

E-Bikes in Whistler

Whistler's Draft Policy for Electric Mobility Devices

July 5, 2022

RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way

Whistler, BC Canada V8E 0X5

www.whistler.ca

TEL 604 932 5535

TF 1 866 932 5535

FAX 604 935 8109

WCS engagement
+ planning



Introductions

Shannon Gordon

- E-bike policy development
- Recreation Trails Strategy
- Whistler2020
- Whistler OCP

Annie Oja

- RMOW Parks Planner
- Whistler Parks Master Plan
- Bike park and trail designer, South Chilcotin Mountains Facility Design Concept

WCS engagement
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Riding Groups

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What we're going to cover

- E-bikes and regulations
- Whistler's Policy
 - ✓ Context
 - ✓ Development
 - ✓ Draft policy
- Moving forward
 - ✓ Issues to address
 - ✓ Monitoring
 - ✓ Enforcement
 - ✓ Process



E-Bikes in Whistler

E-Bike Classifications

- **Class 1**
 - ✓ Motor provides assistance **only when pedalling**
 - ✓ Ceases to provide assistance at 32 km/hour
 - ✓ Considered a *Motor Assisted Cycles (MAC)* in RSTBC e-bike policy
- **Class 2**
 - ✓ Motor propels the bike (**throttle equipped**)
 - ✓ Ceases to provide power at 32 km/hour
 - ✓ Considered a *motorized vehicle* in RSTBC e-bike policy
- **Class 3**
 - ✓ Motor provides assistance **only when pedalling**
 - ✓ Ceases to provide assistance at 45 km/hour
 - ✓ Considered a *motorized vehicle* in RSTBC e-bike policy
- **Electric adaptive mountain bike**
 - ✓ Electric mountain bikes adapted for limited mobility users

Easy, right?

CLASS 1



CLASS 2



CLASS 3

E-ADAPTIVE



Not so easy to distinguish



E-Bike Class 1,2,3 system

- Relatively new
- Used in
 - RSTBC e-bike policy
 - BC Parks
 - Parks Canada
- Not in MVA regs
 - BC Motor Vehicle Act
 - ICBC
 - Others across Canada
- Recognized in 22 US states and growing

E-bike bans change in every jurisdiction

How do you know which e-bike is legal in which area? Often, you don't

BY J.P. SQUIRE
Special to The Daily Courier

New signs in the North Okanagan banning certain classes of e-bikes sent shockwaves through the Okanagan's cycling community.

Last summer, the Regional District of North Okanagan board decided to ban class 2 and 3 e-bikes from all parks and trails including the Okanagan Rail Trail based on what other government agencies have implemented.

Signs went up in late April causing confusion in users, including those with class 1 e-bikes.

Class 1 e-bikes are identical to class 2 — both have pedal-assist and 32 km/h maximum speed — but class 2 bikes also has a button or switch for a throttle.

Class 3 e-bikes can go up to 45 km/h.

In some jurisdictions, Class 2 throttles can be deactivated to make them a class 1.

After numerous emails exchanged with RDNO, it became clear there would be no enforcement of the bike ban — enforcement will be complaint driven.

No fines have been issued to date. There have been an unknown number of complaints about excessive e-bike speed, but it's not known which class of bikes have been involved.

There have been several accidents involving e-bikes but the RDNO has no idea if they involved class 1, 2 or 3.

If there is an accident with confirmation it was a class 2 or 3 bike, cyclists face a \$200 fine.

trails in provincial parks by unilaterally classifying them as motor vehicles under its Park, Conservancy and Recreation Area regulations in mid-2019.

Recreation Sites and Trails BC (which manages more than 529 public trails) also produced its own e-bike policy in 2019.

“Class 1 falls within the definition of a motor assisted cycle and so is not a motor vehicle. All other e-bikes (class 2, 3 or other) are considered motor vehicles as defined by the RSTBC e-bike policy,” said a spokesman for the Ministry of Public and Solicitor General this week.

The ministry spokesman acknowledged change is in the wind. “New and emerging technology has increased the diversity of the modes of personal transportation. Policy work is underway to develop a regulatory framework for all types of motorized devices, including motorized devices that are not motor assisted cycles.

“As more people look for alternatives to driving cars, new transportation options like e-bikes will affect how British Columbians travel safely on our roads.



RDNO signs

Classes according to BC Policies/Regs

- **Class 1**
 - = *Motor Assisted Cycle (MAC)* as per MVA, RSTBC e-bike policy, BC Parks
 - Permitted where biking is permitted
- **Class 2**
 - Considered a *motorized vehicle* in RSTBC e-bike policy and by BC Parks
 - Unclear whether Class 2 e-bikes = MAC in current MVA MAC Regs
- **Class 3**
 - Considered a *motorized vehicle* in RSTBC e-bike policy and by BC Parks
 - Clearly not a MAC due to higher speed
- **Electric adaptive mountain bike**
 - Permitted wherever bikes are permitted

