

MOTION

12. Moving Climate Goals Forward with Micromobility (Member's Motion B.6)

At the Council meeting on June 7, 2022, Council referred the following motion to the Standing Committee on City Finance and Services meeting on June 8, 2022, in order to hear from speakers, followed by debate and decision.

MOVED by Councillor Kirby-Yung

WHEREAS

1. Vancouver City Council declared a Climate Emergency in 2019 and subsequently in November 2020, approved the Climate Emergency Action Plan. The CEAP included six big moves, including the goal that by 2030 two-thirds of trips in Vancouver will be made by active transportation and transit;
2. Approximately 37% of Vancouver's carbon pollution comes from burning gasoline and diesel in our vehicles. In order to reduce GHG's we need to give people more diverse and climate friendly ways to move around our city;
3. The 2021 Climate Emergency Annual Report and presentation to Council indicated a low likelihood of meeting the active transportation and transit goal;
4. In July 2020, Council approved an e-scooter micromobility pilot program that was limited to privately owned e-scooters, and did not include consideration of or trial of shared e-scooters, raising concerns about equity and only being available to those can afford to purchase their own e-scooter. Shared services also have the ability to limit speeds and other features in support of safety that private use does not enable;
5. Since Council approved Vancouver's limited e-scooter pilot two years ago (following the Province's 2019 amendment of the Motor Vehicle Act (MVA) to allow municipalities to pilot micromobility devices such as e-scooters and e-bikes), other municipalities such as Richmond have moved forward with shared e-scooter programs;
6. A shared e-scooter micro-mobility pilot can be an important accelerated action in the City's Climate Emergency response and contribute to a multi-modal and sustainable, people-movement ecosystem. Transit ridership is rebounding but is still below pre-Covid levels, as people remain apprehensive about travelling in close quarters to others, as well as due to a change in work patterns. Offering more micromobility options can provide more choice for people and reduce car use;
7. Micromobility is becoming more and more popular and is here to stay. Shared mobility planning needs to be part of our climate response, new normal and new economy. At Translink's 2020 AGM CEO Desmond spoke to the need to integrate with new mobility options and Translink continues to reference micro-

mobility options as important for 'first and last mile' of trips and as part of a cohesive transportation eco-system;

8. The framework from the Province supports allowing the use of micromobility devices (such as e-scooters and e-bikes) on protected bike lanes and local streets with 30 km/h speed limits;
9. E-Scooters offer an affordable, environmentally-friendly transportation option that expands the population willing to try active transportation instead of cars. The National Association of City Transportation Officials (NACTO) study showed that in the United States, despite an increase of 38.5 million shared e-scooter trips in 2018, docked bike-share (like Mobi) ridership still grew by 9% to 36.5 million trips. As a result, shared micro-mobility trips doubled to 84 million trips nationally in 2018. E-scooters accounted for 81% of this increase in shared active transportation usage;
10. This complementary nature between bike-share and scooter-share is demonstrated in survey data by the City of Portland that showed 45% of scooter riders "never" ride a bike and 78% of scooter riders had "never" used Portland's ubiquitous Biketown bike-share system;
11. Typical e-scooter programs in Canada include municipal fees to operate. For example in Calgary, a \$600 application fee, \$15,000 security deposit and \$60 per permitted vehicle per year fee are charged to cover the costs of program administration. Shared e-scooter services municipal agreements now include general liability coverage as well as indemnification in the licensee agreements;
12. Deployment of shared e-scooters around transit and Skytrain stations and in equity zones can ensure everyone can participate, by supporting residents who are reliant upon transit as a primary mode of travel, as can incorporating equity programs that enable access to low-income users;
13. Addition of shared e-scooter services will provide the chance to provide additional street usage experience, as well as enable British Columbia's largest city to provide valuable input into shaping the Provincial government's legislative response to new mobility technologies (including factors such as speed limits and where devices can operate);
14. To support accessibility and concerns about shared e-scooters resulting in devices left on sidewalks blocking pedestrian movement, cities around the world have resolved issues through geofencing technology to control no ride zones, set slow zones and designated parking and no parking zones;
15. Use of modular parts on e-scooters is helping extend lifespan of shared use scooters to five years, and recyclability of units including the batteries is being achieved;
16. In support of zero emission transportation, more people are shown to ride shared e-scooters than ride shared bikes. However, both are instrumental in a robust micro-mobility system. Reducing the number of shared modes available to

people limits the number of people willing to get out of their cars, thus working against sustainable mode share targets. This is demonstrated in Portland's experience where 45% of their users saying they never ride a bike and 78% saying they never use the city's Mobi-like bikeshare system. Portland's 2018 pilot similarly found that 34% of riders replaced car use with their last scooter trip. The impact was more pronounced for visitors and tourists, of whom nearly half (48%) reported replacing car use on their last scooter trip. Calgary's [pilot](#) showed 750,000 trips in three months with every 3 scooter trips replacing one car trip, and over 50% of trips ending in a Business Improvement Association area; and

17. Shared e-scooter services are working with local partners like HUB Cycling and Brain Trust Canada to ensure that safety is at the forefront of safety programming. For example, training mode provides new users with the opportunity to take their first trips at a reduced speed.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff direct staff to move forward with including a public e-scooter share service in Vancouver's Provincial pilot project for the use of "electric kick scooters" on protected bike lanes and minor streets to commence by Spring 2023 that is enabled by the Street and Traffic By-law No. 2849;

FURTHER THAT such a program be facilitated through a competitive RFP process to identify a proponent/s to deliver the service with due consideration to safety procedures, accessibility, incorporation of an equity program/measures and indemnification of the City.

- B. THAT Council direct staff to report back with results from the pilot including use, trip length and other metrics to inform Vancouver's future approach to the provision of shared e-scooter services, and provide recommendations to how enabling more climate-friendly micromobility options could support Vancouver's active transportation and emission reduction goals.

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