

PUBLIC CONSULTATION REPORT

Rules pertaining to electric bikes and
other electric-powered vehicles

National Capital Commission

December 2011

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1. Context

During the 1970s, the National Capital Commission (NCC) began construction of a network of recreational pathways—the Capital Pathway. These multi-use pathways are shared by users for a variety of reasons, primarily for recreational activities. In recent years, we have seen an increase in cycling for utilitarian purposes, along with a steady rise in the numbers of a new vehicle, the electric bicycle or e-bike. The advent of this new type of vehicle has prompted us to review our traffic rules.

The *Motor Vehicle Safety Regulations* (C.R.C. 1038) define the electric bicycle under the heading *power-assisted bicycle*. Transport Canada is responsible for this regulation, which sets safety standards for vehicles built in and/or imported to Canada, but does not contain provisions for how or where they can be used. In particular, the federal regulation specifies that a power-assisted bicycle is equipped with an electric motor having a capacity of 500 watts or less that ceases to generate once the bicycle reaches a speed of 32 km/h on a flat surface. Current manufacturing standards permit power-assisted bicycles to take various forms and they may resemble conventional bicycles, scooters, or motorcycles.

Cyclists using power-assisted bicycles must abide by local regulations in the area where they are riding; such regulations may include Ontario's *Highway Traffic Act*, Quebec's *Highway Safety Code*, municipal regulations or the rules of a Crown corporation.

The NCC is a Crown corporation that applies the *National Capital Commission Traffic and Property Regulations* (C.R.C., c. 1044) in order to manage traffic on the Capital Pathway and parkways. However, this regulation was created in 1964 and does not consider electric-powered vehicles.

In response to the arrival of these new types of vehicles and to mitigate the various issues relating to them—particularly issues affecting user safety—the NCC proposed rules for the use of electric bicycles and other electric-powered vehicles on the Capital Pathway, bike lanes and parkways for which the NCC is responsible, and consulted the public regarding the proposal.

2. Presentation of the proposed traffic rules

This section discusses the proposal presented for public feedback during the public consultation sessions and through online consultation.

The NCC proposal is designed to improve access to facilities that are accessible to cyclists, particularly for seniors or persons with reduced mobility, while promoting safety for all users and active mobility in greenways and during recreational activities.

The following proposed rules pertaining to electric bikes and other electric-powered vehicles on multi-use pathways and parkways under NCC responsibility were presented:

For the Capital Pathway network

Electric-powered vehicles are prohibited on pathways. Power-assisted bicycles that are physically similar to conventional bicycles are allowed.

For bike lanes

Electric-powered vehicles are prohibited in bike lanes. Power-assisted bicycles (of any type) are allowed.

For Sunday Bikedays and Saturday Short Loops programs

Electric-powered vehicles are prohibited on parkways closed to motor vehicles for the Sunday Bikedays and Saturday Short Loops programs. Power-assisted bicycles that are physically similar to conventional bicycles are allowed.

For the multi-use trails in Gatineau Park

Electric-powered vehicles are prohibited on natural surface trails intended for hiking and mountain biking.

Exceptions

These rules do not apply to motorized mobility aids (wheelchairs, three-wheel electric scooters and four-wheel electric scooters).

3. Public Consultation Process

3.1 Discussions with the Inter-Agency Pathway Committee and interest groups

On February 10, 2011, the proposed traffic rules for electric bicycles and other electric-powered vehicles were presented to the Inter-Agency Pathway Committee, which consists of the NCC and the cities of Ottawa and Gatineau, and interest groups from the region:

- Table de concertation Vélo de l'Outaouais
- CREDDO
- Kino Québec / Direction de la santé publique de l'Outaouais (Outaouais public health branch)
- Ottawa Roads and Cycling Advisory Committee
- Ottawa Pathway Patrol
- Citizens for Safe Cycling
- Vélo Services
- Vélo plaisirs
- Loisirs Sport Outaouais

The participants seemed to be generally in favour of the proposal. Some asked the NCC to make a clear distinction between the electric bicycles that are authorized versus those that are not. It was recommended that the traffic rules be harmonized between Ottawa, Gatineau and the NCC. All of the participants were informed that a public consultation would be held and that they would be able to provide feedback at that time.

3.2 Online consultation

The proposed rules were posted on the NCC website on April 21, 2011. Citizens were asked to submit comments in writing or by telephone between April 21 and May 18, 2011. Approximately one hundred (100) individuals did so. All of the comments were analyzed and grouped by theme.

3.3 Public meetings

The NCC organized two public consultation sessions to receive comments and to answer questions from the public regarding the proposed rules. The consultations took place on:

- Tuesday, May 3, 2011, 7pm at the Best Western Hotel, 131 Laurier Street, Gatineau;
- Wednesday, May 4, 2011, 7pm, at Christ Church Cathedral Ottawa, 420 Sparks Street, Ottawa.

A dozen participants attended the Gatineau consultation, while some thirty participants attended the Ottawa session. Some participants went to both sessions. Additionally, many participants submitted written comments.

