

IE14.10.5

July 7, 2020

Councillor James Pasternak
Chair of Infrastructure and Environment Committee
Toronto City Hall, Suite A22
100 Queen Street West
Toronto, ON, M5H 2N2

RE: IE14.10: E-SCOOTERS – A VISION ZERO ROAD SAFETY APPROACH

Dear Councillor Pasternak,

Toronto's Downtown Business Improvement Areas (BIAs) represent areas that include Canada's largest employment centre with more than 400,000 employees, it's busiest transit hub, and vibrant concentrations of retail, hospitality, arts, culture, and tourism. Our public streets and sidewalks are busy, and our BIAs endeavour to ensure they function well for different modes of transportation.

We recognize that e-scooters provide a benefit: namely, last mile connectivity. However, we understand shared e-scooter operations have created challenges in busy, urban centres like Toronto and are grateful for the thoughtful and measured approach taken to regulate these devices to date. **The Downtown BIAs support the May 2021 e-scooter introduction timeline. This will afford staff time to ensure the necessary information, research, and analysis related to e-scooter health and safety, and insurance are clearly understood to implement and manage the pilot.**

Our organizations have made significant investments implementing and maintaining a high-quality public realm. We have worked to ensure our public spaces are well-managed and provide a safe and accessible transportation network for all users. To ensure we can continue to do this throughout the e-scooter pilot, we have provided the following requirements:

E-Scooter Pilot Requirements

- An RFP developed by the Toronto Parking Authority must ensure appropriate fleet management capacity and insurance requirements are demonstrated by potential operators.
- E-scooter operators and fleet sizes must be capped for an initial period of six-months in the roll-out year to ensure adequate testing, evaluation and necessary modifications of City regulatory framework. Incremental cap adjustments afterwards based on monitoring and evaluation.
- E-scooter operators must work with local Business Improvement Areas throughout the pilot to address any operational and public space management issues that arise.
- City staff and e-scooter operators participate initially in weekly pilot update calls with Business Improvement Areas. Frequency adjustments afterwards similar to the King Street Pilot.
- Authority be delegated to the General Manager, Transportation Services, to implement changes required to address operational and safety issues that arise in relation to the Pilot.

E-Scooter Operational Requirements

- E-scooters are restricted from operating on City sidewalks and pedestrian ways.
- E-scooters are not to be parked, stored, or left on City sidewalks, streets, or pedestrian ways unless in designated City-defined areas approved by local Business Improvement Areas.
- E-scooters parked in prohibited areas must be relocated by e-scooter operators to designated locations within 30 minutes, and higher customer service standards—identified by local Business Improvement Areas—during peak pedestrian commuting times on key corridors.
- Implementation of latest best practices required, such as capability for municipalities to manage geo-fencing directly through software tools, in consultation with local Business Improvement Areas.

E-Scooter Parking Arrangements with Private Properties

In addition to the above e-scooter pilot and operational requirements, we recommend the City consider a concurrent model for agreements with private property owners to provide parking arrangements for e-scooters.

COVID-19 has been harrowing for businesses in downtown Toronto. Including provisions to encourage e-scooter companies to negotiate parking arrangements with private properties would not only help provide income and support recovery for Toronto's downtown businesses; such arrangements would lessen the management burden on the City of Toronto, encourage organized e-scooter parking, and allow our organizations to protect our investments and continue to maintain a high-quality public realm throughout the e-scooter pilot.

Thank you for your consideration. We look forward to a collaborative effort to ensure a successful pilot.

Should you have any questions, please contact Brodie Johnson, Planning and Advocacy Manager, Toronto Financial District BIA at bjohnson@torontofinancialdistrict.com.

Best regards,

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Executive Director
The Waterfront BIA



cc: Mayor John Tory
Deputy Mayor Denzil Minnan-Wong
Councillor Mike Colle
Councillor Mike Layton
Councillor Jennifer McKelvie
Councillor Anthony Perruzza
Chris Murray, City Manager
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