

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM

In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project. This form provides the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features. This form is not intended to dictate what features should be included in a project design - guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1-3) during the project scoping phase and fully completed no later than at the completion of the Preliminary Design and attached to the Preliminary Design Statement.

Project Number(s): TBD
 Type of work: INTERSECTION IMPROVEMENT
 Municipality(s): COVENTRY
 Route(s): CT 44 & CT RT 31
 Planning Region(s): CRCOG

SECTION 1 - APPLICABILITY

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. If this project falls into this category, please explain why below, then skip to Conclusions section on the last page, sign the form, and file this form with the project documents. For all other projects, skip this section, go to Section 2 and complete the rest of the form.

N/A

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SECTION 2 – EXISTING CONDITIONS

1. What is the suitability of the project area for bicycle travel according to the ConnDOT Bicycle Map website (<http://www.ctbikemap.org/bikemap.html>)? For town roads, is any portion of the project located on a road identified in a Regional Planning Organization, or Municipal Bicycle Plan? If the route is designated as “less suitable” or “least suitable”, would it be feasible to include improvements in the project to improve these ratings?

- BOSTON TURNPIKE (CT 44) HAS LESS SUITABLE DESIGNATION.
- BREADANDMILK STREET (CT31) HAS MORE SUITABLE DESIGNATION.
- PROJECT PROPOSES 10-FT MULTI-USE TRAIL IN CT 44 CORRIDOR FOR PROJECT LIMITS. THIS TRAIL HAS BEEN IDENTIFIED IN THE CRCO & EASTERN GATEWAY STUDY AS A NEED.

2. Describe any existing bicycle and pedestrian facilities within or just beyond the project limits, including features such as sidewalks (include width and material type), shoulder widths, bicycle markings/signs, and bike racks. Also describe any current or proposed features that hinder bicycle or pedestrian travel and the practicality of removing any such obstacles.

- THERE ARE NO PEDESTRIAN/BIKE INFRASTRUCTURE IN THE PROJECT LIMITS OR SURROUNDING AREA.
- NO CURRENT OR PROPOSED FEATURES WOULD HINDER PED/BIKE TRAVEL.

3. Is the project located on, or in close proximity to, a route identified in the Department’s Americans with Disabilities Act (ADA) Transition Plan?

http://www.ct.gov/dot/lib/dot/documents/ddbe/ADATransition_Plan_March_2011.pdf

• NO

4. Is there a history of bicycle or pedestrian crashes/incidents in the project area? If so, provide details. In addition to ConnDOT crash records, crash information can be found at ctcrash.uconn.edu.

• NO PED/BIKE CRASHES IDENTIFIED.

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SECTION 3 – ASSESSMENT OF CURRENT AND FUTURE NEEDS

Using a location map or aerial photograph, indicate the location of any of the following currently existing or planned typical bicycle and/or pedestrian generators, using the letters indicated (for planned facilities, precede the letter with a P). If the preparer's knowledge of the area is insufficient, consult with appropriate municipal officials. Generally, any facilities within approximately one-half mile of the project limits should be noted. Use this information to answer the following questions.

- Residential Areas (R): Indicate any general areas of dense residential housing
- Parks (P): Include areas that would attract people, whether officially designated as a park or not
- Recreational Areas (RA): Examples include athletic fields, dog parks
- Religious Facilities (C)
- Schools (S)
- Town Centers (TC): typically would include areas where Town Halls, Libraries and other public facilities exist
- Shopping Centers (M): especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)
- Large Employment Businesses (E): Factories, large office buildings, hospitals, government offices
- Bus Stops (B)
- Public Transit Facilities (T): train/bus stations, airports
- Other (O): other known facilities expected to generate or attract non-motorized users

5. Does the project provide unique or primary access (defined as access which is not otherwise available within approximately one-half mile of the project):

- | | Yes | No |
|---|--------------------------|-------------------------------------|
| a. Across a river, highway corridor or other natural and/or man-made barrier? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Into or out of any of the bicycle and pedestrian generators listed above? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Between communities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. Characterize the existing and future anticipated pedestrian and bicycle travel within the study area, with emphasis on locations and corridors of high demand.

CURRENTLY THERE IS A GROWING NEED TO ENHANCE THE PEI/BIKE TRAFFIC ON THE RT. 44 CORRIDOR WITH THE FINDINGS OF THE EASTERN GATEWAY STUDIES AS RT. 44 IS A PRIME CONNECTION TO THE UNIVERSITY OF CONNECTICUT STORRS CAMPUS.

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**SECTION 4 – EVALUATION OF BICYCLE AND
PEDESTRIAN ACCOMMODATION**

7. Describe any bicycle/pedestrian accommodation features that were considered for inclusion in the project, including benefits, approximate costs and other factors that were considered (e.g. environmental effects, feasibility).

- THE PROJECT PROPOSES TO INCLUDE THE MULTI USE TRAIL WITHIN THE LIMITS TO BE CONSISTENT WITH THE GATEWAY STUDY.
- THERE IS PLENTY OF ROOM FOR SAID TRAIL W/IN THE EXISTING ROW.

8. Summarize the results of any coordination with stakeholders and general public outreach with regards to bicycle and pedestrian needs, including accommodations proposed during construction. Some of the stakeholder organizations that may be considered for coordination include: Regional Planning Organization, Local Municipalities, ConnDOT Non-Motorized Transportation Coordinator, ConnDOT Bureau of Public Transportation, CT Department of Public Health, Bike Walk Connecticut, and Board of Education Services for the Blind (BESB).

- THE EASTERN GATEWAY STUDY BY CRLOG HAS GONE THROUGH A LENGTHY REVIEW W/ A TAC AND PUBLIC OUTREACH.

SECTION 5 - CONCLUSION

Describe how the anticipated bicycle/pedestrian travel, including those with disabilities, will be accommodated through existing infrastructure, project-proposed features and features that are planned for the future. If no bicycle/pedestrian features are proposed to be included, explain the reasons for not including them (e.g. project scope applicability from Section 1, excessive environmental or social impacts or costs, safety concerns, etc.).

- PM/PISE FEATURE IS CONSISTENT W/ EASTERN GATEWAY STUDY

Prepared by: Tim Feanny Date Prepared: 5/22/18
Project Engineer

Approved by: John A. Elsesser Date Approved: 5/22/18
Project Manager (imp)