ELECTRIC BIKE STYLES



BICYCLE STYLE E-BIKES

PEDELEC/PEDAL-ASSISTED E-BIKES

FULL PEDAL-ASSIST

Pedal-assists motor
Max speed: 32km/h

PEDAL-ASSIST + THROTTLE

Pedal-assists motor + throttle that can replace pedalling
Max speed: 32km/h

CURRENTLY DEFINED AS POWER-ASSISTED BICYCLE

Class 1

Class 2

SPEED-PEDELECS (S-PEDELECS)

FULL PEDAL-ASSIST

Pedal-assists motor
max speed: 45km/h (Europe)

Class 3

SCOOTER-STYLE E-BIKES

THROTTLE-ASSIST + FUNCTIONAL PEDALS

Motor is run by throttle + bicycle pedals
that can propel the bike
Max speed: 32km/h

CURRENTLY DEFINED AS POWER-ASSISTED BICYCLE

To complicate things further...

Other e-mobility devices



Electric unicycle



Electric scooter



Electric hoverboard



Segway



Electric skateboard

E-Bikes in Whistler

E-bike use is increasing and as a result, Whistler has recently developed rules for e-bike use to:

- Protect the trails and natural areas we love
- Get more people onto bikes and out of their cars
- Minimize conflict with other trail users and wildlife
- Facilitate incredible, memorable trail experiences for all users



Municipal Context (2019)

- Lacked clarity on e-device use
- Increasing e-bike use in Whistler
- E-bikes provide many benefits
- Increasing trail use overall
(growing pop. and visitation)
- Concerns about trail conflicts, safety
and durability

Policy Development Approach

- **WORCA partnership**
 - ✓ WORCA responsible for many trails
 - ✓ Largest community membership group
- **Stakeholder and public engagement**
 - ✓ Many trail users not represented by WORCA
- **By area (vs. trail by trail)**
 - ✓ Public understanding of permissions more straightforward
 - ✓ Compliance more likely

Process Overview

- **Phase 1**
 - ✓ Policy objectives (based on Whistler values, plans, polices)
 - ✓ Initial meetings with key stakeholders + partners (~20)
 - ✓ Community scan (12 jurisdictions)
- **Phase 2**
 - ✓ Proposed policy directions (based on objectives and RSTBC policy)
 - ✓ Stakeholder and community feedback (meetings, survey, open house)
- **Phase 3**
 - ✓ Confirmed policy directions
- **Phase 4**
 - ✓ Draft policy (establish 'no ebike' designations)
 - ✓ Communications/education and signage
 - ✓ Monitoring and evaluation

Community Policy Scan

- District of North Vancouver
- City of Vancouver
- Village of Pemberton
- District of Squamish
- Capital Regional District, Victoria
- National Capital Commission, Ottawa
- City of Calgary
- Boulder County, Co.
- Pitkin County, Co.
- Fruita, Co.
- Jefferson County, Co.
- City of Santa Monica

Phase 1 – Policy Objectives

OFF-ROAD

1. Protect sensitive **ecosystems, wildlife, habitat and biodiversity**. Where natural areas are accessed and enjoyed for recreation and overall wellbeing, we do so in a responsible way.
2. Minimize **trail impacts/maintenance** and continue to provide diverse trail types.

VALLEY TRAIL

3. Support good physical, mental and spiritual **health and well-being** for all ages and abilities.
4. Maximize expected levels of **safety**.
5. Minimize **conflicts** for all user groups.
6. Minimize **GHG emissions**, material use and waste.
7. Enable **accessibility** options for persons with mobility restrictions.
8. Contribute to the **resort economy**, offering recreation opportunities that meet market demand.
9. Support/complement Whistler's genuine **mountain culture** and sense of place.
10. Maximize clarity and **consistency** for users within Whistler and with other jurisdictions.
11. Reduce private vehicle use and **traffic** and parking congestion.
12. Help to **disperse guests** beyond the Village core and immediate surroundings to other areas and amenities of the valley.

Public and Stakeholder Input

- Online Survey (580)
- Public Open House (~80)
- Stakeholder meetings
 - ✓ Municipal committees of council
 - ✓ Whistler Off Road Cycling Associatio
 - ✓ AWARE (ENGO)
 - ✓ Tourism Whistler
 - ✓ Whistler Blackcomb
 - ✓ Whistler Adaptive Sports
 - ✓ Trials 99
 - ✓ Whistler Search and Rescue
 - ✓ Mature Action Community
 - ✓ Recreation Sites and Trails BC
 - ✓ BC Parks
 - ✓ local businesses



Engagement Summary

- Methodology
- Questions
- whistler.ca/ebikes

Whistler E-bike Policy Development Community Engagement Report March 2019



DRAFT POLICY

APPENDIX A



THE RESORT MUNICIPALITY OF WHISTLER COUNCIL POLICY

POLICY NUMBER:	DATE OF RESOLUTION:
NAME: E-MOBILITY DEVICE POLICY	

1.0 SCOPE OF POLICY

This policy applies to the use of e-mobility devices on the Valley Trail and local recreational off-road trails managed by the RMCOW and the Whistler Off-Road Cycling Association (WORCA) within the boundaries of the Cheakamus Community Forest (excluding trails in BC Parks and Whistler Blackcomb's Controlled Recreation Area).

