

Welcome.

Thanks for joining us.

Proposed policy directions for the use of e-bikes and other e-mobility devices are presented around the room tonight for community input.

They were developed based on key stakeholder input, research from other jurisdictions and project objectives. Community input through this open house and the e-bike survey will be used to inform the final policy or regulations.

How To Provide Input

1. **Posters:** Review the information and provide input
2. **Staff and Council:** Discuss the poster content with those wearing name tags
3. **Survey:**
 - Take it on paper – visit a table, chat and fill out the survey
 - Take it online any time before March 31st
bit.ly/RMOWebike



KNOW ANYONE WHO CAN'T BE HERE TONIGHT?

Ask them to take the survey by March 31st

Send them the QR code or the **bit.ly/RMOWebike** URL

Project Overview

Scope

The project will result in policies or regulations for the use of e-bikes and other e-mobility devices on the Valley Trail and off-road trails managed by the RMOW, WORCA, and Recreation Sites and Trails BC (for provincial Crown Lands) within the boundaries of the Cheakamus Community Forest.

Whistler Blackcomb and their Controlled Recreation Area and BC Parks are outside of the geographic scope for this project, but staff are consulting with them to ensure alignment with policy directions.

Process and timeline

The project began in fall 2018 and will be completed in spring 2019 with the goal of implementing policies for the 2019 riding season.

For more information:
whistler.ca/ebikes

1

Phase 1 | Fall 2018

Project planning, community scan and key stakeholder engagement to develop project objectives and gather initial input

2

Phase 2 | March 2019

Community engagement on proposed policy directions

***We are here**

3

Phase 3 | April-May 2019

Policy or regulation development

4

Phase 4 | June 2019 onwards

Policy implementation

5

Phase 5 | June 2019 onwards

Monitoring and evaluation

What is an e-bike?

There are three types of e-bikes according to the forthcoming B.C. e-bike policy:

Class 1 e-bike

- Bicycle equipped with an electric motor that provides assistance only when the rider is pedaling (pedal assist)
- Motor ceases to provide assistance when the bicycle reaches 32 kilometers per hour
- 500 watts maximum continuous wattage output
- Classified as a Motor Assisted Cycle (MAC) according to the provincial Motor Vehicle Act



Class 2 e-bike

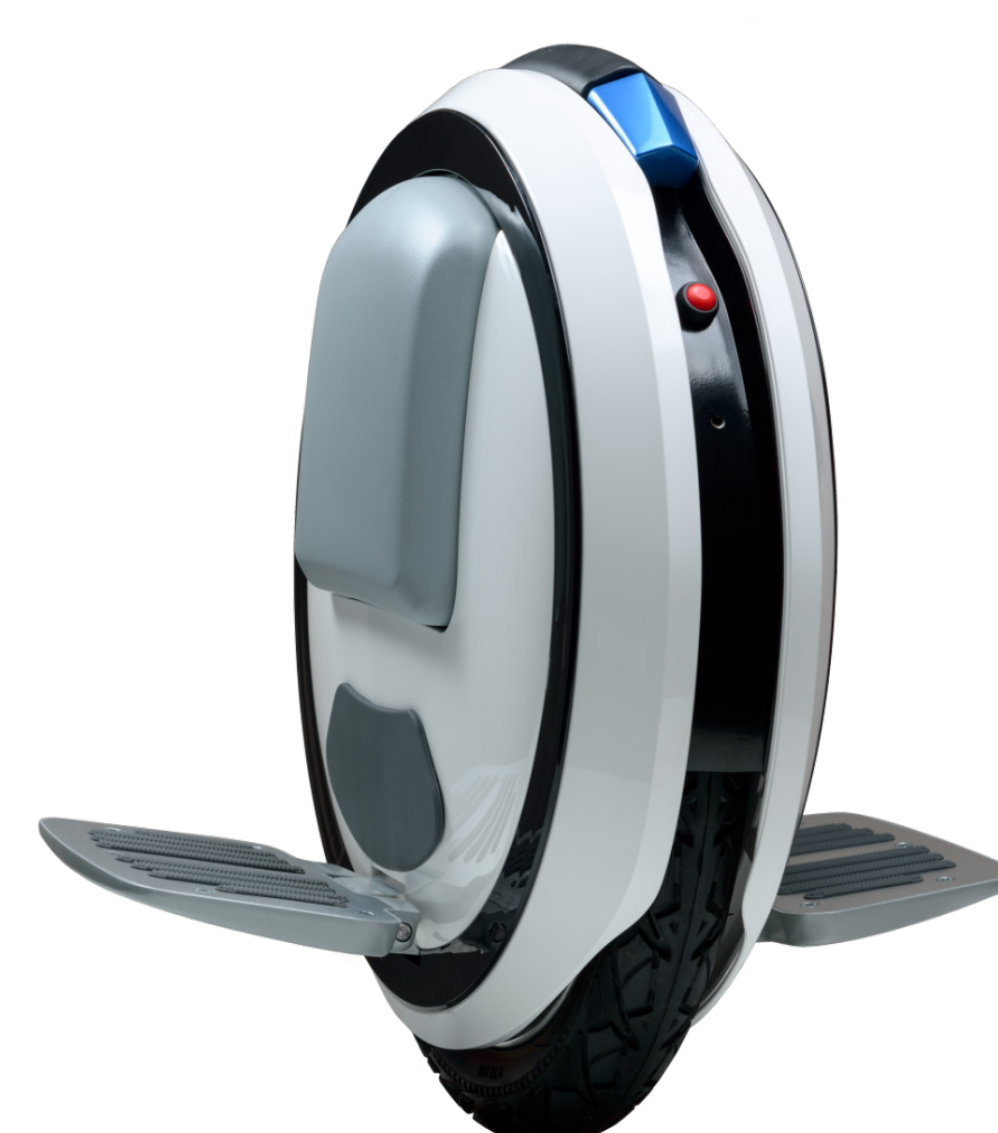
- Bicycle equipped with a throttle controlled electric motor that can be used exclusively to propel the bicycle
- Ceases to provide assistance when the bicycle reaches 32 kilometers per hour
- Classified as a Motor Vehicle

