Request for Information:
#2523S083

State of Alaska
Department of Transportation & Public Facilities
Division of Administrative Services

Date Issued: April 13, 2023
Responses Due: April 25, 2023, 2:00pm Alaska Time

Summer Pilot of Protected Bike Lanes in Anchorage: A Research Project to Design, Install, Analyze, and Remove Temporary Installations

Introduction

The State of Alaska (SOA) Department of Transportation and Public Facilities (DOT&PF) and Municipality of Anchorage (MOA) are seeking qualified applicants to submit a Request for Information (RFI) response outlining their capabilities, expertise in the design, development, and oversight of a temporary Summer 2023 installation of protected bike lanes along up to three (3) streets within the City of Anchorage. This research project is an innovative partnership between DOT&PF and MOA as a way to field test non-motorized protection in order to inform future planning, policy and transportation projects in a low-cost and quick-build context.

Background Information

In March 2023 the DOT&PF Research Advisory Board approved $1,000,000.00 for a pilot study to deploy protected bicycle lanes within Anchorage for a minimum of 2 months in summer, 2023. The study will provide a robust test to gain insightful information regarding how protected bike lanes (PBLs) could be effectively implemented in Anchorage, what additional bicyclist usage they might generate, how they impact other corridor users, and what implications can be expected for the adjacent businesses and residents. Due to the absence of any PBLs currently in Anchorage, public outreach and education are also needed.

The following corridors (or sections thereof) have been identified as the most promising for preliminary consideration:

- A Street/C Street couplet (3rd Street to Fireweed Lane)
- Fireweed Lane (Spenard Road to Seward Highway)
- 5th Avenue/6th Avenue (L Street to A Street)
- Pine Street-McCarrey Street (Debarr Road to Mountain View Drive)
- 3rd Avenue/4th Avenue-Commercial Drive (C Street to Mountain View Drive)

Please see Attachment 1, Alaska DOT&PF Research, Development, and Technology Transfer Research, Development, & T2 Needs Statement, for additional information.

Purpose

The purpose of this RFI is to find interested parties in performing a temporary “summer only” pilot study of protected bike lanes (PBLs) in Anchorage that includes design, agency coordination, public outreach, analysis, and strategic recommendations on a few preferred routes that will provide valuable information to guide future

consideration for roadway design projects in Anchorage. Performance of this work will also include professional services supporting the installation, maintenance, data collection, and removal of the temporary PBLs; these tasks are envisioned to primarily be performed by the MOA.

Response Information

Interested parties are invited to submit two (2) 8.05"x12" page with responses to the following:

- Provide the name, address, email address and phone number of the primary contact person.
- Provide a detailed description of your company's capabilities and experience related to PBL demonstration projects; such as layout of temporary protection devices (including locations with on-street parking, transit stops, driveway access, traffic signals, crosswalks, and/or other challenging features), preparation of traffic design plans, collection and analysis of performance data, coordination with state and local agencies, public involvement with stakeholders, and preparation of summary reports and strategic recommendations.
- Include in your response a summary of challenges you have experienced when implementing demonstration or pilot projects and how you resolved them. Consider areas such as project delivery, engineering design, agency coordination, stakeholder outreach, etc.
- Explain your staffing availability and capacity to support a summer 2023 implementation.

Responses to this RFI are for informational purposes only. Do not include cost estimates as they will not be considered in a response.

It is the responsibility of the interested party to follow up with the procurement officer listed below to ensure the response was received prior to the time and date specified.

This RFI does not extend any rights to prospective vendors or obligate the state to conduct a solicitation or purchase any goods or services.

