



City of Hamilton

PUBLIC WORKS COMMITTEE ADDENDUM

Meeting #: 21-006
Date: May 3, 2021
Time: 1:30 p.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:

<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Alicia Davenport, Legislative Coordinator (905) 546-2424 ext. 2729

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5. COMMUNICATIONS	
*5.1. Correspondence from Spin Mobility Inc. respecting Item 10.1 - Commercial E-Scooters Operations (PED20134(a)) (City Wide)	3
Recommendation: Be received and referred to the consideration of Item 10.1 - Commercial E-Scooters Operations (PED20134(a)) (City Wide).	
6. DELEGATION REQUESTS	
*6.1. Delegation Requests respecting Item 10.1 - Commercial E-Scooters Operations (PED20134(a)) (City Wide) (for today's meeting):	
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12. NOTICES OF MOTION

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May 3, 2021

Hamilton Public Works Committee
Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Re: Commercial E-Scooters Operations (PED20134(a))

Dear Chair VanderBeek and Members of the Committee,

On behalf of Spin, I am writing to express our strong support for the proposed commercial e-scooter operating framework under consideration. This pilot proposal incorporates many best practices from successful e-scooter programs in Canada and across the globe. As a two-year pilot with a competitive RFP procurement process, we are confident this well-informed policy framework will enable the City of Hamilton to select the most responsible e-scooter operators to fulfill local transportation needs.

As a wholly-owned subsidiary of Ford Motor Company, Spin has established a successful track record as a shared micromobility company, operating e-scooters and e-bikes in over 80 markets across North America and Europe. We also recently launched operations in Edmonton, where we are proud to have raised the bar by committing to a net carbon neutral service managed exclusively by a local in-house team using no "gig-economy" workers. In this respect, our Ford ownership enables us to operate differently than our competitors and think long-term about what makes micromobility a value-add to cities and communities where we operate. Safety for all road users and pedestrians is always our number one priority, and we are committed to continuous improvement in the design of our vehicles and the local delivery of our service.

In line with Vision Zero goals, we believe shared micromobility in Hamilton has the potential to become an integral first- and last-mile mode of transportation, and a sustainable way to replace car trips and reduce congestion. Shared e-scooters, in particular, complement existing transport options by filling gaps in service, engaging users who do not ride bicycles, and by getting more people out of cars for short trips.

We also want to acknowledge the important issues raised by the Advisory Committee for Persons with Disabilities (ACPD) and other accessibility advocates. These are valid concerns which deserve proper responses. One of the main principles of our *Partnership Promise* is to put safety first with meaningful actions, and we work closely with cities to this end. We are constantly innovating to address evolving city needs and public safety concerns. We are not only focused on the safety of our riders and employees, but also for non-users, particularly seniors and people with disabilities.



Looking ahead, we at Spin are excited for the opportunity to offer Hamilton a shared e-scooter service that is locally-tailored and designed to advance the City's broader transportation goals. We support the recommendations offered by staff, particularly the design of a competitive procurement process with up to three (3) operators selected based on the general scope and terms described in the report. If the Committee decides to move forward, we welcome the chance to work with you and staff to further develop e-scooter permit rules and guidelines to better promote public safety, directly address accessibility concerns, and to adopt lessons learned from cities around the world.

Thank you for your time and consideration.

Sincerely,

Brit Moller
Senior Public Policy Manager
Spin Mobility Inc.

Added Item 6.1(a)

Request to Speak to Committee of Council

Submitted on Wednesday, April 28, 2021 - 1:32pm

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Walter Cairns

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request: Banning of e bikes in confederation Park

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Added Item 6.1(b)

Request to Speak to Committee of Council

Submitted on Wednesday, April 28, 2021 - 2:38pm

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Chris Schafer

Name of Organization: Bird Canada

Contact Number: 647-389-8052

Email Address: chris.schafer@birdcanada.co

Mailing Address:

161 Bay Street

Suite 2300

Toronto, ON

M5J 2S1

Reason(s) for delegation request: As a commercial e-scooter company with operations in Canadian cities, Bird Canada has an interest and expertise to help inform the Public Works Committee.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



Hamilton: Commercial E-scooter Operations

Chris Schafer, VP Government Affairs

Bird Canada

May 3, 2021



Who We Are

Bird Canada Inc. is a first KM / last KM, micro-mobility sharing company dedicated to bringing affordable, environmentally friendly transportation solutions to Canadian municipalities.

