



City of Hamilton

HAMILTON CYCLING COMMITTEE REVISED

Meeting #: 19-002
Date: December 4, 2019
Time: 5:45 p.m.
Location: Room 192, 1st Floor
71 Main Street West

Rachel Johnson, Project Manager - Sustainable Mobility (905) 546-2424 ext. 1473

Pages

1. CEREMONIAL ACTIVITIES

2. APPROVAL OF AGENDA

(Added Items, if applicable, will be noted with *)

3. DECLARATIONS OF INTEREST

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

4.1 HCyC Meeting Minutes, dated November 6, 2019

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5. COMMUNICATIONS

6. DELEGATION REQUESTS

6.1 Ward Black, National Cycling Centre Hamilton (NCCH), respecting the National Cycling Centre Hamilton (NCCH) (for today's meeting)

7. CONSENT ITEMS

8. PUBLIC HEARINGS / DELEGATIONS

9. STAFF PRESENTATIONS

10. DISCUSSION ITEMS

10.1 Updates from Local Organizations

10.1.a Cycle Hamilton

10.1.b Share the Road Cycling Coalition

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10.1.c Dundas Rides

10.1.d Other

10.2 Cycling Infrastructure Projects

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10.3 2020 Meeting Schedule

10.4 2020 Workplan

10.5 Planning

10.6 Cycling Information Boards- Parks and Cemeteries

*10.7 Minutes Recorder

11. MOTIONS*11.1 Purchase National Association of City Transportation Officials (NACTO)
Design Guides**12. NOTICES OF MOTION****13. GENERAL INFORMATION / OTHER BUSINESS****14. PRIVATE AND CONFIDENTIAL****15. ADJOURNMENT**



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, November 6, 2019

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Chris Ritsma
Vice-Chair: Sharon Gibbons
Members: Kate Berry, Cathy Sutherland, Ann McKay, Christine Yachouh, William Oates, Jeff Axisa, Kevin Vander Meulen and Jessica Merolli

Absent with Regrets: Councillor Esther Pauls, Roman Caruk, Joachim Brouwer, Yaejin Kim and Cora Muis

Also Present: Rachel Johnson, Project Manager, Sustainable Mobility
Gavin Hermanson, Sustainable Mobility Student

1. CEREMONIAL ACTIVITIES

None

2. APPROVAL OF AGENDA

(Merolli/Ritsma)

That the agenda of the November 6, 2019 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

3. DECLARATIONS OF INTEREST

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

(i) October 2, 2019 (Item 4.1)

(Merolli/Oates)

That the minutes of the October 2, 2019 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS

(i) Citizen Resignations from the Hamilton Cycling Committee (Items 5.1 and 5.2)

(Oates/Ritsma)

(a) That the resignation of Kevin Love from the Hamilton Cycling Committee, be received;

(b) That the resignation of Linda Meerveld from the Hamilton Cycling Committee, be received; and,

(c) That the Interview Sub-Committee to the Public Works Committee be requested to fill the two citizen appointee vacancies with residents from wards that are not currently represented on the Hamilton Cycling Committee.

CARRIED

(ii) Election of Hamilton Cycling Committee Chair (Item 5.3)

(Yachouh/Oates)

(a) That Chris Ritsma be appointed as Chair of the Hamilton Cycling for 2019 and 2020.

CARRIED

6. DELEGATION REQUESTS

(i) Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects and to request information (for today's meeting) (Item 6.1)

(Sutherland/Merolli)

That the delegation request, submitted by Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects and to request information be approved for today's meeting.

CARRIED

7. CONSENT ITEMS

None

8. PUBLIC HEARINGS/DELEGATIONS

- (i) **Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects (Added Item 8.1)**

Jay Krause, Cycle Hamilton, addressed the Committee respecting a review of 2019 cycling projects, with the aid of a presentation. Cycle Hamilton requested that the Committee ask staff for an updated version of the 2019 cycling project list.

(Berry/McKay)

That the delegation by Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects, be received.

CARRIED

(Merolli/Berry)

That staff provide a detailed update at the December Hamilton Cycling Committee meeting about 2019 cycling projects.

