Subject: Email - Request to Speak - Chris Schafer - Electric Scooters Framework Viability Review- CK 7000-1

From: Web NoReply
Sent: Thursday, April 1, 2021 10:40 AM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Request to Speak - Chris Schafer - Electric Scooters Framework Viability Review- CK 7000-1

--- Replies to this email will go to

Submitted on Thursday, April 1, 2021 - 10:40

Submitted by user: Anonymous

Submitted values are:

Date Thursday, April 01, 2021
To His Worship the Mayor and Members of City Council
First Name Chris
Last Name Schafer
Phone Number
Email
Address Brookfield Place
City Toronto
Province Ontario
Postal Code M5J
Name of the organization or agency you are representing (if applicable) Bird Canada Inc.
Subject Request to Speak
Meeting (if known) SPC on Transportation
Comments
Hi,

I would like to request to speak at the Tuesday, April 6th SPC on Transportation, specifically with respect to Item 7.1.1 Electric Scooters Framework Viability Review.

I am Vice President, Government Affairs at Bird Canada. Bird Canada is a shared micro-mobility (e-scooter) company with operations to date in several cities across Canada including Calgary, Edmonton, Ottawa, etc.

Ottawa's shared e-scooter program in 2020: "*There's a been a lot of thought put into this and, touch wood, it's probably been one of the more successful pilot scooter projects across the country if not throughout North America*," said **Tim Tierney, Ottawa City Councillor**, Chair Transportation Committee.

E-scooter Item	Bird Canada Response
Cost to City?	Bird Canada as a micro-mobility provider, provides its services to cities across Canada at no direct cost to the City or local taxpayers. Bird Canada does not request a subsidy to provide e-scooter services to local residents. Bird Canada was awarded the exclusive contract to provide shared e-scooters and e-bikes this week in Windsor, Ontario: "The bike/e-scooter share pilot program will run without any capital or operating funding required from the city," says an administration report going to council Monday. See more here. Ottawa city staff reported earlier this year that their municipal insurance pool has had no impact from their shared e-scooter program pilot to date.
Speed?	Unlike the other vehicles (human powered pedal bikes) which can travel at speeds well in excess of 25 km/h, Provinces have generally mandated that e-scooters be set at a max speed of 24 km/h. Municipalities in Canada (i.e. Edmonton, Calgary, Ottawa, and Montreal) with shared e-scooter pilot programs to date have mandated a maximum speed of 20 km/h for shared e-scooters. Bird Canada has a speed governor on it's e-scooters which sets them at the locally required speed. Also, through geo-fencing technology, Canadian cities have required slow down zones, for example in highly pedestrianized areas of the City, so that shared e-scooters travel slower in these zones (i.e. 15 km/h in Calgary, 8-15 km/h in Ottawa).
Safety?	Internationally, studies show the risk profile of e-scooters are akin to bicycles. No deaths from e-scooters have been reported in Canada to riders or pedestrians. **OECD:** "A road fatality is not significantly more likely when using a shared standing e-scooter rather than a bicycle. The risk of an emergency department visit for an e-scooter rider is similar to that for cyclists." **Montreal:** 4 light injuries from electric scooters between Aug 13th and Nov 15, 2019 out of 226,000 rides whereas e-bikes saw 360 injuries out of a significantly smaller 146,000 rides.

Ottawa: 7 minor injuries caused by e-scooter falls or collisions. This represents an injury rate of 0.003 per cent

Calgary: Significantly lower injuries sustained to e-scooter riders than bicycle riders during the two year e-scooter pilot. With sidewalk riding permitted in Calgary during the 2-year pilot, only 4 minor injuries to third parties (pedestrian/cyclist) were sustained as a result of an e-scooter).

Table 4: AHS Data on Number of Transportation Injuries Requiring an Ambulance

Type	2019 (July 8 to October 31)				2020 (May 22 to September 30)			
	E-Scooter	Bicycle	Vehicle	Motorcycle	E-Scooter	Bicycle	Vehicle	Motorcycle
Emergency	33	197	502	103	42[1]	484	617	166
ICU	0	4	17	3	0	3	11	5
Fatality[2]	0	1	3	0	0	3	4	1
Surgery	8	33	51	35	24	109	79	57

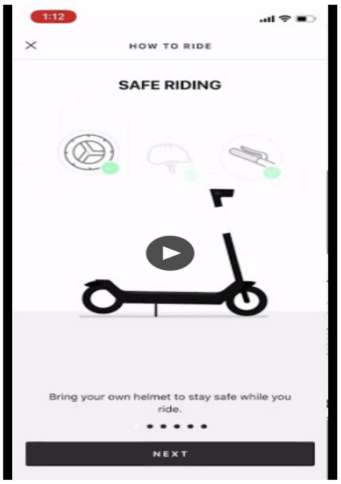
[1] There were an additional 25 e-Scooter injuries requiring EMS that did not contain detailed patient records in 2020.
[2] Fatality numbers do not include those who died on site. There were no e-Scooter fatalities.

