

Electric Kick-Scooters (E-scooters)

TAAC February 3, 2020
JANET LO, SENIOR PROJECT MANAGER
POLICY AND INNOVATION
TRANSPORTATION SERVICES DIVISION
CITY OF TORONTO

Purpose

- Inform TAAC members of recent provincial and city regulations on e-scooters
- Provide an overview of the process to develop a report on e-scooter oversight and management
- Share what has been heard so far in the process
- Consult the TAAC for feedback

Electric Kick-Scooter (e-scooter)

- An e-scooter is a two-wheeled device the rider stands on, holding a handlebar.
- Powered by battery.
- Can travel at a speed of 24 km/hour using a throttle.
- Shared e-scooter fleets can be rented using mobile apps.



E-scooter Sharing



iheartradio.ca



smdp.com

Ontario Regulation 389/19 – Pilot Project Electric Kick-Scooters

- In effect from January 1, 2020 to November 24, 2024
- Sets a 5 year pilot period for municipalities to opt in to test e-scooters
- E-scooter use within a municipality is **not** allowed unless that municipality permits e-scooters by municipal by-law for public roads, bike lanes, cycle tracks, trails, paths, parks, sidewalks, walkways etc...
- Not to be operated on controlled access highways or highways where pedestrians and bicyclists are prohibited

Ontario Regulation 389/19 – Pilot Project Electric Kick-Scooters

- Max. speed of 24 kilometres per hour
- Max. 500 watts
- Shall have one or more electric batteries as sole source of power
- No seat, no pedals, no basket, no cargo, no enclosure
- Max. wheel diameter of 17 inches
- Max. weight of 45 kilograms



thelocal.de

Ontario Regulation 389/19 – Pilot Project Electric Kick-Scooters

- Minimum 16 years old to operate; helmet use required if under 18 years old
- No vehicle permit, no driver's license
- Treated like a bicycle and cyclist
- Must use bicycle lanes where they exist, except for in a tunnel or underpass, may operate on a sidewalk (unless sidewalk riding is prohibited by by-law)
- Where no bicycle lanes, must use shoulder or right side of roadway
- Must stop at red lights, stop signs, and crosswalks for pedestrians
- Not permitted to ride or operate within a pedestrian crosswalk or pedestrian crossover

Ontario Regulation 389/19 – Pilot Project

Electric Kick-Scooters

- Must keep safe distance from, and give way to pedestrians or cyclists by slowing down or stopping if insufficient space to pass
- Must not operate at speed markedly greater than pedestrians when near them
- Must have bell or horn in working order and sounded to notify of approach
- Half hour before sunset and before sunrise, must carry and use white/amber light on front and red light on rear
- Must not harm, injure or damage, directly or indirectly, any person or property

Ontario Regulation 389/19 – Pilot Project Electric Kick-Scooters

- Not carry anyone, not to tow anyone or vehicle or device
- Must stand while operating the e-scooter
- Must not leave the e-scooter in a location intended for passage of pedestrians
- Must report accidents involving pedestrian, animal or vehicle
- Must stop for police when asked and provide identification, i.e., name, address and date of birth
- Police are required to submit reports of accidents to the Registrar under the Highway Traffic Act
- Municipalities required to remit data to the Ministry of Transportation

Ontario Regulation 389/19 – Pilot Project

Electric Kick-Scooters

- Some remaining issues to address with the Province include:
 - The motor vehicle accident template for police services in Ontario must be updated to enable police to submit reports
 - Where there is no motor vehicle involved, there needs to be a mechanism to submit reports of accidents
 - Ontario hospitals such as trauma centres and emergency rooms, doctor's clinics, public health, paramedics, coroners, etc. need a way of tracking injuries and fatalities related to e-scooters (standing and seated), and comparing these with other modes

Ontario Regulation 389/19 – Pilot Project

Electric Kick-Scooters

- Continued... remaining issues to address with the Province include:
 - Lacking details on data to be remitted to Province that would go in permits or contract conditions with e-scooter sharing/rental companies
 - Questions about insurance and liability where neither the e-scooter rider, nor the pedestrian or cyclist involved in an incident have insurance
 - Questions about liability where the province sets minimum maintenance standards for roads and sidewalks for municipalities, which did not contemplate new devices such as e-scooters

Toronto – E-scooter Regulations

- E-scooters are not permitted by by-law for use/operation on public roads, bike lanes, cycle tracks, trails, paths, parks, sidewalks, walkways, or public squares.
- Last October, City Council prohibited parking, storing or leaving e-scooters on any street, sidewalk and pedestrian way.
- A report is requested on e-scooter oversight and management including potentially adding e-scooters to the city's bike share program as a way of managing them in the public right-of-way.
- This report is slated for March 11, 2020 Infrastructure and Environment Committee.