CARRIED

(Merolli/Yachouh)

That, for future meetings, staff include the Building the Network cycling infrastructure project updates document in the meeting minutes.

CARRIED

9. STAFF PRESENTATIONS

- (i) **Minimum Grid Cycling Network (Item 9.1)**

City staff, Rachel Johnson and CityLAB students addressed the Committee respecting a project they are working on about creating a minimum grid for cycling infrastructure. There is a workshop regarding the project on Tuesday, November 19th from 4:30 to 6:30 PM, at CityLAB, 58 Jackson St. W.

(Merolli/Axisa)

That the presentation, respecting a Minimum Grid Cycling Network, be received.

CARRIED

10. DISCUSSION ITEMS

- (i) **Cycling Information Board – Parks & Cemeteries (Item 10.1)**

The City of Hamilton Parks & Cemeteries section is creating 20 newly updated cycling and trails information boards in parks.

(ii) McMaster Study – Built Environment Influences on Bicycling Behaviors and Route Choice (Item 10.2)

A McMaster master's student is looking to conduct interviews as part of their research. They are looking for people who cycle in Hamilton who are interested in doing a 90-minute interview.

(iii) Updates from Local Organizations (Item 10.3)

Cycle Hamilton - Cycle Hamilton held their monthly meeting at Grupetto. Cycle Hamilton has a newly designed website. The Cycle Hamilton November social is at the Grain and Grit brewery on November 25, 2019 from 6:00-9:00 pm.

Share the Road Cycling Coalition – An update from Share the Road was presented.

Green Communities Canada - Kate Berry updated the Committee on the Green Communities Canada webinar with 8-80 cities on school road closures.

(McKay/Oates)

That the updates from Cycling Hamilton, Share the Road Cycling Coalition and Green Communities Canada be received.

CARRIED

(iv) Outreach, Events and Education (Item 10.4)

Opening of Governors Road Bike Path – The Governors Road Bike Path was officially opened on Friday October 18, 2019. The event was attended by approximately 50 people.

Time Change Light Distribution - Members of the Committee handed out bike lights to cyclists on Monday November 4, 2019 in the early evening. Over 100 sets of lights were given out this year.

(v) Mid-meeting Group (Item 10.5)

Six members of the Committee met on October 24, 2019.

The Waterfront Trail at Van Wagners was discussed. The group discussed adding slow down signs or lines to delineate space in conflict areas.

The group discussed the York Boulevard design including the interest in having greater separation between motor vehicles and cyclists, either three-foot-wide curbing or higher curbing. They discussed that concrete could be used along the entire cycle track and that the gap between Queen and Hess is unacceptable. Additional discussion included that turning radiuses be reduced to meet National Association of City

Transportation Officials (NACTO) standards, that paint be used in conflict zones and intersections, that the bus loading zones be altered to reduce conflicts, and that the crossings to the North side of York Blvd. be reviewed.

The group would like the Committee to be given ample time to be consulted on the projects.

(vi) Sam Lawrence Park Survey (Item 10.6)

The City is planning for future park upgrades to Sam Lawrence Park. There is an opportunity to provide feedback on Design Concept Alternatives.

(vii) 2019 Cycling Committee Budget (Item 10.7)

(i) Bike Share Station Advertising Space (Item 10.7(a))

(Yachouh/Sutherland)

That the Committee not to proceed with developing material for Bike Share station ads.

CARRIED

(ii) Project 529 (Item 10.7(b))

(Ritsma/Oates)

That consideration of Item 10.7(b), respecting Project 529, be deferred to a future meeting.

CARRIED

(iii) Bicycle Cage Parking at City Hall (Item 10.7(c))

One Committee member wanted the bicycle cage parking pass.

(Berry/Axisa)

That the Committee spend \$50 on a secure bicycle parking pass for the City Hall bicycle parking cage for one Committee member, to be funded from the Hamilton Cycling Committee budget-meeting expenses (57548), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED

(iv) Documentary Screening – Motherload (Item 10.7(d))

A documentary screening of the film Motherload for Bike Month 2020 was proposed. The cost to screen is \$260 USD.

