

Title: Pros and Cons of Electrical Scooters	Grade: 7th
Content: English Language Arts	Duration: 45 minutes

Standard:

- **RI 7.8** Trace and evaluate the argument and specific claims in a text, assessing whether the reasoning is sound and the evidence is relevant and sufficient to support the claims.

Objective: Students will gather evidence that supports the pro/con points of view from the text and write a conclusion based on the evidence presented.

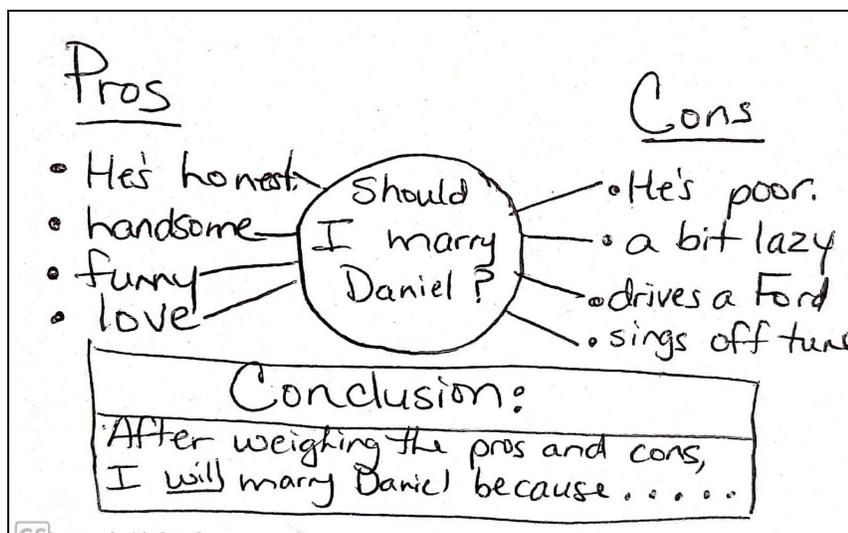
Resources Needed:

- Newsela article: "Electric scooters beat bikes as shared transportation"
- Template found below.

Introduction/Description:

A Discussion Web is a strategy to help you dig into text that contains opposing points of view. It's an organized way to sort out the pros and cons of an issue, helping you come to a conclusion.

You've probably done something like a discussion web before. Something like this:



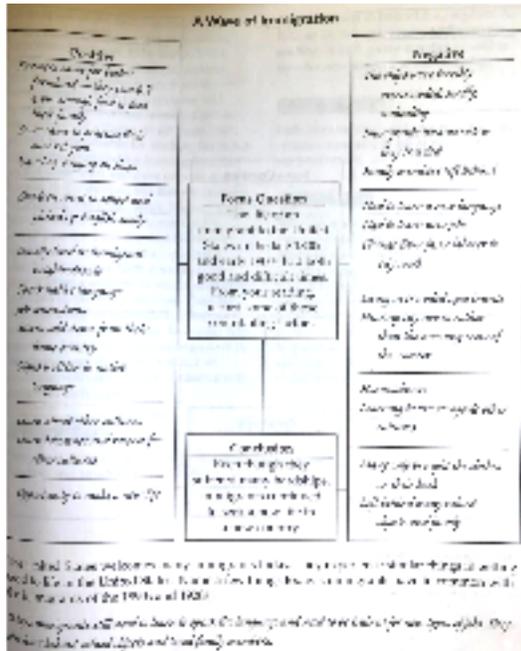
I'm so glad she's going to marry Daniel! (But he should get a Toyota.)

You will be reading an informational article, and using the discussion web to take notes on the pros and cons of an issue. Here is an example that was completed with a sample text:

Example:

Focus Question:

Was immigrating to the U.S. in the late 1800s and early 1900s a good decision?