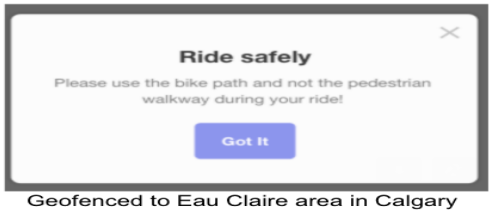
Insurance?

Cities across Canada with e-scooter share programs all require e-scooter operators to possess Commercial General Liability insurance and related insurances (cyber, etc.). All the required insurance is carried by e-scooter operators in Canada as required by municipalities with shared e-scooter programs to date in Canada.

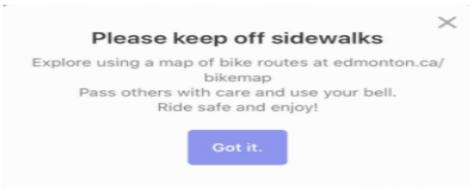
Education?

Shared e-scooter programs include in-app education on how to ride and park responsibly, in addition to reminder emails + in-app pop up messages and push notifications to smartphones:

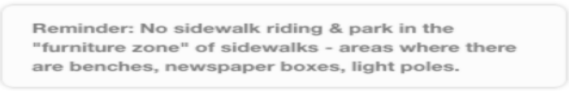




Geofenced to Eau Claire area in Calgary



Edmonton



Ottawa

E-scooter companies provide public training information sessions:

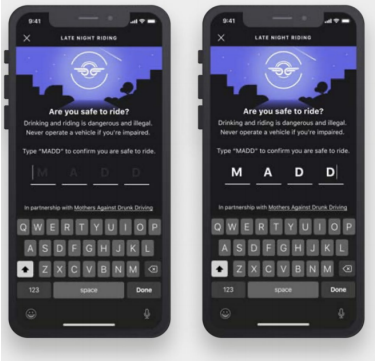
- Bird Canada Safe Streets events are designed to promote responsible riding by:
    - Providing residents an opportunity to test ride an e-scooter at no cost (where permissible with local COVID-19 precautions)
    - Educating residents on safe and responsible riding including local rules like no sidewalk riding and how to park responsibly in the "street furniture zone" of sidewalks
    - Free helmets will be given away to local residents

[“Warm Up Mode”]

- Warm Up mode automatically softens a Bird scooter’s acceleration, allowing riders to slowly work their way up to full speed. This is ideal for first time riders as they learn to get comfortable with riding an e-scooter.

“Sober Start”

- Riders need to pass a cognitive assessment (CAPTCHA measures or Stroop tests) to ensure an adequate degree of assessment before they unlock an e-scooter. If the rider cannot complete the test, the e-scooter will not unlock.
- This feature can be geo-fenced to student bar/ night life districts and turned on at certain hours or evenings of the week.

	
Management of Public Right of Way?	There are several features that city staff could recommend be part of a shared e-scooter program: ● **Slow Down Zones:** Most Canadian cities have set scooters to a maximum of 20 km/h and some cities have implemented slow down zones for highly pedestrianized areas of the City so that scooters travel slower in these zones (i.e. 15 km/h in Calgary). ● **No Ride Zones**: Some cities have established no rides zones where upon entering the zone the scooter slows down gradually and stops safely to discourage riding. For example, Ottawa has mandated this for all National Capital Commission (NCC) pathways in the City to prevent shared e-scooters from being ridden on these pathways (the NCC is currently re-examining this policy as it currently permits e-bikes on these pathways). ● **No Park Zones:** Some cities have established areas where shared e-scooters are not permitted to be parked. When a rider attempts to end a trip in a geo-fenced no park zone, they are unable to do so and receive instructions via the app to park in a permitted area. E-scooter companies like Bird Canada operate “Safe Streets” patrols of uniformed staff out in the public in key areas of the City to ensure e-scooters are parked properly and riders are riding safely (not on sidewalks) and providing general public education:

<table>
<tr>
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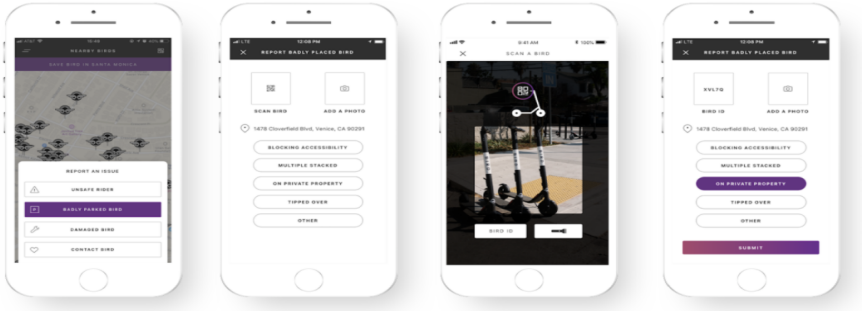
Community Mode: An in-app reporting feature that allows anyone - whether or not they ride Bird - to report instances where a Bird is parked improperly, damaged, etc.

These reports help us take appropriate action such as deploying staff to reposition or remove a vehicle, or taking further disciplinary action as needed.



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<td>Helmets?</td>
<td>
While provincial regulations with respect to helmets can vary across Canada, Bird Canada always recommends riders wear a helmet and we distribute helmets at no cost at public education events and via our website. We also use technology to encourage helmet use:

“Helmet Selfie”

- Riders are asked to take a selfie showcasing their helmet to receive an incentive. Incentives can include future rider credit, rewarding riders for best practices.
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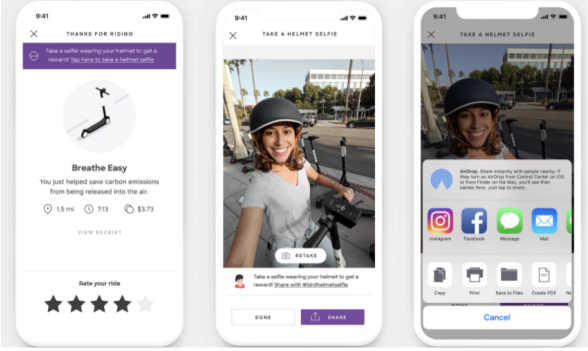
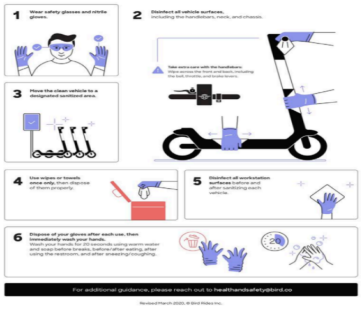
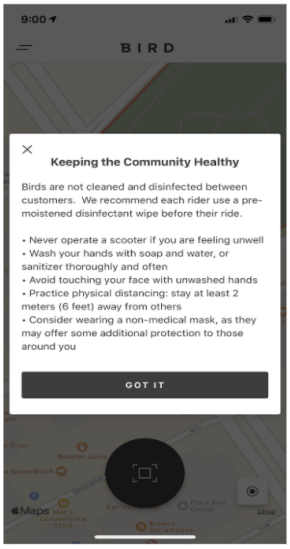
	
Benefits of shared e-scooters?	A municipally regulated shared e-scooter program is beneficial to cities because it: ● **Encourages "Mode Shift"**: Shared e-scooters provide local residents with a choice to not take a personal car which contributes to traffic congestion. (In Calgary, 1 in 3 shared e-scooter trips replaced a car trip). ● **Reduces Greenhouse Gas Emissions**: Shared e-scooters are electric and do not emit greenhouse gas emissions like cars do. ● **Facilitates First and Last KM Connections with Public Transit**: During the 2019 Montreal shared e-scooter program, city staff reported that 27% of e-scooter trips started or ended at public transit (metro stations). ● **Facilitates Socially Distant Open-air Transportation**: During COVID-19, shared e-scooters provide an alternative transportation choice for local residents that a host of cities, including San Francisco, have deemed "essential".
E-scooter program results?	**Calgary** City staff found: ● 1 in 3 shared e-scooter trips replaced a car trip. ● >50% of shared e-scooter trips ended in a BIA or BRZ. **Ottawa** City staff reported: ● 27% indicated that they chose to use an e-scooter to reduce GHG emissions ● Reduction in GHG emissions: 46% reported driving less and 33% reported travelling less as a car passenger. ● 48% of e-scooter trips started in a BIA and 45% ended in a BIA, bringing residents to local businesses and supporting Ottawa's economic recovery during COVID-19.

