

## Ontario e-scooter pilot program – increasing mobility options

Pilot framework for permitting the use of electric kick-style scooters (e-scooters) on Ontario roads.

Municipalities that want to allow e-scooters to operate on their roads must pass by-laws to permit their use and to determine what is best for their communities.

<b>Provincial Requirements</b>	<b>Vehicle and Safety Requirements:</b> <ul style="list-style-type: none"> <li>• Must be electric</li> <li>• No pedals or seat allowed</li> <li>• Must have horn or bell</li> <li>• Must have front and back light</li> <li>• Must have 2 wheels and brakes</li> <li>• Maximum wheel diameter 17 inches</li> <li>• Maximum weight 45 kg</li> <li>• Maximum power output 500W that can provide a maximum speed of 24 km/h</li> <li>• Must be parked in municipally approved parking area(s)</li> </ul>	<b>Operator and Safety Requirements:</b> <ul style="list-style-type: none"> <li>• No drugs or alcohol permitted when operating an e-scooter (consequences under the Criminal Code of Canada may apply)</li> <li>• Must be age 16 or older</li> <li>• Bicycle helmet required for those under age 18</li> <li>• Riders must stand at all times</li> <li>• No passengers allowed</li> <li>• No cargo may be carried</li> <li>• No baskets</li> <li>• Must not be operated on sidewalks</li> <li>• Not for commercial use</li> </ul>
<p>Municipalities are required to remit incident/collision and injury-related data to the province upon request.</p>		
<b>Municipal Considerations</b>	<b>Municipalities that want to allow e-scooters to operate within their boundaries may wish to consider the points outlined below:</b>	
<b>Parking</b>	<p>Municipalities should clearly define where e-scooters can park (e.g. setting up designated parking locations, using corrals). This will help prevent them from being left on the road obstructing traffic or being a nuisance on private property. Designated parking locations provides control over their use and reduces interference with the public.</p> <p>E-scooter parking locations should not block access to businesses, fire doors, or be located outside of restaurants and bars, etc. This will help prevent a hazardous situation.</p> <p><b>Municipalities should:</b></p> <ul style="list-style-type: none"> <li>• Establish overnight responsibility for e-scooter non-parking compliance.</li> <li>• Decide who receives the penalty if e-scooter is not parked in a designated location or left stranded.</li> <li>• Decide a penalty structure to apply if e-scooter is not returned to its parking location.</li> <li>• Establish overnight responsibility for e-scooter non-parking compliance.</li> <li>• Decide who receives the penalty if e-scooter is not parked in a designated location or left stranded.</li> <li>• Decide a penalty structure to apply if e-scooter is not returned to its parking location.</li> </ul>	
<b>Operating Parameters</b>	<p>Based on experiences in other jurisdictions, municipalities should develop operating parameters for e-scooter companies and riders. E-scooters should not be allowed to operate on sidewalks – sidewalks are for pedestrians, including persons with disabilities. Municipalities should clearly communicate with companies about their expectations and requirements around contracts, permits, licences, operating agreements, etc.</p> <p><b>Municipalities to decide:</b></p> <ul style="list-style-type: none"> <li>• Should a permit be required for an e-scooter business? If yes, clearly define performance standards that companies must adhere to and violation terms.</li> <li>• Where should e-scooters be allowed to travel (e.g. bike paths, parks, trails, etc.)?</li> <li>• Who is responsible for removing e-scooters that are left stranded, damaged or deemed unsafe?</li> <li>• Should there be a limit on the number of e-scooters allowed in certain areas to combat congestion?</li> <li>• How will e-scooters integrate with other road users (e.g. pedestrians, cyclists, and people using personal mobility devices)?</li> </ul>	
<b>Interoperability/Synergies</b>	<p><b>Municipalities should:</b></p> <ul style="list-style-type: none"> <li>• Consider how e-scooters can enhance connectivity, mode choice and multimodal access to jobs, housing, goods and services.</li> <li>• Identify ways for e-scooters to help reduce local vehicular congestion and improve air quality.</li> <li>• Where feasible, ensure safe, convenient and adequate e-scooters access/storage at transit stops and stations.</li> </ul>	
<b>Liability</b>	<ul style="list-style-type: none"> <li>• Municipalities should require e-scooter companies to indemnify the municipality and hold appropriate insurance requirements.</li> <li>• Municipalities should determine the appropriate insurance coverage - the type and coverage amounts.</li> </ul>	
<b>Offences</b>	<p>Similar to bicycles, Ontario Highway Traffic Act (HTA) rules of the road apply to the operation of e-scooters in Ontario. Penalties in HTA s. 228(8) also apply to violations of pilot regulation (fine of \$250 to \$2,500). By-law offences may also apply. There are serious consequences for an e-scooter operator impaired by drugs, alcohol or both. Additional consequences under the Criminal Code of Canada may apply.</p>	
<b>More information</b>	<p>This document is a guide only. For official purposes, please refer to the Ontario Highway Traffic Act and regulations. For more information, please visit <a href="https://www.ontario.ca/transportation">Ontario.ca/transportation</a>. You may also refer to the American Association of Motor Vehicle Administrators' (AAMVA) Electric Dockless Scooters Whitepaper, and the National Association of City Transportation Officials' (NACTO) Guidelines for Regulating Shared Micromobility.</p>	