

AGENDA INFORMATION

Regular Meeting

Date: March 21, 2022

Workshop (open to public)

Date: _____



**The District of North Vancouver
REPORT TO COUNCIL**

March 9th, 2022

File: 09.3900.20/000.000

AUTHOR: Genevieve Lanz, Deputy Municipal Clerk

SUBJECT: **Bylaw 8551: Proposed Amendments to Enable E-Scooter Pilot**

RECOMMENDATION:

THAT "District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8551, 2022 (Amendment 24)" is ADOPTED.

BACKGROUND:

Bylaw 8551 received First, Second and Third Readings on February 7th, 2022. Pursuant to section 124.2 (2) of the *Motor Vehicle Act*, Ministry of Transportation approval was received on March 1st, 2022.

The bylaw is now ready to be considered for Adoption by Council.

OPTIONS:

1. Adopt the bylaw;
2. Give no further Readings to the bylaw and abandon the bylaw at Third Reading; or,
3. Rescind Third Reading and debate possible amendments to the bylaw.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Genevieve Lanz'.

Genevieve Lanz
Deputy Municipal Clerk

Attachments:

1. Bylaw 8551
2. Staff Report dated January 24th, 2022

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
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<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				

The Corporation of the District of North Vancouver

Bylaw 8551

A bylaw to amend Street and Traffic Bylaw 7125, 2004

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as “District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8551, 2022 (Amendment 24)”.

Amendments

2. Street and Traffic Bylaw 7125, 2004 is amended as follows:
 - a) In Section 101, by deleting the title of Part 11 – “Cycle Traffic” and replacing it with “Cycle and Electric Kick Scooter Traffic”.
 - b) In Section 302, by inserting the following definitions in alphabetical order:

“**Electric Kick Scooter**” means a motorized device as defined in the Electric Kick Scooter Pilot Project Regulation (B.C. Reg. 90/2021) effective April 5, 2021.

“**Electric Kick Scooter Regulations**” means the Electric Kick Scooter Pilot Project Regulation, B.C. Reg. 90/2021.
 - c) In Section 302, by deleting the definition for “Cycle Path” and replacing it with the following:

“**Cycle Path** means a path or way designated by the Municipal Engineer for use by Cycles or Electric Kick Scooters, other than a path or way on a Highway or located on private property;
 - d) By deleting Part 11 in its entirety and replacing it with the following:

Operation of Electric Kick Scooter

1101. Pursuant to the Electric Kick Scooter Regulation, a person may operate an Electric Kick Scooter in the District, subject to compliance with this Part and all other applicable provisions of this Bylaw and the Electric Kick Scooter Project Regulation.

Duties of Operator of Cycle or Electric Kick Scooter

1102. A person operating a cycle or electric kick scooter:

- 1102.1 shall not ride upon the Sidewalk of any Highway or bridge or upon any pedestrian path in any public Park, unless otherwise directed by a Traffic Control Device;
- 1102.2 shall not, for the purpose of crossing a Highway, ride on a marked crosswalk unless otherwise directed by a Traffic Control Device;
- 1102.3 shall not leave a cycle or electric kick scooter on a sidewalk so as to interfere with or obstruct the flow of pedestrian traffic;
- 1102.4 shall park such cycles or electric kick scooters on racks or stands placed on the Highway for that purpose and shall not park a cycle other than on such rack or stand in areas where such rack or stand is located; and
- 1102.5 shall not ride a cycle or electric kick scooter on a Highway where a Traffic Control Device prohibits such use.

Duties of Operator of Electric Kick Scooter

1103. A person must not operate an Electric Kick Scooter on any of the prohibited Roadways or unpaved trails contained in Schedule E of this bylaw.

1104. A person must not operate an Electric Kick Scooter on a Highway unless it is operated:

- 1104.1 in a Cycle Path, if the Highway has a Cycle Path; or
- 1104.2 as near as practicable to the right side of the Highway if the Highway has a posted speed no greater than 50 km/h and does not have a Cycle Path.

1105. In addition to the duties imposed by this Part, a person operating a cycle on a Highway has the same rights and duties as the driver of a vehicle.

- e) By adding "SHEDULE "E" – Map of Roadways and Unpaved Trails Upon Which the Use of Electric Kick-Scooters Is Prohibited" attached to this amending Bylaw as Schedule E.

READ a first time February 7th, 2022

READ a second time February 7th, 2022

READ a third time February 7th, 2022

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

January 24, 2022
File: 16.8620.01/025.000

AUTHOR: Zachary Mathurin, North Shore Mobility Options Coordinator

SUBJECT: Proposed Amendments to Enable E-Scooter Pilot

RECOMMENDATION:

THAT "District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8551, 2022 (Amendment 24)" is given FIRST, SECOND and THIRD Readings.

REASON FOR REPORT:

The purpose of this report is to introduce proposed bylaw amendments to allow the use of electric kick-scooters in the District of North Vancouver's on a pilot basis for personal use only.

SUMMARY:

In order to enable the personal electric kick-scooter (e-scooter) pilot in the District of North Vancouver (DNV) and the North Shore, pilot municipalities must adopt enabling bylaws consistent with provincial pilot regulations. Until such time, e-scooters remain illegal in the pilot municipalities.

This report recommends giving three readings and subsequently adopting proposed amendments to the Street and Traffic Bylaw, No. 7125 (Attachment 1) to enable the pilot until April 2024. The proposed amendments would formally enable DNV's participation in the pilot program, define e-scooters, and establish the permitted operating areas for e-scooters.

