

## Farmington Avenue Plan

Revised 6/10/06

The Farmington Avenue Street Improvement [Plan](#) stretches from Marshall Street in Asylum Hill to Kenyon Street in the West End of Hartford. Here is the [cross-section](#) view. Below are the main points, particularly as they impact [Kenyon Street](#).

The plan reduces two lanes in each direction to one travel lane with the additional space used by wider sidewalks, some raised median tree dividers, some left-hand turn lanes and pull-outs for busses (no dedicated bike lanes). [For our area](#), there is one left hand turn lane onto Kenyon traveling East, and one into the Mobile Station/Evergreen Ave. traveling West. However, on Farmington at Sisson, there are 2 lanes in each direction until just past Braza. There is a tree median (with shrubs and hearty plantings) in front of Ichiban and one in front of the Shell station lot. No intersections are blocked by medians. The intersections at Evergreen and Sisson both received grades of 'F' for [poor traffic flow](#) during peak hours.

The lighting is replaced with [period lighting fixtures](#) with black finish. There are wider sidewalks with brick-like concrete [paving](#) all along Farmington, just to Kenyon Street. [The new paving does not solve the unsightly brick weed patch installed on Kenyon at the Dollar Store some years back.]

Street [trees](#) will be planted on private property, with permission. The goal is to plant a tree every 60 feet.

There is a bus shelter at every stop. For us, one in front of the A-Mi-Go market, and one in front of the former Shell station. There is white cross-walk striping across Kenyon and Evergreen Streets.

During the [presentation](#) of the plan to the community last June, one question concerned making Sherman Street one-way. Making Sherman St. one way going South has been considered and needs more study. [Would this push more northbound traffic on to other side streets (Lorraine, Girard, Kenyon)?]

The plan still includes the concept of creating a Special Services District (ability to tax itself for higher services/maintenance). Converting B3 zoning to the more neighborhood-based B4 appears to continue to be part of the plan, along with a recommendation for new business sign regulations.

Bids for construction are expected to be due next year, in 2007. To see the plan, click [here](#). To comment on the plan, click [here](#).

Revised plan:	<a href="http://www.farmingtonavenue.org/html/planStreetPro.htm">http://www.farmingtonavenue.org/html/planStreetPro.htm</a>
Cross section:	<a href="http://www.farmingtonavenue.org/pdfFiles/sections-C_S1_1a.pdf">http://www.farmingtonavenue.org/pdfFiles/sections-C_S1_1a.pdf</a>
Kenyon roadway:	<a href="http://www.farmingtonavenue.org/pdfFiles/roadwayPlan1of3.pdf">http://www.farmingtonavenue.org/pdfFiles/roadwayPlan1of3.pdf</a>
Kenyon streetscape:	<a href="http://www.farmingtonavenue.org/pdfFiles/streetscape1.pdf">http://www.farmingtonavenue.org/pdfFiles/streetscape1.pdf</a>
Kenyon large view:	<a href="http://www.farmingtonavenue.org/pdfFiles/render_R1_1a.pdf">http://www.farmingtonavenue.org/pdfFiles/render_R1_1a.pdf</a>
Intersections:	<a href="http://www.farmingtonavenue.org/pdfFiles/intersectionsLOS.pdf">http://www.farmingtonavenue.org/pdfFiles/intersectionsLOS.pdf</a>
Lighting:	<a href="http://www.farmingtonavenue.org/pdfFiles/lighting.pdf">http://www.farmingtonavenue.org/pdfFiles/lighting.pdf</a>
Paving:	<a href="http://www.farmingtonavenue.org/pdfFiles/details.pdf">http://www.farmingtonavenue.org/pdfFiles/details.pdf</a>
Community Meeting:	<a href="http://www.farmingtonavenue.org/html/wnUpdate.htm">http://www.farmingtonavenue.org/html/wnUpdate.htm</a>
To Make Comments:	<a href="http://www.farmingtonavenue.org/html/formFeedback.htm">http://www.farmingtonavenue.org/html/formFeedback.htm</a>

Below are the concerns I expressed on the plan:

## Concerns About the Farmington Avenue Plan

### KENYON BRICK WEED PATCH:

In front of the (now) Dollar Store, Kenyon Street was "improved" with poorly executed brick pavers that are a continuous weed patch (the grass was better). This paving plan stops just where the brick weeds start. Can the plan return the strip between the sidewalk and street to grass (indicating the beginning of a residential area)? In addition, what will keep the concrete pavers you plan to use from sprouting weeds as well?

### TREES:

Your goal is to place trees on private property. Over the years I have seen many business owners remove trees just as they are beginning to mature. What will prevent that? What is the back-up plan if private owners do not give permission, or remove the trees? I consider the trees to be more important than the lighting or the widening and repaving of the sidewalks. Having shade will make the sidewalks more inviting than a wide brick-like promenade - in fact a hot, unbroken promenade will fail without the trees. We need the cooling and pollution-removing properties that mature trees provide.

### MAINTENANCE:

I travel twice a day past the new flowerbed medians on Sisson. Except when they have just been maintained (two or three times a year), they catch blowing debris, broken bottles and inches of street dust. In addition, without serious planting, weeding and maintenance by what I believe are neighborhood volunteers, the beds become filled with weeds, which is the state of things about 6 months out of the year. The budget for improvements needs to include an ongoing fund to pay people to maintain the medians and raised beds a minimum of once a week. The city will never do it. If we can't maintain them, don't do them.

### STREET PAVING STOPS at Tisane / Kinkos.

An abrupt end to the paving treatment just at the end of my block could look awful. What are the transition plans? Why can't the paving continue to Whitney Street, the logical stopping point?

### KENYON TRAFFIC PROBLEMS:

Kenyon Street has two traffic problems: A solid line of street parking halfway up the block, and high-speed through traffic. The street parking would be fine if encroaching on driveway aprons and no parking times were enforced (garbage-day, street sweeping and leaf and snow removal). Street trees are damaged by the automated garbage trucks that can't get close enough. Piles of leaves, snow and dust are never really removed because there are always vehicles on top. Alternate side of the street parking would provide some relief. Can the Alliance provide some assistance for these traffic problems to the side streets that abut Farmington Ave? This is where the rubber meets the road.

Thanks for the opportunity to comment. Despite these concerns, I do think the proposed improvements will make an important difference. Thank you for your efforts.

Carolyn West