

Town of Whitby Staff Report

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Report Title: E-scooter and E-bike By-law

Report to: Committee of the Whole

Date of meeting: June 9, 2025

Report Number: PDE 07-25

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

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1. Recommendations:

1. That the proposed E-scooter and E-bike By-law appended to this Report as Attachment 4 be brought forward for the consideration of Council.

2. Highlights:

- The use of micromobility modes of transportation, such as electric bikes (e-bikes) and electric scooters (e-scooters), is emerging worldwide, particularly for short trips, as a personal transportation option.
- The Town has no by-law to govern the use of micromobility devices, such as e-bikes and e-scooters, within the Town-owned transportation network.
- It was recommended in the Active Transportation Plan (2021) that regulations to support the use of micromobility devices in Whitby be developed.
- In Ontario, an e-bike (referred to as a power-assisted bicycle) is defined as a traditional bicycle with some additional requirements, such as age limit, mandatory helmet use, maximum speed limit (32 km/hr) and maximum weight limit (120 kg).

- Ontario launched an e-scooter pilot program on January 1, 2020, which will end on November 27, 2029. To allow e-scooters, local municipalities must opt-in to the pilot program and have a by-law specific to e-scooters in their jurisdictions.
- Residents' opinions on the use of micromobility devices within the Town transportation network was obtained through public engagement completed in May 2024.
- The draft E-scooter and E-bike By-law, included as Attachment 4, outlines the conditions and facility types where various micromobility devices can be operated in Whitby.

3. Background:

The use of micromobility modes of transportation, such as electric bikes (e-bikes) and electric scooters (e-scooters), is emerging worldwide for personal transportation, particularly for shorter trips. These devices are typically low-speed, lightweight, and partially or fully motorized by electric power. They are also low-emission, affordable, convenient, and support urban mobility for short-distance trips. As the use of micromobility devices continues to expand and have unique operating characteristics compared to automobiles, it is crucial to establish a set of rules to ensure their safe integration into the current transportation system. Proper regulation governing the use of micromobility devices and enforcement can support their safe integration.

Under Provincial regulations, e-bikes are permitted where conventional bicycles are permitted, except on municipal roads, cycling facilities, multi-use paths / trails and sidewalks where they are prohibited by a municipal by-law. Currently, the Town has no by-law to govern the use of e-bikes within the Town-owned road network. Thus, the operation of e-bikes is guided by high-level policy, i.e., [Highway Traffic Act \(HTA\)](#)¹. Accordingly, e-bikes are regulated as vehicles, and must obey all traffic laws, signs and signals as a traditional bicycle and motor vehicle.

Under [Ontario's E-scooter Pilot Program](#)², to allow e-scooters in their jurisdictions, local municipalities must opt-in to the pilot program and have a by-law specific to e-scooters in their jurisdictions. Currently, the Town has no by-law governing the operation of e-scooters within its jurisdiction. It is noted that the province launched its first five-year e-scooter pilot program on January 1, 2020, which was initially set to expire on November 28, 2024. This program has now been extended for another five years, with a new expiration date of November 27, 2029.

Apart from e-bikes and e-scooters, other examples of micromobility devices include electric hoverboards, electric skateboards, segways and electric unicycles. These devices are generally intended for recreational purpose rather than day to day use. Furthermore, they are not recognized as vehicles by the province and there is no current provincial pilot program for them.

¹ <https://www.ontario.ca/laws/statute/90h08>

² <https://www.ontario.ca/page/electric-kick-style-scooters-e-scooters#section-1>

A by-law specific to the operation of the micromobility devices within the Town's transportation network is proposed. The development of the proposed by-law has taken into consideration public consultation, a jurisdictional scan and stakeholder consultation, and is also supported by the following Town policy documents:

- [Active Transportation Plan \(2021\)](#), which recommends that a micromobility policy framework be developed to specify where and which micromobility devices can be operated on active transportation facilities, including sidewalks and multi-use paths.
- [Official Plan \(2018\)](#), which recommends increasing active transportation modes from the perspective of energy conservation, air quality improvement and sustainability.
- [Climate Emergency Response Plan \(2023\)](#), which sets a target to increase active transportation trips to 15% of all trips taken within Whitby by 2045. The active transportation mode share (including public transit), based on 2021 Statistics Canada data³, is 8.7%.