BACKGROUND:

In October 2019, the Provincial Government introduced amendments to the Motor Vehicle Act (MVA) to allow municipalities to conduct pilot projects on devices not currently allowed for use under the MVA, such as e-scooters. In January 2020, DNV staff submitted a joint Expression of Intent with the City of North Vancouver (CNV) and District of West Vancouver (DWV) to participate in the pilot and a full proposal was submitted in March 2020. Council adopted the proposal in July 2020 subject to the following conditions:

1. The proposal is approved by the Ministry of Transportation and Infrastructure and Cabinet;
2. The pilot last for no more than three years from the date of its approval by Cabinet; and,
3. The pilot is implemented in phases as outlined by the tasks described in the report to Council presented at the July 2020 meeting (Attachment 2).

In March 2021, the Province announced the approval of the pilot in six municipalities across British Columbia, effective April 5, 2021: City of Vancouver, City of Kelowna, City of Vernon and the North Shore municipalities. As of October 2021, the Province also approved e-scooter pilots in the City of Richmond and the City of Nanaimo. The pilot is planned to conclude in April 2024.

The Province created regulations for these pilot communities to define performance specifications for e-scooters, rider rules, and general parameters for where e-scooters can travel. Pilot municipalities are expected to adopt enabling bylaws consistent with the Province's pilot regulations to formally begin the pilot. Until bylaws are adopted, e-scooters remain illegal in the pilot communities. Municipalities cannot modify the regulations addressing performance specifications and rider rules, but have the ability to expand or narrow the scope of where e-scooters may travel. This report and the accompanying bylaw amendment address the operating rules for e-scooters on DNV streets and paths.

ANALYSIS:

Overview of DNV and North Shore approach

The Province's main goal for the pilot is to understand the impacts of e-scooters on the transportation network and inform long-term policymaking about micromobility, including other devices not covered by the MVA or this pilot. DNV and its North Shore partners share this goal. In addition, DNV seeks to encourage sustainable transportation, consistent with the Official Community Plan, the Transportation Plan, and Council directions. As a first step, the proposed approach in DNV and across the North Shore would allow the use of personal e-scooters owned or leased by individuals, or rented out by traditional brick-and-mortar businesses. At this time, e-scooter share services similar to the e-bike share pilot are not being considered, consistent with the recommendations arising from Council's July 2020 decision.

E-scooters are growing in popularity and staff have observed an increase in use around DNV and across the North Shore. As with other road users, e-scooter riders currently do and will continue to cross municipal boundaries, highlighting the need for a consistent regulatory approach. To that end, DNV staff have been working collaboratively with colleagues at the two other North Shore municipalities to develop regulations that meet the needs of our shared local context. The intent is to create a predictable environment and ensure a consistent experience for users and staff that will help manage the impacts of this new mode.

The proposed amendments have been informed by those adopted in other participating pilot municipalities in Metro Vancouver, namely the City of Vancouver and the City of Richmond.

Furthermore, staff engaged with key stakeholders like the North Vancouver RCMP, which would have a key enforcement role, and Vancouver Coastal Health (VCH), which is actively monitoring transportation-related injuries involving e-scooters. This will help strike the right balance between regional consistent regulations, treating similar modes in similar ways, and managing enforcement burdens.

Provincial regulations establish rules for rider behavior and device standards

The Provincial Electric Kick Scooter Pilot Regulation establishes device and operational requirements, as well as duties and responsibilities for riders. The purpose of these rules is to promote safe use of e-scooters in the pilot communities for riders and for other road and path users. Pilot municipalities do not have the ability to modify these requirements as part of the pilot agreement. Through the introduction of a new definition for electric kick scooters in the Street and Traffic Bylaw (Attachment 1), the proposed bylaw amendments will directly reference the provincial regulations concerning riders and standards. Generally, these rules are similar to those for e-bikes. When operating on a roadway, e-scooter riders also have similar rights and duties as a motor vehicle. These rules specify that e-scooter riders:

- Do not require a license;
- Must be at least 16 years of age;
- Must wear a helmet;
- Must slow down when near pedestrians on multi-use paths;
- Must exercise due care around pedestrians and other road or pathway users;
- Must use a bell or horn when passing other riders and pedestrians;
- Must not ride on the sidewalk;
- Must ride single-file; and,
- Must not tow or carry another person.

The pilot device standards:

- Require front and rear lights
- Require a bell or horn;
- Impose a maximum speed of 24 km/hr; and,
- Disallow a seat, pedals, or structure enclosing the device.

Proposed bylaw amendments to establish where e-scooters may travel

Per the Provincial pilot, DNV has the ability to create rules about where e-scooters may operate. These are the only new regulations being introduced. Generally, e-scooters riders would be treated similarly to bicycles in terms of where e-scooters can travel. Table 1 provides a summary of the areas/facilities that e-scooter use will be permitted and restricted according to the proposed Street and Traffic Bylaw amendments.

Table 1: Proposed E-Scooter Operating Permissions and Restrictions

FACILITY TYPE	ALLOWED?
Local and Collector Roads (≤ 50 km/h)	Yes
Designated Cycle Path	Yes
Multi-Use Paths (e.g. Spirit Trail)	Yes
Arterial Roads (if no Designated Cycle Path)	No
Sidewalks	No
Unpaved Park Trails	No
Plazas and Public Open Spaces	No

Restricting use in general purpose travel lanes on DNV’s highest-volume streets will help minimize conflict with other road users and promote the use of e-scooters in safer operating conditions. The proposed operating permissions and restrictions are generally consistent with the other Metro Vancouver pilot communities. A map showing which streets and paths within DNV e-scooters will be permitted to use is included in Attachment 4.

Enforcement is primarily under the Motor Vehicle Act

Enforcing the provincial e-scooter regulations and local operating area restrictions primarily falls to law enforcement (i.e. North Vancouver RCMP) as infractions will be considered moving violations under the MVA. The new infractions and the associated fines are attached to this report (see Attachment 3).

