

## REGULATION OF E-SCOOTERS IN HAMILTON

**December 7, 2020** 

### **Outline of Presentation**

- What is an e-scooter
- Current Provincial Regulations
- Practices in other Jurisdictions
- Commercial Operations
- Next Steps





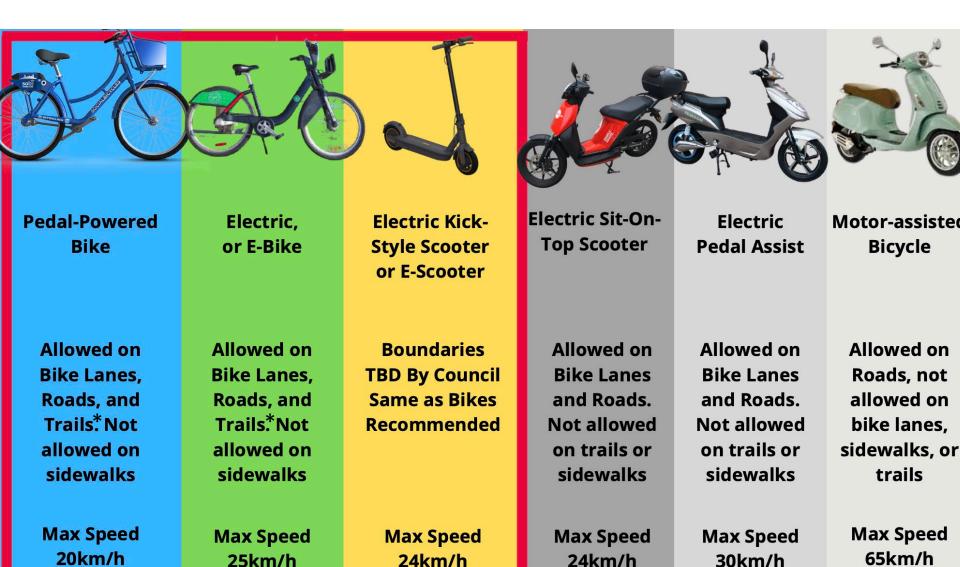
#### What is an E-Scooter?

- Kick-style electric scooters (e-scooters)
   are typically a two-wheeled device a
   rider stands on, holding a handlebar
- E-scooters are powered by an electric motor and are limited to speeds of 24 km/r
- Commercially operated e-scooters can be shared through app-based technology





# E-scooters would become a part of the Shared Micromobility system in Hamilton (highlighted in red)



\* Except where prohibited

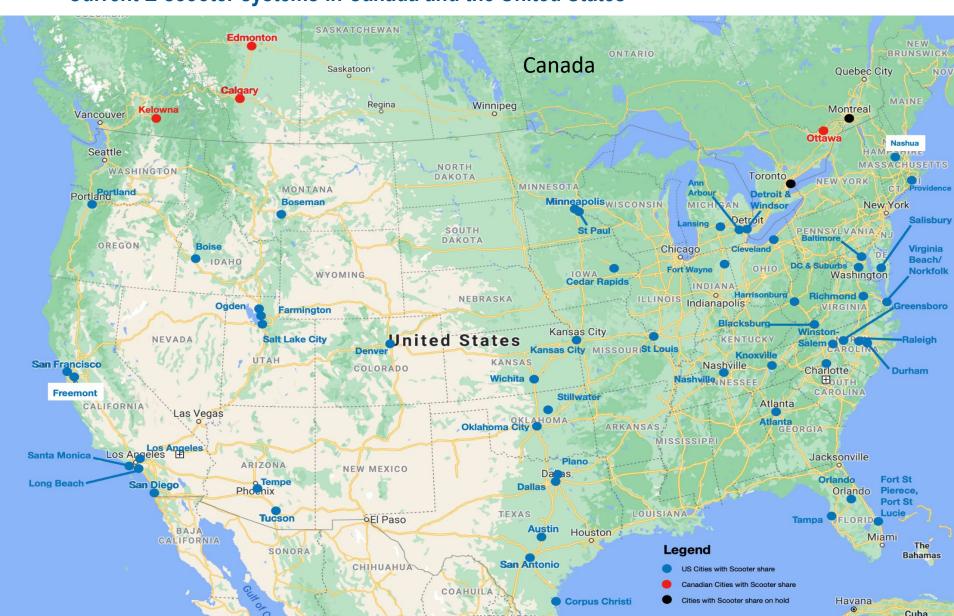
## **Ontario E-Scooter Legislation**

- In January 2020, the Province of Ontario (the Province) announced that it would begin a five-year pilot program which would permit e-scooters on municipal roads throughout the Province, if a municipality passed a by-law to "opt in".
- E-scooter use within a municipality is not allowed unless a municipality permits their use by municipal by-law
- By-law may restrict where scooters operate (e.g. restrict their use on sidewalks) and where they may be parked



