



FARMINGTON VILLAGE CENTER



STREETSCAPE MASTER PLAN

PREPARED FOR:
TOWN OF FARMINGTON





Discussion Overview

1. Project Scope
2. Public Input
3. Recommendations
 1. Streetscape Elements
 2. Gateways
 3. Costs
 4. Implementation
 5. Funding
4. Next Steps

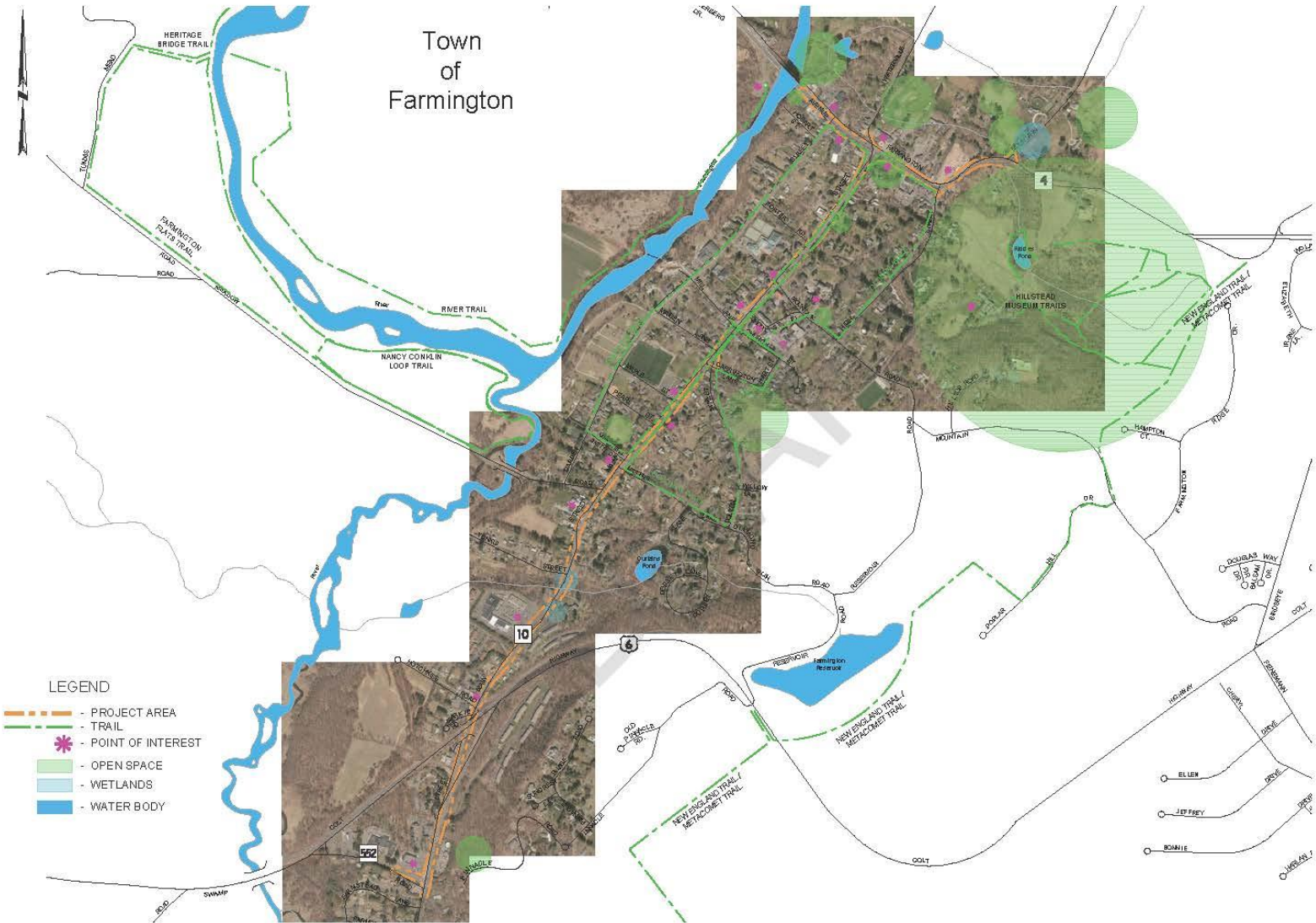


Project Scope

1. Prepare Project Area Base Map
2. Analysis of Existing Conditions
3. Meetings with Steering Committee (5)
4. Meetings with Stakeholders
5. Public Input Meeting
6. Prepare Streetscape Recommendations
7. Estimate Construction Costs
8. Recommend Implementation Strategy
9. Final Report



Project Area





**MEMBERS OF THE FARMINGTON
VILLAGE CENTER COMMITTEE
INCLUDE THE FOLLOWING:**

Bruce Charette; Town Council member, Chair
Nancy Nickerson; Town Council member
Portia Corbett; Farmington Historical Society
John Renehan; Farmington Historic District Commission
Michael Gurski; Farmington Village Green & Library
Association Representative
Brian Connolly; Economic Development Commission
Representative
Sarah Jean Willett; Farmington Village Center Business
Owner or Resident
Elizabeth Sanford; Farmington Village Center Business
Owner or Resident
Kevin Ray; Farmington Village Center Business Owner or
Resident
Ruth Grobe; Human Relations Committee / Universal
Design Advocate
Betty Coykendall; Town Historian

**AND THE FOLLOWING NON-VOTING
MEMBERS:**

Kathleen Blonski, Town Manager
Rose Ponte, Economic Development Director
Anna Savastano, Town Manager's Office