Rules and regulations will be communicated widely

Staff in Communications and Transportation are collaborating on a strategy to raise public awareness of the operating restrictions and rules of the road for e-scooters. Staff will communicate out both Provincial and local restrictions using the DNV website, social media channels, and other communications tools, reminding the public that all regulations are enforceable by the RCMP. Staff will also coordinate with agency partners, local businesses and other municipalities where possible to broaden the reach of this messaging and pursue opportunities for further rider education, including targeted outreach to businesses selling or renting e-scooters for personal use. This approach will be adapted as needed in response to any emerging issues.

Planned monitoring on the pilot’s impacts

As part of its pilot obligations, DNV must report annually to the Ministry of Transportation and Infrastructure on the pilot’s impacts on the transportation network, the community, and on incidents and injuries. Staff plan to regularly collect information in the field to understand

where and how e-scooters are being used, including counts and speeds on popular corridors, as well as resident impressions through short intercept surveys. Staff plan to use existing tools like the North Shore Transportation Panel Survey to understand community perceptions, and staff are also investigating other long-term engagement strategies. Staff are actively working with VCH to understand the impact of e-scooters on road injuries in order to track and report the pilot's findings. Periodic updates to Council regarding monitoring activities can be provided.

Timing/Approval Process:

The provincial pilot period began in April 2021 and expires in April 2024. E-scooters remain illegal in DNV until Council adopts bylaw amendments to enable their use. Although the Province has not indicated next steps beyond this timeframe, the intent of the pilot is to use information collected by municipalities to craft a permanent legal framework for micromobility devices.

Concurrence:

The bylaws were developed by Transportation with input from the municipal solicitor, Bylaws, and the RCMP. Communications staff will assist with leading the public communications and education efforts for e-scooters. Staff have also coordinated with colleagues at the City of North Vancouver and the District of West Vancouver.

The introduction of e-scooters will most directly impact the work of RCMP officers, who may conduct enforcement activities on an as-needed basis. The RCMP is supportive of the approach outlined in this report, and will assist with enforcement as resources allow. Transportation staff will continue to coordinate DNV's monitoring, communications approach, educational efforts, and enforcement of personal e-scooters with other agencies and departments.

Financial Impacts:

There are no significant financial implications anticipated as a result of this pilot. Existing funds that have been previously appropriated will be used for promotion and public awareness.

Liability/Risk:

CNV hired external counsel to conduct a legal review of the Provincial framework and the proposed North Shore approach. External counsel indicated that the North Shore's approach in terms of their operating area helps limit risk and liability exposure.

Social Policy Implications:

Staff have observed increasing usage of e-scooters on municipal roadways despite their illegal status in BC. Creating a legal mechanism for their use can foster improved community relations with enforcement and policing activities. E-scooters generally have a lower cost

barrier than some other forms of micromobility and can improve the mobility of people making local trips.

Environmental Impact:

E-scooters have the potential to reduce community emissions if local trips taken with an e-scooter replaces a trip that would otherwise have been made with a fuel-powered vehicle. There are lifecycle emissions associated with the manufacturing of micromobility devices that staff plan to investigate as part of the pilot's ongoing monitoring and analysis.

Public Input:

Using social media and the DNV website, staff will collect community input during the pilot period as part of the ongoing monitoring required by the Province. North Shore staff plan to coordinate on a cohesive communications and public engagement strategy. Staff have previously engaged with ACDI on the pilot and will continue to do so. The pilot is an opportunity to understand community perceptions about e-scooters to help inform future micromobility and active transportation initiatives.

Conclusion:

The proposed amendments would create a consistent regulatory approach for the North Shore, furthering DNV's transportation partnerships with its neighbours and creating predictability for residents and visitors alike. Enabling the use of e-scooters for personal use on DNV streets would provide another sustainable transportation option for local trips in line with our climate goals. It is also an opportunity to understand how e-scooters perform in North Shore conditions and provides DNV a seat at the table to inform provincial transportation policy in the long term.

Options:

1. THAT "District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8551, 2022 (Amendment 24)" is given FIRST, SECOND and THIRD Readings; or,
2. Do not approve the amendment bylaws and end the District's participation in the provincial micromobility pilot.

Respectfully submitted,


Zachary Mathurin
North Shore Mobility Options Coordinator

Attachment 1: District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8551, 2022 (Amendment 24) (eDoc #5193022)
Attachment 2: Report to Council titled "North Shore Micromobility Pilot Proposal" adopted July 27, 2020 (eDOC #4400490)

Attachment 3: Motor Vehicle Act Contraventions for Electric Kick Scooters

Attachment 4: Map of proposed District of North Vancouver streets where e-scooters would be permitted for use

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
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<input type="checkbox"/> Climate and Biodiversity	_____				

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The Corporation of the District of North Vancouver

Bylaw 8551

A bylaw to amend Street and Traffic Bylaw 7125, 2004

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Citation

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Amendments

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 - d) By deleting Part 11 in its entirety and replacing it with the following:

Operation of Electric Kick Scooter

1101. Pursuant to the Electric Kick Scooter Regulation, a person may operate an Electric Kick Scooter in the District, subject to compliance with this Part and all other applicable provisions of this Bylaw and the Electric Kick Scooter Project Regulation.

Duties of Operator of Cycle or Electric Kick Scooter

1102. A person operating a cycle or electric kick scooter:

- 1102.1 shall not ride upon the Sidewalk of any Highway or bridge or upon any pedestrian path in any public Park, unless otherwise directed by a Traffic Control Device;
- 1102.2 shall not, for the purpose of crossing a Highway, ride on a marked crosswalk unless otherwise directed by a Traffic Control Device;
- 1102.3 shall not leave a cycle or electric kick scooter on a sidewalk so as to interfere with or obstruct the flow of pedestrian traffic;
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Duties of Operator of Electric Kick Scooter

1103. A person must not operate an Electric Kick Scooter on any of the prohibited Roadways or unpaved trails contained in Schedule E of this bylaw.

