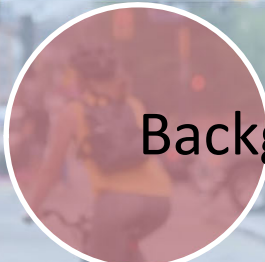




PUBLIC BIKE SHARE PROGRAM PHASED PROCUREMENT PROCESS

November 16, 2020

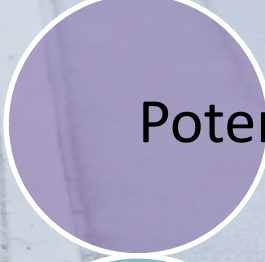
Key Plan Elements



Background – how we got here



Hybrid Phased Procurement Operating Model

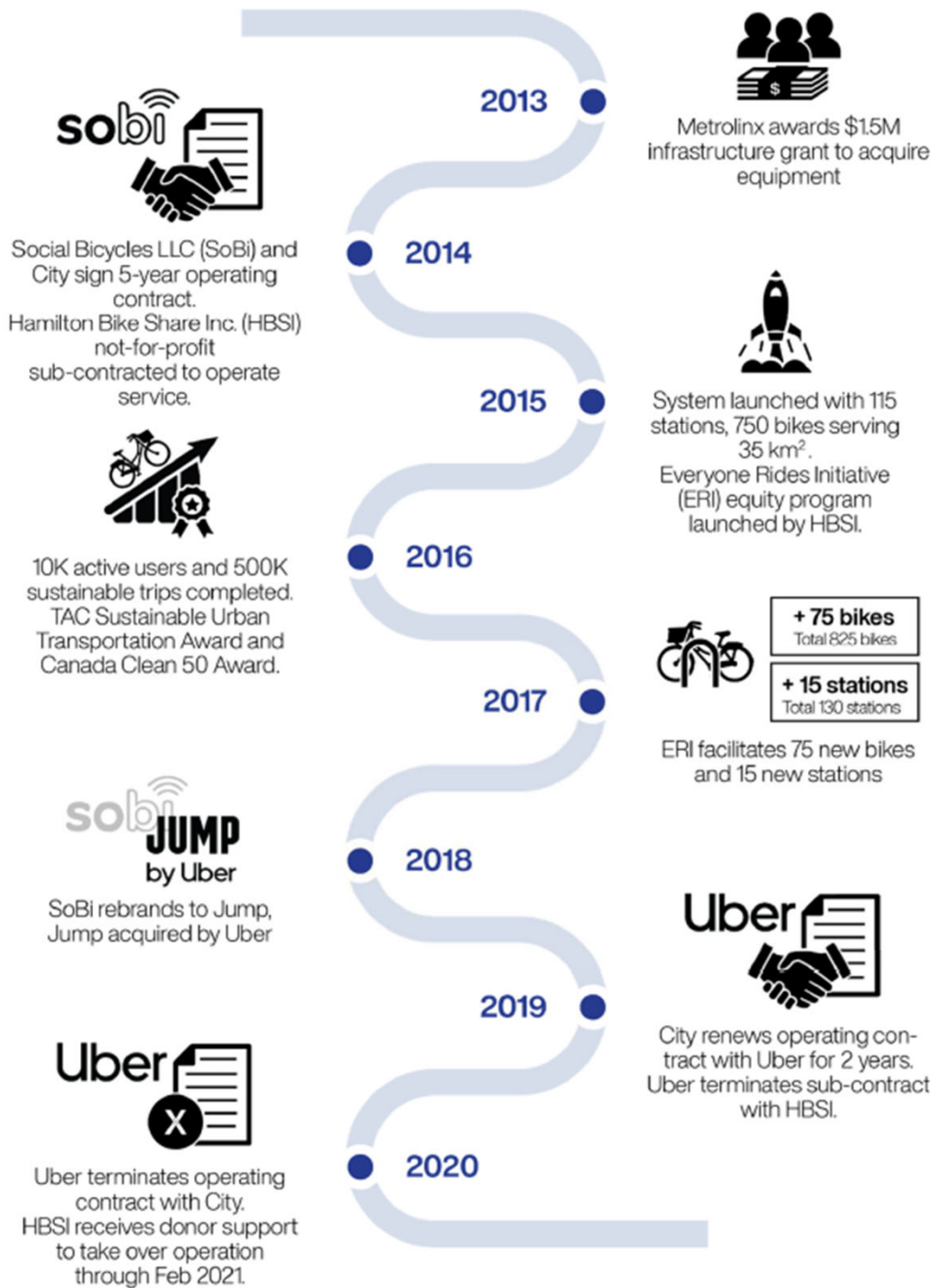


Potential for Expansion



Long Term Plan

How we got here



Hybrid Micromobility Phased Procurement Process

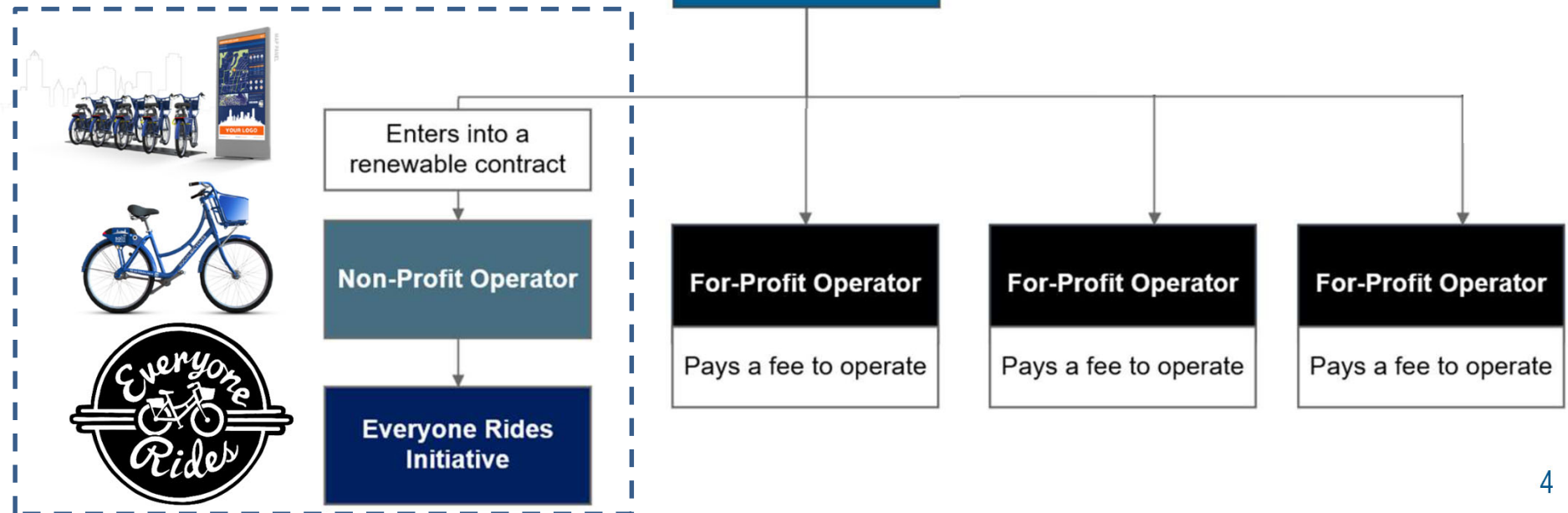
Maintain Current Base Bike Share Program and Equity Program

