

E-CARGO BIKE

Engage Ottawa Public Survey Results



July 2021

SUMMARY

From June 25 to July 15 2021, an online public survey was posted on the Engage Ottawa website to solicit feedback on the use of e-cargo bikes in Ottawa.

A total of 835 responses were received from both registered users (289) and guest users (546) of the Engage Ottawa platform. Registered users provide an email address and some basic demographic information, including the Ward in which they live and age range.

Survey participants were asked about their support for both personal and commercial e-cargo bike use in Ottawa, as well as their current bike ownership, frequency of bicycle use, normal distance travelled and typical purpose of trips by bicycle. They were also asked about which facilities e-cargo bikes should be allowed to operate and where e-cargo bikes should be allowed to park. Responses received indicated an overwhelming support for e-cargo bikes for both personal and commercial use within Ottawa, with designated facility use and parking options. The key survey results are provided as part of this document.

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Types of Bicycles Currently Owned

Understanding the existing landscape and the types of bicycles that are currently owned by residents was important to identify the prevalence of e-bikes and e-cargo bikes of different sizes currently within the city. Respondents were asked to identify the different types of bicycles they own.

The results shown in **Figure 1** demonstrate that the majority of respondents own a conventional (muscle-powered) bicycle, with e-bikes representing currently a small portion of fleet and e-cargo bikes an even smaller percentage. One third of the e-cargo bikes currently owned by respondents weigh more than the 55-kilogram weight limit defined in Bill 282, Moving Ontarians More Safely Act, and thus would not be permitted for use in Ottawa without the proposed E-cargo Bike By-law.

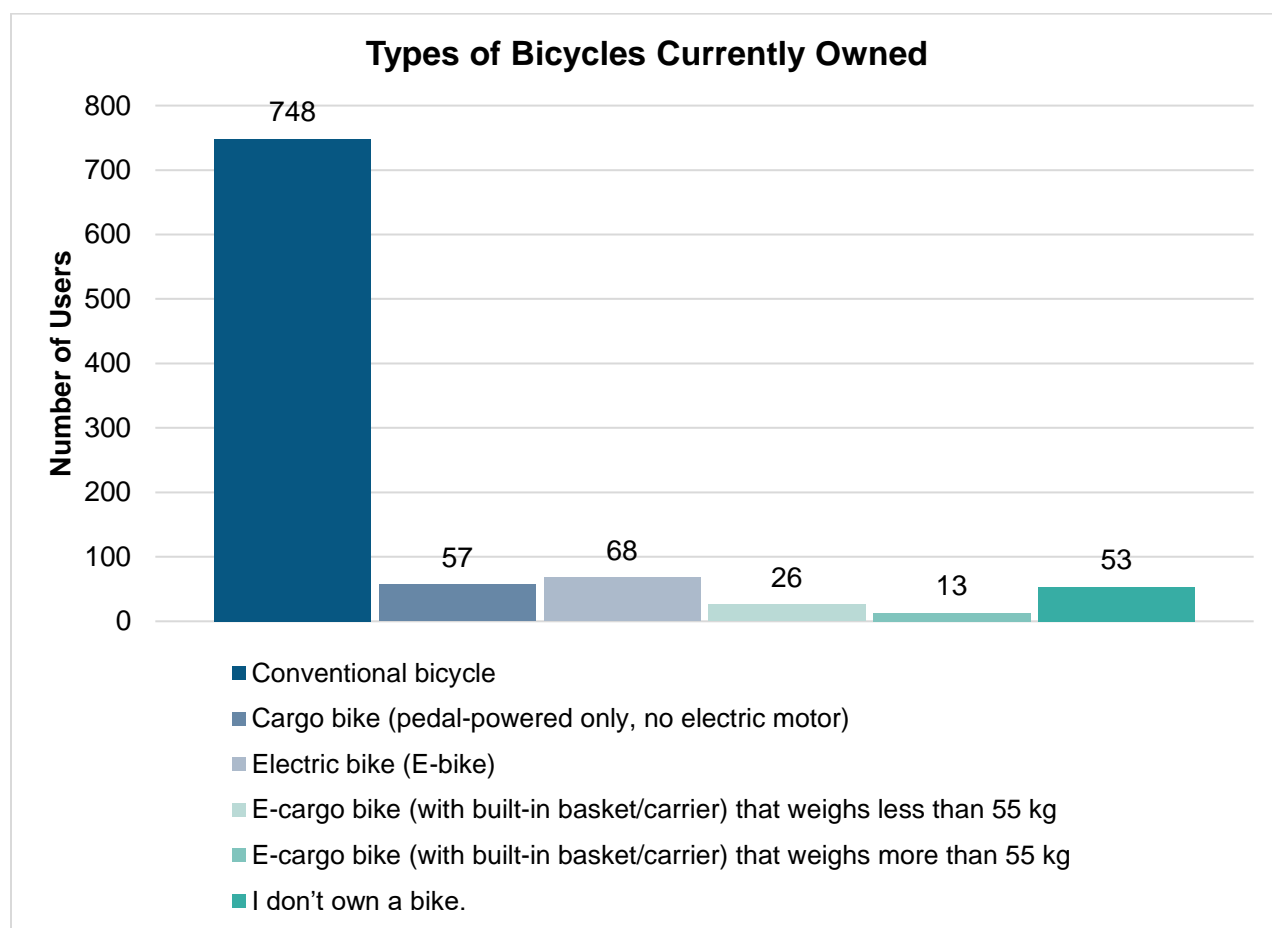


Figure 1 – Types of Bicycles Currently Owned

Types of Bicycles Expected to Purchase

As active transportation increases in popularity, the trends in the types of bicycles that people consider for purchase is important to understand future demand. **Figure 2** illustrates the type(s) of bicycles that respondents are considering to purchase within the next year, if any.

The responses demonstrate the proportion of individuals who are considering e-bikes and e-cargo bikes for personal use is about the same as those considering conventional bikes, as compared to existing ownership rates.

