

Recreation, Parks & Open Space

Goal: *To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.*

<i>Policies</i>	<i>Strategies</i>	<i>Responsibility</i>	<i>Implementation</i>
<i>To maintain/ upgrade existing recreational facilities as necessary to meet current and future needs.</i>	Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	Town Manager Economic Development Recreation Committee Board of Selectmen Public Works Department	3-5 Years
<i>To preserve open space for recreational use as appropriate</i>	Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	Town Manager Economic Development Recreation Committee Board of Selectmen Local ATV/Snowmobile Clubs MSAD#59	6+ Years
<i>To seek to maintain at least one major point of public access to major water bodies for boating, fishing and swimming and work with nearby property owners to address concerns.</i>	Work with an existing local land trust or other conservation organizations to pursue opportunities to protect open space or recreational land	Town Manager Economic Development Recreation Committee Board of Selectmen Local Land Trusts	6+ Years
<i>To seek to maintain at least one major point of public access to major water bodies for boating, fishing and swimming and work with nearby property owners to address concerns.</i>	Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, MRSA 159-A.	Town Manager Economic Development Recreation Committee Board of Selectmen Local ATV/Snowmobile Clubs MSAD#59	6+ Years

Organized recreation in Madison has made significant strides since the 1999 update of the Comprehensive Plan. Several new facilities have been created to offers opportunities for local residents to participate in baseball, softball, swimming lessons, football, soccer, cross country skiing, wrestling clinics and ice skating. The Town owns and maintains several ball-fields, parks and surrounding lands.

Built in 2001, the Preble Avenue ball-fields are comprised of two softball fields, four baseball fields and a multi-purpose field. In the winter, cross country skiing trails are maintained along the Preble Avenue facility with help the New Balance “Move More Kids” Program.

The Dillon Family Park, located in back of the municipal office, constructed from donations from the Dillon family, provides a lighted outdoor basketball court and skateboard park. The facilities are adequate to meet current and anticipated population needs in Madison and the surrounding area.

Major renovations to the Main Street Park area were completed in 2013. These included the demolition of outdated playground equipment, the development of a large green space and the planned installation of new playground equipment on the site of the old Junior High property.

Wintertime recreation programs include cross country skiing and snow shoeing with equipment available for rental from the school district. Plans are being considered for creating a new ice skating area on Town owned property at the site of the Weston Avenue School. Currently the committee oversees the skating area and sledding hill on Thomas field.

The Madison Recreation Committee is organized by commissioners for each sport, with a part time recreation director and many volunteers. The 2013 budget for recreation in the Town of Madison is \$81,807. By comparison the budget for Skowhegan’s recreation is \$443,203. In Skowhegan the budget includes a full time director, staff and the costs associated with operating a stand-alone recreation facility with gymnasium.

In Madison, the Recreation Committee works closely with the School District to provide facilities and opportunities for healthy activities. The local schools provide access to three gymnasiums for indoor sports and offers fitness programs throughout the year, open to citizens of all ages. Equipment provided by grants from the New Balance Foundation offer a wide array of activities from weight lifting, to spinning classes, to mountain biking. Public input indicated that this information needs to be readily available to the public and more effort should be put into promotion. For example, many residents are not aware that cross country skis, snowshoes and mountain bikes can be borrowed from the school system to be used on trails behind the high school and at the Preble Avenue sites.

Table A.14 outlines recreational facilities in Madison.