(Berry/Axisa)

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That the Committee spend \$260 (USD) on the screening of the film, Motherload, for an event to be held in 2020, to be funded from the Hamilton Cycling Committee budget-special events (57285), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED

(v) Dinner for December 2019 meeting (Item 10.7(e))

(Sutherland/Berry)

That the Committee spend \$500 on dinner for the December 4, 2019 meeting, to be funded from the Hamilton Cycling Committee budget-meeting expenses (57548), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED

(viii) 2020 Cycling Committee Budget (Item 10.8)

City staff, Rachel Johnson, Transportation Planning, spoke regarding the summary of the budgeting exercise conducted in September. The following budget was voted on and approved. The budget will be reviewed by staff and submitted to Public Works Committee.

Item	Proposed 2020 Budget
Social Media Campaign	\$500
Publicity Campaigns	\$3,000
Special Projects	\$2,000
Group Rides	\$1,000
Tourism Promotions- supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$2,000
Special Cycling Events	\$2,000
Conferences	\$1,000
Meeting Expenses	\$1,000
TOTAL	\$13,000
Funds from levy	\$10,000
Funds from reserve	\$3,000

(Vander Muelen/Oates)

That the 2020 Cycling Committee budget be approved as presented.

CARRIED

(ix) Bike Buddies (Item 10.9)

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City staff, Rachel Johnson, Transportation Planning, spoke in regards to the launch of a new bike buddies project in Hamilton. The project received funding from the Hamilton Cycling Committee.

(x) Cycling Improvements at Queen Street South and Herkimer Street – Update on Citizen Committee Report (Item 10.10)

City staff are bringing forward a report in response to the Citizen Committee Report submitted by the Hamilton Cycling Committee in April 2019. The City staff report will go to Public Works Committee on November 18, 2019.

(xi) Website Domain Transfer – Citizen Committee Report (Item 10.11)

(Yachouh/Axisa)

That City Staff proceed with sending the Citizen Committee Report regarding the www.cyclehamilton.ca domain transfer to Cycle Hamilton.

CARRIED

11. MOTIONS

None

12. NOTICES OF MOTION

(i) Purchase of National Association of City Transportation Officials (NACTO) Design Guides (Added Item 12.1)

(Ritmsa/Oates)

That the Committee discusses purchasing National Association of City Transportation Officials (NACTO) design guides at the December 4, 2019 meeting.

CARRIED

13. GENERAL INFORMATION / OTHER BUSINESS

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT

(Yachouh/Sutherland)

That, there being no further business, the meeting be adjourned at 7:50 p.m.

CARRIED

Respectfully submitted,

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Chris Ritsma
Chair, Hamilton Cycling Committee

Rachel Johnson
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development

Update: Hamilton Cycling Advisory Committee (Dec 2019)

Prepared by: Share the Road Cycling Coalition

1. New private members bill on “dooring”

- On November 21, Member of Provincial Parliament (MPP) Jessica Bell introduced a new private members bill that would require the province to track dooring incidents as collisions
- Note: dooring is the commonly used term for being hit with an opening car door while riding a bicycle
- At present, the province does not consider dooring incidents to be “reportable collisions” because the motor vehicle is not in motion. This means that police are not required to track dooring incidents as collisions and the province does not record them as part of their Annual Road Safety Report. This bill seeks to change that.
- Dooring incidents are extremely painful and have been fatal here in Ontario. In 2015, the province recognized the seriousness of dooring and increased the related fine from \$110 to \$365
- Some police forces (ex. Toronto Police) have chosen to track dooring collisions, but most forces across the province only track what is mandated
- The bill was supported by Share the Road, Cycle Toronto and Friends & Families for Safe Streets. Updates will be provided throughout the year as the bill makes its way through the legislative process.
- **Questions for committee consideration:**
 - Does Hamilton Police choose to track dooring collisions and is that information included in the Annual Collision Report?