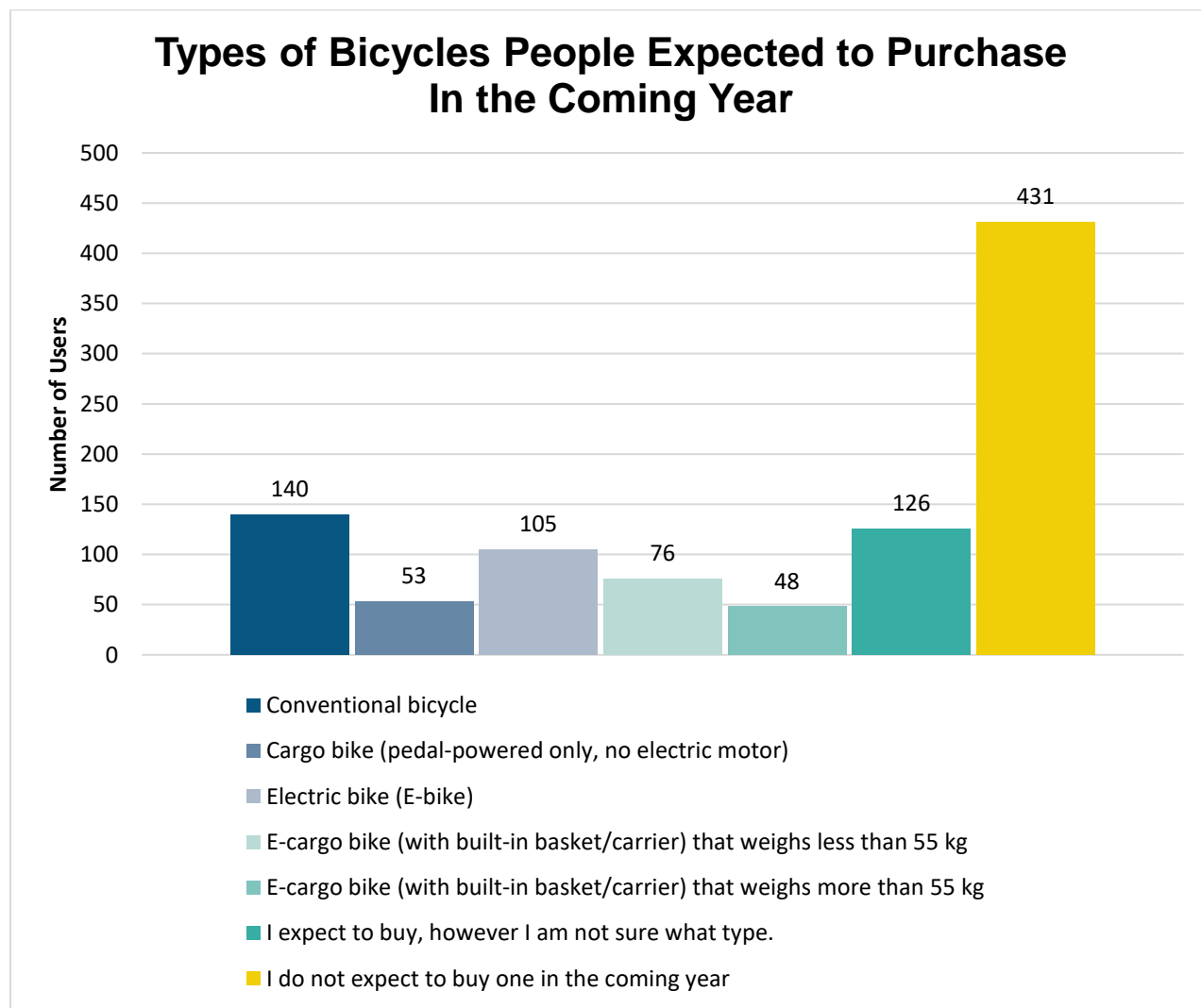


Figure 2 – Types of Bicycles Expected to Purchase

Number of Household Vehicles

Power-assisted bicycles provide users with the ability to cover longer distances with ease and thus provide a cost-effective commuting alternative to a household owning a second vehicle. The ability to use e-cargo bikes for the transport of good or children only furthers the usefulness of these types of vehicles. As shown in **Figure 3**, approximately half of respondents indicated that they only have a single vehicle in the household, with 10 percent owning no motorized vehicles.

