

Kick E-Scooter Strategy and Pilot Project

CONSULTATION WITH ACCESSIBILITY ADVISORY COMMITTEE

Transportation Services Department

February 18, 2020



Purpose

- Inform AAC of the Province's five-year pilot project
- Provide an overview of issues and best practices in other municipalities
- Outline City of Ottawa's possible participation in the pilot
- Seek AAC feedback



What is a Kick E-Scooter?

- A two-wheeled device the rider stands on, holding a handlebar
- Powered by a battery
- Can travel up to 24km/hr
- Equipped with a hand brake, lights, bell, kick stand



What is E-Scooter Sharing?

- A private company provides a fleet of e-scooters to a city
- Residents and visitors unlock parked e-scooters using a mobile app
- E-scooter riders are charged for the ride through the app
- At the end of the ride, the rider parks the e-scooter according to local rules



Province's Kick E-Scooter Pilot Project

- In effect January 1, 2020 to November 24, 2024
- Allows municipalities to participate
 - Requires revision of by-laws
- Provincial regulations include:
 - Riders must be 16 or older
 - Speed limit is 24km/hr
 - E-scooters must be equipped with a bell, a brake and lights
 - Helmets are required for riders under 18
 - Single rider only
 - No basket
 - Municipalities must remit safety data to the Province

Benefits of E-Scooters

- Micro-mobility reduces congestion and increases mobility choices (ITDP, NACTO)
- Cleaner energy (less vehicle use = reduces GHG emissions)
- Can support transit ridership with first and last kilometre connections



Issues to Consider

- Parking compliance
- Sharing of multi-use pathways
- Sidewalk riding
- May replace and/or extend some walking trips
- Injury rates

AODA Alliance's Position

January 22, 2020: Open letter to all Ontario Mayors and City Councillors from provincial AODA and 11 major disability organizations outlines concerns:

- Do not opt-in to pilot
- Shared e-scooter fleets could be mis-parked on sidewalks, causing clutter, introducing barriers to accessibility
- E-scooters are very quiet and may pose a safety risk to people who are blind
- Providing parking corrals in on-street parking spaces reduces accessible parking spaces for people who require them
- Injuries and enforcement place a burden on tax payers

Examples from Other Cities

Internationally, hundreds of cities have shared e-scooter programs, including:

Seattle, Portland, Santa Monica, Washington, Denver, San Francisco, Mexico City, Paris, Barcelona

A few Canadian cities participated in e-scooter pilots in 2019:

Waterloo, Edmonton, Calgary, Kelowna

Closer Look at Canadian Experiences:

Calgary (July-Oct 2019)

- Allowed riding on sidewalks
- Fleet size of 1500, two operators (Bird and Lime)
- Each device averaged 5 rides/day – many purposes
- 33 ER visits requiring ambulance rides
- More than 600 ER visits (for ‘scooter’ injuries)
- 281 complaints to 3-1-1: 40% sidewalk riding; 27% breaking rules/inconsiderate; 21% parking issues
- Will proceed with pilot, but will introduce parking corrals and slow zones

Canadian Cities (cont'd)

Montreal (Sept-Oct 2019)

- small fleet size (started with 215, increased to 600)
- small geographical area

Waterloo (2018)

- only on one multi-use pathway, before provincial pilot

Windsor (January 2020)

- Updating by-laws to permit the personal use of e-scooters

Potential Direction for Pilot in Ottawa

- Allow e-scooters on:
 - MUPs, cycling facilities, roads posted at or below 50km/hr
- No sidewalk riding
- In-app and in-person education
- Reduce speeds to 20km/hr
 - with further reductions in high activity pedestrian areas (footbridges, etc.)
- E-scooter parking options:
 - in sidewalk furniture zone, in a limited number of on-street parking spaces
- City will monitor and collect feedback
 - trip data, evaluate compliance with parking, review injury data

Next steps

- Please provide feedback to Kathleen Wilker by March 3, 2020: kathleen.wilker@ottawa.ca; 613-580-2424 ext. 42014
- All AAC feedback will be included in the Kick E-Scooter Strategy and Pilot Project
- Staff will seek additional feedback from the public on kick e-scooters through an online survey in March 2020
- PIED is bringing forth a report addressing right-of-way issues to Transportation Committee on April 1, 2020
- TSD is bringing forth the Kick E-Scooter Strategy and Pilot Project to Transportation Committee on April 1, 2020 and to Council on April 8, 2020
- If TRC and Council approve the pilot project strategy, the pilot could begin during the 2020 season

Thank You!

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