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Hello Madame Chair and Members of the Committee, Thank you for taking the time to hear from me today. I am here representing the Advisory Committee for Persons with Disability in regard to Commercial rental E-Scooters and report (PED20134(a)).

We are emphatically against commercially rented E-Scooters operating on our streets. To some, they may appear a fun and easy way of getting around the city or as an alternative to cars and transit. To others, I am sure it looks like a potential money making program; in direct revenue; a draw for tourists and selling point to any future company looking to invest in our fair city. To the disabled it is a terrifying prospect. Deadly silent vehicles, rocketing down our streets or land mines waiting to trip us up, even as roadblocks randomly our way. While, this report states that you have addressed these issues, it has been done without input from those directly affected. This report has missed obvious problems, because it is based on experiences with bicycles and from an able bodied perspective.

The E-Scooter is not a bicycle and shouldn't be compared to it. Most of us have had a lifetime to get accustomed to bicycles, their speed, their balance, how to operate them on the street, etc. E-Scooters will operate for you on the first try, but you will have no experience in dealing with the speed, top heavy balance, sudden stops or tight turning radius. Most of the injuries reported were to the operators themselves; studies say roughly eighty percent. Predominantly head and face injuries, but also to the shoulder, elbow and wrist. Some studies have reported as much as eight times as many head injuries from E-Scooters than bicycles due to its high centre of gravity and predilection for pitching forwards in a sudden stop.

Our infrastructure is not yet ready for them. We have very few bike lanes in the city as they are a relatively recent addition. Our road conditions are poor, especially near the curbs where these vehicles are expected to operate; due to the freeze/thaw cycle. During my research, I have found that the most successful cities already had extensive bike paths and bike lanes in place before the introduction of E-Scooters. Hamilton doesn't have an extensive network of bike lanes and bike paths. There are areas of Hamilton that are nearly impossible for these scooters to operate on the road only, for example, the downtown core. There are not enough bike lanes and the roads are too busy. It will be impossible to keep them off the sidewalks.

This report says that the project is revenue neutral, but we don't think it is taking all the related costs into account. There is no mention of the cost for extra police and by-law officers needed to educate and regulate E-Scooters. I spoke with an officer regarding the extra work of regulating them and was told that they would not cite anyone for E-Scooter issues alone, only if it was in relation to another

matter. It also makes no mention of the increase in hospital and emergency services costs due to E-Scooter injuries.

The platforms of the scooters are too plain. They will blend into the background of anyone with vision loss. They should be a garish mix of bright colours in unusual patterns that stand out and warn someone that there is danger; Blue, yellow and red in patterns of dots, chevrons, jagged lines, etc. are recommended as it will ensure visibility, no matter the person's vision issues.

The citizens shouldn't be relied upon to report incorrectly parked E-Scooters by phone; why don't they have a call home button that anyone can hold down for a few seconds alerting the company that it needs to be picked up; not everyone can afford to carry a mobile phone and most forget to do so by the time they get home.

The Acoustic Alerting System needs to be active at all times that the vehicle is moving, not just where it doesn't belong; You cannot rely on the driver to know that a pedestrian doesn't hear them coming and honk his horn; it can be any kind of sound; beeping, whirring, clicking, motor sounds, etc. Just something that would alert seniors, parents with children and the disabled, particularly the visually impaired, of what danger they are in and act in time. We also recommend an additional flashing light on the front to catch the eye of people with hearing loss. We cannot plan for every eventuality, but we should try. It was also mentioned that the City can only request an acoustic alerting system, but if it's written into the contract, it should be mandatory.

Why are we rushing into this full throttle? Should we not start with a small trial of 500 E-Scooters in select areas to see how the public would respond to them, allowing the city to work out any unforeseen problems before going city wide? There have been a lot of complaints about the condition of the scooters themselves in other cities and that they are not maintained properly in excessive numbers. Calgary is reducing its number back to 1500 as there were too many issues with such a large fleet.

E-Scooter companies are full of wonderful promises and rosy predictions about the good E-Scooters can do for reducing vehicular traffic and transit congestion, but there are no real facts that back up their claims. Studies do show that people pick up and drop off E-Scooters by transit stops, but the studies themselves mention that the most common placement for them is next to transit stops anyways. The figure of reducing one car trip in three came from a voluntary survey in Calgary of approximately 7000 citizens: The survey asked about potential future trips and half of those that answered had not even ridden an E-Scooter. Until there is definitive proof that offsets the damage from battery production, they can't claim to be environmentally friendly or sustainable.

According to statistics, twenty-two percent of Hamilton's population is disabled. While that makes us a minority, it is a very large minority. Council promotes improvements to the city as seen through an Equity, Diversity and Inclusion lens. This report is not Equitable or Inclusive to the disabled. Knowing that we had serious reservations regarding E-Scooters, why didn't the planning department consult with us before this report was finalized? There are a number of issues that have been overlooked or misunderstood, that the ACPD would have been happy to not only point out, but to work with you to mitigate and address our concerns.

We at the ACPD strongly recommend that the Committee does not go ahead with commercial E-Scooters. Toronto just recommended to their Council that E-Scooters would be too dangerous and costly to justify their use. If you do decide to go ahead with E-Scooters despite our reservations, we stand ready to assist you in trying to mitigate as many safety issues as is possible before finalizing this proposal and signing contracts. To that end we have submitted a list of recommendations for your consideration. We would like to thank this committee for their time and attention.

James Kemp

Advisory Committee for Persons with Disabilities