

July 9, 2020

To Infrastructure and Environment Committee Chair and Members,

Re: Regulatory Clarity for E-Cargo Cycles

Cycling is a popular, sustainable, and viable mode of transportation in Toronto. Its popularity has increased since the onset of the pandemic as more people seek alternatives to get around the City safely, and more businesses are interested in cycling solutions for delivering goods in urban areas. The benefits are numerous: reducing GHG emissions and transportation-related air pollutants, reducing traffic congestion, and protecting more public space for amenities such as outdoor dining.

Transportation Services have done tremendous work in expanding bike infrastructure through ActiveTO. One element that remains missing is regulatory clarity for pedal-assisted e-cargo cycles, in order to expand their use by residents who are shopping, or for businesses to make deliveries using the City's new and existing cycle tracks.

Pedal-assisted e-cargo cycles can be used for transporting shopping, deliveries, and even safely carrying children. However, a limiting factor for increasing the use and uptake of e-cargo cycles is the weight restriction of 40kg for determining which bicycles are allowed on cycle tracks. While e-cargo cycles weighing more than 40kg can use bike lanes, it makes sense to extend this ability to cycle tracks for pedal-assist e-cargo cycles, and we can do this today – in recognition of cycling as a viable form of transportation. Online shopping has surged during the pandemic and is expected to continue in the long-term, resulting in increased demands for deliveries.

With the tens of thousands of cyclists making use of the City's cycling infrastructure recently, the City has an opportunity to proactively update its policies to provide regulatory clarity for residents and for businesses interested in the use of e-cargo cycles. Cycling is a green economic development opportunity. A further next step is having clarity and consistency about the rules for operating pedal-assisted and power-assisted bicycles, which are confusing to consumers due to the different regulations by different orders of government and the different styles of power-assisted bicycles.

Recommendations

1. City Council request the Ontario Ministry of Transportation review and revise their definition of a power-assisted bicycle to differentiate between different e-bike types including e-cargo cycles (e.g., bicycle-style e-bikes including pedelecs and throttle-only, and scooter-style e-bikes) and that they work with the City of Toronto and other municipalities to ensure that definitions are consistent between jurisdictions by Fall 2020.
2. City Council request the General Manager, Transportation Services, to develop a proposed regulatory framework for micromobility that differentiates between different e-bike types including e-cargo cycles (e.g., bicycle-style e-bikes including pedelecs and throttle-only, and scooter-style e-bikes), and the

infrastructure that they are permitted to use, in consultation with cycling groups, road safety groups, e-bike and cargo bike manufacturers, distributors, and users, and other relevant stakeholders and City Divisions, and to report to the Infrastructure and Environment Committee in Spring 2021.

3. City Council amend Section 886-1 of City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, by inserting a new Section C as follows:

C. As used in Sections 886-14 and 886-15 of this chapter, the following term shall have the meaning indicated:

BICYCLE - Includes a bicycle, tricycle, unicycle, and a power-assisted bicycle which 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.

Thank you,

Councillor Mike Layton
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