

Complete Streets Information Exchange

Complete Streets for Safety

Municipal Panel

Town of Madison

David Anderson, Director of Planning & Economic Development



A Few Facts about the Town of Madison

- Small, suburban shoreline town of approximately 18,000 people located 20 miles east of New Haven
- Home of Hammonasset State Park
- Shoreline Greenway Trail
- “Beach Roads” heavily utilized by cyclists and pedestrians year round
- Pedestrian Friendly Downtown
- Outside of downtown, there is very little bicycle and pedestrian infrastructure within the town

MADISON

2013 Plan of Conservation & Development



Planning and Zoning Commission

Effective November 9, 2013

"Complete Streets"

In recent years, many communities like Madison have devoted efforts to establishing "complete streets".

The term "complete streets" is used to refer to streets which are "designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

In 2009, the Connecticut Legislature adopted Public Act 09-154 which established a "complete streets" policy for the State of Connecticut.

In our area, New Haven adopted a "complete streets" policy.

Improve Options For Mobility And Recreation

Enhance Walking Opportunities

People are walking more for recreation and other purposes. In the telephone survey, 64 percent of respondents indicated that Madison should do more to create a better pedestrian system such as sidewalks and trails.

Sidewalks - At the present time, sidewalks are located mainly in the Madison Center area where they are critical to providing a pedestrian-friendly environment and enhancing the area. Sidewalks should be required as part of any development in Madison Center. In addition, as opportunities arise, the Town should expand the sidewalk network within the Center and extend the network to surrounding areas.

On-street Pathways - In shoreline neighborhoods, residents enjoy walking along the streets (such as Middle Beach Road) even though there are no sidewalks and no room for sidewalks. In heavily trafficked areas, adding signage and providing a painted stripe to visually separate a walking area from the vehicle lanes would be appropriate.

Off-Street Trails – In residential and open space areas of Madison, off-street trails are the most appropriate accommodation for walkers and hikers.

Efforts currently underway to establish the Shoreline Greenway Trail - a continuous path for bicyclists, walkers and hikers - extending from Lighthouse Point on the New Haven Harbor to Hammonasset Beach State Park in Madison will help enhance local efforts within Madison and should be supported.

The eventual goal should be to interconnect all of the pedestrian walkways in Madison (sidewalks, pathways, trails) into a cohesive overall system. The map on the facing page illustrates the location of these pedestrian "policy areas" in Madison.

Continue These Policies:

- A. Ensure that adequate sidewalks are provided in and near Madison Center.
- B. Expand the off-street trail network in Madison.
- C. Strive to interconnect all of the pedestrian ways in Madison into a cohesive overall system.
- D. Support continued development of the Shoreline Greenway Trail.

Complete These Tasks:

1. Develop a sidewalk plan which includes a map of existing sidewalks, pathways and trails.
2. Update sidewalk specifications.
3. Set aside funds for the extension and improvement of sidewalks, walkways, and trails.
4. Evaluate the provision of sidewalks around school facilities.
5. Consider adopting a local "complete streets" policy.

Identify Bicycle Routes in Madison

Bicycles are becoming an increasingly popular method of recreation and commuting. Appropriate provisions for bicycles will enhance the community and the quality of life. In the telephone survey, 67 percent of respondents indicated that Madison should do more to create a better bicycle circulation system.

Bicycles can also be accommodated on local roads and State highways. On State highways and major local roads, the preferred way to do this would be a shoulder bikeway (the use of the paved shoulder for bicycles) provided that a painted stripe can be installed to visually separate it from the vehicle lanes and marked and signed for bicycles. On local roads with less traffic and lower speeds, a "sharrow" (a shared use of the pavement for bicycles and vehicles) may be the best solution where the necessary paved width may not be available.

The map on the facing page suggests some key potential bicycle routes in Madison along major roads and areas near businesses, schools, parks, etc. It is intended to identify roadways where simple upgrades (adding signage, adding pavement markings; re-striping the shoulder) could make the roads suitable for bicyclists. The sidebar suggests ways this preliminary plan should be refined over time as the routes expand.

Continue These Policies:

- A. Make Madison a bicycle-friendly community.

Complete These Tasks:

1. Establish a Bicycle and Pedestrian Advisory Committee.
2. Identify and map appropriate and safe bicycle routes in Madison.
3. Designate bicycle routes with line striping, roadway markings and signage as needed.
4. Provide convenient bicycle parking facilities.
5. Investigate how to become designated as a Bicycle-Friendly Community.

