

**Date:** 2023-06-01

**Subject:** **Electric Scooter Pilot Program – Bramalea GO connection – Ward 7**

**Contact:** Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation (A), Integrated City Planning

**Report Number:** Planning, Bld & Growth Mgt-2023-508

**Recommendations:**

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation (A), Transportation Planning, dated June 1, 2023, to the Committee of Council Meeting of June 21, 2023, re: **Electric Scooter Pilot Program – Bramalea GO connection – Ward 7** be received; and,
2. That Traffic By-law 93-93 be amended to permit micromobility (electric scooters, bicycles, etc.) along:
  - the sidewalk located on the west side of Bramalea Road between Steeles Avenue and a point 40 metres south of Avondale Boulevard; and,
  - the sidewalk located on the north side of Orenda Road between Bramalea Road and Victoria Crescent.
3. That any future gaps identified in the active transportation network be addressed through the regular Traffic By-law 93-93 Administrative Update reports.

**Overview:**

- **Bramalea GO is the busiest station on the Kitchener Line, but is not easily or safely accessible by active modes given that it is surrounded by major arterial roads that lack active transportation infrastructure, and that segregate the site from the active transportation network.**
- **Staff recommend that Traffic By-law 93-93 be amended to include the sidewalk located on the west side of Bramalea Road between Steeles Avenue and a point 40 meters south of Avondale Boulevard, and the sidewalk located on the north side of Orenda Road between Bramalea Road and Victoria Crescent as multi-use paths in Schedule XXXVII.**

## **Background:**

Since the City launched the Electric Scooter Pilot Program in April 2023, the shared system operated by 3 providers (Bird, Neuron and Scooty) has had more than 70,000 trips with approximately 33,000 users. Data shows that a substantial part of the trips are comprised of short trips starting at busy transit corridors and ending in neighbourhoods, indicating that users are probably complementing their transit trips with the micromobility option, using it to travel what are referred to as the “first and last mile”.

Brampton Traffic By-Law 93-93 (Sec 11.1 (1)) permits electric scooter users to ride on roads with a posted speed limit of 50 km/h or less, on designated bicycle lanes included in Schedule XXX, and on multi-use paths included in Schedule XXXVII. Scooters are not permitted to operate on sidewalks.

## **Current Situation:**

Bramalea GO is the busiest station on the Kitchener Line, but is not easily or safely accessible by active modes given that it is surrounded by major arterial roads that lack active transportation infrastructure, and that segregate the site from the active transportation network.

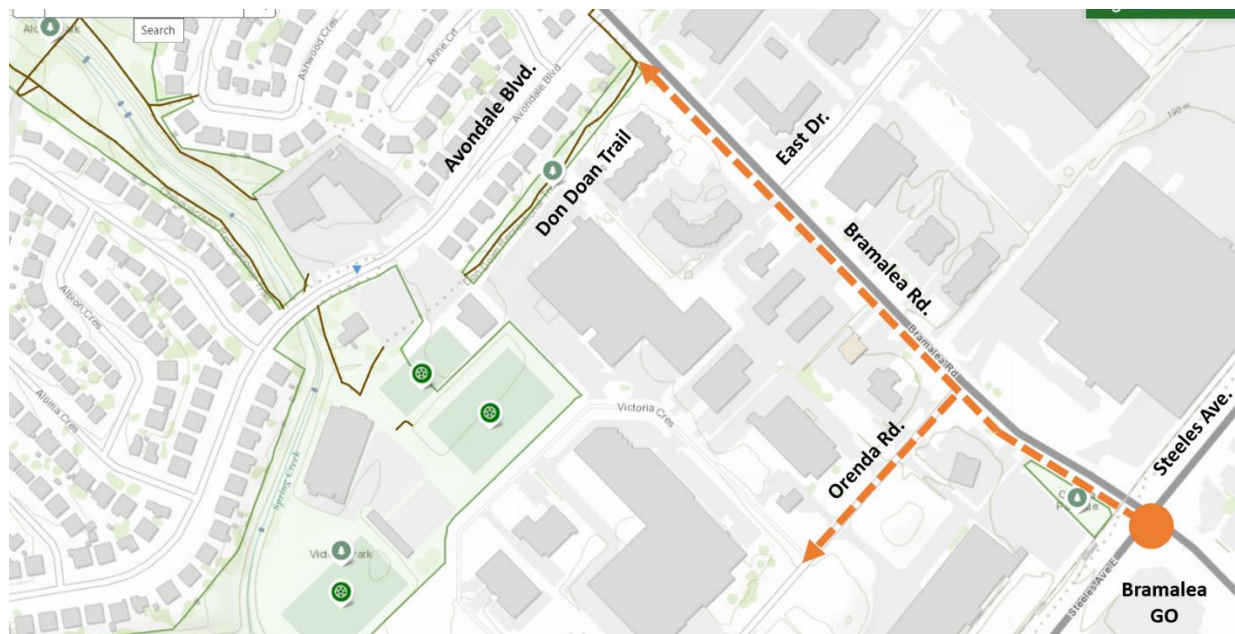
The station is located at the southwest corner of the intersection of Bramalea Road and Steeles Avenue. The closest access to the City’s trail system (and active transportation network) is where Chinguacousy, Esker Lake and Don Doan Recreation Trails converge at Victoria Park Arena (20 Victoria Crescent) and Avondale Boulevard, 1km north of the Bramalea GO station.