Table A.14

Recreation Facilities	Location	Services
Ball Fields	Preble Avenue	2 Softball, 4 Baseball, 1 Football
	Madison High School	Football, Baseball, Softball, Soccer
	Madison Junior High	Football, Baseball, Soccer (2)
Playgrounds	189 Main Street	Large area with equipment (2013)
	Madison Elementary	Large area with equipment (2004)
	Old Point School	Small area with old equipment
Outdoor Courts/Track	Madison High School	Tennis (2), 400m gravel track
	Municipal Parking Lot	Basketball (2), skate board area
	East Madison Fire House	Basketball, Tennis
Fitness/Exercise	Madison High School	Weight and Fitness Room with cardio equipment, free weights and availability of fitness classes.
Gymnasiums	Madison High School	Full Gym for basketball/volleyball
	Madison Junior High	Full Gym for basketball/volleyball
	Madison Elementary	Full Gym for basketball/Climbing Wall
	Calvary Pentecostal Church	Full Gym for basketball/etc.
Ice Skating	Thomas Field	Flooded area, well lit at night, warming hut, maintained by town
Picnic Areas	Nathan Street Boat Landing	Picnic tables and benches, no facilities
	Main Street Park	Picnic tables and benches, no facilities
	Historic Pines Trail	Picnic tables and cooking areas, no facilities

In addition to providing access to recreational facilities, The Town of Madison works with the Greater Somerset Public Health Collaborative to provide resources and education on fitness and nutrition for residents of all ages.

Recreation (Trails - non motorized)

People of all ages, in our community, should be able to have access to outdoor activities and planning should consider sidewalks, safe roads for biking, multi-use paths and trails, parks and open spaces and other facilities for recreation. Promotional ideas such as nature studies, student walks and geo-caching may enhance the use of the existing trails in Madison. There are several groups with interests in trails such as Somerset Woods Trustees, ATV Clubs, Healthy Hometowns and Active Community Environment Teams. Currently there is not an entity in place to oversee trail development and maintenance.

The Maine Department of Conservation Recreational Trails Program assisted Madison with a grant for trail development and picnic area improvements at the historic Pines site. A non-motorized, one mile trail loop is maintained by the town and volunteers. The site includes three new picnic tables, handicapped accessibility, a new lookout and easy access for fishermen to the river's edge. These additions contribute to the recreational opportunities for Madison's citizens and visitors.

Trails behind the high school and at the Preble Avenue recreational facility are maintained and used for walking, running, mountain-biking, cross country skiing and snowshoeing.

There has been some public discussion as to the availability of trail making on the property called Jacob's Pines in East Madison. This property is under the supervision of the Library Trustees, and designed for use by Scouts, 4-H and other such groups. The terms of use does allow for trail making but no cutting of trees. It was suggested that groups may want to collaborate on a trail making project. In addition the system of trails in town could utilize the property in the Madison Business Gateway, and perhaps property behind the Health Center.

Along the Kennebec River there are trails owned by UPM (Madison Paper) that can be renovated and connected to trails that lead behind the Elementary School and out to Backyard Farms.

Table A.15 identifies current trail use in Madison:

Table A.15		
Local Trails	Location	Uses
Historic Pines Trail	Father Ralse Road	1 mile loop with views and access to the River, historical markers, picnic area.
Preble Avenue Trails	Preble Ave Rec Fields	Over 1 mile of trails for walking, mountain biking, cross country skiing and snowshoeing

Madison Cross Country Trails	Madison High School	Over 5 miles of trails for walking, mountain biking, cross country skiing and snowshoeing
Madison Paper Trails	Nathan St Boat Landing	Traveling from the boat landing along the river and into Anson down to the Anson boat landing. Views and access to the River.
Jacobs Pines	East Madison	Large parcel of land under the supervision of the Madison Public Library Trustees. Rustic trail development only (no tree cutting, no motorized vehicles)

Funding is currently proposed in amendments to the TIF with Backyard Farms for trail development and many grants and federal programs look favorably on this type of activity.

Recreation (Trails - Motorized)

Hunting and fishing will continue to be part of Madison's recreational culture. Private landowners still allow use of their land for these activities. Posting of private property to ATVs now limit some access; however a local ATV club helps to educate the public on how not to damage land and will continue to develop relationships with private landowners to keep trails open to ATVs. Currently ATV trails are available in Solon and Bingham, but limited in Madison.

A significant recreational trail is the IT snowmobile trail which extends from Monmouth to Greenville. The Abnaki Snowmobile Club maintains approximately 40 miles of trails within Madison. The trail is open to the public at no cost. Private landowners give permission for the use of their land and continue to provide access.

In 2012, some landowners on Blackwell Hill Road restricted use of trails on their property which led to a change in the trail pattern. Warmer winters with lower snow totals have had a negative impact on many snowmobile clubs in Central Maine, forcing much of the activity to the northern parts of the state. In 2013 the Abnaki Club was restructured under new leadership and collaborated with clubs in Solon and Bingham to maintain the trails. The clubs benefited from significant snowfall in winter 2014 to rejuvenate interest in snowmobiling.

In December 2013 Pan Am Railways discontinued rail service through Madison and Anson. This has prompted snowmobile clubs to inquire about permission to use the rail river crossing in Madison. The State Department of Conservation has indicated that a Madison crossing would have significant economic development potential as there is a 25 mile stretch from Norridgewock to Solon without a way to cross the River.

Recreation (access to surface waters)

The 1999 update to the Comprehensive Plan considered public access to Lake Wesserunsett and the Kennebec River to be inadequate. Since that time access points have been identified for development and improvement. Public water access does not affect the public drinking water supply.

The public boat launch on the East Madison side of Lake is maintained by the Town as well as a small public swimming area. Parking has become a concern as the area is very congested on busy summer weekends. There are plans under consideration to use the site of the old East Madison store for additional space. The Lake Association helps to protect the water quality by offering free inspections at the East Madison boat landing to check for signs of invasive plant species. In addition the LWA monitors water quality and loon counts, and provides public education about water quality issues. Somerset Woods Trustees, Trouts Unlimited, and the Kennebec River Initiative are also groups supporting preservation and public involvement for the region's recreational opportunities.

On the West side of the lake, at Lakewood, there is public lake access for swimming but no boat launch. Canoes and kayaks can be put in at the site and there is a dock provided by the Town. Parking is very limited in the area. Over the past few years there has been discussion of developing public access to the lake through the Sandy Beach area, also known as the Totem Pole Campground which has been for sale since the late 1990's. However, the project has never been considered to be financially viable for taxpayer funds.

Along the Kennebec River there is a public boat launch on property owned by UPM (Madison Paper) and leased to the town at no cost except for some maintenance. The area provides picnic tables, benches, a boat launch and portable rest facility during the summer months. The access is above the dam, and is not conducive for canoeing, kayaking or fishing.

Below the dam and the lower mill there is access on the Anson side of the river with a paved boat ramp that many residents consider very steep and has very limited parking. The walking trail at the Historic Pines near the Father Rasle Monument provides some carry in access to the river for kayaking, canoeing and fishing. This is one area that should be considered for development to allow for parking and better River access. From here boaters can travel up the Sandy River or down the Kennebec to Oosoola Park in Norridgewock.

The Somerset Woods Trustees allow access to the River at Thompson Island off of the River Road. There is limited parking and the area is flooded in the spring, but does allow for canoeing, kayaking and fishing down to the Madison Boat Landing.

Table A.16 details the water access points in Madison:

Table A.16

Water Access	Facilities	Services
Lake Access (Wesserrunnett)	Lakewood	Less than 50' of waterfront access, no facilities, canoe and kayak access, public swimming. Roughly 6 parking spaces.
	East Madison Boat Launch	Less than 50' of waterfront access, no facilities, paved boat ramp, some beach area for public swimming. 6 parking spaces.
River Access (Kennebec)	Nathan Street Boat Launch	Less than 50' of water front access. Paved boat ramp, 14 parking spaces, access to river above the dam only.
	Pines Trail (Father Rasle Road)	Carry in access to the River below the dam. Fishing, kayaking, and canoeing with access to the Sandy River and 5 mile float to Oosoola Park in Norridgewock. Limited Parking.
	Thompson Island (River Road)	Access to River for kayaking, canoeing and fishing. Maintained by Somerset Woods Trustees. Limited parking.

Regardless of the place or style of recreation, public input strongly indicates that maintenance should be given a high priority. Maintenance budgets and responsibilities should be at the first part of any plan and be included in grants and other funding for such projects. Suggestions were given that this could be part of a joint venture between the town and the school, and also part of the responsibility of public works.