Operated by HBSI
(2 year contract extension)



Add New Commercial Micromobility Permits

Operated by Various Commercial Operators - up to 3 contracts
(2 years each)



Current Base Bike Share Program



Overview

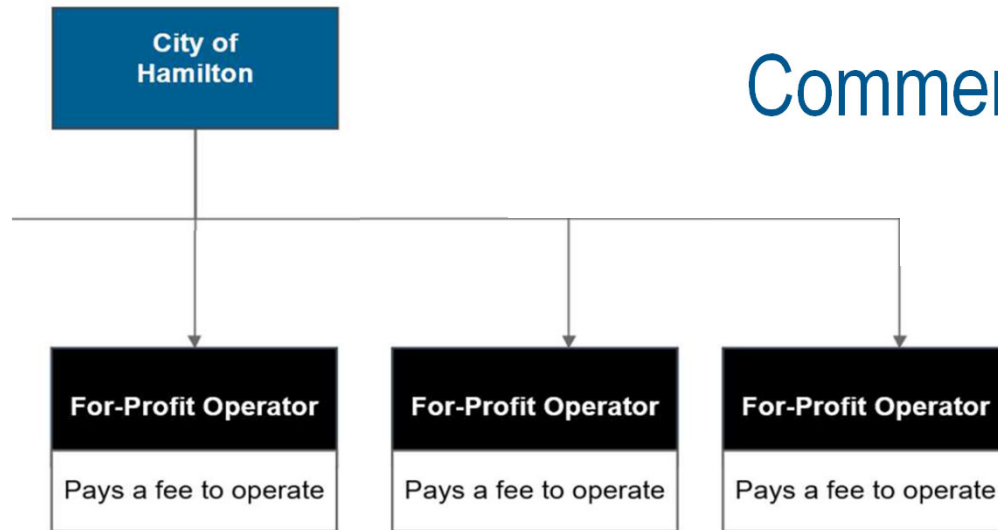
- **City owns bike share equipment and stations**
- **System is stable and designed for reliable operations**
- **Equity is the key operating imperative of the system**
- **Connects to and supports public transit/HSR**