Toronto's Policy Goals

- Vision Zero – safety & focus on vulnerable road users – pedestrians, seniors, children
- Connected, reliable and efficient networks – moving more people and goods, using greener and more space-efficient modes
- Equitable, affordable and inclusive
- Sustainable, resilient and adaptable
- Growing, thriving and vibrant city that supports social and economic activity
- Effective use of financial resources, innovation and collaboration to build, maintain and operate infrastructure

Key Stakeholder Feedback So Far

- Accessibility / persons with disabilities groups
 - Visually-impaired/blind cannot hear or see e-scooter riders, trip hazards with e-scooters, collisions and near collisions/friction on sidewalks and serious injuries from losing balance and falling, no insurance, challenges with enforcement / claims
- Pedestrian-related – walkability, friction on sidewalks, trip hazards, collisions
- Place-making / business improvement areas
 - Sidewalk litter, vandalism, drunk e-scooter riding (i.e. requests to make arrangements to have paid parking on private property; removal of e-scooter fleets in evening and overnight)
- Cycling-related – conflicts in narrow cycle facilities, e-scooters fallen across paths, opportunity to expand cycling networks
- Transit partners – mobility as a service, integration with transit, safety with transit drivers
- Environmental stakeholders – support for electric vehicles (no emissions), e-waste, life-cycle, emissions from collection/redistribution

Proposed Options Based on Insights from Other Cities

Examples from Elsewhere

- Calgary mid-pilot report for period approx. July to mid-October 2019
- Allowed e-scooter riding on sidewalks, pathways and bike lanes, and prohibited e-scooter use on roadways. Max speed of 20 km/hour.
- 1,500 fleet, two operators (Bird and Lime)
- Each device averaging about 5 rides/day (errands, work trips, dining/shopping, recreation)
- 55% trips replaced walking, 32% replaced car trips. Average length 1.2 km/trip.
- 33 ER visits requiring ambulance rides, one of these was a pedestrian; 677 ER visits total
- Complaints to 311 system included sidewalk riding (40%), undesirable behaviour (breaking rules/inconsiderate, 27%), and parking issues (21%)
- Proposed designated parking areas, slow zones, and fines (\$400 for colliding with pedestrians/other sidewalk and street users, and reckless behaviour)

Examples from Elsewhere

- Each city's context is different
 - Peer cities don't have e-scooters yet such as London (UK), New York City, Sydney, Australia
 - Chicago in the process of evaluating data from its pilot
 - San Francisco (requiring "lock to" to address theft, vandalism and clutter)
 - More jurisdictions using selective permits or requests for proposals and designated parking areas
 - Waterloo (pilot was on private property)
 - Montreal (helmet requirement, limited to four of its 19 boroughs)
 - Paris & Singapore have since banned sidewalk riding after pedestrian deaths
 - San Diego (since banned from boardwalk from Mission Beach to La Jolla)
 - Tel Aviv (requires helmets and license plates for safety and enforcement)

Option - Temporary Ban

- Take a phased approach and ease into the 5 year pilot by continuing a temporary ban until:
 - Industry standards are in place for safety, durability and sustainability
 - More comprehensive data is made available from other pilots that have just been completed in Fall 2019
 - Product innovation – next phase of safer designs
 - Not first out the gate... observe other Ontario cities or towns

Option – Toronto Parking Authority Synergies

- Make Toronto Parking Authority the umbrella for bikesharing, e-bikes, e-scooters, e-mopeds etc... to coordinate any shared micromobility
- High density of docking stations (proposed fleet increase to 7,000 with 625 stations)
- Potential opportunities to assess on-street parking conversion
- Coordinated implementation of various shared Micromobility to meet city's policy objectives
- Ways to address sidewalk clutter, social equity and transit integration

Option – Open Permit Applications

- Permit system that allows any operator to apply for a permit to operate e-scooter sharing
- Examples from other jurisdictions such as Paris and San Diego, and other cities
- Conditions that must be met such as insurance, data sharing, and compliance (e.g., user education, parking, geofencing, social equity, service standards,...)
- Some key issues include fleet size and number of operators

Continued Research on Best Practices

- Safety improvements and product innovation?
 - Some jurisdictions like Portland and San Francisco are piloting e-scooters with seats for persons with disabilities (not legal under Ontario's regulation)
- Service and maintenance standards?
- Enforcement & compliance?
 - Illegal sidewalk riding
 - Parking in non-designated spots
 - Prompt removal of sidewalk obstructions
- Social equity? Sustainability?
- Infrastructure for micro-mobility
- Longevity of micro-mobility options



Fastcompany.com

E-scooter Report – Process & Next Steps

- Report slated for March 11th Infrastructure & Environment Committee
- Reports are posted 5 business days before Committee date
- Click on the item to submit communications on the item
- You can submit a written letter and request to make a deputation in-person (limit to 5 minutes)
- www.Toronto.ca - follow the tabs on City Council and Committee Meetings

Contact: Janet Lo, Senior Project Manager

Janet.Lo@toronto.ca

416-397-4853

Micro-Mobility & Next Steps

- Report slated for Q4 2020 for Infrastructure & Environment Committee

Contact: Jennifer Hyland, Senior Project Manager

Jennifer.Hyland@toronto.ca

416-392-0818

Thank you