Transportation

Goal: *To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*

Policies

Strategies

Responsibility

Implementation

To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.

Develop and continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.

Town Manager
Board of Selectmen
Public Works
Advisory Board

0-2 Years

To safely and efficiently preserve or improve the transportation system

Initiate or actively participate in regional and state transportation efforts

Town Manager
Economic Development
Board of Selectmen
Public Works

Ongoing

To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.

Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:

- a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA 73);
- b. State access management regulations pursuant to 23 MRSA 704; and
- c. State traffic permitting regulations for large developments pursuant to 23 MRSA 704-A.

Town Manager
Board of Selectmen
Planning Board
Code Enforcement
Public Works

Ongoing

To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers

Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.

Town Manager
Board of Selectmen
Public Works
Planning Board
Code Enforcement

Ongoing

by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).

To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

To work with local, state and federal authorities to create and maintain safe routes of travel.

Town Manager
Board of Selectmen
Public Works
Public Safety

0-2 Years

A quality transportation system must provide access to areas outside as well as within a municipality. It must tie together the various facilities and uses and must remain efficient and functional to ensure the continued well-being of the local economy.

Madison’s transportation policies help to assure that future development does not increase traffic congestion or overtax existing roadways. The Town’s policies for design, construction and maintenance of public and private roads are included in site review ordinances (Chapters 679, 694, & 399). Information on roads and sidewalks can also be found in the Town’s Capital Improvement Program.

Such policies can seek to assure that the transportation system functions cost effectively at acceptable levels and that development is encouraged in appropriate areas.

There are a total of 86.24 miles of roads in Madison. Of that total, the Maine Department of Transportation maintains 16.52 miles of State Highway (Route 201 for example). In addition there are 19.59 miles of roads considered to be connectors or feeder routes which connect local service roads to the State Highway. MDOT is responsible for general maintenance and upkeep, while the Town is responsible for winter maintenance of these roads. (Collectors include Route 148, the East Madison Road, and Route 43).

This leaves 50.13 miles of local roads maintained by the municipality. The MDOT Road Surface Management System has been modified and currently the Town uses software provided by Maine Local Roads to determine which roads receive attention. This software takes traffic

counts and projected costs into consideration. Based on that information, Table A.16 indicates the plan for local road maintenance through 2019.

2014	Table A.16 – Road Maint	Length	Recommended Repair	Budget
	Boardman Road	0.35	1.5 inch overlay	\$ 43,000.00
	Golf Course Road	1.71	Shim w/ 1 inch overlay	\$ 153,000.00 (TIF)
	Ingalls Street	0.17	Rebuild w/Sanitary District	\$ 104,425.00
	Maple Street	0.12	18" New Gravel (Paving)	\$ 20,000.00
	Old County Road	1.46	Shim w/ 1 inch overlay	\$ 130,000.00 (TIF)
		3.81	Total 2014	\$ 450,425.00
2015	Road	Length	Recommended Repair	Budget
	Blackwell Hill Road	2.06	1.5 inch overlay	\$ 195,000.00
	River Road	5.13	Rebuild 1200 ft, resurface	\$ 375,000.00 (TIF)
	Madison Ave	0.18	1 inch overlay	\$ 12,500.00
	Heald Street	0.26	Rebuild with Sanitary	\$ 350,000.00
	Ward Hill Road	1.96	1.5 inch overlay	\$ 161,000.00 (TIF)
		9.59	Total 2015	\$1,093,500.00
2016	Road	Length	Recommended Repair	Budget
	Hazel Street	0.17	Shim w/2 inch overlay	\$ 25,600.00
	Kennebec Street	0.06	Rebuild	\$ 80,000.00
	Lowe Street	0.16	Shim w/2 inch overlay	\$ 20,800.00
	Parking Lot Old Point	0.01	1.5 inch overlay	\$ 18,700.00
	Parking Lot PD	0.01	1.5" overlay from PD to Irvings	\$ 75,000.00

