



**Welcome to the E-Scooter Webinar**

**We will get started at 2 pm**

**All participants are muted to cut down on background noise during the webinar but please if you have any questions please either:**

- **Chat them in;**
- **Raise your hand; or**
- **Send me a chat that you would like to be unmuted to ask a question.**

**Do not be shy to ask questions!! Chances are if it is going through your head, it is going through someone else's head. Take one for the team and say it out loud.**

**This webinar is being recorded and the pdf of the presentation and the webinar recording will be available online and we will send an email where it can be accessed.**

# Why We're Here Today

1. To learn about dockless electric scooter (e-scooter) sharing.
2. To discuss the role of municipalities in regulating dockless e-scooter sharing.

# Moderator & Presenters



**Gabriella Kalapos**

Executive Director  
Clean Air Partnership



**Nathan Carswell**

Former Shared Mobility Prog.  
Mgr., City of Calgary  
Sr. Transp. Engineer &  
Regional Lead  
WATT Consulting Group



**Stewart Lyons**

CEO  
Bird Canada

# What Exactly is Dockless E-scooter Sharing?



NACTO defines shared micromobility as:

**“Shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes and e-scooters. These vehicles are generally rented through a mobile app or kiosk, are picked up and dropped off in the public right-of-way, and are meant for short point-to-point trips.”**



# Benefits of E-Scooter Sharing

- Getting people out of cars, thereby:
  - Reducing local green house gases (GHGs)
  - Reducing traffic congestion
  - Supporting Vision Zero/safety initiatives
- Supporting public transit (first mile/last mile)
- Providing a fun mode of transportation





