Addendum #1

City of Kirkland
Downtown Parking Sensor Technologies Selection (Job #61-22-PW)
Answers to Questions

1. What is the City's new online parking API & Management platform, as referenced on Pg. 7, Scope of Work section E: "Application Programming Interface (API) Integration".
   The City is in the process of purchasing a new online parking API & Management platform. The decision/process has not been completed at this point.

2. Can the City identify locations available to mount networking equipment (ie rooftops, street lights, traffic signals, communication towers, etc)?
   Yes, this would be part of the scope discussion once the vendor is selected. In general, street lights and traffic signals are opportunities and have power. Regarding rooftops, we would only utilize solely public facilities (buildings) which include City Hall and the Peter Kirk Municipal Garage. Trees and other obstructions would need to be assessed.

3. Please confirm the City of Kirkland Business License is only needed for the selected proponent to deliver services, and not at the time of proposal submission.
   Yes.

4. Please confirm the page number limitations (if any) to the respondent's Cover Letter.
   The cover letter should not exceed two pages.

5. Chapter II, Form 5: Functional Requirements, # 7 in table under Parking Sensors: please clarify how the City defines "Oversized Vehicles".
   For this project, oversized vehicles would include larger vehicles such as commercial trucks.

6. Please confirm the location for the 50 parking sensors for the demonstration project. Will they all be co-located in one area? It will be helpful for the City to identify the area if possible.
   Please NOTE Exhibit A on page 32 of the RFP. This shows a map of the project area with lines showing where the on-street parking sensors would go and polygons showing which lots we want covered as part of this project scope. The table on this page shows the count of parking stalls by lot and for all the on-street parking. The 50 parking sensors for the pilot would be in the Lake and Central Parking lot and in the parallel on-street parking stalls on State Street between Kirkland Ave and 2nd Ave S.

7. Please confirm criterion for performance requirements acceptance during Phase 1? Is it just the 95% accuracy for stall occupancy, or are there other criterion?
   Phase 1 performance acceptance criteria are 1) sensors for parking usage data collection with greater than 95% accuracy as described in the RFP functional requirements (#1), and 2) parking status change in the hosted parking management systems with less than 60 seconds total latency as described in the RFP functional requirement (#27).

8. What timeframe is the 95% accuracy criteria measured over? The one-month timeframe? How is this confirmed/verified?
   The pilot period is expected to occur over a one-month timeframe to install and track accuracy. It will be up to the vendor to demonstrate accuracy to the city's satisfaction.

9. The evaluation process makes reference to taking into account exceptions to the terms and conditions. Are these the terms and conditions referred to on page 13 under the Section entitled "Terms and Conditions" or are these the terms and conditions referred to in Attachment A?
   We are asking prospective vendors to review the Professional Services Agreement listed in Attachment A.

10. Will the Contractor Agreement referred to at the top of page 13 be identical to the Professional Services Agreement in Schedule A, or will it be a different form of agreement negotiated between the City and the successful vendor? The Agreement in Schedule A seems more like a consulting agreement than a supply/install agreement.
    Please refer to RFP (Page 12) – Contract Section. Also copied here: "The contractor and the City will execute an Agreement for the Parking Sensor Technologies Selection project (see the sample agreement shown as Attachment A). The City will provide a separate Public Works contract if the Vendor is chosen to install the proposed product.

11. Are you able to share if a consultant was used to develop the RFP and if so who that consultant is?
    No. This RFP was developed by the City staff team.

12. It appears that Kirkland has spec'd "puck" type sensor technology in the scope and price proposal. Is the City open to optical sensor that meet and exceed the desired results of the project scope?
    In conversations with other cities, the city has determined that technologies that require mounting sensors on poles or hanging from above has challenges with obstacles such as rain, trees and large vehicles blocking the view of optical sensors. This is the reason why this RFP is specific to "puck" type sensor technology. If a proposal can present a product that can efficiently resolve the concerns that the City identified above, it may be included in your proposal.

13. The City has called out a dedicated Communications Network. Is the City open to using hardware that uses nonproprietary communication networks?
    Yes. The City is open to other communications network as long as the proposed communications network does not require access to or would interfere with the City's existing communications network.

14. Can we submit a joint bid for both RFPs (Downtown Field Data Collection and Downtown Parking Sensor Technologies Selection)? We have automated technology that covers both RFPs and will result in a very competitive offering for the City?
    They are two independent RFPs and will be evaluated separately. Please respond to each proposal separately if you are interested.

15. Will the City consider an integrated enforcement solution, integrating handheld and sensor data with enforcement?
    Currently the City has no plan to replace the existing handheld devices and the parking enforcement solution. The City is open to hearing your suggestions and is always looking for ways to be more efficient.

16. Does the City know the current compliance rate (for payments, time limits, no parking zones, etc.)?
    No.

17. How many parking citations are issued annually?   Is there a breakdown by violation type?
    Yes, the City issued 26,613 parking tickets in 2022 including violation type, location, etc.

18. For data collection - are vehicle session patterns with plate numbers needed or preferred?
    It is not necessary to know the vehicle plate but session patterns would prove interesting.

19. Would the City be open to delineating the spaces with "T" marks or lines?
    Yes.

20. Does the City prefer a solution that does not intrude into the brick pavement (e.g., Park Ln)?
    The City is interested in a creative solution for different pavement conditions.