1104. A person must not operate an Electric Kick Scooter on a Highway unless it is operated:

- 1104.1 in a Cycle Path, if the Highway has a Cycle Path; or
- 1104.2 as near as practicable to the right side of the Highway if the Highway has a posted speed no greater than 50 km/h and does not have a Cycle Path.

1105. In addition to the duties imposed by this Part, a person operating a cycle on a Highway has the same rights and duties as the driver of a vehicle.

- e) By adding "SCHEDULE "E" – Map of Roadways and Unpaved Trails Upon Which the Use of Electric Kick-Scooters Is Prohibited" attached to this amending Bylaw as Schedule E.

READ a first time

READ a second time

READ a third time

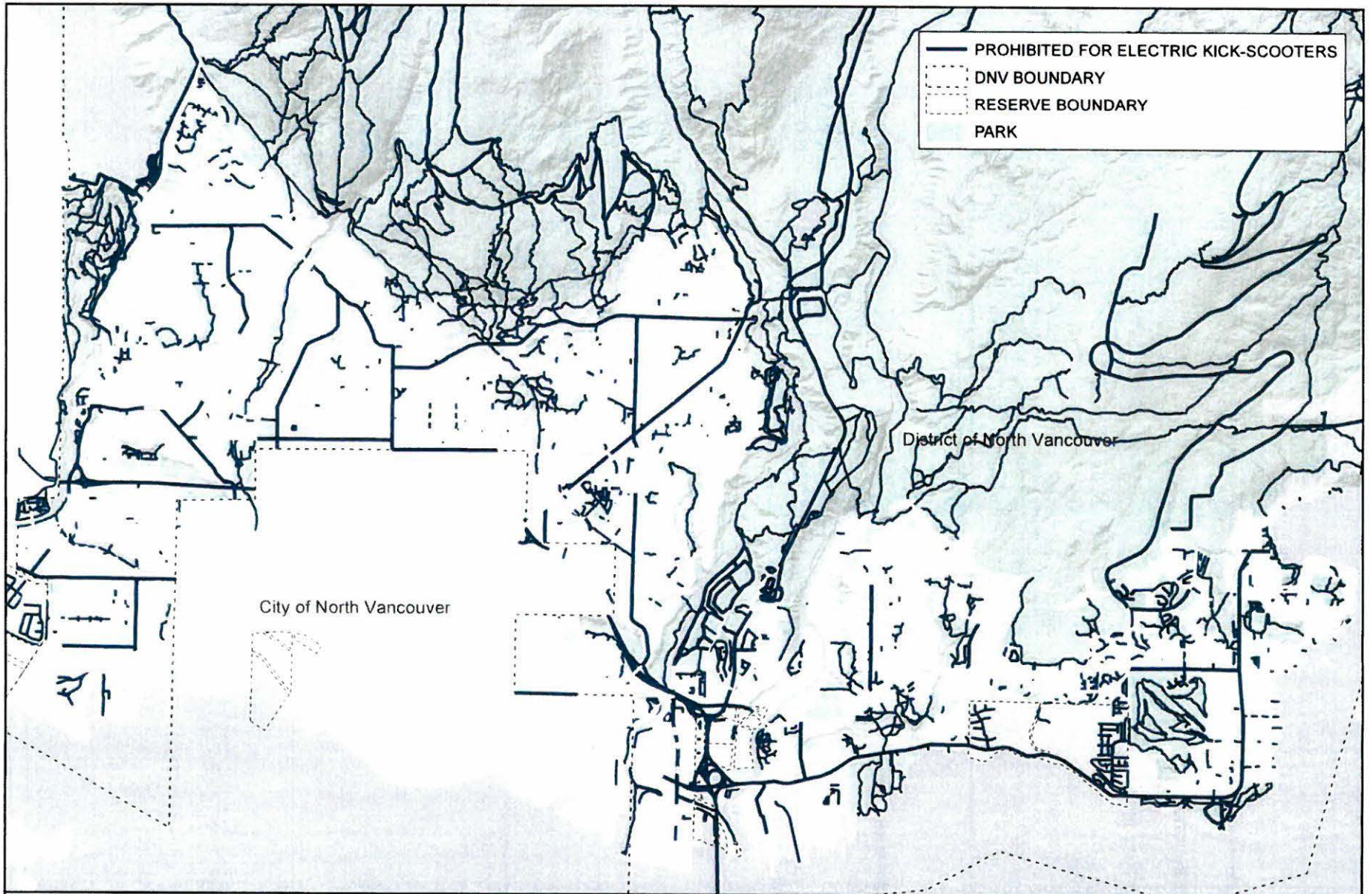
ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk



- PROHIBITED FOR ELECTRIC KICK-SCOOTERS
- - - DNV BOUNDARY
- · · RESERVE BOUNDARY
- █ PARK

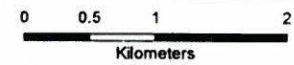
City of North Vancouver

District of North Vancouver



NORTH VANCOUVER
city of north vancouver
GIS DEPARTMENT
 GEOGRAPHIC INFORMATION SYSTEMS
 604-990-2311 www.geoweb.dnv.org gis@dnv.org

SCHEDULE "E" – MAP OF ROADWAYS AND UNPAVED TRAILS UPON WHICH THE USE OF ELECTRIC KICK-SCOOTERS IS PROHIBITED



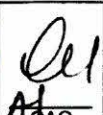


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Published: January 26, 2022

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>July 20, 2020</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

May 28, 2020

File: 4399421

AUTHOR: Zachary Mathurin, North Shore Mobility Options Coordinator
Ingrid Weisenbach, Transportation Planner

SUBJECT: North Shore Micromobility Pilot Proposal

RECOMMENDATION:

THAT the joint North Shore proposal for a Motor Vehicle Act Micromobility Pilot Project in partnership with the Ministry of Transportation and Infrastructure (MoTI) be approved subject to the following conditions:

1. The proposal is approved by MoTI and Cabinet;
2. The pilot last for no more than three years from the date of its approval by Cabinet; and,
3. The pilot is implemented in phases as outlined by the tasks described in this report.

