

C2023-0548
Attachment 1

E-Scooters and Modernizing the Alberta Traffic Safety Act for Personal Use

Moved by: The City of Calgary

Seconded by: The City of Edmonton

WHEREAS E-Scooters are now readily available for sale on the private market;

WHEREAS The Government of Alberta's Traffic Safety Act does not currently provide a legal framework for personal use of e-Scooters beyond private property

WHEREAS without a legal framework personal choice and freedom of mobility to meet needs and lifestyles is limited;

WHEREAS In Alberta a municipality cannot create bylaws to regulate the use of personal e-Scooters;

WHEREAS The Cities of Calgary and Edmonton have had to have special Alberta Transportation ministerial permissions to be allowed to authorize and regulate the use of rental e-Scooters under a pilot project;

WHEREAS If this process was replicated for dozens, or hundreds, of municipalities it would create needless red tape for both municipalities and Alberta Transportation and still not address the issue of e-Scooters for personal use; and

WHEREAS All Albertans should be able to legally use micromobility options that help connect travellers to local destinations.

IT IS THEREFORE RESOLVED THAT Alberta Municipalities advocate for the Government of Alberta to amend the Traffic Safety Act to accommodate the daily use of e-Scooters Alberta wide, for rental and personal use.





BACKGROUND:

What is micromobility

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h (15 mph) and driven by users personally. Micromobility devices include bicycles, electric bicycles (e-Bikes), electric scooters (e-Scooters), electric skateboards, shared bicycle fleets, and electric pedal assisted (pedelec) bicycles. Shared e-Scooters are a great way for a resident or visitor to travel throughout a community. Since 2019, many Albertan municipalities have issued permits to companies, with the approval of the Government of Alberta through Alberta Transportation and Trade Corridors (Alberta Transportation), to provide rental access to new, safe, and sustainable methods of transportation. Users can ride a shared e-Scooter municipality-wide on bicycle lanes, pathways, empty sidewalks and roadways with lower speed limits and lower traffic volumes. E-Scooters are not permitted on busier roadways, like

Macleod Trail or Gateway Boulevard. Information on the types of vehicles allowed on pathways can be found on the following site - <https://www.calgary.ca/roads/safety/bike-laws.html>

| ALLOWED VEHICLES | |
|--|--|
| Bicycles – manual and electric assisted  | Skateboards – manual and electric assisted  |
| Scooters – manual and electric assisted  | Inline skates or Rollerblades  |
| Segway  | Electric Unicycle  |
| Hoverboards  | Mobility Devices – Wheelchairs and Scooters  |

| PROHIBITED VEHICLES (with examples) | |
|-------------------------------------|---|
| All electric motorcycles | Juiced Scrambler  |
| | CSC City Slicker  |
| | Vespa Style Scooter or genZe Scooter  |
| Any gas powered vehicle | Gas Assisted Bicycles and Scooters  |

Despite the type of vehicle being used, ALL users must obey a maximum speed of 20km/hr, or posted speed limit.

Benefits of shared micromobility programs

Data from other North America cities have demonstrated a wide range of benefits of shared micromobility programs including:

- Filling in the gap for the vital first/last mile by encouraging people to walk, cycle and take public transit more often.
- Saving time on short trips.
- Providing access to various transportation options for all demographics.
- Improving people's physical health by providing transportation options that encourage citizens to be more physically active.

Personal e-Scooters use not allowed in Alberta

Currently, personal e-Scooters are not allowed to operate on public sidewalks or roadways as they do not have provincial approval to operate beyond private property. For a private citizen to operate their own e-Scooter legally on a municipal roadway and sidewalk, they would also require a Provincial exemption. No municipality has the authority to issue a vehicle exemption for public roadways. For personal e-Scooters, the devices do not have the same level of device regulation as shared e-Scooters, and many can travel at speeds over 50 km/h. Municipalities also do not have the authority to regulate what is sold online or in stores. If the Government of Alberta were to allow for personal e-Scooters on roadways, The City of Calgary would currently recommend that personal e-Scooters be treated the same as bicycles and travel on roadways, bike lanes and pathways.

Personal e-Scooters are a growing regulatory gap that the Government of Alberta needs to address and allow for it.

Shared E-Scooter Operations and Restrictions

Shared e-Scooters have a number of restrictions on them to receive an exemption from the Government of Alberta including restrictions of top speed (maximum of 20 km/hour), insurance requirements (which in the case of Calgary is \$10 Million in Corporate General Liability Insurance), reporting requirements and geofenced areas that the devices slow down and/or cannot operate in. Currently shared e-Scooters are allowed to operate on roads without lane markings (lower volume roadways), bike lanes, pathways, and sidewalks (as long as they do not interfere with pedestrians).

