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Advocating for Safe Cycling Throughout Durham Region

Standing Committee on General Government
Committee Clerk, Isaiah Thorning
99 Wellesley Street West
Room 1405, Whitney Block
Queen's Park
Toronto, ON
M7A 1W3

May 07, 2021

Via: Procedural Services Branch Electronic Submission

Re: Bill #282 Moving Ontarians More Safely Act, 2021

Dear Committee Members,

As an advocacy group in support of safe cycling, Durham Region Cycling Coalition (DRCC) is a Durham Region based not-for-profit volunteer organization representing the six cycle clubs as well as local cycling enthusiasts within Durham Region.

Upon completing a comprehensive review of the above noted Bill, DRCC is encouraged with the proposed cycling changes and pleased to submit the following comments for committee consideration.

Regarding Schedule 1, DRCC supports the planned changes to the HTA by including e-mobility power -assisted bicycles into the act.

For consideration, DRCC would recommend Section 1 (b) (ii) regarding weight limits be revised down to a maximum of 80 kilograms. Our rationale for this request relates around sub-section 1 (C) and the dangers with E-Motorcycles which we believe should be fully licensed and insured. Of note is the concern with these vehicles causing serious injury due to weight and speed in the event these vehicles collide with walkers or cyclists on permitted multi-use pathways and trails. Additionally, by reducing weight requirement thus requiring licence plates and insurance this vehicle is no longer available to drivers under license suspension which is becoming more common based on community feedback we have received.

Further to this, we would also encourage cargo e-bikes be considered as a sub category with guidelines versus 1 (a) (i) which references two or three wheels only and provides no provision for cargo bikes.



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We are also very pleased to see “*dooring*” improvements within Bill 282 which is a real danger for cyclists. Reviewing interpretation 19 section 200 (1.1) we would ask that the wording “*coming into contact*” be revised to “*having caused as a result of opening a door into the pathway of a cyclist*” thus providing further clarity to this serious issue facing cyclists.

We would also like to draw to the committee’s attention Private Member Bill 62, Protecting Vulnerable Road Users Act 2018 introduced by MPP Bell and stalled at first reading. DRCC fully supports Bill 62 and would ask the committee to consider this most recent real-life story and the need to support vulnerable road users with protective legislation.

Mid April 2021, on a clear sunny mid day, a cyclist - while riding in a OTM Book 18 identified Cycle Lane in Bowmanville - was struck from behind by a pick-up truck. The driver of the motor vehicle struck a bright orange bike with an activated rear red flashing light on a straight stretch of road and some how claims they did not see the cyclist in the cycle lane. The cyclists’ injuries include broken ribs as well as a fractured back. Thankful to be alive, the cyclist is now facing an 8-to-12-week minimum recovery time from injuries incurred through no fault of his own. Conversely - based on feedback - the driver received a ticket for “failing to move over” which amounts to \$150.00 and the loss of two demerit points. One has to ask how this near fatal collision with a cyclist will result in virtually no consequences for the driver of the motor vehicle?

As vulnerable road users, cyclists need your help and therefore ask for Bill 62 inclusions in Bill 282.

In closing, on behalf of every-one at DRCC, thank you for taking time to review our comments which we believe to have merit for inclusion in Bill 282. We look forward to learning more as the committee continues its work.

Respectfully,

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