



# E-scooters in Mississauga

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

# An “E-Scooter” is...?



# Micromobility is...?





# 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 on the vision and recommended interim bylaw regulating personal use e-scooters
- 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



# City Process

- Advisory Committee Consultations:
  - Accessibility Advisory Committee, Nov 9
    - Transportation Subcommittee, Oct 19
  - Road Safety Committee, Oct 27
  - Cycling Advisory Committee, Nov 10
- General Committee, TBD



# Our ask from you:

- Do you support the approach to adopt an interim bylaw to regulate personal use e-scooters?
- Do you support allowing e-scooters on cycling infrastructure? Disallowing on sidewalks?
- How do you want to be involved moving forward?





# Thank You

Matthew Sweet

Manager, Active Transportation