

May 14, 2024



**BLOORYORKVILLE**

**TO:**  
Mayor Olivia Chow,  
Toronto City Council



**FROM:**  
Downtown Toronto BIAs



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## **RE: IE13.1: A Micromobility Strategy for Toronto**

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Toronto's downtown Business Improvement Areas (BIAs), as representatives of areas that include Canada's largest employment centre; its busiest transit hub; and vibrant concentrations of retail, hospitality, arts, culture, and tourism; continue to support the City's careful investigation of e-scooter health and safety, insurance, and parking, as outlined in the Report from the General Manager attached to Item IE13.1.

Our position has not changed, and while we understand the transportation benefits of e-scooters, we have also worked to ensure our public spaces are well-managed and provide a comfortable and safe pedestrian experience. We appreciate the City's continued recognition of this. Our original letter on this topic from June 2023 is attached.

Should you have any questions, please contact Andrew Robertson, Planning and Advocacy Manager, Financial District BIA at [arobertson@torontofinancialdistrict.com](mailto:arobertson@torontofinancialdistrict.com)

Best regards,

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Attachments:

Downtown BIAs' Letter Re. IE4.8: E-Scooter Pilot Program

cc:

Barbara Gray, General Manager, Transportation Services

Elyse Parker, Director, Policy, Data and Strategic Initiatives, Transportation Services

Jennifer Niece, Manager, Strategic Policy & Initiatives, Transportation Services

Janet Lo, Senior Project Manager, Strategic Policy & Initiatives, Transportation Services

June 1, 2023



**BLOORYORKVILLE**

**TO:**  
Deputy Mayor Jennifer McKelvie  
Chair of Infrastructure and Environment Committee



**FROM:**  
Downtown Toronto BIAs



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## **RE: IE4.8: E-SCOOTER PILOT PROGRAM**

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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 in last-mile connectivity and that some nearby municipalities have e-scooter programs. However, we understand shared e-scooter operations have created challenges in urban centres like Toronto and appreciate the thoughtful and measured approach taken to regulate these devices to date. **The Downtown BIAs support the investigation of e-scooter health and safety, insurance, and parking; and would like the City to make sure these are clearly understood before implementing a 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 comfortable and safe pedestrian experience. To ensure we can continue to do this throughout an 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.**

Including provisions to encourage e-scooter companies to negotiate parking arrangements with private properties would not only help provide income and support 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 an 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 Andrew Robertson, Planning and Advocacy Manager, Toronto Financial District BIA at [arobertson@torontofinancialdistrict.com](mailto:arobertson@torontofinancialdistrict.com).

Best regards,

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