2.0 PURPOSE

This policy is intended to provide guidance for managing electric mobility device use within and around Whistler, extending to the larger area of the Cheakamus Community Forest.

The policy connects to and aligns with Recreation Sites and Trails BC's (RSTBC) Electric Bicycles (e-bikes) policy, and was developed with considerable community input. It informs e-bike trail use designations for RSTBC's Established Recreation Trails.

3.0 DEFINITIONS

- 3.1 Electric mobility (e-mobility) device: Representing a wide range of devices, they can use 100 per cent human power, 100 per cent motor, or a combination of both. Examples include: several classes of e-bikes (see below); electric adaptive mountain bikes (see below); motorized wheelchairs and mobility scooters; and other personal mobility devices (e.g. e-scooters, e-skateboards, e-Segways and non-bike e-devices) such as powered skateboards, stand-up e-scooters (throttle), Segways, hoverboards.
- 3.2 Electric bike (e-bike) Class 1: A bike equipped with a motor that provides assistance only when the rider is pedalling (pedal assist) and ceases to provide assistance when the bike reaches 32 km/h and has a maximum continuous wattage output of 500 watts.

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Geographic Scope

- Valley Trail network
- Off road trails with boundaries of Cheakamus Community Forest
- Whistler Interpretative Forest
- Excluded
 - ✓ BC Parks
 - ✓ Whistler Blackcomb's Controlled Recreation Area

Draft Policy

Electric adaptive mountain bike



PERMITTED ON

- ✓ Valley Trail
- ✓ Any off-road trails where bikes are allowed*
- ✓ Municipal roads & Highway 99, if they meet ICBC requirements
- ✓ Forest Service Roads

*NOT PERMITTED

on these off-road trails

- ✗ Any hiking-only trails

Draft Policy

CLASS 1

low-speed pedal-assisted



The most common devices in Whistler

PERMITTED ON

- ✓ Valley Trail
- ✓ Off-road trails with some exceptions*
- ✓ Municipal roads & Highway 99
- ✓ Forest Service Roads

* NOT PERMITTED

on these off-road trails

- ✗ Sproatt & Rainbow Alpine Trails (anything above Flank: Lord of the Squirrels, Into the Mystic, With a Twist, On the Rocks, Happy Hour, Pot of Gold, LESS & Don't Look Back)
- ✗ Emerald Forest Conservation Area trails (except for the access road connecting Lorimer & Alta Lake roads)
- ✗ Any hiking-only trails

Draft Policy

Class 1 Restrictions Rationale

- **Sproatt/Rainbow**
 - Environmental considerations
 - User safety
 - Grizzly bear management
 - Precautionary approach to risk management
- Online survey results
 - 55% agree no e-bikes in Sproatt alpine

Draft Policy

Class 1 Restrictions Rationale

- **Emerald Forest**
 - Council-approved conservation area
 - Conservation is valued over recreational
 - Online Survey results
 - 60% agree no e-bikes in Emerald Forest

Draft Policy

Class 1 Restrictions Rationale

- **Hiking Only Trails**

- Not built for/cannot withstand mountain biking
- Otherwise not appropriate for mountain biking
- Online survey results
 - 88% agree prohibit e-bikes from areas where biking is currently prohibited

Draft Policy

CLASS 2

low-speed throttle-assisted



CLASS 3

speed pedal-assisted



PERMITTED
ON

- ✓ Municipal roads & Highway 99
- ✓ Forest Service Roads

NOT
PERMITTED
ON

- ✗ Valley Trail
- ✗ Off-road trails

Restrictions Rationale

- Considered motor vehicles by RSTBC's e-bike policy
- Not appropriate or safe for use on any *non-motorized* rec trails on Crown Land
- RMOW Park Use Bylaw prohibits public motor vehicles from recreational trails

Draft Policy

Other E-Mobility Devices

- **E-Moped**
 - Considered a Limited Speed Motorcycle
 - Requires full license, registration and insurance
 - Permitted on roads only as per MVA
- **Powered skateboards, stand-up e-scooters, Segways and hoverboards**
 - Not permitted on roads as per MVA
 - Classified as a Class 2 device but not an e-bike
 - Not permitted on Valley Trail



Electric unicycle



Electric scooter



Electric hoverboard



Segway



Electric skateboard

Communication

E-Bikes in Whistler

E-bike use is increasing and as a result, Whistler has recently developed rules for e-bike use to:

- Protect the trails and natural areas we love
- Get more people onto bikes and out of their cars
- Minimize conflict with other trail users and wildlife
- Facilitate incredible, memorable trail experiences for all users



General riding safety, etiquette and tips



Photo: Tourism Whistler

Valley Trail

The Valley Trail is a 40-km paved, multi-use trail connecting places in Whistler. Find a map at whistler.ca/valleytrail.

- For fast riding or commuting, please use Whistler's roads and highway.
- Slow down in busy sections and watch for kids, dogs, strollers and pedestrians.
- Stay right, and alert others when you pass on the left.
- Share the trail.

