



## Member Motion

### City Council

#### Motion Without Notice

MM22.41	ACTION			Ward: All
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#### **40KG Bike Exemptions - by Councillor James Pasternak, seconded by Councillor Anthony Perruzza**

*\* Notice of this Motion has not been given. A two-thirds vote is required to waive notice.*

*\* This Motion is subject to referral to the Infrastructure and Environment Committee. A two-thirds vote is required to waive referral.*

*\* This Motion has been deemed urgent by the Chair.*

*Communication MM22.41.1 has been submitted on this Item.*

#### **Recommendations**

Councillor James Pasternak, seconded by Councillor Anthony Perruzza, recommends that:

1. City Council request the General Manager, Transportation Services, in consultation with relevant Divisions, report to the Infrastructure and Environment Committee on July 9, 2020 with proposed by-law amendments to support cargo cycles weighing over 40 kg to be used on bicycle lanes and cycle tracks under Chapter 886 of the Toronto Municipal Code.
2. City Council request that the General Manager, Transportation Services, report on progress in its freight strategy related to the Pilot Proposal report sought in Part 1 above, including potential for feasibility in pilot projects of requiring evidence of a driver training program, and evidence that each driver has been properly trained by each operator, on each make and model of cycle operators' use.

#### **Summary**

In the wake of the City of Toronto's COVID-19 recovery, the impact of social distancing measures has been keenly felt across the City of Toronto, especially in

our logistics industry. COVID-19 has vastly accelerated local demand for inexpensive e-commerce, goods traffic and home delivery logistics solutions. As we seek to advance our economic recovery, and rebuild our communities while ensuring the safety of all residents, it is key that the City lead the way by expanding practical goods movement options.

As the Infrastructure and Environment Committee noted in its adoption of IE 4.5. 'Proposed Regulatory Framework for Scooters, Cargo, and E-assist Cycles' on April 25, 2019:

'Existing municipal bylaws around e-assist cycles (referred to as power-assisted bicycles or pedelecs in municipal bylaws) may discourage the use of certain e-assist cargo cycles carrying heavier loads. In Toronto, power-assisted bicycles over 40 kg are not allowed in bicycle paths, bicycle lanes, and cycle tracks, which may limit the use of e-assist cargo cycles given that many are typically over this weight.'

The 40 kg limit currently serves a useful purpose by keeping unsuitable devices out of spaces built for use by a 'Bicycle' as defined in Chapter 886-1 of the Toronto Municipal Code. However, to support local businesses, there is an urgent need for the City to pilot the exemption of heavy duty, high capacity cycles. Similar operations are already ongoing in Montreal, New York and Vancouver. Businesses are keen to operate these commercial cycles rather than vans due to their lower fuel, servicing and insurance requirements, which enable improved margins and economic resilience.

This Motion is urgent as they will be running a cargo bike pilot and it's part of the COVID response. Businesses are interested in taking advantage of these bikes and would like to see staff develop the regulations. It is the hope to have a proper pilot running in August given the weather conditions.

### **Background Information (City Council)**

Revised Member Motion MM22.41

<http://www.toronto.ca/legdocs/mmis/2020/mm/bgrd/backgroundfile-148424.pdf>

### **Communications (City Council)**

(June 29, 2020) E-mail from Darnel Harris, Executive Director and Sam Starr  
Project Lead, Velologistics and Critical Mobility, Our Greenway  
Conservancy (MM.New.MM22.41.1)

<http://www.toronto.ca/legdocs/mmis/2020/mm/comm/communicationfile-107608.pdf>