



London
CANADA

E-Scooters and Cargo E-bikes



Cycling Advisory Committee (CAC)
June 16, 2021

Purpose

- Introduce Provincial pilots:
 1. E-scooters
 2. Large Cargo e-bikes
- Describe micromobility options
- Outline London's potential participation in two pilots
- Seek CAC input



1. E-scooters



What is an E-scooter

- A two-wheeled device the rider stands on, holding a handlebar
 - Powered by a battery
 - Can travel up to 24 km/h
 - Equipped with a hand brake, lights, bell, kick stand
- ➔ Currently not legal to ride on London public property



What is E-scooter Share

- A private company provides a fleet of e-scooters
- Residents/visitors unlock parked e-scooters using a mobile app
- Riders pay through the ride app
- At the end of the ride, the rider parks the e-scooter according to local rules





Ontario Pilot

- Applies to both e-scooters for personal use and public shared systems
- Municipalities have to opt-in
- Pilot runs January 1, 2020 to November 24, 2024
- Provincial regulations include:
 - Riders must be 16 or older
 - Speed limit is 24 km/h
 - E-scooters must be equipped with a bell, a brake and lights
 - Helmets are required for riders under 18
 - Single rider only
 - No basket or cargo



London Pilot Participation

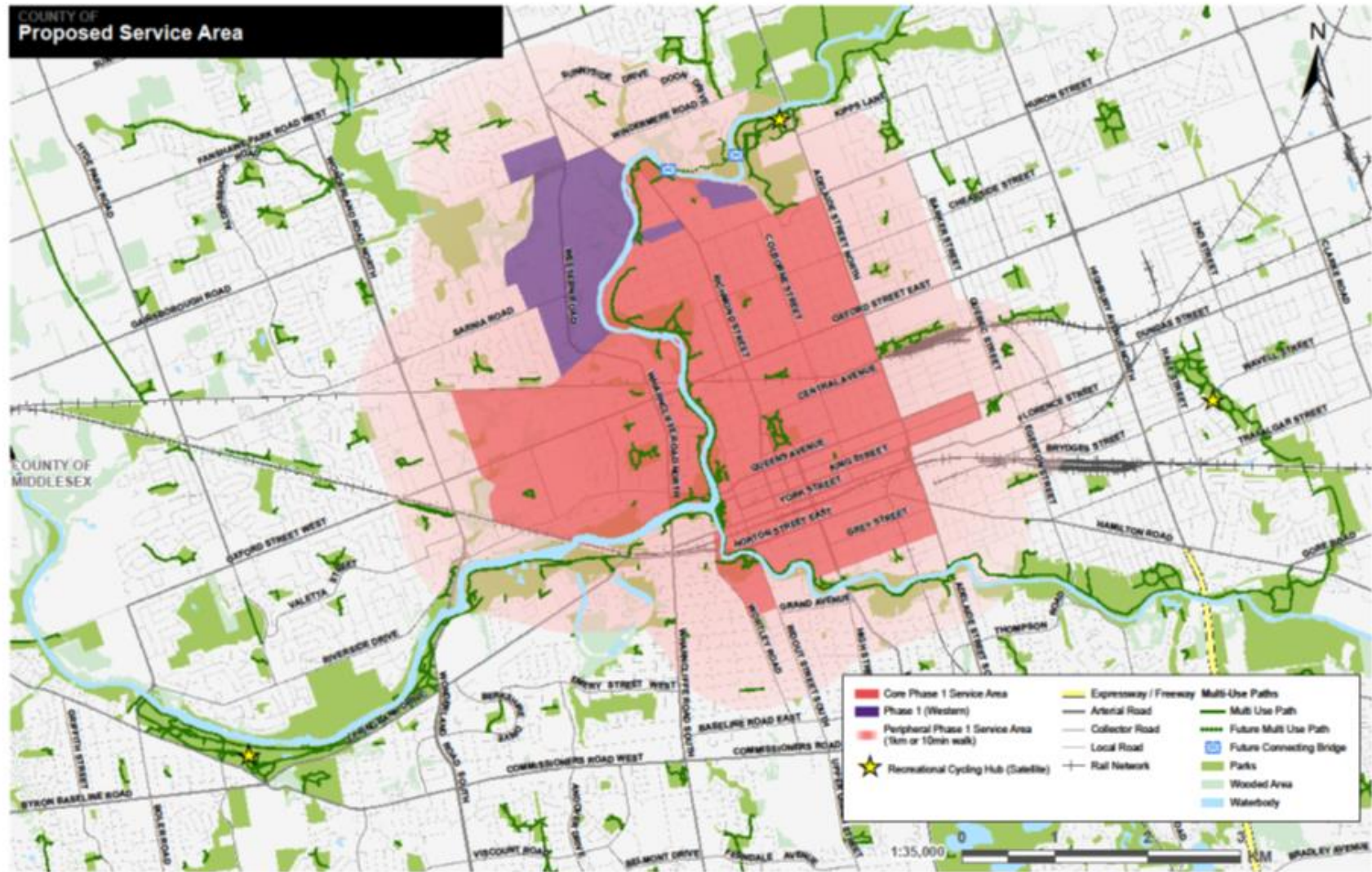
Late Summer 2021:

- City Council to determine if private and public share e-scooters will be allowed, where they can be used, parked, other items
- Only applies to public property

Next Steps:

- City seeking input from public, partners and City service areas to help inform Council's decisions
- If pilot approved by Council (with by-law), e-scooter share system(s) could start early spring 2022

COUNTY OF
Proposed Service Area





Reasons to Support E-scooters

- Reduces vehicle traffic
- Reduces air pollution (replaces car trips)
- Supports transit ridership – first/last mile connections
- Increases mobility options for low-income
- Supports bike share (if designed correctly)
- Supports London's declared Climate Emergency



Other Factors to Consider

- E-scooter parking – minimize obstructions and clutter
- Sharing of multi-use pathways
- Sidewalk riding
- Collecting injury statistics from operation
- Sanitation (COVID concerns)
- Equity (subsidized rates for lower-income Londoners)
- Enforcement (operation and parking)

Definitions

- Province and City have complicated or outdated definitions for bikes, e-scooters, e-bikes, cargo e-bikes
- These need updating





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 taxpayers



Potential Solutions to Concerns

- Audible warnings for the rider and pedestrians
- Geofencing pedestrian areas and slow zones
- Onboard diagnostics & alerts for tipped scooters
- User parking verification and incentives/penalties
- Sidewalk riding detection technologies (emerging)
- High-visibility scooter colours
- Double kick-stand (less likely to topple over)
- Braille/tactile and unique identifiable numbers on e-scooters



Experience Elsewhere

- E-scooter share services have evolved fast (over 4 years)
- Internationally, hundreds of cities have e-scooter share programs, including Seattle, Santa Monica, Washington, Denver, Mexico City, Paris, Barcelona
- Ontario experience (since 2019):
 - Ottawa, Waterloo, Windsor, Toronto, York Region, Hamilton, Mississauga
- Each city's context and experience is different



What London Pilot Could Look Like

- Allow in designated areas (e.g., on some multi-use pathways, bike lanes, roads ≤ 50 km/h)
- No sidewalk riding
- Reduced speeds (20 km/h) along TVP
- Low speeds (10 km/h) in high activity pedestrian areas
- E-scooter parking in “street furniture zone” and on-street parking spaces



What London Pilot Could Look Like

- Monitor and collect data (e.g., trip data, parking compliance, injury data)
- In-app and in-person education
- Fines for users violating scooter rules
- Penalties for e-scooter share system operators (mis-management)



Have Your Say!

We don't have all the answers.
We need to hear from you!

1. July 16 – comments from CAC
2. Complete the Spring online Get Involved survey or share input with:
Allison Miller, TDM Coordinator
amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project

2. Cargo E-Bikes



Tricycle cargo e-bike design with enclosed cargo box at the back



Reverse tricycle design with enclosed cargo box in the front

What is a Cargo E-bike

- Large cargo e-bikes are a larger type of electric-powered bike with a platform or box to carry big items like packages and boxes for deliveries
- Can be for personal use or for commercial delivery use
- Similar, smaller e-bikes (e.g., bakfiets) are already allowed





London
CANADA

Ontario Pilot

- Specifically for larger cargo e-bikes which do not meet the current provincial definition of e-bikes (difference is maximum weight and electric motor power)
- ON Bill 282 (MOMS Act) requires Royal Assent (time of writing)
- Pilot runs March 1, 2021 to March 1, 2026
- Rider must be at least 16 years old and wear a helmet
- Cargo e-bike must:
 - Have a traditional bicycle or tricycle design;
 - Be electric-powered with a maximum power output of 1000 watts;
 - Have a maximum power-assisted speed of 32 km/h;
 - Have pedals to propel the bicycle at all times.



London Pilot Participation

- Late Summer 2021 City Council to decide:
 - If private and commercial large Cargo e-bikes will be allowed
 - Where they can be used
 - Where they can park and parking rates (if any); and
 - Insurance needs
- Pilot requires cargo e-bikes to be parked within spots for motor vehicles or a City-designated spot
- Province will use the information gathered from municipalities to help determine if cargo e-bikes will be allowed permanently and what the rules will be



London
CANADA

Benefits

- Reduce vehicle congestion (parked delivery trucks)
- Faster, more flexible deliveries downtown
- Reduces air pollution, especially downtown
- Take action on London's Climate Emergency
- Corporate social responsibility (healthier employees)



Other Factors to Consider

- Speed
- Parking locations off-road
- Use of multi-use pathways
- Sidewalk riding
- Enforcement





Have Your Say!

We need to hear from you!

1. July 16 – comments from CAC
2. Complete the Spring online Get Involved survey or share input with:
Allison Miller, TDM Coordinator
amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project