Request for Proposal for Annual Near Miss Collision/Safety Analysis

PROPOSALS DUE November 16th, 2023 AT 2:00 PM

City of Pleasanton
Traffic Engineering Traffic Safety Proposal
City Clerk Office
PO BOX 520
123 Main St
Pleasanton, CA 94566

This Request for Proposals (RFP) solicits proposals from interested companies to perform annual near miss collision/safety analysis in the City of Pleasanton.

Scope of Services

We are pleased to issue a Request for Proposals (RFP) to interested firms for near miss collision/safety analysis at various intersections in Pleasanton in early spring 2024 and early spring 2025. Interested firms must be able to execute the Service Agreement.

Near Miss Collision/Safety Analysis

We are seeking a comprehensive analysis of near miss collisions that occur in our City and from this data develop a list of proactive ranked mitigations. Proposals should describe in detail the type of near miss/safety analysis they can provide using video collected by the proposer.

Proposals should include a detailed description of the near miss collision/safety analysis process including: time threshold(s) utilized, reporting examples, videos provided and how they are accessed/stored, patterns identified, identifying speeding/red light running/stop sign violations, methods and techniques used/any industry standards used, and identifying intersection specific countermeasures.

Near miss analysis should differentiate between road users and report bicycle and pedestrian events separately. Pathing of vehicles, bicycles, pedestrians should be included in videos provided. Video clips/snips should be provided of each near miss event.

Detail any limitations of analysis (near miss conditions/movements that will not be able to be captured).

Proposals should include a summary report by user type ranking the intersections by both the number and rate (percentage of near miss to total volume of road users) of near miss collisions.

Proposals should include the hourly charge for additional video analysis if the City desires to look at hours outside of the traffic count hours collected. Please list all costs associated with this optional additional work.

Evaluation Times

A total of 171 intersections will be evaluated. These locations will use the AM and PM peak hours (7 AM – 9 AM and 4 PM – 7 PM), In addition 54 of these locations are near school and will need a midday evaluation (2 PM – 4 PM).

Supplemental Data

The City is interested in utilizing the “near miss” data collection to also provide usable traffic volume data to be used for our annual traffic volume report.

The list of intersections is attached as Attachment A. All approaches at the listed intersections should be counted. Also note that the City has identified 3 intersections have unusual conditions (i.e. more than 4 approaches) that may require additional traffic counting efforts. Proposals should identify and include these, or other intersections, that need additional efforts and costs to count. Previously collected 2023 traffic count data is available for review on request.

Proposals should provide details on availability of video files collected to City of Pleasanton and explain any additional costs associated with the availability.

Proposals should provide explanation of video collection process, data processing, and data delivery, specifically for this project (including products and any subcontractors used).

The following is a list of requirements for the turning movement counts:

Restrictions

- Morning count period: 7 - 9 AM
- All AM counts must be collected on a Tuesday OR Thursday morning only (alternate school start times on Wednesday mornings invalidate morning counts on this day)
- All AM counts near Amador Valley High School will need to be collected on a Tuesday
- Evening count period: 4:30 - 6:30 PM
- All PM counts must be collected on a Tuesday, Wednesday OR Thursday afternoon/evening only
- School count period: 2 - 4 PM
- School counts must be collected on a Tuesday or Thursday
- No counts will be collected during adverse weather conditions
- No traffic counts will be used on days with traffic incidents that would significantly alter traffic patterns/volumes (Vendor shall monitor 511 and also verify with Traffic Engineering no incidents occurred on scheduled count days)
    1. Conditions that would not allow for counting include (but are not limited to) the following: closed roadways, flooded roadways, major traffic collisions on adjacent freeways/highways, construction projects.
- No traffic counts will be conducted on City or School holidays (Vendor shall check with the Pleasanton Unified School District before scheduling counts)
- Firm to coordinate with Traffic Engineering on scheduling count days
- Firm to obtain City of Pleasanton Business License
- Firm to apply for a no-fee encroachment permit with the City’s Engineering Department.