Class 3 e-bike

- Bicycle equipped with an electric motor that provides assistance only when the rider is pedaling (pedal assist)
- Ceases to provide assistance when the bicycle reaches 45 kilometers per hour
- Classified as a Motor Vehicle

What's an electric mobility device?

These are other types of electric devices used for getting around that either exist or are emerging. Examples include: hoverboards, Segways, e-skateboards, e-scooters, etc.



Current Context

E-BIKES ARE HERE TO STAY

- E-bikes are here and **their use is increasing**.
- **Effective policies are required** to manage potential impacts and the experience of residents, visitors and businesses.
- **Enforcement will be challenging**.
- Until relatively recently, motorized recreation options have been gas-powered and directed into specific zones due to noise, smell and speed issues; **electric motors are changing the game**.
- **E-bike technology will continue to advance** and evolve, and there are some types of e-bikes and e-devices that may be more appropriate than others for our community.
- **E-bikes allow more people of varying ages and abilities to recreate** outdoors and use the trails.
- Regardless of the type of bike, **trail use is increasing** with Whistler's growing population and visitation.

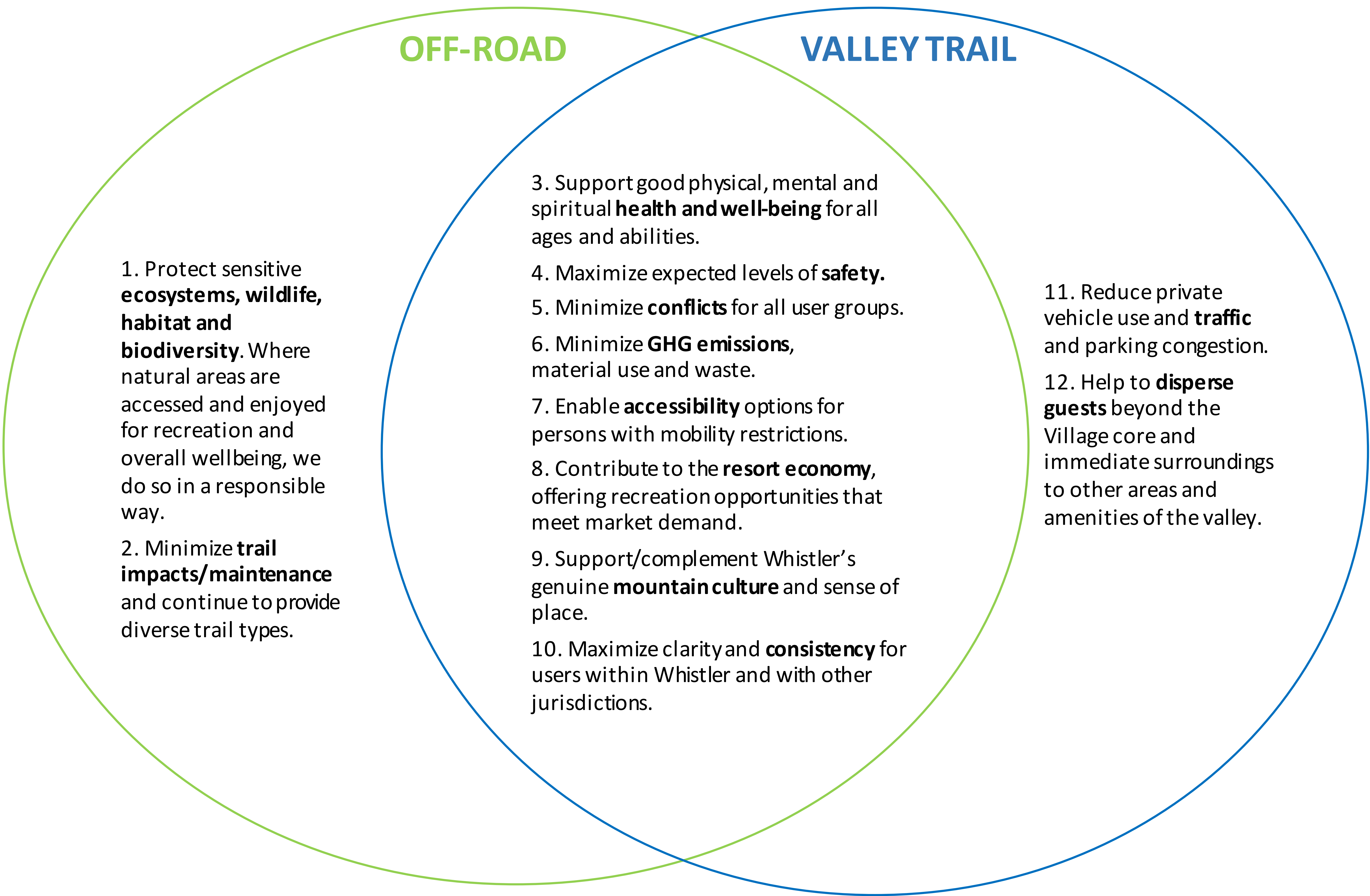
WHISTLER VALUES

- Whistler has always been a **leader in recreation** and tourism trends.
- **Protecting natural areas**, especially those that are sensitive, is of key importance in Whistler.
- We value **nature-based recreation**, which has varying degrees of impact on the natural playground we use.
- Most of us enjoy a **mix of human-powered and motorized experiences** (e.g. chair lift access).
- There is a desire to be **inclusive of all ages and abilities**, and provide recreation opportunities for physical, mental and spiritual wellbeing and access to nature, while protecting the natural environment.

KEY ISSUES AND POTENTIAL IMPACTS

- **Trail busyness:** E-bikes allow more people to get out and ride, so have the potential to make trails busier.
- **Trail maintenance:** E-bikes allow users to ride more frequently, longer and further, resulting in additional trail wear and maintenance requirements.
- **User conflict:** E-bikes can create a speed differential between users riding in the same direction. They may also enable more uphill riding with the potential to increase user conflict.
- **Safety:** E-bikes can allow higher speeds, especially for uphill riding, which may increase the frequency and severity of collisions on trails. They also allow some riders to go further into the mid- and backcountry—accessing places beyond their abilities—resulting in increased Search and Rescue calls.
- **Backcountry and wildlife impacts:** Increased backcountry access may result in greater impacts on ecosystems and wildlife.

