

Date: 2020-01-19

Subject: **Shared Electric Kick Scooter (Micromobility) Pilot Program – All Wards**

Contact: Fernanda Duarte Peixoto Soares, Transportation Planner, Planning, Building & Growth Management

Report Number: Planning, Bld & Growth Mgt-2023-123

Recommendations:

1. That the report from Fernanda Duarte Peixoto Soares, Transportation Planner, Transportation Planning, dated January 19, 2023, to the Committee of Council Meeting of February 22, 2023, re: **Shared Electric Kick Scooter (Micromobility) Pilot Program – All Wards** be received for information purposes.

Overview:

- **A Request for Proposals was issued in July, 2022 seeking up to three operators to deliver and operate shared electric “kick-style” scooters as part of the City’s micromobility pilot project.**
- **The three selected operators are: Neuron Mobility Limited., Bird Canada Incorporated, and Scooty Mobility Incorporated.**
- **The anticipated date for launching the shared e-scooter pilot is April 1, 2023.**
- **The Transportation Planning Division has allocated funding in the 2023 operating budget request towards a partnership with Toronto Metropolitan University (TMU) for collaboration with research groups investigating the impacts and contributions of micromobility to the City’s overall urban mobility landscape.**
- **The City has partnered with the City of Mississauga and the Region of Peel in requesting that cycling and electric scooter collision data be included in a Ministry of Health funded research program in collaboration with the Institute for Clinical Evaluative Sciences (ICES).**

Background:

In January, 2020, the Province of Ontario announced a 5-year electric scooter pilot project as part of the Open for Business Action Plan. Under the pilot, municipalities are able to pass local by-laws to allow the operation of electric scooters on their roadways, along with other regulations that enable the provision of shared electric scooter systems.

City Council has enacted the necessary by-laws to permit and regulate the use of personal electric kick scooters in the City of Brampton in accordance with the Provincial Pilot Project – Electric Kick Scooters (O. Reg. 389/19).

At its February 2, 2022 meeting, Committee of Council provided direction to staff to proceed with a pilot project to implement and subsequently assess the uptake and impact of a shared electric kick-style scooter system in the City. The February report also identified that a competitive procurement process would be used to select commercial shared electric scooter operators, in response to a Request for Proposals, to operate a shared system in Brampton.

Current Situation:

This update to Committee on the shared electric scooter pilot summarizes progress to date and outlines next steps for the project.

The request for proposal was issued in July 2022 seeking up to three operators to deliver and operate shared electric “kick-style” scooters as part of the City’s micromobility pilot project. The evaluation included a review of written proposals, presentations and live demonstrations of each vendor’s electric scooter solutions. Of six proposals received, three vendors were selected, based on the proposals best addressing the City’s requirements. The selected operators are: Neuron Mobility Limited, Bird Canada Incorporated, and Scooty Mobility Incorporated. Scooty is a former client of the Brampton Entrepreneurship Centre and a recent graduate of the Brampton Venture Zone.

Staff have initiated a round of recurring meetings with all operators to support their implementation plans. The anticipated date for launching the shared e-scooter systems is April 1, 2023.

In addition to working directly with City staff, the operators are expected to reach out to local stakeholders prior to the April 1st launch date (e.g., Councilors, business community – BIA/BBOT, community and advocacy groups) to refine their implementation plans and prepare for system launch.

Partnership with TMU

As part of the assessment of the pilot program, the City intends to pursue collaboration agreements with research/academic groups and/or organizations dedicated to investigating the impacts and contributions of micromobility to the City's overall urban mobility landscape. The goal is to have evidence-based findings to support any necessary adjustments during the implementation process, as well as to endorse the future of the program as a permanent mode of transportation aligned with the City's vision for the future.

The Transportation Planning Division has allocated funding in the proposed 2023 operating budget towards a partnership with Toronto Metropolitan University (TMU) through the Mitacs program, which empowers Canadian innovation through effective partnerships, assisting organizations in reaching their business goals, funding cutting-edge innovation, and creating job opportunities for students and postdoctoral graduates.

Webpage

The City has launched the program's website www.brampton.ca/escooters for sharing information on micromobility and the shared electric scooter pilot program with the public, as well as a dedicated email address (escooters@brampton.ca) to facilitate communication between staff and the community.