REASON FOR REPORT:

The purpose of this report is to introduce the micromobility pilot proposal North Shore staff jointly submitted in March 2020 and to seek Council's endorsement of the proposal in order to move forward with the Ministry of Transportation and Infrastructure's approval process.

SUMMARY:

This report covers the first task in a set of three related tasks intended to support and regulate the use of new forms of micromobility on the North Shore. The three tasks are:

1. Implement pilot regulating personally-owned micromobility devices like e-scooters;
2. Establish Shared Mobility Policy to licence third-party operators of e-bikes; and
3. Expand Shared Mobility Policy to include devices enabled by the micromobility pilot.

The pilot described in this report initially focused on Tasks 1 and 3. The pilot was scaled back to evaluate the impact of Task 1 before introducing shared e-scooters in Task 3. At an appropriate time, staff will introduce the Shared Mobility Policy under Task 2 and will carefully monitor its performance to help inform if and when e-scooters would be included in a later phase of the pilot.

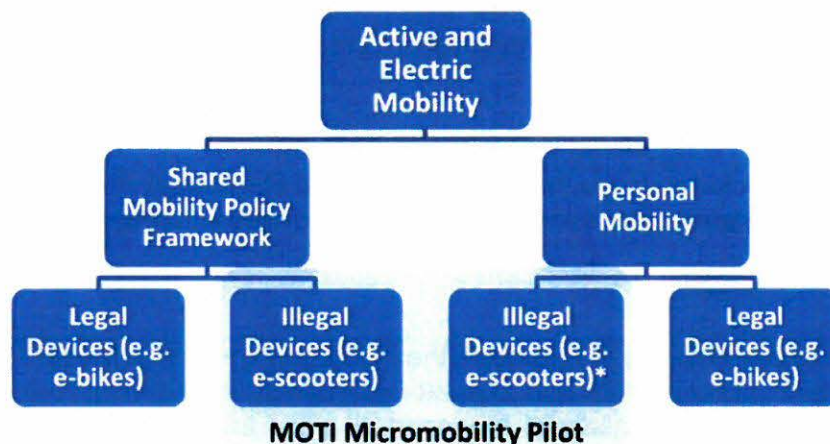
BACKGROUND:

North Shore Micromobility Pilot Proposal

Since 2018, Districts of North Vancouver (DNV), City of North Vancouver (CNV) and West Vancouver (DWV) have been working together on strategies to support and promote electric micromobility on the North Shore.

In October 2019, the BC Legislature introduced amendments to the Motor Vehicle Act (MVA) to allow municipalities to conduct pilot projects on devices not currently allowed for use under the Act, such as electric scooters (e-scooters). To that end, DNV along with CNV and DWV colleagues submitted an Expression of Intent to the MoTI for a MVA Micromobility Pilot Project in January 2020 and submitted a full proposal in March 2020. The proposal focused on two approaches to introducing new forms of micromobility on the North Shore: 1) enabling the use of personally-owned devices like e-scooters on municipal roadways and 2) a framework to regulate third-party operators interested in deploying shared-use fleets of devices. Figure 1 below describes how the pilot proposal relates to other joint North Shore efforts.

Figure 1: North Shore Active and Electric Transportation Work



In May 2020, North Shore mayors met with the Minister of Transportation to discuss the proposal. Given uncertainties related to implementing shared e-scooters at this time and challenges brought on by the pandemic, staff recommend scaling back the scope to only introduce personal e-scooters (Task 1, shown with the * in Figure 1). This approach will be more manageable and represents an important first step to introducing these devices to our communities and collect important information to inform future micromobility efforts. A letter outlining the change in scope was sent to the Minister in May by the North Shore mayors.

While shared e-scooters are not part of the initial pilot, staff continue to develop a Shared Mobility Policy with North Shore colleagues (Task 2). The policy would act as an overarching framework to manage and support third-party shared fleet operators, such as e-bikes and possibly e-scooters and other devices at a later date (Task 3). The policy will be introduced at an appropriate time when the municipalities have the capacity to support such a program.

Figure 2. E-scooter Description

Dimensions (H-W-L)	Approx. 120 cm X 50 cm X 100 cm	
Wheel size	Up to 45 cm diameter	
Speed	Up to 24 km/h	
Weight	Up to 45 kg	
Power	Up to 500 W motor	
Brakes	Capable of full stop within 9 m at 24 km/h	
Registration, licence, and insurance	Not required	

Micromobility as a Safe Transportation Mode During the COVID-19 Pandemic

The COVID-19 pandemic has significantly impacted our transportation network. Expanded micromobility options can potentially help fill the gap caused by reduced transit service and mitigate congestion as restrictions are lifted. These options can help people looking to make local trips while maintaining physical distancing from other riders, support BC’s Restart Plan, and are environmentally sustainable alternatives that may help reduce the community’s carbon footprint and improve local air quality.

North Shore implementation may coincide with MoTI’s planned second phase of pilots, focusing on safety. A key measure staff may consider is a slow-speeds pilot to reduce speed limits on certain corridors and/or local roads to further promote safety for all users, including active transportation riders and pedestrians. These combined efforts would allow individuals in possession of e-scooters, e-bikes, and similar devices to safely use designated roadways to make local trips while maintaining physical distancing.