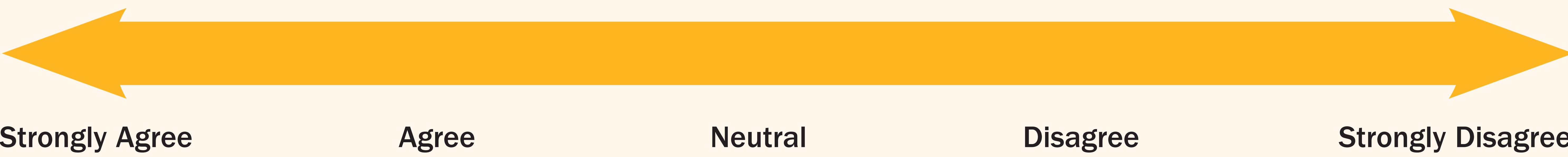
Project Objectives



What do you think?

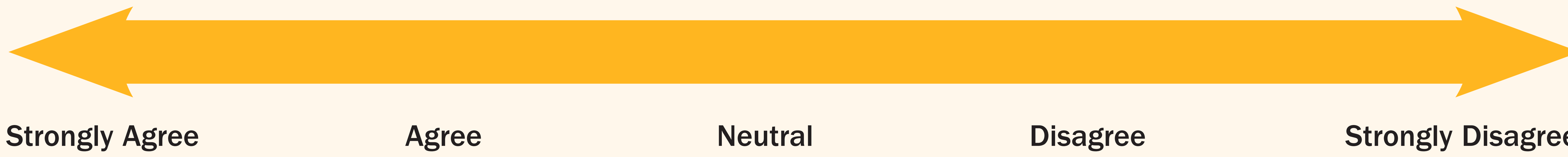
1. Do you agree or disagree with the project objectives for the **Valley Trail**?

Place a sticky dot on the scale.



2. Do you agree or disagree with the project objectives for **off-road trails**?

Place a sticky dot on the scale.



3. Comments? *Place a sticky note.*

Valley Trail

Proposed Policy Directions

These devices would be **permitted** on the Valley Trail:

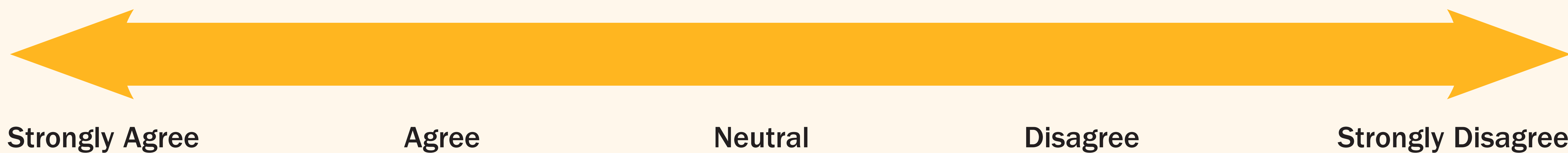
- **Permit Class 1 e-bikes** (pedal assist)
- **CONTINUE to permit human powered devices** (bikes, skateboards, push scooters, etc.)
- **CONTINUE to permit powered accessibility devices** (wheelchairs, accessibility scooters, adaptive e-mountain bikes)

These devices would be **prohibited** on the Valley Trail:

- **Prohibit throttle activated and high-speed electric devices** to align with the forthcoming B.C. e-bike policy that classifies these devices as motor vehicles. The municipal Parks Bylaw No. 1562, 2002 also prohibits motor vehicles in parks and on the Valley Trail.
Examples: Class 2 e-bikes with a throttle, Class 3 e-bikes with speeds of up to 45 km/h, low speed motorcycles (e.g. e-mopeds), other mobility devices such as powered skateboards, stand-up e-scooters (throttle), Segways, hoverboards.
- **CONTINUE to prohibit gas powered devices** to comply with B.C. legislation and municipal Parks Bylaw. *Note: service and emergency vehicles are exempt.*

What do you think?