Benefits

- **Bike share operations are maintained without City funds**
- **Provides a sustainable service**
- **Ensures equity programming and access for all citizens**
- **Private sector funding is provided to bike share to reduce impact to operations**

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Commercial Micromobility Permits



Overview

- **Private sector owns equipment**
- **Operators on a 2 year contract**
- **No requirement for stability or equity**
- **Fees collected contribute to base bike share operations and enforcement**
- **Allows testing of the market**

Benefits

- **Self-funded through contracts and application fees**
- **Enforcement to ensure safety**
- **Provides funding for base bike share and equity**
- **Allows private sector to test the market without compromising bike share operations and equity**

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E-Scooters?

- **Most micromobility permit programs are centred around privately operated commercial e-scooters.**
- **Many cities in Canada and the United States have e-scooters operating alongside base bike share systems or are testing e-scooter programs.**
- **A permit or similar process in Hamilton would allow Staff to evaluate e-scooters during the first phase of the procurement to determine if they should be included in the long term bike share procurement.**
- **Inclusion of e-scooters in the future operating framework will be reviewed after Committee and Council has had an opportunity to consider E-Scooters as part of a separate report to be presented in Q4 2020.**

Funding and Operations Precedent

The Hybrid Model is a predominant micromobility model used in many cities through public private partnerships including:

- **Washington, DC**
- **Arlington, VA**
- **Chicago, IL**
- **Austin, TX**
- **Portland, OR**
- **Indianapolis, IN**



NORTH AMERICAN BIKESHARE ASSOCIATION

**Provides Resources to
manage micro mobility**

All of these cities have hybrid operating models and fund their systems in part or in full through various mechanisms.

Potential Expansion Planning

Operators will be encouraged to provide additional coverage in all areas of the City they can accommodate.

