

## Questions from URA Members re Micromobility as of December 5, 2025

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### General

1. Basic regulatory questions – who/where/what is legal today, eg children?, sidewalks?, helmets? Speed limits?, permits?

Provincial regulations about e-bikes and e-scooters, which apply to all municipalities, are that:

- Users must be **16 years of age or older**.
- Helmets must be worn by users under 18 years of age on E-Scooters.
- All E-Bike users must wear a helmet.
- E-Scooters and E-Bikes **are not currently permitted** on sidewalks or off-road trails in the City of Markham
- All E-Bikes are speed limited to 32km/h
- E-Scooters are speed limited to 24km/h
- In Markham, E-Scooters are currently **only permitted to operate**:
  - Within the Downtown Markham Pilot Area and;
  - Within Bike Lanes or HOV lanes on designated Regional Roads.

### Safety of pedestrians

2. Given more and more near misses with e-bikes and e-scooters, especially on park trails, can the city do anything to better regulate, eg device regulation, user licenses? Regulating devices is the responsibility of the provincial and federal governments and is outside of the scope of what is possible for a municipality. Implementing a licensing system would be expensive and ineffective without significant resources for enforcement. Currently, no municipalities require licensing for e-scooter riders. However, local municipalities can issue licenses and permits to shared e-scooter providers.

3. There are all sorts of rumours about people "souping up" e-bikes and e-scooters so they can go faster. How can this be controlled? Unfortunately, the lack of provincial and federal regulation over the sale and import of these devices has led to a proliferation of devices that are relatively easy to modify to have them operate illegally, often simply by removing the maximum speed restriction. If public members observe devices operating at speeds above their regulated limit (32km/h for an e-bike or 24km/h for an e-scooter), York Regional Police should be contacted.

4. Who enforces violations – city bylaw officer or YRP? City Bylaw does not currently have the authority to enforce moving violations – so enforcement is the responsibility of YRP.

5. Anybody can buy one of these devices in stores in Markham. Should it not be a requirement that all stores selling such devices should include a legal and safe use notice, including age, wearing of a helmet, where use is allowed, etc? This is not within the ability of the City of Markham to require, but it can be encouraged.

6. Given the frequent narrow escapes we are experiencing with riders in spandex on road/racing bicycles, is the City considering a maximum speed for all users of trails and other shared facilities? With possibly the maximum speed varying per type of facility and location. If so, how will enforcement be handled? Speed limits on off-road trails are generally very difficult to enforce, as it require resources from YRP that are likely more effective when deployed elsewhere. Trail etiquette signage can be

beneficial, but the most effective tool is infrastructure that clearly defines user behaviour and separates users where traffic is expected to be high.

7. Will the City advocate for two levels of e-micromobility? One for speeds up to 32 km/h (as the current Canadian e-bike regulation) and one for speeds between 32 and 50 km/h (which would include faster e-mopeds). This would be comparable to regulation in for example the Netherlands, where the faster devices need registration and insurance. Advantage of the additional group is that they can keep up with regular traffic on most city roads, but are much less expensive to own. In urban areas they would in general use the same roads as cars and not be permitted on bike lanes and trails. Everything faster than 50 km/h falls under the existing motorbike category. *The City is not currently considering advocating for e-mobility devices to operate faster than the existing 24km/h and 32km/h limits.*

8. Is someone advocating with the Province to cleanup and strengthen the patchwork of rules as to where e-scooters are permitted or not? (The province seems perfectly willing to intervene in other municipal areas like bike lanes!). *There are currently several organizations, such as the Ontario Traffic Council, Association of Municipalities of Ontario and Transportation Association of Canada that are providing recommendations to the Province for how to streamline the regulations of micromobility devices. Advocacy efforts from the City are being considered as a recommendation of this strategy.*

### **Usage of Micromobility**

9. To increase micromobility use, users have to feel safe. Currently many adults use the sidewalk instead of roads, even quiet roads. Similarly, parents are worried about their kids walking/cycling to school due to concerns about safety. What can be done to increase the feeling of safety? *The MTMP will recommend a high-quality AT and Micromobility Network that will provide All-Ages and Abilities (AAA) connectivity across the City to improve safety and comfort for all users.*

10. The draft recommendation from the Transportation Master Plan is to allow e-scooters on park trails designated as multi-use. Will that include unpaved (gravel) sections of the Rouge Valley Trail? *No. The identification of multi-use trails requires specific standards to be set and met by trails, including trail surface quality and trail width that is adequate to support different user groups.*

11. How did the shared e-bike/e-scooter pilot in downtown Markham perform this year? Usage? Injuries? Complaints? *The results of the 2025 pilot season are not yet publicly available. Data and feedback from the Scooty Pilot program are considered in the development of this strategy.*

12. Will Markham be expanding its shared e-bike/e-scooter program for 2026, to catch up with Vaughan and Richmond Hill? *Future regulations and efforts related to micromobility, including shared micromobility, will be determined as the TMP progresses.*

### **Planning**

13. How does the City's see use of micromobility as possible means to reduce traffic congestion? *Micromobility provides options for first and last-kilometer connectivity, which, if paired with comfortable and connected infrastructure and investments in both local and regional transit, can create a more multi-modal future for the City of Markham, increasing mobility choice and supporting residents in travelling efficiently without the need for a car.*

14. Is the City planning to add micromobility facilities to support and encourage the use? This will be a central recommendation of the TMP and the Micromobility Strategy.

15. Does the City have categories of micromobility in mind? Currently, only e-bikes and e-scooters are permitted in Ontario. Other micromobility devices, such as electric skateboards, one-wheels, electric unicycles, and seated electric scooters, are only permitted for operation on private property and are restricted from use on any public right of way in Ontario. The Micromobility Strategy recommends a categorization system that considers both the **weight and speed** of a micromobility device to determine where it should be permitted to operate in the event that new micromobility devices are permitted in the future.

#### **Other**

16. There is a growing concern with battery fires, eg TTC subway bans e-bikes in winter. Is there any senior government activity to regulate or improve battery safety? This is outside the scope of the TMP, but the Micromobility Strategy currently recommends that any programs to support micromobility in the City require batteries to be UL or EN Certified, as there are no documented cases of certified batteries catching fire when used and charged properly.

17. I've been to Mississauga and there are e-scooters from Lime and Bird parked in all sorts of places. Will Markham insist on only allowing parking in designated hubs? Markham's current E-Scooter program requires all trips to end in a designated parking hub. Based on best practices, the Micromobility Strategy recommends that any future shared micromobility system require users to end trips in designated hubs only, and that hubs be provided at a spacing of 200m or less to reduce non-compliant parking.