



Safe streets
Healthy city
Vibrant voice

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March 28, 2023

Deputy Mayor McKelvie and Toronto City Council
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Re: MM5.7 - Micro-mobility Couriers

Dear Deputy Mayor McKelvie and members of City Council,

Cycle Toronto is writing to express concern with the motion to require motor-assisted micro-ability vehicles to bear a unique identifier, and the request that the Toronto Police Service increase the enforcement of riders of such vehicles.

Our position remains resolute: **the most effective solution to improving road safety is to build streets that are safe by design, not by relying on police enforcement.** The Toronto Police Service has acknowledged they have engaged in racist practices and violence toward Black, Indigenous, and other racialized communities. Many users of both motor vehicles and motor-assisted micro-mobility devices, such as e-bikes, are food couriers, a population whose employment is precarious, vulnerable, and undervalued. The low wages and precarious nature of “gig work”, incentivizes food couriers to bike or drive quickly (and sometimes dangerously) in order to complete as many deliveries as possible in a short time frame. **Our focus instead should be on legislating the employers that profit off this structure and ensuring that couriers do not have to take risks that endanger other road users.**

It is Cycle Toronto’s position that **the behaviour of one kind of road user should not be discriminated against or targeted over the behaviour of other road users.** If we fail to address this problem at its root instead of directing the police to target food couriers on e-bikes will only serve to elevate tensions and unnecessarily endanger the lives of precarious workers.

Furthermore, while some e-bike users may occasionally engage in dangerous behaviour, the same could be said for the majority of people. Besides which, the impact of an e-bike will never come close to the impact of a motor vehicle. **The data demonstrates that the behaviour of motor vehicle drivers is what leads to traffic fatalities and serious road injuries.** The perception and bias of a few should not trump the very real danger and precariousness of those who rely on micro-mobility to get around.

If we are looking to increase road safety in Toronto and achieve Vision Zero, e-bikes and micro mobility devices are not where the focus of enforcement or licensing policies should be. **We should be encouraging and incentivizing people to adopt active modes of transportation, not condemning and discriminating against those who do.**

We urge you to consider the implications and impact this motion will have should it be adopted by Council.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alison Stewart".

Alison Stewart
Interim Co-Executive Director, Advocacy and Public Policy
Cycle Toronto

Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.