

MAINTAIN AND ENHANCE INFRASTRUCTURE

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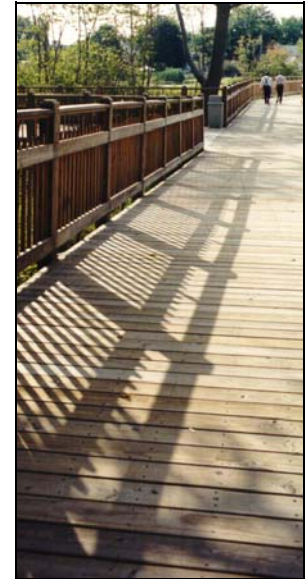
OVERVIEW

Madison's infrastructure includes:

- roads, sidewalks, and other transportation facilities,
- transit, railroad, and other transportation modes,
- water and other piped utilities,
- electric, telephone, cable television, and other wired utilities, and
- wireless communications.

Madison's overall philosophy with regard to infrastructure is that these facilities and services should serve, support, and encourage the current and desired future land use pattern for Madison. However, infrastructure should rarely be the reason or rationale for proposing a major change in the land use structure of the community.

Tuxis Pond Boardwalk



Jerome Wexler

Infrastructure must serve, not guide, the desired future land use pattern for Madison ...

Sidewalks And Trails

Sidewalks are discussed more fully in the Madison Center section of the Plan.

Trails are also discussed in the Open Space section of the Plan.

Create an Overall Sidewalk and Trail Network

Sidewalks are generally located only in the Madison Center area and only in certain places. Since sidewalks help promote a vital downtown area, a sidewalk inventory and improvement plan should be prepared so that opportunities for pedestrian circulation are maximized. Sidewalks should also be extended outside of the Center along major travel routes.

Also outside of Madison Center, opportunities to create less formal walkways (such as stonedust paths) should also be explored where feasible and desirable. The eventual goal should be to interconnect all of the pedestrian walkways in Madison (sidewalks, paths, trails) into a cohesive overall system.

Recommendations

1. Improve and extend the sidewalk network in and around Madison Center.
2. Outside of Madison Center, explore opportunities to create less formal walkways.
3. Continue to develop trails throughout Madison.
4. Strive to interconnect all of the pedestrian walkways in Madison (sidewalks, paths, trails) into a cohesive overall system.

Pedestrian Improvements at Scranton Park



Charlotte Evarts Archives

Establish a Bikeway Network in Madison

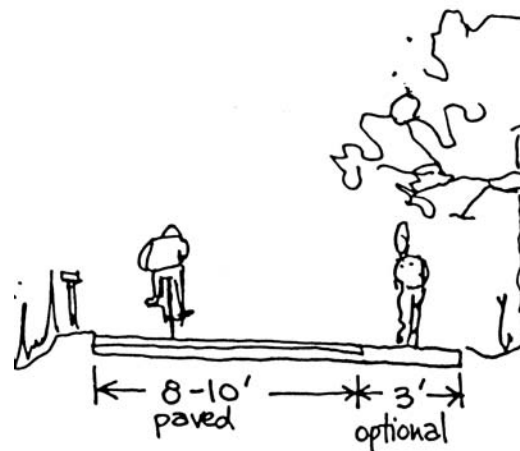
At the present time, bicycle routes in Madison rely predominantly on roads and streets and conflicts may arise between bicycle and vehicular use. When road improvement work is undertaken, bicycle use should be considered and the suitable type of bicycle facility (as indicated in the sidebar) provided, where appropriate. Priority consideration should be given to establishing bike trails along major roads that service areas of local activity (business areas, schools, parks, etc.).

The eventual development of a system of bicycle routes appropriately designed, signed and marked to ensure the safety and enjoyment of Madison residents will be facilitated by the preparation of an overall concept plan as soon as possible.

Recommendations

1. Develop an overall concept plan for bicycle routes in Madison and have the Beach and Recreation Department establish and oversee those routes.
2. Provide appropriate safe and convenient bicycle facilities (including signage and marking) when road improvement work is undertaken in Madison.
3. Give priority to bike trails along major roads that service areas of local activity (business areas, schools, parks, etc.).