	• Of the 34% of e-scooter riders who visited a local business and the 33% who visited a local restaurant:
	  ○ 6% reported spending more than $100 on a typical visit
	  ○ 18% spent between $51 and $100
	  ○ 36% spent between $21 and $50.
	
	Montreal
	City staff reported:
	• 27% of shared e-scooter trips made in Montreal has as their origin or destination, a metro or train station

COVID-19?	COVID-19 Protocols   • In-app COVID-19 messaging in Ottawa • Bird Canada worked closely with provincial and municipal health authorities before launching service in 2020 • Bikeshare in Canadian cities continued to operate as well with enhanced disinfecting

Chris Schafer
Vice President, Government Affairs
Bird Canada

(647) 389-8052
www.birdcanada.co

BIRD
CANADA

Saskatoon: SPC Transportation

Electric Scooters Framework Viability Review

Chris Schafer, VP Government Affairs
Bird Canada

April 6, 2021

Who We Are

Bird Canada Inc. is a first KM / last KM, electric scooter 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.

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Bird Canada Encourages

1. Direction to Administration to continue work on a draft regulatory framework for where e-scooters are municipally permitted.

2. Direction to Administration to write to the Minister of Highways and Minister Responsible for SGI requesting an exemption to the *The Traffic Safety Act* to permit the City of Saskatoon to pilot the operation of electric scooters on public roadways and active transportation infrastructure.

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CANADA

TORONTO STAR

CANADA

‘This is one of those things that gives us a bit of cool’: E-scooters are on a roll in Ottawa

By **Gloria Galloway** Special to the Star

Mon., Oct. 19, 2020 | 4 min. read

“There’s a been a lot of thought put into this and, touch wood, it’s probably been one of the more successful pilot scooter projects across the country if not throughout North America”

~ Councillor Tim Tierney, Chair Transportation Committee, Ottawa City Hall

OTTAWA SUN

Ottawa

City wants to double number of e-scooters in 2021

Jon Willing

Jan 25, 2021 • 19 hours ago • 4 minute read

There are “many positive highlights in our pilot, especially how we managed to put limits in place to ensure scooters would not be laying everywhere and now we’ve become a new gold standard for other municipalities looking to implement.”

~ Councillor Tim Tierney, Chair Transportation Committee, Ottawa City Hall

Ottawa E-scooter Pilot Highlights

Environment

- 27% indicated that they chose to use an e-scooter to reduce GHG emissions
- Reduction in GHG emissions: 46% reported driving less and 33% reported travelling less as a car passenger.

Economic Impact

- 48% of e-scooter trips started in a BIA and 45% ended in a BIA, bringing residents to local businesses and supporting Ottawa's economic recovery during COVID-19.
- Of the 34% of e-scooter riders who visited a local business and the 33% who visited a local restaurant:
  - 6% reported spending more than $100 on a typical visit
  - 18% spent between $51 and $100
  - 36% spent between $21 and $50.

Tourism

- E-scooters appear to also support tourism in Ottawa: residents reported that e-scooters motivated them to take more local trips to see the sites.

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Calgary E-scooter Highlights

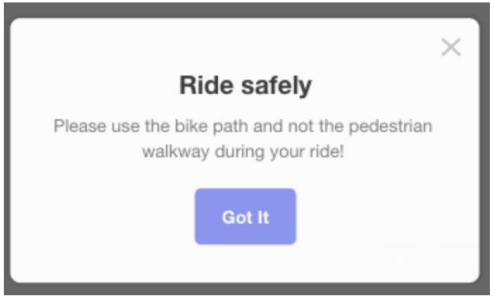
City staff reported:

- 1.9 million trips and over 200,000 unique users were recorded during the two-year shared e-Bike and e-Scooter pilot that ran from October 2018 to October 2020.
- 1 in 3 e-scooter trips replaced a trip by automobile.
- >50% of trips by e-scooter ended in a BIA or BRZ (Business Revitalization Zone).

Calgary City Council recently voted to make their 2-year e-scooter pilot permanent.