4. Discussion:

4.1 Whitby Traffic By-law

As previously noted, the Town has no by-law to govern the use of micromobility devices such as e-bikes and e-scooters within the Town-owned road network. The operation of e-bikes is guided by high-level policy (i.e., [Highway Traffic Act](#)). Accordingly, e-bikes are regulated as vehicles, and must obey all traffic laws, signs and signals as a traditional bicycle and motor vehicle.

4.2 E-bikes and E-scooters – Provincial Definitions

E-bikes: An [e-bike in Ontario](#)⁴, referred to as a power-assisted bicycle, is currently defined as a bicycle. However, e-bikes have additional requirements that do not apply to a conventional bicycle including a minimum operating/riding age of at least 16, mandatory approved helmet use, a maximum power-assisted speed of 32 km/h and a maximum weight of 120 kg.

³ Based on [2021 Statistics Canada data](#), Whitby's labour force aged 15 years and over with a usual place of work or no fixed workplace address has the following mode share for commute to and from work:

- 88.3% by private vehicles
- 6.0% by public transit,
- 0.2% by bike
- 2.5% by walking, and
- 3.0% by other methods.

There is a slight change in the mode share from 2016 to 2021, which could have been impacted by the 2019 Pandemic.

⁴ [Riding an e-bike | ontario.ca](#)

“Power-assisted bicycle” is defined as a vehicle that:

- a) has steering handlebars and is equipped with pedals;
- b) is designed to travel on not more than three wheels in contact with the ground,
- c) is capable of being propelled by muscular power;
- d) has one or more electric motors that have, singly or in combination, the following characteristics:
 - i. it has a total continuous power output rating, measured at the shaft of each motor, of 500 W or less,
 - ii. if it is engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,
 - iii. if it is engaged by the use of an accelerator controller, power assistance immediately ceases when the brakes are applied, and
 - iv. it is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground:
- e) bears a label that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle as defined in this subsection: and
- f) has one of the following safety features,
 - i. an enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that it is operable by the driver, or
 - ii. a mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h.

Ontario’s [Power-Assisted Bicycle \(E-Bike\) Redefinition](#) decision notice, updated on May 16, 2024, has confirmed that the Ontario Ministry of Transportation (MTO) has decided to no longer proceed with amendments from the [Moving Ontarians More Safely Act, 2021 \(MOMS Act\)](#). Therefore, currently, there is no classification for e-bikes in Ontario as stated in MOMS Act. The MTO has proposed the [Safer Roads and Communities Act, 2024 on May 16, 2024](#), to improve e-bike safety by categorizing e-bikes into distinct classes with specific operator and vehicle safety requirements. Under this amendment, the MTO would create regulation-making powers under the HTA that would allow e-bikes to be categorized into distinct classes, with each class having prescribed operator and vehicle safety requirements.

It is noted that the limited-speed motorcycles and motor-assisted bicycles (mopeds), as defined by the HTA, are not classified e-bikes and are subject to different rules for use. They may be operated within Town roadways in accordance with the HTA.

E-scooters: An [e-scooter in Ontario](#)⁵ is defined as a vehicle that has two wheels (one at the front and one at the back), a platform to stand on, a handlebar for steering, an electric motor that does not exceed 500 watts and a maximum speed of 24 km/h on a level surface.

To ride an e-scooter in Ontario, one must be 16 years old or older and wear a helmet. Most importantly, the municipalities where you live must have passed their own by-law

⁵ [Electric kick-style scooters \(e-scooters\) | ontario.ca](#)

for e-scooter and participated in the Ontario's e-scooter pilot project. It is noted that Whitby has not participated in the pilot project.

4.3 E-bike and E-scooter Regulation – Jurisdiction Scan

4.3.1 Region of Durham

E-scooters and e-bikes are allowed on bike lanes on regional roads⁶. If bike lanes do not exist on regional roads, these micromobility devices are permitted to operate as close as practicable to the right-hand curb or edge of the roadway or within the paved shoulder on regional roads with posted speed limit of up to 60 km/hour. The Region's By-law regulating e-scooters on regional roads was enacted on April 27, 2022. It is noted that only approximately 11.11% of roads in Whitby are comprised of Regional roads, emphasizing the need for the Town specific by-law to expand the network for operation of e-scooters and e-bikes.

4.3.2 Ontario Municipalities

E-bikes and E-scooters are relatively the most popular forms of micromobility devices in Ontario municipalities and other parts of Canada. Municipalities are exploring the use of these devices and developing regulations to integrate them safely into their current transportation system. Staff conducted a jurisdictional scan of other municipalities in Ontario and found a wide range of policy decisions with respect to where e-scooters and e-bikes are permitted.

