



Safe streets  
Healthy city  
Vibrant voice

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July 8, 2020

Infrastructure and Environment Committee  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Members of the Infrastructure and Environment Committee,

**RE: IE14.10: E-Scooters - A Vision Zero Road Safety Approach**

Cycle Toronto wrote the Ministry of Transportation (MTO) in September 2019 in support of pilot programs for shared kick-style e-scooters in Ontario and allowing municipalities to set their own guidelines.

Cycle Toronto supports all kinds of active mobility and e-mobility devices that allow people to move themselves and their goods safely. We see an important opportunity to create safer streets for all by recognizing that our streets, bike lanes, and multi-use paths can accommodate people using various devices. A city-managed shared kick-style e-scooter program could improve mobility options for people across the entire city.

Cycle Toronto supports that the City's report on shared kick-style e-scooters is framed foremost around Vision Zero and safety, and explicitly outlines the potential benefits of shared e-scooters services as an alternative to automobile use for short trips. We recommend the proposal address the following aspects:

**Management:** Cycle Toronto supports the recommendation that the Toronto Parking Authority (TPA) be given the authority to serve as the provider of shared e-scooters services to ensure they complement, not compete with, municipal services, especially Bike Share Toronto. The continued success and expansion of Bike Share Toronto cannot be compromised by the e-scooter pilot.

**Accountability & Reporting:** Reporting should be undertaken regularly, especially regarding health and safety, and made available publicly.

**Expansion beyond the core:** We recommend finding innovative solutions to provide equitable access to kick-style e-scooters outside of the core to ensure that this pilot is available to residents across the city. With the recent Bike Share expansion to North York and Scarborough pilot zones, we hope that this could inform strategies to roll out a

kick-style e-scooter pilot outside the core.

**Equity:** The program should be restricted from setting different price points for different areas to ensure equity across the city, and provide a strategy to implement a low-cost, barrier-free program for marginalized and low-income communities (which is also needed for Bike Share Toronto).

**Accessibility:** Encroachment of sidewalk space by parked or moving scooters is a significant problem as it obstructs access to people with mobility devices or for those who are legally blind and rely on a cane or adaptive technologies to navigate public space. Ensuring that shared e-scooters do not obstruct the sidewalk when parked and are not allowed to be ridden on sidewalks will be essential. Further, opportunities to introduce various devices that support people of all abilities, as many bike share systems have done, should be explored to provide new alternatives for people with disabilities. We recommend continued engagement and consultation with accessibility advisory groups as part of developing the RFP and operation considerations.

**Privately-owned kick-style e-scooters:** Developing a robust municipal system to manage shared kick-style e-scooters should result in multi-governmental considerations, lessons learned, or recommendations for privately-owned kick-style e-scooters.

Finally, as the pilot is considered, **we also stress the importance of the City to prioritize continuing to build a connected network of protected infrastructure across Toronto to ensure the pilot's success and the safety of all road users.** Just as many people feel intimidated and unsafe riding their bikes without protected infrastructure, many shared e-scooters users might feel similarly riding with traffic.<sup>1</sup> The ActiveTO acceleration of the cycling network plan and building 40 km of new bike lanes this summer is a historic first step, and more will be needed to provide safe places for people of all ages and abilities to move around with active transportation and micromobility. An expansion of ActiveTO and connected networks across the city will help keep e-scooters off sidewalks, ensure fewer conflicts between all road users, and prioritize safety as part of Vision Zero.

Sincerely,



Michael Longfield  
Interim Executive Director  
Cycle Toronto

*Cycle Toronto is a non-profit organization representing 3,000 members that is advocating for Toronto to become a safe, healthy, and vibrant cycling city.*

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<sup>1</sup> Angie Schmitt, [E-Scooter Deaths Show Urgent Need for Safer Streets](#), Streetsblog USA, 2018.