Traffic Count Reporting (See examples provided, final report format will be finalized with vendor after contract is awarded)

- Peak hour count data shall be stored in 5-minute intervals
- Lane configuration and aerial photography showing turning movements shall be included and diagramed
- Pedestrian counts per crosswalk shall be included and diagramed
- Bicycle counts per movement shall be included and diagramed
- Bicycle counts per crosswalk shall be included and diagramed

- Individual intersection count data reports shall be provided to the City in electronic file data form in PDF, Excel, and in one of the following formats: ASCII – JAMAR PetraPro or Miovision Traffic Data Online, or similar formatted file.
- Electronic files to be uploaded to DataPoint (program that houses our traffic counts) **by proposer**. Proposer will work with DataPoint staff directly to ensure files are compatible with DataPoint system.
- Summary report of all counts shall also be provided in electronic format (PDF and Excel) in format shown in example provided (one for AM, one for PM, and one for school pm).
- File names for associated files shall be listed in the summary report of all counts.
- Count data reports shall be clearly legible and easy to read and include (at a minimum) location with GIS coordinates in decimal degrees format, date, peak hour, peak 15 minutes, vehicle, pedestrian, and bicycle volumes, peak hour rates (per approach and overall intersection) etc.
- Orientation shall use north facing up. For intersections where north/south is unclear the City will specify the north/south roadway.
- Intersection naming convention for file names is shown in Attachment A.
- Count data sheets shall list all peak hour data in this order:

EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR

Evaluation

Proposals received after the submission deadline will not be considered. No Proposer may withdraw a proposal after the submission deadline or before the award and execution of the contract, unless the award is delayed for a period of ninety (90) calendar days after the City's opening of proposals.

The City reserves the right to reject any and all proposals and to determine which proposal is, in the City's judgment, the lowest responsive and responsible proposal. The City also reserves the right to waive any informality in any proposal and to delete certain items listed in the proposal as set forth therein.

Proposals will be evaluated on a “best value” basis. While costs will be important criteria, other proposal elements may be considered. These may include:

- Quality of near miss collision/safety analysis provided
- Previous near miss collision/safety analysis experience/references
- Differentiation between road users on near miss/safety analysis (vehicles, bicycles and pedestrians)
- Video snips/clips provided for each near miss event
- Identification of mitigations
- Quality of near miss/safety summary report
- Data collection methods and presentation features (hard copy / electronic)
- Data/Video collection, validation, and quality assurance process explained
- Timeframe/schedule of data collection and report delivery
- Staff identified to complete the counts/analysis (i.e. interns, temp agency, permanent staff)
- Staff identified to oversee data collection and validation

- Efforts to provide quality assurance/quality control that may minimize the occurrence of invalid or incorrect data
- Electronic data delivery in compatible format (e.g., ASCII – JAMAR PetraPro or Miovision Traffic Data Online, or similar formatted file)
- Previous count experience/references
- Inclusion of bus and heavy truck volumes and percentages at no cost
- Overall quality of data provided
- Costs associated with year one, and subsequent years

If you are interested in performing this work, please submit three (3) copies of a proposal (not to exceed 35 pages) by Thursday, November 16th, 2023, at 2 pm.

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An electronic copy of the proposal in pdf format can be submitted in lieu of printed proposals to the following email address and subject line listed below:

Email - Pleasantoncityclerk@cityofpleasantonca.gov
Subject Line - Traffic Engineering Safety Proposal

Staff anticipates awarding the contract and entering into an agreement sometime in January 2024. Traffic counts must be scheduled for March or April. All traffic counts must be collected before April 29, 2024 and final data delivered to City of Pleasanton by May 31, 2024. Subsequent annual counts would have similar time frames.

Thank you for your interest in this opportunity with the City of Pleasanton.

Sincerely,

Mark Candland

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Traffic Engineering
City of Pleasanton
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