



July 8, 2020

RE: IE 14.10 E-Scooters - A Vision Zero Road Safety Approach

Dear Chair James Pasternak and Members of the Infrastructure and Environment Committee,

FoNTRA represents over 30 residents associations in the area bounded by Bloor, Sheppard, Bathurst and the Don Valley.

We support the recommendations of Transportation Services Staff as outlined in their Report entitled E-scooters – A Vision Zero Road Safety Approach, dated June 24, 2020. It is vitally important to ensure that scooters will be operated in a safe way and that scooters will not be a nuisance to others.

We support the Toronto Parking Authority being given authority over micromobility systems in addition to the existing bike share system

We request an opportunity for public comment on proposed rules and regulations as well as for the opportunity to comment on recommended options by groups representing the interests of seniors, pedestrians, and cyclists.

We agree that the following critical issues need to be considered during the next phase:

- Length of E-scooter Pilot: We recommend that any pilot in Toronto should last for no more than one year with the opportunity after evaluation and modifications for a future pilot project.
- Geographic Distribution: The first pilot should exclude e-scooters in Toronto's downtown, with priority given to encourage last mile access for those areas underserved by public transportation.
- Where E-scooters Are Allowed to Operate: E-scooters must be prohibited from operating on sidewalks, trails, paths and mixed-use paths to prevent injury to pedestrians.
- Parking of E-scooters: There must be specific rules like those for the bike share program regarding the parking (either by docking or some form of geo-fencing) of e-scooters so as not to result in clutter or nuisance on

sidewalks.

- **Enforcement of Rules:** The operation of e-scooters should not be permitted until there is sufficient funding and there are adequate bylaw enforcement officers to enforce the rules. The penalties for non-compliance must be a significant deterrent. Public education about the rules should be an important component of the introduction of a pilot.
- **Insurance Issues Must Be Resolved:** The insurance issues for the City, users of e-scooters and 3rd parties must be resolved before any pilot is permitted.
- **Data collection:** The pilot should be designed to collect data, evaluate the data and report on such issues so that people can be properly informed and to ensure long term success.

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The Federation of North Toronto Residents' Associations (FoNTRA) is a non-profit, volunteer organization comprised of 30 member organizations. Its members, all residents' associations, include at least 170,000 Toronto residents within their boundaries. The residents' associations that make up FoNTRA believe that Ontario and Toronto can and should achieve better development. Its central issue is not *whether* Toronto will grow, but *how*. FoNTRA believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment and social renewal.