We are a **Canadian owned and operated** venture that provides – in conjunction with Bird Rides Inc. in the United States – e-scooter sharing programs globally.



Bird Canada supports Hamilton Staff Report, Recommendations and Approach

HAMILTON	OTHER CANADIAN CITIES
<p>RFP A Request for Proposals to select a maximum of three commercial E-Scooter operators.</p>	<p>RFPs are common for commercial e-scooter operations: Calgary, Ottawa, Windsor, & London have all RFPed.</p>
<p>Number of E-scooters A maximum of three operators with each operator managing a fleet of no more than 500 scooters in the existing bike share service area.</p>	<p>Consistent generally with other Canadian cities:</p> <ul style="list-style-type: none"> • Ottawa: 1300-1500 e-scooters (max. 3 operators) • Calgary: 1500 e-scooters (max 2 operators) • Edmonton: ~4000 e-scooters (currently 4 operators)
<p>Operating Speed Commercial E-Scooters will be limited to a maximum speed of 20 km/h and will be “geo-fenced” to reduce speed to 10 km/h when operating in identified parks, high-pedestrian areas, and paths (comparable to walking speed)</p>	<p>Every other Canadian city with commercial e-scooter operations limits max. speed to 20 km/h, in addition to using geo-fencing to reduce speed in identified areas.</p>

HAMILTON	OTHER CANADIAN CITIES
<p>Operating Areas E-Scooters will be permitted to operate on roads, bike lanes, and designated pathways and trails. E-Scooters will not be permitted to operate on sidewalks.</p>	<p>This is consistent with a majority of Canadian cities, including Ottawa and Windsor.</p>
<p>Lock-up E-scooters All commercial E-Scooters will be required to have a “locking” mechanism and will be required to be fastened to a rack or pole, similar to the existing bikeshare system.</p>	<p>This is consistent with cities such as Chicago and San Francisco. If approved, Hamilton will be the first Canadian city with this technology. This lock-up technology has been shown to dramatically improve parking outcomes in cities.</p>
<p>Parking Management and Enforcement Commercial operators will be required to educate users on proper parking procedures. The City and members of the public will be able to report improperly parked E-Scooters, which the operator will be required to address within a defined time period.</p>	<p>This is consistent across Canadian cities with commercial e-scooter operations.</p>



Chris Schafer, VP Government Affairs
Bird Canada

chris.schafer@birdcanada.co



Added Item 6.1(c)

Request to Speak to Committee of Council

Submitted on Wednesday, April 28, 2021 - 3:29pm

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Shoaib Ahmed

Name of Organization: SCOOTY (Scooty Mobility Inc)

Contact Number: [REDACTED]

Email Address: shoaib@ridescooty.com

Mailing Address:

[REDACTED]

Reason(s) for delegation request: Speaking to Item 10.1 staff report Commercial E-Scooters Operations (PED20134(a)) at the May 3 meeting.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

From: Shoaib Ahmed <shoaib@ridescooty.com>
Sent: May 2, 2021 7:32 PM
To: VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>
Cc: Moaz Ahmad <moaz@ridescooty.com>; Davenport, Alicia <Alicia.Davenport@hamilton.ca>
Subject: RE: Report on Commercial E-Scooters Operations (PED20134(a))

May 2, 2021

Councillor Arlene VanderBeek
Chair, Public Works Committee
Hamilton City Hall
2nd Floor - 71 Main Street West
Hamilton, ON L8P 4Y5

Dear Chair VanderBeek

SCOOTY is a Canadian micromobility company incubated at Ryerson's Digital Media Zone. We are writing today to express our appreciation for staff recommendations to introduce a shared e-Scooter pilot. Done properly this e-Scooter pilot will improve local mobility and access, extend the reach of transit, and support local businesses.

