



STAFF REPORT ACTION REQUIRED

Electric Bikes – Proposed Policies and By-laws

Date:	December 9, 2013
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	All
Reference Number:	P:\2013\ClusterB\TRA\TIM\pw13015tim

SUMMARY

This report recommends policies and by-laws regulating the use of power-assisted bicycles (also known as electric bikes or e-bikes) within the City of Toronto. These recommendations also necessitate revisions to the definition of "bicycle" and other amendments in various Code Chapters of the Toronto Municipal Code.

The proposed policies and regulations for accommodating power-assisted bicycles reflect the different design and operating characteristics and the corresponding safety risks associated with the two vehicle types that fall under this defined category: "pedelecs" which resemble conventional bicycles; and "e-scooters" which resemble motor scooters. To clarify where these vehicles should be used appropriately and safely, it is recommended that:

- Pedelecs would be permitted wherever bicycles are permitted;
- E-scooters would be permitted in conventional (painted) bicycle lanes, on the reasoning that it is feasible for e-scooter riders to pass slower cyclists by using the adjacent traffic lane;
- E-scooters would be prohibited from multi-use trails shared by pedestrians and cyclists within parks, in the ravine system, in hydro and railway corridors and alongside the road right-of way;
- E-scooters would be prohibited from cycle tracks because it is more difficult to exit the cycle track to safely pass slower cyclists and there is less separation between cyclists and pedestrians; and
- Pedelecs and e-scooters would continue to be prohibited from use on sidewalks.

This report also recommends that Council request the Ontario Ministry of Transportation and Transport Canada to review and revise the definition of power-assisted bicycle to reflect the two distinct vehicle types. Transportation Services, in consultation with power-assisted bicycle riders and retailers, cycling groups, and the Toronto Police Service will monitor the operation of e-scooters in conventional bicycle lanes in order to identify any safety concerns, and will report back within two years if changes are warranted. To assist this monitoring effort, the Toronto Police Service is requested to begin collecting data on power-assisted bicycles involved in collisions as a separate category from conventional bicycles.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council amend the City of Toronto Municipal Code Chapter 608, Parks; Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks; and Municipal Code Chapter 950, Traffic and Parking to delete the existing definitions of bicycles, as described in Appendix A attached to this report, and replace them with the following harmonized definition of bicycle:

BICYCLE – Includes a bicycle, tricycle, unicycle, and a power-assisted bicycle which weighs less than 40 kg and requires pedalling for propulsion (“pedelec”), or other similar vehicle, but does not include any vehicle or bicycle capable of being propelled or driven solely by any power other than muscular power.
2. City Council amend Toronto Municipal Code, Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, to permit the use of power-assisted bicycles (“pedelecs” and “e-scooters”) in conventional, painted bicycle lanes, as described in Appendix B attached to the report dated December 9, 2013 of the General Manager, Transportation Services.
3. City Council request the General Manager, Transportation Services, to monitor the operation of e-scooters in bicycle lanes, in consultation with the Toronto Police Service, cycling groups and power-assisted bicycle groups and retailers, and to report back to the Public Works and Infrastructure Committee within two years, if required, to amend the Toronto Municipal Code to address any observed safety concerns related to the operation of e-scooters in bicycle lanes.
4. City Council request the Ontario Ministry of Transportation and Transport Canada to review the vehicle types currently being sold as power-assisted bicycles to ensure that they comply with the federal and provincial definition of power-assisted bicycle and to establish two categories of power-assisted bicycles – those that resemble conventional bicycles and those that resemble motor scooters.
5. City Council amend Toronto Municipal Code, Chapter 950, Traffic and parking, to incorporate age of the cyclist into the sidewalk cycling provision so that persons age

14 and older are prohibited from riding a bicycle on a sidewalk of a highway, with the exception of designated locations, as described in Appendix C attached to the report dated December 9, 2013 of the General Manager, Transportation Services.

6. City Council direct the appropriate City Officials to prepare the necessary bills to make such by-law amendments as may be required to give effect to Council's decision.

Financial Impact

There are no financial impacts resulting from the adoption of this report. The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

The Public Works and Infrastructure Committee, at its meeting on October 11, 2012 referred a communication (PW18.4 - Definition of a Bicycle) to the Acting General Manager, Transportation Services, and the General Manager, Parks, Forestry and Recreation, for a report back on policies and by-laws respecting the use of motorized electric bikes on sidewalks/walkways, multi-use paths, and on-street bicycle lanes and cycle tracks. The communication expressed concern that there were inconsistencies between the Highway Traffic Act, Ontario and City by-laws as they pertain to the definition of a bicycle and also requested an amendment to Chapter 886.1 of the Toronto Municipal Code to include e-bikes (power-assisted bicycles) in the definition of a bicycle.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW18.4>

ISSUE BACKGROUND

In 2001, Canada's Motor Vehicle Safety Regulations pursuant to the Motor Vehicle Safety Act (MVSA) was amended so that "power-assisted bicycles" (also known as electric bikes or e-bikes) – a new and emerging vehicle type – could be legally sold for public use. The MVSA defined power-assisted bicycles as not having more than three wheels in contact with the ground, equipped with handlebars and operable pedals, an attached electric motor of 500 watts or less, and which is not capable of providing further assistance when the bicycle attains a speed of 32 km/h over level ground. The MVSA definition states that a power-assisted bicycle "is capable of being propelled by muscular power." However, the current rules for operating power-assisted bicycles are confusing to consumers due to the different regulations by different levels of government and municipalities, and the different styles of power-assisted bicycles.

On April 23, 2009, the Province of Ontario amended the *Highway Traffic Act* (HTA) definition of "bicycle" to include power-assisted bicycles (Bill 126, Road Safety Act, 2009). The HTA definition of power-assisted bicycle is based on the definition contained

in the Motor Vehicle Safety Regulations referenced above. In addition the HTA states that a power-assisted bicycle:

- “has affixed to it pedals that are operable”, and
- “is capable of being propelled solely by muscular power.”

In Ontario, power-assisted bicycle riders must be at least 16 years of age, wear approved bicycle or motorcycle helmets and follow the same traffic laws as bicyclists. Power-assisted bicycles require no license or insurance to operate on Ontario roadways and are not permitted on 400-series highways, expressways or other areas where bicycles are prohibited. The maximum permitted weight of an e-bike is 120 kilograms; the maximum braking distance is nine metres; and no modifications are allowed to the motor of a power-assisted bicycle to increase its maximum power-assisted speed beyond 32 kilometres per hour.

The amendment to the definition of "bicycles" in the HTA in 2009 to include “power-assisted bicycles” means that these vehicles can be operated on all roadways in the province, including in the City of Toronto, where bicycles are permitted. The HTA, however, does not apply to cycling and pedestrian infrastructure not located within the road right-of-way (e.g. within parks, ravine systems, hydro or rail corridors); these facilities are regulated by municipal by-law.

COMMENTS

When the Province amended the definition of a bicycle in the HTA, they also advised that municipalities had authority to establish their own regulations regarding the operation of power-assisted bicycles on municipal roadways. To date, the City has not amended its by-laws to regulate the operation of power-assisted bicycles. However, the City’s existing by-laws generally define a bicycle as being propelled by muscular power. Consequently, within the City of Toronto power-assisted bicycles can generally be operated everywhere that bicycles are permitted when they are being propelled by muscular power. The issue is that many of the vehicles currently sold as power-assisted bicycles are incapable of being propelled solely by muscular power and, therefore, they cannot be operated in bicycle lanes, cycle tracks and multi-use trails within the City of Toronto.

Types of Power-Assisted Bicycles

There are two types of vehicles being sold as power-assisted bicycles in Toronto, each with very different design and operating characteristics. The Ontario Ministry of Transportation (MTO) classifies both vehicle types as power-assisted bicycles. On their website, MTO describes the two vehicle types as “...those resembling conventional bicycles and those resembling motor scooters” and provides the following images to illustrate their differences. www.mto.gov.on.ca/english/dandv/vehicle/emerging/#power).



E-scooter



Pedelec

The two types of e-bikes are also referred to as e-scooters (resembling motor scooters) and pedelecs (resembling conventional bicycles). Pedelecs comply with the HTA definition of power-assisted bicycle because they can be propelled solely by muscular power. Most e-scooters do not comply with the HTA definition because they are not capable of being propelled solely by muscular power.

The challenge with regulating power-assisted bicycles as a single vehicle class is that e-scooters and pedelecs are functionally very different. Pedelecs are functionally bicycles with an auxiliary electric motor to assist the rider when pedalling. E-scooters have nothing in common with bicycles. They are equipped with pedals that have little or no utility; they cannot effectively propel the bike. Some e-scooter owners have removed the pedals so that they won't get in the way of the rider. However, the MTO website advises that, "If the pedals are removed from an e-bike, it is no longer considered to be an e-bike. Removing the pedals makes it an illegal motor vehicle because it does not conform with the HTA definition of a power-assisted bicycle."

In summary, an e-scooter is considered a bicycle because it has pedals even though the pedals are ineffective and therefore are rarely used by the rider. However, if the pedals are removed the e-scooter is no longer considered a bicycle.

European countries have taken a very different approach – making a clear distinction between a pedelec and an e-scooter. The e-scooter style bike is not considered a bicycle. European regulated pedelecs resemble conventional bicycles, they require pedalling to engage the electric motor and their power output and maximum speed is closer to that of an average cyclist. Pedelecs are required to have:

- an auxiliary electric motor with a maximum power of 250 watts, and
- a motor output that progressively reduces and finally cuts off as the vehicle reaches a speed of 25 km/h or if the cyclist stops pedaling.

Toronto Municipal Code – Current Definitions of Bicycle

There are three different definitions of bicycle in three of the Chapters in the City of Toronto Municipal Code, the Chapters being Chapters 608, Parks, Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, and Chapter 950, Traffic and Parking. These definitions were established prior to the province amending the definition of a bicycle within the HTA to include power-assisted bicycles. The current Municipal Code bicycle definitions, along with existing regulations within each of the respective municipal code chapters, effectively prohibit the use of a “power-assisted bicycle” on a sidewalk, multi-use path, bicycle lane or cycle track if it is being propelled by any power other than muscular power. Therefore e-scooters, which can only be operated by electric motor, are not permitted on sidewalks, multi-use paths, designated bicycle lanes or cycle tracks. Pedelects, however, are generally permitted on these facilities but only when being propelled by pedalling. Appendix A – Current Municipal Code Definitions of Bicycle contains the three different definitions.

Stakeholder Consultations

On Saturday, April 13, 2013 Transportation Services hosted a Public Open House at Metro Hall to seek input from cyclists and power-assisted bicycle riders on how e-bikes should be accommodated on Toronto’s cycling infrastructure. Generally, most e-scooter riders were in favour of permitting e-scooters in bicycle lanes and a smaller number supported e-scooters on multi-use trails. Most cyclists were opposed to sharing bicycle lanes and multi-use trails with e-scooters. Generally, both parties supported pedelecs being treated like conventional bicycles.

Based on discussions with e-bike retailers, e-scooter sales currently outnumber pedelec sales in Toronto. Most people purchasing an e-scooter are doing so with the expectation that it is a bicycle, as defined by the HTA, and is permitted everywhere bicycles are permitted (e.g. in on-street bicycle lanes and on off-street multi-purpose trails in parks). A few retailers expressed their opinion that pedelecs would become more popular if e-scooter use was more restrictive than pedelec use. Some retailers indicated that, if this were the case, they would shift their sales to focus more on pedelecs, while others indicated that their current stock was focussed on e-scooters and for this reason they would prefer to have the City expand the areas where e-scooters can be operated.

In April 2013, Transportation Services conducted an on-line survey to collect travel, demographic, and opinion data regarding the use of power-assisted bicycles. Of the 2,238 respondents, power-assisted bicycle riders and cyclists were over-represented in the study sample, relative to their mode share, likely because they are the two groups that would be most directly affected by any changes to City regulations.

There were clear differences of opinion between e-bike riders and other survey respondents about where e-bikes should be permitted to operate, as illustrated in Table 1 below. Almost half of e-bike respondents (49.5%) supported an amendment to City by-laws to permit all types of power-assisted bicycles to operate in bicycle lanes while only

12 percent of all survey respondents supported this measure. A slightly smaller percentage of e-bike riders (40%) supported an amendment to City by-laws to permit all types of power-assisted bicycles to operate in multi-use trails while only 9.5% percent of the survey respondents supported this measure.

Table 1: Percentage Supporting E-bikes Access to Cycling Infrastructure

Issue	All Respondents	E-Bike Riders
Pedelecs should be permitted in bicycle lanes	18.6%	34.6%
E-scooters & pedelecs permitted in bicycle lanes	11.7%	49.5%
Pedelecs should be permitted on multi-use trails	17.7%	50.0%
E-scooters & pedelecs permitted on multi-use trails	9.5%	40.4%

Most power-assisted bicycle riders (95.2%) felt that e-bikes are a green transportation option which should be encouraged, while only 53.7% of all survey respondents shared this opinion.

The complete survey report is available on-line at: www.toronto.ca/cycling/

Safety Concerns Expressed about E-scooters

Transportation staff have received complaints about e-scooters operating in bicycle lanes and multi-use paths, with the most common concern being the size, weight, and speed of e-scooters. HTA regulations permit e-scooters to weigh up to 120 kg. This is significantly heavier than a typical bicycle, which ranges between 10 and 20 kg. Although there is no collision data currently available for accidents involving e-scooters in Toronto, the likelihood of being injured when struck by a 120 kg vehicle travelling at 32 km/h is probably far greater than if struck by a lighter bicycle travelling at a slower speed. The provincial Motor Vehicle Accident Report (MVAR) form used by Toronto Police Service to document motor-vehicle collisions does not distinguish between conventional bicycles and power-assisted bicycles. This report recommends that Council request the Toronto Police Service to begin collecting data on power-assisted bicycles separate from conventional bicycles so that staff can identify any safety concerns.

City staff conducted a study of the College Street bicycle lanes to develop a speed profile for cyclists and power-assisted bicycle riders. Speed data for 1,058 cyclists was collected using radar detectors with the assistance of the Toronto Police Service. Unfortunately, very little data was gathered for power-assisted bicycles because they accounted for less than one percent of the bicycle traffic on College Street.

The speed study found that cyclists travel at widely varying speeds as presented in Table 2 below. The majority of cycle commuters (74%) cycle at speeds between 18 and 25 km/h, which is slower than the regulated 32 km/h maximum speed of an e-bike. The typical Toronto bicycle commuter speed is comparable to the European pedelec maximum speed of 25 km/h.

Table 2: Cyclist Speed Profile

Cyclist Speed km/h	Percentage of Cyclists
32+	1%
26-31	14%
18-25	74%
10-17	12%

The data indicates that only one percent of cyclists were travelling over 32 km/h and only 15% over 25 km/h. The average speed of E-scooters is significantly higher than bicycles because all e-scooter riders can achieve and sustain the maximum speed (32 km/h) over long distances, regardless of fitness or experience level. The ability to cover larger distances at a higher speed than a bicycle is one of the primary reasons that e-scooters are an attractive transportation choice for riders. However, this speed differential is also the source of friction between e-scooter riders and cyclists.

Accommodating Power-assisted Bicycles in Toronto

Both types of power-assisted bicycles have potential to support the City’s sustainable transportation goals by providing a practical, affordable alternative to automobiles. Pedelects can extend cycling range for many cyclists, while still providing the rider with health benefits. E-scooters can also extend the range and are an attractive transportation option for non-cyclists, for former cyclists whose cycling ability has been restricted by health issues and for an aging population. Power-assisted bicycles are likely to become more common as the technology develops further and they become more affordable. Therefore, the policy for accommodating power-assisted bicycles should be as permissive as possible, with restrictions imposed only where adverse impacts with other users (especially cyclists and pedestrians) are likely. The anticipated risks associated with pedelecs and e-scooters are different and, consequently, the recommended level of integration with cyclists and pedestrians should be different as well. It is therefore recommended that:

- Pedelects, which resemble conventional bicycles, would be permitted wherever bicycles are permitted;
- E-scooters, which resemble motor scooters, would be permitted in conventional (painted) bicycle lanes, on the reasoning that it is feasible for e-scooter riders to pass slower cyclists using the adjacent traffic lane;
- E-scooters would be prohibited from multi-use trails because trails are shared by cyclists and pedestrians of all ages;
- E-scooters would be prohibited from cycle tracks because it is more difficult for the e-scooter rider to exit the cycle track to safely pass slower cyclists and there is less separation between cyclists and pedestrians;

- Pedelects and e-scooters would continue to be prohibited from riding on sidewalks.

This proposed policy maintains the status quo for the prohibition of e-scooter use on sidewalks, cycle tracks and multi-use paths but provides e-scooter access to conventional bicycle lanes, a change from the current regulations. It is felt that allowing e-scooter access to conventional bicycle lanes would provide a safer environment for these riders, instead of forcing them out of the bicycle lanes and having them mix with the faster moving automobile traffic. At the same time, the safety of conventional bicycle riders is considered to be maintained with the sharing of the facility.

Pedelects would be permitted to operate in conventional bicycle lanes, tracks and multi-use paths. In the absence of satisfactory definitions of the two categories of power-assisted bicycles in the HTA, it is recommended that the City by-laws reference “power-assisted bicycles weighing less than 40 kg and requiring pedalling for propulsion” when the regulation applies to pedelecs and “power-assisted bicycles” when regulations apply to both pedelecs and e-scooters.

Proposed New Definition: BICYCLE – Includes a bicycle, tricycle, unicycle, and power-assisted bicycle which weighs less than 40 kg and requires pedalling for propulsion (“pedelec”), or other similar vehicle, but does not include any vehicle or bicycle capable of being propelled or driven solely by any power other than muscular power.

Based on the input at the public meetings and the results of the survey, it is clear that many cyclists will object to the permission of e-scooters in conventional bicycle lanes. Conversely, many e-scooter riders will likely oppose the prohibition of these vehicles from cycle tracks and multi-use paths. However, Transportation Services staff are of the opinion that these recommended policies and regulations represents a fair assessment of the risks associated with mixing larger, faster, motorized bikes with slower moving cyclists in the constrained space of a cycle track and in the multi-use path environment shared with pedestrians of all ages. Also, as noted above, e-scooter access to conventional bicycle lanes would provide a safer environment for these riders. Therefore, these recommendations take into consideration the safety of all users of the roadways and multi-use paths. Transportation Services will monitor the operations of e-scooters in bicycle lanes, in consultation with the Toronto Police Service, cycling groups and power-assisted bicycle groups and retailers, to identify any safety issues or concerns. If further amendments to the Toronto Municipal Code are required to address any observed safety issues, then staff will report back to the Public Works and Infrastructure Committee within two years, recommending these amendments.

Adopting the proposed new definition of bicycle within Subsection 950-201C(1) of Municipal Code Chapter 950 would also mean that bicycles with small tire sizes will no longer be permitted to lawfully cycle on City of Toronto sidewalks. Since the purpose of the former wheel-size based definition within Chapter 950 was to allow children to safely cycle away from traffic, by-law 950-201C should be amended so that it is based on age

rather than wheel size. Toronto Police Service have indicated their preference to permit children under the age of 14 on the sidewalk.

What Are Other Municipalities Doing?

Transportation staff consulted with other Ontario municipalities in preparation of this report. Many municipalities have expressed concern that the provincial definition of power-assisted bicycle is too broad and agree that e-scooters and pedelecs should be treated differently.

The proposed policy for accommodating power-assisted bicycles in Toronto is generally consistent with the approach of some other Ontario municipalities that have addressed the issue. Many municipalities have not enacted specific by-laws to regulate power-assisted bicycles. Table 3 below outlines the policies adopted by Mississauga, Ottawa and the National Capital Commission and the proposed regulations for the City of Toronto.

Table 3: Power-Assisted Bicycle Policies – Ontario Municipalities

Municipality	Conventional Bicycle Lanes		Cycle Tracks		Multi-use Pathways	
	Pedelecs	E-scooters	Pedelecs	E-scooters	Pedelecs	E-scooters
City of Ottawa	Permitted	Permitted	Permitted	Prohibited	Permitted	Prohibited
National Capital Commission (Ottawa and Gatineau)	Permitted	Permitted	N/A	N/A	Permitted	Prohibited
City of Mississauga	Permitted	Permitted	N/A	N/A	Permitted	Prohibited
City of Toronto (Proposed)	Permitted	Permitted	Permitted	Prohibited	Permitted	Prohibited

Changes to Provincial and Federal Regulations

This report recommends that Council request MTO and Transport Canada to review and revise their definition of power-assisted bicycle to recognize the two distinct vehicle types in this category: pedelecs and e-scooters. Further, the power output and maximum speed should be lowered, consistent with the European standard, so that the regulated maximum speed (25 km/h) of a power-assisted bicycle is more comparable to the speed of an average cyclist.

