

C4

Communication

Accessibility Advisory

Committee – April 28, 2025

Item No. 2

# Shared Micromobility Pilot


Accessibility Advisory Committee

April 28, 2025

7:00 p.m.



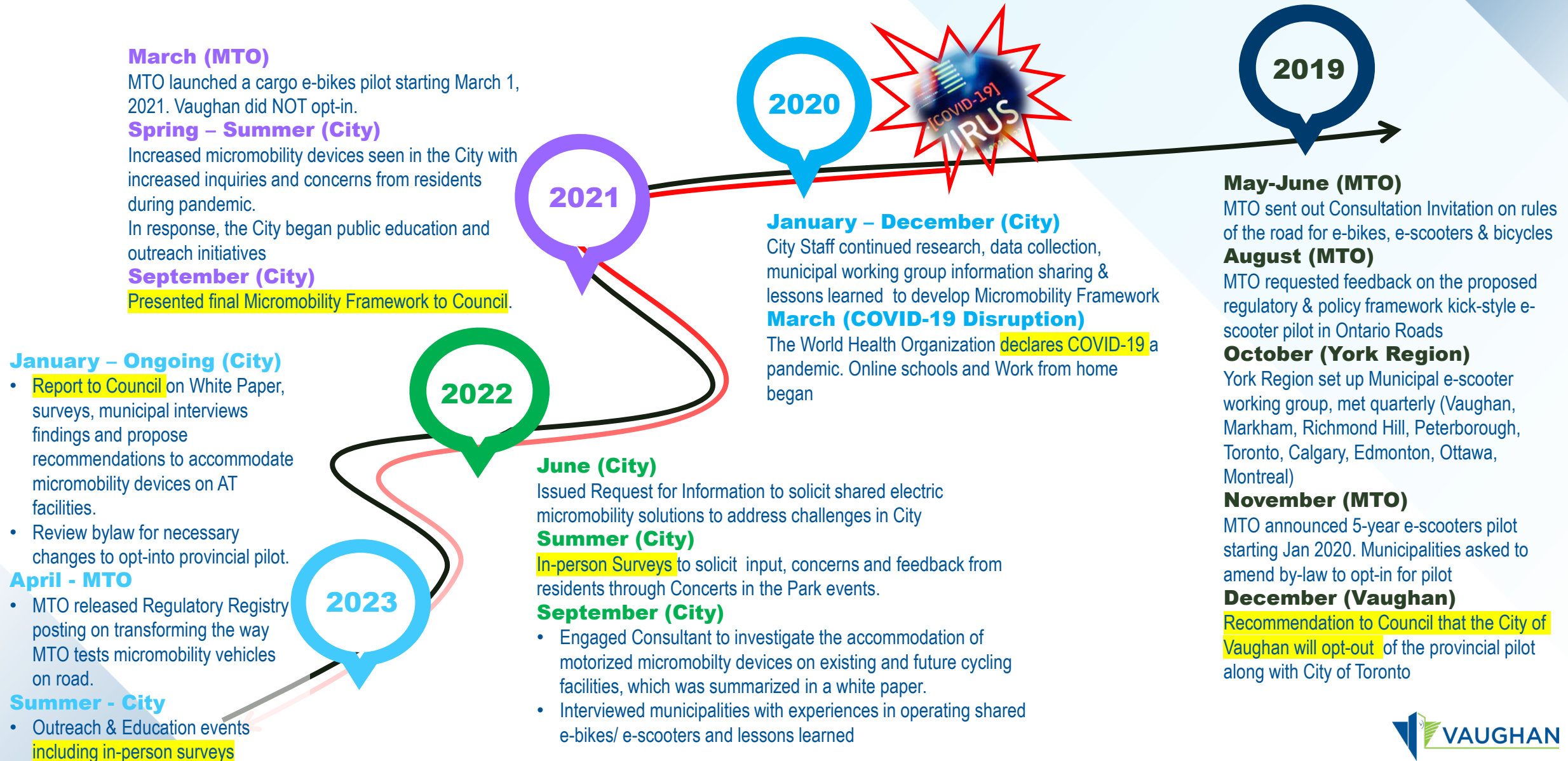
# Agenda

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1. Background
    - History
    - Council Approval
    - By-law Amendments
  2. Pilot Program
  3. Education & Outreach
  4. Next Steps