	Wedge Street	0.1	Shim w/2 inch overlay	\$ 13,700.00
		5.83	Total 2016	\$233,800.00
2017	Road	Length	Recommended Repair	Budget
	Bean Street	0.2	Rebuild	\$ 142,000.00
	Garden Street	0.02	1.5 inch overlay	\$ 1,700.00
	S. Solon Meeting House Road	0.33	1.5 inch overlay	\$ 30,175.00
	Maxim Street	0.12	Reclaim w/1.5 inch overlay	\$ 24,000.00
	River Road	5.13	1.5 inch overlay	\$ 210,664.00
	South Main Street	0.15	1.5 inch overlay	\$ 12,400.00
		5.88	Total 2017	\$490,939.00
2018	Road	Length	Recommended Repair	Budget
	Colby Bryant Road	0.41	1 inch overlay	\$ 23,545.00
	Preble Ave	1.72	1 inch overlay	\$ 131,325.00
	Shusta Road	1.58	1 inch overlay	\$ 90,950.00
	Walker Road	0.33	1 inch overlay	\$ 18,955.00
		4.04	Total 2018	\$264,775.00
2019	Road	Length	Recommended Repair	Budget
	Jones Street	0.23	1 inch overlay	\$ 13,175.00
	Perkins Street	0.18	1 inch overlay	\$ 10,285.00
	Pinewood Drive	0.12	Reclaim w/2 inch overlay	\$ 22,050.00
		0.71	Total 2019	\$ 57,835.00

Public input indicates support for this type of plan as long as it remains flexible and roads are reviewed every year. The Town has sufficient funds designated for road maintenance from budget, reserve, capital improvement and TIF to cover foreseeable projects in the next 15 to 20 years.

Map (M.3) shows the location of area roads. At this time there are no major deficiencies or concerns. Any state and regional plans would include work to US Route 201 and Routes 148 and 43. All of those roadways have received upgrades within the past 5 years and no immediate needs are listed. There are no plans for new road construction. The Town’s subdivisions, that may have dead end roads, have capacity to connect neighborhoods with future expansion.

The major traffic generation areas are along Main Street in Madison; beginning at UPM (Madison Paper) at the end of the bridge from Anson, to the Junior High School during school activities. The Main Street Parking Lot project is designed to alleviate the volume of traffic along Main Street during high usage times. On outer Main Street, Madison Area Memorial High School constitutes another high volume traffic area during the school year.

Because Main Street in Madison is the throughway for routes 8/43/148/201A to cross the Kennebec, it is the site of much heavy truck traffic. In 1988 revitalization efforts were made to the downtown, changing the parking structure on Main Street and reconstructing curbs and sidewalks. Main Street continues to be a major thoroughfare, with up to 9000 cars per day. Enhancements at the intersection of Pine Street and Main Street allows for heavy truck traffic to be diverted from the downtown area.

Table A.17 shows random traffic counts collected by the State Department of Transportation. The busiest roadways in Madison include the 201 Corridor with nearly 9,000 cars a day and Main street from the Anson Bridge to the stop light with nearly 9,000 cars per day. Old Point Ave heading to Norridgewock and White Schoolhouse Road carry upwards of 4,500 cars per day. By comparison, Skowhegan receives approximately 20,000 cars per day on Island Avenue and upwards of 17,000 cars per day on Madison Avenue

Table A.17 – Traffic Counts per Roadway in Madison	2008	2009	2011	2012
<i>Old Point Ave (Father Rasle Road to Norridgewock Line)</i>	3520			
<i>Old Point Ave (Perkins Street to Main Street)</i>	5240		4680	
<i>Main Street (From the stop light to Anson Bridge)</i>			7260	