E-Scooter and Micro-mobility in Alberta

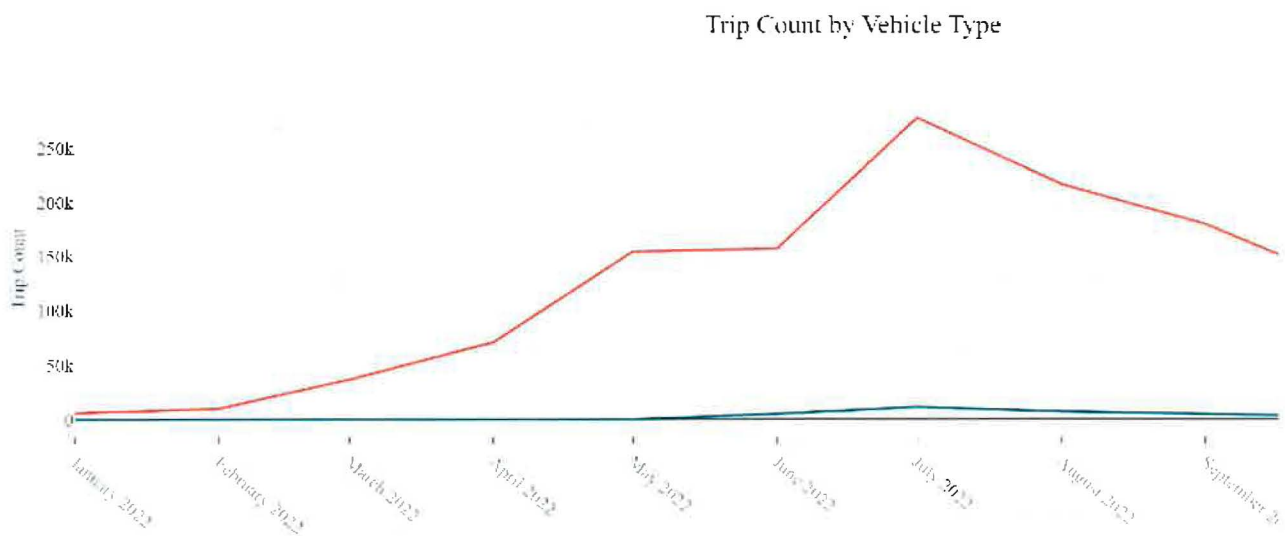
Alberta's municipalities currently do not have the authority to create their own bylaws that allow for and regulate the operations of e-Scooters on sidewalks or roadways within our communities. The Government of Alberta through Alberta Transportation and the Alberta Traffic Safety Act has jurisdiction over what types of vehicles are allowed on Roadways, Cycle Tracks and Sidewalks within a municipality. Under the current provincial law, motorized scooters (both electric and gas powered) are considered prohibited miniature vehicles. Alberta Transportation can authorize exemption and allow their use under the Alberta Traffic Safety Act, and it is under this jurisdictional procedure municipalities that wish to undertake an e-Scooter pilot program must apply and go through.

In 2018, The City of Calgary and the City of Edmonton in received permission and permits from the Government of Alberta to be able to conduct pilot projects in 2019 (and subsequently 2021, 2022 and 2023) that allowed e-Scooter and e-Bike companies Neuron and Bird Canada to operate within these municipalities. Once permission was granted by Alberta Transportation, municipal administrations were able to author bylaws that further regulated the approved shared e-Scooters. For example, The City of Calgary updated its Traffic, Streets, Stephen Avenue and Parks and Pathways Bylaws through the course of the shared e-Scooter and e-Bike pilot.

The Calgary and Edmonton 2019 e-Scooter pilots were successful and subsequently in 2021, 2022 and in 2023 more of Alberta's municipalities applied to Alberta Transportation for their own e-Scooter pilots. In 2023, authorized e-Scooter pilot projects include the cities of Calgary, Edmonton, Red Deer, Lethbridge, Airdrie, Medicine Hat, St. Albert, Leduc and the towns of Okotoks, Cochrane, Lacombe, Blackfalds among others.

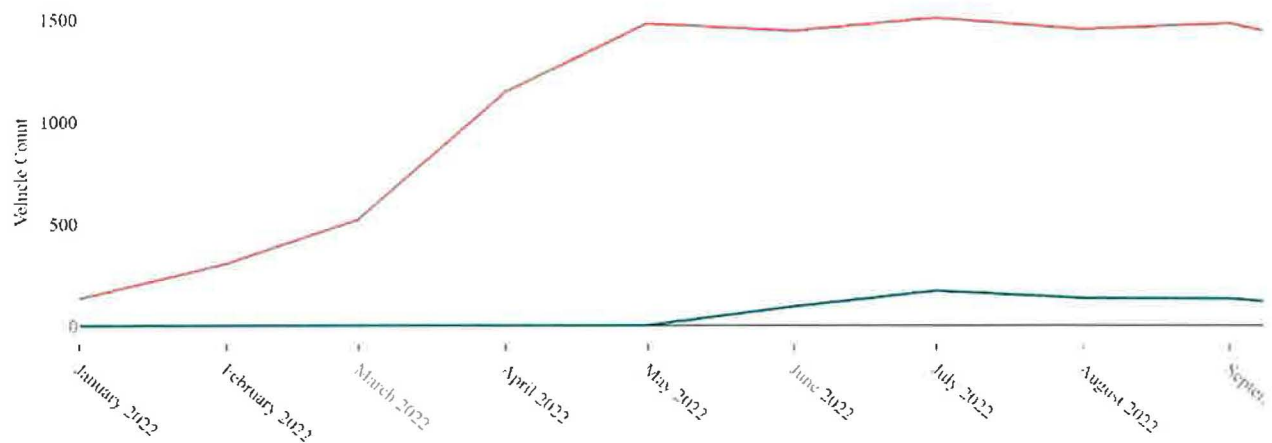
With Alberta having 344 municipalities, municipal e-Scooter and e-Bike pilot programs becoming more common province-wide, and successful e-Scooter pilot programs transitioning to permanent programs, Alberta Transportation should reduce the burden of red tape on itself and municipalities, normalize shared e-Scooter use and personal e-Scooter use within the Traffic Safety Act and permit municipalities to draft their own bylaws to regulate the use and operations of e-Scooter within their municipality.

City of Calgary 2022 Micromobility Trip data.



City of Calgary 2022 Micromobility Operators fleet numbers.

Vehicle Count by Vehicle Type



ALBERTA MUNICIPALITIES COMMENTS: