

From: [Jonathan Hopkins](#)
To: [Infrastructure and Environment](#)
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Good morning. Below, you will find my comments from today.

Good morning, chair Pasternak and members of the committee. Thank you for the opportunity to speak today. My name is Jonathan Hopkins and I represent Lime, one of the two major scooter companies operating in Canada and the largest provider of micromobility in the world, currently operating in around 100 cities globally.

I am pleased to comment on the report from Transportation Services and Active TO regarding “E-Scooters - A Vision Zero Road Safety Approach.”

First, we want to commend the agency and this committee on recognizing the need to bring scooters to Toronto. Most global cities of Toronto’s stature in Europe, North America and Australia have scooters operational already, or are expected to launch them later this year. This includes Chicago commencing a pilot this summer and New York City, where City Council recently approved the launch of scooters on a 39-8 vote. In Paris, where Mayor Anne Hidalgo is seeking to eliminate the need for cars in the Central City, bikeshare is reaching record ridership alongside high scooter usage within the largest fleet of scooters in the world. Here in Canada, Ottawa will be launching scooters as soon as next week.

In England, 50 cities are moving forward with scooters after a decision mid-May to expedite scooter pilots by a year in order to cope with an 85% reduction in transit capacity due to COVID. London will have scooters by the end of the summer.

We do encourage this committee to work to seek a more rapid timeline for scooter operations and to embrace solutions that are free to the city and reduce reliance on cars.

The reasons for our recommendation are safety, transportation capacity and economic recovery.

On safety, I was going to quote the same study as Chris Schafer mentioned. The

largest of its kind study study in the world states that scooters have the same injury rate as bikes, and that the clearest path to reduce Toronto's 60+ road deaths a year is to adopt active transportation options that **reduce car use**.

The safest cities in the world to be a pedestrian, Oslo and Helsinki which had 0 traffic deaths last year, embrace e-scooters, reduce needs for car use, and have successfully resolved questions of accessibility.

Most of the capitals of Europe have already embraced this, including cities that resemble Toronto such as the 15 cities that have comparable sized streetcar systems to Toronto, or others that have similar weather as Toronto.

Scooters have been redesigned since they first arrived over two years ago to have an even more comfortable ride on our streets. Given the injury rates on bikes and scooters are approximately the same, we believe it just comes down to **user preference** of what type of sustainable mode they choose to take that fits their needs. In fact, with respect to user preference and the gender gap in biking, scooters are part of the solution. In Calgary, women make up 42% of scooter users but only 25% of cyclists in Calgary, and 33% of Cyclists in Toronto.

For vulnerable road users, our approach has been to work **together** in close coordination with the disability community to pass policies and conduct robust rider education videos and introduce technology to eliminate sidewalk riding and parking issues to keep everyone safe.

On sustainability and transportation capacity, scooters can play a critical role, as they will be playing in London, in helping to address the transit capacity crunch without forcing people to use their cars. 50-60% of our riders are frequent transit riders, and approximately 10% of our trips are connections to public transit. No more a recreational device than bikes, 37% of trips are for commutes, 42% of trips are for dining and shopping. If "recreational" means that people like to ride them, then that's a good thing because it reduces unnecessary car use in a manner that makes cities better.

Our data from a global survey shows that already, 6% of people have purchased a

car since the pandemic began, primarily driven by loss of access to transit or fear of riding. Municipal data from Portland, Oregon, shows that during a similar-length 4 month period, 6% of people actually SOLD their cars as the result of scooters being present. Furthermore, the overwhelming share--78%--of scooter riders are not bikeshare riders. This means that this solution, which is free to the city, does much of the same work that Toronto bikeshare does by greatly **expanding** the share of residents willing to use active transportation. We believe scooters are critical parts of a multimodal array of options to help deal with transit capacity loss and disruptions without resorting to their cars, and this tool specifically is free to the city to deliver. It just takes a vote of this committee to make it a reality.

Related to economic development and recovery, studies have shown that 77% of scooter users visit local businesses more as a result of scooters being present, and 97% of scooter users have used scooters to visit a local business. Scooters are good for business. In a time where businesses are struggling, we should use all available tools to aid them, especially tools that are **free** to the city to deliver.

Overall, scooters complement Toronto's ActiveTO strategy. In collaboration with Transportation Services, over the coming months the industry can collaborate on effective parking solutions, efforts to improve equity, and targeted efforts to reduce the impacts of transit disruptions and enable people safely to visit recovering Toronto businesses.

We think that the industry is united in asking Council to help provide a clear and expedited timeline to enable Torontonians to employ these solutions as soon as possible.

Thank you for the committee's time and consideration.

—Jonathan

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