3.4 Promoting the public consultation

The invitation to the public was posted on the NCC website. For several weeks, a notice was posted on the Homepage to draw attention to the public consultations. An email was sent to 2500 individuals and organizations interested in NCC activities. Lastly, public announcements were published in The Ottawa Citizen (April 23, 2011), Le Droit (April 23, 2011), La Revue (April 20, 2011) and on Facebook (from April 26 to May 4, 2011) (see Appendix 1).

4. Feedback and NCC responses

4.1 Organization positions

The following is a summary of the positions of the various organizations:

4.1.1 Electric Vehicle Council of Ottawa (EVCO)

EVCO is pleased that the NCC will authorize electric bicycles on the cycle paths. However, it hopes that the NCC will specify the wording of the proposed rules to include the use of electric-powered vehicles such as tricycles, tandems or recumbents (recumbent seats). EVCO proposed that the text distinguish clearly between e-scooters and other

types of electric bicycles. Lastly, the group offered the NCC its expertise to improve the clarity of the terminology and definitions used in the new rules (see Appendix 2).

4.1.2 New Edinburgh Community Association (NECA)

NECA and the Friends of the Park Committee (Stanley Park) agree that large electric vehicles should not be permitted on Stanley Park pathways (see Appendix 2).

4.2 Business positions

Generally, businesses representatives selling power-assisted bicycles agreed with many of the NCC recommendations and with the ongoing objective to maximize safety on the Capital Pathway network for all users. However, they recommended that the use of scooter-type power-assisted bicycles be authorized. Some specific comments:

- The size and weight argument is not valid.
- The current NCC regulation should not be changed, since electric bicycles are not motor vehicles.
- It is hoped that the proposed rules will be based on facts. It was asked if the NCC conducted studies using specialists such as engineers or evaluated what's happening in Asia and Europe before drafting its proposal.
- Scooter-type power-assisted bicycles are safe, since they are equipped with a more effective braking system than conventional bicycles.
- Scooter-type power-assisted bicycles offer commuters an alternate means of transportation to work.
- A few of the representatives invited the NCC project managers to inspect and test drive power-assisted bicycles.

NCC response:

The NCC studied the current regulatory framework and assessed what is being done in other major Canadian cities before drafting its traffic rules for electric bikes and other electric-powered vehicles. Although we acknowledge the fact that scooter-type power-assisted bicycles are no wider than some of the vehicles that are permitted on the pathways (e.g., tricycles and child trailers), we maintain that they weigh considerably more.

The conventional-type power-assisted bicycle weighs slightly more than a conventional bicycle because of its motor and battery (it usually weighs between 15 and 25 kg). However, a scooter-type power-assisted bicycle generally weighs between 60 and 120 kg. The latter is therefore much heavier than a conventional-type power-assisted bicycle, tandem, or child trailer. The increased weight raises the safety risk in the event of a collision. This is why the proposed traffic rules seek to exclude scooter-type power-assisted bicycles from the Capital Pathway, Sunday Bikedays and Saturday Short Loops and steer them toward bike lanes under our responsibility and other facilities where they are authorized.

Moreover, active mobility is a basic principle of greenways. A conventional-type power-assisted bicycle is powered in part by muscular power, while the scooter-type power-

assisted bicycle is usually powered entirely by its electric motor (the pedals being more an accessory than an essential component for mobility).

4.3 Feedback from the general public

4.3.1 Summary of comments regarding the concepts presented

We were asked to clarify the concepts of *power-assisted bicycle* and *conventional bicycle*, used in the proposed rules. We were asked to include unconventional bicycles, for example recumbent bicycles, under the definition of *conventional bicycle*.

NCC response:

The federal regulation uses the term *power-assisted bicycle* to cover various forms of electric bicycles.

According to the regulation, a power-assisted bicycle is a vehicle that meets the following conditions:

- (a) has steering handlebars and is equipped with pedals,
- (b) is designed to travel on not more than three wheels in contact with the ground,
- (c) is capable of being propelled by muscular power,
- (d) has one or more electric motors that have, singly or in combination, the following characteristics:
 - (i) it has a total continuous power output rating, measured at the shaft of each motor, of 500 W or less,
 - (ii) if it is engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,
 - (iii) if it is engaged by the use of an accelerator controller, power assistance immediately ceases when the brakes are applied, and
 - (iv) it is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground,
- (e) bears a label that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle as defined in this subsection, and
- (f) has one of the following safety features,
 - (i) an enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that it is operable by the driver, or
 - (ii) a mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h;¹

Further, it is understood that the term *conventional bicycle* includes *tricycles* and *unicycles*, including models on which the cyclist is seated upright or reclined.

¹*Motor Vehicle Safety Regulations* (C.R.C., ch. 1038).

4.3.2 Summary of comments supporting the proposed rules

The feedback received indicates that many people support the proposals.

Some people felt that the proposal represents an acceptable compromise for most users.

Others supported the proposal to prohibit scooter-type power-assisted bicycles for the following reasons:

- Allowing electric scooters would pave the way to allowing a host of other electric vehicles.
- Electric scooters are too wide.
- Participants pointed out that electric scooters are dangerous because they are too quiet.

