



June 26, 2023

RE: Item 2023.IE5.5, Planning for an E-scooter Pilot

To:

Infrastructure and Environment Committee

Dear Infrastructure Committee,

Since 2004, Segway of Ontario has retailed, serviced, and educated Micromobility riders in Toronto, Ontario, and Canada. In 2017, we launched sales of Canada's first electric scooters and are considered one of North America's leading Micromobility experts. We are writing to offer you our experience + insight today.

We read Councillor Saxe's submission to the Committee with great interest. It asks a number of good questions. In response, we have two questions:

- 1) Where is the consideration for the 40,000+ existing electric scooter riders already on city streets?
- 2) If a scooter-share program becomes legal, will the riders of these devices still be operating outside of the law?

Adopting a friendlier stance toward a wider array of Micromobility devices will be an immense help toward many city emission and safety goals. We have three recommendations for this Committee, and more broadly, City Council, to consider and adopt:

1. At minimum, legalization of privately-owned electric scooters under the guidelines of Ontario's pilot program.
2. Create a clear distinction between privately owned devices vs. any potential scooter-share program.
3. Develop a best riding practices (more about this later) guide in collaboration with retailers, riders, all road users, and community stakeholders including vulnerable road user groups.

Feedback from our customers is that the city's ban on privately owned electric scooters is at best misguided and at worst, harmful. Banning these easy-to-use, affordable, and environmentally friendly forms of transportation is actively harming the data collection we all need to make informed policy decisions.

Continuing a blanket ban on privately owned devices means the city is avoiding, instead of educating, the growing e-scooter riding community on safe riding practices. **Especially as almost every neighbouring municipality has legalized privately-owned electric scooters.** At Segway of Ontario, we'd rather have a partner on education than an opponent.

Focus on Safety Through Classification

Our focus as a locally owned and operated retailer has always been moving people with safety and affordability at top of mind. Some commentators on this file will tell you that electric scooters will cause injuries, deaths and other destruction. However, the proof is already known - full-sized SUVs & trucks are the leading cause of pedestrian, cyclist & micromobility user injury.



We don't have room for more streets or full-sized SUVs and trucks in Toronto – which means we'll see all kinds of traffic get busier and denser. Adopting a progressive Micromobility strategy will give Toronto the tools to take informed action on road safety. Pushing only for more electric cars is a double-edged sword. They're often heavier and larger than ICE autos, leading to more dangerous and deadly outcomes with all other road users - along with increased infrastructure repair costs.

Reducing the amount of trips taken by 5000+ pound SUVs, Trucks and other full-sized vehicles will help get the city moving more efficiently and safely. You can help by recommending the legalization of privately owned E-Scooters & Micromobility devices.

There are additional benefits to legalization:

- **Improve tourism.** Businesses like our Tour Division, Go Tours Canada, would LOVE to launch tours of the new Port Lands or Waterfront Tours on Segways or Kickscooters. This is a proven job creator and economy booster in other Canadian cities. We're happy to connect you with businesses already doing this.
- **Better rider education.** A collaborative approach is better than just us trying to shout best practices into the wind while Amazon, Best Buy and other e-tailers offer zero assistance on rider training.
- **Protect workers.** The current ban means too many employees of food delivery and app-based employment are working in grey areas while just trying to earn a living or pay their way through school. This benefits nobody in society and creates greater risk for everyone using streets.

Just this past weekend, in partnership with the Green Neighbours Network of Toronto, we offered test rides and the majority of test riders were over the age of 50. Clearly people want to get out of cars – but the obstacles of unsafe streets & being classified as a criminal are a hindrance for some.

We need to get more people on active transportation and reduce car congestion in Toronto. Micromobility and especially electric scooters are part of that solution. We're at your service to help get to the best outcome for all street users.

Sincerely,

Aaron Binder

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