<i>Main Street (From the Anson Bridge up to stop light)</i>	9340			
<i>Main Street (From the stop light to Ward Hill Road)</i>	5460		5000	
<i>Ward Hill Road</i>	990			1222
<i>Weston Ave (From stop light to Park Street)</i>	4400		3840	
<i>Park Street/Route 43 (From Weston Ave to Hardy Street)</i>	1600		1800	
<i>Park Street/Route 43 (Hardy Street to Old County Road)</i>	1490		1520	
<i>Thurston Hill Road (From River Road to Route 201)</i>	1480		1590	1674
<i>Blackwell Hill Road</i>	450			
<i>Golf Course Road</i>				612
<i>Russell Road</i>	1000			
<i>Preble Avenue (From Old Point Avenue to Cedar Street)</i>	770			
<i>Preble Avenue (From Cedar Street to Shusta Road)</i>	1540		1320	
<i>South Solon Road</i>	970		1200	1230
<i>White Schoolhouse Road/Route 148 (Clough's Corner to East Madison Road)</i>	460	630		460
<i>White Schoolhouse Road/Route 148 (Clough's Corner to Ward Hill Road)</i>	4360	4590	4380	4190
<i>Lakewood Road/US Route 201(From Clough's Corner toward Skowhegan)</i>	8350	8960		
<i>Lakewood Road/US Route 201 (From Clough's Corner toward Solon)</i>	4160	4820	4380	
<i>US Route 201 (At the Skowhegan Town Line)</i>	9250		8430	8470
<i>Old County Road</i>				1002
<i>River Road</i>				1459

There are a total of 11 bridges located in Madison. All but one are owned and maintained by the State. The Pine Street Bridge is on a town road and is owned and maintained by the town. The bridge crosses Jones Brook near the Kennebec and is considered to be in good condition.

Municipal parking is available behind Reny's and is accessed through an entrance on Maple Street. There are approximately 75 spaces in that lot. A new Main Street municipal parking lot next to the Junior High provides an additional 60 spaces. During community festivals both parking lots are usually full to capacity. The downtown area has approximately 65 parallel parking spaces along Main Street and there are approximately 12 spaces available at the Town Municipal Building. For day to day business Madison has adequate parking.

According to the 1999 Comprehensive Plan update, local sidewalks were to be inventoried. Currently there is no formal inventory on the books. Sidewalks are in disrepair along both sides of Main Street from the streetlight to the Junior High, and also along Weston Avenue to Vaughn Street. In 2012 the Town applied for a 'Safe Routes to School Grant' through MDOT that would allow for sidewalk reconstruction along Weston Avenue and parts of Main Street. That application was denied and since then the SF2S Grant program has been incorporated into the MAP-21 Legislation where there is greater competition for a limited amount of funds.

During the installation of natural gas lines through Madison, the Town had inquired about sidewalk repairs as part of the process. However, Summit Natural Gas contractors will bore underneath most sidewalks to eliminate the need to tear up pavement.

Public input indicates strong support for a sidewalk inventory and perhaps even a sidewalk committee to prioritize repairs and maintenance. Needs for the elderly and handicapped population should be taken into consideration when planning for sidewalk improvements. The plan would also evaluate to what extent sidewalk improvements are necessary to connect residential areas with schools, parks, retail and other daily destinations for both walkers and bikers.

The town of Norridgewock owns and operates the nearest local airport approximately 10 miles from Madison. The airport houses 47 airplanes 42 of which are privately owned single engine planes. 70 percent of the flights are local general aviation and 30 percent are transient aviation. Madison residents are within 1 hour travel of Bangor International Airport and within 2 hours of Portland International.

Madison is served by the Somerset Explorer, a flex-route public bus service provided through the Kennebec Valley Community Action Program (KVCAP). The air conditioned buses are designed to offer convenient, affordable means of transportation between Madison and Skowhegan. Primary destinations include shopping centers, medical facilities, educational facilities, business parks, elderly and low income housing projects and community service organizations. The Somerset Explorer is funded by state and federal programs administered through the Maine Department of Transportation as well as contributions from local

communities and fare box revenue. The service currently meets the needs of the community and growing ridership indicates that the service will grow to meet future needs.

In summary, the major transportation concerns will continue to be winter roads and routine maintenance and repair of Madison's roadways. Sidewalk upgrades should include a plan to connect residential areas to schools, parks, the health center and shopping areas.