2. E-Scooter Pilot in Ontario

- On November 27th, the Government of Ontario released a new framework for a 5-year pilot on kick-style e-scooters in Ontario. This framework has been in development for most of 2019 and the province consulted directly with municipalities and with stakeholders. Share the Road was supportive of launching an e-scooter pilot and pleased to see many of our recommendations included in the framework.
- Important note: this is for kick-style e-scooters (like the ones you see operated by Lime and Bird that you stand on, NOT for the Vespa-style e-scooters that you sit on).
- Until last week, e-scooters were not permitted on roads where the Highway Traffic Act applies.
- Under this pilot, the province has set some broad rules and municipalities can now choose to pass by-laws to allow their use and determine where they can operate safely.
- Some of the provincial requirements include (but not limited to) a maximum speed of 24km/h, helmets for riders under 18 years of age, minimum operating age of 16, no cargo can be carried, no passengers allowed, e-scooters must have a horn or bell and lights (etc.).

- Check out Share the Road's (attached) e-scooter briefing note for more background and sample recommendations around governance, education, etc. Please note that this briefing note was also shared with City of Hamilton Public Works Committee as part of a staff report earlier this year.
- **Questions for committee consideration:**
 - Is the City of Hamilton planning to pass a by-law allowing for e-scooters? What would the timeframe of the pilot look like and what specific local recommendations are being considered.

3. Ontario Bike Summit Registration Open

- Registration is now open for the 12th Annual Ontario Bike Summit taking place on April 6 & 7, 2020 in Toronto. Registration info and rates available at www.sharetheroad.ca/OBS
- As noted in our November report, the Call for Proposals closed today (Dec 4th).
- **Questions for committee consideration:**
 - Did any City of Hamilton projects get submitted?

4. Reminder: Provincial Bike Light Order

- Share the Road will coordinate another provincial order of bike lights in 2020, which provides partners with a bulk discount of \$3.59 per set + HST. Orders must be placed by February 2020 by contacting bfc@sharetheroad.ca



PREPARING FOR E-SCOOTERS IN CANADA

How should Ontario & other provinces govern emerging micro-mobility services?

BY JAMIE STUCKLESS, SHARE THE ROAD & DAVID MCLAUGHLIN, WSP CANADA

Dockless e-scooter systems (e-scooters) have been launched in more than 100 cities across the United States. Are they coming to Ontario and the rest of Canada? The kick-style type e-scooters are **currently not permitted to operate within public road rights-of-ways in Ontario**. Although we haven't seen the launch of a full fledged e-scooter system yet in Ontario, there is a [pilot currently underway in the City of Waterloo](#) and this new form of micro-mobility is generating a great deal of interest.

Jurisdictions across the United States have frequently found themselves in the position of having to retroactively develop e-scooter policies after the systems have been launched in their community. In Ontario, we have a short window of opportunity to pro-actively develop a policy framework to govern the arrival of e-scooters in the province. Many other provinces across

Canada will also have to decide soon whether they plan to embrace or reject this new form of micro-mobility.

THE OPPORTUNITY

E-scooters represent a new way for residents (and visitors) to get around their communities. They have been lauded as providing first and last mile connections to transit, particularly in areas where the trip is too long to walk. If residents choose to replace car trips with e-scooters, they also represent an opportunity to reduce traffic congestion. Preliminary [evidence from the e-scooter pilot in Portland, Oregon](#) suggests that e-scooter riders are using them to replace car trips (34%) and that the e-scooters are popular among residents, with 85% of those surveyed indicating that they would recommend e-scooters to a friend.

CANADIAN JURISDICTIONS PREPARING FOR E-SCOOTERS

Waterloo: Canada's first e-scooter pilot project completed its first phase in Oct–Nov 2018. It was deemed a success, with more than 6,000 riders completing over 18,000 trips on the Lime scooters. The pilot continues with phase two running Apr–Sept 2019.

Montreal: The Quebec Transport Ministry and City of Montreal have modified regulations and bylaws to allow dockless e-scooter services to rollout in the city in 2019.

Edmonton: City Council recently voted to move forward with bike and scooter sharing recommendations which would see companies set up their own programs as soon as June 2019.