Multi-Use Path



Bicycle Facilities

Bicycle routes can include “transportation” routes (for specific trips) and “recreational” routes. While there may be more initial interest in recreational routes (such as those at Hammonasset State Park), focus should also be directed towards establishing transportation routes.

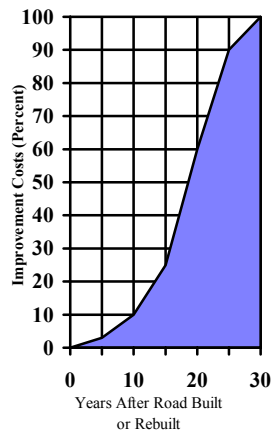
The types of bicycle facilities that may be appropriate in Madison include:

- shared roadway,
- wide curb lane,
- shoulder bikeway,
- bike lanes, or
- multi-use path.

Better signage and marking of bicycle routes is an important step towards reducing conflicts and encouraging more bicycle use.

Bikeway Plan
(flip page up)

Road Maintenance Costs



Intersection Improvements

Intersection improvements should be considered at the following locations, especially if development occurs in the vicinity:

- Interchange 61 at Route 79,
- Interchange 62 at Route 450 (Horse Pond Road),
- Green Hill Road at Route 79,
- Green Hill Road at Route 450 (Horse Pond Road),
- New Road at Route 450 (Horse Pond Road),
- Route 79 at driveway to Brown/Ryerson schools,
- Nathan's Lane at Route 1, and
- Nathan's Lane at Mungertown Road.

Maintain And Enhance Roadway Facilities

Since roadway improvement costs escalate in a fairly predictable pattern, Madison should continue to make regular road improvements on local roads. Incremental maintenance (as and where needed) helps to efficiently and cost-effectively maintain road conditions and helps avoid expensive road reconstruction projects that can result from deferred maintenance.

Madison has created a Road Reserve Fund to help fund road maintenance in the community. The reserve fund is funded annually as part of the local budget process. Additional funds are received from the State under the local capital improvement program (LOCIP). In addition, Madison is using a pavement management system (PMS) to help prioritize road reconstruction and repairs. These programs should continue.

In addition, Madison should continue to work closely with the South Central Regional Council of Governments (SCRCOG) and Connecticut Department of Transportation (CTDOT) regarding transportation issues and improvements in town. In particular, continued spot improvements to state highways should be encouraged. However, the Town should take a strong pro-active stance against any significant widening of Routes 1, 79, 80, or 450 that detracts from community character unless the public benefits far outweigh the impacts.

Additional projects that may be of importance to the community (affecting traffic circulation, community character, economic development, and other attributes) include:

- a cooperative effort to extend County Road into Guilford and improve the road to reasonable standards,
- possible future widening of I-95 to more lanes in each direction, and
- possible completion of Interchange 60 on I-95 (at Mungertown Road).

Recommendations

1. Continue to make roadway improvements to address safety and capacity issues.
2. Continue to maintain the Road Reserve Fund and the PMS database on road conditions and improvement needs.
3. Continue to work closely with the SCRCOG and CTDOT regarding transportation issues and improvements.
4. Encourage continued spot improvements to state highways, where necessary.
5. Discourage any significant widening of Routes 1, 79, 80, or 450 that detracts from community character unless the public benefits far outweigh the impacts.
6. Continue to evaluate how possible future transportation projects may benefit the community.

Manage Access on Existing Roads

Over the past few decades, dispersed population and economic growth have increased traffic volumes in Madison. In fact, traffic volumes in Madison are growing faster than the population of the town, the region, or the state. Since it is unlikely that any new major roads or state highways will be built in Madison, the challenge of the Plan is to manage the existing roadways effectively in order to preserve their capacity.

The issue of access management (such as interior connections between parking lots, access from secondary streets, shared parking, sidewalks, and possible driveway closings) is mostly of concern on arterial and collector roads. These roads, which are identified on the flip-up Roadway Classification Map on this page, include the major state highways and other roads in Madison.