Public Meeting and Survey

Public Meeting

- March 21
- 65 attendees

On-Line Survey

- 114 responses



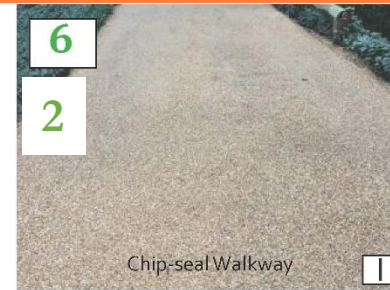
4 FARMINGTON VILLAGE CENTER
STREETSCAPE MASTER PLAN



BSC GROUP



Sidewalks and Crosswalks - Voting Tallies



Sidewalk Width

3' Wide

5

2

4' Wide

9

2

5' Wide

10

2

6' Wide

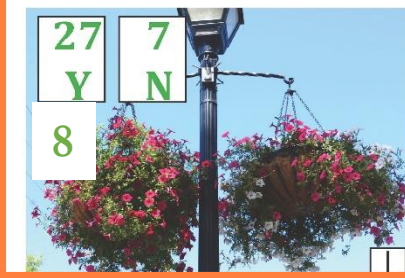
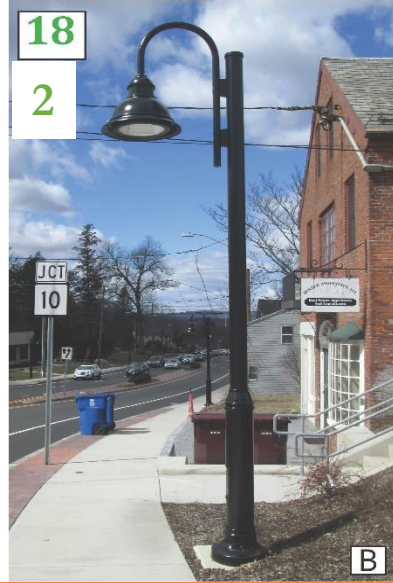
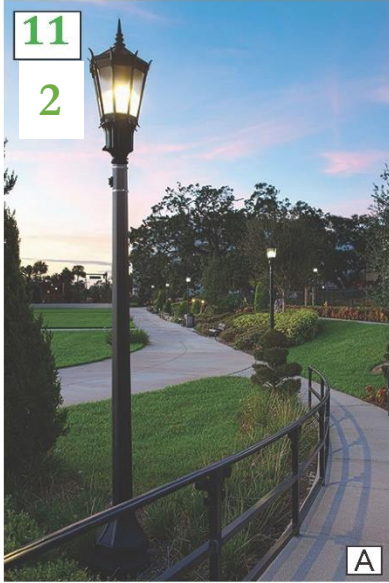
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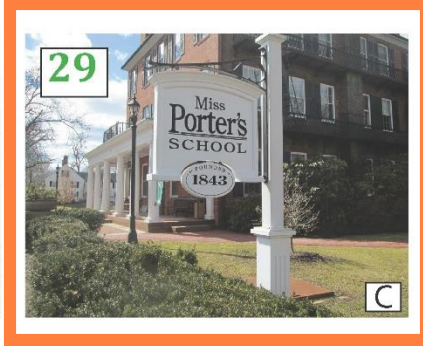
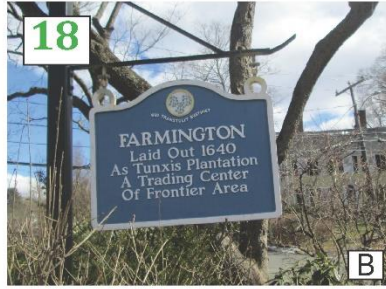
Site Features - Site Lighting





Site Features - Signage

Identification Signage



Informative Signage



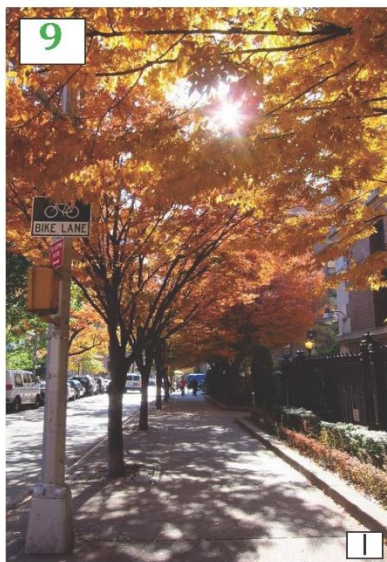


Site Features - Site Walls and Plantings

Site Walls



Plantings



More Trees?

YES

34

NO

7

Replant Median?

YES

33

NO

6



Site Features - Fencing

Picket Fence



Screening Fence





Site Features - Site Amenities

Bicycle Racks



3



C



D

Bike Racks?

35
Y

5
N

Benches



E



F



G



H



I

Trash Receptacles



J



K



L



M



Site Features - Public Art



A



B



C



D



E



G



H



I



F



J



K

Public Art?