# History

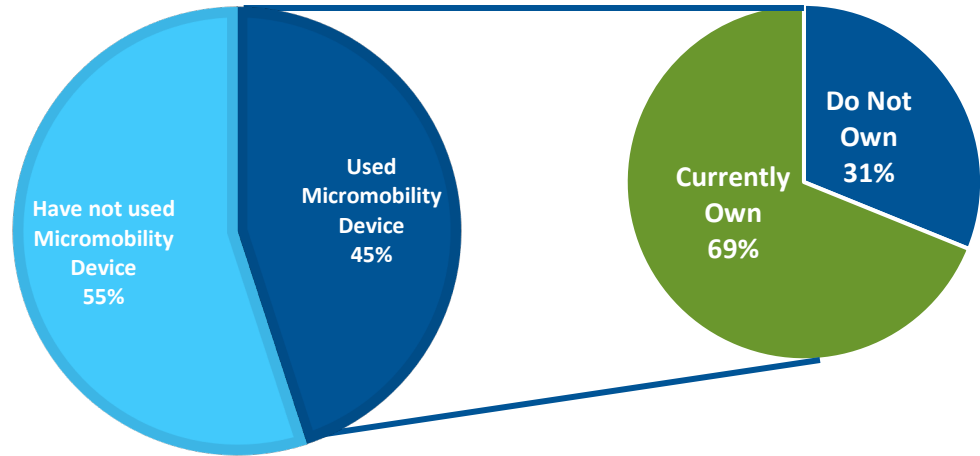
2019 - 2023

# The Micromobility Journey



# What we heard from our residents 2021-2023

## % PEOPLE USED MICROMOBILITY DEVICES

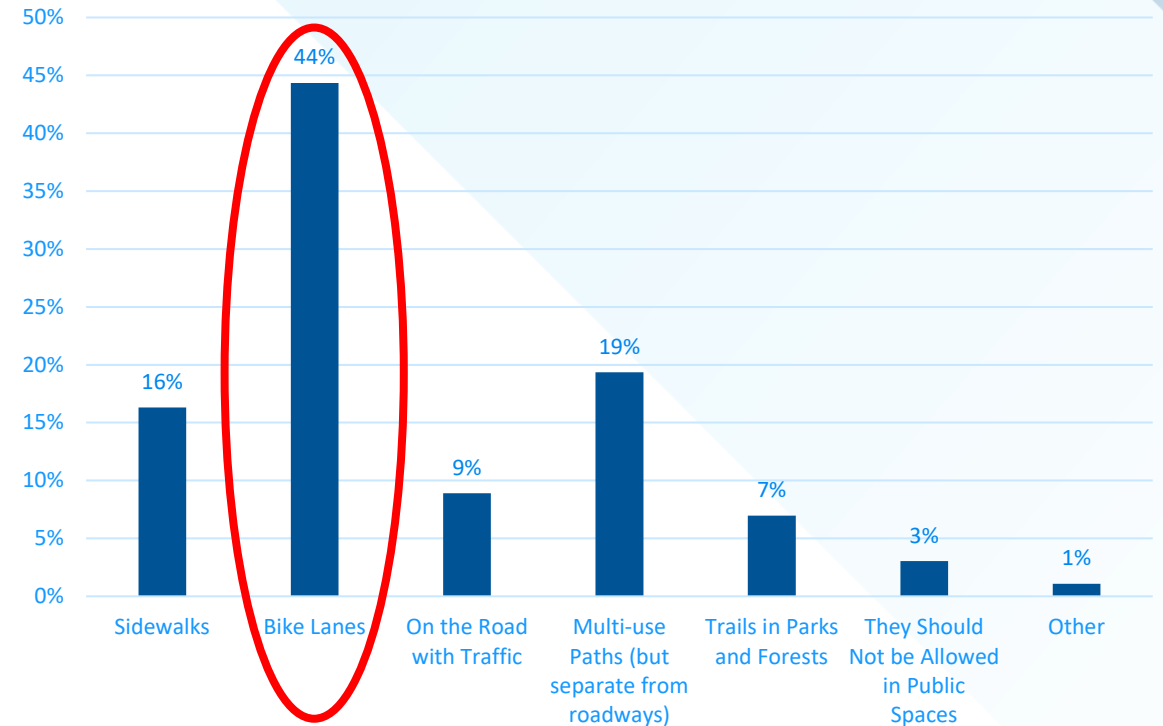


Of those who used a micromobility device, **34%** used e-bikes and **37%** used e-scooters

**82%** surveyed participants would like to try/continue riding micromobility device in the future

**53%** of all respondents strongly or somewhat agree that power-assisted micromobility devices are safe to use in the city

## Where Micromobility Devices be used?



The top three (3) reasons for respondents to feel unsafe using these devices in the city are:

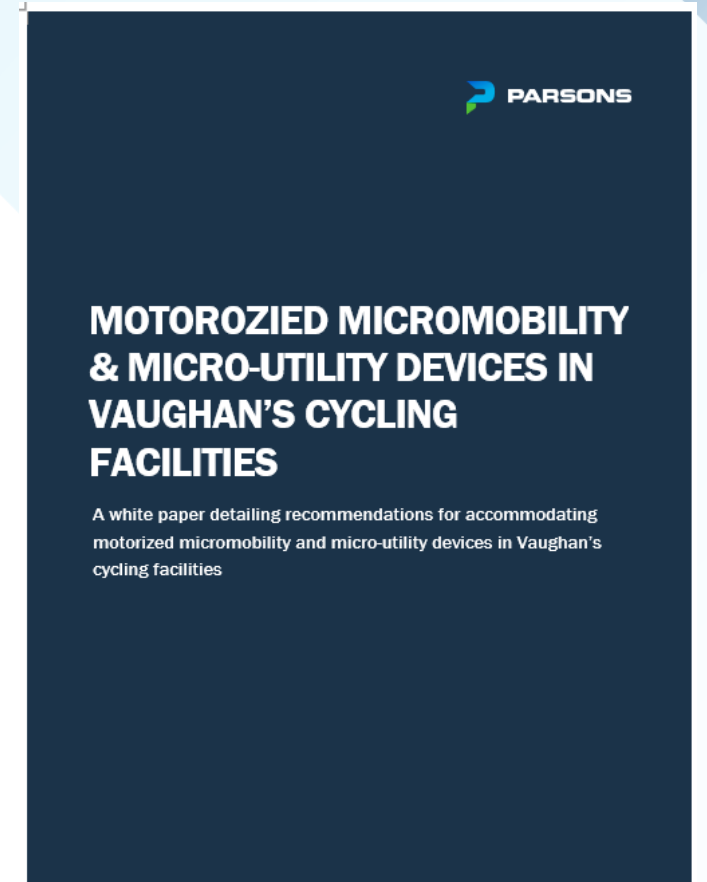
- Operating in mixed traffic on the road
- The speed of the power-assisted micromobility devices
- **Lack of clarity on where to ride the devices**

# Addressing what we heard: Best Practices Research

## Engaged consultant to complete research paper:

- Jurisdictional scan of best practices in North America
- Appropriate design of cycling facilities for micromobility devices
- Other recommendations to enhance safety for all users

Determined that designated cycling facilities in Vaughan can accommodate micromobility devices





# Recommendations:

## Where micromobility should be permitted

- Permit on designated cycling facilities (cycle tracks, bicycle lanes and in-boulevard multi-use paths)
- Permit on roads with speed limits  $\leq 50$  km/hour if designated cycling facilities are not provided
- Design all future designated cycling facilities to accommodate micromobility devices (cycle tracks / bicycle lanes of 2.0m; in-boulevard multi-use paths of 4.0m)
- Prohibit on sidewalks or on any roadway that prohibits pedestrians and/or bicycles (e.g. controlled-access highways)
- Prohibit on recreational multi-use trails and in parks and playgrounds








