

Date: 2021-06-09

Subject: **City of Brampton Micromobility (E-bike/E-Scooter) Pilot (All Wards) HF.x**

Contact: Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development Department

Report Number: Planning, Bld & Ec Dev-2021-686

Recommendations:

THAT the report from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, dated June 9, 2021, to the Committee of Council meeting of June 23, 2021, re: **City of Brampton Micromobility (E-bike/E-Scooter) Pilot (All Wards) HF.x** be received; and,

THAT all necessary by-laws be enacted to permit and regulate the use of personal e-scooters in the City of Brampton in accordance with the Provincial Pilot (ON Reg. 389/19); and,

THAT staff be directed to develop a pilot to assess the uptake and impact of an e-bike/e-scooter share system in the City and report back to Council at a future committee meeting with details of the pilot.

Overview:

- **Micromobility refers to transportation over short distances provided by a range of small, lightweight vehicles operating at speeds typically under 25 km/h and driven by users personally. These include electric (pedal-assisted) bicycles – “e-bikes” – and electric scooters – “e-scooters.”**
- **Micromobility is, for example, an ideal transportation option for making first/last mile connections to transit services at mobility hubs.**

- **The consideration of micromobility in the City of Brampton is supported by Council endorsed guiding principles informing the Transportation Master Plan Review and Update.**
- **On January 1, 2020, the Government of Ontario began a 5-year e-scooter pilot allowing participating municipalities to enact a by-law to permit and regulate the use of e-scooters.**
- **The feedback from e-scooter demonstrations conducted in Brampton in late Summer 2020 indicate that participants felt safe and interested in e-scooters as a travel mode.**
- **In order to assess the potential impacts and uptake of a shared e-bike/e-scooter system, staff are recommending that a by-law be enacted to permit e-scooter use in the City and that staff develop terms of reference for a e-bike/e-scooter share pilot trial for Council's consideration and approval.**

Background:

Micromobility is a travel mode used for short distance trips provided by lightweight, usually single-person vehicles, such as bicycles and scooters. More recently, micromobility systems have evolved to provide users with access to power assist vehicles such as pedal assist bikes (e-bikes) and electric kick-style scooters (e-scooters) to complete short trips in an urban setting and provide a “first and last mile” solution, connecting destinations to higher order transit systems.

While conventional bike share programs have existed for several years, new vehicle innovations such as e-scooters and e-bikes, together with different ownership/operation models (for sharing programs) are presenting municipalities with a number of decisions to make when considering micromobility solutions to add to their menu of transportation options:

- public or private ownership of the system;
- vehicle types: bikes, e-bikes, e-scooters, etc.;
- docked station systems require that all vehicles be returned to a station (Hamilton and Toronto examples) or dockless where the vehicle can be left free standing (typically in a designated area) or locked to any bike rack or street furniture.

The consideration of micromobility in the City of Brampton is supported by Council-endorsed guiding principles (PDC019-2021) that are informing the Transportation Master Plan Review and Update. Micromobility provides an example of how the City can rethink the more conventional, auto-centric approach and tools utilized for transportation network planning. Public access to a fleet of shared, small and environmental friendly vehicles supports the multi-modal needs for city building and a more sustainable, green, attractive, healthy and safe city.

- Enhance Mobility and Travel Options for People and Goods
- Advance Multi-Modal Transportation Equity
- Integrate Transportation and Land Use Planning
- Protect Public Health and Safety
- Improve Environmental Sustainability
- Leverage Technology
- Emphasize Community Engagement and Collaboration

On November 27, 2019, the Government of Ontario announced a 5-year e-scooter pilot ([O. Reg. 389/19](#)) that began on January 1, 2020, as part of the *Open for Business Action Plan*. Under the pilot, municipalities are able to pass local by-laws to allow e-scooters within municipal rights-of-way, along with other regulations which can be imposed on providers of shared e-scooter systems.

The Regulation for the pilot program stipulates various e-scooter vehicle and operator safety criteria which must be met. Municipal considerations mentioned in the Province's guideline document are geared towards management of private e-scooter sharing systems which can now operate in Ontario under this pilot program. The Province's Regulation and its guideline document are attached as Appendix 1 and Appendix 2.

In 2020, Scooty, a GTA-based micromobility company that provides e-scooters, conducted a number of demonstrations at Chinguacousy Park to introduce e-scooters to the public and to collect data on public perceptions and user experiences of this new transportation mode. The following results from the Scooty demonstration were provided at the September 23, 2020 Committee of Council meeting:

- 2,000 km ridden in 8 days;
- Data gathered from over 600 surveys;
- Of those that participated in the survey:
 - 83% felt very safe riding the e-scooter;
 - 97% would ride along a trail or in a park again; and,

- Most participants suggest that allowing people to ride on bike lanes and path/trails as the number one thing the City can do to make it easier for them to ride an e-scooter.

