

Hamilton: Commercial E-scooter Operations

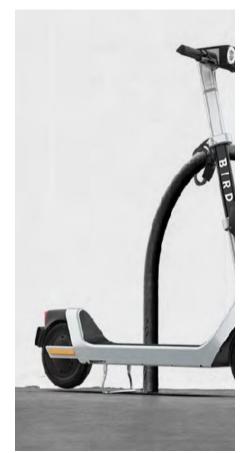
Chris Schafer, VP Government Affairs Bird Canada May 3, 2021



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
RFP A Request for Proposals to select a maximum of three commercial E-Scooter operators.	RFPs are common for commercial e-scooter operations: Calgary, Ottawa, Windsor, & London have all RFPed.
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.	 Consistent generally with other Canadian cities: Ottawa: 1300-1500 e-scooters (max. 3 operators) Calgary: 1500 e-scooters (max 2 operators) Edmonton: ~4000 e-scooters (currently 4 operators)
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)	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.



HAMILTON	OTHER CANADIAN CITIES
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.	This is consistent with a majority of Canadian cities, including Ottawa and Windsor.
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.	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.
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.	This is consistent across Canadian cities with commercial e-scooter operations.





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