AGENDA INFORMATION	
☑ Regular Meeting	Date: July 20, 2020
☐ Other:	Date:

Dept. Manager | GM/ Director | CAO

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.

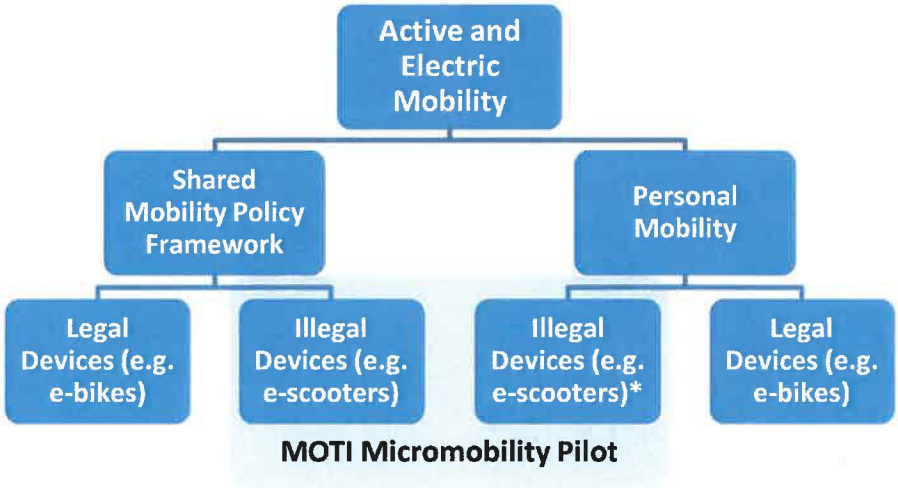
BACKGROUND:

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:

				External Agencies:	
❑ Community Planning	____	❑ Clerk's Office	____	❑ Library Board	____
❑ Development Planning	____	❑ Communications	____	❑ NS Health	____
❑ Development Engineering	____	❑ Finance	____	❑ RCMP	____
❑ Utilities	____	❑ Fire Services	____	❑ NVRC	____
❑ Engineering Operations	____	❑ ITS	____	❑ Museum & Arch.	____
❑ Parks	____	❑ Solicitor	____	❑ Other:	____
❑ Environment	____	❑ GIS	____		
❑ Facilities	____	❑ Real Estate	____		
❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

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