

**REQUEST FOR INFORMATION (RFI)**

For

**Illinois State Bikeway Plan  
Office of Planning and Programming  
Illinois Department of Transportation**

Information Due Date: **March 15, 2012**

Information Due Time: **1:30 p.m. (prevailing time)**

Questions regarding general Request for Information (RFI) procedures should be directed to:  Lara Erewele Illinois Department of Transportation Bureau of Business Services 2300 S. Dirksen Parkway – Room 302 Springfield, Illinois 62764 217-524-7939 217-782-3409 - fax <a href="mailto:Omolara.Erewele@illinois.gov">Omolara.Erewele@illinois.gov</a>	Send or deliver eight (8) copies of your Request for Information/Qualifications (RFI) response by due date and time to:  James. M. Reinhart Attn: Lara Erewele Illinois Department of Transportation Bureau of Business Services 2300 S. Dirksen Parkway – Room 302 Springfield, Illinois 62764
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Completed by:

Chicago Metropolitan Agency for Planning

Association/Organization Name (if applicable)

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# REQUEST FOR INFORMATION

For

## **Illinois State Bikeway Plan Office of Planning and Programming Illinois Department of Transportation**

### **Introduction**

The Department would like to thank you in advance for reviewing this Request for Information (RFI) and assisting us in this effort. Your comments and suggestions will be considered as the Department develops a Request for Proposals (RFP) to create a State Bikeway Plan for Illinois. The department is not looking for any bids on a State Bikeway Plan or seeking qualifications for potential contracts related to the development of a State Bikeway Plan at this time. This RFI is for information and planning purposes only.

The purpose of this RFI is to solicit specific ideas and goals that will help create a comprehensive and effective State Bikeway Plan. Before the department issues a Request for Proposal on a State Bikeway Plan we felt it would be advantageous to gather input from outside sources that are familiar with the needs of the bicycling community in the state and their region. Certainly public involvement will be a critical component of a State Bikeway Plan, but the Department wanted to seek early input to shape our approach to the State Bikeway Plan.

A State Bikeway Plan will provide a means to share information with the public, provide a vision for future development of the bikeway system and will need to address several issues. Following are the Department's thoughts on some of the elements we felt should be part of the State Bikeway Plan. These are provided only to share our initial ideas and provide you with a sample of items that may be included in a State Bikeway Plan.

- gather **input** from the public and special interest groups
- gather information on **existing bikeway** accommodations throughout the state to produce an inventory with a possibility of mapping the bikeway system
- determine what **improvements** are need in the near and long term future and the type of investments required to meet those needs
- identify **funding mechanisms** currently available for bikeway related improvements and discussion of future funding options
- identify **potential corridors** for future investment
- evaluate and **identify projects** that provide the best benefits for the region and/or state
- **educate the public** on state and federal policies and guidelines related to bicycle accommodations
- investigate possible accommodations related to the **US Bicycle Route system**
- explore best practices and innovative ideas to improve **safety**
- guide the evolving development of this growing modal option
- investigate **methodologies which can be used to guide project selection** based on benefits and other related factors

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We would appreciate your response to this RFI in the following format:

- Cover Page
  - Association/Organization/Vendor name (if applicable)
  - Association/Organization/Vendor Representative or individual's name
  - Contact information for the Association/Organization/Vendor representative or individual
  - Signature of the Association/Organization/Vendor representative or individual
- Response to the substance of this RFI (please include attached questionnaire, your responses, and any additional comments or suggestions you might have)
- Brochures and/or other related literature from your Association/Organization/Company

All information included in the RFI will be kept confidential by the Department to the extent permitted by law.

Please note that we cannot reimburse you for any expenses associated with responding to this RFI, but we do appreciate your efforts and value your input.

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### RFI Questionnaire

Please review the following list of questions and respond as completely as possible.