# Ontario's Provincial Regulations

Ontario's five-year e-scooter pilot took effect on January 1<sup>st</sup>

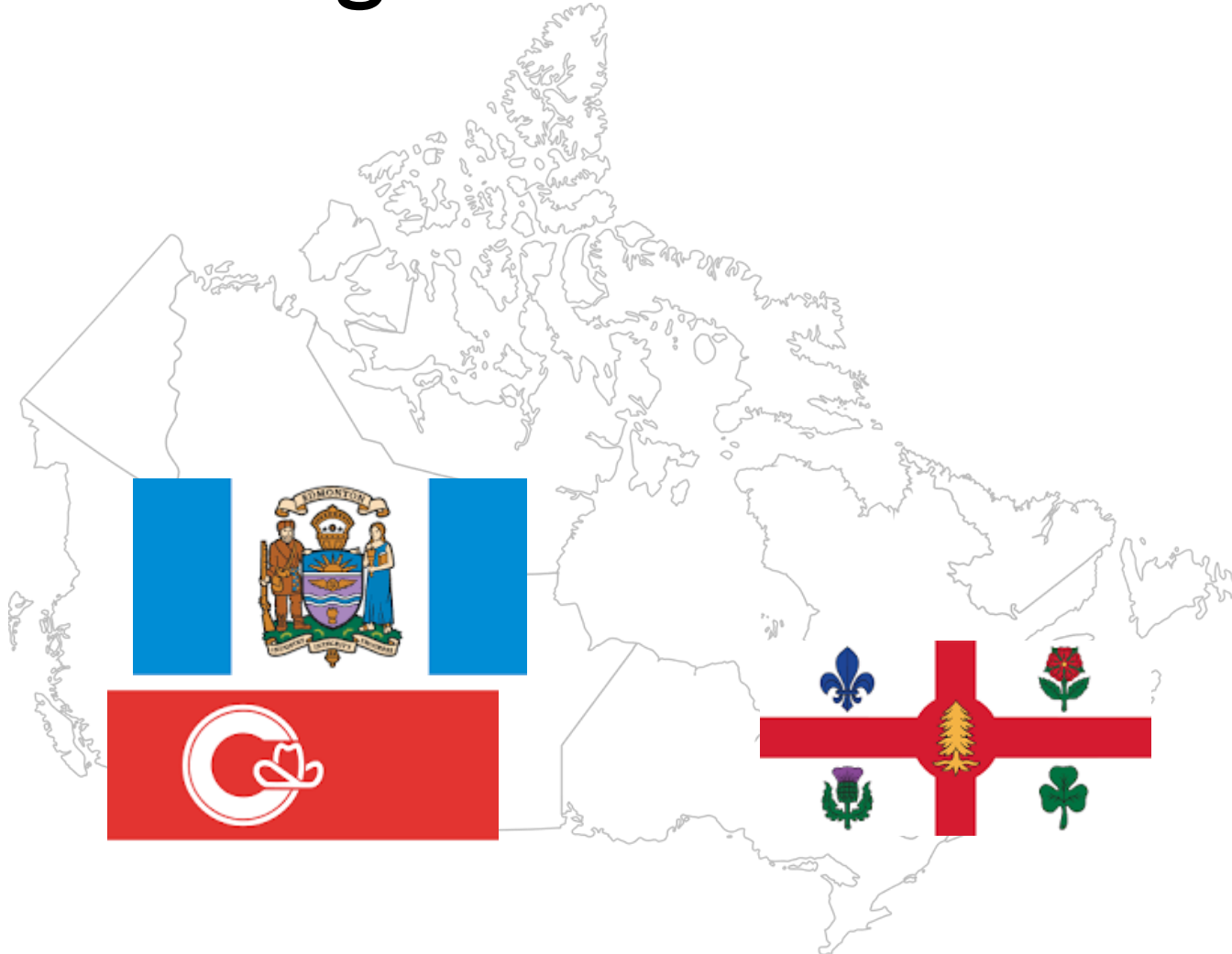
## Riders

- Not allowed on controlled access highways.
- Minimum operating age of 16.
- Bicycle helmet required for riders under 18 years old.
- No passengers or cargo allowed.
- Riders must stand at all times.
- All *Highway Traffic Act (HTA)* rules of the road apply to the operation of e-scooters, like bicycles.
- Penalties in *HTA* s. 228(8) also apply to violations of pilot regulation (fine of \$250 to \$2,500).

## E-scooter Features

- Maximum speed of 24 km/hr.
- No pedals or seat allowed.
- Must have 2 wheels and brakes.
- Must have horn or bell.
- No baskets allowed.
- Must have one white light on front, one red light on rear, and reflective material on sides.
- Maximum wheel diameter 17 inches.

# Where Dockless E-scooter Sharing is Occurring Now in Canada





# How Dockless E-scooter Sharing Programs are Delivered







# CALGARY CASE STUDY – WHAT TO TACKLE FIRST?

## THE TEAM IS KEY!

- Internal Municipal Staff
- Political Support
- Scooter Companies
- Province of Alberta



