

Appendix A:

Possible recommendations from ATAC to council: Please note, these are possible suggestions based on my sense of the wide discussions we have had as well as the consensus that emerged at our last meeting that most members were generally in favour of the city joining the provincial Pilot program. These suggestions also reflect ongoing concerns of the ATAC re safety linked to our current infrastructure.

All possible recommendations can be re-worded and will need to be moved, seconded and voted on by the ATAC.

The ATAC:

- (1) Recognizes that scooters represent a legitimate shift in active transportation micromobility usage: and therefore *Recommends that the city proceed with an application to join the provincial Electric kick scooter pilot project to permit the legal use of such scooters in the city.*
- (2) Recognizes that AT safety amidst road traffic remains an ongoing concern given our current AT infrastructure and topography and recommends the following: (a) *Referral to the Traffic & Safety committee for their input* (b) *Council investigate and formally adopt a Vision Zero approach to the design and related policies of our road networks*
- (3) *Recommends that the city create and share important information to educate both potential users and the general public.*
- (4) *Recommends that the city engage in wider consultation about legalizing the use of eScooters on public sidewalks .* The ATAC position on this is
- (5) *Recommends that city bylaws are reviewed to include what AT modalities are legally permitted on MUPs.*
- (6) *Recommends that the city pursue the possibility of a RFP to contract for a shared e-scooters and e-bikes program in the city.*

Appendix B: Possible Recommendation

Active Transportation Requirements in Rural Areas

That the ATAC supports Option #3 in the memo to council on Feb 24 2025

- *To Amend the service level in rural areas to remove AT infrastructure in rural areas wherenot in the short/medium term priorities of the ATN plan:Remove the requirement for constructing or dedicating land for AT improvements (shoulder widening, bike lanes, MUPs) for developments in the rural areas excluding those fronting the ATN plan priority projects.*