4.3.3 Summary of comments opposing the proposed rules for the Capital Pathway

a) Some people oppose the rules because they oppose any form of vehicle that is equipped with an electric motor. Reasons given:

- Allowing electric bicycles may increase the speed on the pathways; these vehicles are too fast.
- The pathways are already very crowded with many types of users and electric bicycles cannot be added safely to the mix.
- Recreational pathways are for physical activity, motorized vehicles are contrary to this objective, to allow them changes the mission.
- Electric bicycles may discourage other users.
- Given the weight of these vehicles, users rarely pedal them.
- Accidents would be more serious than between other users.
- Electric bicycles could not decelerate on hidden curves.

NCC response:

Allowing power-assisted bicycles that resemble conventional bicycles is a way to encourage greater accessibility to the Capital Pathway. For seniors and physically challenged individuals, this vehicle offers the possibility of climbing hills and covering greater distances. It enables these people to engage in physical activity without compromising the safety of other users.

We also consider the Capital Pathway as a hub for active mobility. The only vehicle equipped with an electric motor that we recommend authorizing is one that requires muscular power.

b) Other people oppose the rules because they would like scooter-type power-assisted bicycles to be allowed on the NCC Capital Pathway. The reasons given for this request:

- These allow people with reduced mobility to use the recreational pathways.
- There is no proof that they are dangerous.
- Prohibiting these vehicles would drive their users to the street, where their safety really is at risk.

- Some cyclists ride as fast as these vehicles, often even faster.
- Electric scooters don't take any more space from side to side than a conventional cyclist and are even narrower than a bicycle pulling a child trailer.
- Bicycles pulling a trailer carrying children probably weigh about the same.
- Since these vehicles have a motor, riders are less likely to accelerate to climb hills or avoid slowing down.
- These vehicles are equipped with powerful brakes, often stronger than the brakes on conventional bicycles, making them safer.
- These vehicles are ecologically friendly.
- These vehicles enable more people to cover greater distances.
- It is unfair to discriminate against these vehicles, especially when their riders respect speed limits.

NCC response:

As previously mentioned, a conventional-type power-assisted bicycle weighs slightly more than a conventional bicycle because of its motor and battery (it usually weighs between 15 and 25 kg). However, a scooter-type power-assisted bicycle generally weighs between 60 and 120 kg. This latter is therefore much heavier than a conventional-type power-assisted bicycle, tandem, or child trailer. The increased weight raises the safety risk in the event of a collision. This is why the proposed traffic rules seek to exclude scooter-type power-assisted bicycles from the Capital Pathway, Sunday Bikedays and Saturday Short Loops and steer them toward bike lanes under our responsibility and other facilities where they are authorized.

Moreover, active mobility is a basic principle of greenways. A conventional-type power-assisted bicycle is powered in part by muscular power, while a scooter-type power-assisted bicycle is usually powered entirely by its electric motor (the pedals being more an accessory than an essential component for mobility).

4.3.4 Summary of comments regarding the Sunday Bikedays and Saturday Short Loops programs

Some participants asked that electric bikes be allowed; others asked that these be the only times they were allowed; and, finally, others insisted that they should be banned.

NCC response:

Allowing conventional-type power-assisted bicycles would enhance the accessibility for seniors and physically challenged individuals to Sunday Bikedays and Saturday Short Loops programs. This type of bicycle would enable these people to engage in recreational physical activity, without compromising the safety of other participants.

4.3.5 Summary of suggestions and compromises

Some participants also offered other suggestions and compromises:

- Allow electric scooters during rush hours only.
- Allow electric scooters for people with reduced mobility only.
- If electric scooters are allowed, there should be a specific rule to ensure that they yield to other users, especially on uphill sections, and subject to severe penalties for failure to comply.
- Electric scooters should be allowed when there is no other safe or reasonable solution, especially for transiting communities separated by green space or crossing a bridge or on roads outside the NCC pathway that have high speed limits. For example, allow electric scooters between Orléans and Greens Creek and at the intersection of Fournier and Maisonneuve boulevards.
- Prohibit electric bicycles when a road parallels a recreational pathway, such as along the Rideau Canal and Ottawa River Parkway.
- Allow electric bicycles on low-traffic pathways.
- Require electric bicycles to be equipped with an odometer (*sic*).
- The rules that apply to multi-use trails in Gatineau Park should also apply to the Greenbelt.

NCC response:

Presently, there is no plan to introduce these suggestions but in the future, the NCC will review the feasibility of these suggestions as part of its regular pathway management.

4.3.6 Summary of comments related to enforcement of the rules

Some participants offered suggestions related to overall management of the rules:

- The NCC and the cities should have the same rules.
- The rules should be reviewed in five (5) years.
- The NCC should issue a clear reminder that gas-powered vehicles are prohibited.
- It is hoped that the new rules would eventually permit the use of electric maintenance vehicles.

NCC response:

- The NCC will continue its efforts to harmonize the rules for the use of electric vehicles with the cities of Ottawa and Gatineau.
- We will monitor for compliance with traffic rules for electric vehicles. We will also monitor developments in the power-assisted bicycle market, the needs of Capital Pathway users, and Canadian federal, provincial, and municipal regulations that cover this type of vehicle. The rules could be reviewed, depending upon a change in context.
- The rules for electric-powered vehicles apply to users of the Capital Pathway, bike lanes, Sunday Bikedays and Saturday Short Loops programs, and multi-use trails in Gatineau Park. They do not apply to emergency vehicles or to vehicles used for maintenance, repair, or construction.