ANALYSIS:

Timing/Approval Process:

To proceed with the pilot, MoTI requires municipalities provide proof of “consent” of their governing council. Once received, Cabinet may consider a proposal for final approval. MoTI indicated it will notify approved municipalities in summer 2020. If our proposal is approved by the Province, municipalities will be expected to adopt MoTI’s e-scooter regulations as bylaw amendments for the pilot period, which may last up to three years. The regulations will address performance standards for e-scooters, safety requirements like helmet wear, and broad rules on how and where riders can use e-scooters. Municipalities will have the ability to modify some of the street use rules through their bylaw process. MoTI expects municipal partners to regularly collect information and report on key performance metrics related to community perceptions, device safety, and ridership levels. Staff plan to use existing resources to engage the community, connect with stakeholders like health authorities and RCMP, and perform observations and analysis of personal e-scooter use trends.

Concurrence:

DNV's staff are coordinating internally with Bylaws, Parks and Engineering staff. In addition, staff are working with RCMP, CNV and DWV staff on the micromobility pilot.

Financial Impacts:

The pilot is designed to make use of existing municipal infrastructure and staff resources. MoTI expects municipal partners to regularly collect information and report on key performance metrics related to community perceptions, safety, and ridership levels. Staff plan to use existing resources to engage the community, connect with stakeholders like health authorities and RCMP, and perform observations and analysis of personal e-scooter use trends. No additional resources or staff time are expected at this time.

Liability/Risk:

E-scooters are generally untested in environments with diverse topography and wet weather like the North Shore. The pilot can help inform strategies to address issues related to safety and performance through ongoing monitoring of incident and injury data.

Social Policy Implications:

Staff have observed increasing usage of e-scooters on municipal roadways despite their illegal status in BC. Creating a legal mechanism for their use can foster improved community relations with enforcement and policing activities. Micromobility can also improve the mobility of people making local trips and bridging the first- and last-mile gap to transit.

Environmental Impact:

E-scooters have the potential to reduce community emissions if local trips taken with an e-scooter replaces a trip that would otherwise have been made with a fuel-powered vehicle. There are lifecycle emissions associated with the manufacturing of micromobility devices that staff plan to investigate as part of the pilot's ongoing monitoring and analysis.

Public Input:

Using social media and the District website, staff will collect community input during the pilot period as part of the ongoing monitoring required by the Province. Staff may also promote other feedback methods as required. All three North Shore municipalities will coordinate on a cohesive communications and public engagement strategy. The pilot is an opportunity to understand community perceptions about e-scooters to help inform future micromobility and active transportation initiatives.

Conclusion:

The North Shore's pilot is an opportunity to learn about e-scooter performance and their impacts on travel habits and develop strategies to promote their safe use. E-scooters have the potential to improve freedom of mobility using a sustainable mode of active transportation.

Options:

1. Approve the micromobility pilot proposal to allow e-scooter use on municipal roadways;
2. Delay pilot approval and direct staff to return to council at a later date; or,
3. Do not approve the pilot proposal.

Respectfully submitted,



Zachary Mathurin
North Shore Mobility Options Coordinator



Ingrid Weisenbach
Transportation Planner

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		

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Electric Kick Scooter Pilot Project Regulation

Summary Descriptions of Offences

SECTION #	Description of Offence	Max. Fine Amount
3	Operate Electric Kick Scooter under 16 years of age	\$109
4ⁱ	Operate Electric Kick Scooter contrary to regulations	\$109
16	Operate Electric Kick Scooter on highway where prohibited	\$109
17	Fail to exercise duty to pedestrian	\$109
18ⁱⁱ	Fail to comply with duties of Electric Kick Scooter operator on highway	\$109
18 (1)(b)	Operate Electric Kick Scooter without required helmet	\$29
19	Fail to comply with duties at collision (accident)	\$109

ⁱ Similar to section 219 of the *Motor Vehicle Act* (equipment of motor vehicles), under section 4 of the pilot project regulation, a ticket can be issued to an EKS operator for non-compliance with any of the device requirements as set out in sections 5 to 13 of the pilot project regulation. See below for more details (i.e. “*List of Contraventions*”).

ⁱⁱ Includes all subsections of section 18 except for subsection 1(b) (i.e. “*Operate EKS without required helmet*”) which is listed in the above table as a separate contravention because of the (different) max. fine amount of \$29.