1. Do you agree or disagree with the proposed policy directions for the **Valley Trail**?



2. Comments? *Place a sticky note.*

Other Considerations

In addition to the policy directions above, a number of other Valley Trail considerations have emerged through the project and may be explored:

- | | |
|---|--|
| <ul style="list-style-type: none">• Education about responsible use, including speed• Monitoring e-mobility device use, conflict, incidents, etc.• Promoting e-bike Valley Trail routes to less busy destinations | <ul style="list-style-type: none">• Valley Trail use fees for commercial bike operators• Commercial use restrictions relating to group size, routes, days• Increased enforcement |
|---|--|

Off-Road

Proposed Policy Directions

CLASS 1 E-BIKES

Permit in all off-road areas, **except**:

- 1. Areas where biking is currently prohibited** (e.g. “hiking only” trails).
- 2. Alpine areas**, including the Sproatt/Rainbow Alpine network above the Flank Trail. Note: E-bikes would be **permitted** on the Flank Trail.
- 3. Emerald Forest Conservation Area.** Note: E-bikes would be **permitted** on the access road connection between Lorimer Rd and Alta Lake Rd.

CLASS 2 AND CLASS 3 E-BIKES

These are classified as motorized vehicles according to the forthcoming B.C. e-bike policy and as such they will be:

- **Permitted** on roads, forest service roads and off-road trails with a specific motorized designation. Note: Currently, no trails in the Whistler area have this designation.
- **Prohibited** on all off-road trails designated for non-motorized use.
Note: The municipal Parks Bylaw No. 1562, 2002 also prohibits motor vehicles on municipal trails.

ELECTRIC ADAPTIVE MOUNTAIN BIKES

Electric aMTBs* are exempt from e-bike restrictions according to the forthcoming provincial e-bike policy and as such they will be:

- **Permitted on all off-road trails where bikes are permitted.** *Note: Adaptive e-mountain bikes are typically wider devices and therefore are limited to trails that are wide enough to accommodate their use.*

*aMTBs that have electric motors are exempt from e-bike restrictions as long as they meet the following criteria: (1) must have three or four wheels; (2) must have the ability to propel the aMTB with hand cranks when without electric power; (3) the maximum nominal power wattage is set at 800W or less; and (4) the aMTB may have pedal assist and/or direct throttle power.

Off-Road

Rationale and Feedback

Alpine areas

Alpine areas require careful management and monitoring, and recent wildlife issues are not well understood, but are being examined. For these reasons, a precautionary approach is recommended at this time.

Emerald Forest

The Emerald Forest is a Council-approved conservation area where conservation is valued over recreational interests. The proposed policy direction supports conservation and reflects Whistler’s priority of protecting natural areas.

Class 2 and 3 e-bikes

Class 2 and 3 e-bikes are classified according to the forthcoming B.C. e-bike policy as motor vehicles and are not appropriate for use on recreation trails. The proposed policy directions are aligned with the provincial classification and regulations.

Other considerations

In addition to the policy directions above, a number of other considerations have emerged through the project and may be explored:

- Implementing a test period and monitoring program
- Clarifying preferred direction of travel by installing more directional signage on trails and other communications including TrailForks
- Implementing trail use fees for commercial operator
- Providing and promoting epic off-road e-bike rides
- Clarify preferred use areas for adaptive electric mountain bikes

What do you think?