CREDIT: ELVERT BARNES PHOTOGRAPHY

THE CHALLENGE

E-scooters are a relatively new technology and mode of transportation. As a result, there are few studies about their safety, market resilience, and ability to operate through the winter. While the Portland pilot results indicate that people are using e-scooters for trips that otherwise may have been made by car, it is important to note that Portland is recognized as a Platinum Bicycle Friendly Community and has invested more than most in providing safe & convenient space for people to cycle. This bicycle infrastructure is also now being used by people riding e-scooters, and is preferred among riders who were surveyed. Most communities do not have the same infrastructure available for bicycling or for e-scooter riders as Portland does and the availability of safe spaces to ride should be a key concern.

Medical professionals have raised concerns about increased emergency room visits due to the proliferation of e-scooters, with many sources pointing to one Salt Lake City hospital that reported a 161% increase in emergency room visits related to e-scooters (from 8 patients to 21). Another recent study of medical records from two UCLA hospitals in Los Angeles and Santa Monica indicate that e-scooters have been associated with 249 emergency room visits between September 2017 and August 2018. As of September 2018, the death rate among e-scooter riders across the United States

was reported to be 1 per 10.75 million trips, compared to 1 per 61.5 million trips for bike share. In December 2018, the Centre for Disease Control announced that it would be conducting its first study of the health risks of dockless scooters in Austin, Texas.

There have also been collisions between e-scooter riders and pedestrians on the sidewalk and concerns about sidewalks being obstructed by poorly parked e-scooters, and the serious impact this has on the mobility of elderly and visually impaired residents, including those using mobility devices.

E-SCOOTERS AND ONTARIO LAW

At present, e-scooters can only be operated where the Ontario Highway Traffic Act (HTA) does not apply, such as on private property if permitted by the owners. This is the case during the ongoing pilot conducted by Lime in Waterloo, ON, where the scooters are permitted only on private trails, a technology park and university campus.

The Waterloo pilot is being run in two phases under current Ontario laws, with a maximum of 100 e-scooters in Fall 2018 and a maximum of 150 e-scooters in spring/summer 2019. The maximum speed of e-scooters during the pilot is 24 km/h. The pilot identifies the specific “pilot routes” on which the e-scooters can be operated. It also

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specifies hours of operation for e-scooters between 7am to 9pm. The operator (Lime) is responsible for removing all e-scooters from operation after 9pm and for collecting all e-scooters on public and private property (except those in designated recharge havens). E-scooter riders must be 18 years of age and upload a driver's license as proof of age. Riders are not required to wear a helmet.

LEARNING FROM OTHER JURISDICTIONS

While there is no clear-cut guidance for this new technology, several jurisdictions have enacted policies to govern the use of e-scooters and to address key issues around the devices:

Speed

- Most e-scooters in the United States appear to be capped at a maximum speed of 15 miles per hour (24 km/h). A 2018 effort in California—reportedly

led by e-scooter company Bird—aimed to increase the maximum speed to 20 mph (32 km/h) and allow sidewalk riding, but failed to pass.

Where e-scooters can be operated

- While some jurisdictions (e.g., Denver) allow the use of e-scooters on the sidewalks, many jurisdictions have banned e-scooters from the sidewalks and require riders to use the road and bicycle lanes.
- Some jurisdictions, like Miami and Nashville, have banned the use of e-scooters all-together, while others like San Francisco require prospective companies to apply for a limited number of operating permits. Some municipalities have set geographic limits on where e-scooters can be operated (e.g., [Santa Monica banned them](#) along the beach path and [Portland has banned them](#) in Waterfront Park).

RESOURCES & OPPORTUNITIES

NACTO Guidelines for the Regulation and Management of Shared Active Transportation

<https://nacto.org/home/shared-active-transportation-guidelines/>
<http://betterbikeshare.org/2018/07/13/nacto-releases-guidelines-on-dockless-bikes-and-scooters/>

Report strategies and standards for communication between city, company, and rider; permitting; data sharing; privacy; equipment safety standards; and dockless bike and scooter parking.

