

3. **2021 ELECTRIC KICK SCOOTER STRATEGY AND PILOT REPORT**

ACS2022-PIE-TP-0001

CITY WIDE

REPORT RECOMMENDATIONS

That Transportation Committee recommend that Council:

- 1. Receive the results of 2021 season for the shared Electric Kick Scooter Pilot Program, as outlined in this report;**
- 2. Approve the continuation of Ottawa's shared Electric Kick Scooter Pilot Program in 2022 with the proposed changes described in this report;**
- 3. Approve the implementation of a competitive procurement process to select and enter into an Agreement with up to two successful proponents of the process;**
- 4. Approve the proposed changes to fee structure of Ottawa's Shared Micromobility Framework as outlined in this report;**
- 5. Approve the amendments to the City's Electric Kick-Scooter By-law No. 2020-174 as outlined in this report and in Document 9; and**
- 6. Direct staff to report back to Transportation Committee and Council at the conclusion of the 2022 pilot season for consideration of future pilot seasons.**

The Committee received a detailed slide presentation overview of the report from Ms Heidi Cousineau, Program Manager, Neighbourhood Traffic Calming, Planning,

Real Estate and Economic Development (PRED) Department. A copy of this presentation is held on file with the Office of the City Clerk. Mr. Phil Edens, Senior Specialist, Traffic Assessment, Public Works Department (PWD) was also present to respond to questions.

The following Motions were then introduced:

MOTION

Introduced by Councillor J. Leiper:

WHEREAS the Transportation Committee is considering an extension to the electric kick-scooter pilot project in Ottawa; and,

WHEREAS accessibility concerns continue to be predominant, particularly with respect to the improper parking of devices where those impede on the traveled portion of city right-of-ways including sidewalks and where those block safety infrastructure such as beg buttons; and,

WHEREAS 83% respondents to end-of-season survey of residents encountered mis-parked scooters of which only 16% reported those to the City or to operators; and,

WHEREAS the CNIB Foundation of Ontario East notes that it is “opposed to the continuation of the e-scooter pilot into a third year.”

WHEREAS permitting electric kick-scooters to park in on-street parking stalls would be a marked departure from current approaches with a high degree of potential to mitigate the challenge of mis-parked e-scooters;

THEREFORE BE IT RESOLVED that the Traffic and Parking By-law (2017-301) be amended to allow electric kick-scooters to be parked on any portion of the highway where motor vehicles are normally allowed to park; and

BE IT FURTHER RESOLVED that where parking is allowed on portions of the highway where motor vehicle parking is normally allowed, electric kick-

scooters will be subject to the same rules as motor vehicles including time limits; and

BE IT FURTHER RESOLVED parking fees in paid parking areas be waived for electric kick-scooters.

MOTION

Introduced by Councillor M. Fleury:

WHEREAS, as the City is entering its third year of the Electric Kick Scooter pilot project, a number of concerns with misuse and mismanagement of the e-scooters, such as mis-parking, sidewalk riding, has resulted in areas where the pilot program must improve;

THEREFORE BE IT RESOLVED that, to support the success of this e-scooter pilot program, Council direct staff to implement these additional requirements for e-scooter operators to receive a permit to make their e-scooters available for hire from the City's right-of-way, to further clarify those that staff will already be including in the RFP process and agreements with the providers:

1. **Require all e-scooter providers to implement technologies and strategies to ensure all users receive approval from the e-scooter platform before releasing the device (end of trip); and**
2. **Require all e-scooters providers to GEO-FENCE City sidewalks within their GPS technologies to stop the e-scooter from operating if sidewalk riding is detected; and**
3. **Require all e-scooter providers to include strategies and technologies to address the illegal violations of e-scooters traveling in wrong directions on City streets.**

EXTRACT OF DRAFT
TRANSPORTATION COMMITTEE
MINUTES 27
2 MARCH 2022

EXTRAIT DE L'ÉBAUCHE DU
PROCÈS-VERBAL 27
DU COMITÉ DES TRANSPORTS
LE 2 MARS 2022

MOTION

Introduced by Councillor M. Fleury:

WHEREAS the City's Electric Kick-Scooter By-law (No. 2020-174) regulates the operation and use of electric kick-scooters in the city; and

WHEREAS this by-law reinforces the provincial regulation, establishes parking regulations, and includes set fines for various infractions like riding on a sidewalk or parking where not permitted; and