THE  
**A TEAM**

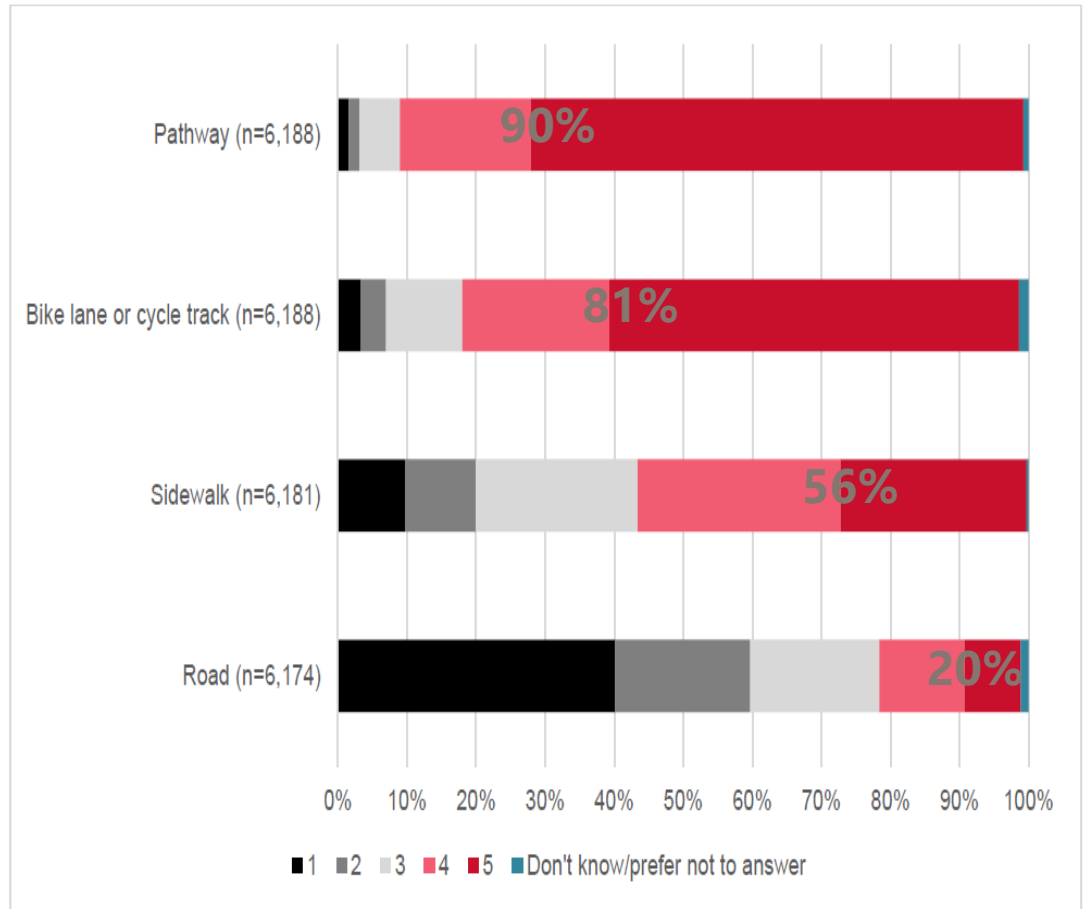


# CALGARY CASE STUDY – WHERE TO ALLOW THEM?

## E-SCOOTER TESTING



From 1 to 5, 1 being the least comfortable and 5 being the most comfortable place to ride a scooter, please rate your comfort with the following:

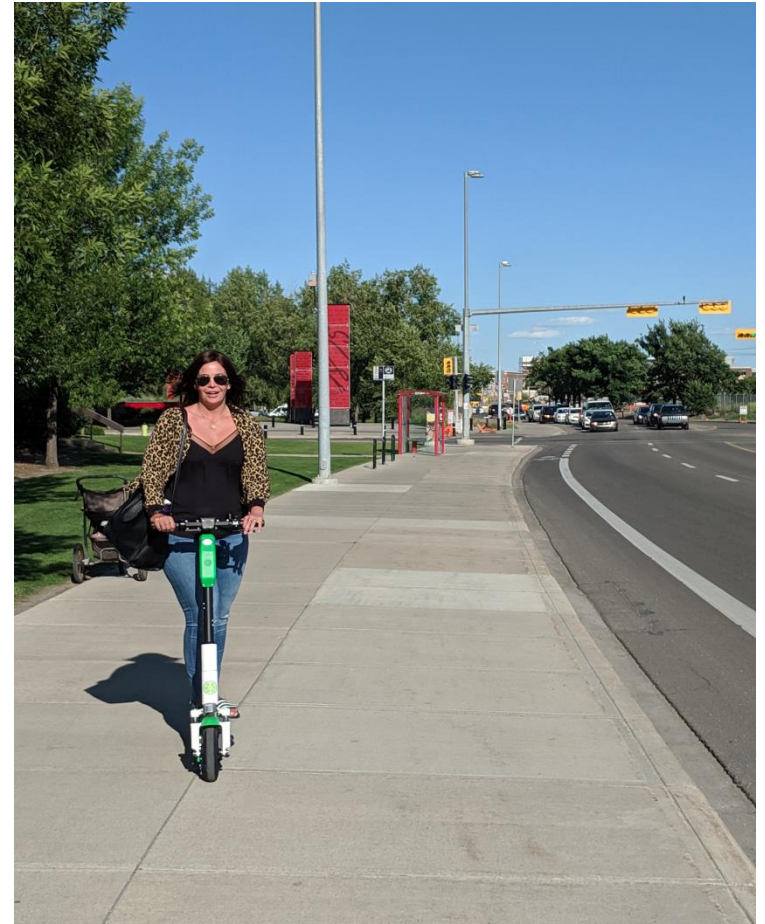
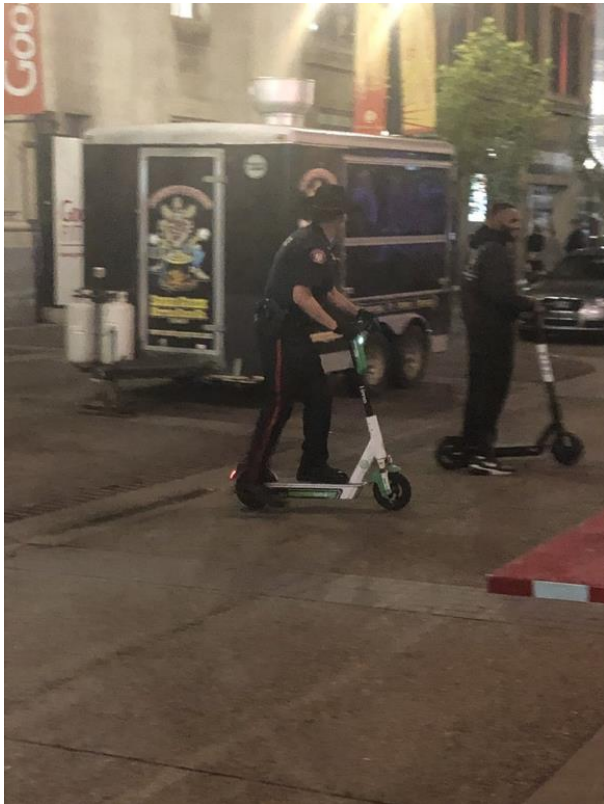