4.3.7 Summary of comments related to other Capital Pathway issues

Some participants offered comments related to other Capital Pathway issues:

- Feedback related to the lack of civility on the pathways, particularly speeding bicycles. The NCC was asked to enforce the 20 km/h speed limit.
- Unleashed dogs and inline skaters were also cited as problems.
- The recreational pathways should be modified to better warn of dangers: where passing is or is not allowed; widen dangerous, narrow sections; and post speed limits according to conditions and dangers.
- A noise limit should apply to all vehicles on the pathways, including aids to mobility.
- The NCC should require pedestrians to walk facing the traffic.

NCC response:

- The NCC is trying to find a solution to the speeding issue on the Capital Pathway (20 km/h limit), since it is a safety risk and a source of conflict among users. The NCC plans to continue its efforts to educate the public.
- The presence of pets on the pathways is governed by the *NCC Animal Regulations*, by which leashes are not required in certain designated zones, while leashes continue to be required on pathways. NCC conservation officers issue tickets and written warnings to the owners of unleashed dogs on the Capital Pathway. We have observed a 56% decrease in the number of tickets and warnings issued under this regulation in 2010-2011 as compared to 2007-2008.
- In general, potential hazards on pathway sections are posted (steep slope, sharp curve, etc.). Also, the busiest pathways have been widened to four (4) metres where possible. The NCC is continuing these efforts to provide safe facilities.
- The “Share the Path” code of conduct asks all users to keep to the right, including pedestrians. This is a proven and effective rule to ensure the safety of all users.

5. NCC Decision

The NCC would like to thank everyone that provided feedback during this public consultation.

Overall, public consultation participants were in favour of the proposed rules for electric-powered vehicles. Minor adjustments were made to improve the clarity of the rules.

It is important to note that the revised rules continue to address the same objectives, i.e. increase the accessibility of the pathways and parkways, especially for seniors and people with reduced mobility, without compromising either the safety of all users or the basic principle of greenways, which is to encourage active mobility.

The revised rules:

Capital Pathway

Electric-powered vehicles are prohibited on the pathways, with the exception of power-assisted bicycles that are physically similar to conventional bicycles. To further clarify, scooter-type power-assisted bicycles (i.e. with a fairing) are prohibited.

Bike lanes

Electric-powered vehicles are prohibited in bike lanes, with the exception of power-assisted bicycles (of any type). To further clarify, scooter-type power-assisted bicycles (i.e. with a fairing) are permitted.

Sunday Bikedays and Saturday Short Loops programs

Electric-powered vehicles are prohibited on parkways closed to motor vehicles for the Sunday Bikedays and Saturday Short Loops programs, with the exception of power-assisted bicycles that are physically similar to conventional bicycles. To further clarify, scooter-type power-assisted bicycles (i.e. with a fairing) are prohibited.

Multi-use trails in Gatineau Park

Electric-powered vehicles are prohibited on natural surface trails intended for hiking and mountain biking.

Exceptions

These rules do not apply to motorized mobility aids (wheelchairs, three-wheel electric scooters and four-wheel electric scooters).

6. Next Steps

Communications activities are planned for the spring of 2012 to inform the public, organizations, and businesses of the new rules, which take effect immediately. We will use this opportunity to reiterate the Capital Pathway network code of conduct, stressing the 20 km/h speed limit. In the meantime, new signage will be installed on the Capital Pathway during the winter of 2012.

The NCC will continue to collaborate with its municipal partners to harmonize traffic rules for the various local facilities accessible to cyclists.

7. For more information

National Capital Commission

Public and Community Relations

40 Elgin Street, Suite 202

Ottawa, Ontario K1P 1C7

Telephone: 613-239-5000, 1-800-465-1867 or 1-866-661-3530 (TDD)

Fax: 613-239-5039

Email: info@ncc-ccn.ca

Website: www.canadascapital.gc.ca

List of Appendixes

Appendix 1: Public announcements

The Ottawa Citizen, April 23, 2011

Le Droit, April 23, 2011, La Revue, April 20, 2011

Appendix 2: Organization positions

Position Paper of the Electric Vehicle Council of Ottawa (EVCO)

New Edinburgh Community Association (NECA)

Appendix 3: PowerPoint Presentation

ELECTRIC BICYCLES

Public Consultation

Join us for a public consultation on the proposed new rules regarding the use of electric bikes and other electric-powered vehicles on the pathways and parkways managed by the National Capital Commission (NCC).

Visit the NCC website at canadascapital.gc.ca/electric-bicycle to learn more about the proposed rules and to share your comments (by May 18, 2011).