Injury Data

One of the requirements of the Provincial Electric Scooter Pilot is for participating municipalities to remit incident/collision and injury-related data to the province upon request. The status of incident/collision and injury-related data for pedestrians and cyclists in Peel is currently limited to police collision data, which does not capture the full scope of pedestrian and cycling injuries. Electric scooter injuries are not currently monitored by police services within Peel Region. Having incident/injury data is one of the key data sets to be monitored over the course of the pilot project.

To address the current gap in incident/injury data, the City has joined the City of Mississauga and the Region of Peel in requesting that cycling and electric scooter collision data be included in a Ministry of Health funded research program in collaboration with ICES (led by Dr. Alison Macpherson) through an Applied Health Research Question (AHRQ). The AHRQ is a question posed by a health system policy maker or provider in order to obtain research evidence to inform planning, policy and program development that will benefit the entire Ontario health system. The research findings will be used by the Region of Peel and partner organizations to improve service delivery for vulnerable road users in Peel through the implementation of the electric scooter Pilot Program

Next Steps

The following is a summary of action items and/or milestones anticipated in the lead up to pilot project launch:

- Operators outreach to local stakeholders;
- Staff is establishing an appropriate permit regime and conditions which will set out operational parameters and standards for operators to comply with;
- Staff will be hiring a TMU summer intern through the Mitacs program;
- Implementation plans to be reviewed and approved by City staff; and,
- Shared e-scooter systems will launch on April 1st, 2023.

Corporate Implications:

Financial Implications:

All capital and operating costs will be the responsibility of the commercial operator. All City costs for administration of the program and enforcement costs will be recovered through the program fees as well as fine revenues.

Preliminary fee schedule:

\$5,000.00 Annual Administration Fee;

- \$45.00 Annual vehicle fee per electric kick scooter;
- \$5.00 Program improvement fee per electric kick scooter per year;
- \$0.05 per trip for all electric kick scooters.

Other Implications:

The parameters of the Shared Electric Scooter Pilot were developed with staff from Transportation Planning, Enforcement and By-law Services, Road Operations, Maintenance & Fleet and working closely with Legal Services and Purchasing.

Legal

Staff will consult with Legal Services to develop an appropriate permitting regime.

Sidewalk and Pathway Implications

the electric kick scooter by-law changes take the general approach that electric scooters will be treated similarly to bicycles in that they will be permitted to operate within the road right-of-way as a vehicle and not be permitted to operate on sidewalks. This is due in part, to the fact that electric scooters operate with similar speeds to bicycles and could compromise the pedestrian environment. Ongoing consultation with the Cycling Advisory Committee and Accessibility Advisory Committee is required.

Right-of-Way Storage Considerations

Since commercial electric scooters will be stored primarily in the “furniture zone” of the right-of-way, it is important to minimize their encroachment onto any pedestrian areas. Consultation with public works entities of both the City and Region will be required.

Compliance and Enforcement

As with any change in traffic regulation, enforcement will be a key consideration. Similar to bicycles, the enforcement of traffic Bylaws will be carried out by Peel Regional Police and operations within Parks and parking infractions will be enforced by Enforcement and By-Law Services. Roadway obstructions will also be enforced by Enforcement and Bylaw Services as needed. Enforcement requirements for personal electric scooters are expected to be fairly modest but depend on uptake. Consultation with the aforementioned enforcement partners will be required.

Term of Council Priorities:

Implementing a shared micromobility program supports the “Brampton is a Green City” and “Brampton is a Safe and Healthy City” Term of Council Priorities.

Conclusion:

Micromobility is an example of how the City can rethink the more conventional, auto-centric approach and tools utilized for network planning. Benefits include providing a sustainable transportation option to everyone in the community while solving public transit’s last-mile challenge, reducing greenhouse gas (GHG) emissions, supporting active transportation, improving road safety, improving transportation choice and cost of living, reducing car use and mitigating congestion, and supporting the tourism economy.

The pilot program is in line with the principles established for the review and update of the Transportation Master Plan – the new *Brampton Mobility Plan* – that will guide investments in transportation to achieve Brampton’s 2040 Vision to be “a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit”. The program supports mobility and accessibility equity, more access to opportunities, and a sustainable transportation option, while placing the City at the forefront of the next generation’s shift to new ways of getting around.

A shared electric kick scooter 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.

The City has selected the three operators deemed best able to deliver shared electric scooter solutions for Brampton. The program is expected to launch April 1, 2023.

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