Cycle tracks under construction along Clark Avenue (2020)



In-boulevard cycle tracks along Millway Avenue within the Vaughan Metropolitan Centre

# Recommendations:

## Where micromobility should be permitted

	  E-bikes      E-scooter		Other Power-Assisted Micromobility Vehicles    Segway      E-hoverboard      E-unicycle	
Roadway	Yes ✓	Yes ✓ ≤ 50km/hour	No ✗	✗
Bike Lane	Yes ✓	Yes ✓	No ✗	✗
Cycle Track	Yes ✓	Yes ✓	No ✗	✗
In-boulevard Multi-use Path	Yes ✓	Yes ✓	No ✗	✗
Sidewalk	No ✗	No ✗	No ✗	✗
Recreational Multi-use Trail	No ✗	No ✗	No ✗	✗
Parks and Playgrounds	No ✗	No ✗	No ✗	✗
Private Property	Yes ✓	Yes ✓	Yes ✓	✓



# Recommendations:

## Initiate Shared E-bike / E-scooter Pilot Project

A shared e-bike and/or e-scooter service allows users to rent these devices for limited time use.

The benefits of this pilot project may include:

- Enabling a new form of convenient transportation to access major destinations and transit
- Showcasing safe and responsible use of micromobility devices through device programming rather than enforcement
- Providing information on how best to leverage these devices in the transportation system
- Understanding the potential environmental, economic and financial impacts of e-bikes and e-scooters



## Recommendations: Raise Public Awareness



The key to ensuring safety for all road users is to raise public awareness through education and outreach. This allows the city to communicate with the public and provide information on:

- What power-assisted micromobility devices are
- Where they are permitted to be used
- How to use them responsibly and safely
- How to provide feedback and get more information
- What penalties could be incurred if used improperly

# Council Approval

September 23, 2023 Working Session

# Council Approval



## Committee of the Whole (Working Session) Report

**DATE:** Wednesday, September 13, 2023

**WARD(S):** ALL

**TITLE:** ACCOMMODATING MICROMOBILITY (E-BIKES AND E-SCOOTERS) AND INITIATE A SHARED PILOT

**FROM:**

Vince Musacchio, Deputy City Manager, Infrastructure Development

**ACTION:** DECISION

**Purpose**

To seek Council approval to enact the necessary by-laws to permit and regulate the use of e-bikes and e-scooters on designated cycling facilities and on certain roads where designated cycling facilities currently do not exist. Should Council approve the use of power-assisted micromobility devices as proposed, staff are also seeking approval to initiate a pilot project which would encourage private entities to offer shared micromobility services in Vaughan.

### **Report Highlights**

- Through surveys, residents have expressed a desire to see certain micromobility devices, namely, e-scooters and e-bikes, used in designated cycling facilities.
- Background research conducted by staff indicate that designated cycling facilities with appropriate widths can accommodate e-bikes and e-scooters.
- Designated cycling facilities such as cycle tracks, bicycle lanes and multi-use paths be defined in the City's traffic by-law as the lanes on highways or portions of highways designated as such where official signs to that effect are erected and on display.
- The enactment of by-laws will establish the appropriate parameters and regulations for the use of e-bikes and e-scooters and is also necessary for the City to participate in Provincial pilot projects for e-scooters.
- All other forms of micromobility, including mopeds, segways, electric skateboards, and electric unicycles would continue to be prohibited on public right of way in the City.

### **Recommendations**

1. That the proposed amendments contained in **Attachment 4** to this report be approved.
2. That a By-law be enacted giving effect to those recommendations, in a form satisfactory to the Legal Services.
3. That Council direct staff to consider accommodation of power-assisted micromobility devices in all planning, design and construction projects.
4. That Council reaffirm its support of separate cycling and pedestrian facilities to minimize conflicts.
5. That micromobility safety be incorporated into the MoveSmart Strategy.
6. That Council endorse the initiation of a Shared Micromobility Pilot Program (either through a procurement process or a permitting process) for a period ending on the earlier of 2 years from the date on which the by-law amendments referred to in recommendation one are enacted, or the day on which the Province revokes permission to use e-scooters.