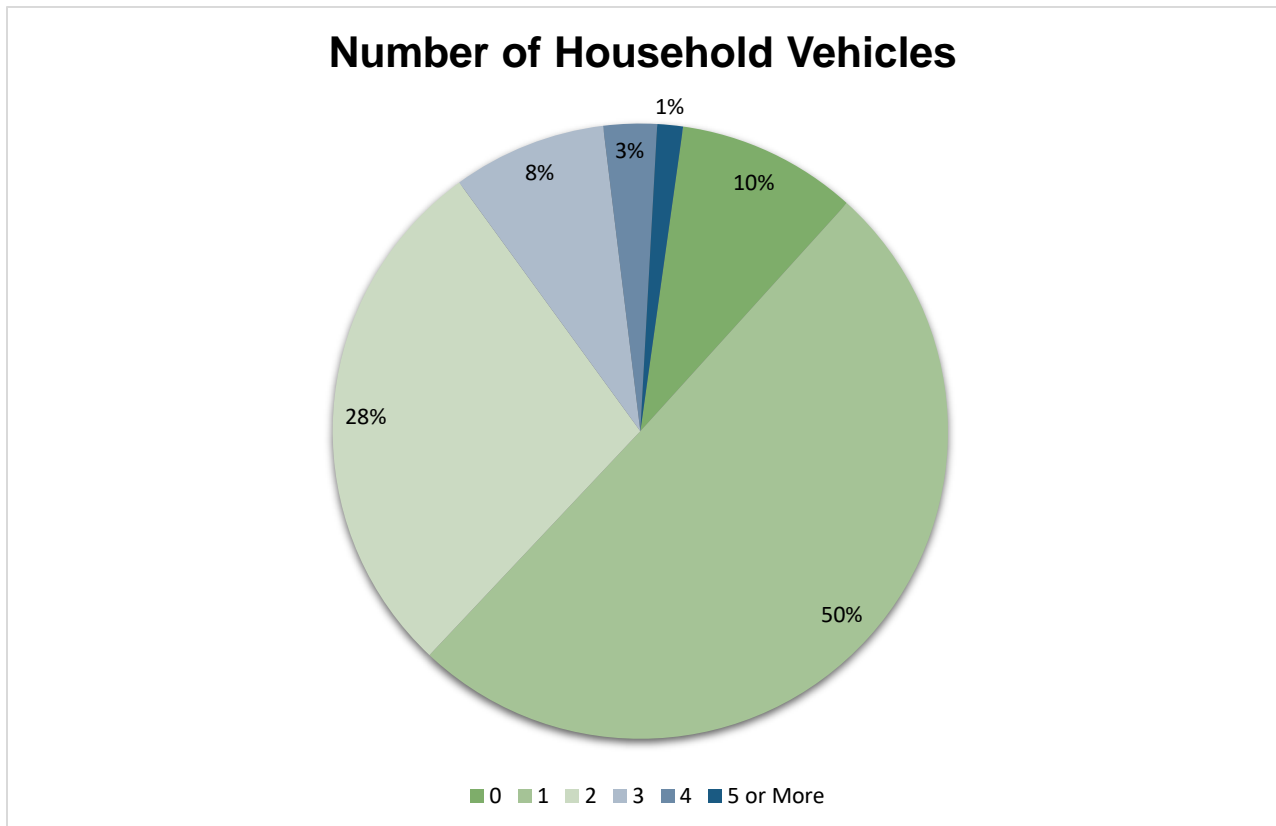


Figure 3 – Number of Household Vehicles

Purpose of Trips by Bicycle

The purpose of trips made by conventional bicycle, e-bikes or e-cargo bikes provides some insight into the main activities that respondents engage in using active transportation methods. **Figure 4** shows that while recreation and exercise is the most common of all activities, a significant number of respondents also use bicycles for commuting, shopping and to reach community destinations. More than a quarter of all respondents use bicycles to transport children to school or other activities. The availability of personal e-cargo bikes will further support the growth in families using personal e-cargo bikes to transport children since the power-assist capabilities make it easier for individuals to travel further distances.

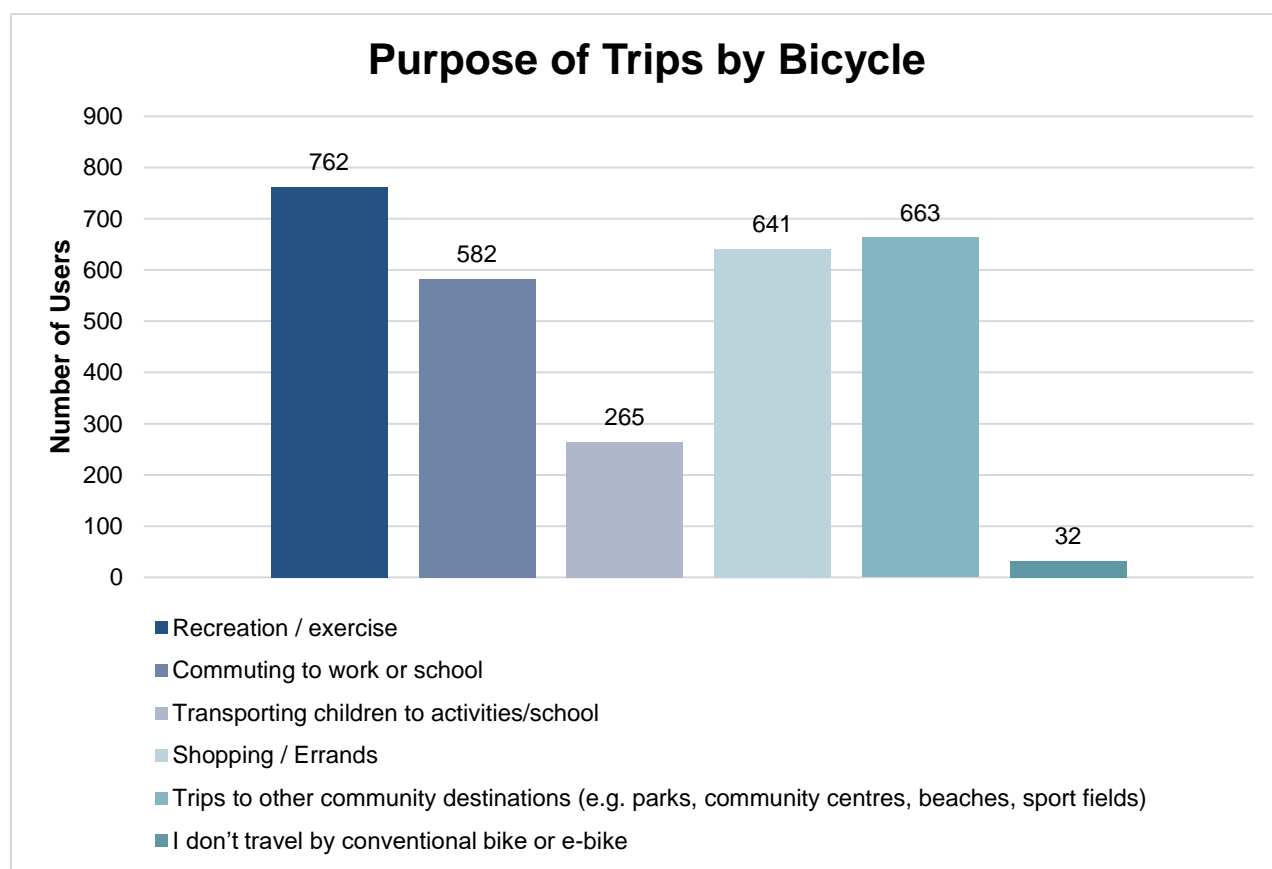


Figure 4 – Purpose of Trips by Bicycle

Distance Travelled by Bicycle

The distance that individuals travel using bicycles can be extended when e-bikes are used due to the power-assist functionality. **Figure 5** highlights that more individuals with e-bikes travel more than 10 kilometres for typical trips than those using conventional bikes, which may reflect their usefulness as a commuting vehicle alternative. E-cargo bikes that support shopping trips and the transport of children are more evenly split with respect to distance travelled, as these may be associated with trips within the local area.

