


Hamilton

## INFORMATION REPORT

<b>TO:</b>	Chair and Members Emergency and Community Services Committee
<b>COMMITTEE DATE:</b>	November 7, 2019
<b>SUBJECT/REPORT NO:</b>	Pilot Project for Accessible Bicycles (PED19175) (City Wide) <b>(Outstanding Business List Item)</b>
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Rachel Johnson (905) 546-2424 Ext. 1473
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

### COUNCIL DIRECTION

On June 25, 2018 Council approved Item 6 of Healthy and Safe Communities Committee Report 18-007 directing staff to investigate options on accessible transportation for seniors and people with disabilities at the waterfront:

- (a) That staff be directed to report back to the Healthy and Safe Communities Committee on the feasibility of a pilot project to provide tricycles or four-wheelers at the waterfront to improve accessibility for seniors and people with disabilities;
- (b) That the report include the capital costs of purchasing ten tricycles or four-wheelers, to be located at the waterfront as part of the SoBi project, and open to other appropriate locations; and,
- (c) That the Seniors Advisory Committee and Advisory Committee for Persons with Disabilities be invited to comment on the above-mentioned pilot project.

This Report PED19175 has been prepared in response to the motion and satisfies the outstanding business list item.

## **INFORMATION**

A motion for an adaptive bike share program, approved on June 25, 2018, expresses the need for an accessible bicycle program in Hamilton, integrated with the existing bike share program. Traditional bike share systems are often only equipped with two-wheeled, human powered bicycles which are inaccessible to many individuals, especially older adults and those with mobility issues. Adaptive bike share is defined as shared options for people with different abilities and bicycle needs. Adaptive bike share reaches a wider range of Hamiltonians, compared to a traditional bike share, including older adults, people with balance and mobility issues and enabling people carrying items via a cargo bicycle. Many bike share programs across North America are either operating or investigating the potential for a bike share accessibility and equity program to enhance their systems, as part of a broader equity program. These equity programs are often operated by a local non-for-profit.

The City has been a partner in the provision of adaptive and equitable bike share and mobility programming with Hamilton Bike Share Inc. (HBSI) since the Everyone Rides Initiative (ERI) pilot was developed in 2015. In spring 2019, a small pilot program was launched by Hamilton Bike Share's Everyone Rides Initiative (HBSI), which includes three-wheeled bicycles (tricycles) and included data collection of their operations.

Preliminary location exploration and consultation has indicated a preference for areas with access to multi-use paths such as Gage Park, Corktown Park, Confederation Beach Park, and Bayfront Park. An existing bicycle rental program with two wheeled, tandem, three and four-wheeled bicycles is available through the Hamilton Waterfront Trust at Pier 7 but does not include programming for the community. During consultation with the Seniors Advisory Committee, Advisory Committee for Persons with Disabilities, and the Hamilton Cycling Committee, a preference for locations on the escarpment and in outlying communities, such as Dundas, were identified. Additional feedback received included the need for training and programming, also accompanying the bicycles and ensuring any program is affordable.

## **FINANCIAL IMPACTS**

As per the direction from Council, the capital cost to operate a ten adaptive bicycles pilot is provided below:

- Eight three-wheeled bicycles (trikes) = \$1,000 each (\$8,000 total);
- One cargo bicycle = \$2,600;
- One tandem or hand-cranked bicycle = \$1,500; and,
- Accessories (includes bells, reflectors, lights and locks) = \$100 per bicycle (\$1,000 total).

Total Capital Cost = \$13,100.

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In addition, there is an annual operating cost associated with each bicycle of approximately \$210 per year per bicycle (\$2,100 total/year) for replacement parts and ongoing maintenance. The bicycles listed here are determined to be the best fit for the community based on the research and engagement done through the ERI.

Furthermore, funding would be required for operation of the pilot program. The operation of the program could be contracted out to a local non-for-profit, such as Hamilton Bike Share who could operate the adaptive bike share program, managed by the City of Hamilton's Sustainable Mobility Programs.

Based on a review of adaptive bike share programs in North America, and feedback heard during preliminary consultation, having a resource dedicated to the success of the project is key. A delivery partner would be responsible for developing programming in consultation with stakeholders, administering program, including but not limited to, hosting rides, offering courses, organizing events and workshops, and promoting the program. Funding required for the programming is estimated at \$25,000 per year for five years. Including capital, maintenance and operating, the total cost of the five-year pilot is estimated to be \$148,600.

An estimate of program costs year over year is provided below:

<b>Year</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
Capital purchase of bicycles including accessories	\$13,100	0	0	0	0	\$13,100
Maintenance	\$2,100	\$2,100	\$2,100	\$2,100	\$2,100	\$10,500
Programming	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
<b>Total</b>	<b>\$40,200</b>	<b>\$27,100</b>	<b>\$27,100</b>	<b>\$27,100</b>	<b>\$27,100</b>	<b>\$148,600</b>

### **SUPPORTIVE POLICY**

An adaptive bicycles program aligns with the Strategic Plan Citywide Transportation Master Plan, is supportive of the Age-Friendly Plan, and the City's Multi-Year Accessibility Plan.

One of the goals in the City's Age-friendly Plan relates to Active Transportation and includes implementing the Cycling Master Plan using an older adult lens and developing cycling workshops geared to older adults, including safety measures, rules of the road and testing of ability so that older adults may safely ride bicycles and take advantage of bike share rental programs. Meeting the needs of an aging population will be increasingly important in the provision of built environments, services and programs.

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Transportation planning and decision making to support successful aging of citizens in the future will be an essential part of developing safe and healthier communities. In consultation for the pilot, older adults must be consulted, and an older adult lens must be utilized.

### **RELEVANT CONSULTATION**

In preparation of this report, Transportation Planning Staff consulted with City staff including the Recreation Division, and Public Health Healthy Environments Division in the Healthy and Safe Communities Department. The Seniors Advisory Committee, the Advisory Committee for Persons with Disabilities and, the Hamilton Cycling Committee were engaged as part of their respective agendas. Externally, meetings were held with Hamilton Bike Share staff.

As this Report addresses the issue of a pilot project for accessible bicycles on the Healthy and Safe Communities Committee Outstanding Business List, it is appropriate to be identified as complete and can be removed from the list.

### **APPENDICES AND SCHEDULES ATTACHED**

N/A

RJ:cr