



December 15, 2026

Mayor Chow and Members of City Council
100 Queen St. W.
Toronto, M5H 2N2

Re: MM35.1 - Safety on all City Sidewalks; E-bikes Enforcement

Dear Mayor Chow and members of City Council,

As the Bicycle Mayor of Toronto, an honorary and volunteer role I have held since September 2024, I represent a global network coordinated by BYCS in the Netherlands to promote the bicycle as a solution to some of the complex urban challenges cities around the world, like Toronto, face.

I am writing to urge you to allow the Council-directed Micromobility Safety Working Group to do their work and report back in spring 2026. As such, I urge you to not waive referral for the above-mentioned member motion. The City of Toronto's work at developing and adopting a comprehensive Micro-mobility Strategy is something to be applauded, and should be respected. An important part of the Micro-mobility Strategy was the implementation of a comprehensive rideables campaign to educate the public which unfolded with success in October of this year. Instead of investing in time and energy granting the police more authority than it currently has, it is worth extending the existing public awareness campaign as well as focusing on efforts to enforce the dangerous and distracted behaviour of vehicle drivers, which cause the vast majority of traffic collisions impacting the safety of people.

Faced with slow and unreliable transit, paired with the cost and other barriers of access to car ownership, Torontonians have been seeking affordable alternative options to get around. Riding e-bikes and e-scooters on city sidewalks is not permitted on Toronto sidewalks because it is dangerous. In the current political and economic context, improving the safety of vulnerable road users must be viewed through an equity impact lens. What should be a safe space for pedestrians is increasingly being used as convenient free parking by individual car drivers, delivery companies like Canada Post, Purolator, UPS, and App-based delivery companies like Uber, Skip the Dishes, Doordash, Amazon etc. The increase in this dangerous behaviour of drivers is being overshadowed by the focus on micromobility riders, a population of particularly vulnerable road users.

Educating and enforcing illegal behaviours is critical to reducing conflict among road users. Any education and enforcement campaigns must prioritize vehicular drivers who speed, block intersections and park illegally on sidewalks and streets throughout the city. The most dangerous behaviours unfolding on our streets, sidewalks and bikeways are the result of the dangerous and distracted behaviour of vehicle drivers. The Toronto Police have this data. This doesn't negate the dangers posed by the dangerous use of e-bikes and other micromobility devices operating illegally on sidewalks and in bikelanes. More education, over enforcement, needs to be done to better inform all road users.

The City of Toronto must do more to protect vulnerable groups of people, such as students, racialized and low income workers who are struggling to pay their bills, not target them, which is what the impact of this well intentioned member motion will result in.

Faced with a provincial government frustrating Toronto's ability to build bike lanes and enforce the speed limit with the use of automated speed cameras (ASE), more must be done to protect vulnerable road users and reduce the conflict that is unfolding on our streets.

Please do not waive referral for the above-mentioned member motion and allow the Council appointed Micromobility Safety Working Group do their work.

Thank you for your consideration in this matter.



Alison Stewart, MPPAL

Appointed the 2nd [Bicycle Mayor of Toronto](#)

Je suis bilingue et vous invite à communiquer avec moi en français.

Learn about [the global bicycle mayor network](#)

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