Source: City of Calgary: Preliminary Stakeholder Report Back: What we heard - Nov 2019



## CALGARY CASE STUDY – WHY SIDEWALKS THOUGH?

- Difference in Operating Speeds
- Safety
- Existing Bylaws
- Enforcement
- Reducing Severity of Injury

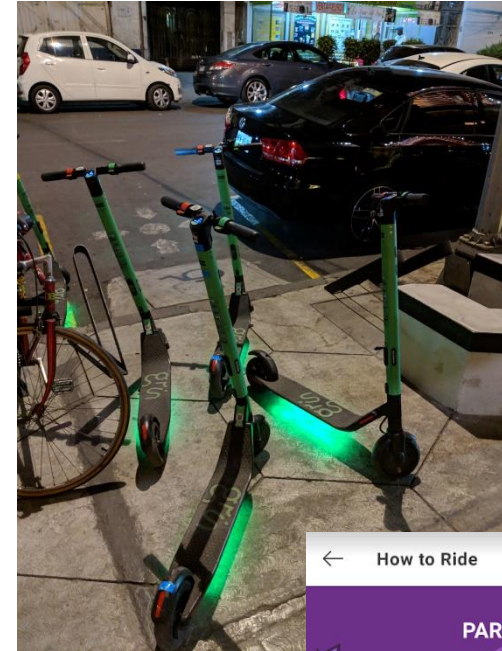
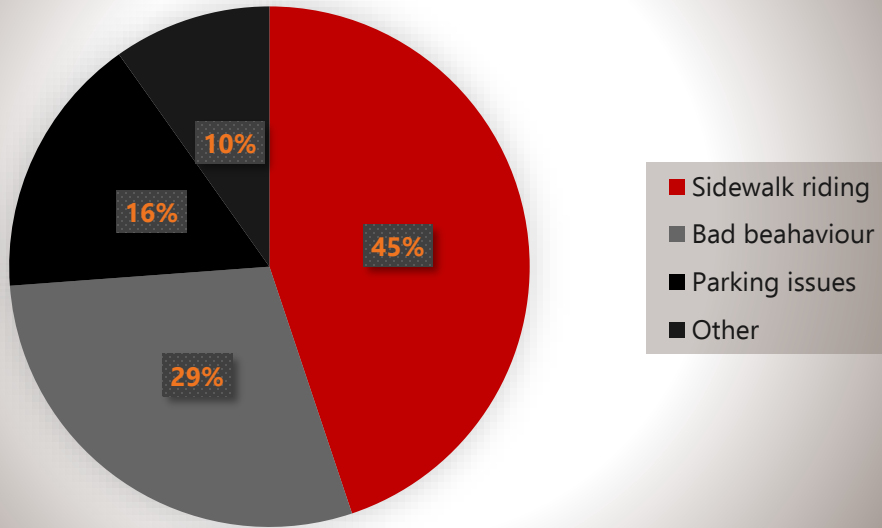