We are here today to ask that the committee, council and staff consider the value of working with a homegrown company that understands Hamilton's vision, how to maximize the benefits from this exciting new industry and the important need to improve mobility in Hamilton in a safe, equitable fashion.

Our team is built from local leaders in planning and transportation. Through our research and civic partnerships we offer effective ways to maximize the benefits of micromobility while proactively addressing and mitigating concerns raised about e-Scooters. We know the best ways to respect the rights of pedestrians and riders and reduce risks through education and sensible, controlled implementation.

We have carefully studied the rollout of e-Scooter programs and pilots in cities across the world, looking carefully at best practices and found that one of the most important is building enduring relationships with community and municipal stakeholders. We know the importance of working with local businesses who are immersed in their communities and here for the long haul.

We are happy to address any questions you may have about micromobility and e-Scooters and the contributions we can make together to improve local mobility in Hamilton. Thank you for your attention to this matter.

Sincerely,

Shoaib Ahmed

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Shoab Ahmed
Founder & CEO

A: 10 Dundas Street East, Suite 600
Toronto, Ontario, Canada
P: 416 294 3113

[Transportation redefined](#)

Added Item 6.1(d)

Request to Speak to Committee of Council

Submitted on Friday, April 30, 2021 - 11:12am

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Jamie Stuckless

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:
[REDACTED]

Reason(s) for delegation request: Speak to the staff report on Commercial E-Scooter Operations.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Added Item 6.1(e)

Request to Speak to Committee of Council

Submitted on Friday, April 30, 2021 - 11:28am

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Larissa Proctor

Name of Organization: CNIB Foundation

Contact Number: 888-275-5332 ext. 5391

Email Address: larissa.proctor@cnib.ca

Mailing Address:

1929 Bayview Ave.

Toronto, ON

M4G 3E8

Reason(s) for delegation request: I wish to speak in opposition to Item 10.3, respecting Commercial E-Scooters Operations (PED20134(a)), on the May 3rd Public Works Committee meeting agenda.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



Hamilton Public Works Committee

Hamilton City Hall
71 Main Street W.
Hamilton, ON L8P 4Y5

April 30, 2021

Regarding: E-scooter use within the City of Hamilton

Dear Committee Members,

The CNIB Foundation supports the Hamilton Accessibility Advisory Committee's position that the City of Hamilton should ban the use of e-scooters on all city roads, sidewalks, pathways, and in all other areas of the city until commercial e-scooters and their operators are trained, licensed, insured, and fully regulated by the province of Ontario. The CNIB Foundation urges the City of Hamilton to consider the recent decision by the City of Toronto to uphold a ban on e-scooters. According to the City of Hamilton, 20% of citizens report having a disability, which surpasses the national rate of 17%. This includes an estimated 29,342 people living with significant sight loss. To ensure the safety of these vulnerable pedestrians, we request that the Public Works committee vote against allowing commercial e-scooters in the city.

The CNIB foundation is pleased to see that the City of Hamilton is open to innovative approaches which have the potential to lessen greenhouse gases, reduce congestion on city streets, and better utilize public transit via first/last mile transportation. We applaud the City's decision to ban e-scooters on sidewalks and in most parks; hold e-scooter operators accountable for resolving public complaints; use geofencing to limit speed in parks, on paths, and in high pedestrian areas; encourage operators to use an automatic acoustic alerting system; require a locking device; and ensure that pedestrian areas are kept free from obstructions.

However, these measures are not sufficient to ensure the safety of vulnerable pedestrians, such as people who are blind or partially sighted. From consultations with our community members living in municipalities where e-scooters are permitted, we know that e-scooters can create safety and accessibility barriers for people who are blind or partially sighted.