These results validate that there is an interest in the use of e-scooters in the City and potential support for a micromobility system.

Last year, City Council referred the Scooty delegation (including a request for a pilot trial) (C286-2020), as well as a delegation from Kevin Montgomery (Brampton Resident) regarding “Micromobility and the Broader Transportation Paradigm” (CW170-2020) back to staff for consideration.

Current Situation:

E-bikes are currently permitted to operate in the City, however, e-scooters require that a by-law be enacted to permit their use in the City. Highway Traffic Act, Ontario Regulation 389/19 requires that a municipality pass a by-law to:

- allow e-scooter use on municipal roads during the 5-year pilot;
- set the maximum speed limit to 24 km/h;
- restrict the maximum weight of the vehicle at 45kg;
- restrict the maximum power output of the vehicle at 500W;
- set the minimum operator age limit at 16 years of age;
- restrict passengers and cargo;
- restrict baskets;
- require riders to stand at all times;
- require the use of bicycle helmets for riders under 18 years old;
- restrict pedals or seats;
- require that the vehicle has 2 wheels, brakes, a horn or bell, and one white light on front, one red light on rear and reflective material on sides;
- restrict the maximum wheel diameter at 17 inches;
- that all [HTA](#) rules of the road will apply to the operation of e-scooters like bicycles; and,
- not allow e-scooters on controlled access highways.

City staff are recommending that Council direct staff to enact all the necessary by-laws to permit and regulate the use of personal e-scooters in the City of Brampton. An Administrative Update to the Traffic By-law Report facilitating these amendments will be submitted to a subsequent meeting. From a consistency and ease of enforcement perspective, City staff are recommending that proposed changes are consistent with the changes enacted in Mississauga.

In addition to the provisions outlined above, per the Provincial Regulation, the City by-law will also include the following provisions to regulate where e-scooters can be operated:

- permitted on multi-use paths and bicycle lanes;
- permitted on roads that are posted at 50 km/hour or less;
- prohibited on sidewalks or on any roadway that also prohibits pedestrians an/or bicycles; and,
- permitted on recreational trails and park paths (Parks By-law).

In anticipation of the by-law changes and the introduction of this new vehicle type in the City, staff will prepare communication collateral to inform the public of the aforementioned requirements and regulations.

In order to assess the potential impacts and uptake of a shared e-bike/escooter system in the City of Brampton, staff are recommending that interested vendors be invited to participate in a pilot trial through a competitive procurement process. The proposed pilot could:

- define geographical test areas in the City where the shared service would be permitted;
- limit the number of vehicles permitted within a test area;
- limit the time of day that the vehicles are permitted to operate;
- collect data relating to vehicle usage/maintenance/incidents;
- help to inform a future permit or license process;
- identify operating/maintenance requirements (City and operator);
- test the individual vehicle and system features in the City under a live “environment”; and,
- assess parking/storage issues.

Staff will develop terms of reference for the pilot trial and present them to Council for approval in Q3 2021, prior to commencing a procurement process.

Corporate Implications:

Financial Implications:

There are no financial implications directly associated with this report. Any future financial implications will be discussed in a forthcoming recommendation report to Council, pending Council approval.

Other Implications:

There are no other implications directly associated with this report

Term of Council Priorities:

This report directly supports the 'Active Transportation Action Plan' Term of Council priority. One of the programming recommendation from the City's Active Transportation Master Plan is to work with regional partners and other GTHA municipalities to roll out a regional bike share program.

Conclusion:

Micromobility is an example of how the City can rethink the more conventional, auto-centric approach and tools utilized for network planning.

City staff are recommending that Council direct staff to enact all the necessary by-laws to permit and regulate the use of personal e-scooters in the City of Brampton. An Administrative Update to the Traffic By-law Report facilitating these amendments will be submitted to a subsequent meeting. From a consistency and ease of enforcement perspective, City staff are recommending that proposed changes are consistent with the changes enacted in Mississauga.

An e-bike/e-scooter share pilot program will allow staff to assess the performance and operation of a micromobility system under a test environment and gather data to support recommendations for a permanent solution.

Authored by:

Reviewed by:

Nelson Cadete
Project Manager, Active
Transportation
Planning, Building and Economic
Development

Henrik Zbogar, MCIP, RPP
Sr. Manager Transportation Planning,
Planning, Building and Economic
Development

Approved by:

Submitted by:

Richard Forward, MBA, M.Sc., P.Eng.

David Barrick

Commissioner,
Planning, Building and Economic
Development

Chief Administrative Officer

Attachments:

Appendix A: Ontario Regulation 389/15

Appendix B: Ministry of Transportation Ontario – E-scooter Pilot Program Best Practices