

1243-2019 ADDENDUM 3

PROFESSIONAL CONSULTING SERVICES FOR WINNIPEG AREA TRANSPORTATION MASTER PLAN – CORE FRAMEWORK STUDY

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE
REQUEST FOR PROPOSAL**

ISSUED: January 13, 2020
BY: Alex Regiec, MCIP, RPP
TELEPHONE NO. 204 - 986-2168

**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE REQUEST FOR PROPOSAL AND
SHALL FORM A PART OF THE CONTRACT
DOCUMENTS**

Template Version: Ar20160708

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Request for Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 9 of Form A: Proposal may render your Proposal non-responsive.

PART B – BIDDING PROCEDURES

Revise: B8.7 to read: The fee upset limit for this project is \$600,000, inclusive of applicable taxes, fees, and disbursements.

PART D – SUPPLEMENTAL CONDITIONS

Add: D6.2.4.1: In addition to using traditional data sources such as the Winnipeg Area Travel Survey (2007), Census Data (2011 & 2016), WAZE Travel Time Data, Transit Data, and Public Works Traffic Counts, the proponent will purchase a subscription-based licence for telemetric data from mobile devices for use in the Transportation Master Plan (Core Framework, Goods Movement and Regional Review studies) for the period from June 1, 2020 until May 30, 2021 from Streetlight Data www.streetlightdata.com

The subscription will provide access to the Streetlight InSight Multimode Tier using 51-100 Zones of real-world, empirical geospatial and comprehensive statistical data source created by mobile devices, access to an easy-to-use processing software platform allowing independent and customized analytics on demand, and includes basic training, access to the support portal by both the Proponent and City of Winnipeg Staff, and phone and e-mail based support for this project.

All the data and information provided or acquired, and all deliverables generated by the proponent under this licence for the Transportation Master Plan are the property of the City and shall not be appropriated for the Contractors own use, or for the use of any third party.

Revise: D6.3,6 (i) to read: Cellular Mobile telemetric data (sourced by proponent as per D6.2.4.1)

Revise: D6.4.3 (g) a. to read: Explore right-of-way corridor capacity enhancements using High Occupancy Vehicle (HOV) reserved lanes. Identify existing roads where travel lane restrictions for transit buses, carpoolers, vehicles for hire and bicycles would support an increase in people movement capacity compared to present day volumes, and encourage more people per vehicle (3 or more) as means to reduce reliance on single-occupant automobiles. Analysis and recommendations for HOV priority within specific right-of-way corridors will include options for lane conversion, lane widening or lane reversal as well as curb versus median placement to best achieve increased capacity, improved mobility and better service reliability. A key TMP 2050 objective is to reduce the number of single-occupant vehicles on the road to help improve air quality, reduce energy demands and greenhouse gas emissions, better manage congestion, and support sustainable mobility choices.