

ADDENDUM NO. 5

DATE: December 6, 2024

TO: All Potential Proposers

FROM: Penny Owens, Purchasing Agent, City of Knoxville

SUBJECT: Addendum No. 5– RFP Automated Traffic Camera Enforcement

PROPOSAL DUE DATE: December 12, 2024 at 11:00:00 am (Eastern)

This addendum is published to respond to provide clarification regarding the above referenced RFP. This addendum becomes a part of the contract documents and modifies the original specifications as noted below.

Question #1: The RFP's current intent is to enforce vehicles going over 15 MPH. Throughout the United States, communities vary the grace speed limit (trigger speed) as low as six miles over to 11 over the posted speed limit. Based on our experience with school zone speed enforcement program effectiveness, enforcing at 11 MPH over still creates a positive safety result while providing a generous buffer for the driver. In some cases, enforcing at 15 mph over the posted speed limit would allow someone to double the posted speed. According to the National Highway and Traffic Safety Association, a pedestrian hit by a vehicle traveling at 20 mph is almost 2/3 less likely to be killed than a pedestrian hit at 30 mph or more. Will the City consider enforcing an industry-standard 11 MPH over to increase safety and reduce the impact of collisions?

Response: Yes.

Question #2: Has the City completed any speed or traffic studies in the school zones to be monitored? If so, can the City share the results?

Response: No studies have been conducted in the school zones.

Question #3: Will the City accept a variety of technology offerings that will maximize program flexibility by using a combination of poles and mobile trailers?

Response: The City's preference is to utilize poles for the speed cameras in school zones.

Question #4: Will Knoxville consider issuing noise violations in a later phase?

Response: No. Upon required revision to City ordinance, the City requires deployment of the noise cameras as soon as possible.

Question #5: Since there is a red light program in place today, there are known program parameters that we need to price our proposal accurately. Please note that we are not asking for current pricing; instead, we need program performance statistics. Can you please share the following: (Note from Penny – I'm including invoices for the past year and the client bank detail we get which shows citation detail. Not sure if you all have something quickly retrievable to answer the details below.)

- a. Program Summary Report for 2023 and 2024
- b. Citation Trend Report for 2023 and 2024
- c. Officer Approval Rate for 2022, 2023, and 2024
- d. Payment Statistics Report for 2022, 2023, and 2024
- e. Issuance Rate for 2022, 2023, and 2024

Response: Attached please find a number of reports providing data. Additionally, the Officer Approval Rates for 2022, 2023, and 2024 are 81.46%, 83.05%, and 83.75%.

Question #6: In order for all vendors to be evaluated in an equal manor, would the City of Knoxville provide a pricing sheet for all vendors to use?

Response: As the City is open to a multitude of pricing approaches, proposers should include as many options as they prefer for pricing, making it difficult to provide a single format for pricing.

Question #7: Does the Traffic Engineering study that the city conducts include both a) traffic count and b) a violation count (for those cars going 16mph over the posted speed limit)?

Response: The studies for the school zone cameras would include the tracking of both traffic count and speed.

END OF ADDENDUM NO. 5