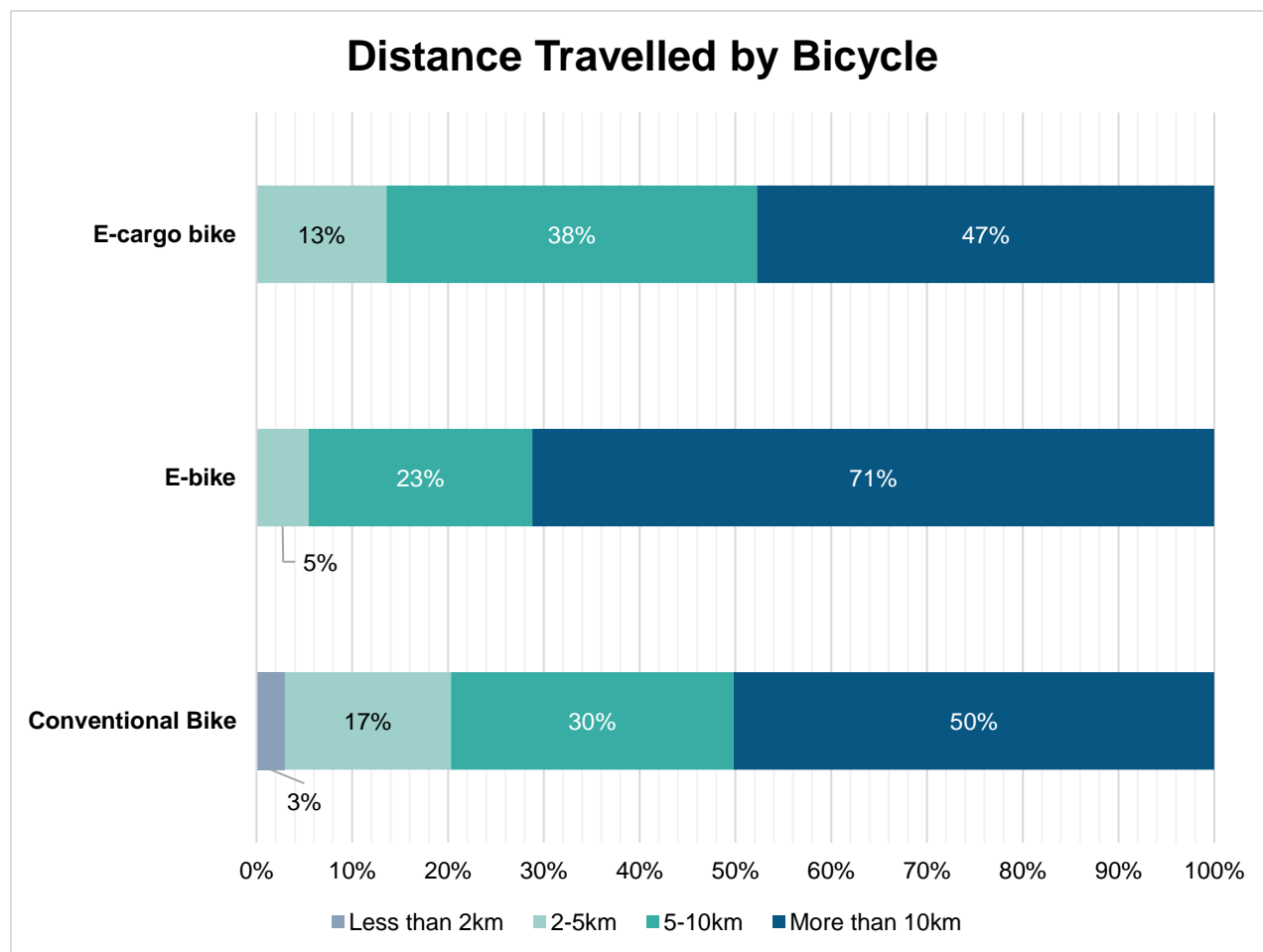


Figure 5 – Distance Travelled by Bicycle

Bicycle Usage Number in Days Per Week

Survey respondents were asked how many days of the week they typically use their bicycle. **Figure 6** shows a diverse group of respondents provided feedback to the survey, from those who seldomly use their bicycle, to those who ride it daily.

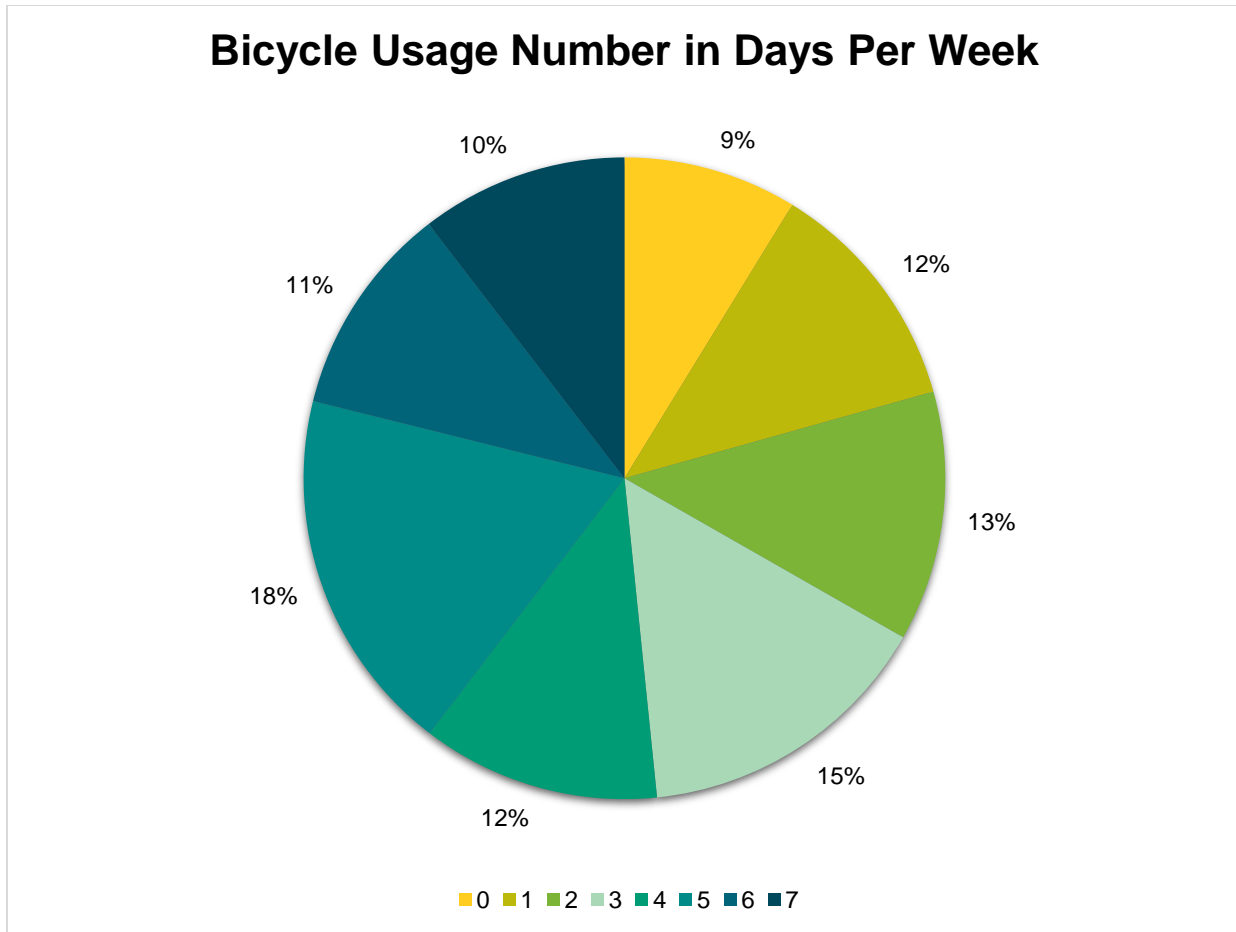


Figure 6 – Bicycle Usage Number in Days Per Week

Support for Personal E-Cargo Bikes

When asked whether they supported the use of personal e-cargo bikes, as shown in **Figure 7**, and overwhelming majority indicated they did.

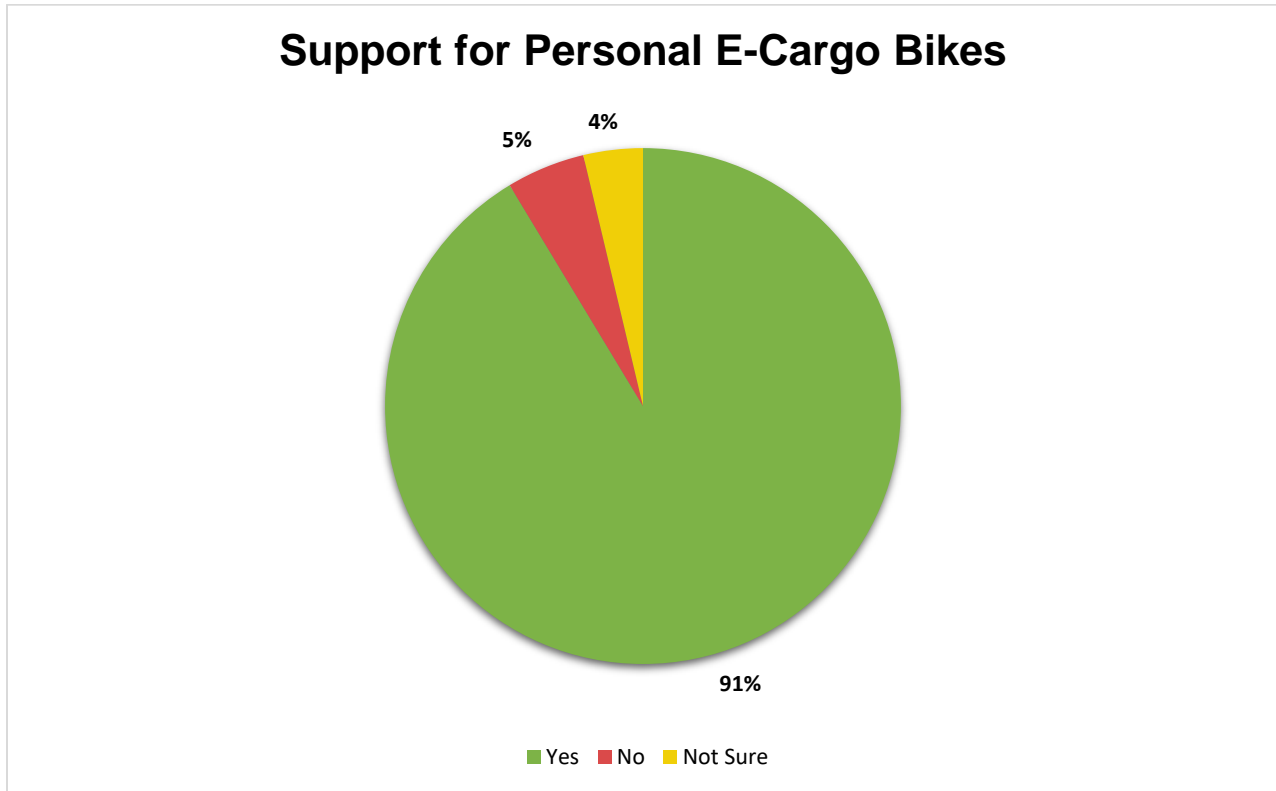


Figure 7 – Support for Personal E-Cargo Bikes

Support for Commercial E-Cargo Bikes

When asked whether they supported the use of larger commercial e-cargo bikes in Ottawa, an equally large majority of respondents replied in the affirmative as shown in **Figure 8**.

