

Micro-mobility Program Development

Phase 2

Agenda

1. Background
2. Review of Micro-mobility Project Phase 1
3. Provincial Pilot
4. Service Area
5. AAC Recommendations
6. Concept of Operations
7. Monitoring and Evaluation
8. Next Steps

Background: Past Council Reports

- **2019:** Staff brought a report to Council to initiated the development of a framework for introducing micro-mobility systems in Mississauga.
- **2020:** The Province of Ontario announced a five-year pilot program to allow electric kick-style scooters (e-scooters) on municipal roads in Ontario, beginning on January 1, 2020. Local municipalities would be required to amend their existing by-laws in order to opt-in to the pilot.
- **2021:** Council adopted changes to the Traffic, Transit and Parks Bylaws to regulate the use of personally-owned e-scooters in Mississauga.
- **2022:** Staff brought a report to General Committee identifying a recommended vehicle type, system model, and governance model most appropriate for a shared micro-mobility system in the City.

Review of Phase 1

Phase 1 evaluated:

- What types of micromobility vehicles should be offered in the shared system
- How should vehicles be picked up and dropped off
- Who should own and operate the system
- Operational, integration and financial considerations



Review of Phase 1: Vehicle Types

- What type of micromobility vehicles should be offered?



Photo: Toronto Bike Share

Conventional Bicycle



Photo: BIKETOWN

**Electric Pedal-assist
Bicycle (E-Bike)**



Photo: SPIN

**Electric Kick-style scooter
(E-Scooter)**

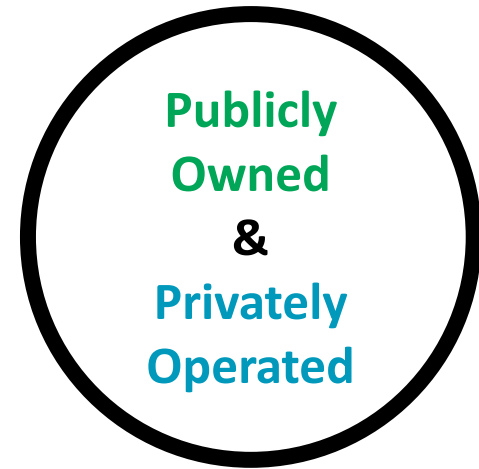
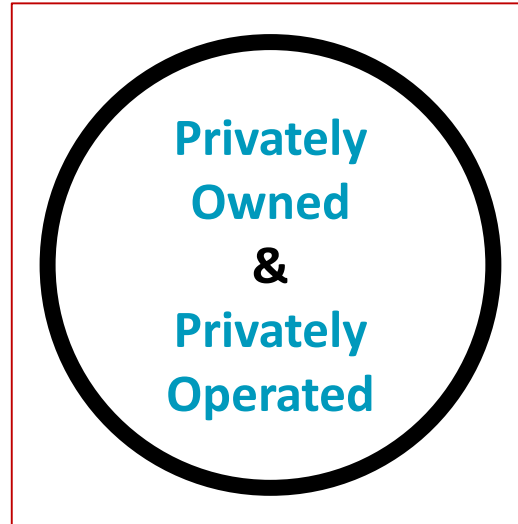
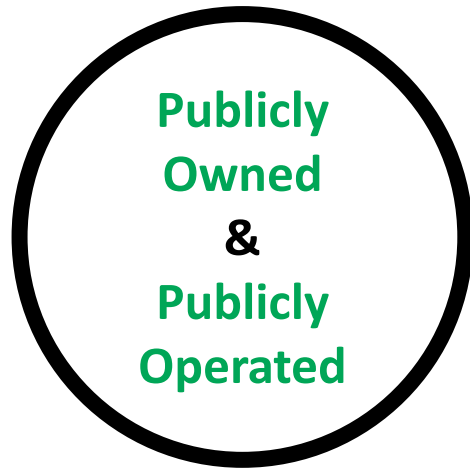
Review of Phase 1: System Models

- How should vehicles be picked up and dropped off?



Review of Phase 1: Governance Models

- Who should own and operate the system?



Provincial Pilot – Mississauga's Experience

- Updates to Traffic, Transit and Parks Bylaws to regulate the use of personally-owned e-scooters.