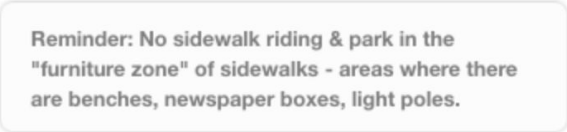
BIRD CANADA

On-going Rider Education



Geofenced to Eau Claire area in Calgary

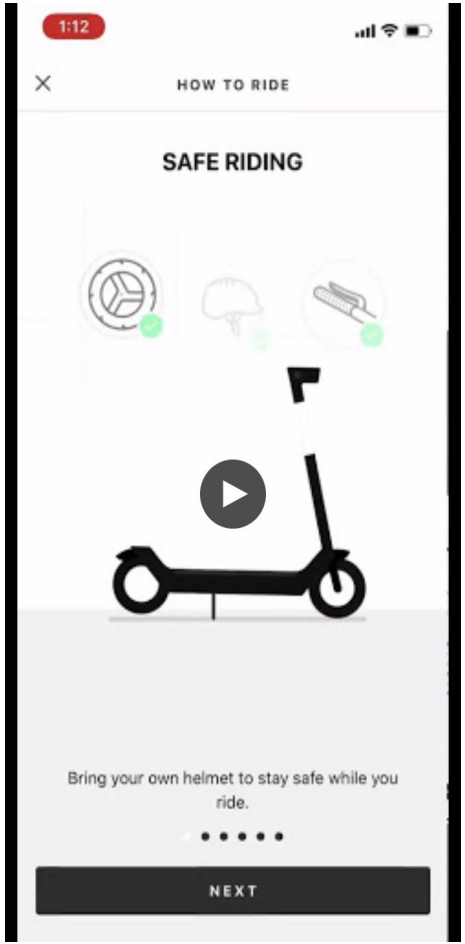
Edmonton



Ottawa

- In-app education on how to ride and park responsibly (right - image of in-app tutorial video)

- Reminder emails + in-app pop up messages and push notifications to smartphones (images to left)



E-scooter Rider Education

Ottawa

- Providing residents an opportunity to test ride an e-scooter at no cost
- Educating residents on safe and responsible riding including local rules like no sidewalk riding in Ottawa
- Free helmets given away to local residents

Calgary

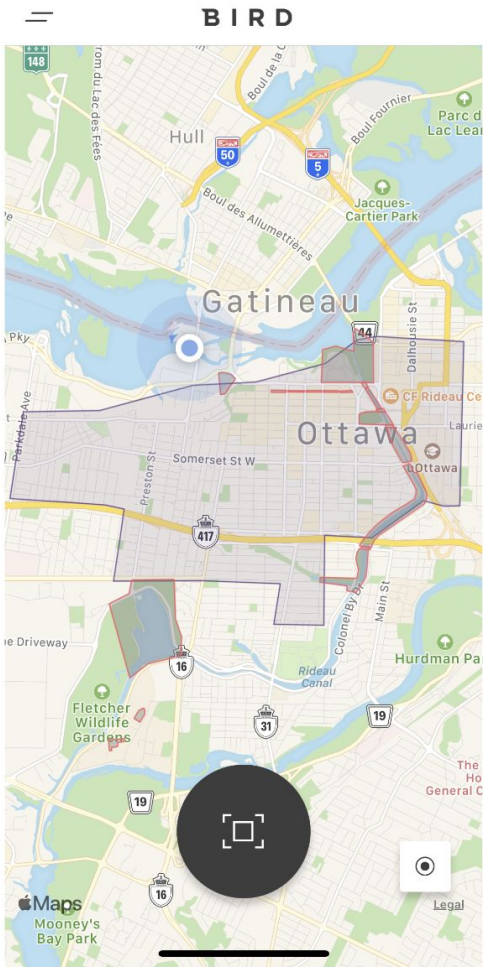
Rider Education: Safe Streets Patrol

Ottawa

Edmonton

- Uniformed Bird Canada staff physically patrols on foot key areas of the City identified in collaboration with City staff.

- To date, Bird Canada's Safe Streets Team has had thousands of conversations and interactions with local riders to educate them on local rules in cities in which we operate.



E-scooter Geofencing

- **Slow Down Zones:** Most Canadian cities have set scooters to a maximum of 20 km/h and Ottawa implemented slow down zones for highly pedestrianized areas of the City so that scooters travel slower in these zones (8 km/h - 15 km/h in Ottawa).

- **No Ride Zones**: Ottawa established no rides zones where upon entering the zone the scooter slows down gradually and stops safely to discourage riding. For example, Ottawa mandated this for all National Capital Commission pathways in the City to prevent shared e-scooters from being ridden on these pathways (NCC may update their policy this year to permit e-scooters).

