



Monday April 29, 2024

iec@toronto.ca

Mr. Matthew Green
Infrastructure and Environment Committee
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

To the Members of Infrastructure and Environment Committee:

Re: Agenda item IE13.1 – A Micromobility Strategy for Toronto to be considered at May 2, 2024 Meeting

The Bay Cloverhill Community Association represents 18,000 individuals in the Yonge/College/Queen's Park/Charles neighbourhood in University Rosedale Ward 11 and Toronto Centre Ward 13. There are many vulnerable senior citizens and families with children in the area who are concerned with the numerous bikes and e-bikes that ride on sidewalks, with food delivery couriers being the worst offenders. Since the pandemic, there have been an increasing volume of food deliveries and residents are likely to continue using this service given the availability and convenience.

Recommendation 1 O. Reg 389/19 – Pilot Project – Electric Kickscooters (escooters)

We are disappointed that the General Manager, Transportation Services recommends again not to participate in this program. Many Toronto residents are illegally using these environmentally friendly, convenient and cost efficient modes of transportation in the City. Most of scooter operators use sidewalks and the pilot project would mandate that they use the bike lanes. This is much safer for vulnerable pedestrians. There is no enforcement on illegal scooters, so micromobility operators ignore the law and are unconcerned about pedestrian safety.

Recommendation 6 Multi-partner Table

We wholeheartedly agreed with the creation of committee of stakeholders to develop a public education system. Our Sidewalk Safety Committee developed a brochure 2 years ago and put the information on our website at <http://www.baycloverhill.com/sidewalksafety.html>. City entities such as Bike Share should be involved, in addition to concerned residents' associations.

Recommendation 7 Toronto Police Service Educational Blitz

We have been working with the Community Response Unit of Toronto Police Service Division 52 to educate and enforce illegal bikes and ebikes on sidewalk for the past few years. Education should be the first phase of the program, but it must progress to enforcement. Anyone disobeying the law must eventually face a consequence for their illegal actions, otherwise they will continue to act contrary to the law.

Recommendation 8 Ontario Ministry of Transportation

We strongly endorse the establishment of fines for non-compliant/illegal micromobility devices. It is critical for all types of micromobility devices to be legislated in order to allow regulations and enforcement.

A Strong Voice for A Strong Community

Recommendation 9 Ontario Ministry of Finance

Some of our residents have been involved in collisions with micromobility devices. It is important for not only insurance to be mandatory, but for identification to be provided in the event of a collision with a pedestrian, cyclist or driver, and even property. Insurance should also provide coverage in the event of a lithium battery fire or damage caused by the storage or charging of ebatteries.

Conclusion

Micromobility devices are here to stay and must be regulated. The City cannot ignore the obvious, scooters, ebikes and other micromobility devices continue to be used by residents. We should be doing everything possible to encourage the use of legal micromobility devices as alternatives to cars and trucks. Doing so would contribute towards TransformTO Net Zero Strategy to eliminate greenhouse gases by 2040.

All neighbourhoods deserve to be a safe place for residents, whether they are walking, cycling or driving. This is in line with the City's Vision Zero strategy to reduce traffic related fatalities and serious injuries.

Sincerely,

Bay Cloverhill Community Association Sidewalk Safety Committee

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