WHEREAS enforcement of any 'moving violations' (including riding on a sidewalk) is undertaken by the Ottawa Police Service (OPS) and By-law and Regulatory Services has the ability to enforce other provisions of the by-law; and

WHEREAS Ottawa Police Service carries out monthly blitzes issuing warnings or by-law infraction tickets under the City's e-scooter By-law; and

WHEREAS in 2021 OPS reported 14 tickets (up from nine in 2020) and 10 warnings (up from five in 2020) for moving violations under the City's e-scooter by-law, with set fines ranging from \$80 to \$150 depending on the infraction; and

WHEREAS proceeding with charges related to the misuse of e-scooters under the Highway Traffic Act require significant administrative effort and time for OPS than a typical traffic offence notice because of the lack of set fines under the provincial regulation relating to e-scooters; and

THEREFORE BE IT RESOLVED that staff recommend to the Ministry of Transportation to obtain set fines for moving violations created under Ontario Regulation 389/19.

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The Committee heard from the following public delegations:

- Mr. Chris Schafer⁺, Vice-President, Government Affairs, Bird Canada
- Mr. David Lepofsky^{*}, Chair, Accessibility for Ontarians with Disabilities Alliance
- Mr. Phillip Turcotte^{*}, Chair, Accessibility Advisory Committee
- Mr. Isaac Ransom⁺, Head of Government Relations (Canada) and Mr. Ankush Karwal, General Manager, Neuron Mobility Canada
- Dr. Kate Riccomini^{*}, Program Lead, Advocacy & Accessible Community Engagement, CNIB Foundation, Ontario East
- Ms Kim Kilpatrick^{*}, National Coordinator, Get Together with Technology (GTT) Program, Canadian Council of the Blind
- Mr. Derek Robertson, Senior Manager, Government Relations Canada, LIME
- Ms. Claire Jarvis
- Mr. Vangelis Nikias^{*}
- Mr. David Prichard^{*}

Committee considered the following Motion to extend the meeting past 7:00 p.m.

MOTION N^O TRC 2022 27-04

Moved by Councillor J. Leiper:

BE IT RESOLVED that the meeting time be extended past 7:00 p.m. pursuant to Subsection 8(1)(c) of *Procedure By-law* (By-law No. 2021-24).

CARRIED

EXTRACT OF DRAFT
TRANSPORTATION COMMITTEE
MINUTES 27
2 MARCH 2022

EXTRAIT DE L'ÉBAUCHE DU
PROCÈS-VERBAL 27
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LE 2 MARS 2022

Written submissions were also received from the following:

- Mr. Alan Conway*
- Mme Monique Beaudoin*
- Mr. Wayne Antle*, President, Ottawa-Gatineau Chapter, Alliance for Equality of Blind Canadians (AEBC)

[+ Slide presentation, held on file with the Office of the City Clerk]

*[* Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions and presentations are held on file with the Office of the City Clerk.]*

At the conclusion of questions to the delegations and to staff, and following Committee discussion, Committee considered the following Motions:

MOTION N° TRC 2022 27-05

Moved by Councillor M. Fleury:

WHEREAS, as the City is entering its third year of the Electric Kick Scooter pilot project, a number of concerns with misuse and mismanagement of the e-scooters, such as mis-parking, sidewalk riding, has resulted in areas where the pilot program must improve;

THEREFORE BE IT RESOLVED that, to support the success of this e-scooter pilot program, Council direct staff to implement these additional requirements for e-scooter operators to receive a permit to make their e-scooters available for hire from the City's right-of-way, to further clarify those that staff will already be including in the RFP process and agreements with the providers:

1. **Require all e-scooter providers to implement technologies and strategies to ensure all users receive approval from the e-scooter platform before releasing the device (end of trip); and**

2. **Require all e-scooters providers to GEO-FENCE City sidewalks within their GPS technologies to stop the e-scooter from operating if sidewalk riding is detected; and**
3. **Require all e-scooter providers to include strategies and technologies to address the illegal violations of e-scooters traveling in wrong directions on City streets.**

CARRIED

MOTION N° TRC 2022 27-06

Moved by Councillor M. Fleury:

WHEREAS the City's Electric Kick-Scooter By-law (No. 2020-174) regulates the operation and use of electric kick-scooters in the city; and

WHEREAS this by-law reinforces the provincial regulation, establishes parking regulations, and includes set fines for various infractions like riding on a sidewalk or parking where not permitted; and

WHEREAS enforcement of any 'moving violations' (including riding on a sidewalk) is undertaken by the Ottawa Police Service (OPS) and By-law and Regulatory Services has the ability to enforce other provisions of the by-law; and