## **Practices in other Jurisdictions**

**Current E-scooter systems in Canada and the United States** 



#### **Practices in other Jurisdictions**

- E-scooters currently permitted in Ottawa, Windsor, Calgary,
   Edmonton and Kelowna, for example
- Other regions have programs in the planning stage (example: Waterloo and London)
- Commercially operated e-scooters were recently paused in Montreal for 2020
- The use and parking of e-scooters is currently prohibited in Toronto - a July 2020 staff report recommended further measures be put in place to ensure safe operations prior to the introduction of commercial operators)



## E-scooter Operational Benefits & Challenges

E-scooters have been controversial, but after four years of operational experience, they have improved consistently

Benefits	Challenges
Reduced auto reliance	User safety
<ul> <li>First-last mile transit support</li> </ul>	Pedestrian safety
<ul> <li>Increased mobility convenience</li> <li>Reduced air pollution</li> <li>Reduced GHG impacts</li> <li>Enhanced safety measures in new devices</li> </ul>	<ul> <li>Parking on sidewalks and abandoning scooters</li> <li>Responsibilities for enforcement</li> <li>Lack of clarity on liability and collision reporting</li> </ul>



## **E-scooter Operating Areas**

E-scooters are transportation modes that can enable more sustainable short trips – however, they will not be permitted in all areas as follows:

Permitted Areas	Banned Areas
All local roads	All sidewalks and pedestrian areas
<ul> <li>All on-street bike lanes</li> </ul>	<ul> <li>Most parks that do not constitute</li> </ul>
<ul> <li>All multi-use paths adjacent to</li> </ul>	a transportation connection
road ways	
<ul> <li>Some key trails that provide a</li> </ul>	
community connection benefit, are	
sufficiently wide and routinely	
maintained (and signed for use)	



## Commercially operated e-scooters

- Staff recommend "opting in" to allow e-scooters on municipal roads and this report is seeking that approval
- Commercial e-scooter operations that are similar to bike share operations will be considered at a separate Public Works Committee meeting in Q1 2021
- If e-scooters are permitted, staff will develop and recommend an operations framework for commercial escooter operators, as part of the overall micromobility strategy for the City.



### Recommendations

- (a) That the amending By-law to City of Hamilton By-law 01-215, being a by-law to Regulate Traffic ("City of Hamilton Traffic By-law"), to add the definition and regulations for the operation and use of electric kick-scooters ("E-Scooters"), attached to Report PED20134/PW20050 as Appendix "A", and which has been prepared in a form satisfactory to the City Solicitor be enacted and effective immediately;
- (b) That a temporary prohibition on commercial E-Scooter operations be put in place until an operating framework and related regulations for commercial E-Scooters has been established;
- (c) That the By-law to Regulate Commercial E-Scooters attached as Appendix "B" to Report PED20134/PW20050 prepared in a form satisfactory to the City Solicitor, be enacted and effective immediately;

"Opt In" to Provincial pilot

Hold on Commercial operations until framework developed

Regulate escooters





### Recommendations

- e) That the set fines for regulations pertaining to E-Scooters and updated fines for the Traffic By-law, attached as Appendix "C" to Report PED20134/PW20050 prepared in a form satisfactory to the City Solicitor, be submitted to the Ministry of the Attorney General for approval;
- That the draft amending By-law to Manage and Regulate Municipal Parks and to amend By-law 17-225, being a By-law to Establish a System of Administrative Penalties, attached as Appendix "D" to Report PED20134/PW20050 prepared in a form satisfactory to the City Solicitor, be enacted and effective immediately;
- g) That the City of Hamilton User Fees and Charges By-law 19-160 be amended to reflect an administrative and enforcement cost of \$246.01 and a storage charge of \$62.83 per commercial E-Scooter per day;
- h) That staff be directed to report back to Public Works Committee with a strategy for regulating commercial operations of E-Scooters and their integration with the bike-share system.

**Set fines** 

Set rules for operations in Parks

Discourage commercial operations temporarily

**Report Back** 

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## THANK YOU