ITE Mobility as a Service (MaaS) Initiative

<https://www.ite.org/pub/?id=F3EC1FCA-AC58-9151-7BF8-094EE7C801DF>

In late 2018, ITE International launched a MaaS initiative to help transportation professionals integrate MaaS in the planning, design, and operation of transportation systems. Learn more at the [MaaS technical session](#) being held on June 3 at the CITE Annual Conference in Ottawa.

T4America's Shared Micromobility Playbook

<https://playbook.t4america.org/equity/>

"This playbook is intended to be a... continuously updated site that explores the core components of a comprehensive shared micromobility policy for local governments to consider."

The playbook covers a depth of policy issues including Parking & Street Design, Equity, and more, highlighting options available, pros and cons, and case studies.



Dockless e-scooter parked near a transit station in Poznań, Poland.

Use of public space & parking

- In [Santa Monica](#), city council recently approved a “use of public space fee” for the use of public property for private commercial purposes. The recommended fee is \$0.98/scooter per day.
- As part of their pilot project, Santa Monica is also [repurposing street space](#) to create shared mobility device zones to help prevent sidewalk blockage by e-scooters. Over 60 zones have been installed in the first few months.
- Regulations [currently being considered in Washington, DC](#) would require companies to provide a toll-free phone number for people to report badly parked vehicles. They also require companies to provide a \$10,000 security deposit, which the city can keep if companies fail to remove badly parked e-scooters.

Equity & access

- In Washington, DC e-scooter systems [must offer a cash payment option](#) and the ability to unlock scooters without a smart phone to ensure that residents can access the e-scooters without a smartphone or a bank account.
- To ensure that these services are available to residents and communities that could benefit most, Portland, Oregon [requires that e-scooter operators deploy](#) a minimum of 100 e-scooters or 20% of their fleet (whichever is less) each day in the historically underserved East Neighbourhoods.

Safety & equipment

- [California recently passed legislation](#) allowing people 18 years of age and older to operate e-scooters without a helmet. This same legislation stipulates that e-scooter riders cannot carry passengers or any packages that prevent them from keeping at least one hand on the handlebars. California also prohibits riders from leaving motorized scooters lying on their side on any sidewalk, or from parking e-scooters on sidewalks in a manner that does not provide an adequate path for pedestrian traffic.

E-scooter companies themselves also have campaigns and technology aimed at enhancing the e-scooter experience. This includes requiring users to take photos of their parked e-scooters to encourage good parking

behaviour, and allowing users to report poorly parked e-scooters through the app. To keep sidewalks clear, [Bird has committed](#) to re-organizing and re-balancing their systems at the end of every day.

Companies require users to participate in an online safety tutorial the first time they use the app and many distribute free helmets to users who request them. Bird requires users to upload a driver’s license as proof of being at least 18 years old. In San Francisco, Skip has established a community advisory council to oversee operations. [Lime has indicated](#) that they can provide incentives as well as fines to users through their app if required by local government. In terms of ensuring that e-scooter users have safe spaces to ride, in some cities Bird provides \$1 per scooter per day to municipalities to [help build protected cycling infrastructure](#).

DRAFT POLICY RECOMMENDATIONS FOR ONTARIO

Introducing a new mode of transportation is not a decision that should be made lightly, which is why we would like to see e-scooters permitted in Ontario as part of a **2-year pilot program**. Many municipalities in the US have adopted e-scooters under a pilot framework as it allows for a better understanding of the opportunities and challenges presented by e-scooters. Ontario should do the same.

Share the Road recommends that the Province of Ontario permit the riding of e-scooters on roads and in bicycle lanes, but not on sidewalks. Like e-bicycles, we recommend that e-scooters be permitted anywhere that conventional bicycles can operate, unless restricted by a municipal by-law. The regulation of e-scooters for private use should be consistent with how e-bicycles are governed, including the use of lights and a bell. We also recommend several additional specifications, including:

- Limit the speed of e-scooters to 24 km/h and require an emergency power shut off switch;
- Specify that e-scooter riders are prohibited from carrying passengers of any age;
- Prohibit e-scooter riders from carrying any packages that prevent them from keeping two hands on the handlebars;
- Specifically prohibit e-scooter riders from leaving e-scooters lying on their sides or parking in a way

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that does not allow adequate space for pedestrian traffic, and;

- Allow municipalities to set geographic limits in which e-scooters can/cannot operate.