Dates and locations for public consultations

Tuesday, May 3, 2011, 7 pm to 8:30 pm

Best Western Hotel
131 Laurier Street, Gatineau

Wednesday, May 4, 2011, 7 pm to 8:30 pm

Christ Church Cathedral Ottawa
420 Sparks Street, Ottawa

We look forward to your comments!



canadascapital.gc.ca ■ info@ncc-ccn.ca

613-239-5000 ■ 613-239-5090 (TTY)

VÉLO ÉLECTRIQUE

Consultation publique

Participez à une consultation publique sur les nouvelles règles de circulation proposées pour le vélo électrique et autres véhicules assistés. Ces règles s'appliqueront à l'ensemble des sentiers et des promenades accessibles aux cyclistes dont la Commission de la capitale nationale (CCN) est responsable.

Visitez le site Web de la CCN, au capitaleducanada.gc.ca/velo-electrique, pour prendre connaissance des règles proposées et faire part de vos commentaires d'ici le 18 mai 2011.

Dates des rencontres publiques

Le mardi 3 mai 2011, de 19 h à 20 h 30

Hôtel Best Western
131, rue Laurier, Gatineau

Le mercredi 4 mai 2011, de 19 h à 20 h 30

Christ Church Cathedral Ottawa
420, rue Sparks, Ottawa

Nous attendons vos commentaires!



capitaleducanada.gc.ca ■ info@ncc-ccn.ca

613-239-5000 ■ 613-239-5090 (ATS)

EVCO Comments to the NCC

The Electric Vehicle Council of Ottawa (EVCO) has been dedicated to promoting the use of electric vehicles for the past 30 years. EVCO was instrumental in getting the original 3-year E-Bike Pilot Program in Ontario off the ground as well as participating in the transition from the pilot project to permanent legislation (in the Highway Traffic Act) in October 2009.

EVCO is pleased to see that electric-assist bicycles will be allowed on the bike paths. We are encouraged by the NCC moving in this direction, but we are also concerned about the wording of the proposed rules that only allow “Power-assisted bicycles that are physically similar to conventional bicycles”. This description lacks clarification on electric-assist recumbent bikes, choppers, cargo bikes, tandem bikes, and adult trikes. EVCO recognizes that the intent of the proposed rules is to remove the Vespa-style e-scooters from the bike paths, but the definitions provided may be interpreted to include any e-bike that does not resemble a mountain bike. EVCO would like to see the rules written to clearly define their intent in regards to the e-scooters. E-scooters can be clearly identified by their bottom bracket width (or the distance between the pedals) and also by having a platform for resting your feet while operating.

We have a lot of experience with all variations of electric bicycles and we could help the NCC with terminology and definitions to reduce ambiguity and speculation in the proposal provided.

EVCO is also concerned with the NCC decision to restrict the use of any electric vehicles. In particular, we would like to see electric maintenance and enforcement vehicles instead of pickup trucks on NCC property. The proposed wording does not promote this innovation.

We believe that electric bicycles are:

- A viable alternative as commuter vehicles
- Will empower more people to adopt bicycle for commuting
 - reduced sweating on the way to the office
- Ecologically friendly
 - no tail-pipe emissions
- Economical to operate
- Practical to build, operate, and maintain
- Available now as conversions from conventionally propelled bicycles.

The points below were taken from the whiteboard text at the EVCO meeting.

NCC Safety Issues

Manouverability

Path vs. Lane

General Enforcement Issues – Speed, Lights, Warning Devices

Too Much Room for Interpretation

Banning Electric Vehicles – Park Maintenace Vehicles

Scooter Vs. Conventional

Space between the Pedals

Drive System – Conventional Gearing

Crankshaft Length



Platform Footrest - Nowhere To Put Feet Except On Pedals
Manufacturer's Label (Ontario)
E-Bike Rules By Jurisdiction
Need Clear Definition to Exclude – Onus on NCC

Options

1. Oppose Complete Ban
2. Clarify Scooter Style
3. Help With Definitions
4. Ban Only Scooters On Paths
5. No Difference

Subcommittee: Peter C., Charles R., Craig M., John D.
Reviews By: Allan P., Darryl M.

E-mail

From  Joan Mason **Cc**
To  NCCInfoCCN **Bcc**

Subject large electric vehicles in the park



Dear NCC,

On behalf of the New Edinburgh Community Alliance and our Friends of the Park Committee, we agree that large electric vehicles should not be allowed on the park pathways.

Last summer we had some experiences with these vehicles and it proved very problematic.

Kindest regards,

Joan Mason
President, NECA

Owner  Rosanna Giancaterino **Regarding**  large electric vehicles in the park
Sent 2011/05/10 8:42 PM **Priority** Normal
Due
Comments

Attachments

File Name

| File Size (Bytes) |

No E-Mail Attachment records are available in this view.