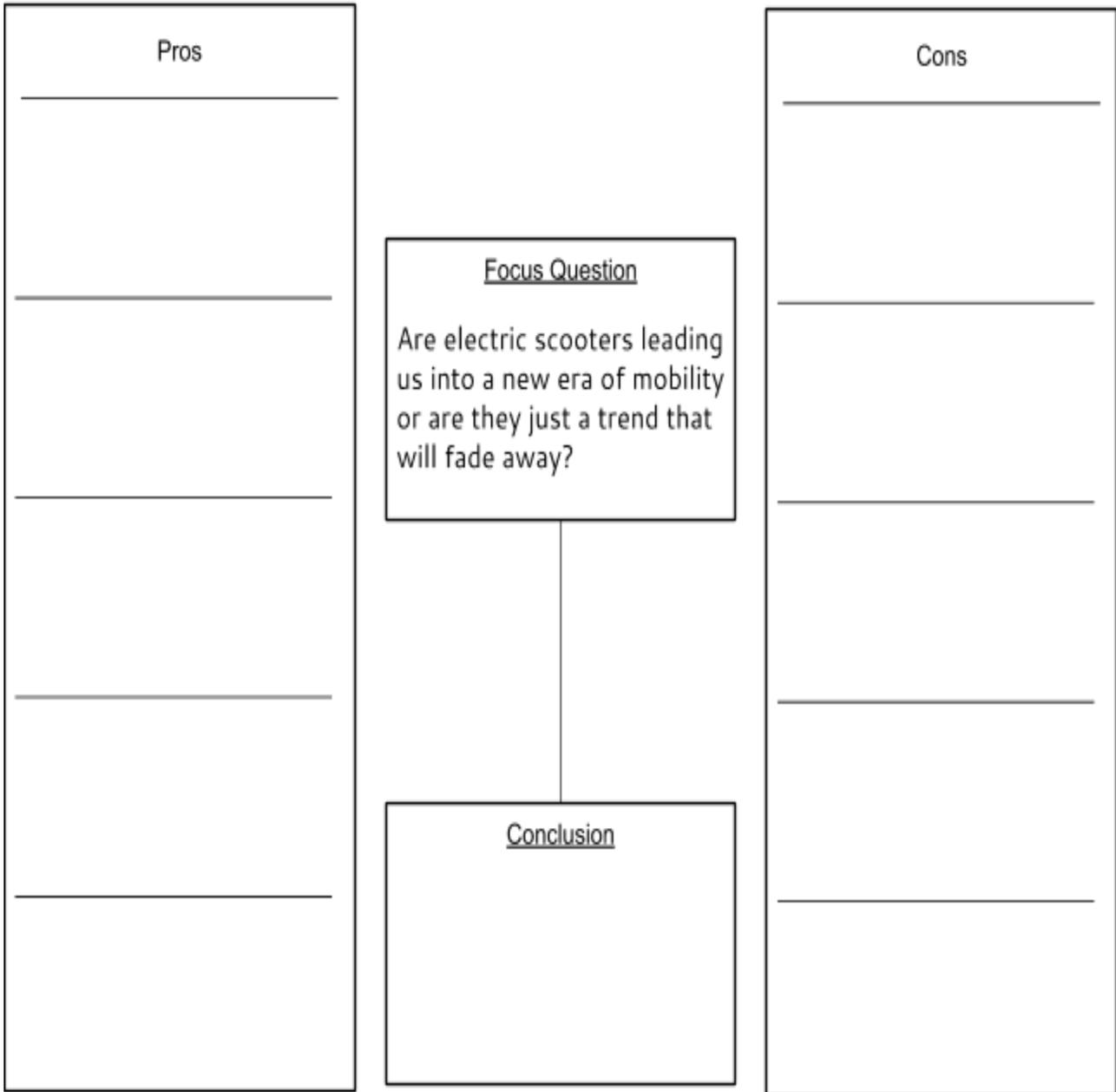
Steps:

- Below you will find a Discussion Web template for you to use. A question is already filled in for you.
- **Read the Newsela article** “Electric scooters beat bikes as a shared transportation option.”
- As you read, highlight or underline positives and negatives of scooter use. Make sure you mark each as a pro or con. You could use two different highlighters or use addition and subtraction symbols.
- After you have finished reading and marking the pros/cons, evaluate your pieces of evidence, choosing the **top 5 pieces of evidence** for each side of your organizer.
- Read both sides, making a **judgment** to determine which side of the issue presents as a stronger case according to the evidence in this particular article.
- Use what you’ve learned to draw your **conclusion**, and write it in the box.
- Lastly, which piece of evidence do you feel is **strongest** in support of your conclusion? Write that in the space at the bottom of the page. As you mature, being able to weigh pros and cons of a decision, make an informed decision, and analyze the strength of the evidence will help you navigate the waters of adulthood. *Deep.*

Finished Product: Share your discussion web with your teacher and/or peers as directed.

Adaptations: N/A

Discussion Web



Best support of conclusion:

Electric scooters beat bikes as a shared transportation option

By Associated Press, adapted by Newsela staff on 05.08.19

Word Count **929**

Level **1060L**



Image 1. A man rides a scooter near the White House in Washington, D.C., December 4, 2018. Electric scooters are overtaking station-based bicycles as the most popular form of shared transportation excluding mass transit and cars. Photo by: Andrew Harnik/AP Photo

NEW YORK, New York — Electric scooters are everywhere. They're zipping along city streets and littering sidewalks, often frustrating pedestrians and drivers who must share the road.