#### **Development of a State Bikeway Plan**

**1. Are local communities aware of the funding opportunities available to them for accommodating bicyclists?**

Yes. CMAP maintains a webpage on potential funding sources for bicycle and pedestrian projects and programs (<http://www.cmap.illinois.gov/bike-ped/funding-sources>).

In addition, CMAP disseminates information on funding opportunities through:

- The ongoing Soles and Spokes planning effort (<http://www.cmap.illinois.gov/bike-ped/soles-and-spokes-plan>), including our Soles and Spokes blog (<http://www.cmap.illinois.gov/soles-and-spokes>) and annual workshops.
- CMAP Executive Director's Weekly Update email and webpage (<http://www.cmap.illinois.gov/weekly-updates>).
- Quarterly meetings of the Bicycle and Pedestrian Task Force (<http://www.cmap.illinois.gov/bicycle-and-pedestrian-task-force>).

**2. Is there enough coordination between adjacent communities or perhaps between communities and a Metropolitan Planning Organization for development of bikeway corridors and connecting projects?**

Yes. Bikeway corridor development is coordinated through the development of local community plans, subregional plans developed by the Councils of Mayors or counties, and a Regional Greenways and Trails Plan (<http://www.cmap.illinois.gov/bike-ped/greenways-and-trails>). The coordination of the plans is accomplished through involvement in the CMAP Bicycle and Pedestrian Task Force, where the plans are often presented at kickoff and as they are completed.

The physical connectivity between adjacent plans and between the local, subregional, and regional plans has been facilitated through the development of a geodatabase (the Bikeway Information System) that includes all of the adopted bikeway plans we are aware of within the Chicago region. The geodatabase, developed as part of the Soles and Spokes planning process, is posted on our FTP Site ([ftp.cmap.illinois.gov/pub/data/CMAPBikewaysGeodatabase/](ftp://ftp.cmap.illinois.gov/pub/data/CMAPBikewaysGeodatabase/); user name: cmapftpro; password: cmapread) and is documented on our Web site (<http://1.usa.gov/wraenz>).

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CMAP offers technical support and assistance for agencies working on bikeway plan implementation. This includes responding to IDOT requests for bike planning information issued during preliminary engineering. CMAP staff responds to these requests with planning maps of bikeways in the project area, bike and ped usage data, and recommendations regarding bikeway and pedestrian design strategies for safe accommodation. These responses assure that IDOT considers adopted local, subregional, and regional bikeway plans during project implementation. Examples of these responses are on our FTP site ([ftp.cmap.illinois.gov/pub/docs/Bike-Ped/2012\\_Jan-Mar/](ftp://ftp.cmap.illinois.gov/pub/docs/Bike-Ped/2012_Jan-Mar/); user name: cmapftpro; password: cmapread).

### **3. Do communities take into consideration the potential local and regional significance and benefits a comprehensive bikeway system can have?**

Yes, communities in the CMAP region are largely aware of the need for and the benefits of functional, comprehensive bikeway networks, as opposed to isolated, disconnected facilities. This awareness is advanced through the CMAP Bicycle and Pedestrian Program efforts and local technical assistance programs mentioned above.

Among 211 cities and villages responding to our 2010 Municipal Operations Survey, 118 (56 percent) had adopted bicycle transportation plans. Another 34 (16 percent) had such plans under development.

GO TO 2040 states (on p. 359) that,

*A good walking and bicycling environment is essential for our region. Barriers to pedestrians, bicyclists, and people with disabilities can discourage mobility, require expensive auto trips, or even prevent trips. GO TO 2040 supports improving conditions for non-motorized transportation.*

### **4. What do you see as the critical elements in accommodating the near and long term needs of the bicycling community?**

NEAR-TERM

- Bicycle parking, including secured parking for commuter cyclists.
- Well-developed bikeway networks serving local communities with linkages between communities, established through local and subregional bikeway planning. The bikeways can include:
  - Bicycle-friendly streets.
  - Sidepaths along appropriate access-managed roads.