WHEREAS Ottawa Police Service carries out monthly blitzes issuing warnings or by-law infraction tickets under the City's e-scooter By-law; and

WHEREAS in 2021 OPS reported 14 tickets (up from nine in 2020) and 10 warnings (up from five in 2020) for moving violations under the City's e-scooter by-law, with set fines ranging from \$80 to \$150 depending on the infraction; and

WHEREAS proceeding with charges related to the misuse of e-scooters under the Highway Traffic Act require significant administrative effort and

time for OPS than a typical traffic offence notice because of the lack of set fines under the provincial regulation relating to e-scooters; and

THEREFORE BE IT RESOLVED that staff recommend to the Ministry of Transportation to obtain set fines for moving violations created under Ontario Regulation 389/19.

CARRIED

The Chair called for “Yeas” and “Nays” on Councillor Leiper’s Motion.

MOTION N^o TRC 2022 27-07

Moved by Councillor J. Leiper:

WHEREAS the Transportation Committee is considering an extension to the electric kick-scooter pilot project in Ottawa; and,

WHEREAS accessibility concerns continue to be predominant, particularly with respect to the improper parking of devices where those impede on the traveled portion of city right-of-ways including sidewalks and where those block safety infrastructure such as beg buttons; and,

WHEREAS 83% respondents to end-of-season survey of residents encountered mis-parked scooters of which only 16% reported those to the City or to operators; and,

WHEREAS the CNIB Foundation of Ontario East notes that it is “opposed to the continuation of the e-scooter pilot into a third year.”

WHEREAS permitting electric kick-scooters to park in on-street parking stalls would be a marked departure from current approaches with a high degree of potential to mitigate the challenge of mis-parked e-scooters;

THEREFORE BE IT RESOLVED that the Traffic and Parking By-law (2017-301) be amended to allow electric kick-scooters to be parked on any portion of the highway where motor vehicles are normally allowed to park; and

BE IT FURTHER RESOLVED that where parking is allowed on portions of the highway where motor vehicle parking is normally allowed, electric kick-scooters will be subject to the same rules as motor vehicles including time limits; and

BE IT FURTHER RESOLVED parking fees in paid parking areas be waived for electric kick-scooters.

LOST, on a division of six “Nays” to three “Yeas”, as follows:

NAYS (6): Councillors M. Luloff, L. Dudas, E. El-Chantiry, C. Kitts,
 A. Hubley and Chair T. Tierney

YEAS (3): Councillors M. Fleury, S. Menard and Vice-Chair J. Leiper

The report recommendations were then put before Committee and were RECEIVED and CARRIED, as amended by Motions N^{OS} TRC 2022 27-05 and TRC 2022 27-06, with Vice-Chair Leiper dissenting on the main report recommendations.

That the Transportation Committee recommend that Council:

- 1. Receive the results of 2021 season for the shared Electric Kick Scooter Pilot Program, as outlined in this report;**
- 2. Approve the continuation of Ottawa’s shared Electric Kick Scooter Pilot Program in 2022 with the proposed changes described in this report;**
- 3. Approve the implementation of a competitive procurement process to select and enter into an Agreement with up to two successful proponents of the process;**
- 4. Approve the proposed changes to fee structure of Ottawa’s Shared Micromobility Framework as outlined in this report;**

5. Approve the amendments to the City's Electric Kick-Scooter By-law No. 2020-174 as outlined in this report and in Document 9;
6. Direct staff to report back to Transportation Committee and Council at the conclusion of the 2022 pilot season for consideration of future pilot seasons;
7. To support the success of this e-scooter pilot program, direct staff to implement these additional requirements for e-scooter operators to receive a permit to make their e-scooters available for hire from the City's right-of-way, to further clarify those that staff will already be including in the RFP process and agreements with the providers:
 - a. Require all e-scooter providers to implement technologies and strategies to ensure all users receive approval from the e-scooter platform before releasing the device (end of trip); and
 - b. Require all e-scooters providers to GEO-FENCE City sidewalks within their GPS technologies to stop the e-scooter from operating if sidewalk riding is detected; and
 - c. Require all e-scooter providers to include strategies and technologies to address the illegal violations of e-scooters traveling in wrong directions on City streets, and;
8. That staff recommend to the Ministry of Transportation to obtain set fines for moving violations created under Ontario Regulation 389/19.

CARRIED, as amended, with Councillor J. Leiper dissenting.