Addendum #1
April 4, 2022

Town + Gown Request for Proposals:
Neighborhood Loading Zone Evaluation Study

Section I of the New York City Department of Transportation ("DOT") Request for Proposals, entitled NYC DOT Neighborhood Loading Zone Evaluation Study ("DOT T+G RFP" or "RFP"), in Paragraph C, permits Consultants to make an inquiry or request for a clarification or explanation with respect to the DOT T+G RFP in writing no later than April 2, 2022. In the event DOT determined that it is necessary to respond to such inquiry or request in writing, such response would be furnished as an addendum to the DOT T+G RFP to all Consultants as described in Paragraph D.

This Addendum #1 is such an addendum. Paragraph D requires that this Addendum #1 become part of the requirements for the DOT T+G RFP and sent to all Consultants to which the DOT T+G RFP was issued. In addition, Paragraph D requires each Consultant submitting a Proposal in Response to acknowledge receipt of this Addendum #1 to the DOT T+G RFP, by attaching an original signed copy of this Addendum #1 to its Proposal in Response.

Section I: Questions and Responses

Question 1—Data collection. The RFP mentions that "The Consultant will work with DOT's Freight Mobility unit to develop a data collection plan and approach to data analysis utilizing a type of automated technology" and is looking for vehicle activities (e.g., Number of vehicle access per day) on "each study block through a period of two weeks to one month". Although manual field investigation can be conducted for a few hours with some sample locations, based on the proposed data collection duration of up to one month, collecting data by cameras seems to be the best option. However, there are a very limited number of CCTV cameras around the current NLZs, so will DOT supply/install cameras (e.g., moveable time lapse cameras) at certain NLZs outside of our allotted budget? If yes, how many? We can combine that with some manual field observations for validation purposes. Moreover, our research team has already

developed preliminary computer vision based curb detection models that can be applied to identify curb lane usage and illegal/double parking activities from video/images?

Response. DOT can provide/install at least 30 time lapse cameras (if not more) that may be needed to conduct the study. Please note that there may be certain limitations in the time lapse camera specifications (maximum amount/time of footage recorded), and we would need to discuss with the selected consultant on their needs of the equipment.

Question 2—Qualitative Analysis. "The Consultant will conduct qualitative research on delivery and for hire vehicle drivers to identify the most effective placement of NLZs within a specific block." There are many challenges to conduct in-person interviews with drivers in the field (e.g., drivers may not have time to stop for surveys). Does DOT already have contacts for the drivers (e.g., USPS, FHVs) so that an online survey can be distributed?

Response. DOT does not have a comprehensive list of drivers to distribute surveys to, but DOT does have industry contacts and can reach out to the appropriate organizations (UPS, FedEx, Amazon, TLC, etc.) for their assistance in distributing an online survey if needed by the consultant.

Section 2:   All other terms and conditions in the DOT T+G RFP remain unchanged.

Institution Name: _____

Acknowledged by: _____

Title: _____

Date: _____

[NOTE: to be attached to Proposal in Response]