YES

30

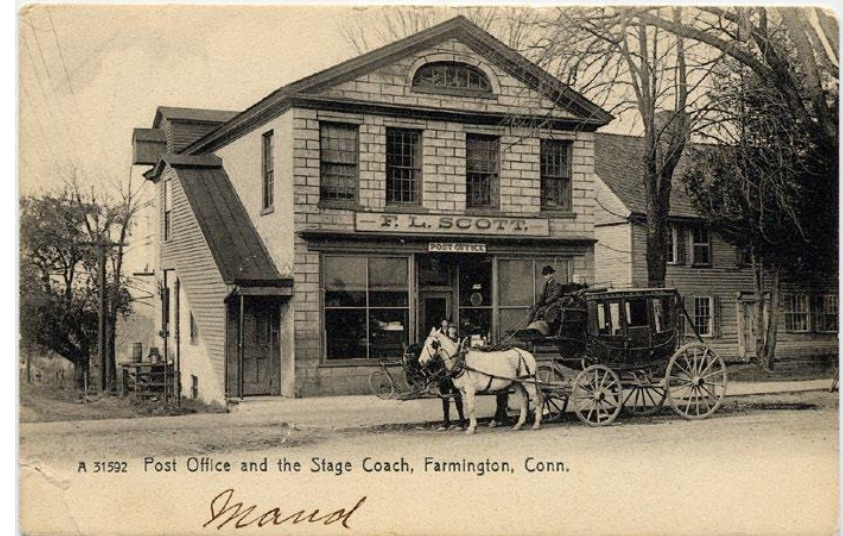
NO

9



OVERALL VISION

- ◇ Reinforce goals of the long-term comprehensive plan.
- ◇ Implement improvements that enhance Farmington's historic town center character.
- ◇ Prioritize safe pedestrian movement.
- ◇ Establish hierarchy of green and universally accessible sidewalk treatments that enhance New England village character.
- ◇ Provide crosswalk treatments that foster pedestrian safety.
- ◇ Deploy streetscape amenities, lighting, signage, benches, bike racks, plantings, and specialty features that are traffic calming and enhances our brand as a historic village center.



PRIORITIES, PREFERENCES AND RECOMMENDATIONS - MATERIALS

SIDEWALK RECOMMENDATIONS BASED ON EXISTING CONDITION



WIDER SIDEWALK TREATMENT WITHIN LAWN AREA



SIDEWALK TREATMENT AT STREET EDGE



NARROW SIDEWALK WITHIN LAWN AREA

CROSSWALK



PRESSED PAVEMENT CROSSWALK



TACTILE WARNING STRIP



CROSSWALK TREATMENT

CROSSWALK & SIDEWALK TREATMENT OPTIONS

BEFORE



AFTER



OPTION 1



OPTION 2

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

LIGHTING



SIGNS



SIGNS



STREET TREES



HIGH CANOPY TREE



LOWER CANOPY TREE



FLOWERING TREE

PLANTED MEDIAN



PLANTED MEDIAN I - ANNUALS, SHRUBS, STONE ELEMENTS



PLANTED MEDIAN II - ANNUALS, ORNAMENTAL GRASSES, FEATURE PAVING



PLANTED MEDIAN III - LOW ACCENT SHRUBS BELOW VEHICLE SIGHT LINES

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

SPECIALTY FEATURES



SEASONAL FLOWER BASKETS



PUBLIC ART



PUBLIC ART

FENCES AND WALLS



TRADITIONAL PICKET FENCE



LOW CUT STONE WALL WITH FENCE FEATURE



RURAL FIELDSTONE WALL



Gateway Locations

Scott Swamp Road

Route 6 Overpass



High Street

Mountain Spring Road

PRIORITIES, PREFERENCES AND RECOMMENDATIONS

PRIMARY GATEWAY



SECONDARY GATEWAY





Priority Matrix

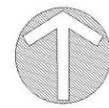
Farmington Village Center Streetscape Priority Matrix			
Item	Public Votes	Online Survey 131 Respondents	Quality of Life Subcommittee (Oct. 2018)
Table I - Sidewalks and Crosswalks			
Main St. Sidewalk Repair Where Necessary	34	73	High - 1
Main St. Sidewalk Entire Length	One Side		
	8	29	Medium
	Both Sides		
	42	60	Medium
Decorative Crosswalks	3	46	High - 4
Table II - Site Features			
Decorative Pedestrian Lighting	1	68	High - 1
Flags, Banners, and Flowers on Lightpoles	11	58	High - 1
Wayfinding / Interpretive Signage	17	35	High - 1
Street Trees	40	76	High - 3
Table III - Gateways			
Gateways / Welcome Signs	20	43	High - 2
No Table			
Create Pocket Parks	20	48	Medium
Create Public Parking Lots	12	34	Low