One example of a project that could provide vehicular and pedestrian benefits is to better define the driveways at the CVS Pharmacy and Hose Company #1 on Route 1 in Madison Center, just east of Route 79. This project was also recommended in the 1996 Madison Center Charrette Report.

Madison should request funding for an access management study of Route 1 from the South Central Regional Council of Governments and CTDOT. Recommendations from an access management study of Route 1 should be implemented by the Commission as part of any land use approval in this area.

Recommendations

1. Work with the South Central Council of Governments to undertake an access management study on Route 1 (from Guilford to Neck Road and from the Hammonasset Connector to Clinton).
2. Implement recommendations from the access management study as part of any land use approval in these areas.

Access Management

Access management is a regulatory concept based on the premise that since road capacity is limited and driveways and streets can reduce road capacity, access to arterial roadways should be managed in order to preserve the capacity of the roadway.

Access management techniques should be considered in commercial areas on Route 1 (from Guilford to Neck Road and from the Hammonasset Connector to Clinton).

Scenic Roads

Scenic roads are an important consideration in Madison. A discussion of scenic roads is located on page 17 of the Plan.

Roadway Classification Plan
(flip page up)

Promote Vehicular Alternatives

In terms of passenger rail service, Madison is served by the “Shoreline East” commuter railroad to New Haven operated by CTDOT and Metro-North. The rail line has recently been electrified as part of improvements for high-speed rail service in the Northeast Corridor. Since the high-speed trains will not stop in Madison, this service is expected to have little overall transportation impact on the community. Still, opportunities to expand rail service in Madison and improve the train station parking should be pursued. The overall aesthetics and function of the train station (including any proposed pedestrian bridges or towers) should be carefully reviewed to ensure they are appropriate for Madison and contribute to community character.

The Dattco Bus Service operates a limited bus route along the shoreline between New Haven and Old Saybrook that includes Madison. Connecticut Transit provides express bus service once a day to and from New Haven. Some sort of regional mass transit (in cooperation with other nearby communities) should be explored, especially since transit services can help achieve Madison’s housing, employment, and economic development objectives.

In addition, there is weekday dial-a-ride service for the elderly and disabled provided by the Senior Center. During the planning period, consideration should be given to expanding the dial-a-ride service (vehicles, hours, days) to serve:

- more residents (youth, workers, shoppers, commuters), and
- the anticipated increase in the number of senior citizens.

Madison currently has two commuter parking lots (on Route 79 at I-95 and at the train station). These commuter parking lots should be maintained in order to facilitate carpooling and vanpooling by Madison residents. Additional commuter parking lots should be considered for locations that are appropriate within Madison.

Recommendations

1. Pursue opportunities to increase rail service in Madison and improve the train station parking.
2. Recommend inclusion of the Shoreline East rail service into the Metro-North railroad system.
3. Carefully review the overall aesthetics and function of the train station (including any proposed pedestrian bridges or towers) to ensure they are appropriate for Madison and contribute to community character.
4. Explore some sort of regional mass transit if that will help Madison achieve its housing, employment, and economic development objectives.
5. During the planning period, explore expanding the dial-a-ride service to more days and to serve more residents.
6. Maintain and enhance commuter parking lots to facilitate carpooling and vanpooling by Madison residents.

Maintain and Enhance Other Infrastructure

Public Water

While most Madison residents rely on private wells, about one-third of the town's population is served by public water. The largest public water provider in Madison is the Connecticut Water Company (CWC) and service areas are generally located south of Green Hill Road. Opportunities to expand the water supply service area should be explored.

CWC expects to continue to have an ample quantity of water for expected growth during the planning period and is exploring additional sources of water. Water quality, an important consideration for both CWC and the South Central Regional Water Authority since they have water supply facilities in Madison, also needs to be protected.

Recommendations

1. Explore opportunities to expand the water supply service area.

Storm Water Drainage

Most major storm water drainage issues in Madison have been addressed although there are some continuing problems (such as the Route 1 railroad underpass where flooding can occur during major storms and very high tides).

