

SMART CITIES CHALLENGE - CALL FOR INNOVATION

QUESTIONS AND ANSWERS NO.2

ISSUED ON: October 22, 2018

Q1	Are the Cities willing to accept joint proposals from a group of companies?
A1	Yes
Q2	Are companies like Translink and Mobi on board with the Cities as it relates to the Smart Cities Challenge?
A2	Yes, Translink has been updated and support our application and look forward to working with us on some of the projects as we move forward. We have also worked to notify several of our other partners of the opportunity. A mobility themed bid has proven to have broad support amongst stakeholders.
Q3	Do the Cities have a preference over established companies compared to start-ups?
A3	No, the Cities will select companies that best demonstrate they can meet the Cities objectives.
Q4	Will the Cities manage the coordination of the different technologies offered by different companies?
A4	Yes
Q5	Are the Cities going to connect the technologies to other City entities such as Fire (emergency vehicles)?
A5	Yes, that is highly possible
Q6	Do the Cities anticipate working with its partners on the content creation of the final submission?
A6	Yes
Q7	From a data/tech perspective, do the Cities plan to leverage platforms independently?
A7	The Cities are looking for companies to advise; the Cities prefer to not duplicate infrastructure.
Q8	Is the dataset for collision/accident on the proposed corridors made available?
A8	This information may be provided by the Insurance Corporation of British Columbia.
Q9	What do the Cities mean by value in-kind contribution?

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Questions and Answers NO.1**

A9	This can be a full spectrum of contributions that a company is willing to bring to this initiative to help achieve its objectives.
Q10	What are the role of the City of Vancouver and the role of the City of Surrey in this initiative? PM, governance, aligning respective organizations, etc.
A10	The Cities are responsible for Project Management, aligning respective organizations and facilitating the execution of the Corridor Visions.
Q11	The Cities mentioned sidewalk labs and City of Columbus at the information session. Are the Cities looking at other Smart Cities projects as a model?
A11	We are indeed, we have reviewed the best practices and lessons learned from cities all over the world, as well as taken feedback into account to develop the unique Vancouver-Surrey #smartertogether approach.
Q12	Is there a drawing of the corridor in AutoCAD format?
A12	Not available
Q13	Will the Cities publish a list of the companies that have submitted proposals?
A13	No
Q14	Will the Cities publish the names of Autonomous Vehicle manufactures that have submitted so that companies can factor custom protocols?
A14	No. The Cities will not know the names of all <i>Autonomous Vehicle manufactures</i> that submit until after Addendum III closes. Low level technical design is not a requirement for the Cities Final Submission on March 5 th .
Q15	Can a video be added to the slide deck requested in Addendum III?
A15	Yes. though please be aware that size limitations could create challenges with sharing during the valuation process so a link to a video hosted online is preferable
Q16	Do the Cities have an official style sheet for the CFI which companies have to use and can download somewhere? (Beside the required format/content under 2.2)
A16	No, please use any template/branding you wish as long as you follow the guidelines.
Q17	Do the Cities have a presentation with additional information that was presented at the Information Session?
A17	Yes, it is posted at smartertogether.ca
Q18	Do the Cities have a timeline by when all the solutions must be implemented/not later than (requirements of the Smart City Challenge/ Infrastructure Canada)?
A18	Please refer to the guidelines from Infrastructure Canada
Q19	Specific to Autonomous Vehicles: Do you have timeline when the solution should be implemented?
A19	Please refer to the guidelines from Infrastructure Canada

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Q20	<p>Specific to Autonomous Vehicles:</p> <ul style="list-style-type: none"> • Is the Surrey University Drive Pilot a gated or non-gated pilot? • Is it a fixed route pilot? • Do you know what kind of transport users are expected? • Do you plan a scheduled or an on demand pilot with the Surrey University? • Is the Surrey University pilot just for people-transportation or also for goods-transportation
A20	<p>The plan is for the Autonomous Vehicle shuttle to be segregated from general purpose traffic for the University Boulevard pilot until the appropriate traffic regulations are in place to permit mixed use travel for Autonomous Vehicles. Surrey is thinking of two approaches to segregate the Autonomous Vehicle shuttle. The approach will be finalized following consultation with the Autonomous Vehicle shuttle vendor and further engineering work to assess road safety of all users.</p> <p>University Boulevard is a 5 lane road; two northbound lanes, two southbound lanes, and left turn lanes in between. There is concrete median island separating the north and south directions.</p> <p>Option 1 will be to segregate the northbound curb lane only using surface mounted delineators leaving a single northbound, two southbound and the left turn bays for other vehicles.</p> <p>Option 2 will be to prohibit general purpose traffic in both northbound lanes reserving these exclusively for the shuttle. The two southbound lanes will be repurposed to operate two-way with a single northbound and southbound lane.</p>
Q21	<p><i>Specific to Electric drive: Do you have a timeline when the solution should be implemented?</i></p>
A21	<p>Please refer to the guidelines from Infrastructure Canada</p>