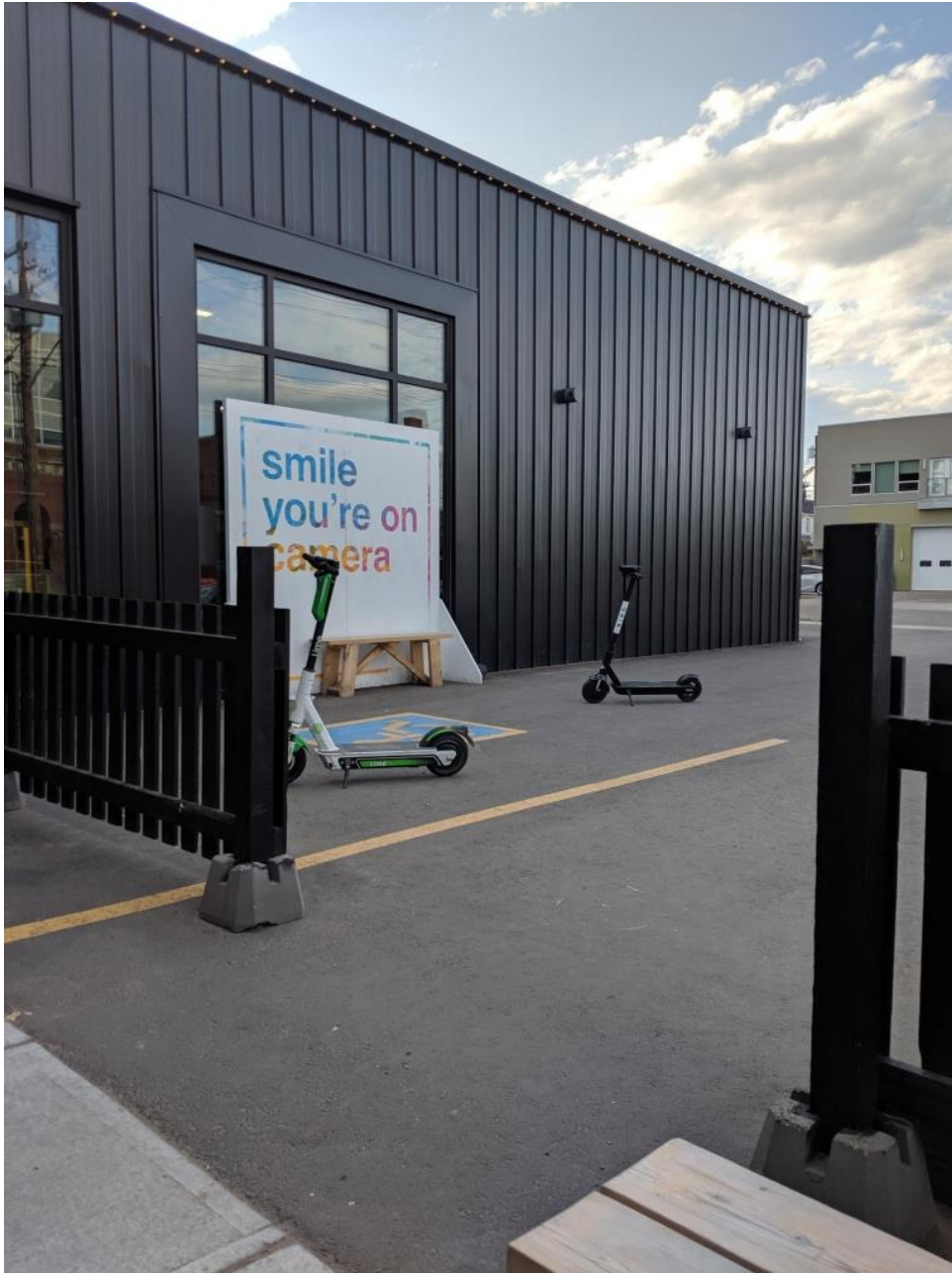
We ask that the Public Works Committee consider the following in their upcoming decision.