There are extra steps that dockless e-scooter companies should be required to take to ensure the safety of their users during the pilot project. Based on experience from other jurisdictions, this should include:

- Require that all first-time users participate in an online training tutorial via the operator’s app, developed by the operator and approved by the province and respective local municipality;
- Require that e-scooter companies provide a toll-free number for residents to report poor parking of e-scooters, in addition to any in-app reporting that can be done by users.

Finally, if the proposed e-scooter pilot is deemed successful following its evaluation and consultation with users and these micro-mobility devices are recommended for approval use in Ontario, what next? It should be recognized that this new mode of transportation requires an investment in both education and building safer spaces for people to ride. This should be addressed by:

- Allowing municipalities the option of charging a “use of public space fee” to e-scooter companies;
- Establishing clear regulations by which e-scooters may be used in Ontario on public property, including road rights-of-way;
- Updating the Driver Training Handbook to provide information about e-scooters and requiring operators of shared systems to provide mandatory education / training to new users;
- Requiring operators of shared systems to collect and track user trip and demographic data and share this information at no charge to municipalities annually, and;
- Recommending that a portion of both municipal and provincial transportation funding be allocated to build safe and separate spaces for both bicycles, including e-bicycles, and e-scooters in municipalities.

E-scooters, like e-bicycles, could very well have a transformative impact on how people choose to travel in Ontario and across Canada. Although exciting as a new way to get around, consideration for the safety of both e-scooter users as well as all road users must be evaluated along with impacts to the design and enjoyment of our built environment. If it is to be, let’s get it right.



Workers create a dockless shared mobility parking zone for e-scooters and bikes in Austin, Texas.



Jamie Stuckless, MA is the Executive Director of the Share the Road Cycling Coalition, a provincial cycling advocacy organization in Ontario. Ms. Stuckless is a policy professional with over a decade of experience in the active transportation field. She is a graduate of the Maytree Policy School and holds a Master’s of Geography at McMaster University.



Dave McLaughlin, BA, MES, MCIP, RPP is WSP Canada’s Active Transportation Practice Manager with over 25 years of experience. He is a multi-modal transportation planner working in Active Transportation network planning and facility design, transportation master plans, cycling and trail system network strategies and design guidelines, as well as transit and TDM planning and policy development. Dave is one of WSP’s leading national urban mobility and complete streets specialists.