Town of Farmington



- LEGEND**
- PHASE 1
 - PHASE 2
 - PHASE 3
 - PHASE 4
 - PHASE 5
 - PHASE 6

PHASE MAP



SCALE: 1" = 500'
0 250 500 1000 FEET

Phase 1 – Main Street – the west side from Meadow Road to Route 4 Intersection **\$571,625.00**

The design team thought it was important to start the project implementation with this phase. This phase represents an area which is most used by stakeholders, is highly visible and has a number of sections along the current sidewalk in need of repair. By starting at Meadow Road, the implementation of this phase would connect the Farmington Village Center to other trails such as the Farmington Canal Heritage Trail and the Farmington River Trail. Since this section represents such an important connection, the design team felt that this justified the cost being on the higher end of the scale. The intersection of Mountain Road and Main Street is not included in the estimated cost. This is a major pedestrian crossing for the public and students/staff at Miss Porter’s School and the design team understands that representatives from the school will be working with the Town to implement improvements at this intersection that best meet the needs of the Town and school.

Phase 2 – Main Street – the east side from Meadow Road to Route 4 Intersection **\$586, 828.13**

The second phase also represents some of the higher profile areas in the project area. Portions of the current sidewalk in this area also have numerous sections in need of repair. There are fewer intersections along this phase, resulting in a higher overall cost due to more sidewalk length. Constructing this second phase on the east side of Main Street for the same length as the Phase One improvements on the west side will result in a unified streetscape and enhanced pedestrian environment in the heart of the Village Center.

Phase 1 - Meadow Rd to Route 4 Intersection (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	3900	\$8.00	\$31,200.00
Convert to Lawn	s.f.	1600	\$2.75	\$4,400.00
Sidewalk	l.f.	3900	\$87.00	\$339,300.00
Bicycle Rack	e.a.	6	\$150.00	\$900.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Tree	e.a.	15	\$1,300.00	\$19,500.00
Bench	e.a.	4	\$2,000.00	\$8,000.00
			Contingency (25%)	\$114,325.00
			Section Cost	\$571,625.00

Phase 2 - Meadow Rd to Route 4 Intersection (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4425	\$8.00	\$35,400.00
Convert to Lawn	s.f.	250	\$2.75	\$687.50
Sidewalk	l.f.	4425	\$87.00	\$384,975.00
Bicycle Rack	e.a.	4	\$150.00	\$600.00
Lightpole	e.a.	8	\$4,500.00	\$36,000.00
Tree	e.a.	6	\$1,300.00	\$7,800.00
Bench	e.a.	2	\$2,000.00	\$4,000.00
			Contingency (25%)	\$117,365.63
			Section Cost	\$586,828.13

Phase 3 – Main Street – the west side Meadow Road to Scott Swamp Road
\$592,250.00

This phase is the southern extension of the first phase. This phase includes adding new sidewalks where no sidewalks currently exist. As such, these improvements will provide the largest impact to aesthetics and quality of life. Once Phase Three is completed there will be a safe, visually consistent sidewalk along the entire west side from the southern limit of the project area to the Farmington Village Center.

Phase 4 – Main Street – the east side from Meadow Road to Scott Swamp Road
\$384,687.50

The fourth phase will symbolically finish the major part of the masterplan; a cohesive sidewalk on both sides of Main Street from the southern end of project area to the Farmington Village Center. Currently, this section represents the most inconsistent area, with few paved walkways connecting pedestrians to major points of interest. With completion of this phase, pedestrians will be able to travel most of the way down the project area on either side of the street. There are two exceptions to this; the area at Colt Highway Extension where pedestrian access is not necessary, and a stream crossing by Tunxis Street.