Jurisdictions such as the City of Pickering, City of Guelph, City of Hamilton, and City of Ottawa have a stand-alone by-law for e-scooters. The Town of Ajax has a by-law combined for e-scooters and bicycles/e-bikes. For other jurisdictions, such as the City of Mississauga, City of Brampton, City of Vaughan, City of Oshawa, the provision for e-scooters and e-bikes regulations are incorporated within their traffic and/or park by-laws.

For maximum operating speed limit, Ontario jurisdictions generally follow the guideline set by the province – e-scooter 24 km/hr and e-bikes 32 km/hr, with some exceptions. For example, the City of Oshawa has a 20 km/hr maximum speed limit for e-scooters. Similarly, the City of Brampton and Town of Ajax has a 20 km/hr maximum speed limit for their shared (rental) e-scooters and/or e-bikes. The City of Pickering allows e-bikes (pedal-assisted only) on trails with maximum speed limit of 20 km/hr.

Regulations regarding where e-bikes and e-scooters are allowed within the transportation network vary across jurisdictions. These regulations are specific to road speed limit and bike facility types such as bike lanes, multi-use paths and park trails (refer to Attachment 1 for bike facility types). Some municipalities have restrictions on e-bikes based on their weight or style and facility types where they can be operated (e.g. City of Toronto, Town of Ajax, City of Hamilton). None of the Ontario jurisdictions reviewed allow e-scooters or e-bikes on sidewalks.

⁶ [E-mobility - Region of Durham](#)

Attachment 2 presents a jurisdiction scan of e-bike and e-scooter regulations in Ontario regarding where these devices are permitted. Please note that this review presents a sample list intended as a reference for best practices in Ontario.

E-bikes:

- Ontario municipalities such as the Region of Durham and Town of Ajax permits e-bikes on roads with speed limit up to 60 km/hr. It is noted that this condition does not apply to bicycle lanes regardless of the road speed limit. Other municipalities do not have any restriction in e-bikes operation based on the speed limit.
- All Ontario municipalities reviewed permit e-bikes in bike lanes, although some impose restrictions on the types of e-bikes allowed. For example, the City of Toronto allow only traditional and scooter styles e-bikes. Similarly, the Town of Ajax and City of Vaughan allow only traditional style e-bikes.
- All Ontario municipalities reviewed permit e-bikes on their multi-use paths with some restriction on e-bike style and/or weight. For example, the City of Toronto allows only traditional style e-bikes weighing less than 40 kg, while the Region of Waterloo allows e-bikes weighing less than 55 kg. Similarly, the Town of Ajax, City of Vaughan and City of Ottawa allow only traditional style e-bikes on their multi-use paths and/or multi-use trails.
- Most Ontario municipalities reviewed permit e-bikes on park trails with some restrictions on style and/or weight. For example, the City of Toronto and City of Mississauga allow only traditional style e-bikes weighing less than 40 kg, while the Region of Waterloo permits e-bikes weighing less than 55 kg. The Town of Ajax permits traditional style e-bikes only on paved trails wider than 2 m. Similarly, the City of Vaughan and City of Ottawa allows only traditional style e-bikes on their park trails. The City of Brampton, however, bans e-bikes on their trails.
- No municipalities reviewed allow e-bikes on their sidewalks.

E-scooters:

- Ontario municipalities such as the Region of Durham, City of Pickering and Town of Ajax permit e-scooters on roads with speed limit up to 60 km/hr. It is noted that this condition is not applicable to a bicycle lane regardless of the speed limit of the road.
- Most of the Ontario municipalities, such as City of Oshawa, Region of Waterloo (Cambridge, Kitchener and Waterloo), City of Hamilton, City of Ottawa, City of Brampton, City of Mississauga and City of Guelph permit e-scooter on roads with speed limit up to 50 km/hr. It is noted that this is not applicable to a bicycle lane regardless of the speed limit of the road.
- All Ontario municipalities that were reviewed and have opted in in the Province's E-scooter Pilot Program permit e-scooters on bike lanes.
- All Ontario municipalities that were reviewed, except the City of Pickering, have opted in in the Province's E-scooter Pilot Program to permit e-scooters on multi-use paths.