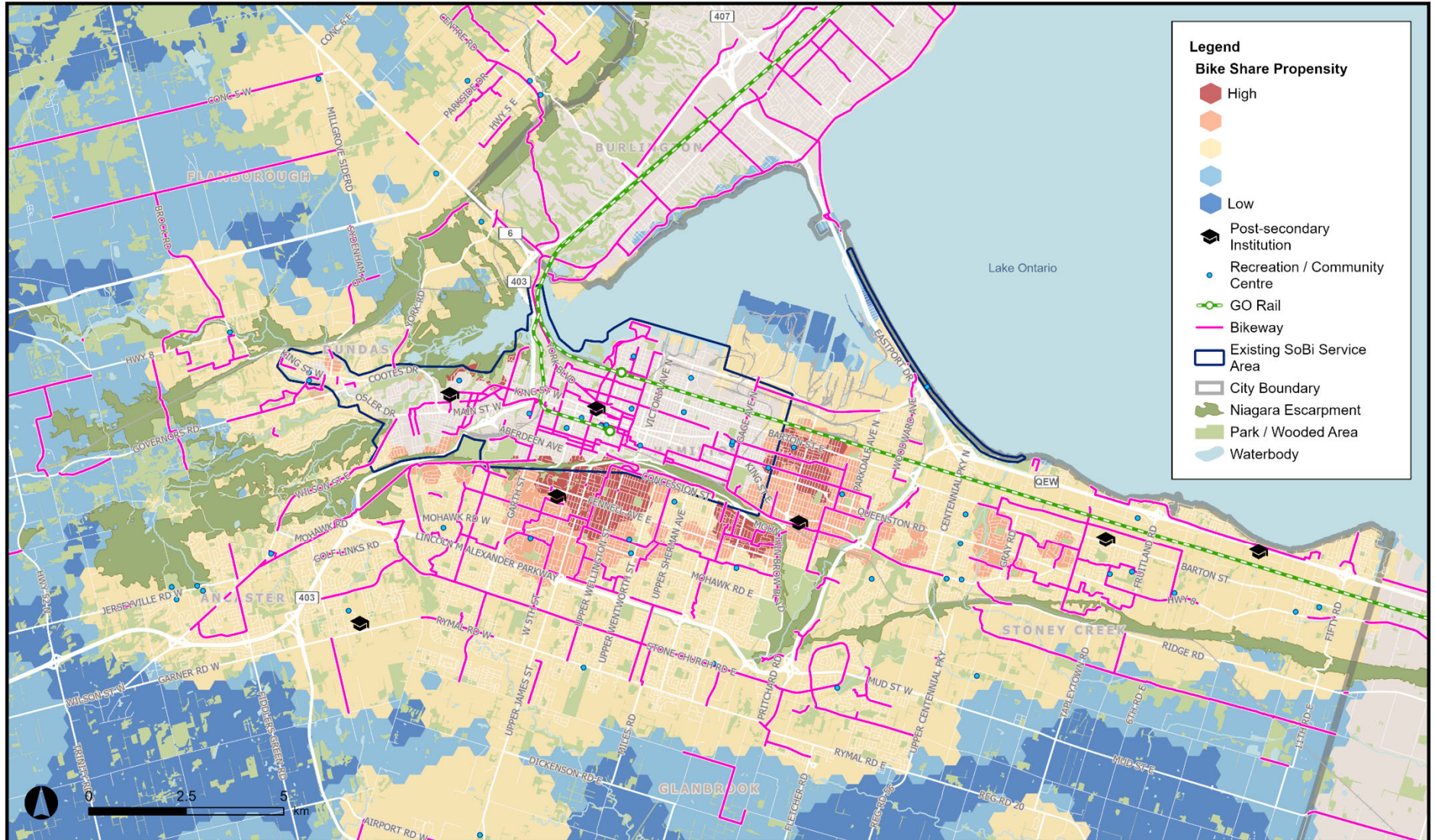
Research indicates that there are key areas that can support bike share beyond the current service area.

Areas on the map coloured in red are the next expansion areas that the data indicates are most viable places to begin expanding.

Expansion to new areas will be a business decision of the operator.

Potential Expansion Areas Map

Hamilton Shared Mobility Feasibility Study - Bike Share Propensity



Long Term Plan

Phase 1 (2021 – 2022): represents the first step in the phased procurement process:

- Continue to operate the base bike share program
- Develop a long term business plan for bike share
- Upgrade current system
- Secure long term financing
- Potentially test new technologies

Phase 2 (2023 – 2028): implement the long term strategy for the base bike share program:

- Report back in Q2 of 2022 on preferred procurement process
- Initiate the procurement process in Q4 of 2022
- Launch the new base program in Q2 of 2023

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Report Recommendations

- (a) That staff undertake a phased approach to the securement of a long-term operator for the City's bike share operations, comprising the following:
 - (i) Entering into a contract extension with Hamilton Bike Share Inc. for a period up to December 31, 2022 to continue operation of the existing base bike share system based substantially on the same terms and conditions as the existing agreement;
 - (ii) Establishing a fee-based non-exclusive contract system for the operation of micro-mobility technologies in the City right-of-way, and initiating an open, non-exclusive process for private operators to obtain the ability to operate micro-mobility technologies in the City;
- (b) That staff be directed to report back to the Public Works Committee on the recommended process, structure, scope and fees for a micro-mobility contract system as well as any necessary by-law changes;

Report Recommendations

- (c) That Council authorizes, directs, and delegates authority to the General Manager, Planning and Economic Development Department, to execute, on behalf of the City of Hamilton, the necessary agreements to extend the existing contract with Hamilton Bike Share Inc. for a period up to December 31, 2022, all in a form satisfactory to the City Solicitor; and,
- (d) That staff evaluate the results of the phased approach for the securement of the City's bike share operations and report back to Council no later than Q2 2022 with a recommended procurement process to secure a long-term micro-mobility operator or operators for 2023 and beyond.



THANK YOU