Phase 3 - Meadow Rd to Scott Swamp Rd (West Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	4150	\$8.00	\$33,200.00
Convert to Lawn	s.f.	1000	\$2.75	\$2,750.00
Sidewalk	l.f.	4150	\$87.00	\$361,050.00
Granite Curb	l.f.	240	\$40.00	\$9,600.00
Bicycle Rack	e.a.	8	\$150.00	\$1,200.00
Lightpole	e.a.	12	\$4,500.00	\$54,000.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$118,450.00
			Section Cost	\$592,250.00

Phase 4 - Meadow Rd to Scott Swamp Rd (East Side)				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	l.f.	2150	\$8.00	\$17,200.00
Sidewalk	l.f.	2150	\$87.00	\$187,050.00
Granite Curb	l.f.	900	\$40.00	\$36,000.00
Lightpole	e.a.	2	\$4,500.00	\$9,000.00
Tree	e.a.	37	\$1,300.00	\$48,100.00
Bench	e.a.	3	\$2,000.00	\$6,000.00
			Contingency (25%)	\$76,937.50
			Section Cost	\$384,687.50

Phase 5 – Route 4 – from Mountain Spring Road to the Farmington River Bridge
\$374,468.75

In this phase, the Town will have the opportunity to enhance the recently installed improvements along this section of Route 4. Improvements in this section include adding a sidewalk where none currently exists in the north west portion of this segment. This sidewalk addition should be coordinated with the redevelopment of the adjacent parcel. Enhance plantings in traffic islands and medians are also included as needed along Route 4. As part of this phase, some money should be set aside for street tree plantings and secondary gateway treatments to be implemented with the redevelopment of the Parson's Parcel.

Phase 6 – Main Street – new Pedestrian Bridge at Tunxis Road
\$537,500.00

The final phase is an optional phase. Many community members have voiced their desire to build a pedestrian bridge along the east side of Main Street over the stream across from Tunxis Street. This connection would be the final link to have continuous sidewalks along both sides of Main Street from Route 4 to the southern limits of the project area. This phase will be the most cost per linear foot through the project area, however the pedestrian bridge would add interest and added connection to the Farmington Village Center.

Phase 5 - Mountain Spring Rd to Bridge on Route 4				
Item	Unit	Quantity	Unit Cost	Total Cost
Preparation	I.f.	325	\$8.00	\$2,600.00
Planted Area	s.f.	3900	\$30.00	\$117,000.00
Sidewalk	I.f.	325	\$87.00	\$28,275.00
Granite Curb	I.f.	325	\$40.00	\$13,000.00
Bicycle Rack	e.a.	10	\$150.00	\$1,500.00
Tree	e.a.	4	\$1,300.00	\$5,200.00
Bench	e.a.	6	\$2,000.00	\$12,000.00
			Contingency (25%)	\$44,893.75
Parson's Pacel Allow.	I.s.	1	\$150,000.00	\$150,000.00
Section Cost				\$374,468.75

Phase 6 - Pedestrian Bridge at Tunxis Rd				
Item	Unit	Quantity	Unit Cost	Total Cost
Boardwalk	I.f.	215	\$2,000.00	\$430,000.00
			Contingency (25%)	\$107,500.00
Section Cost				\$537,500.00

Crosswalks

Crosswalks are a lower cost item which the Town may be able to implement sooner than other elements of the phases. They are not wholly dependent on the completion of other phases since they typically take place at existing intersections. They represent a simple way to improve quality of life for stakeholders and the aesthetic quality of the Farmington Village Center.

Gateways

Gateways will be an important addition to the Farmington Village Center, since it will draw visitor's attention and make them aware they are entering a special area. Cost and phasing will depend on the Town's ability and desire to build the gateways. It may be decided that gateways are a lower priority item, or the Town may decide to build large signs greeting people into the area.