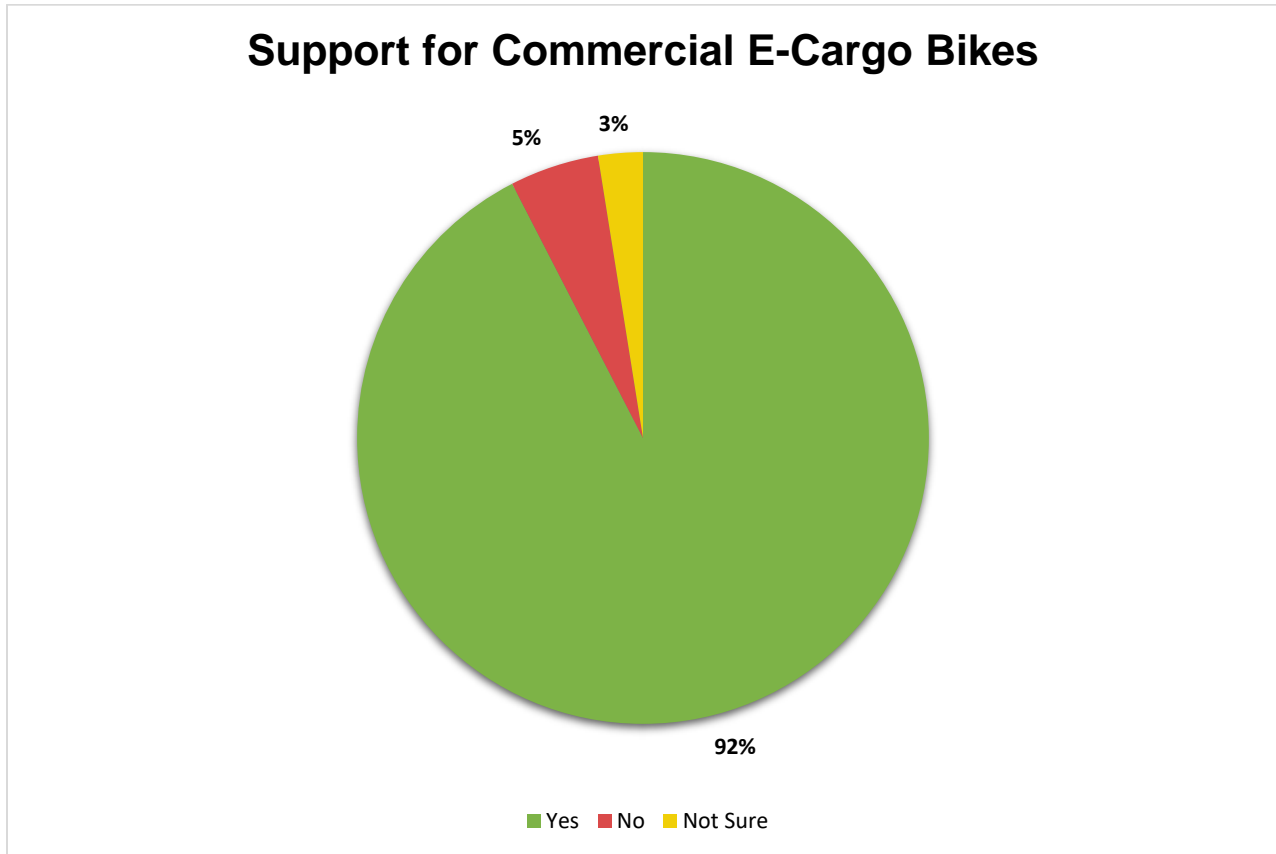


Figure 8 – Support for Commercial E-Cargo Bikes

Support of E-Cargo Use by Facility Type

The public survey also asked participants to indicate their support for allowing e-cargo bikes to use different network facilities. The results shown in **Figure 9** highlight strong support for allowing e-cargo bike use on roadways, on-street bike lanes, cycle tracks and separate bike lanes at between 84 and 89 percent. Respondents showed increased uncertainty on whether to allow personal e-cargo bikes to be used on multi-use pathways (22 percent), but still nearly two-thirds of all respondents indicated their support (63 percent). However, when asked if all e-cargo bikes on multi-use pathways would be supported (i.e., including use of commercial e-cargo bikes), only 40 percent were in support and almost one-third of respondents were against their use of multi-use pathways.