1. Do you agree or disagree with the proposed **off-road e-bike** policy directions on the adjacent poster?



Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

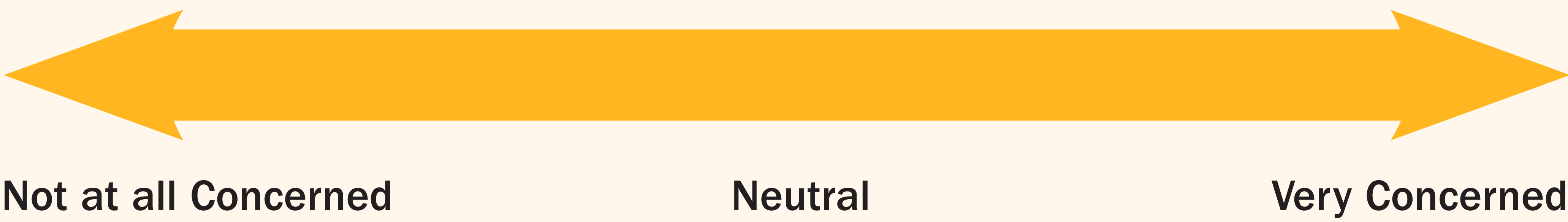
2. Comments? *Place a sticky note.*

One Last Question

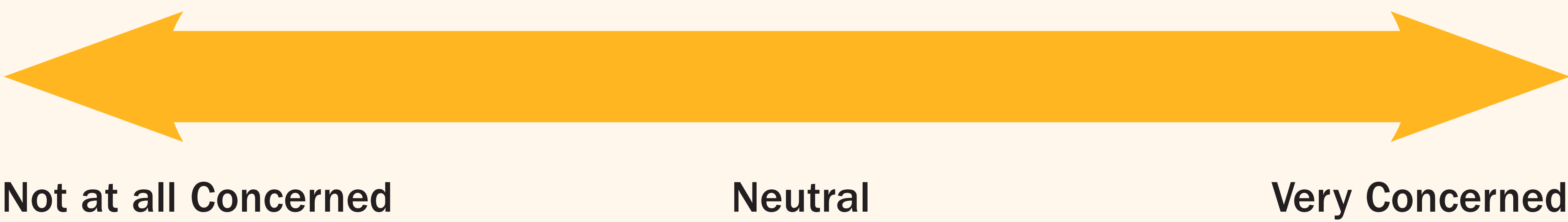
Considering the proposed policy directions presented here tonight, how concerned are you about the following potential impacts or issues related to use to the use of e-bikes and other e-devices? *Place a dot beside each:*