Considerations

- Pedestrians who are blind or partially sighted may not be aware of an approaching e-scooter. AN acoustic alerting system that relies on rider activation is not sufficient to ensure the safety of vulnerable pedestrians, such as people who are blind or partially sighted, as riders may fail to activate the alert or may activate the alert beyond the point at which a pedestrian is able to react.
- Pedestrians who are blind or partially sighted are not able to navigate safely around an abandoned device or a device that is parked in a shared space or public pathway, which may result in injury.
- The process for reporting an abandoned or improperly parked device must be simple, accessible, and widely advertised to the public to ensure that the impact of e-scooters is accurately captured, including incidents that cause minor injury and incidents involving the removal of abandoned devices by members of the public. It is likely that these minor incidents will occur more frequently than major incidents, and they should not be overlooked.
- Locking mechanisms are not sufficient to mitigate the pedestrian safety hazards posed by e-scooters. In other jurisdictions where e-scooters are permitted, there have been significant issues with riders locking e-scooters to items that block entrances, accessibility ramps, and accessible pedestrian signals.
- The City of Hamilton notes a ban on sidewalk riding due to narrow sidewalks and the speeds at which e-scooters travel. There is no explicit mention in the report that e-scooters on sidewalks pose a critical safety risk to vulnerable pedestrians.
- The City of Hamilton has not sufficiently addressed how a ban on sidewalk riding will be enforced. Geofencing technology may not be able to prohibit sidewalk riding, as the technology relies on GPS, and its accuracy may be impacted by a number of factors, such as weather and the built environment.
- The CNIB Foundation requests that the City of Hamilton consider its responsibility for enforcing the safe use of personally owned e-scooters, as this was not explicitly addressed in the City's plans (e.g., how personally owned e-scooters will be monitored, as geofencing will not work on privately owned devices).

Recommendations

1. E-scooters should be banned on all City of Hamilton roads, sidewalks, pathways, and in all other areas of the city until e-scooters and their operators are trained, licensed, insured, and fully regulated by the province of Ontario.
2. If e-scooters are permitted, they must be treated as bicycles and operators must follow the same rules of the road as cyclists.
3. If e-scooters are permitted, the City of Hamilton should uphold the decision to ban e-scooters on sidewalks and in most parks.
4. If e-scooters are permitted, the City of Hamilton should uphold the decision to limit speed in parks, on paths, and in high-pedestrian areas through geofencing.
5. If e-scooters are permitted, an automatic acoustic alerting system should be mandated to ensure the safety of vulnerable pedestrians, including people who are blind or partially sighted. The alerting system should be triggered automatically when a rider is using a device in an area where a device is not permitted, such as on a sidewalk.
6. If e-scooters are permitted, they should only be parked in designated areas which are clearly marked and are cane detectible. We support repurposing car parking spaces for e-scooters, as this would help keep sidewalks clear from obstacles. If this is not possible, then riders should park close to other items within the furniture zone on the sidewalk, without encroaching on pedestrian spaces.
7. If e-scooters are permitted, designated parking areas must not impede a path of travel and a minimum of 1.8 meters space should exist around the parking area to enable pedestrians with sight loss to safely navigate around these designated areas.
8. If e-scooters are permitted, the process for reporting infractions should be simple and accessible, such as calls to 311. Additionally, the City of Hamilton should ensure the prominent placement of a scannable QR code on each device which is marked using tactile and high contrast lettering, similar to a motor vehicle license plate for identification purposes. These measures will ensure that all citizens, including those who are not able to see branding or information displayed on an e-scooter, have equal opportunity to report infractions.
9. If e-scooters are permitted, prompt action should be taken by e-scooter operators to remove a device and relocate it to a designated parking area when the device has been abandoned or improperly parked.
10. If e-scooters are permitted, the City of Hamilton should ensure effective enforcement of administrative penalties.