The City of Ottawa is also requesting MTO and Transport Canada to establish two classifications of power-assisted bicycle (pedelecs and e-scooters as described above). The City of Montreal has requested Transport Canada and the Quebec Ministry of Transport to establish pedelec and e-scooter categories within their respective provincial and federal regulations.

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ATTACHMENTS

- APPENDIX A: Current Municipal Code Definitions of Bicycle
- APPENDIX B: Amendments to Municipal Code, Chapter 886 – Footpaths, Pedestrian Ways, Bicycle Paths and Bicycle Lanes
- APPENDIX C: Amendments to Municipal Code, Chapter 950 – Traffic and Parking

Appendix A

Current Municipal Code Definitions of Bicycle

Municipal Code Chapter 608: Parks

Definition: *BICYCLE* - Includes a tricycle and unicycle but does not include a motor-assisted bicycle.

(Note: Under the HTA the definition of a motor-assisted bicycle, which is a different classification than power-assisted bicycle, includes a moped or low-speed motor vehicle, which require an M-Class license and insurance.)

Comment: Chapter 608, among other things, regulates the use of bicycles within parks. Although this definition does not specifically mention muscular propulsion, Chapter 608 prohibits the use of any motorized vehicle on parks walkways and paths. Chapter 608 effectively prohibits the use of e-scooters in parks. Pedelects are permitted in parks while being pedalled and prohibited when the electric motor is engaged.

Municipal Code Chapter 886: Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks

Definition: *BICYCLE* - Includes a bicycle, tricycle or other similar vehicle, but does not include any vehicle or bicycle propelled or driven by any power other than muscular power.

Comment: Chapter 886, among other things, regulates the use of bicycles in bicycle paths, bicycle lanes and cycle tracks. This chapter currently permits the use of power-assisted-bicycles in bicycle paths, bicycle lanes and cycle tracks as long as they are propelled by muscular power. From a practical perspective, e-scooters are effectively prohibited in bicycle paths, bicycle lanes and cycle tracks because they cannot be propelled by pedalling. Pedelects are permitted while being pedalled and prohibited when the electric motor is engaged.

Municipal Code Chapter 950: Traffic and Parking

Definition as found in Subsection 950-201C(1) for the purpose of Subsection 950-201C(2) (sidewalk cycling): *BICYCLE* – a bicycle or tricycle where either has at least one tire that has a tire size of more than 24 inches, or the metric equivalent of 61.0 cm.

Comment: The purpose of the bicycle definition in Subsection 950-201C(1) is to regulate the use of bicycles on sidewalks based on the bicycle wheel size. Chapter 950-201C(2) prohibits adult-size bicycles (i.e. with wheels greater than 24 inches or 61 cm in diameter) from being operated on sidewalks and by default permits the operation of child-size bicycles (i.e. with wheels smaller than 24 inches) on the sidewalk. Pedelects generally have wheels greater than 24 inches and e-scooters generally have wheels smaller than 24 inches or 61 cm in diameter.

Appendix B

Amendments to City of Toronto Municipal Code, Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks

§ 886-10. Operation and stopping of vehicles restricted

Delete the following from Section A:

- A. Subject to § 886-11, no person shall operate a vehicle other than a bicycle in any bicycle lane

Insert the following in Section A:

- A. Subject to § 886-11, no person shall operate a vehicle other than a bicycle *or a power-assisted bicycle* in any bicycle lane

Delete the following from Section C:

- C. Subject to § 886-10A(4), (5), and (6), no person shall stop a vehicle other than a bicycle in any bicycle lane

Insert the following in Section C:

- C. Subject to § 886-10A(4), (5), and (6), no person shall stop a vehicle other than a bicycle *or a power-assisted bicycle* in any bicycle lane

Appendix C

Amendments to City of Toronto Municipal Code, Chapter 950, Traffic and Parking

§ 950-201. Regulations for bicycles and mopeds

Delete the following from Subsection C(2):

No person shall ride a bicycle on a sidewalk of any highway, except for those locations designated in § 886-6, of Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks.

Insert the following in Subsection C(2):

No person *age 14 and older* shall ride a bicycle on a sidewalk of any highway, except for those locations designated in § 886-6, of Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks.

§ 950-300. Pedestrian's rights and duties.

Delete the following from Subsection F:

With a tire size less than or equal to 61.0 centimetres