Procurement Officer Contact Information

Interested parties must submit a written response to the Procurement Officer no later than April 25, 2023, by 2:00 P.M. Alaska Time. Responses may be emailed to the following address:

dotstatewideprocurement@alaska.gov

Point of Contact:

Heather Pedersen
Procurement Officer
Department of Transportation & Public Facilities
Division of Administrative Services

Phone: 907-465-8558
Email: heather.pedersen@alaska.gov

Attachment 1

Alaska DOT&PF Research, Development, and Technology Transfer Research, Development, & T2 Needs Statement (This is not a Research Proposal)	

Title: Anchorage Pilot Protected Bike Lanes

DOT&PF Project Champion(s): Brad Coy (Municipality of Anchorage), Daniel Volland (Anchorage Assembly)

Describe the Problem to be Solved:

The Alaska Statewide Active Transportation Plan calls for doubling the bicycling commute mode share statewide (from 1% to 2%) and in Anchorage (from 3% to 6%). However, existing bicycle facilities are limited and generally appeal only to people that are confident cyclists, who are about 10% in the US, while about 50% of the population are interested in cycling but they are unwilling to do it on facilities that are not physically protected from motor vehicles.[1] Facilities that are useful and appealing to all ages and abilities of bicyclists would help meet the goal of, at least, doubling the bicycle mode share.

According to the Alaska FY2021 Highway Safety Plan Annual Report[2], the pedestrian fatalities increased by 117%, bicycle fatalities remained the same and overall fatalities per 100 Motor Vehicle Miles Traveled (MVMT) increased 4% from 2019 to 2020. In 2020, pedestrians and bicyclists accounted for 23% of all fatalities on Alaska's roadways. Alaska must explore different strategies to achieve reduced fatalities on Alaska's roadways. Several studies conducted around the US have found that there is a direct link between streets with protected bike lanes and a dramatic reduction of road fatalities and injuries, for example dropping fatal crashes in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others[3].

Protected bike lanes (PBLs) are defined here as on-street bike lanes that are physically protected from motorized traffic by a vertical barrier. Barriers may include bollards, flex posts, planters, concrete barriers, or other temporary or permanent vertical structures. Elsewhere in the U.S. and the world, PBLs have been successfully used to increase bicycling mode shares for all ages and abilities. PBLs have not yet been implemented in Anchorage, or anywhere in Alaska, so there is a need to evaluate how these facilities might function in the local environment. A temporary pilot study will serve to trial and demonstrate this concept in Anchorage. This pilot study would trial PBLs on select streets in Anchorage, providing a robust test of the facilities and sufficient time to evaluate their use by bicyclists and impacts to overall corridor safety.

Why does DOT&PF Need to Solve the Problem:

Recently, the Anchorage Assembly passed Resolution 2023-25 citing infrastructure and safety concerns as barriers to improving health and social well-being. Specifically, strategies to make walking, bicycling, and accessible designs for sidewalks, trails, transit, and lanes will directly serve the residents of all ages and abilities. DOT&PF can provide research funding and expertise needed for a successful pilot study of PBLs in Anchorage as a partnership to addressing multi-modal transportation in Anchorage. DOT&PF's involvement in this pilot study will also ensure that the study is relevant to DOT&PF roads and needs, and that the results will be available to inform future work by DOT&PF. Installing temporary protected bike lanes, provides all the benefits that permanent protected bike lanes do, the increase of ridership is visible within weeks, and some projects have seen up to a 275% ridership increase[4]. By implementing this project, DOT would be working towards achieving Goal One: Safety from the Alaska Statewide Active Transportation Plan. And the Strategic Highway Safety Plan for

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1 https://www.fiafoundation.org/media/xmwls4t2/cc-protected-oct201022.pdf

2 https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-05/AK_FY2021_AR.pdf

3 https://www.sciencedaily.com/releases/2019/05/190529113036.htm

4 https://mexicobusiness.news/mobility/news/semovi-install-permanent-bike-lane-insurgentes

Vulnerable Road Users

Additionally, investing in Protected Bike lanes networks reduce carbon emissions, air pollution, transport costs, premature mortality rates, health care costs, and congestion. Replacing car trips for bike trips create more economic value annually than they cost to build[8]. The presence of cycling infrastructure in urban neighborhoods has been shown to impact property values, areas with a higher density of bicycle infrastructure also have higher home sale prices. Local businesses benefit from protected bike lanes as well, pedestrians and cyclists spend more per month, especially at food service businesses, than drivers do. Several studies in US cities and Canada show that both the number of customers and customer spending increase as a result of adding protected bicycle lanes in commercial areas[5].