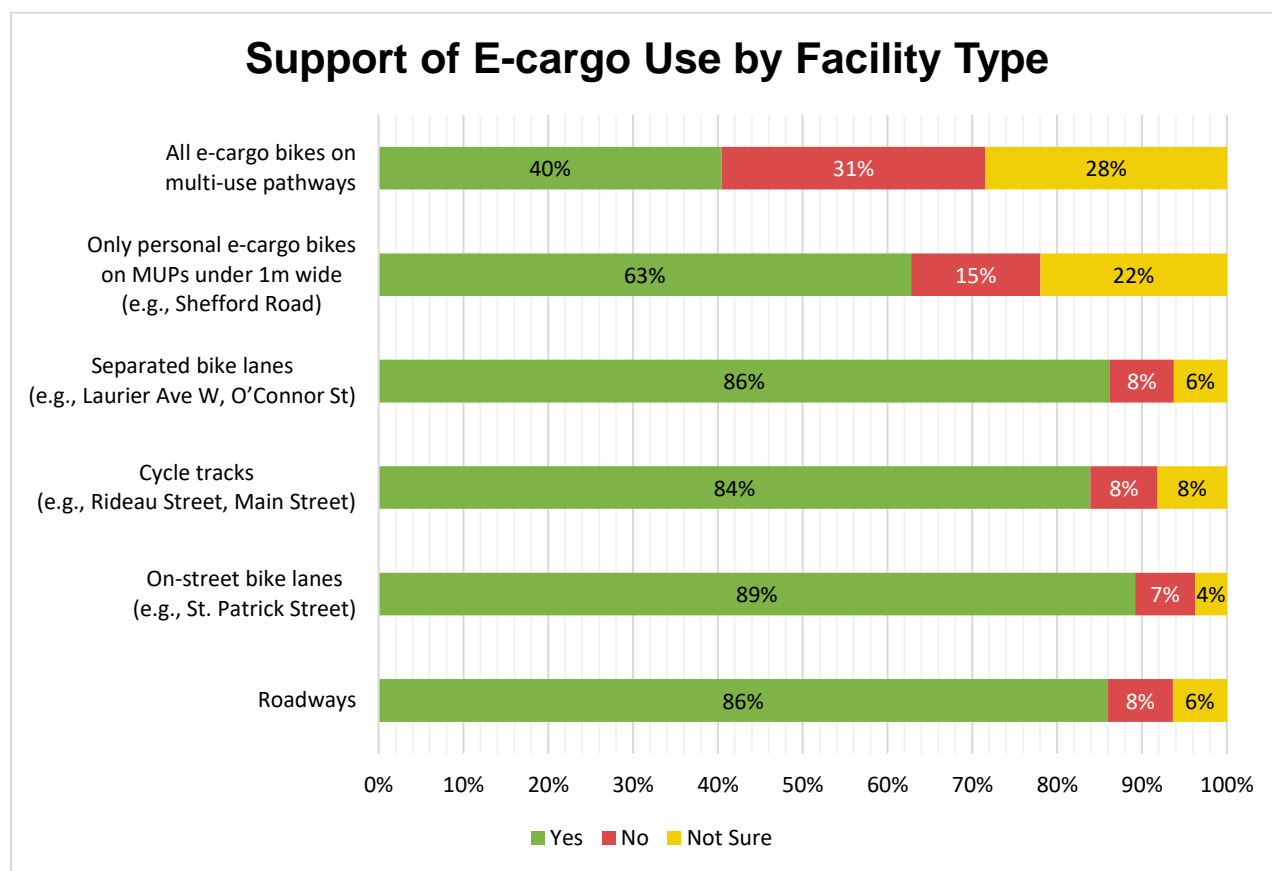


Figure 9 – Support of E-Cargo Use by Facility Type

Support for Parking of E-Cargo Bikes by Facility Type

When respondents were asked about the type of facilities that e-cargo bikes should use to park, the results were overwhelmingly in support of using boulevards, furniture zones, locations where delivery vehicles can currently park and regular vehicle parking spots (with payment where required), as shown in **Figure 10**. All four of these parking locations received between 85 and 88 percent support, with between 6 and 10 percent of respondents not in support, and the remaining indicating they were unsure.

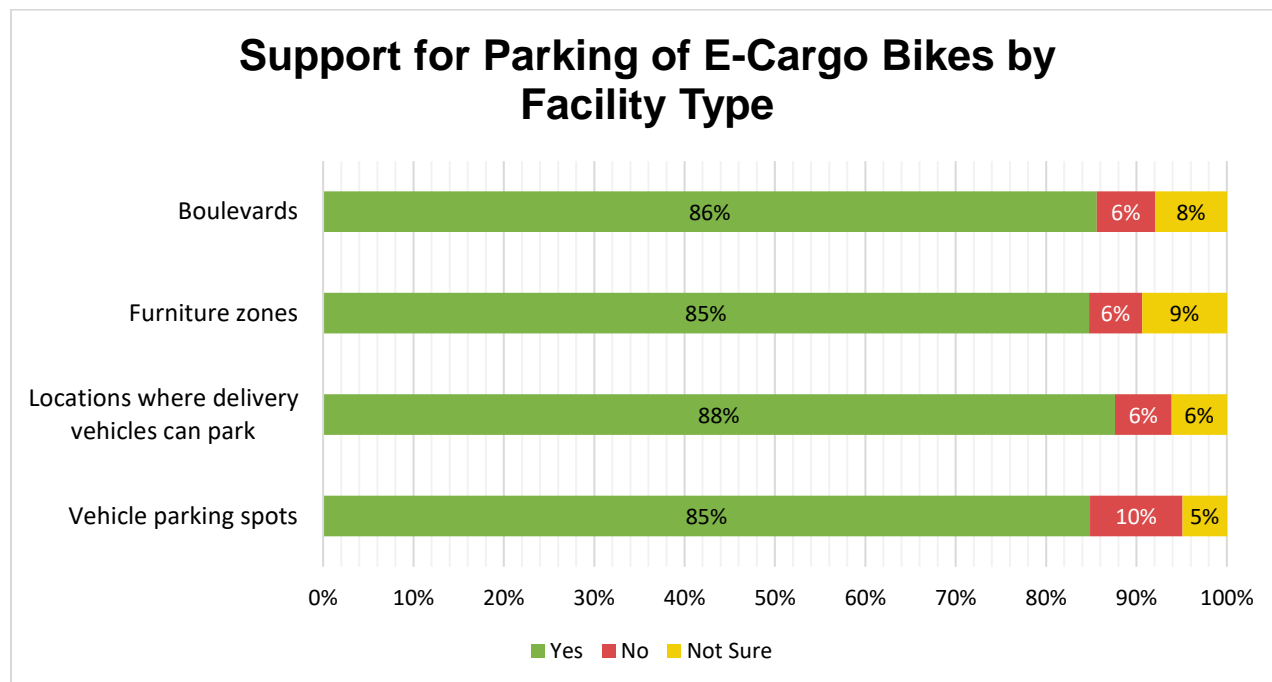


Figure 10 – Support for Parking of E-Cargo Bikes by Facility Type

Location of Respondents

Respondents were not required to provide a postal code, but over 672 responses (out of 835) provided that information. As shown in Error! Reference source not found., slightly more than half of responses came from individuals within the urban area (defined as within the Greenbelt but excluding downtown), with those living within the downtown accounting for 24 percent of the responses and 19 percent from residents outside the Greenbelt.

