

June 11, 2021

Ministry of Transportation  
Road Safety Program Development Office  
87 Sir William Hearst Avenue, Building A, Room 212  
Toronto, Ontario  
M3M 0B4  
Canada

**RE: York Region Response – Power-Assisted Bicycle (E-Bike) Redefinition -  
Environmental Registry of Ontario (ERO) Number 019-3676**

The Regional Municipality of York thanks the Province for continuing to promote the highest standards of safety for all Ontarians who travel on our roads, including drivers, cyclists, and pedestrians and for consulting with stakeholders on the Power-Assisted Bicycle (E-bike) Redefinition. This letter outlines key comments and recommendations from York Region staff on the proposal.

We would like to highlight the following key comments:

**York Region supports the use of micromobility technologies to increase transportation options for travelers and support more sustainable travel choices**

Reducing single-occupancy vehicle trips on the Region's road network during rush hours continues to be a priority and helps to reduce greenhouse gas emissions. Expanded micromobility options provides residents with alternative choices to travel throughout the Region and present a potential solution for the "last kilometre" challenges many travelers face. In [November 2020](#), York Region Council demonstrated its support for more sustainable transportation options by approving E-Bikes and Electric Scooters (E-Scooters) on select Regionally-designated bike lanes to improve the efficiency of the road network.

**Further refinement of the definition is required to distinguish between human powered and gas- or motor-powered E-Bikes**

York Region staff support the further classification of E-Bikes; however, additional refinement is needed in order to differentiate between human powered (pedal-assisted) E-Bikes and ones with a gas or electric engine and throttle.

Providing such a distinction would allow added flexibility for municipalities to permit pedal-assisted E-Bikes on a greater range of active transportation facilities shared with pedestrians, as they closely resemble a conventional bicycle in size and speed. Additionally, human-powered E-Bikes have the added benefit of contributing to a healthy and active lifestyle.

## **Additional measures for enforcement would provide for greater clarity and communication**

The Region recommends the revised definitions:

- Continue to use the term “Power-Assisted Bicycles” more broadly when referring to the different classes of E-Bikes as many municipalities have enacted bylaws with this terminology.
- Include additional descriptors in the definitions of each class to provide clarity and distinguish each class.
- The definition should be limited to items of a non-technical nature that can be easily established through a visual inspection by any person to determine E-Bike vehicle class.
- The definition should not include the standards and specifications of Power-Assisted Bicycles; these should be set out in a Regulation. For example, the requirement a label be affixed, who affixes the label (manufacturer or vendor), maximum weight, maximum attainable speed, wheel diameter (measured to the outside of an inflated tire or the outside of the rim) and maximum horsepower.

## **Municipal leadership is an important consideration in ensuring successful implementation**

There are nine local municipalities in York Region with varied infrastructure, land use, and population. Providing municipalities with the ability to determine which infrastructure is best suited for these micromobility technologies would help lead to more successful integration into the road network, given the wide-ranging geographies. Through bylaws, municipalities can be responsive to the needs of their specific communities.

As noted above, micromobility technologies provide a significant opportunity to address municipal priorities of expanding transportation options for residents while reducing single-occupancy trips during rush hours and helps contribute to the reduction of greenhouse gas emissions. York Region staff are appreciative of the opportunity to provide feedback and look forward to further consultation with the Province and local stakeholders.

If you have questions regarding this response or would like to further discuss, please contact John Kazilis, Manager, Transportation Development Planning at [John.Kazilis@york.ca](mailto:John.Kazilis@york.ca) or (905) 830-4444 ext. 71578.

Sincerely

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