# By-law Amendments

As a result, the following by-law amendments were enacted on October 17, 2023:

1. Parking By-law 064-2019, as amended by By-law 158-2023, (the “Parking By-law”) to add the definition of power-assisted bicycles known as “e-bikes” and electric kick-scooters known as “e-scooters” or “electric kick-style scooters”, and to prohibit these vehicles from parking or stopping on sidewalks.
2. Parks By-law 134-95, as amended by By-law 159-2023, (the “Parks By-law”) to add the definitions of power-assisted bicycles, also known as "e-bikes" and electric kick-scooters, also known as "e-scooters" or “electric kick-style scooters”, and to prohibit these vehicles from **parking, driving or riding within parks**.
3. Traffic By-law 284-94, as amended by By-law 160-2023, to permit the use of electric kick-scooters also known as "e-scooters", and to regulate the use of electric kick-scooters and power-assisted bicycles (also known as "e-bikes") in the City, and to make other changes regarding the use of bicycle lanes, cycle tracks, and multi-use pathways.



# Pilot Program

March – May 2025 Soft Launch

After May Long weekend - Full Launch

# Preparation

- ▶ Interviewed municipalities across Canada who has run successful e-scooter/ e-bike pilot programs (Alberta, Kelowna, Coquitlam, Windsor, Toronto)
- ▶ Interviewed through consultant Mississauga and Brampton
- ▶ Best Practice review across North America

Decision to go through Procurement Process to solicit up to maximum of 3 operators in the City for two years and optional one year extension

# Project Timelines

- ▶ Soft launch –March to May 2025
  - Each operator to attend at least 2 pop-up events, optionally up to 5 pop-up events for which the date, time, and location will be provided by the City.
- ▶ Full launch – Starting May 2025

# Soft Launch



## Purpose

- ▶ Educate: Inform the public about the pilot project (covering all wards)
- ▶ Engage: Gather feedback and insights
- ▶ Promote: Build awareness and interest, user sign-up, connect with local businesses
- ▶ Prepare: for Full Launch, connect with community centers, York Regional Police, By-law, and Service Vaughan

## Audience

- ▶ Mayor and Members of Council, agencies (York Region Transit, TTC, Metrolinx), enforcement officers (by-law, York Regional Police)
- ▶ The Public: both users and non-users

# Soft Launch



## Education & Outreach

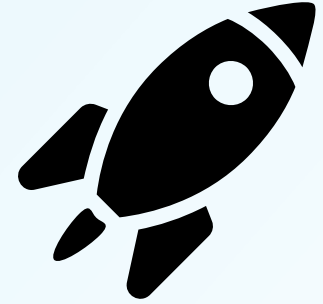
- ▶ Pop-ups – existing scheduled events (Engineering Week, Earth Hour)
- ▶ Aim to go to Community Centers in each Ward and key destinations such as transit stations/ bus terminal.

## Groundwork preparation

- ▶ Eliminate gaps with temporary cycling facilities or shared facilities
- ▶ Looking to solicit innovation to help with parking infrastructure and challenges through OVIN DZ



# Full Launch



## Objectives

- ▶ On the ground Shared Micromobility services across Vaughan
- ▶ Ensure smooth operations, compliance, and public safety
- ▶ Necessary tweaks reflecting feedback from soft launch

## Key Dates

- ▶ May 2025 – after long weekend

## Phasing of Service

- ▶ Start with more urbanized areas to the outer rural areas
- ▶ Fleet size of max. 200 devices (25% must be e-bikes) per operator

# FAQ

## Parking

- ▶ “LOCK TO” requirement in agreement – requires all operators to have devices lock to a pole/ bike rack/ in a parking corral area with the ability to enforce by “end the trip” feature for enforcement
- ▶ Hybrid of free floating parking in non-dense areas and designated parking corrals/ lock-to system in urban areas



# Frequently Asked Questions

## No Riding Zone

- ▶ Cannot ride on sidewalks – will slow to walking speed on sidewalks using Geofence technology
- ▶ Allow on bike lane, cycle tracks, in-boulevard MUPs and local roads with posted speed at 50km/hr or less