What are the Economic Benefits? Cost/Benefit Ratio

This pilot study will test, demonstrate, and refine methods for implementing PBLs in Anchorage. Refining the methods now will help ensure cost-effective implementation of permanent PBLs in the future. A temporary demonstration of PBLs will also help bicyclists, drivers, and other residents in Anchorage begin learning how to safely and effectively interact with these facilities, setting them up for success when similar facilities are built in the future. Temporary installations are naturally a low-cost option to trial new infrastructure initiatives in the community vs. leaping to permanent infrastructure changes. This demonstration will also include public outreach to educate local businesses and other stakeholders on the advantages of PBLs, setting the stage for future public discourse on other proposed PBL facilities.

Protected bicycle lane networks are among the most cost-effective ways to reduce GHG emissions because they are quicker to implement than other forms of infrastructure. In addition to Carbon Emission reductions, protected bike lanes have direct economic benefits that are quantifiable in terms of the cost and time savings experienced.

Purchase, operations and maintenance, fuel, and insurance costs for a bicycle total approximately $3.00 per 100km traveled; a private car is six times more expensive, at approximately $18.00 per 100km[6]

Every kilometer cycled generates €0.16 ($0.18) in economic gains to society, and every kilometer driven costs society €0.15 ($0.16)[7].

Infrastructure construction and maintenance for cars costs nearly 1.5 billion per 1,000 passenger kilometers (PKM) globally, compared to bicycles at $10.4 million per 1,000 PKM.

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5 https://www.itdp.org/wp-content/uploads/2022/06/Making-the-Economic-Case-for-Cycling_6-13-22.pdf

6 https://www.itdp.org/publication/the-compact-city-scenario-electrified/

7 https://www.sciencedirect.com/science/article/abs/pii/S0921800915000907

8 https://www.peopleforbikes.org/statistics/economic-benefits

Alaska DOT&PF Research, Development, and Technology Transfer Research, Development, & T2 Needs Statement (This is not a Research Proposal)	

Implementation Product and Follow-on Activities (add if this is National Research):

- Before/after data evaluating pilot project
- Pilot project design
- Public outreach
- Final report summarizing the treatment(s) used to implement PBLs, any refinements implemented during the installations, survey results, recommendations for future use.
- Results will support and inform ongoing and upcoming DOT&PF road studies and projects, including the Seward-Glenn Mobility PEL Study, Fireweed Lane Rehabilitation, and A/C Street Corridor Plan

Why is this Project Innovative?

This will serve as the first test of PBLs in Anchorage and Alaska. Therefore, the project itself is both innovative and unique. Tentatively, locations being considered include routes that have follow-on Capital project funding: Gambell St, Fireweed Lane, A Street but final corridor selections will be determined during project scoping with both the DOT&PF and City of Anchorage management. The outcomes of any pilot study will inform future Department and City policy for both quick builds and protected bike lanes.

Estimated Funding Requirements & Support:

Estimated cost: *Withheld for public posting*

Matching funds or In-Kind Services/Source:

- Municipality of Anchorage contributions: City Traffic Dept will provide in-kind assist/coordinate temp signing, reviewing plans, transit stop adjustments, outreach
- Bike Anchorage will provide at least $5,000 toward project expenses that are not eligible for DOT&PF research funding and will provide in-kind services of staff time and volunteer hours to support this project.

Estimated time of completion: December 2024

Submitted by: Brad Coy, Anchorage Traffic Engineer	**Date: 3/13/2023**

For Additional Information:
Anna Bosin, P.E., Research Program Manager, RD&T2
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