Off-Road Trails

Whistler has many off-road recreational trails ranging from the Lost Lake trails to Whistler Interpretive Forest.

- Check trailforks.com for conditions and trail difficulty before you ride.
- Obey signage, including trail direction and closures.
- Ride safely and choose trails within your ability.
- Share the trail, respecting other users and wildlife.



Class 1 e-bikes are a great option for commuting, carrying or pulling heavy loads, and for longer, less technical trails like Flank or the Sea to Sky Trail.



Class 2 and 3 e-bikes are not permitted on any of Whistler's trails. Consider using them on Forest Service Roads to access remote areas. Lock them up to a tree and hike to your favourite spot.



E-bikes are heavier, making downhill riding, especially on technical trails, more challenging. Take care and ride safe.



E-bikes enable faster uphill riding, so pass respectfully and beware of oncoming riders. Please don't ride "downhill primary" trails (see Trailforks) in the uphill direction.

What are you riding?

Make sure the e-bike you choose is permitted on the trails you want to ride.

CLASS 1

low-speed pedal-assisted

The most common devices in Whistler

PERMITTED ON	<ul style="list-style-type: none"> ✓ Valley Trail ✓ Off-road trails with some exceptions* ✓ Municipal roads & Highway 99 ✓ Forest Service Roads 	*NOT PERMITTED on these offroad trails	<ul style="list-style-type: none"> ✗ Sproatt & Rainbow Alpine Trails (anything above Flank: Lord of the Squirrels, Into the Mystic, With a Twist, On the Rocks, Happy Hour, Pot of Gold, LESS & Don't Look Back) ✗ Emerald Forest Conservation Area trails (except for the access road connecting Lorimer & Alta Lake roads) ✗ Any hiking-only trails
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CLASS 2

low-speed throttle-assisted

CLASS 3

speed pedal-assisted

PERMITTED ON	<ul style="list-style-type: none"> ✓ Municipal roads & Highway 99 ✓ Forest Service Roads 	NOT PERMITTED ON	<ul style="list-style-type: none"> ✗ Valley Trail ✗ Off-road trails
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Note: Other throttle-activated and high-speed electric mobility devices are not permitted on Whistler's trails. Some are permitted on municipal roads and Highway 99. Please refer to ICBC's low-powered vehicles operating rules. Examples of these other devices include e-mopeds, powered skateboards, stand-up (throttle) e-scooters, Segways and hoverboards.

Electric adaptive mountain bike

PERMITTED ON	<ul style="list-style-type: none"> ✓ Valley Trail ✓ Any off-road trails where bikes are allowed* ✓ Municipal roads & Highway 99, if they meet ICBC requirements ✓ Forest Service Roads 	*NOT PERMITTED on these offroad trails	<ul style="list-style-type: none"> ✗ Any hiking-only trails
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E-bike use in Whistler



The use of e-bikes in Whistler is being monitored to inform potential adjustments to our e-bike rules in the coming years. **Share feedback at parks@whistler.ca.**

Issues to Address Moving Forward

Valley Trail Speed, Safety and User Conflict

- ✓ 2018 Valley Trail Safety Review and Design Guidelines
- ✓ Considered e-bikes and speed limits
- ✓ Speed limit not recommended
 - Built form typically limits speed to an acceptable level
 - Most cyclists do not have a speedometer on their bicycles
 - Speed limit creates an enforcement expectation, which is not practical to implement consistently or frequently

Issues to Address Moving Forward

Valley Trail Speed, Safety and User Conflict

- Broad communication strategy
 - ✓ Valley Trail is a recreational multi-use trail
 - ✓ Wide range of ages, abilities and user types
 - ✓ Key attraction for visitors
 - ✓ Encourage appropriate and respectful use of the Valley Trail
 - ✓ Is not a dedicated bicycle commuter network
 - ✓ Faster travel >> use roadways
- Ongoing monitoring



Issues to Address Moving Forward

Alpine Trails E-bike Restrictions, Backcountry Safety

- ✓ Some opposed
 - E-bike users be allowed everywhere regular bikes are permitted
 - Allow equal access to all riders, as opposed to being “discriminated against due to age and/or ability”
- ✓ Some in favour
 - Concerns over wildlife impacts and conflict, overcrowding, degraded experience, increased conflict between riders, safety of inexperienced riders



Issues to Address Moving Forward

Alpine Trails E-bike Restrictions, Backcountry Safety

- ✓ Restriction recommended
 - Environmental considerations
 - Efforts to advance grizzly bear management
 - Emerging and not fully understood topic
 - Grizzly Bear-Human Conflict Mitigation Strategy
 - A more restrictive approach is preferred until a better understanding of recreational implications is understood
 - User safety
 - E-bikes can place people in the backcountry who do not have the knowledge, skills and ability to be there