- Ontario municipalities such as the Town of Ajax, City of Oshawa, City of Ottawa, Region of Waterloo (Cambridge, Kitchener and Waterloo), City of Hamilton permit e-scooters on park trails. However, other municipalities such as the City of Pickering, City of Mississauga (excludes MUP trails along roadway) and City of Guelph prohibit e-scooters on park trails.
- No municipalities reviewed allow e-bikes on their sidewalks.
- It is noted that the City of Toronto is one of the jurisdictions in Ontario that chose not to opt-in in the Province's E-scooter Pilot Program. Staff recommended not participating in the pilot program until key issues, such as the need for the development and enforcement of technical vehicle safety standards by the Federal government, implementation of mandatory first and third-party insurance for micromobility vehicles and operators by the Provincial government, minimum maintenance standards for roads to accommodate e-scooter operations, provision of dedicated enforcement resources to curb illegal e-scooter operation on sidewalks, etc., are addressed.

Other Micromobility Devices:

- Other micromobility devices include electric hoverboard, electric skateboard, segway and electric unicycle, which are generally intended for recreational use. While operating requirements and safety standards for transportation vehicles are typically set by federal and provincial governments, no such provisions exist for these devices. Additionally, they are not recognized as vehicles or micromobility devices by the province and there are no current provincial pilot projects for them. Therefore, these other micromobility devices are not permitted on public rights-of-way.
- Most municipalities, including the City of Toronto, do not include these devices in their list of permitted micromobility devices. Only the City of Vaughan explicitly states that these devices are not allowed on roadways, bike lanes, cycle tracks, in-boulevard multi-use pathways, sidewalks, multi-use recreational trails, parks, and playgrounds within its jurisdiction.

4.4 Whitby Micromobility Public Engagement

Public engagement was conducted between May 8th and May 31st, 2024, via a set of survey questions. This online survey was intended to collect opinions from residents on the use of micromobility devices, e-bikes, e-scooters and other small micromobility devices, in the Town. The objective of the survey was to seek community's feedback on the following:

- community interest in micromobility;
- perceived risks and barriers related to the use of micromobility modes; and
- which/where micromobility devices should be allowed within the Town's transportation network

A summary of the key responses from the survey is listed below. The full report for Public Engagement results can be viewed in Attachment 3.

Where should E-scooters be allowed?

- 20% of the respondents are in favour of the use of e-scooters on all Town roadways including the major roads such as Brock Street and Dundas Street.
- Similarly, 41% support their use on local residential roads, 67% on bike lanes, 58% on multi-use paths, and 52% on multi-use trails.
- Only 35% of the respondents are in favour of their use on sidewalks.

Where should E-bikes be allowed?

- 44% of respondents are in favor of the use of e-bikes on all Town roadways, including major roads and local residential roads.
- Similarly, 67% support e-bikes on bike lanes, 48% on multi-use paths, and 40% on multi-use trails.
- Only 20% of respondents are in favor of their use on sidewalks.

Where should “Other” micromobility devices should be allowed?

- Only 12% of respondents are in favor of the use of “Other” micromobility devices on all Town roadways, including major roads.
- Similarly, 40% support their use on local residential roads, more than 50% support them on bike lanes, multi-use paths and multi-use trails.
- 38% of respondents are in favor of their use on sidewalks.

Shared Micromobility Program

- More than 54% of the respondents are either not interested (39%) or not sure (15%) about the micromobility shared program.
- If a shared micromobility program is to be implemented, residents prefer to have both e-scooter and e-bike shared programs (36%) rather than just one or the other (3% of e-scooters and 7% for e-bikes).
- Most comments about the shared micromobility program in Whitby were related to opposition, expressing concerns about improper parking based on observations in neighboring municipalities.

A total of 143 comments were received, which were mostly related to concerns with micromobility shared program as observed in neighbouring jurisdictions, potential violation of traffic rules by micromobility users, the need for additional cycling infrastructure, concerns over large sized e-bikes, potential safety risk of operating micromobility on major roadways, lack of secure parking and theft concerns as well as the need for enforcement and education.

4.5 Proposed E-scooter and E-bike Draft By-law

The proposed e-scooter and e-bike Draft By-law is included in Attachment 4, with key components discussed in this report. Staff have considered jurisdiction scan (refer to Attachment 2), public consultation (refer to Attachment 3) and input from stakeholders such as Parks Services staff, Legal and Enforcement Services staff, the Active

Transportation and Safe Roads Advisory committee, Accessibility Advisory Committee and Durham Regional Police Service (DRPS) to finalize the Draft By-law.