Public consultations on the proposed new rules regarding the use of electric bikes and other electric-powered vehicles

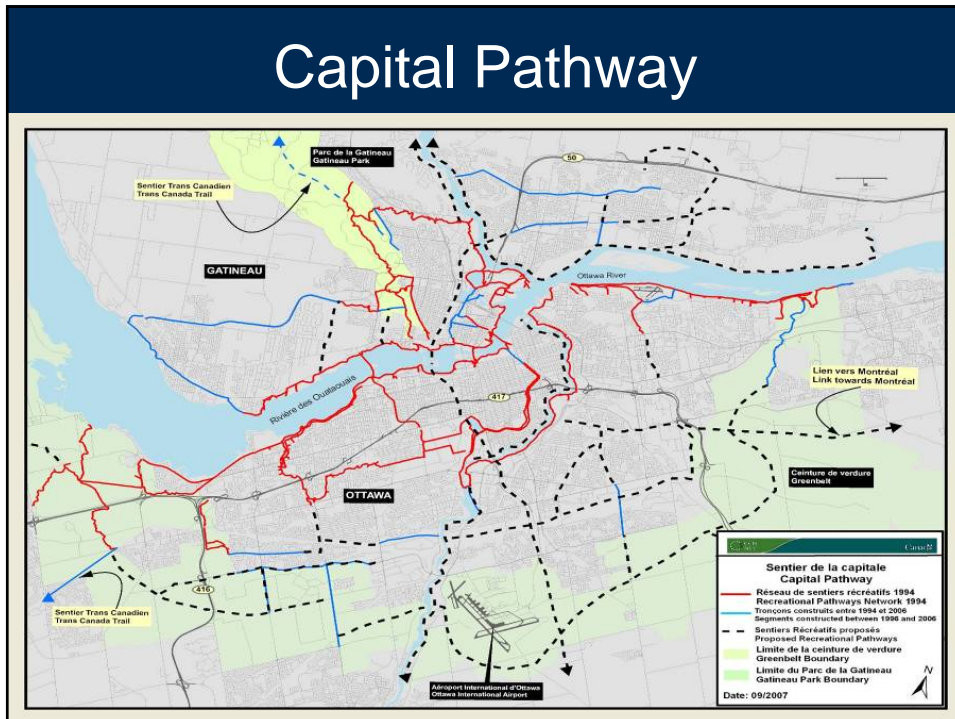
Presentation Summary

- Context and issues
- Proposed solution
- Next steps
- Questions

Context and Issues



Capital Pathway



Cycling infrastructure and programmes



Sunday Bikedays and Saturday Short Loops



Multi-use trails



Bike lanes





Go Safely!
Soyons prudents!

MAXIMUM
20
km/h





The Ottawa and Gatineau Police services • Les services policiers des villes d'Ottawa et de Gatineau

Ottawa: 311-6600
 Capitale nationale (311) 660-6600, Ottawa
 and other participating locations

Impression en français
 disponible pour accéder à la
 1-877-967-8282 (en français) ou Ottawa
 et à d'autres endroits participants.

www.canadacapital.gc.ca/biking • (813) 239-3000 • www.capitaleducanada.gc.ca/velo



Share the Path
 • 20 km/h maximum
 • Yield to pedestrians
 • Keep right
 • Sound bell before passing
Partageons nos sentiers
 • Vitesse maximale : 20 km/h
 • Cédez le passage aux piétons
 • Gardez la droite
 • Avertissez avant de doubler.




What is a Power-assisted bicycle? (Transport Canada)

Bicycle equipped with
an electric motor

- power not to exceed 500 W
- provide no assistance once the bicycle attains 32 km/h
- can be powered by muscular effort



From 20 kg



To 120 kg

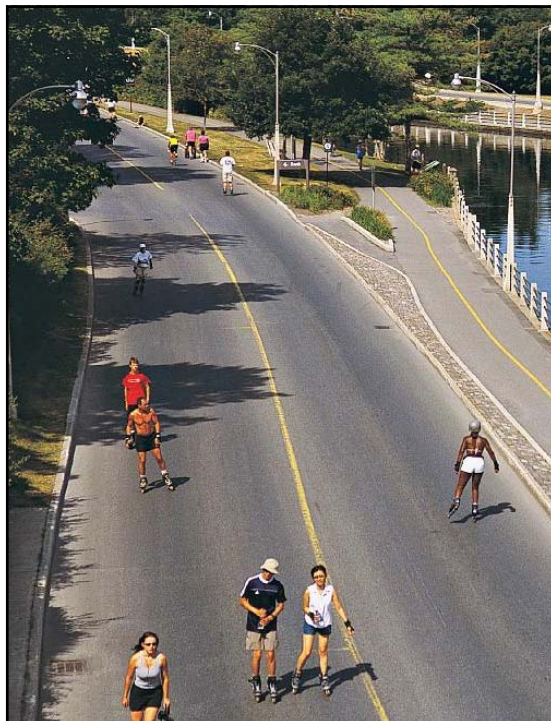
Label Example

**THIS VEHICLE IS A POWER
ASSISTED BICYCLE AND
MEETS ALL THE
REQUIREMENTS UNDER
SECTION 2(1) OF THE
CANADA MOTOR VEHICLE
SAFETY REGULATIONS.**

**CE VÉHICULE EST UNE BICYCLETTE
ASSISTÉE ET RENCONTRE LA NORME 2(1)
DU RÈGLEMENT SUR LA SÉCURITÉ
DES VÉHICULES AUTOMOBILES DU CANADA.**

Regulatory provisions

- Motor Vehicle Safety Regulations (federal)
- Ontario Highway Traffic Act
- Code de la sécurité routière du Québec
- Municipalities can add provisions