- **No Park Zones:** Ottawa established no park zones where upon entering the zone, the scooter is unable to be parked/trip ended. In Ottawa, these were combined with No Ride Zones (i.e. Parliament Hill Precinct, Byward Market)

Bird Canada Encourages

1. Direction to Administration to continue work on a draft regulatory framework for where e-scooters are municipally permitted.

2. Direction to Administration to write to the Minister of Highways and Minister Responsible for SGI requesting an exemption to the *The Traffic Safety Act* to permit the City of Saskatoon to pilot the operation of electric scooters on public roadways and active transportation infrastructure.

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CANADA

City of Kelowna *Office of the Mayor*

May 6th 2019
File: 1350-30

Honourable John Horgan
Premier of British Columbia
Government of British Columbia

Honourable Claire Trevena
Minister of Transportation and Infrastructure
Government of British Columbia

Dear Premier Horgan and Minister Trevena,

We write to respectfully request the Ministry of Transportation and Infrastructure for an exemption from the Motor Vehicle Act to permit the City of Kelowna to Pilot the operation of electric scooters on public roadways, in a manner similar to the existing operation of bikeshare systems throughout British Columbia.

Shared low-speed electric standup scooters are a new type of service that has provided safe, sustainable, and low-cost "last-kilometre" transportation to tens of millions of riders across North America. In doing so, they have reduced carbon emissions, relieved congestion, and made streets safer by eliminating car trips from the road.

However, British Columbia's Motor Vehicle Act does not define and therefore bans the low-speed electric scooters used by such systems. This lack of definition has created confusion over how these low-speed devices should be regulated, causing British Columbia cities to fall behind in adopting this next generation transportation option.

Precedent

The Government of British Columbia has adopted the CleanBC plan with a focus on clean transportation. Through CleanBC, the Ministry of Transportation and Infrastructure is creating an Active Transportation Design Guide that includes low-speed electric scooters in the draft planning considerations for designs of new active transportation facilities in the province.

The low-speed electric standup scooters operated in scooter-share systems go by many names (e.g., "e-scooters", "motor assisted scooters"), but share the following common characteristics:

- They weigh less than 50 kilograms;
- They have two or three wheels and handlebars;
- They do not have pedals, and instead are designed to be stood upon while riding;
- They are solely powered by human power and an electric motor of no more than 500 watts; and
- Their maximum speed is no more than 32 kilometers per hour on level ground.

City Hall, 1435 Water Street, Kelowna, B.C. V1Y 1J4
Telephone: 250 469-8980 Facsimile: 250 862-3399 www.kelowna.ca

Winnipeg | Public Works Travaux publics

December 17, 2020

Province of Manitoba
450 Broadway
Winnipeg, MB R3C 0V8

Attn: Honourable Ron Schuler, Minister of Infrastructure

Dear Minister,

RE: REQUEST FOR HIGHWAY TRAFFIC ACT EXEMPTION FOR OPERATION OF ELECTRIC SCOOTERS ON PUBLIC ROADWAYS AND ACTIVE TRANSPORTATION INFRASTRUCTURE WITHIN THE CITY OF WINNIPEG

We write to respectfully request Manitoba Infrastructure grant fan exemption to the Highway Traffic Act to permit the City of Winnipeg to pilot the operation of electric scooters on public roadways and active transportation infrastructure. Such an exemption would allow for these vehicles to be made available to the public in a manner similar to scooter-share systems already in place in other jurisdictions in Canada.

Shared low-speed, electric, stand-up scooters are a new type of service that provides safe and low-cost "last kilometre" transportation to tens of millions of riders across North America. In doing so, they have reduced carbon emissions, relieved congestion, and made streets safer by eliminating car trips from the road.

At this time, Manitoba's Highway Traffic Act does not define and therefore bans low-speed electric scooters, thus creating a policy gap in how these devices should be regulated. Manitoba jurisdictions are therefore unable to adopt this next-generation transportation option for use by residents and visitors.

Precedent

The Government of Manitoba has adopted the Made-in-Manitoba Climate and Green Plan. The Plan acknowledges that transportation is the largest source of carbon pollution in the Province, and that more cars and trucks on the road continue to increase carbon emissions[1]. Alternative modes of transportation like electric scooters, powered by clean Manitoba electricity, can play a role in reversing this trend.

[1] A Made-in-Manitoba Climate and Green Plan. Accessed online at: https://www.gov.mb.ca/asset_library/en/climatechange/climategreenplandiscussionpaper.pdf. Page 23. Accessed 8/27/2020

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BIRD
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chris.schafer@birdcanada.co