Off-road

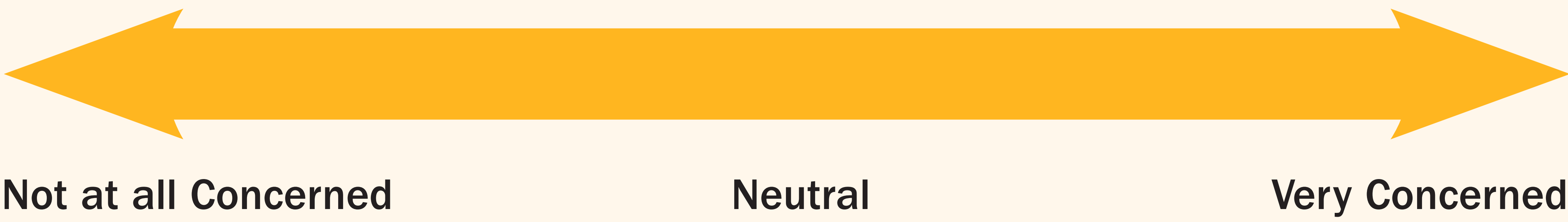
Trail busyness



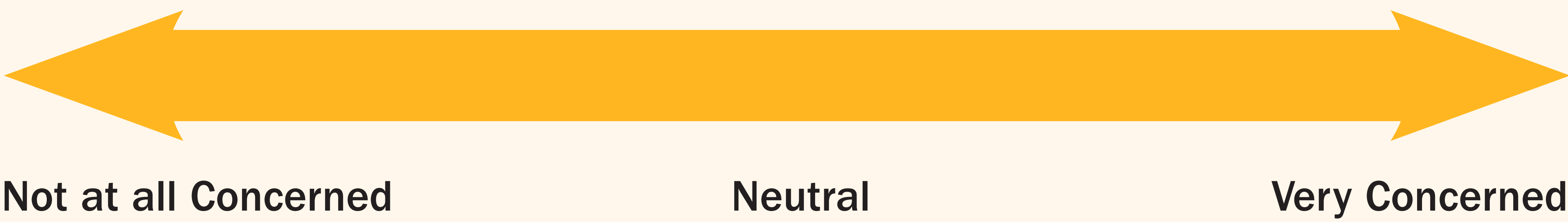
Trail impacts and maintenance



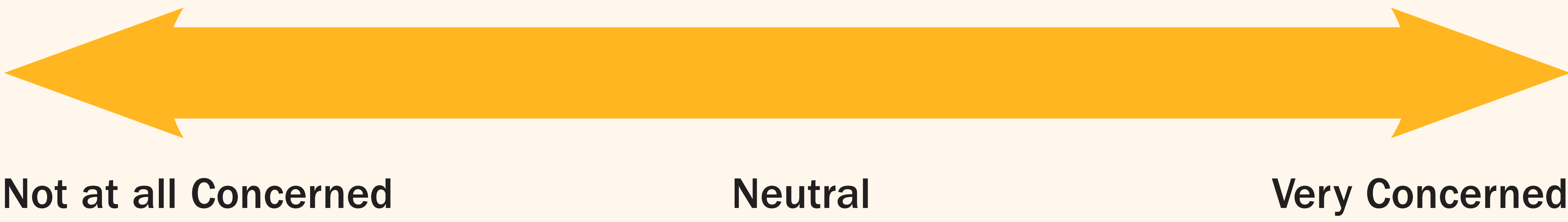
User safety



User conflict

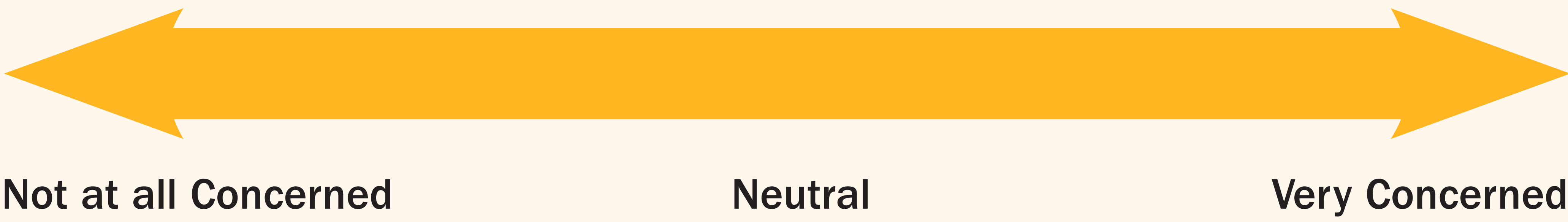


Wildlife conflict

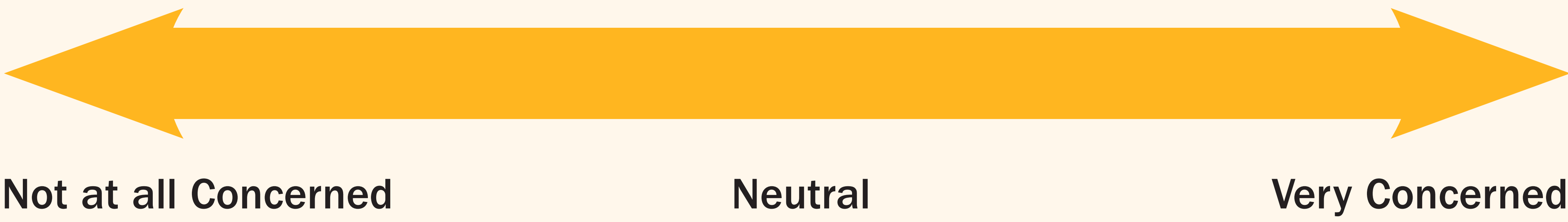


Valley Trail