<u>Ward</u>	<u>Project</u>	<u>Limits of Project</u>	<u>Description</u>	<u>Cost</u>	<u>Status</u>	<u>Expected Completion Date</u>
1	Locke St South	King St West to Main St West to Hunter St West	Conventional bike lanes as part of street reconstruction	\$110,000	Complete George to Hunter, the SB bicycle lane to be opened in Dec'19	midding block - King to George completed with LRT
1	Sterling Street	Existing bicycle lanes	Street resurfacing	\$45,000	street resurfacing postponed	? 2020
2 & 3	Cannon St East	James St North to Sherman Ave North to Lottridge St North	Cycle track (including barrier separation in segments) as part of street rehabilitation west of Sherman Ave North	\$440,000	rehabilitation complete west of Sherman	Design 90% complete east of Sherman - for 2020 install
2 & 3	Bay St South, Delaware Ave and Maplewood Ave	Various segments	Enhancement of the existing bicycle lanes with additional buffer design	\$30,000	design to be reviewed with Traffic Eng	2020
3	Victoria Ave North	Burlington St East to Ferrie St East	Conventional bike lanes as part of two-way conversion	\$25,000	awaiting CN Rail approval	? 2020
3	Birch Ave	Barton St East to Cannon St East	Conventional bike lanes as part of street reconstruction	\$300,000	bicycle lanes were removed from the project, and EA is currently in progress to formalize a cycling facility along the west side of the street	TBD
4	Britannia Ave	Cannon St East to Strathhearn Ave	Conventional bike lanes as part of street rehabilitation	\$40,000	new asphalt completed in 2019	markings completed in early 2020 (Cannon to Walter)
4	Melvin Ave	Walter Ave North to Woodward Ave	Conventional bike lanes as part of street rehabilitation	\$20,000	awaiting new asphalt	2020
10	Dewitt Rd	Barton St to Highway 8	Conventional bike lanes as part of street rehabilitation	\$90,000	street resurfacing postponed	TBD
11	East Mountain Trail Loop	At Upper Red Hill Parkway	Multi-use trail	\$150,000	design complete (URHP to Up Mt Albion)	2020 funds are for construction
11	Heritage Green Sports Park	East-West connection	Multi-use trail	\$70,000	design is 50% complete	2020
13	Governor's Road	Moss Boulevard to Creighton Rd	Bicycle path behind the sidewalk as part of street reconstruction	\$450,000	Complete	
15	Waterdown Road	South of Mountain Brow Rd	Multi-use path as part of street reconstruction	\$480,000	Design almost complete	2020-2021
		OMCC City matching funds		\$300,000	N/A	
		OMCC funding for Hunter St		\$100,000	N/A	
<u>Provincially Funded Projects</u>				<u>\$ 4,290,000</u>		
1, 2, 3, 4	Sobi	Network enhancements		\$1,180,000	Station enhancements and additional station installations have begun	Summer 2020
2	Hunter Street	MacNaB St South to Catharine St South	Cycling track (including barrier separation)	\$400,000	Design stage	early 2020
2, 3, 8, 14	Keddy Access (Claremont)	Hunter St East to Mohawk College	Multi-use trail and bicycle path	\$2,200,000	Design stage	2020

4 & 5	King St East/Lawrence Rd	At Red Hill Valley Parkway Interchange	Bicycle lanes (including some barrier separation)	\$200,000	Design stage	2020
8 & 14	Limeridge Rd West	Garth St/Bonaventure Dr to West 5th St	Bicycle lanes with a painted buffer	\$50,000	Work orders are issued	early 2020
13	Creighton Rd/Hatt St	Hatt St to Governor's Rd	Conventional bicycle lanes	\$15,000	Design stage	early 2020
City-wide	Bicycle racks	Bicycle parking and racks on the HSR fleet	Various locations	\$15,000	Ongoing	

Additional OMCC Projects

Barton St	RHVP to Centennial Pkwy	Bicycle path behind curb	\$150,000	early design stage	2020
Kitty Murray Lane	full length	Conventional bicycle lanes	\$40,000	functional concept	2020
Stonehenge Dr	full length	Conventional bicycle lanes	\$40,000	functional concept	2020
Hwy 8 (Stoney Creek)	King St to Dewitt Rd	Bicycle path behind curb		functional concept	?

Additional Current Projects (non OMCC)

Rymal Rd	Spadara to Hazelton	Bicycle path behind curb		Complete - bicycle signals to activate	2019
Echovalley Dr	Stockbridge to Mud	Conventional bicycle lanes		Complete - signage to install	2019
Avonsyde Blvd	Parkside to Dundas St	Multi-use path		Complete	2019
Parkside Dr	Hollybush to Main	Conventional bicycle lanes		Complete	2019
Emerson St/ Whitney Ave	Main St to Main St	bicycle lanes		preliminary	? 2021
Pearl St	full length	bicycle blvd features		preliminary	2020 +
York Blvd/ Hess St/ Cannon St	Dundurn to James	cycle track		Design stage	2020
Upper Wentworth	Crockett to Fennell	Conventional bicycle lanes		Design stage	? 2021
Terryberry Rd/ Dalglesch Trail	Rymal to Reg Rd 56	Conventional bicycle lanes north of Bellagio, multi-use path south		design to be reviewed with Traffic Eng	2020
Hwy 8 (Greenville)	Park Ave to Bond	paved shoulders in segments		Design complete	2020