

REQUEST FOR PROPOSAL NO. PS20160427  
TRAVEL MONITORING SYSTEM

QUESTIONS AND ANSWERS NO. 2

ISSUED ON June 12, 2017

<b>Q1</b>	<b>How many vendors does the City intend to select for the trial and will the City be using multiple vendors on the same corridors and poles?</b>
<b>A1</b>	The City intends to work with one or more vendors for the trial period. As per Annex 1, Categories 4.2-4.4, the City would need to review the selected vendor(s) for space, power and safety considerations.
<b>Q2</b>	<b>Has the City tried any other equipment or Bluetooth equipment in the past?</b>
<b>A2</b>	Yes, the City has tried Bluetooth equipment in the past but was not very happy with the results.
<b>Q3</b>	<b>If vendors have different solution options with different financial impacts, are they allowed to submit multiple proposals?</b>
<b>A3</b>	Yes, please submit them as separate proposals and they will be treated as separate and evaluated accordingly.
<b>Q4</b>	<b>Regarding question 7 on Questions and Answers No.1, will criteria be specified for accuracy requirements?</b>
<b>A4</b>	The City would like vendors to state the level of accuracy of their solution. Please refer to Annex 1 Section 1.5 on the Overall Solution tab.
<b>Q5</b>	<b>For vendors that make it past the preliminary round, will they be required to go to Vancouver to make presentations, or can they be done via the web?</b>
<b>A5</b>	Presentations via the web may be acceptable in the preliminary rounds. However, equipment demonstrations, if applicable, will be required in Vancouver.
<b>Q6</b>	<b>Travel information is to be collected in 15 minute intervals. How will you capture this when doing the manual testing? Will the City use multiple vehicles and take the average?</b>
<b>A6</b>	The intention is to use one car when testing the accuracy of the system and drive

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	the route multiple times. The system will be reviewed after the test to see if the data captured during the time of the test was within stated system accuracy.
<b>Q7</b>	<b>Can you please clarify what you mean by the ability to track individual users? Are you looking for vendors to be able to provide a specific MAC address to look up?</b>
<b>A7</b>	The Systems must be able to track an individual user throughout the selected corridor to provide the City with the individual’s travel time or any other related metrics that the system is able to generate. However, no personal information should be collected or shared. It would be useful to be able to track specific MAC addresses so that the data captured for the City’s test vehicle could be captured.
<b>Q8</b>	<b>What types of cabinets and controllers can vendors expect to see on the corridors?</b>
<b>A8</b>	Depending on the location, Novax 2300F cabinets (small) and Caltrans spec 332 cabinets are in service. There is insufficient space in the 2300F cabinets for extra equipment so for this reason, the City prefers an external (pole mounted) solution so as not to limit prime detector/sensor locations due to cabinet type. Access to city internet is not available.
<b>Q9</b>	<b>Is the City able to provide power?</b>
<b>A9</b>	The City can provide power if required. Please detail the location(s) and your requirements in your proposal. The City is looking for a standalone communication system. Vendors are expected to provide their own uplink equipment. Please refer to Annex 1, Category 4.11 regarding power requirement.
<b>Q10</b>	<b>Is there a preferred cellular provider?</b>
<b>A10</b>	The City uses Bell but vendors can work with other providers.
<b>Q11</b>	<b>Does the City have a preference for any particular kind of modem?</b>
<b>A11</b>	The City is looking for vendors to provide a standalone solution. Vendors should be aware that the downtown core is a densely populated urban canyon with the associated challenges. It should be assumed that the area is problematic for radio installations. Use of radio links (especially micro-power units) should be validated by the vendor. Please refer to Annex 1, Categories 4.5 - 4.8 regarding hardware interference.
<b>Q12</b>	<b>Is the City looking for a solar solution?</b>
<b>A12</b>	The City is open to evaluating various sustainable solutions. The City’s mounting, space and weather conditions should be taken into consideration when submitting proposals. Refer to A13 (below) for general considerations for any installations

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	requiring batteries.
<b>Q13</b>	<b>Can vendor equipment be powered from street lighting? Could you charge a battery at night and run off battery power during the day? What is the voltage of the street lights?</b>
<b>A13</b>	<p>The City does not have 24 hour streetlights. Streetlights are 120V or 240V. Please refer to Annex 1, Category 4.11 regarding power requirement.</p> <p>Charging from the street lighting at night will be permitted provided power requirements are compatible with existing COV plant. Power requirements and pole location will have to be provided for review. If the area is utilizing LED street lights, then available capacity is unlikely to be a concern.</p> <p>If batteries are utilized, public safety, mounting and handling concerns need to be addressed in the proposal. Ongoing maintenance and replacement/disposal requirements and costs for the battery will also have to be provided.</p>
<b>Q14</b>	<b>Is the City open to a fuel cell option?</b>
<b>A14</b>	Yes. Public safety, mounting, fuel source, refueling, ongoing maintenance and emissions concerns need to be addressed in the proposal if a fuel cell option is proposed.
<b>Q15</b>	<b>How will the technical evaluation be completed? Will optional features that go above and beyond what is required be incorporated?</b>
<b>A15</b>	Proposals will be evaluated for overall best value to the City. Desirable/Optional features will be taken into consideration.
<b>Q16</b>	<b>Annex 2 Table A for hardware based solutions. Is the City looking for a finished fully complete solution or a solution that will be done in phases for the trial?</b>
<b>A16</b>	The City is looking for a fully complete design and configuration for the trial.

End of Questions and Answers No. 2