List of Contraventions

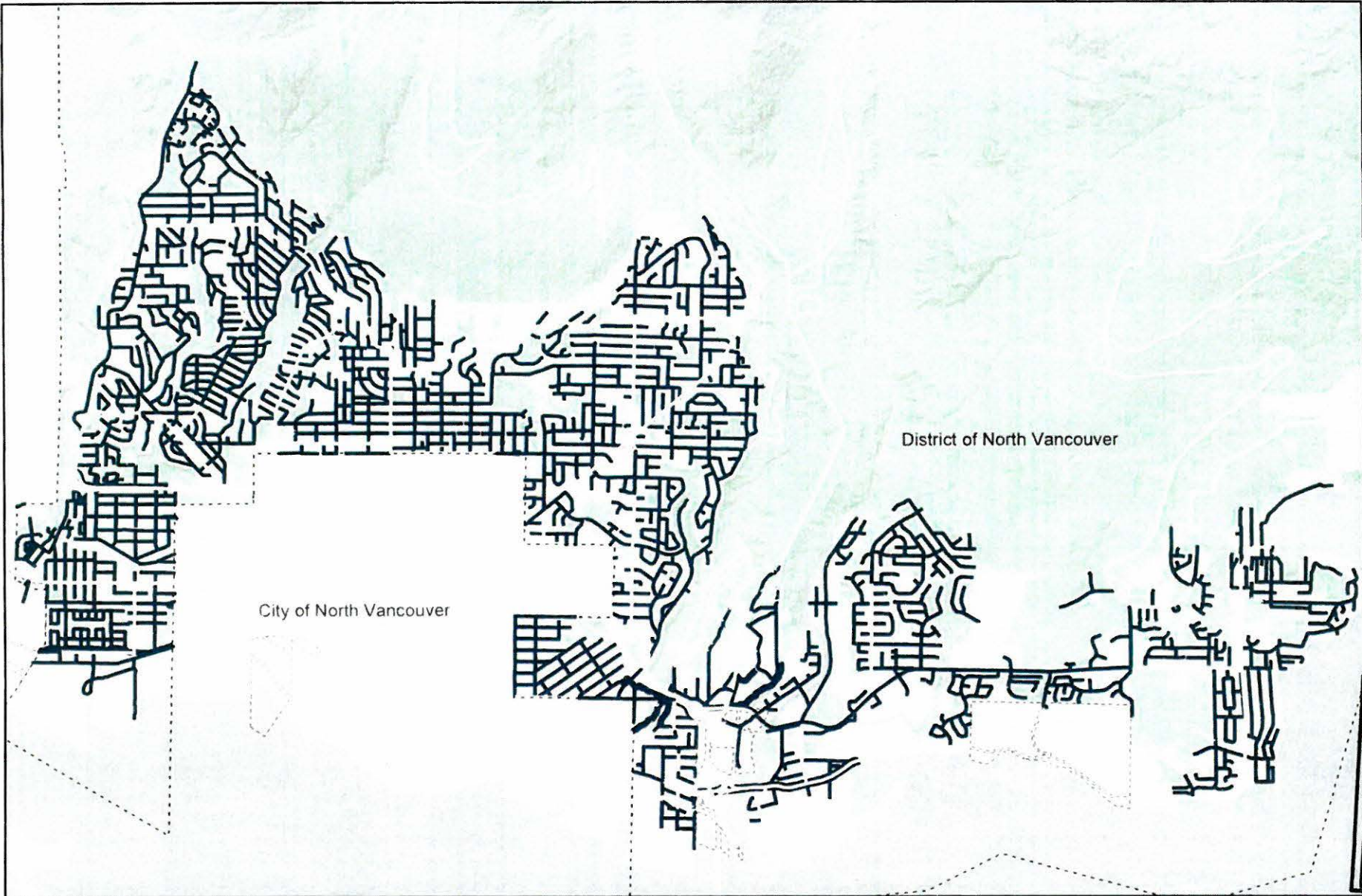
SEC #	Description of Contravention
MINIMUM AGE	
3	A person who is under 16 years of age must not operate an electric kick scooter on a highway
GENERAL OPERATION REQUIREMENTS (Requirements of Electric kick scooter)	
4	A person must not operate an electric kick scooter (device) on a highway unless the device meets all the requirements of sections 5 to 13 (please see below)
5	Weight limit of electric kick scooter <ul style="list-style-type: none"> ➤ The weight of an electric kick scooter (device), including its motor and batteries, must not exceed 45 kg when the device is unladen
6	Motor The motors of an electric kick scooter (device) must <ul style="list-style-type: none"> (a) have a continuous power output rating that in total does not exceed 500 W, (b) not be capable of propelling the device at a speed that exceeds 24 km/h on a clean, paved and level surface, and (c) cease to propel the device forward if the accelerator is released or if the brakes are applied
7	Brake performance <ul style="list-style-type: none"> ➤ An electric kick scooter (device) must be equipped with a braking system capable of bringing the device, while being operated at a speed of 24 km/h on a clean, paved and level surface, to a full stop within 9 m of the point at which the brakes are applied
8	Wheels <ul style="list-style-type: none"> ➤ The wheels of an electric kick scooter must be no more than 430 mm in diameter
9	Bell or Horn <ul style="list-style-type: none"> ➤ An electric kick scooter must be equipped with a bell or horn
10	Batteries and motor securement <ul style="list-style-type: none"> ➤ The batteries and motor of an electric kick scooter (device) must be securely fastened to the device to prevent their movement in any direction relative to the device while the device is operating
11	Electrical terminals <ul style="list-style-type: none"> ➤ All electrical terminals on an electric kick scooter must be completely insulated or covered
12	No seat, pedals or enclosing structure An electric kick scooter must not have <ul style="list-style-type: none"> (a) a seat or a surface or structure that could be used as a seat, (b) pedals, or (c) any structure enclosing it
13	Lights
(1)	A person must not operate an electric kick scooter (device) on a highway between 1/2 hour after sunset and 1/2 hour before sunrise <u>unless</u> the device is equipped with, <ul style="list-style-type: none"> (a) at the front of the device, a lighted lamp displaying a white or amber light that, under normal atmospheric conditions, is visible from at least 150m in the direction the device is pointed, and (b) at the rear of the device, a lighted lamp displaying a visible red light
(2)	The lighted lamps required under subsection (1) may be <ul style="list-style-type: none"> (a) attached to the electric kick scooter (device), or (b) carried or worn by the person operating the device

