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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