5

311 calls since
2022

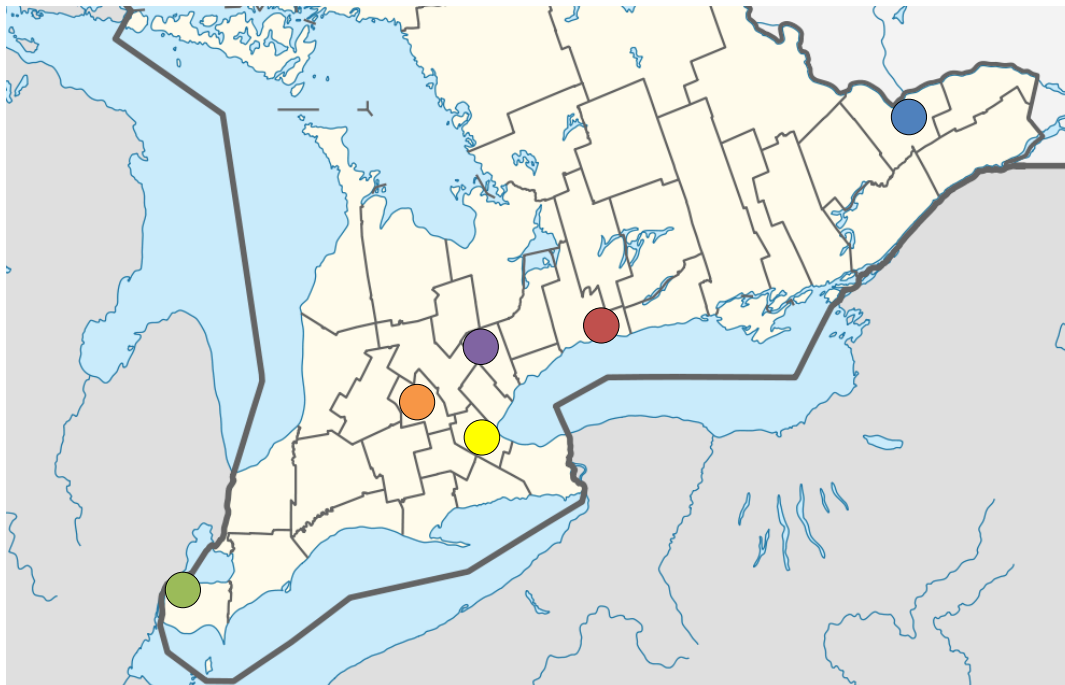
50

email inquiries per year
from an online Q&A
platform (average)



Collecting Public
Health Data

Jurisdictional Update



- **City of Ottawa** – AAC committee concerns resolved, renewed contract for fourth year.
- **City of Windsor** – Renewed e-bikes and e-scooters for third year.
- **City of Hamilton** – Launched shared e-scooters in addition to their bike share on April 2.
- **Region of Waterloo** – Launched a shared e-bike and e-scooter system April 14.
- **City of Oshawa** – Launched with 2 operators in spring 2023.
- **City of Brampton** – Launched shared e-scooters on April 12.

