



# 160-2022 ADDENDUM 1

## PROFESSIONAL CONSULTING SERVICES TO EVALUATE NEIGHBOURHOOD PILOT OF LOWER DEFAULT SPEEDS

### **URGENT**

**PLEASE FORWARD THIS DOCUMENT TO  
WHOEVER IS IN POSSESSION OF THE  
BID/PROPOSAL**

ISSUED: March 8, 2022  
BY: Greg Blatz  
TELEPHONE NO. 204 986-4199

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

Template Version: Add 2021-03-05

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**Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.**

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### **PART B – BIDDING PROCEDURES**

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, April 1, 2022.

Add: B12.3                      General public engagement activities and promotion of online and in-person activities (e.g. neighbourhood surveys (D8.10.1 (a)(iii)), and in person events (D8.10.2 (b)(i))) cannot be completed between July 1, 2022 and the end of the municipal election period on October 26, 2022. Stakeholder engagement that involves direct outreach to a closed group of stakeholder organizations can continue during this period.

### **PART D – SUPPLEMENTAL CONDITIONS**

Revise: D7.6 to read:

D7.6      Vehicle speed data - The consultant will coordinate with the City to design a vehicle speed data collection program. City staff will supply and manage the data collection equipment and provide the Consultant with per vehicle records for analysis at the end of the data collection period. Vehicle speed data will only be collected for the four speed limit trial neighbourhoods (not the two control neighbourhoods). The program will, at a minimum include the following:

- (a) Three different locations in each of the four pilot neighbourhoods.
- (b) Baseline speed data collection at a representative sample of locations on local and collector streets in each neighbourhood prior to pilot implementation. Initial baseline speed data collection is expected during May, June, or September of 2022.
- (c) Speed data collection at the same locations on local and collector streets in each neighbourhood approximately 12 months after the baseline data collection.

Revise: D8.10 to read:

D8.10      Public and Stakeholder Engagement Expectations. The Proponent shall conduct public engagement in two phases and the phases shall include at minimum:

Revise: D9.4 to read:

D9.4      Develop a high-level city-wide implementation plan for the recommended scenario with a more refined Class 4 cost estimate.

- (a) If the recommended scenario is to change the default speed limit, the City will provide the consultant direction on the use of gateway signage or a requirement to sign each block. Potential costs include: cost of purchasing and installing all necessary signage, implications for regional roads that are currently unposted 50 km/h but would need to be signed, necessary traffic calming measures to support lower speed limits. consultant assignment to manage implementation, ensuring all necessary signs are installed and by-laws are appropriately updated, updated GIS information and a communication/education program to be rolled out in parallel with implementation.

Revise: D15.1 to read:

D15.1 The Consultant shall achieve critical stages of the Services for this Contract in accordance with the following requirements:

- (a) Lower Speed Limit Pilot to begin in fall or winter 2022. Baseline vehicle speed data must be collected and pre-pilot phase engagement must occur prior to the neighbourhood pilots being implemented.
- (b) Lower Speed Limit Pilot to conclude approximately 12 months later in fall or winter 2023.
- (c) Initial Report to be completed within three months of the pilot commencement.
- (d) Final Report to be completed within 16 months of the pilot commencement.

## **QUESTIONS AND ANSWERS**

Q1: How will the two control neighbourhoods be used compared to the four pilot neighbourhoods.

A1: As stated in D7.1 "Control neighbourhoods are included to account for any lingering impacts of the Covid-19 pandemic that may be influencing the survey results." More specifically, the control neighbourhoods were included in the scope to account for evolving trends or changes in school travel policies related to the pandemic. An example of this would be a reduction in carpooling, busing, or walking in large groups during the pandemic. Speed data collection was not included for the control neighbourhoods (as stated in D7.6) because we don't expect speeds on low volume residential local streets to vary as a result of the pandemic.