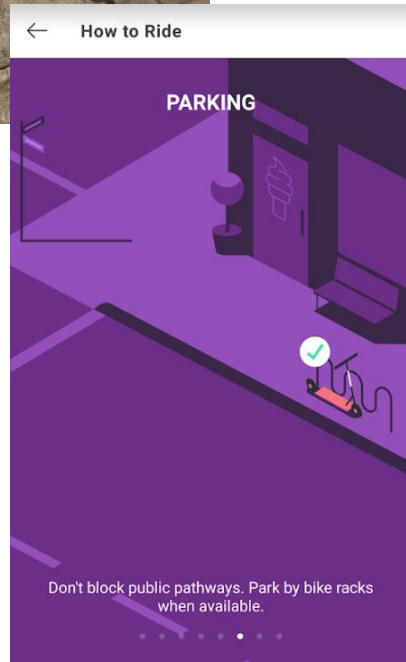
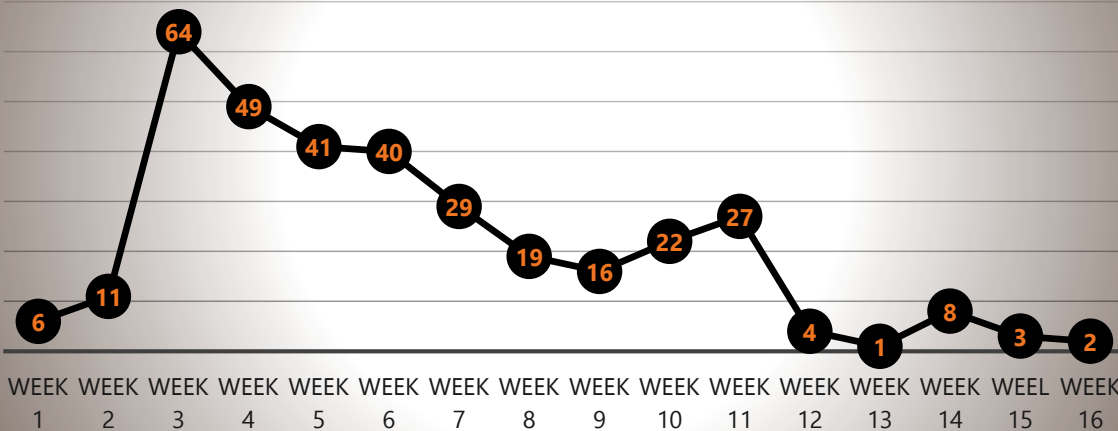


# CALGARY CASE STUDY – COMPLAINTS

## 311 Call Reasons



## 311s (received by week)







# CALGARY CASE STUDY – INJURIES



Transportation Injuries Requiring an Ambulance between July 8 and Oct. 1, 2019								
E-Scooters			Bicycles			Motor Vehicles		
Emergency	ICU	Fatality	Emergency	ICU	Fatality	Emergency	ICU	Fatality
33	0	0	197	4	1	463	10	1

Figure 14: AHS data on number of transportation injuries requiring an ambulance

Estimated injury rate for e-Scooters in Calgary:

- 1:1,500 trips result in emergency room visit.
- 1:100,000 trips require hospitalization (staying overnight at the hospital)

## E-Scooter Injuries arriving by Ambulance



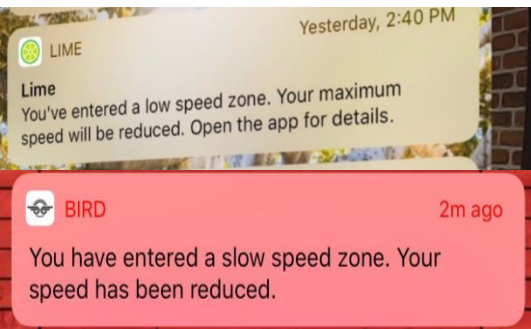
Factors in Injuries:

- Average age of injured person was 34
- Speed, losing control and hitting a stationary object was the most common cause of injury
- 5 were Double Riding



# CALGARY CASE STUDY – NEXT STEPS

- Identify Low Speed Zones
- Designate Preferred Parking Areas
- Pass New Bylaws
- Continue to Engage and Educate



# Helpful Resources

- Government of Ontario's [Pilot Project – Electric Kick-Scooters Regulations](#)
- City of Calgary's [Framework for Shared Electric Scooter Pilot](#)
- City of Edmonton's [Bike and Electric Scooter Sharing](#) webpage
- NACTO's [Guidelines for Regulating Shared Micromobility](#)

# For More Information....



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