The management and control of storm water drainage is important in Madison. During the planning period, a Town-wide study of drainage needs and issues should be undertaken. In particular, an assessment should be made of ways to improve water quality at storm drainage outfalls (such as sedimentation basins or other techniques) since water quality and natural resources, such as shellfish beds, can be adversely affected.

Recommendations

1. During the planning period, undertake a Town-wide study of drainage needs and issues.

Public Water Supply

Public water supply can:

- promote public health by supplying ample, clean water for residents,
- encourage economic development by providing water for businesses,
- aid public safety by supplying water for fire fighting, and
- shape land use and intensity where the town desires growth.

Storm Drainage

Storm drainage issues that need to be addressed include:

- the quantity of runoff to ensure that erosion and flooding do not become significant issues, and
- the quality of runoff to ensure that pollution is avoided.

Underground Utilities

The idea of burying overhead utility lines in Madison has been raised in the past. Utility companies will bury their utility lines provided that the company is reimbursed for the cost of work. Since the costs to retrofit an area are typically high, such work has usually only been done in conjunction with major redevelopment projects.

Electrical Service

Electrical service in Madison has expanded over the years from main power lines on street poles to underground service in newer developments. To improve and maintain the reliability of electrical service in Madison, Connecticut Light & Power (CL&P) has undertaken the following types of projects:

- aggressive tree trimming,
- interconnecting circuits to reduce the impact of outages, and
- making system-wide improvements on an on-going basis.

Electrical reliability is an important consideration. However, a balance needs to be found with maintaining the character of the community and the beauty of local streets. In some recent cases, tree pruning has been conducted too aggressively and without concern for the value of the streetscape and the trees that enhance it. Where possible:

- power lines should be converted to underground service as upgrades and renovations take place, and
- new and replacement plantings should be located where they are not likely to need such drastic pruning in the future.

In addition, any tree trimming proposed by CL&P (or contractors) should continue to be reviewed by the Tree Warden to ensure that reliability improvements are balanced with protection of community character.

Recommendations

1. Encourage electric system improvements to improve service and reliability.
2. Discourage aggressive tree pruning that harms the streetscape.
3. Guide future plantings to avoid conflict with electrical services.

Communications

Wired communications providers (such as telephone and cable television) are offering more services to compete with each other and provide expanded services to residents and businesses.

Significant growth is anticipated in wireless communications (especially for telephones and beepers) and there is expected to be a demand for more communication towers and accessory equipment. Since federal regulations prevent a community from prohibiting such service, appropriate guidelines and regulations should be maintained and should preserve, where possible, views that contribute to overall community character. Madison should continue to promote the goals of:

- minimizing the number of towers, and
- co-locating service providers on each tower that is erected.

Recommendations

1. Encourage improvements in communication infrastructure to meet the needs of residents and businesses.
2. Develop and adopt regulatory provisions related to wireless communication facilities to protect overall community character.
3. Continue to minimize the number of towers and encourage co-location on any tower.

Communications Tower



Waste Disposal

Madison currently shares waste disposal facilities with the Town of Guilford. Madison maintains a waste disposal facility on Ridge Road that receives yard waste, recyclable materials, and septic tank waste. Other solid waste, bulky waste, and recyclable materials not accepted at Ridge Road are transported to Guilford.

Current arrangements are working well and should be continued. In addition, disposal options should continue to be evaluated for the most cost-effective solutions. In particular, options for solid waste disposal should be reevaluated when the current agreement expires in 2001.

In addition, the septage treatment ponds at the former landfill should be maintained for the receipt and treatment of septic tank waste. As Madison grows, this facility will need to be expanded to meet community needs.

Recommendations

1. Continue current arrangements for solid waste, bulky waste, and recycling operations and reevaluate options for solid waste disposal when the current agreement expires in 2001.
2. Maintain the septage treatment ponds as an important component of Madison's sewer avoidance program.
3. Study the capacity of the septic treatment ponds and evaluate the need for expansion.
4. Maintain and enhance the current Ridge Road facility.