Issues to Address Moving Forward

Alpine Trails E-bike Restrictions, Backcountry Safety

- ✓ A precautionary approach to risk management consistent with resort community vision documents
 - Public safety and environmental concerns trump personal desires
- ✓ Supported by community values
- ✓ Moving forward
 - Ongoing monitoring
 - Consider further grizzly bear research

Issues to Address Moving Forward

Off Road Trail Directionality

- ✓ E-bikes introduce new type of riding experience – uphill
- ✓ Potential safety issues
- ✓ Moving forward
 - Work with trail partners and address concerns in the field, on maps and in communications
 - Ongoing monitoring

Issues to Address Moving Forward

Off Road Trail Wear and Tear

- ✓ Concerns about increased trail wear
- ✓ Implications to trail maintenance needs and costs
- ✓ Quantifying impacts challenging

- ✓ Moving forward
 - Impacts monitored by WORCA, RMOW and RSTBC
 - Results shared, changes considered

Issues to Address Moving Forward

Commercial E-Bike Use

- ✓ Traditional bikes make of the vast majority of the rental bike fleet
- ✓ E-bike rentals increasing for both guided and self guided
- ✓ Guided operations have the advantage of being identifiable, accountable and a potential partner in managing resort success
- ✓ Concerns raised about large group sizes on rental bikes “taking over the trail”
- ✓ Moving forward
 - Focus attention on commercial utilization of public lands (parks and trails) in order to best manage capacity issues

Issues to Address Moving Forward

Policy Flexibility

- ✓ Concerns that policy not nimble
- ✓ Expecting rapid changes in technology and use patterns
- ✓ Moving forward
 - Addressed through monitoring program
 - Dependent on potential senior government policy and legislative changes
 - Rethinking Class 2 cargo e-bikes

Monitoring Program

Summer 2019, 2020, 2021

- ✓ Observations by Bylaw Services park and trail ambassadors and Alpine Trail Rangers - complete 2019-21
- ✓ Trail counters - complete 2019-21
- ✓ Collaboration and information sharing with partners and stakeholders – complete 2019-21
- ✓ Trail user intercept survey – not complete
- ✓ Potentially additional surveys in the fall or winter – not complete
- ✓ Documented public feedback – not complete

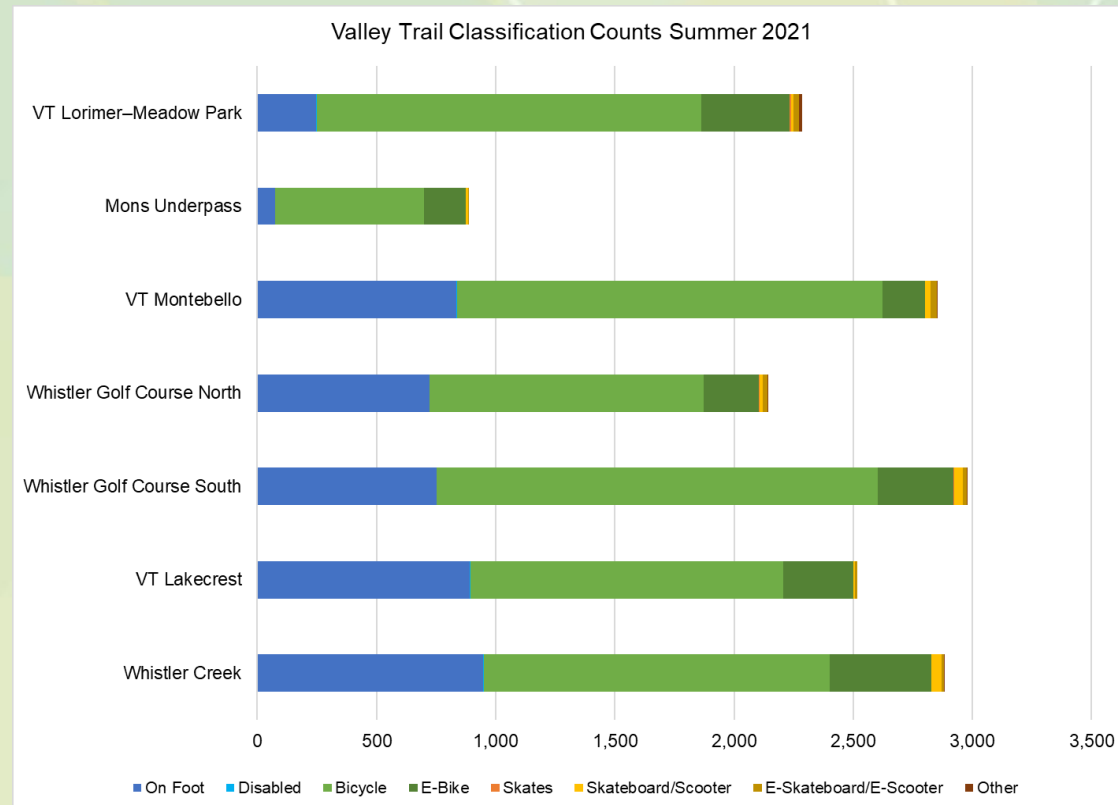
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Monitoring Results

