



Motion to IEC

Tuesday, May 5, 2026

## **Supporting the Proposed Modernization of Ontario's Framework for Power-Assisted Bicycles (E-Bikes)**

### **Summary**

The City of Toronto has limited ability to regulate the fast heavy micromobility vehicles currently causing great concern in Toronto cycle infrastructure, and the Toronto Police service has been largely unable to enforce the existing bylaw. The province is now proposing regulatory changes that, if adopted, would greatly improve safety for all road users.

Per <https://ero.ontario.ca/notice/026-0422>, the Ministry of Transportation is proposing to update the *Highway Traffic Act* to classify motorized two wheel vehicles that are currently operating in Ontario. One group is proposed to consist of power-assisted bicycles (aka e-bikes), and to require them to be:

- speed limited to 32 km/h,
- have a total continuous power of 500 watts or less,
- equipped with functional hand cranks or foot pedals that are capable of propelling the bicycle by muscular power, and
- to allow passengers only when a seat is available.

A second group, the faster, heavier moped/scooter- or motorcycle-style vehicles, would be required to be licenced and insured. This is highly desirable, would facilitate enforcement, would provide compensation for those injured and would also force the operators to learn Ontario traffic laws.

However, some elements of the proposal should be improved.

### **Recommendations:**

1. City Council request the General Manager, Transportation Services, to submit comments to Ontario's Environment Registry of Ontario that support the proposal for a two-class definition for power-assisted bicycles (aka e-bikes) that are speed limited to no more than 32 km/h, have a total continuous power of 500 watts or less, must be equipped at all times with functional hand cranks or foot pedals that are capable of propelling the bicycle by muscular power only and are usable during normal operation of the bicycle, cannot have a footrest or a platform for the operator's feet, must have an adjustable saddle, require a minimum operator age of 16, allows passengers of any

age in a seat, and requires helmets for all operators, and the proposal that would require faster, heavier moped/scooter- or motorcycle-style vehicles, to be licenced and insured.

2. City Council requests the General Manager, Transportation Services, to request the province to require a maximum weight limit of 55 kg for Class 2 power-assisted bicycles, and to require brakes adequate for an operator to safely stop the vehicle within 9 m even when loaded, travelling at the maximum powered speed and in wet and hilly conditions.

3. City Council requests the Toronto Fire Chief to make recommendations to the province on lithium-ion battery safety standards for all vehicles powered with lithium-ion batteries.

4. Infrastructure and Environment Committee directs the General Manager, Transportation Services, and the General Manager, Parks, Forestry and Recreation, in consultation with Toronto Police Services and vulnerable road users, to report back to Infrastructure and Environment Committee by January 2027 with recommendations to amend Toronto's by-laws for bike lanes, cycle tracks, and multi-use trails to prohibit in all cycling infrastructure any motorized vehicle other than a Class 1 or Class 2 power-assisted bicycle.

Councillor Dianne Saxe  
Ward 11, University–Rosedale  
May 15<sup>th</sup>, 2025