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- Off-street trails, including the completion of the Regional Greenways and Trails Plan (<http://www.cmap.illinois.gov/bike-ped/greenways-and-trails>).
- Continued support for integration of bicycle travel within the transit system.
- Safety, accomplished through safely-designed facilities and safe operating practices on the part of motorists and bicyclists.

#### LONG-TERM:

- Improved availability of for-rent cycles at critical public transportation nodes.
- Confidence in the ability to reach any destination by cycling.
- Community development, including land use, that supports walking, cycling, and transit.

To accomplish the above, the following are necessary:

- Local political and policy support, including support for facility and use inventories and plan development.
- Well-trained engineering and planning staff.
- Sufficient program and facility funding.

#### **5. What factors should be considered when bikeway projects are selected for funding?**

Bikeway projects in the Chicago metropolitan area should be selected for funding by the Metropolitan Planning Organization. Such selection allows detailed project evaluation that is not feasible at the state level, permitting better decisions to be made regarding project funding.

In selecting how much bike program funding the Chicago metropolitan area should be allocated, rely on usage and crash statistics. In 2010, the seven-county Chicago metropolitan area had an 81 percent share of the state's bicycle crashes (see chart for data from 2003 to 2010 at <http://1.usa.gov/zdvBzj>), a 71 percent share of the state's bicycle fatalities (ibid.), and a 71 percent share of the state's bicycle commuters (source: American Community Survey, table B08006, 2010 5-year estimates for bicycle commuting to work).

An example of the information we use to recommend funding for decision makers is in our recent CMAQ Project Evaluation (<http://1.usa.gov/AEGp1Y>). Most of these relied on GIS analyses. The data items included:

- Whether the trail serves a substantial travel market (e.g., population, employment, number of transit boardings, and number of students within project area).

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- Whether the project was part of an adopted plan (local, subregional, or Regional Greenways and Trails Plan – one of these was *required* – map analysis).
- Regional destinations served (parks, CBDs, transit, schools – GIS analysis).
- Project readiness (e.g., design approval, funding commitments from other sources, local commitment).
- Safety (e.g., bike and ped crashes in the project area, K (fatal) and A (incapacitating) bike and ped crashes in the project area – GIS analysis).
- Innovation (implementing an innovative design element or strategy).
- Whether the project closes a gap in an adopted bikeways plan or crosses a barrier (map analysis).
- Facility appropriateness, e.g., whether an off-street project could be accomplished on-street with a good bicycle level of service; and what the “before” and “after” level of accommodation was provided.

**6. Is the Department doing enough to support bikeway improvements? If not, what suggestions do you have?**

- An easy-to-understand, streamlined project development process for simple bikeway and bike-related projects (striping, bike parking, minor geometric changes etc.).
- Regular, consistent program schedules for non-motorized funding programs (ITEP, SRTS, etc.).
- Additional IDOT staff trained in and devoted to bicycle planning and programming in order reduce time and difficulty in moving bicycle and pedestrian projects through the Department’s approval process.

**7. How important do you feel the U.S. Bicycle Route System is to the State of Illinois and how much emphasis should the Department put on coordinating and mapping out a connecting route through Illinois?**

Bicycle traffic is primarily local. A U.S. Bike Route System has limited utility, so should have low priority. However, to the extent that it would attract tourists, it should be provided.

**8. Are you aware of any innovative funding mechanisms other states or communities have used to fund bikeway projects?**

We provide funding information for walking and cycling projects at <http://www.cmap.illinois.gov/bike-ped/funding-sources>.

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**9. What would be an appropriate goal or a mission statement for a State Bikeway Plan?**

To advance bicycling as means of transportation, while recognizing its value for recreation and fitness, throughout the State of Illinois.

**10. In addition to the questions/ideas presented above, what other elements do you consider to be critical to the development of a State Bikeway Plan?**