Context

• As new and emerging transportation modes evolve, new forms of electric vehicles present an opportunity to reduce traffic congestion, provide first and last mile connections to transit and present a new way for residents to get around their communities.

• Dockless e-scooters have been launched in more than 125 cities across the United States and are currently trying to launch in the Canadian market. Quebec and Alberta already allow e-scooters under pilot test conditions.

• Previously, Ontario's *Highway Traffic Act (HTA)* did not allow e-scooters to be used on road.

• The Ministry of Transportation (MTO) has the legislative authority under Section 228 of the HTA to conduct pilot projects by regulation of up to 12 years to test and evaluate the safe integration of new vehicles on Ontario’s public roads.
Ontario’s Electric Scooter Pilot

- Effective January 1, 2020, the province introduced a new pilot to permit Electric Kick-Style Scooters (e-scooters) on Ontario’s roads.

- Under the pilot, the province has set out the broad rules and requirements for e-scooters such as helmet requirements, minimum age and maximum speed.

- It is now up to municipalities to pass by-laws to allow their use and determine where they can operate most safely in each unique environment.

- The pilot is intended to evaluate the use of e-scooters over a 5-year period to examine their ability to safely integrate with other vehicle types and determine whether existing rules of the road are adequate.
What Type of Electric Scooter?

E-scooters that are permitted in Ontario’s pilot are the electric kick-style scooters. These scooters can vary in design, weight and speed. There are several different configurations that Ontario’s pilot framework would cover.

Examples of dockless electric kick style e-scooters
## E-scooter Pilot Framework

<table>
<thead>
<tr>
<th>Legal Parameters</th>
<th>Operator Requirements</th>
<th>Vehicle Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-year pilot with interim reporting period*</td>
<td>Minimum operating age 16</td>
<td>An electric motor not exceeding 500 watts that provides a maximum speed of 24 km/h*</td>
</tr>
<tr>
<td>Municipality opt-in model*</td>
<td>Bicycle helmet required for those under 18 years old*</td>
<td>No pedals or seat allowed</td>
</tr>
<tr>
<td>Under the pilot, e-scooters can operate on-road ONLY if the municipality passes a by-law to allow them.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No passengers allowed.</td>
<td>Must have both hands on handlebars at all times, unless signaling.</td>
<td>Must have 2 wheels and brakes Maximum wheel diameter 17 inches*</td>
</tr>
<tr>
<td>All HTA rules of the road will apply to the operation of e-scooters, similar to bicycles. Penalties in HTA s. 228(8) will also apply to violations of pilot regulation (fine of $250 to $2,500).</td>
<td>Riders must stand at all times</td>
<td>Must have horn or bell</td>
</tr>
<tr>
<td>Can operate on-road similar to where bicycles can operate (e.g. on-road, bike lanes, bike paths); prohibited on controlled access highways.</td>
<td>No towing allowed</td>
<td>Must have front and back light</td>
</tr>
<tr>
<td>Municipalities to remit data to the provinces as requested.</td>
<td></td>
<td>Maximum weight 45kg*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No baskets allowed</td>
</tr>
</tbody>
</table>

* indicates elements that were amended to reflect stakeholder feedback
Role of Municipalities

- Municipalities need to pass a by-law to allow e-scooter use and determine where they can operate most safely in each unique environment.

- Municipalities that choose to permit their use would be responsible for deciding such things as allowing or prohibiting them on municipal roads including parks and trails, where parking would be located, and how e-scooters would be managed in their municipality.

- We expect the municipalities that participate in the pilot to make safety a priority and educate the public about the safe operation and integration of e-scooters in their communities.

- The ministry has developed a best practices document for municipalities to support them in developing their e-scooter program in a safe environment.
Data Requirements for Municipalities

➢ During the term of the pilot:
  • The Municipality shall monitor all collisions involving e-scooters on roads within the Municipality and shall provide semi-annual written reports to MTO on the monthly number of fatal, personal injury and property damage only collisions, number of charges laid, and the number and types of injuries and fatalities that occurred that occur on road. This information would be sent to SPEB@ontario.ca.

➢ Municipalities that provide the public with an e-scooter sharing service are requested to provide semi-annual data on the following:
  • Total Trips
  • Unique Riders
  • Distance Traveled
  • Total Time Traveled
  • Median Distance/Trip
  • Median Time/Trip
This information would be sent to SPEB@Ontario.ca.
E-scooter Collision reporting

• The definition for reporting collisions will remain unchanged. A motor vehicle collision report (MVCR) must be completed by police in the event of a collision on a public road, that involves at least one motor vehicle that is in motion at the time of a collision, and where the collision falls within at least one of the following scenarios:
  • results in a fatality within 30 days;
  • results in injury to one or more persons; and/or
  • results in property damage exceeding $2000 in total.

• Incidents involving e-scooters that do not meet the criteria of a reportable collision should be documented using your jurisdiction’s incident reporting procedures.
E-scooter Collision reporting

- It is crucial that all police services adopt a standardized approach to recording collisions involving e-scooters in the MVCR (paper or electronic format).

- At this time, the MVCR cannot be amended to include e-scooter as a new vehicle type, nor is there an option to add a bicycle type.

- Where an e-scooter is involved in a collision with at least one other moving motor vehicle, the vehicle types (e.g., V1 as the motor vehicle and V2 as the e-scooter) are to be recorded accordingly:
  - In the Vehicle Type field, **code the e-scooter as a bicycle** (i.e., code 36 on the printed MVCR form)
  - In the Vehicle Description section, **enter “ESC” under the “Body Style” field**
Resources

For more information on Ontario’s e-scooter pilot and the best practices document for municipalities, please visit:

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