

PW28.2.145

Air Pollution Coalition
www.ecopolitics.ca

Public Works and Infrastructure Committee
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

9 January 2014

Dear Members,

This is regarding the item PW28.2 Electric Bikes Proposed Policies and By-laws (Ward All) on the agenda.

Scooters and Vespas are considerably more beneficial socioeconomically and environmentally compared to the costs of the automobile traffic congestion in our car-clogged city.

However, to be allowed in the limited and poorly planned bike lanes in this city, is neither advantageous nor a prudent move with regard to lack of safety and increase of collisions and injuries to cyclists.

Scooters and Vespas are **electrically motorized vehicles**.

HTA R.S.O. 1990, CHAPTER H.8

1. Interpretation, general.

“motor vehicle” includes an automobile, a motorcycle, a motor-assisted bicycle unless otherwise indicated in this Act, and any other vehicle **propelled or driven otherwise than by muscular power.**

“power-assisted bicycle” means a bicycle that,

(a) is a power-assisted bicycle as defined in subsection 2 (1) of the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada),

(b) bears a label affixed by the manufacturer in compliance with the definition referred to in clause (a),

(c) has affixed to it pedals that are operable, and

(d) is capable of being propelled solely by muscular power

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The City of Toronto Municipal Code bylaws prohibit motor-powered vehicles from being used on multi-use paths, and in bicycle lanes.

If an electric bicycle is being used in a bicycle lane it must be propelled by pedalling alone.

Repealing this sensible bylaw and distorting definitions to accommodate an additional mode of transportation in a very confined road space, with no foresight to alter infrastructure, is absolutely inefficient and inconsiderate, and the erroneous incentive that there will be no financial impact, is an additional misconception.

If the rationale to allowing scooters to bike lanes is to increase environmentally and economically modes of transportation, rather than to convenience auto-drivers, the planning of the infrastructure should be completed safely and proficiently by widening the road space from 1 meter now allocated to bike lanes to 3 meters. Street parking has no business in the main streets, as parking subsidies are an inefficient way to support downtown economic development.

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