4.5.1 Draft By-law – Where Micromobility Should be Permitted in Whitby

Table 1 includes the proposed regulations regarding where e-bikes and e-scooters should be permitted within the Town's transportation network. Consideration is given to safety and accessibility of all road users. It is noted that other micromobility devices, such as electric hoverboards, electric skateboards, Segways, and electric unicycles, are not recommended in Whitby. As previously mentioned, these devices are not recognized as vehicles or micromobility devices by the province and are not permitted on public rights-of-way. Generally, the federal government sets vehicle safety standards, the provincial government establishes rules for the safe operation and maintenance of vehicles, and local (municipal) governments create by-laws regarding where vehicles/transportation devices may operate on municipal infrastructure. Given the lack of standards and guidelines by higher governments and limited best practice cases in Ontario, it would be challenging to incorporate these devices within the Town's transportation network at this time. The public engagement results indicate that only a small percentage of residents (3%) currently own these devices. Additional mobility devices will be considered at a later date, as needed, and the By-law updated accordingly.

Table 1: Proposed Micromobility Operating Regulation for Whitby

Facility Type ⁷	E-bike	E-scooter
Roadway (vehicle lane) with speed limit over 50 km/hr	✓	✗ *
Roadway (vehicle lane) with speed limit up to 50 km/hr	✓	✓
Bike Lane or Paved Shoulder**	✓	✓
Cycle Track	✓	✓
Multi-Use Path	✓ (<55 kg)	✓
Park Trail	✓ (<55 kg)	✓ (paved only)
Sidewalk	✗	✗

*Not applicable to roads with bicycle lanes and paved shoulders with minimum width 1.2 m regardless of the road speed limit.

** paved shoulder with minimum width 1.2 m.

⁷ Refer to Attachment 2: Facility Types

Roadways: It is recommended that e-bikes be treated as a traditional bicycle under the Whitby Traffic By-law and be permitted on Town roads. This recommendation aligns with policies in other Ontario municipalities, such as the City of Pickering, Region of Waterloo, City of Toronto, City of Ottawa, City of Brampton, City of Mississauga and others.

It is recommended that e-scooters be allowed on Town roads with a speed limit of 50 km/hr and less and be restricted on Town roads with speed limits higher than 50 km/h. However, this restriction would not apply to roads with a bicycle facility (e.g., bike lane, paved shoulder with minimum 1.2 m width), regardless of the speed limit. This recommendation to allow on roads with a bike lane aligns with policies in other Ontario municipalities, such as the City of Oshawa, City of Waterloo, City of Kitchener, City of Cambridge, City of Hamilton, City of Ottawa, City of Brampton, City of Mississauga, and City of Guelph.

Roads with speed limits over 50 km/h generally have more traffic and a significant speed difference between e-scooters and automobiles, making it potentially unsafe for riders. It is noted that most of the Town's road system has speed limits of 50 km/h or less, and roads with higher speed limits may have existing separated bike facilities (e.g., multi-use paths), providing cyclists with reasonable route options.

Bikes Lanes and Cycle Tracks: It is recommended that e-scooters and e-bikes be allowed in bike lanes and cycle tracks. This aligns with the practices in many other Ontario municipalities.

Paved Shoulders: It is recommended that e-scooters and e-bikes be allowed on paved shoulders. The Town currently has approximately 42.2 km of roadways with paved shoulders.

Multi-use Paths and Park Trails: It is recommended that e-scooters and e-bikes (less than 55 kg) be allowed on multi-use paths, and park trails (only paved trails for e-scooters). This aligns with practices in many other Ontario municipalities. The public engagement results show that most respondents (70%) feel safe or somewhat safe riding on bike facilities such as bike lanes, multi-use paths, and park trails.

Sidewalks: It is recommended that e-scooters and e-bikes be prohibited on sidewalks. This aligns with practices in other municipalities in Ontario and feedback from public engagement.