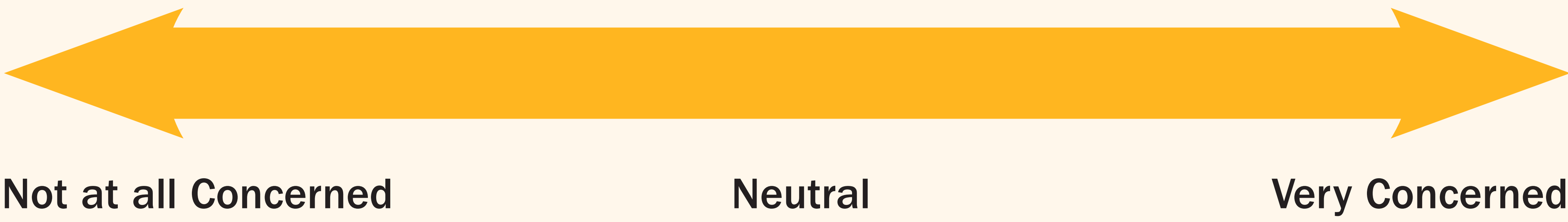
Trail busyness



User safety



User conflict



Take the e-bike survey

Thanks for being here tonight.

The e-bike survey gathers more detailed input than this open house format, so we hope you will complete it as well and tell others!

Survey closes March 31.



Share the e-bike survey on social media!

bit.ly/RMOWebike