WHERE TO OPERATE ON HIGHWAY	
16 (1)	<p>A person must not operate an electric kick scooter on a highway unless the highway is located within a pilot community and,</p> <p>(a) if the highway is a municipal highway, it is a designated location, or</p> <p>(b) if the highway is not a municipal highway,</p> <p>(i) it has a speed limit no greater than 50 km/h or has a designated use lane that permits cycles,</p> <p>(ii) it is not a highway named in <u>Schedule 1</u> of section 19.07 [Schedule 1 highway restrictions] of the MVAR,</p> <p>(iii) the location is not on or within any part of a structure to which s. 3 [farm vehicles, bicycles and pedestrians] of the <u>Provincial Public Undertakings Regulation</u> (PPAR) applies, and</p> <p>(iv) the location is not on or within the roadway of a structure to which s. 4 [slow vehicles and bicycles] or 9 [prohibited vehicles, bicycles and tire chains] of the PPAR applies, or on or within any of the approaches to the structure</p>
(3)	<p>A person operating an electric kick scooter (device) on a highway within a pilot community must operate the device,</p> <p>(a) if the highway has a speed limit no greater than 50 km/h and has designated use lanes that permit cycles, in those lanes, unless specified otherwise in a bylaw of that pilot community,</p> <p>(b) if the highway has a speed limit greater than 50 km/h and has designated use lanes that permit cycles, in those lanes, and</p> <p>(c) if the highway has a speed limit no greater than 50 km/h and does not have designated use lanes that permit cycles, as near as practicable to the right side of the highway</p>
(4)	<p>A person operating an electric kick scooter (device) on a highway within a pilot community must not operate the device as follows, unless specified otherwise in a bylaw of that pilot community:</p> <p>(a) on a sidewalk, unless a traffic control device permits the operation of cycles on that sidewalk;</p> <p>(b) on a highway where a traffic control device prohibits the operation of cycles</p>
(6)	<p>A person must not, for the purpose of crossing a highway within a pilot community, operate an electric kick scooter on a crosswalk unless a traffic control device or a bylaw of that pilot community permits the operation of cycles on that crosswalk</p>
OPERATION NEAR PEDESTRIANS	
17	<p>A person operating an electric kick scooter (device) on a lane, sidewalk, walkway or path used by pedestrians</p> <p>(a) must not operate the device at a speed that exceeds that of pedestrian traffic near the device on the lane, sidewalk, walkway or path, except while the person is passing a pedestrian, and</p> <p>(b) must not pass a pedestrian without sounding the bell or horn attached to the device</p>
DUTIES OF OPERATOR ON HIGHWAY	
18 (1)	<p>A person operating an electric kick scooter (device) on a highway:</p> <p>(a) must not operate the device abreast of another person operating a cycle or electric kick scooter on the roadway [SAME AS CYCLES]</p> <p>(b) must wear an approved bicycle safety helmet (compliant with s. 184 (4) (a) and (b) of the Act) - unless the person is exempt from that requirement under section 3 [exemption] of the Bicycle Safety Helmet Exemption Regulation [SAME AS CYCLES]</p> <p>(c) must keep at least one hand on the steering handlebar of the device</p> <p>(d) must sound the bell or horn attached to the device when it is reasonably necessary to notify cyclists, pedestrians or others of the person's approach</p>

	<p>(e) must, if the device is not equipped with turn signal lights as described in paragraph (f), signify</p> <p>(i) a left turn by extending the person's left hand and arm horizontally from the device, and</p> <p>(ii) a right turn by doing either of the following:</p> <p>(A) extending the person's left hand and arm out and upward from the device so that the upper and lower parts of the arm are at right angles;</p> <p>(B) extending the person's right hand and arm out horizontally from the device</p> <p>[SAME AS CYCLES—If not equipped with turn signals]</p>
	<p>(f) must, if the device is equipped with red, white or yellow turn signal lights that are visible from behind and in front of the device, signify a right or left turn by doing either of the following:</p> <p>(i) activating the appropriate turn signal light;</p> <p>(ii) extending the person's hand and arm as described in paragraph (e) (i) or (ii), as applicable</p>
	<p>(g) must signify a stop or decrease in speed (i.e. using hand signals), by extending the person's left hand and arm out and downward from the device so that the upper and lower parts of the arm are at right angles, unless the device is equipped with a visible red light at the rear that is activated when the person operating the electric kick scooter applies the brakes</p> <p>[SAME AS CYCLES—If not equipped with brake/stop light]</p>
	<p>(h) must not operate the device other than in a standing position on the platform of the device</p>
	<p>(i) must not use the device to transport any other person</p>
	<p>(j) must not use the device to tow another person, vehicle, cycle or device and must not be towed by another person, vehicle, cycle or device</p>
	<p>(k) must not leave the device attended or unattended in a location intended for the movement of traffic</p>
	<p>(l) must not operate the device</p> <p>(i) on a highway without due care and attention or without reasonable consideration for other persons using the highway, or</p> <p>(ii) on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk</p> <p>[SAME AS CYCLES]</p>
(2)	<p>Despite section 165 <i>[turning at intersections]</i> of the Act and s. 16 (3) <i>[where to operate on highway]</i>, a person operating an electric kick scooter who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must</p> <p>(a) approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted,</p> <p>(b) keep to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane,</p> <p>(c) after entering the intersection, turn to the left so as to leave the intersection to the right of the line referred to in paragraph (b), and</p> <p>(d) when practicable, turn in the portion of the intersection to the left of the centre of the intersection</p> <p>[SAME AS CYCLES]</p>
ACCIDENTS	
19 (1)	<p>If, due to the operation or presence of an electric kick scooter (device) on a highway, an accident occurs and directly or indirectly results in injury to another person, the person operating the device must</p> <p>(a) remain at or immediately return to the scene of the accident,</p> <p>(b) render all possible assistance,</p> <p>(c) give to anyone sustaining injury</p> <p>(i) the person's name and address, and</p> <p>(ii) the name and address of the owner of the device, and</p>

(d) as soon as practicable, report the accident to a police officer and provide any information relating to the accident that the police officer may require [SAME AS CYCLES]

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City of North Vancouver

District of North Vancouver

ATTACHMENT 4

NORTH VANCOUVER
MUNICIPALITY
GIS DEPARTMENT
GEOGRAPHIC INFORMATION SYSTEMS
604-990-2311 www.geoweb.dnv.org gis@dnv.org

MAP OF PROPOSED ROADWAYS AND PAVED TRAILS UPON WHICH THE USE OF ELECTRIC KICK-SCOOTERS IS PERMITTED

— PERMITTED FOR ELECTRIC KICK-SCOOTERS

0 0.5 1 2
Kilometers
Scale: 1:62,000
Published: January 26, 2022

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