Establishment of Ad-Hoc Bicycle & Pedestrian Advisory Committee

- Worked with Virginia Raff, Chair of Madison's Shoreline Greenway Trail committee, to encourage the Board of Selectmen to establish a committee to:
 - Develop a Bicycle & Pedestrian Master Plan
 - Advise the Board of Selectmen on funding, projects, programs, and policies which help promote bicycling and walking as a means of transportation, recreation, and fitness
- Established in January 2018
- Seven regular members, two alternates, two student liaisons, and two town staff liaisons
- Committee identified adoption of a Complete Streets Policy as their primary priority

TOWN OF MADISON, CT
(Draft based on Portland's)
COMPLETE STREETS POLICY

I. VISION, GOALS, PRINCIPLES

VISION

To improve the streets of Madison making them safer and more accessible for all users including pedestrians, cyclists, people with mobility challenges, transit users, and motorists. To encourage non-motorized modes of transportation and a Complete Streets culture that promotes an inter-connected community, healthy living, and a thriving town.

GOALS

The overarching goal of this policy is to gradually transform Madison from a community that disproportionally encourages automobile travel to one that invests in transportation infrastructure equitably across all modes to the benefit of all citizens.

Specific goals are the following:

1. Make Madison roads safer by increasing the capacity for various uses while decreasing the rate and severity of vehicle, pedestrian and bicycle crashes;
2. Enable healthier lifestyle choices by providing an expanding variety of walking and bicycling options;
3. Promote a Complete Streets culture in Madison through education and events,
4. Encourage private sector economic development that will benefit from, and contribute to, a more livable community;
5. Expand the network of safe walking and bicycling routes to schools;
6. Connect with other town/citizen's action groups in Madison that have goals related to Complete Streets.



OUR VISION

PROGRAMS

TAKE ACTION

WORK WITH US

RESOURCES

The Elements of a Complete Streets Policy

Effective 2018



ELEMENTS OF A COMPLETE STREETS POLICY

The National Complete Streets Coalition (NCSC) [previously identified 10 elements](#) of a comprehensive Complete Streets policy to help communities develop and implement policies and practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

But since it first began over a decade ago, the Complete Streets movement has evolved to focus far more on implementation and equity. In response to these changes, the Coalition updated and revised the Complete Streets policy framework to require more accountability from jurisdictions and provisions that account for the needs of the most vulnerable users. The 10 revised policy elements are based on decades of collective expertise in transportation planning and design, created in consultation with NCSC's steering committee members and a group of national stakeholders consisting of engineers, planners, researchers, and advocates.

The elements serve as a national model of best practices that can be implemented in nearly all types of Complete Streets policies at all levels of governance. For communities considering a Complete Streets policy, this resource serves as a model; for communities with an existing Complete Streets policy, this resource provides guidance on areas for improvements.

An ideal Complete Streets policy includes the following:

- 1. Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
- 2. Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- 3. Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
- 4. Clear, accountable exceptions:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- 5. Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
- 6. Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- 7. Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
- 8. Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
- 9. Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- 10. Implementation steps:** Includes specific next steps for implementation of the policy.

Important Elements of Madison's Complete Streets Policy

- Designates a member of the Bicycle & Pedestrian Advisory Committee to serve as a “Complete Streets Liaison” to work with the Public Works Department to ensure the policy is being implemented
- Specifies performance measures and requires submittal of an annual report on progress
- Establishes an exemption process that requires Public Works to request an exemption from the Board of Selectmen when complete streets improvements are not included in a project

Why Implement Complete Streets?

- Safety – Increase safety for all transportation users of all ages and abilities
- Health – Enable healthy lifestyles that include more walking and bicycling
- Economics – Increase \$ spent locally, vitalize economic centers, increase home values
- Environment – Reduce automobile emissions
- Livability and Sense of Community – Bike/walk friendly = inviting, thriving community



Benefits: Older Adults

- By 2025, nearly 1 in 5 Americans will be 65 or older
- Complete Streets = better design for walking and cycling
- Older folks can stay active and involved in their communities.



Benefits: Children

- More than 1/3 of kids and teens are overweight or obese
- Dedicated, safe spaces for cycling and walking help kids be active and gain independence
- In a 5 state study, infrastructure improvements and promotional programs increased walking by 45%



Benefits: People with Disabilities

- Almost 1 in 5 Americans have some type of disability
- Complete Streets = attention to detail for travelers with disabilities
- Complete Streets can improve independence and social interaction



Benefits: Health

- Women who walk or bike 30 minutes a day have a lower risk of breast cancer.
- A 30-minute round-trip bicycle commute is associated with better mental health in men.
- People who live in walkable neighborhoods get more exercise than those who do not.



Benefits: Economy

- Increases spending in local economy
- Attracts buyers of local housing
- Increases property values and tax revenue
- Connects bus stops and train station to economic centers, work places, and shopping.