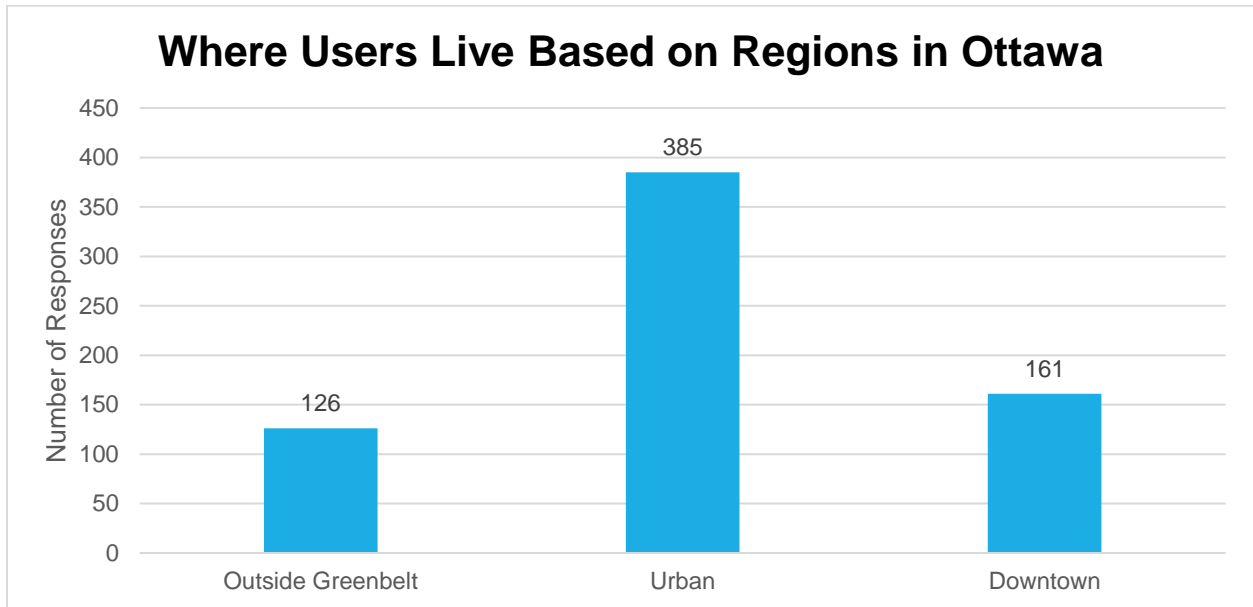


Figure 11 – Location of Respondents

Bike Use Frequency versus Personal and Commercial E-Cargo Bike Support

The survey responses were cross-compared to gain further insight into the results. As shown in Error! Reference source not found. and **Figure 13**, the majority of the opposition to the use of both personal and commercial e-cargo bikes were from those that did not regularly ride a bicycle.

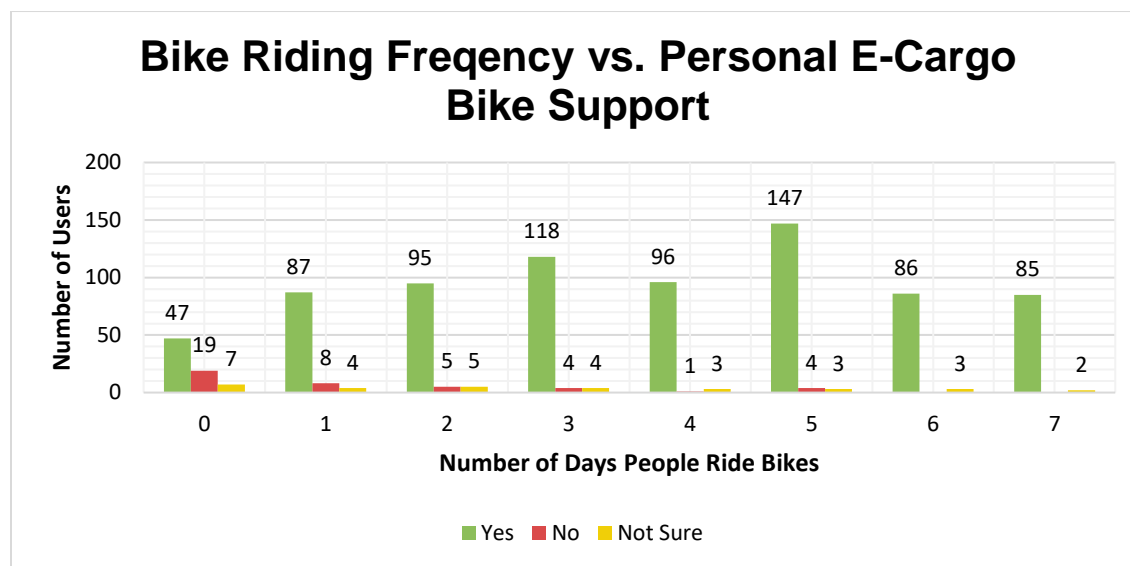


Figure 12 – Bike Use Frequency versus Personal E-Cargo Bike Support

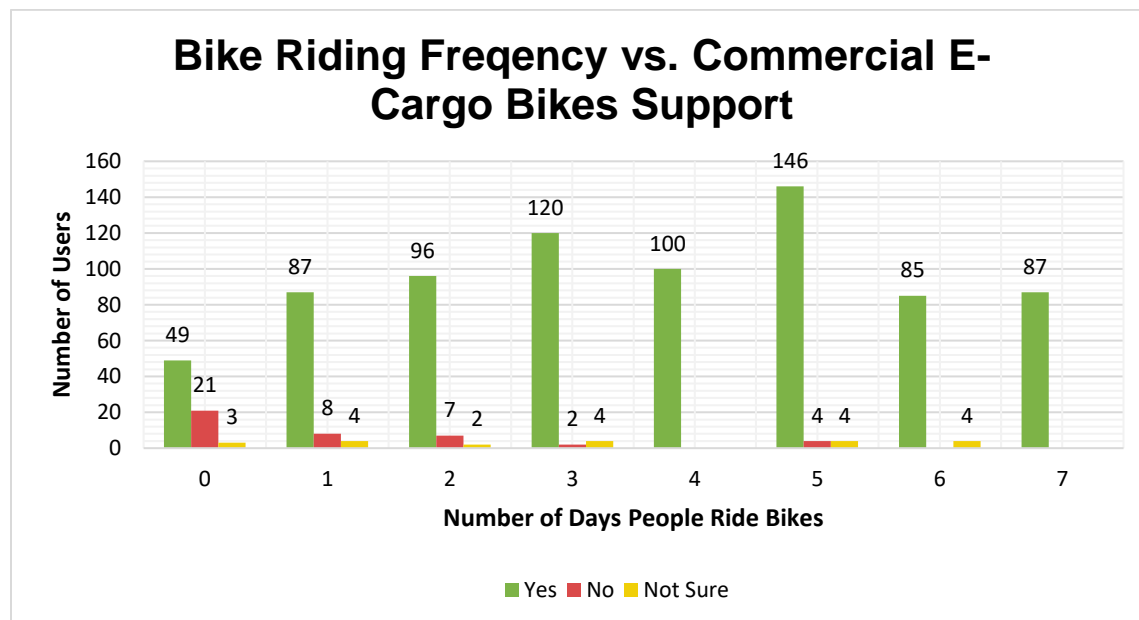


Figure 13 – Bike Use Frequency versus Commercial E-Cargo Bike Support