- 7 locations along the VT – weekends, weekdays, morning, afternoon (6 data entries per location)
- Data collection broke out VT users by type – on foot vs on wheels, and in wheels broke out by traditional bike, e-bike, and other wheels (skateboard, other mobility device)
- 2021 – 2,884 total users (1,453 traditional bikes, 426 e-bikes, 11 e-scooter/e-skateboard)
- 2020 – 4,386 total users (2,455 traditional bikes, 360 e-bikes, 9 e-scooter/e-skateboard)



Enforcement

- Enforcement challenging at best
- Seek voluntary compliance and social policing
- **Crown Lands (Province)**
 - ✓ Within and outside of Municipal boundaries
 - ✓ Formally Authorized and Established Recreation Trails
 - Enforceable by provincial Recreation Officer with trail designation (no e-bike) and signage
- **Municipally Controlled Lands**
 - ✓ Enforceable by RMOW Bylaw Services with Parks Bylaw adjustments and signage

Process Moving Forward

- Potential adjustments to the policy

- ✓ Monitoring potential senior policy changes that may impact Whistler's policy and timing of formalization
- ✓ Still draft policy as technology/devices still evolving
- ✓ Rethinking Class 2 cargo e-bikes
- ✓ VT and/or Highway improvements needed in absence of connected roadways

- Park Use Bylaw Amendment

- ✓ Future Council date, address other minor “low hanging” park updates
- ✓ Make any necessary e-bike policy adjustments
- ✓ Formal adoption of e-bike policy E-bike policy then enforceable on trails located on municipally controlled lands

Process Moving Forward

- Amendment to allow alpine access for PWDs
- VT speed issues; Focus on:
 - ✓ Ongoing education about responsible use of the VT
 - ✓ Initiating VT speed data collection to help inform issues

Questions and Discussion

- Approach in your community?
- Challenges?

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CLASS 1

low-speed pedal-assisted



The most common devices in Whistler

PERMITTED ON

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- ✓ Off-road trails with some exceptions*
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Electric adaptive mountain bike




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APPENDIX A


WHISTLER

THE RESORT MUNICIPALITY OF WHISTLER
COUNCIL POLICY

POLICY NUMBER:	DATE OF RESOLUTION:
NAME: E-MOBILITY DEVICE POLICY	

1.0 SCOPE OF POLICY
This policy applies to the use of e-mobility devices on the Valley Trail and local recreational off-road trails managed by the RMOW and the Whistler Off-Road Cycling Association (WORCA) within the boundaries of the Cheakamus Community Forest (excluding trails in BC Parks and Whistler Blackcomb's Controlled Recreation Area).

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3.2 Electric bike (e-bike) Class 1: A bike equipped with a motor that provides assistance only when the rider is pedalling (pedal assist) and ceases to provide assistance when the bike reaches 32 km/h and has a maximum continuous wattage output of 500 watts.

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www.whistler.ca

TEL 604 932 5535

TF 1 866 932 5535

FAX 604 935 8109

WCS engagement
+ planning



THANK YOU

RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way

Whistler, BC Canada V8E 0X5

www.whistler.ca

TEL 604 932 5535

TF 1 866 932 5535

FAX 604 935 8109

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EXTRA SLIDES

RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way
Whistler, BC Canada V8E 0X5
www.whistler.ca

TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

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Purpose

- Seek Council support for a draft electric powered personal mobility devices policy
- If supported
 - ✓ Commence an implementation and monitoring program
 - ✓ Amend “Park Use Bylaw 1526, 2002”

Policy Intent and Basis

- Manage potential impacts and the experience of residents, visitors and businesses

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- Provide community direction regarding appropriate and responsible use of electric powered personal mobility devices in our community and at this time
- Based upon
 - ✓ Best currently available information, definitions, policies and regulations from senior levels of government and industry, all of which are evolving and seeking to better integrate with one another
 - ✓ Local community engagement



Policy Intent

- Provide community direction regarding appropriate and responsible use of electric powered personal mobility devices in our community and at this time



Ongoing Evolution

- ✓ *B.C. Active Transportation Strategy (June 2019)*
 - *“Review the Motor Vehicle Act to address the definition of road users to include emerging active transportation modes, such as electric bikes, scooters and skateboards.”*
- ✓ Trial Lawyers Association of British Columbia and the British Columbia Cycling Coalition
 - *Advocating modernization of the MVA to better reflect e-mobility devices*
- ✓ RSTBC E-bike Policy (April 2019)
 - *Ongoing monitoring to the “test the effectiveness of the policy throughout the province from 2018-2021”*
 - *“Enable learning thought experience prior to policy adjustment”*



Ongoing Evolution

- ✓ BC Parks E-Bike Policy (in development)
 - Align with RSTBC E-Bike policy
- ✓ E-bike Class 1 2 3 system relatively new
 - Being adopted by governments and cycling advocate agencies across North America
 - Being adopted by industry
- ✓ Likely to see legal challenges which will require policy to adjust
- ✓ E-bike technology, devices, use patterns, policies and legislation will continue to evolve