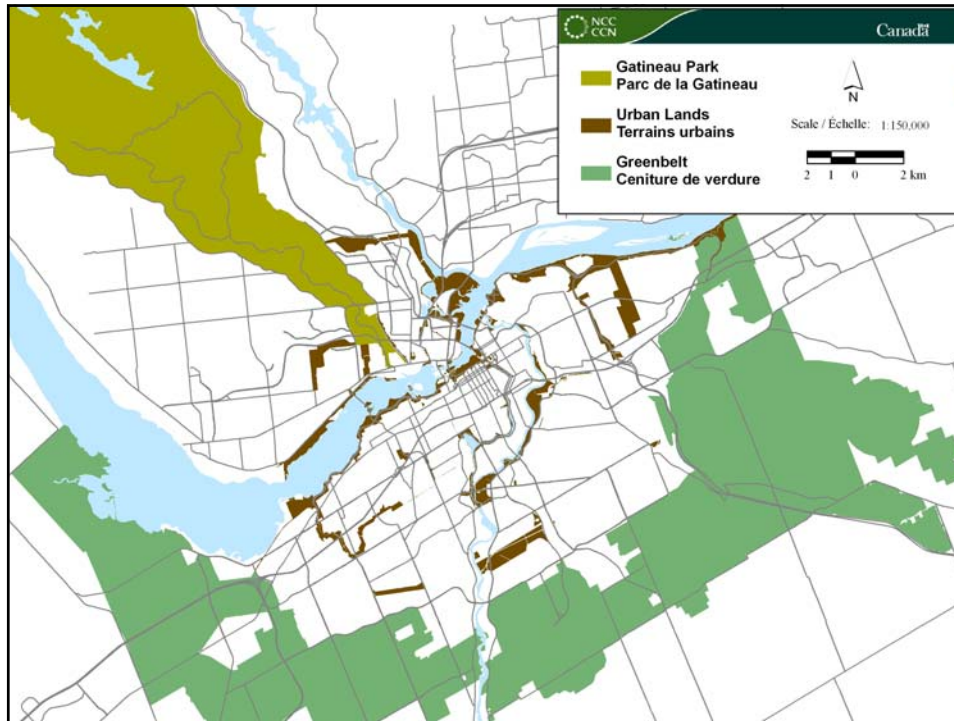


Proposed
Solution

Proposed rules aim for:

- User safety
- Active mobility and sustainable mobility
- Accessibility





Urban Lands: Capital Pathway and Sunday Bikedays

Proposal:

- **Allow** power-assisted bicycles similar to conventional bicycles
- **Prohibit** other electric-powered vehicles



Urban Lands: Bike Lanes



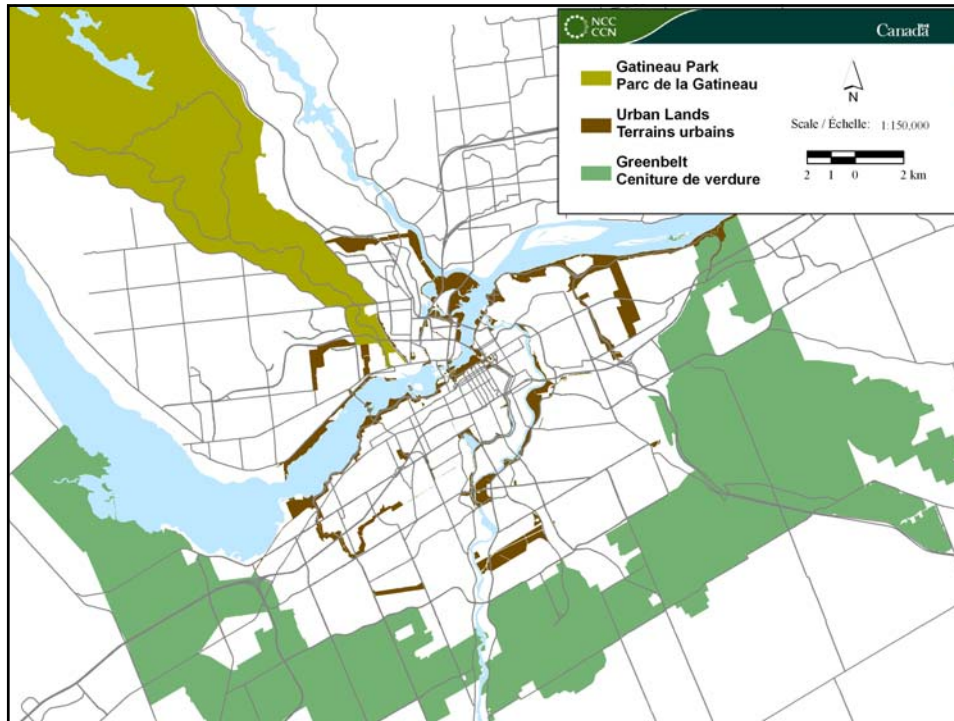
Proposal:



- **Allow** power-assisted bicycles (of any type)

- **Prohibit** other electric-powered vehicles





Gatineau Park: Capital Pathway, Sunday Bikedays and Saturday Short Loops

Proposal:

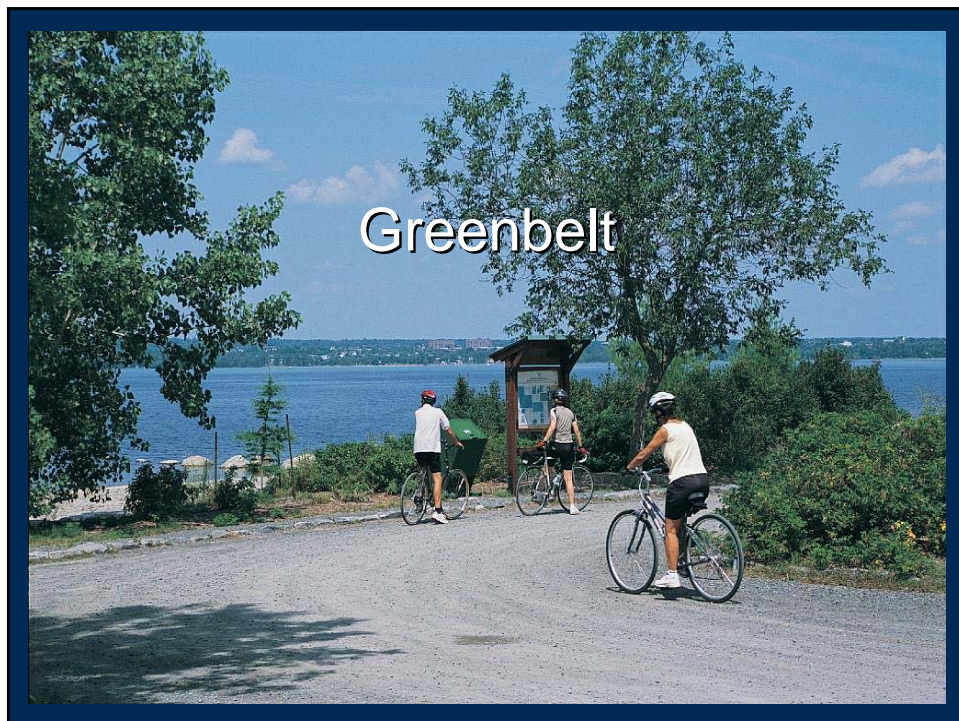
- **Allow** power-assisted bicycles similar to conventional bicycles
- **Prohibit** other electric-powered vehicles

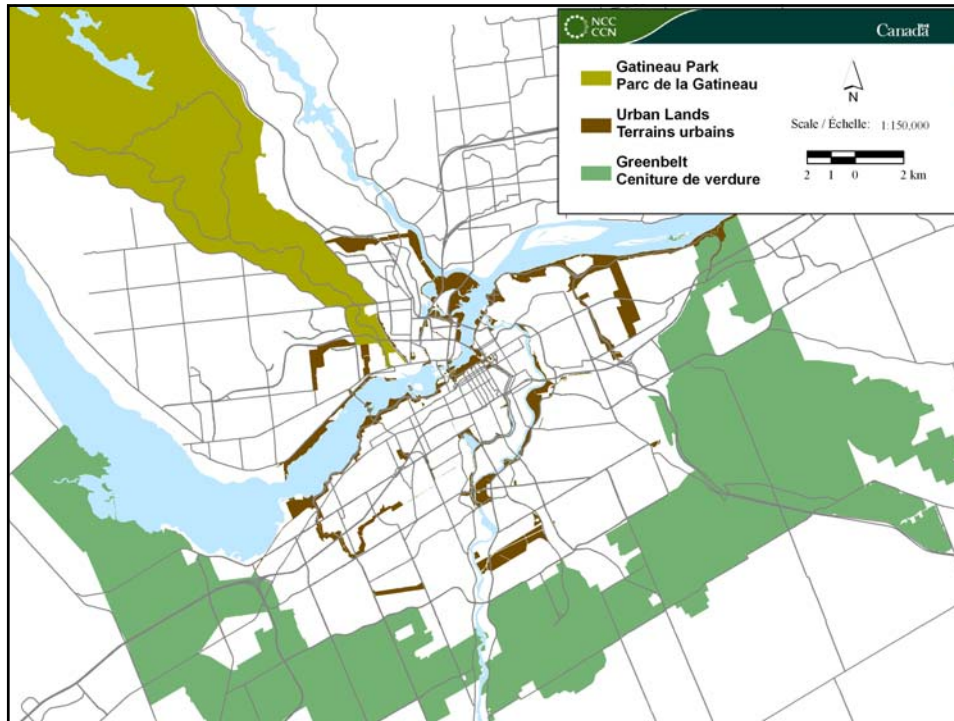


Natural surface trails intended for hiking and mountain biking

Proposal:

- **Prohibit** all electric-powered vehicles





Greenbelt: Capital Pathway

Proposal:

- **Allow** power-assisted bicycles similar to conventional bicycles
- **Prohibit** other electric-powered vehicles



Next Steps

- Consultation runs until May 18
- Consultation report
- Finalization of the rules this summer
- An information campaign will follow



Canada

Questions