Phase 1+2 Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	I.f.	525	\$55.00	\$28,875.00
			Contingency (25%)	\$7,218.75
Section Cost				\$36,093.75

Phase 3+4 Crosswalks - Meadow Rd to Route 4 Intersection				
Item	Unit	Quantity	Unit Cost	Total Cost
Crosswalk	I.f.	390	\$55.00	\$21,450.00
			Contingency (25%)	\$5,362.50
Section Cost				\$26,812.50

Gateway				
Item	Unit	Quantity	Unit Cost	Total Cost
Gateway Sign Allow.	I.s.	1	\$15,000.00	\$15,000.00
Tree	e.a.	10	\$1,300.00	\$13,000.00
Planted Area	s.f.	120	\$30.00	\$3,600.00
			Contingency (25%)	\$7,900.00
Section Cost				\$39,500.00

PROJECT COST ESTIMATE SUMMARY

The total estimated cost to implement all of the proposed Farmington Village Center Streetscape Improvements is approximately \$3.2 million dollars. Due to this high cost, the streetscape improvements will most likely be implemented in phases. A phasing plan was prepared to identify logical beginning and ending points for stretches of sidewalk improvements along Main Street. These phases can be implemented as funding becomes available, and may need to be shortened if funding is not sufficient for the entire length of the proposed phase. Furthermore, the improvements associated with certain phases may be best suited to the goals of a specific funding source, which may determine when that phase is constructed based on when that grant is available.

The identification of phases included a balance of logical starting and ending points along Main Street within a maximum budget of \$500-\$600,000 per phase. In addition to the phases described below, there are also costs for stand-alone improvements, such as crosswalks and gateway treatments

POTENTIAL FUNDING SOURCES

There are potential funding sources the Town of Farmington should pursue for additional funding to help offset the dollars needed by the Town for this project. These funding program and the amount of money allocated for each program changes year to year. Therefore, the Town should confirm availability each year. Also, most all of these grant programs are competitive, so the potential to be granted funding will vary year-to-year depending on the strength of applications from other communities. As of 2019, a list of potential funding sources for the improvements included in this project includes:

Local Transportation Capital Improvement Program (LOTICIP): CT DOT

Provides money to municipalities for transportation capital improvement projects. Eligible projects include reconstruction, pavement rehabilitation, sidewalks, and multi-use trails. All projects must be located on Federally eligible roadways (except for multi-use trails). Applications for LOTICIP must follow the CROG and CT DOT guidelines and rules.

Section 5310 Grant Program: Federal Transit Administration

Intended to improve mobility for seniors and individuals with disabilities. Eligible applicants are state and local governments, non-profit organizations, and transit districts.

Local Road Accident Reduction Program (LRARP): CT DOT

Provides funding for low-cost safety improvements to local roads.

Community Connectivity Program: CT DOT

Provides assistance for conducting Road Safety Audits of priority pedestrian and bicycle corridors and intersections, as well as funding for capital improvements that improve bicycle and pedestrian safety.

Safe Routes to Schools: USDOT

Promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

AARP grants for pedestrian improvements: Nonprofit

The [AARP Community Challenge](#) grant program is part of the nationwide [AARP Livable Communities](#) initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate

improvements and jump-start long-term progress in support of residents of all ages.

Town Aid Road Program: CT DOT

Under Section 13a-175a, towns and boroughs may use these grants for various purposes, including the construction, reconstruction, improvement or maintenance of highways, sections of highways, bridges or structures incidental to highways and bridges or the improvement thereof, including the plowing of snow, the sanding of icy pavements, the trimming and removal of trees, the installation, replacement and maintenance of traffic signs, signals and markings, and for traffic control and vehicular safety programs, traffic and parking planning and administration, and other purposes and programs related to highways, traffic and parking, and for the purposes of providing and operating essential public transportation services and related facilities.

Transportation Enhancement: CT DOT

The Transportation Enhancement Program is administered by the Connecticut Department of Transportation (CT DOT). Half of the annual allocation to Connecticut is used by CT DOT for projects of statewide significance and the other half is sub-allocated to the fifteen regional planning organizations based on population.

FAST Act Program: USDOT

The FAST Act is a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

PHASES

The Farmington Village Center streetscape improvements are split into six phases as described on the following pages:



FARMINGTON VILLAGE CENTER



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