



E-scooters in Mississauga

Mississauga's Approach to Micromobility and
the Provincial E-scooter Pilot Program

Why Micromobility Systems in Mississauga

- Cycling Master Plan (2018)
 - The City should examine the feasibility of a bike sharing system for Mississauga
- Transportation Master Plan (2019)
 - City should develop a Micromobility policy framework to deal with not just bikes, but electric bikes and electric kick-style scooters (e-scooters)



Micromobility Research to Date

- Bikes, E bikes, and E Scooters: Expanding Mississauga's Transportation Options
 - Information Report and Presentation to General Committee, October 2019
- North American Bike Share Association (NABSA)
 - Conferences and Knowledge Base
- Ontario Traffic Council E-scooter Symposium
 - March 2020



Micromobility Program Development

- 3 Phase Project
- Phase 1: Visioning and Interim E-scooter Strategy - **We are Here**
- Phase 2: Shared Micromobility Systems Research and Recommendations
- Phase 3: Shared Micromobility Systems Implementation and Business Plan



Phase 1: Interim E-scooter Strategy

- Why an interim strategy?
- E-scooters are available for purchase by individuals
- Current bylaws do not explicitly address e-scooters
- The Province of Ontario launched a five-year pilot program allowing e-scooters to operate on roadways
- Municipalities must “opt-in” by adopting / amending local bylaws



Provincial Pilot Program

- What the Provincial Pilot does:
 - Focuses on the vehicle and operator
 - Regulates minimum vehicular safety requirements for e-scooters
 - Regulates minimum safety requirements for anyone riding/operating an e-scooter
 - Requires participating municipalities to remit incident/collision and injury-related data to the province upon request



Provincial Pilot Program

- Vehicle and Safety Requirements:
 - Must be electric
 - No pedals or seat allowed
 - Must have a horn or bell
 - Must have front and back light
 - Must have 2 wheels and brakes
 - Maximum wheel diameter 17 inches
 - Maximum weight 45 kg
 - Maximum power output 500W that can provide a maximum speed of 24 km/h
 - Must be parked in municipally approved parking area(s)



Provincial Pilot Program

- Operator and Safety Requirements:
 - No drugs or alcohol permitted when operating an e-scooter
 - Must be age 16 or older
 - Bicycle helmet required for those under age 18
 - Riders must stand at all times
 - No passengers allowed
 - No cargo may be carried
 - No baskets
 - Not for commercial use



Provincial Pilot Program

- What the Provincial Pilot does not do:
 - Give carte blanche to private companies to operate a shared service in municipalities (Lime, Bird etc)
 - Shared e-scooter service providers cannot operate within a municipality which has not yet adopted a local bylaw
 - Shared systems are the source of concerns such as improper parking, obstruction of public spaces, etc



Provincial Pilot Program

- What the Provincial Pilot does not do:
 - Stipulate where e-scooters must operate within municipalities
 - Local bylaws would stipulate
 - The Traffic Bylaw has definitions for what types of devices / vehicles can operate where within the road right-of-way (ie no bicycles on sidewalk with wheels over 50cm in diameter)



What's Happening Elsewhere

- Ottawa – E-Scooter Pilot enacted for personal use and private shared system providers, administered through a permit system
- Toronto – E-Scooter report sent back to staff for further investigation
- Windsor – E-Scooter report on hold



What's Happening Elsewhere

- Common elements of Ontario municipal initiatives to date (not all have been adopted by Councils):
 - No sidewalk operation permitted
 - Allowed on roads with posted speed limit of 50 km/h or less
 - Allowed on cycling infrastructure (bike lanes, trails)



City Process

- Aiming to report to General Committee in late 2020 / early 2021 on the vision and on an interim bylaw regulating personal use e-scooters
- Content and format of the interim bylaw still to be determined; ie, amendment to existing bylaws or standalone bylaw (Ottawa example)
- Intent: regulate personal use to the extent possible, and prevent private service providers from setting up in the City until the Micromobility project is complete





Thank You

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