Community Values

- **Community Values**

- ✓ Play a leadership role in recreation and tourism trends
- ✓ Protect natural areas, especially those that are sensitive
- ✓ Love for nature-based recreation, which has varying degrees of impact
- ✓ Most enjoy a mix of human-powered and motorized experiences (e.g. chair lift access for skiing)
- ✓ Strive to be inclusive of all ages and abilities
- ✓ Recognize physical, mental and spiritual benefits of recreation and access to nature

E-Bike Classifications

- Class 1
 - ✓ Motor provides assistance only when the rider is pedalling
 - ✓ Ceases to provide assistance at 32 km/hour
 - ✓ Considered a Motor Assisted Cycle (MAC) in RSTBC e-bike policy

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- Class 2
 - ✓ Motor propels the bike (throttle equipped)
 - ✓ Ceases to provide power at 32 km/hour
 - ✓ Considered a motorized vehicle in RSTBC e-bike policy

E-Bike Classifications

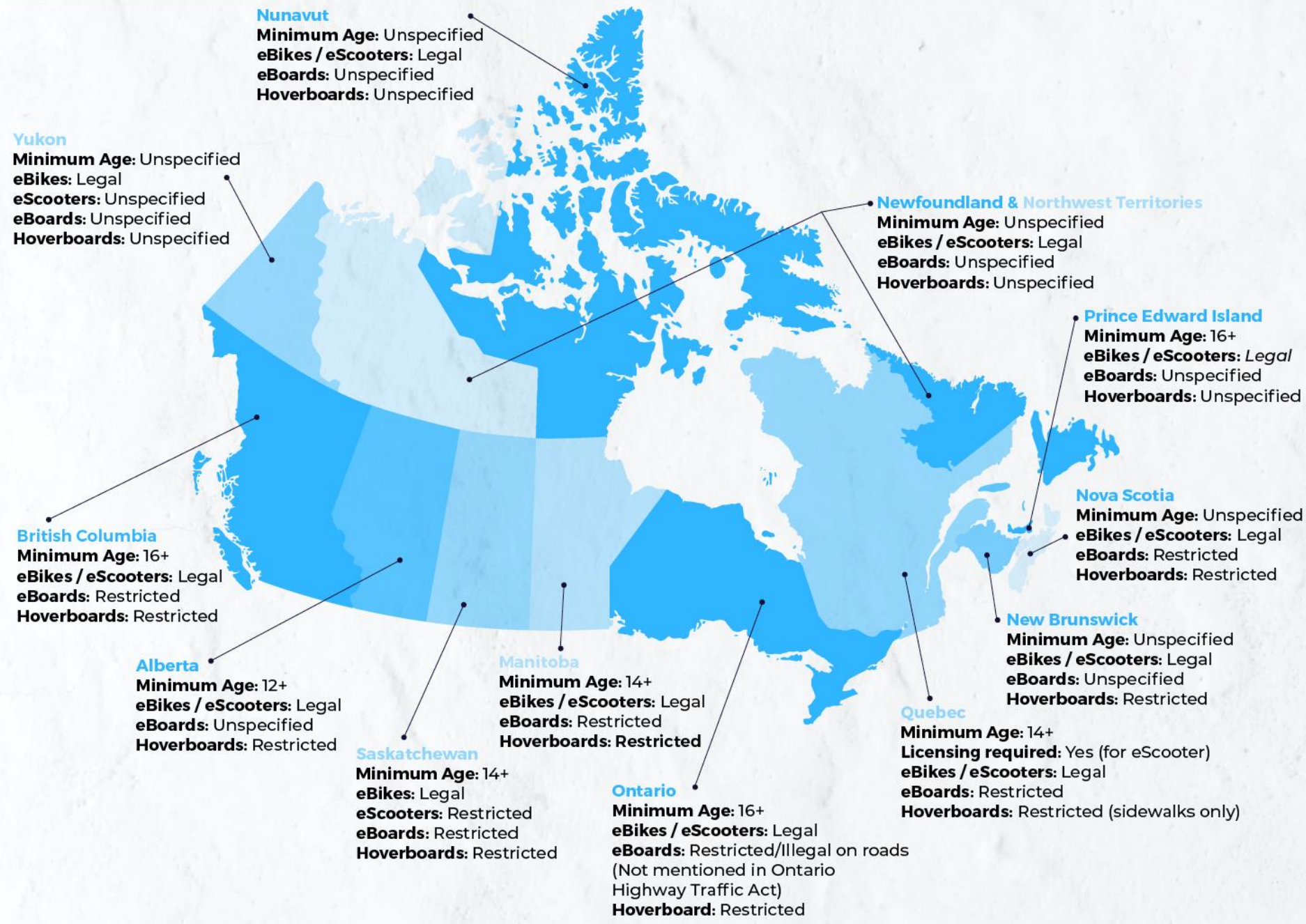
- **Class 1**
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 - ✓ Motor propels the bike (**throttle equipped**)
 - ✓ Ceases to provide power at 32 km/hour
 - ✓ Considered a *motorized vehicle* in RSTBC e-bike policy
- **Class 3**
 - ✓ Motor provides assistance **only when pedalling**
 - ✓ Ceases to provide assistance at 45 km/hour
 - ✓ Considered a *motorized vehicle* in RSTBC e-bike policy

