



April 24<sup>th</sup>, 2019

Chair and Members of the Infrastructure and Environment Committee  
Toronto City Hall  
100 Queen Street West  
Toronto, ON, M5H 2N2

**RE: Proposed Regulatory Framework for Scooters, Cargo, and E-assist Cycles**

Dear Chair Pasternak and members of the Infrastructure and Environment Committee,

Our Greenway believes strongly in the importance of connecting businesses, entrepreneurs and residents to places and new opportunities. Cargo and e-assist bikes and trikes can carry up to more than half a ton, opening business opportunities across the City while lowering costs.

However, we would urge the committee broaden the motion's scope to accommodate all low speed wheeled modes under 25 kilometers, so the City is proactively prepared for future technological changes and devices. It is vital that our bikeways formally support a range of personal and commercial mobility devices, since these low speed wheeled devices are faster than people walking, yet far slower than people driving trucks, tankers or tractor trailers. We ask that this framework not exclude smaller emergency vehicles in relation to EX35.26, and this item be considered in context of the safer road designs and protected intersections sought under IE3.9.

We would therefore ask that the motion read:

1. Request the General Manager, Transportation Services, in consultation with Director, Environment and Energy, the General Manager, Fleet Services, **the General Manager, Parks, Forestry & Recreation** and the Toronto Parking Authority report to the Infrastructure and Environment Committee on a proposed regulatory framework, **safe road design and intersection requirements for low speed wheeled modes under 25 KM, including but not limited to electric wheelchairs, smaller emergency vehicles, scooters, cargo cycles, and e-assist cycles** in Toronto in the fourth quarter of 2019.

Thank you for time and attention to this key matter.

Sincerely,

Darnel Harris  
**Executive Director, Our Greenway**