# Next Steps

Council Package

Official Launch Event after May Long weekend

# Council Package

## Communication Memo to Mayor and Members of Council

- ▶ Sent March 12, 2025
- ▶ Admitted operators
- ▶ Start of soft launch and anticipated full launch date
- ▶ Education and Outreach events

## Council Package in progress

- ▶ Full launch phasing map
- ▶ FAQ
- ▶ Invitation to official launch event





# Website Update

- ▶ Updated FAQ
- ▶ Announcement Pilot launch date
- ▶ Links to Operators' sites



le tracks and in-boulevard

## Contact

Infrastructure Planning and  
Corporate Asset Management

- ▶ Work with Service Vaughan to respond and log inquiries and complaints
- ▶ Dashboard tracking of level of service & compliance
- ▶ Surveys to collect user experience and address concerns



# Pop-ups

- ▶ April – May: Community Centers pop-ups
  - Educate and raise awareness
- ▶ June-August: Concert in the Parks
  - Collect feedback on how the pilot is working/ not working
- ▶ Continue education pop-ups offered by operators
  - Continuous training for first time riders





# Signs & Wayfinding

- Use bike standards and add micromobility
- Put up more signage for clarity and wayfinding

## SHARED PATHWAY SIGN (Rb-71)



Rb-71  
Font  
Colour

300 mm x 450 mm  
FHWA Series C  
Permissive Symbol – Green  
Reflective  
Legend & Border – Black  
Background – White Reflective

Minimum  
Sheeting

Type III or Type IV

### Purpose and Background

The purpose of the SHARED PATHWAY sign is to indicate that both cyclists and pedestrians are expected to share the space on the path.

### Sign Types

There is one type of SHARED PATHWAY sign (Rb-71).

### Guidelines for Use

The SHARED PATHWAY sign should be installed along in-boulevard shared-used active transportation facilities to indicate that users are expected to share the space on the path. For further information, refer to OTM Book 18 (Cycling Facilities).

### Location Criteria

The sign should be installed at key entry and exit points and must be placed so that it is visible to both cyclists and pedestrians. The sign should be kept clear of the path of cyclists and pedestrians. The sign should be ground-mounted, with horizontal offset of 300 mm to 2 m from the edge of the facility. The vertical mounting height should be 2 m to 3 m from ground elevation at the base of the sign post to the bottom of the sign.

### Legal Status

No HTA reference.

### Special Considerations

N/A

### Guidelines for Use

The BICYCLES YIELD TO VEHICLES sign may be used where there is an uncontrolled crossing of a roadway from a designated bicycle facility and significant conflicts have been identified or are anticipated due to high volumes of cyclists, high volumes of vehicles, high speeds and/or high levels of driver workload.

### Location Criteria

The BICYCLES YIELD TO VEHICLES Sign should be ground-mounted on the right side of the cycling facility in advance of the location where there is a potential of conflicts between entering bicycles and vehicles. The sign should be placed within 5 m of the conflict point and should be continuously visible to cyclists for 35 m.

### Legal Status

No HTA reference.

Bicycle lanes or facilities must be supported by municipal by-law to be enforceable in municipalities.

### Special Considerations

N/A

## BICYCLES PERMITTED Sign (Rb-69)



Rb-69  
Font  
Colour

600 mm x 600 mm  
N/A  
Permissive Symbol – Green  
Reflective  
Legend & Border – Black  
Background – White  
Reflective

Minimum  
Sheeting

Type III or IV

### Purpose and Background

The purpose of the BICYCLES PERMITTED sign is to provide direction to cyclists indicating where bikes are permitted in areas where they would be otherwise prohibited.

### Sign Types

There is one type of BICYCLES PERMITTED sign (Rb-69).

### Guidelines for Use

The BICYCLES PERMITTED sign may be used to advise cyclists that bicycles are permitted to use the facility. The use of BICYCLES PERMITTED sign is specific to locations where there is no designated bicycle route.

The BICYCLES PERMITTED sign may be





# Thank you!

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