4.5.2 Draft By-law – Safety and Accessibility Considerations

It is recognized that the operation of micromobility devices on shared facilities such as multi-use paths and park trails could pose some safety and accessibility challenges to persons with disabilities. The following measures are considered in the Draft By-law to mitigate the impact:

- Riding e-scooters and e-bikes on sidewalks is prohibited.
- Maximum speed limit is 20 km/hr on multi-use paths and trails.
- The operator of an e-scooter or e-bike shall keep a safe distance of at least one metre from pedestrians and other users of the roadway or shoulder at all times and shall give way to a pedestrian or bicycle by slowing or stopping where

- there is insufficient space for the pedestrian or bicycle and the e-scooter or power-assisted e-bike to pass.
- An e-scooter or e-bike shall not be operated on a trail, or in a park or multi-use pathway at a speed that is markedly greater than the speed of the pedestrians who are proximate to the e-scooter and e-bike.
 - A person riding an e-scooter or e-bike on multi-use paths and trails shall yield the right of way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.
 - Parking is prohibited on sidewalks.
 - No parking unless designated by pavement markings and authorized signs, including within municipal boulevards.
 - Weight limit for e-scooters is 45 kg as per the HTA.
 - Weight limit for e-bikes on MUPs and park trails is 55 kg.
 - Use of helmets, bells/horns, lights, reflectors, and other safety equipment is mandatory as per the HTA.
 - Only persons with 16 years or over can operate e-scooter and e-bike operators as per the HTA.

4.5.3 Enforcement

Effective enforcement of the By-law is important to ensure compliance, maintain public safety, and promote responsible use of e-scooters and e-bikes. The proposed By-law can be enforced by Municipal Enforcement Officers or the Durham Regional Police Service (DRPS). Fines in Schedule “A” to the proposed By-law (Refer to Attachment 4) are proposed to align with the Town’s Administrative Penalty System Program. Accordingly, the fine for violating the By-law is \$205 and increases up to \$450 for subsequent offences.

It is recommended that enforcement efforts go hand-in-hand with education and awareness initiatives through the Whitby Cycling page and social media platforms.

4.6 Shared E-bike and E-scooter Program

Public engagement results (Refer to Attachment 3) shows that over 54% of respondents are either not interested (39%) or not sure (15%) about the shared micromobility program for e-scooter and/or e-bike program in the Town. Residents have expressed safety concerns, based on observations in neighboring municipalities, related to improper parking of devices, speeding, and other issues. Further research will be needed to provide additional recommendations for the shared micromobility program in Whitby.

4.7 Next Steps

To implement the proposed By-law specific to e-scooters, the Town must opt into the province's E-scooter Pilot Program. Accordingly, the Town is required to inform the Ministry of Transportation (MTO) of its participation by contacting REO@ontario.ca. Once the By-law is approved, Transportation Services staff will contact the MTO about the Town’s intention to participate in the pilot program and allow the operation of e-scooters as per its By-law. As part of the E-scooter Pilot Program, the Town will need

to investigate all e-scooter collisions on its roads and submit written reports, including details of each incident, to the Ministry.

To educate Whitby residents about the new By-law, staff will update the Whitby Cycling page to clarify the provisions of the E-scooter and E-bike By-law. Social media platforms will also be used to inform the public about the by-law and its regulations.

5. Financial Considerations:

N/A

6. Communication and Public Engagement:

Public engagement was held from May 8 to 31, 2024, via online survey to collect opinions from residents on the use of micromobility devices, e-bikes, e-scooters and other small micromobility devices, in the Town. The full report on Public Engagement is provided as Attachment 3.

Once the proposed By-law is approved, Transportation Services staff will update the Town's cycling safety webpage to include information on e-bike and e-scooter regulations.

7. Input from Departments/Sources:

The Town's Park Services staff, Legal and Enforcement Services staff and Active Transportation and Safe Road Advisory Committee were consulted in the preparation of survey questions for public engagement phase.

Similarly, Town's Park Services staff, Legal and Enforcement Services staff, Active Transportation and Safe Road Advisory Committee and Accessibility Advisory Committee were consulted on the Draft By-law for their feedback and input.

8. Strategic Priorities:

Community Strategic Plan Goal

Report PDE 07-25 aligns with the Whitby's Neighbourhood and Government Pillars of the Community Strategic Plan. Whitby's Neighbourhoods Pillar aims to identify opportunities to improve road safety and reduce traffic congestion, while the Government Pillar recognizes responding to community needs.

Official Plan

Report PDE 07-25 aligns with the Transportation goal of the Town's Official Plan to encourage the use of active transportation modes to reduce traffic congestion, parking demands and air pollution.

9. Attachments:

Attachment 1: Bicycle Facility Types

Attachment 2: Jurisdiction Scan of E-bike and E-scooter Regulations in Ontario

Attachment 3: Public Engagement Report

Attachment 4: Draft E-scooter and E-bike By-law