Now, electric scooters have overtaken station-based bicycles. After cars and public transit, such as subways and buses, people choose electric scooters. They are the most popular form of shared transportation in the United States.

38 Million Trips On Shared Electric Scooters

On April 17, the National Association of City Transportation Officials released a new report. It said riders took 38.5 million trips on shared electric scooters in 2018. This topped the 36.5 million trips on shared, docked bicycles, which have a fixed location.

Meanwhile, in 2018, riders took 3 million trips on dockless pedal bikes, which can be picked up and dropped off anywhere. They took 6.5 million trips on dockless electric bikes. However, the

report says these numbers are declining.

There's one big reason for electric scooters' fast growth. Companies are jockeying for position in the so-called micromobility revolution, which marks a shift in how people move from one place to another. More consumers like shared scooters and bikes for short trips. They are also using scooters and bikes as alternatives to car ownership, which is helped by more people owning smartphones and using ride-sharing apps on them.



Riders took 84 million trips on micromobility services, which include scooters and bikes, in 2018. This more than doubled the number from the year before, according to the report. Electric scooters helped drive that trend, with more than 85,000 available for public use in the U.S. compared with 57,000 station-based bikes.

Electric Scooter Market Expanding

To be sure, scooter companies face challenges from every direction. These include vandalism, theft, rider injuries, intense competition and tight restrictions in U.S. cities.

Yet scooters persist. Ride-hailing companies, traditional auto manufacturers and individuals have poured millions of dollars into the new business.

The original bike-share systems in the U.S. developed after cities invited them in, said Kate Fillin-Yeh. She's the director of strategy for the National Association for City Transportation Officials.

"In the last year-and-a-half, it's a very different animal," she said. "The companies are in some cases trying to beat each other to the market."

Bird, a scooter company based in Santa Monica, California, launched in late 2017. It raised \$418 million and rang up more than 10 million rides in its first year. Lime, which offers shared bikes and scooters, clocked more than 12 million rides and \$467 million in investment its first 15 months.

Car manufacturers and ride-hailing companies like Uber have taken notice. Some have made their own moves with larger ambitions than scooters alone.

Uber bought Jump Bikes, an electric bike and scooter company that operates in about two dozen cities. Last year, it also put \$30 million into Lime, which is in more than 100 cities worldwide.

Ford bought the scooter company Spin in November 2018. It said electric scooters will help the company eventually roll out autonomous, or self-driven, vehicles.

"By doing this now in advance of autonomous programs and other forms of mobility that will come up, this is a great way for us to make sure that we're a part of the transformation of mobility," Sunny Madra said. He's vice president of Ford's mobility businesses.

Tighter Regulations For Scooter Companies

It might seem like electric scooters popped up overnight. They did. Several companies distributed them throughout cities without permission, reminding local officials of a time when ride-hailing companies such as Uber launched without warning.

However, cities learned from that experience. They have been tighter about regulating scooters. San Francisco, California, for instance, kicked out three scooter companies. They instituted a competition for permits. The city awarded permits to only two companies. They also limited their number of scooters. New York City doesn't allow shared electric scooters. Yet a law has been introduced to change this.

As a condition for operating, many cities require scooter companies to share their location data, which show where the scooters are and the routes they take. That can be valuable to plan bike routes and docking stations. It also helps understand traffic patterns.

Still, sharing a location raises questions about user privacy. The location data provided to cities is not linked to names or other identifiable information. However, "if you take enough GPS data points and begin attaching other data sets, it can be used to identify specific individuals," said Regina Clewlow, the head of Populus. Her company helps cities securely access data for laws while protecting privacy.

Another concern with electric scooters is head injuries. Dr. Vishal Bansal of Scripps Mercy Hospital in San Diego, California, noticed many riders were getting on scooters at night after drinking alcohol. They weren't wearing helmets either, which he said takes "30, 40 years of what we've learned about injury prevention and has just thrown it out the window."

"If your head hits concrete at 20 miles an hour, you are not going to get up," said Christopher Ziebell. He works in the emergency room at Dell Seton Medical Center in Austin, Texas.

Some wonder how long the scooter trend will last. Veteran auto expert Maryann Keller calls the billion-dollar assessment values for some scooter companies nonsense. There are few ways for scooter companies to make themselves stand out from competitors, she said.

"These little fads come and go," Keller said.

For those wishing for the scooter fad to go, they might have to wait a little longer.