Park City Short Range Transit Plan Request for Proposals

Addendum 1, January 22, 2021
Revised Due Date and Answers to Proposers Questions

Revised Due Date

Proposals are now due by 5:00 pm MST on February 4, 2021.

Proposer Questions and Answers

1. Is the Long Range Transportation Master Plan being completed in-house? If not, which firm is undertaking this work?

Answer: Nelson-Nygaard

2. Due to COVID-19, there are significant challenges in delivering hard copies of the proposal-would PCMC consider removing the requirement for original and bound copies?

Answer: No. Hard copies are required. They may be mailed or delivered by express delivery service if in-person delivery is impractical. The proposal deadline is extended to February 4, 2021 at 5:00 pm.

3. Please confirm that the acknowledgement of compliance with applicable federal clauses and signed federal clause certifications in Section 1.3.1 do not count towards the 12 page count.

Answer: That is correct. The 12 page limit does not include the federal clauses and certifications.

4. Regarding Section 3.3, what types of onboard systems do you have that will be able to support the current system evaluation (CAD AVL/passenger counters etc.)?

Answer: Park City's intelligent transportation system elements include the following:

On Vehicle systems:
Each transit vehicle has a technology package that contains the AVL and TIS (Traveler Information System) or ITS (Intelligent Transportation System) components. The package details can vary a little between vehicle type and purpose, example being a paratransit vehicle may have slightly different components than a fixed route bus. PCT currently utilizes Avail Technology for its CAD/AVL/ITS. The on-board technology generally consists of the following:

- **Main computer**: that holds configuration files for the system and facilitates AVL system to bus communications
- **Driver terminal:** aids bus drivers in staying on time and on route and allows for manual overrides of announcements, external bus route signs, route changes, etc.

- **PA amplifier**: plays way finding announcements and facilitates driver to passenger communications
- **Internal Way Finding Sign:** these display current stop and way finding information while on route
- **External "head signs"**: automated display of route and direction.
- **Automated People Counter system (APC)**: infra-red sensors at each door to count people boarding and alighting at stops.
- **GPS**: the key piece of hardware for AVL data that provides real time bus location tracking.
- **Surveillance camera system**: each bus in the fleet is outfitted with a camera system used for safety, training, incident research and validation of passenger counting

Dispatching and operations management

- **Server stack** to facilitate bus to system communications, databases, client-side dispatching and reporting applications. PCT hosts its system. Future plan is movement to a cloud based system.
- **MyAvail client:** this is the main dispatching and operations software PCT uses. This web application displays real time information about buses on route, historic information for performance analysis, programming of routes and schedules, system user management, and a reporting tool.
- **Video replay software:** This application is used to review onboard surveillance video.
- **Adept Paratransit software:** this application is used for paratransit/ADA dispatching and rider management

Rider information software and hardware:

- **Digital LED signs:** these exist at selected major destinations/stops. These signs display next bus arrival times for all routes that stop at that location. Some display ETA while others display the actual time of day of the next arrival.
- **TV's at transit centers:** these are used to display maps of the system and next bus arrival times. There are three of these, two at the Old Town Transit Center in Park City and one at the Kimball Junction Transit Center.
- **Interactive web site:** this web site runs a web application that displays transit bus location and route information that a rider can use for trip planning, displaying routing on a map, seeing real time bus location on a map, subscribe to route alerts and system messages such as route detours, incident response, etc.
- **MyStop Transit mobile app:** this app works on all mobile devices and functions similar to the web site. It provides routing, real time bus location and next bus arrival information.
- **Text and integrated voice response (IVR):** this system allows a user to text or call for routing and time table information. It also will perform ride reminders for on-demand trips such as our paratransit service

- **TIS (Traveler Information System):** At Kimball Junction Transit Center there is infrastructure for an automated announcement system that will announce when the next bus is arriving at a particular "bay". This system is not currently active as riders found the volume of messages inside the building overwhelming.

5. What forms of forecast data will be available to the proponent?

Answer: Transportation forecast data will be available to the consultant as needed, including the following:

- Summit/Wasatch Travel Model forecasts current to 2050 timeline
- The 2019 Park City Travel Survey, "Rmove" which contains information on citywide and Snyderville Basin mode split, trip purpose, and trip location
- Utah Department of Transportation "Strava" data from 2018-19
- City GIS database of existing transportation infrastructure
- All Park City Transit data from previous year schedules, routes and ridership
- Park City transportation fund 5-year forecast

6. We are concerned that the timeline for Phase I may be too fast to garner useful public input at multiple stages, as noted in RFP section 3.2. Many similar transit planning efforts featuring two phases of outreach are designed to last 12 months (or longer). Will PCMC consider an alternative timeline, for instance with Phase I and II both concluding November 30, 2021?

Answer: No. Proposals should describe the proposer's approach for collecting public input within the outlined project timeline.

7. Can the "preliminary analysis of aerial alignment, capacity and cost" referred to in section 3.5.1 be made available?

Answer: Yes. A presentation was made to the Park City Council on October 29, 2020. The Park City staff report and the aerial consultant analysis can be found here, beginning on page 33.

8. Does PCMC desire to engage in in-person outreach during this effort?

Answer: Not at this time. Proposers may, but are not required to, present options for in-person outreach, provided COVID limitations on public contact are lifted during the project timeline.

9. Given the study schedule and the impacts of COVID, onboard rider surveys are likely not appropriate or possible. Please confirm.

Answer: An onboard survey is not required for this project. The data from Park City's 2019 onboard survey is included in the January 30, 2020 City Council staff report, available here, beginning on page 19.

10. Please describe the current availability of passenger boarding/alighting data by date, stop, route and run.

Answer: Automated passenger counters are installed on Park City buses and boarding/alighting data by date, stop, route and run are available.

11. Has any previous work been completed on defining the corridor alignment, roadway operations, service characteristics, and costs of the dedicated busway (described in the RFP as part of Phase II)? If not, is defining these elements of a dedicated busway expected to be a part of Phase II work?

Answer: Defining these elements is expected to be part of Phase II work. Park City is not expecting comprehensive engineering and design of the busway, but rather, enough definition to inform the City's choice between aerial and bus solutions for connecting the major destinations. Proposers should assume that busway corridors will be within or adjacent to existing road rights-of-way.