



Micromobility Electric Scooter Pilot

Accessibility Advisory Committee
March 8, 2022

Micromobility can be:

- Human-powered or electric
- Privately owned or shared
- Most commonly low speed (25km/h top speed) or sometimes moderate speed (45km/h top speed)



Micromobility cannot be:

- Internal combustion engine powered
- High speed (exceeds 45km/h top speed)

Micromobility refers to a range of small, light weight devices operating typically below 25 km/hour and is ideal for trips up to 10 km.

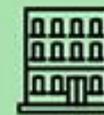
Most people in cities do not own cars.

Micromobility unlocks more city for more people.

Micromobility increases access to public transportation, replacing cars for short trips.



Electric devices make micromobility more attractive to people who may not use traditional 2 or 3-wheelers. E-micromobility expands the area riders can travel easily without a car.



A safe micromobility network provides equitable access to more places for more people.



NEWS RELEASE

Ontario Announces E-Scooter Pilot to Help Grow Ontario's Economy

E-scooter pilot will make it easier for people to get around

- 5 year pilot
- Start: January 1, 2020
- Municipalities must pass by-law to permit/regulate
- Max speed 24 km/hr
- Max weight 45 kg
- Operating age 16 years old
- No passengers
- No cargo
- No baskets
- Riders must be standing
- Helmet required for under 18 years old
- Must have a horn/bell
- Must have lights on back and front



Vision 4: Transportation and Connectivity

In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

future**ready**



BRAMPTON

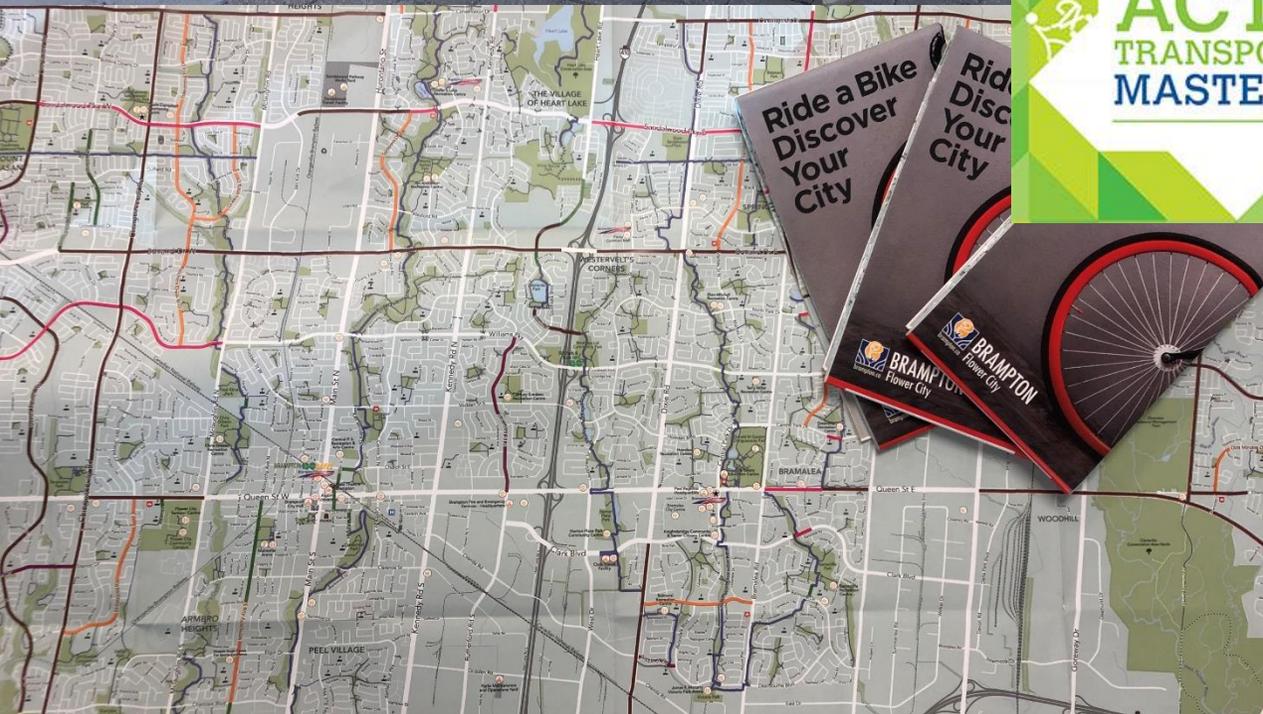


Principles behind Streets for People:

- Create Safe and Accessible Streets
- Promote Healthy and Active Living
- Improve Transportation Choice and Balance Priorities
- Develop Connected Networks
- Respect Existing and Planned Context
- Create Vibrant and beautiful Places
- Enhance Economic Vitality
- Improve Sustainability and Resiliency



LET'S CONNECT
ACTIVE
TRANSPORTATION
MASTER PLAN





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.

Committee of Council – June 23, 2021

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UNIQUE ID



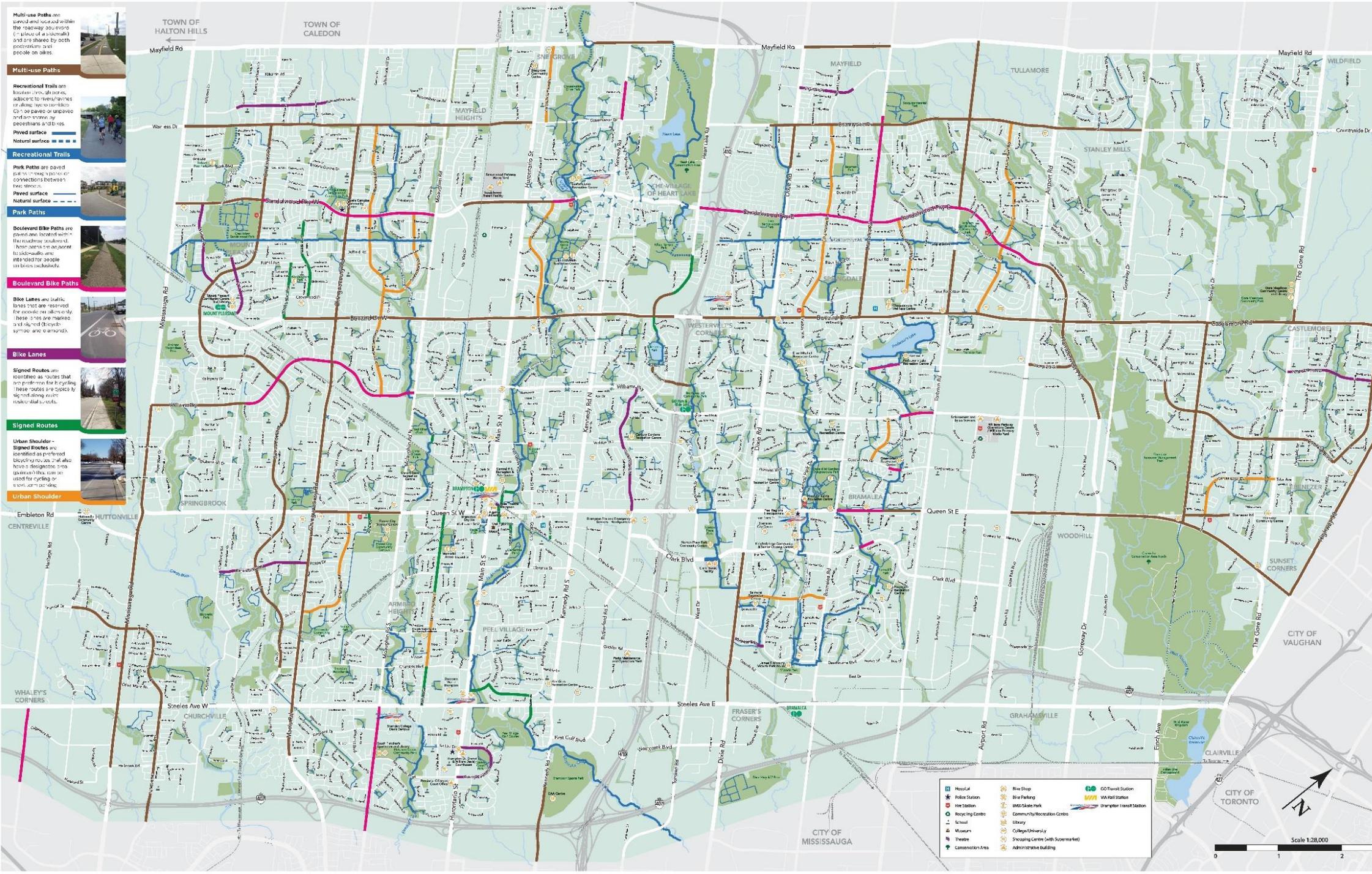
SAFETY DECAL

Ride Safely

Helmet Required
 License Required
 No Riding on Sidewalks
 No Double Riding
 18+ Years Old