The above photo shows two e-scooters parked in an accessible parking space. The e-scooters are parked haphazardly in a parking space, impeding both cars and pedestrians.

We respectfully ask that the City of Hamilton give serious consideration to the safety of pedestrians who are blind or partially sighted and ban commercial e-scooters in all areas of the city until e-scooters and their riders can be trained, licensed, insured, and regulated by the province of Ontario.

If you have any questions, please reach out to me at any time.

Sincerely,

Robert Gaunt
Executive Director, Ontario North and Ontario West
CNIB Foundation
robert.gaunt@cnib.ca
T; 1-888-275-5332 ext. 5363

About CNIB Foundation

Celebrating 100 years in 2018, CNIB Foundation is a non-profit organization driven to change what it is to be blind today. We deliver innovative programs and powerful advocacy that empowers people impacted by blindness to live their dreams and tear down barriers to inclusion. Now, as CNIB enters our second century of operation, we're going to be even bolder in tackling the issues before us.

12.2

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: May 3, 2021

MOVED BY COUNCILLOR E. PAULS.....

Private Tree Giveaway (Ward 7)

WHEREAS, the City of Hamilton has declared a climate emergency;

WHEREAS, increasing the urban tree canopy by providing trees for planting on private property has many environmental benefits to the residents of Ward 7 and the wider City; and,

WHEREAS, private tree giveaways are not currently funded under existing tree planting programs;

THEREFORE, BE IT RESOLVED:

- (a) That the supply and distribution of approximately 200 small native trees at a cost of \$2,715 be funded from the Ward 7 Discretionary Fund Account; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

12.3

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: May 3, 2021

MOVED BY COUNCILLOR N. NANN.....

Installation of Traffic Calming Measures at Various Locations throughout the Westdale and Ainsle Wood Neighbourhoods (Ward 1)

WHEREAS, Transportation Operations and Maintenance completed a Neighbourhood review and public consultation to address issues raised by residents related to roadway safety; and,

WHEREAS, a final implementation report was completed outlining the installation of various measures to improve roadway safety within these neighbourhoods;

THEREFORE, BE IT RESOLVED:

- (a) That Transportation Operations and Maintenance staff be authorized and directed to install traffic calming measures on the following roadways as part of the 2021 Traffic Calming program, at a cost not to exceed \$60,000, to be funded from the Ward 1 Area Rating Capital Reinvestment Discretionary Fund (3301909100):
 - (i) Rifle Range Road, from Iona Avenue to Whitney Avenue, Hamilton (2 speed cushions);
 - (ii) Glenmount Avenue, from Kingsmouth Street South to Leland Street, Hamilton (2 speed cushions);
 - (iii) Cline Avenue South, from Arkell Street to Barclay Street West, Hamilton (1 speed cushion);
 - (iv) Longwood Road North, between Franklin Avenue and Glen Road, Hamilton (3 speed cushions);
 - (v) Emerson Street and Rifle Range Road, Hamilton (2 permanent Dynamic Speed Signs);
- (b) That Transportation Operations and Maintenance staff be authorized and directed to finalize the two bumpout designs, in consultation with Landscape Architect Services, on Sanders Boulevard at Cottrill Street and Hollywood Street North,

**Motion respecting Installation of Traffic Calming Measures at Various Locations
throughout the Westdale and Ainsle Wood Neighbourhoods (Ward 1)
Page 2 of 2**

Hamilton, and construct in 2022 at a total cost not to exceed \$40,000, to be funded from the Ward 1 Area Rating Capital Reinvestment Discretionary Fund (3301909100);

- (c) That Transportation Operations and Maintenance staff be authorized and directed to retain a consultant to undertake a feasibility study and complete technical designs for the installation of a raised intersection at King Street West and Haddon Avenue North, Hamilton, at a cost not to exceed \$150,000, to be funded from the Ward 1 Area Rating Capital Reinvestment Discretionary Fund (3301909100); and,
- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.