Multi-use paths are planned to be introduced on both sides of Bramalea Road as part of an on-going Road Improvement Project, which is currently under a Municipal Class Environmental Assessment (from Queen Street East to southern city limit). These improvements will not be in place prior to the end of the shared electric scooter pilot project in Spring 2025.

In the absence of any active transportation infrastructure, cyclists travelling through the area are required to travel within the vehicle travelled portion of the roadway, while electric scooter users have no viable option to ride to and from the GO station.

Staff assessed possible interim solutions to address this lack of connectivity in order to provide electric scooter users a safe connection between the GO station and the active transportation network.

It is possible to connect Bramalea GO station and the City's AT network by permitting electric scooters to be used on the sidewalk along the west side of Bramalea Road between Steeles Avenue and Avondale Boulevard (see Figure 1). This solution would be temporary and implemented with the proper safety measures to allow these sidewalks to function as multi-use paths and accommodate pedestrian and electric scooter riders until permanent active transportation infrastructure is implemented. Electric scooter operators would be required to implement a geo-fenced "slow riding zone" at these areas, ensuring that electric scooters do not exceed 12 km/h.



**Figure 1: Possible connections between Bramalea GO and Trail system.**

To assess the impact of this proposed change, information on pedestrian traffic available in the area was gathered. Pedestrian counts for a typical day at the intersections of Bramalea Road with Steeles Avenue and Orenda Road, show a very low pedestrian flow. Volumes are more concentrated in the peak periods, but still well within an acceptable range according to the Highway Capacity Manual (HCM)<sup>1</sup>. The very low volume of pedestrians at these intersections translate to a low potential for conflicts between pedestrian and electric scooters along these sidewalks. The requirement to regulate the speed of the electric scooters will add a safety component to the interim solution.

<sup>1</sup> The HCM uses the concept of level of service (LOS) as a qualitative measure to describe operational conditions of vehicular and pedestrian traffic, "based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience."

Based on this evaluation, staff recommend that the Traffic By-law 93-93, be amended to identify the following segments of sidewalk as multi-use paths in Schedule XXXVII, permitting the use of electric scooters and bicycles.

- west side of Bramalea Road between Steeles Avenue and a point 40 metres south of Avondale Boulevard; and,
- north side of Orenda Road between Bramalea Road and Victoria Crescent.

This would be an interim solution to provide a viable and safe connection between Bramalea GO station and the City's active transportation network.

**Corporate Implications:**

Financial Implications:

There are no financial implications to this recommendation.

Other Implications:

There are no other implications to this recommendation.

**Term of Council Priorities:**

Providing an active transportation connection between a major transit station and the City's trails network for the use of micromobility modes of transportation, supports the "Brampton is a Green City" and "Brampton is a Safe and Healthy City" Term of Council Priorities.

**Conclusion:**

Providing a connection between the Bramalea GO station and the City's Active Transportation network will encourage more people to ride and take transit between Bramalea GO station and the adjacent residential community, job centres and amenities in Bramalea (Bramalea City Centre, Bramalea Civic Centre, Chinguacousy Park etc.) and the rest of the City.

Staff are also recommending if any future gaps are identified within the active transportation network, that they be addressed through the regular Traffic By-law 93-93 Administrative Update process.

Authored by:

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Fernanda Duarte Peixoto Soares  
Project Manager, Active Transportation (A),  
Integrated City Planning

Reviewed by:

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Henrik Zbogor, MCIP, RPP  
Director, Integrated City Planning,

Submitted by:

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Steve Ganesh, MCIP, RPP  
Commissioner,  
Planning, Building & Growth Management

Approved by:

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Marlon Kallideen  
Chief Administrative Officer