Benefits: Livable Communities

Walkable communities =
happier communities

Residents of walkable
communities:

- are more likely to be socially engaged and trusting
- report being in good health and happy more often



Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

We Have Already Done This



And This



So Let's Keep Improving Sidewalks

Existing



Improvement



Crosswalks

Existing



Improvement



Shelters and Access for Transit Connections

Existing



Improvement



Why Adopt a Complete Streets Policy?

Ensures that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.

- Sets a high-level policy direction
- Changes the everyday decision-making process and systems
- Represents an incremental approach
- Has long-term results
- Applies to both new streets and retrofits of existing streets

LOCAL NEWS

Madison Approves Complete Streets Policy

BY ZOE ROOS/ZIP06.COM • 06/12/2018 02:10 P.M. EST



MADISON —

Efforts to make Madison more bike- and pedestrian friendly took another step forward at a recent Board of Selectmen (BOS) meeting when the board unanimously approved the Complete Streets Policy, a multifaceted plan to give residents and visitors more safe ways to move around town without the use of a car.

The Ad-Hoc Bicycle & Pedestrian Advisory Committee put the policy forward to the BOS earlier this year for its review. The nine-member committee started work early this calendar year under the charge of developing a bike and pedestrian master plan.

According to the charge of the committee, “the primary emphasis of the plan shall be to improve the town’s facilities and infrastructure that are critical to making participation in these activities safer and easier, and to promote public participation in the bicycle and pedestrian planning process. In addition to development of a bicycle and pedestrian master plan, [the committee] shall also advise the Board of Selectmen on funding, projects, programs, and policies [that] help promote bicycling and walking as a means of transportation, recreation, and fitness.”

Madison Nationally Recognized for Complete Streets Policy

BY ZOE ROOS/ZIP06.COM • 05/22/2019 07:53 A.M. EST



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Members of the Ad-Hoc Bicycle & Pedestrian Advisory Committee have been out and about in the community this past year, informing residents about the complete streets policy. The town recently placed fifth in the nation in a Complete Streets competition. (Photo courtesy of Ellen Weiss)

MADISON —

Thanks to some hard working volunteers, Madison now has another award to its name. The town recently placed fifth in the nation in a Complete Streets competition, a competition honoring towns across the country for their efforts to develop a multifaceted plan to give residents and visitors more safe ways to move around town without the use of a car.

2018 Bicycle & Pedestrian Survey

- BPAC conducted a survey of residents asking for input on their experiences biking and walking throughout town
- Utilized two student liaisons on BPAC to reach the student and parent population
- Utilized the Town website and social media to distribute the survey
- BPAC members setup a booth at the Friday Farmer's Market
- Received over 650 responses to the survey, indicating broad support for additional bicycle and pedestrian improvements

2019 Shoreline Sign Initiative

- Amongst survey respondents, the roads along the shoreline were identified as the highest priority for bicycle and pedestrian safety improvements
- BPAC worked with property owners along Middle Beach Road to place temporary signage communicating various safety measures
- The campaign had a noticeable effect on behavior
- The Town installed permanent signage at the conclusion of the campaign



2019 National Walk to School Day

- On October 2, 2019, BPAC organized a walk to school day at Jeffrey Elementary School.
- Approximately 150 parents and students participated in the event



CT Training & Technical Assistance (T2) Center Assistance

- Worked with Melissa Evans, Safety Circuit Rider, from the T2 Center
 - August 20 & 21, 2019 - Conducted on site Road Safety Assessment of our shoreline roads
 - October 15, 2019 – Conducted on site Safe Routes to School Audit of Daniel Hand High/Polson Middle/Jeffrey Elementary Schools campus
- Members of BPAC, public works staff, and elected official all actively participated walking the routes during the assessments
- Provided reports highlighting a spectrum of recommendations ranging from short-term/low cost to long-term/higher cost
- Scheduled to present the information to the Board of Police Commissioners (Madison's Traffic Authority)

Bicycle Friendly Community Application

- BPAC prepared and submitted an application to the League of American Cyclists for designation as a Bicycle Friendly Community
- Knew we had a long way to go towards becoming a true bicycle friendly community, but decided to apply anyway in order to set a benchmark to work from
- Surprised to be awarded “Honorable Mention” in Spring 2020 – communities receive this designation for one year in recognition for starting efforts to address the need of bicyclists in their community

Madison Bicycle & Pedestrian Master Plan

- Working with planning consultant Fitzgerald & Halliday, Inc. (FHI) to prepare the Town's first Bicycle & Pedestrian Master Plan
- All the prior BPAC initiatives are helping to inform the plan and a draft plan is anticipated to be distributed to the public for comment later this year

BPAC Made a Permanent Committee

- BPAC was initially formed as an ad-hoc committee for a period of two years
- Due to the success of the various initiatives BPAC undertook, the Board of Selectmen voted to establish BPAC as a permanent committee in early 2020

Thank You

David Anderson – andersond@madisonct.org