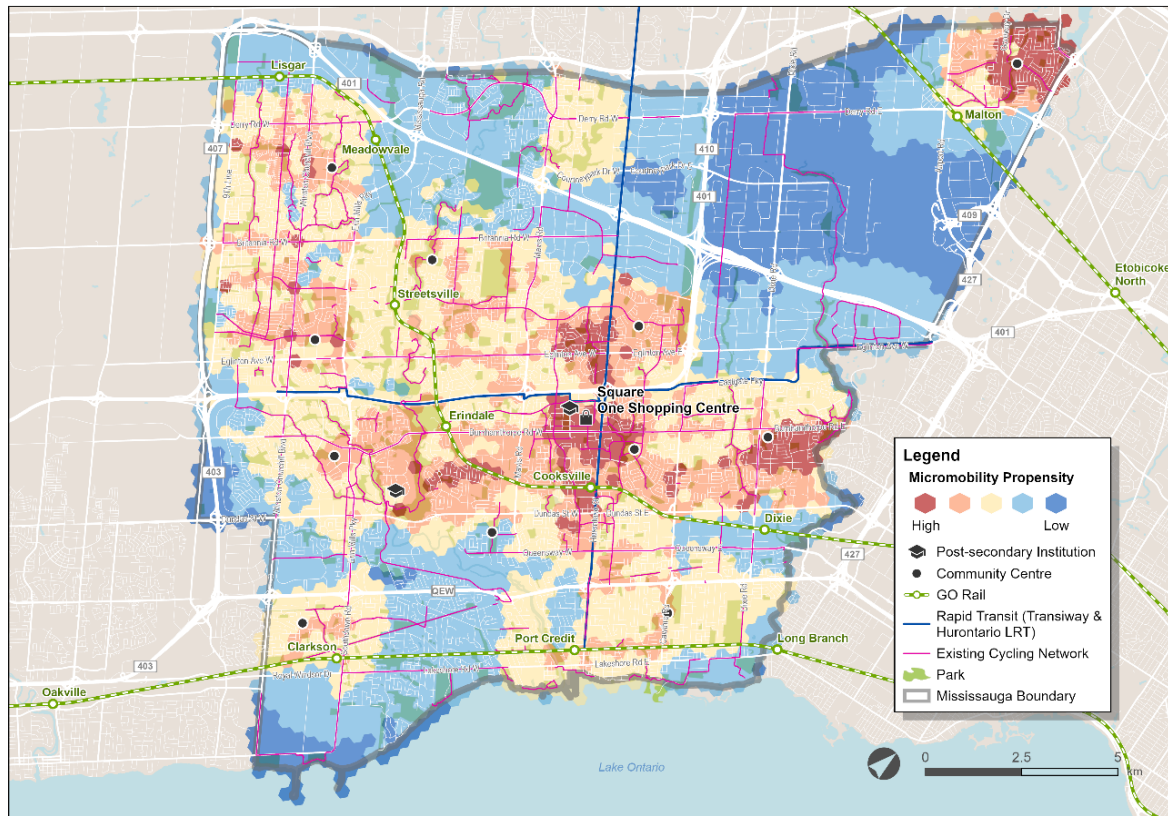
Service Areas

- In Phase 1, the City's consultant (IBI Group) produced a conceptual service area based on a propensity analysis
- Staff is currently mapping potential service areas in more detail to:
 - Estimate market value for City land
 - Understand monitoring or enforcement requirements
 - Form a preliminary idea of where to prioritize infrastructure improvements

Service Areas: IBI's Propensity Analysis

Considered:

- Population Density and Age
- Number of trips by mode
- Number of zero car households
- Number of trips under 5 km
- Cycling infrastructure
- Distance to higher order transit, community centres, and Post-Secondary Institutions



Service Areas: E-scooters on Park Trails

- Current by-law prohibits e-scooters on park trails, e-bikes are permitted.
- Shared system has ability to limit speed and create no ride zones.



AAC Recommendations

1. That the docking and dockless stations for Micromobility devices be located on the roadway, and/or utilize available parking spaces to ensure accessible access and removed from the sidewalks
2. That the implementation of the City of Mississauga's Micromobility Project continue further consultation with the Accessibility Advisory Committee and/or it's subcommittees to ensure the project does not reduce accessibility or create barriers for people with disabilities and/or older adults
3. That e-scooters, as defined in the Traffic By-law 0555-2020 as amended, be banned from operating on sidewalks
4. That licencing be required and that infractions be reported through Road Watch to the Peel Regional Police

Concept of Operations

- System Requirements:
 - Equipment Requirements (vehicle and station specifications)
 - System Design (number of vehicles, system boundary, regulated zones, transit integration, etc.)
 - Environmental Impact
 - Pricing Structure and Payment Elements (membership types, user fees, payment options, etc.)
 - Equity

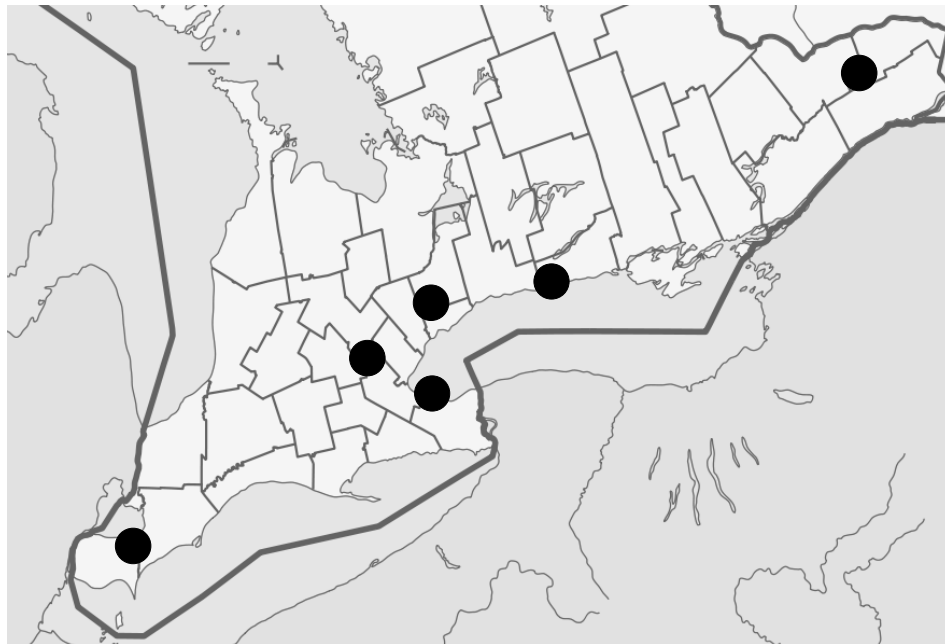
Concept of Operations (continued)

- Operations:
 - Monitoring and Evaluation
 - Operating Fees and Liquidated Damages
 - Data Sharing and Privacy
 - Rebalancing, Parking, and Right-of-Way
 - Fleet and Station Area Maintenance
 - Customer Service
 - Safety and Enforcement
 - Marketing, Communication and Education

Monitoring and Evaluation

Jurisdictional scan:

- What data is collected and who is responsible for collecting that data
- Indicators of success: Trip and Ridership numbers, Safety, Mobility, Equity, Accessibility, and Community Response



Next Steps: Timeline

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