Screened Parking
- Reduce buildings setbacks
- Landscape Requirements
- Uniform signage recommendations
- Site amenity recommendations
- Green infrastructure

Funding Opportunities for Project Recommendations

Federal

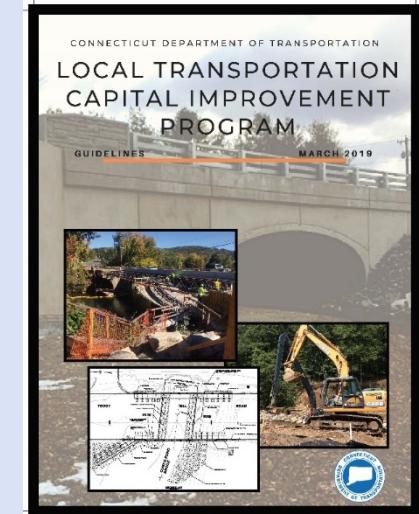
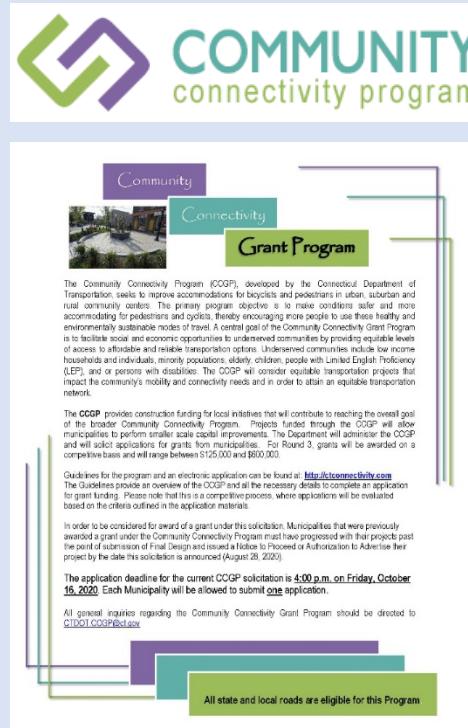
- IIJA, CMAQ, LRARP, STP-Urban, Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)

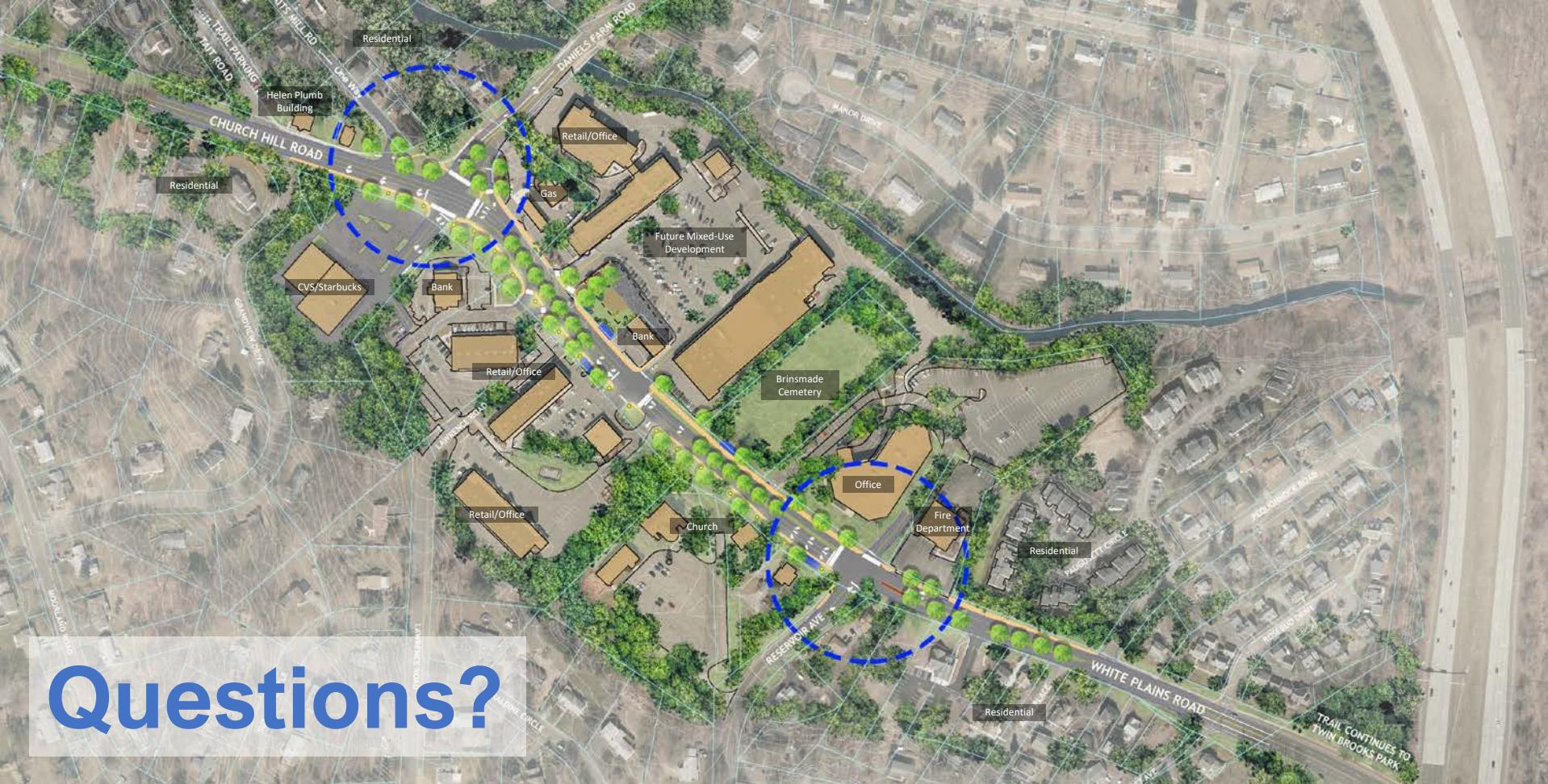
State Agencies

- CCGP, LOTCIP, DECD, TOD, Discretionary

Town

- Capital Improvements
 - Bonding
 - Developers/PPP





Questions?

TRUMBULL CENTER CORRIDOR

Next steps

- Trumbull Departmental Review
- Planning and Zoning Final Presentation Review and Approval
- CTDOT Review
- Identify Funding Opportunities
- Design and Construction



Thank You for Attending

Additional comments can be sent to

Rob Librandi, Town Planner

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203-452-5047