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- **Electric adaptive mountain bike**
 - ✓ Electric mountain bikes adapted for limited mobility users

Lessons Learned, Next Steps

- What's been learned so far
 - ✓ Concerns of speed and conflict on VT has not occurred to the level of concern expressed by the public
 - ✓ Class 2 cargo e-bikes are extremely popular with young families and that a throttle (class 2) is a necessity for such bikes



Evolving and inconsistent regulations

E-bike bans change in every jurisdiction

How do you know which e-bike is legal in which area? Often, you don't

BY J.P. SQUIRE

Special to The Daily Courier

New signs in the North Okanagan banning certain classes of e-bikes sent shockwaves through the Okanagan's cycling community.

Last summer, the Regional District of North Okanagan board decided to ban class 2 and 3 e-bikes from all parks and trails including the Okanagan Rail Trail based on what other government agencies have implemented.

Signs went up in late April causing confusion in users, including those with class 1 e-bikes.

Class 1 e-bikes are identical to class 2 — both have pedal-assist and 32 km/h maximum speed — but class 2 bikes also has a button or switch for a throttle.

Class 3 e-bikes can go up to 45 km/h.

In some jurisdictions, Class 2 throttles can be deactivated to make them a class 1.

After numerous emails exchanged with RDNO, it became clear there would be no enforcement of the bike ban — enforcement will be complaint driven.

No fines have been issued to date. There have been an unknown number of complaints about excessive e-bike speed, but it's not known which class of bikes have been involved.

There have been several accidents involving e-bikes but the RDNO has no idea if they involved class 1, 2 or 3.

If there is an accident with confirmation it was a class 2 or 3 bike, cyclists face a \$200 fine.

trails in provincial parks by unilaterally classifying them as motor vehicles under its Park, Conservancy and Recreation Area regulations in mid-2019.

Recreation Sites and Trails BC (which manages more than 529 public trails) also produced its own e-bike policy in 2019.



RDNO signs

latory framework for all types of motorized devices, including motorized devices that are not motor assisted cycles.

"As more people look for alternatives to driving cars, new transportation options like e-bikes will affect how British Columbians travel safely on our roads.

"Class 1 falls within the definition of a motor assisted cycle and so is not a motor vehicle. All other e-bikes (class 2, 3 or other) are considered motor vehicles as defined by the RSTBC e-bike policy," said a spokesman for the Ministry of Public and Solicitor General this week.

The ministry spokesman acknowledged change is in the wind. "New and emerging technology has increased the diversity of the modes of personal transportation. Policy work is under-way to develop a regu-

- Motor Vehicle Act, Motor Assisted Cycle Regulation
- Recreation Sites and Trails BC e-bike policy
- BC Parks
- Parks Canada
- Municipal policies

Mobility Devices



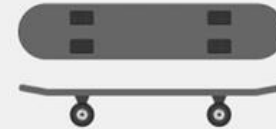
Walking/Running



Wheelchair



Mobility scooter 



Conventional skateboard



Roller/inline skate



Conventional bicycle



Conventional recumbent bicycle

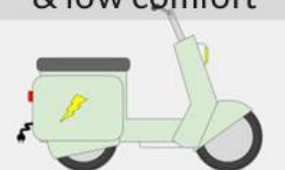


Conventional Tricycle



Conventional tandem bicycle

Extreme high speed
& low comfort



Electric sit-down scooter 



Electric bicycle 




Electric kick scooter 




Electric skateboard 



Self-balancing stand-up unicycle 



Self-Balancing Sit-Down Scooter 

Communication



Class 1 e-bikes are a great option for commuting, carrying or pulling heavy loads, and for longer, less technical trails like Flank or the Sea to Sky Trail.



Class 2 and 3 e-bikes are not permitted on any of Whistler's trails. Consider using them on Forest Service Roads to access remote areas. Lock them up to a tree and hike to your favourite spot.



E-bikes are heavier, making downhill riding, especially on technical trails, more challenging. Take care and ride safe.



E-bikes enable faster uphill riding, so pass respectfully and beware of oncoming riders. Please don't ride "downhill primary" trails (see Trailforks) in the uphill direction.

Communication

Valley Trail

The Valley Trail is a 40-km paved, multi-use trail connecting places in Whistler. Find a map at whistler.ca/valleytrail.

- For fast riding or commuting, please use Whistler's roads and highway.
- Slow down in busy sections and watch for kids, dogs, strollers and pedestrians.
- Stay right, and alert others when you pass on the left.
- Share the trail.

Off-Road Trails

Whistler has many off-road recreational trails ranging from the Lost Lake trails to Whistler Interpretive Forest.

- Check trailforks.com for conditions and trail difficulty before you ride.
- Obey signage, including trail direction and closures.
- Ride safely and choose trails within your ability.
- Share the trail, respecting other users and wildlife.