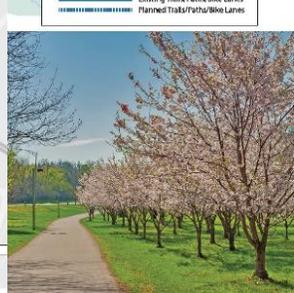
How it works:

- electric powered
- riders push off with their feet to get going and to assist the scooter during steep incline
- throttle provides acceleration
- use app-based GPS tracking technology
- speed are regulated



The Loop

Get in the "Loop"! In 2018 and 2019, Brampton is installing bike lanes and paths to connect the Etobicoke Creek, Essex Lake and Chinguicousy Recreational Trails, creating a 40 kilometre trail loop. This effort will link a number of neighbourhoods and key destinations in the City to help encourage recreational and everyday cycling trips.



- Multi-use Paths**
Multi-use Paths are paved and located within the roadway corridor (in place of a sidewalk) and are shared by both pedestrians and people on bikes.
- Recreational Trails**
Recreational Trails are located in parks, adjacent to rivers/lakes or along tree corridors. They are paved or unpaved and are shared by pedestrians and bikes.
- Park Paths**
Park Paths are paved paths located within parks and provide connections between two streets.
- Boulevard Bike Paths**
Boulevard Bike Paths are paved and located within roadway corridors. These paths are adjacent to sidewalks and are intended for people on bikes exclusively.
- Bike Lanes**
Bike Lanes are traffic lanes that are reserved for people on bicycles only. These lanes are marked and signposted (bicycle symbol and arrows).
- Signed Routes**
Signed Routes are identified as routes that are preferred for cycling. These routes are marked by signposting every 100m along the route.
- Urban Shoulder**
Signed Routes are identified as preferred bicycle routes that also have a designated area (shoulder) that can be used for cycling or other activities.

Hospital	Bike Shop	GO Transit Station
Police Station	Bike Pathway	VA Rail Station
Fire Station	Water/Gas Park	Orange Line Transit Station
Recycling Centre	Community/Recreation Centre	
School	Library	
Museum	College/University	
Theatre	Shopping Centre (with Supermarket)	
Canneston Area	Administrative Building	



Pilot Parameters

Vehicle Type: electric kick-style scooters

Length of Agreement: two years - one-year optional renewals for an additional three term.

Number of Operators/Scooters: three operators with a fleet of no less than 250 scooters and no more than 500 scooters.

Operating Speed: maximum speed of 20 km/h and will be “geo-fenced” to reduce speed to 15 km/h.

Operating Areas: roads with posted speeds less than 60 km/hour, bike lanes, multi-use paths, and major and minor recreational trails. Electric scooters will not be permitted to operate on sidewalks.

Lock-Up Electric scooters: required to have a “locking” mechanism and will be required to be fastened to a rack or pole to ensure that they cannot be left anywhere.

Parking Management and Enforcement: operators will be required identify and implement electric scooter parking/docking areas.

Terms of Reference

- Fleet Operations and Maintenance Plan
- Staffing Plan
- Geographic Area
- Data Management, Sharing and Reporting
- Low Greenhouse Gas Emissions Plan
- Website, Smartphone Application and Open Application Interface Plan
- Fleet Size and Operating Area Plan
- Communication and Education Strategy
- Vehicle Parking Plan and Right-of-Way Safety Plan
- Vehicle and Equipment Safety Requirements
- Insurance and Liability
- Compliance, Security and Enforcement Plan
- Fleet Expansion
- Additional Infrastructure and Education Support

Would you have concerns with sharing trail/path/road with an electric scooter?

Do you have any accessibility related concerns with the pilot?

If a demo day was provided, would the Committee be interested in attending?

