

E-Micromobility in Ontario Series

Dedicated e-micromobility strategies: Why are some Ontario municipalities developing them, and how?

October 21, 2025

[Webinar Recording](#)

Micromobility devices, including e-bikes, e-scooters, and e-skateboards, are quickly joining their 'analog' alternatives as viable transportation and recreation options. With micromobility use only continuing to grow, including in places where these devices are technically banned, there is an urgent need to develop new, integrated design standards that safely and equitably incorporate micromobility into our existing urban fabric.

In this first session in the CAC *E-micromobility in Ontario* series, the City of Burlington and City of Richmond Hill shared insights into how they have approached e-micromobility planning, including the motivations behind their respective strategy approaches, the steps they took to implement them, and the implications of these strategies on promoting the safe, healthy, and equitable use of micromobility devices in their communities.

Presenters

- Sophie Callahan, Project Manager, Climate Action Partnership
- Dan Ozimkovic, Transportation Planning Technologist, City of Burlington
- Moaz Ahmad, Chief Community Officer, SCOOTY
- Atilla Hertel, Transportation Engineer, City of Richmond Hill
- Adam Rosenfield, Project Manager, WSP
- Jamie Stuckless, Owner & Principal Consultant, Stuckless Consulting Inc.

Presentation Overview

Sophie Callahan, Project Manager, Climate Action Partnership

- Municipalities have been challenged to determine out how to best approach or adapt their existing policies, design standards, and programs to be able to incorporate these new modes of transportation.
- Micromobility describes any sort of small, lightweight vehicle, typically used for short trips. This can include either electric or non-electric devices, such as bikes, cargo bikes, scooters, skateboards, and anything else that is small and gets you from point A to point B and is relatively lightweight.
- In 2024, e-devices accounted for 66% of shared micromobility trips across North America.
- Annual e-bike sales in Canada are nearing 100,000, with between a 5% and 10% compounded annual growth rate projected over the next 5 years.

- Municipalities must balance accessibility benefits with safety concerns regarding the heavier and faster devices, sidewalk blockage, evolving liability considerations, and transportation equity.

Burlington Integrated Mobility Plan and Pilot

Dan Ozimkovic, City of Burlington & Moaz Ahmad, SCOOTY

- Ministry of Transportation is piloting five micromobility vehicle types: Golf cars; large quadricycles; low speed vehicles; electric e-scooters; and cargo powered-assisted vehicles.
- Municipalities who opt-in to the pilot programs have the authority to determine:
 - Whether specific by-laws, permits, or licences are required for micromobility
 - Where PMD/Vs may be operated and parked
 - Whether insurance is required
 - How feedback on micromobility use is received
 - Other relevant considerations
- City of Burlington's Integrated Mobility Plan, Cycling Plan and climate goals can be used to advance e-micromobility within the community.
- City of Burlington launched their e-scooter pilot program in partnership with Scooty in July 2025.
- The objective of the e-scooter pilot is to prioritize safety through a controlled shared system and use data to improve the City' cycling rating, currently in silver.
- The pilot uses geofencing and speed limits, mandates helmet use, and requires participants to be at least 16 years of age.
- One key feature of the pilot is the inclusion of 17 mandatory designated parking zones, seeking to mitigate sidewalk blocking concerns.
- For greater control over the project, the City opted not to permit the use of personal e-scooters on public right-of-way, and the expectation is that riders walk their scooters through crosswalks.
- Initial data shows that there have been over 5,000 rides in the first three months of the pilot.
- The pilots route connects to transit systems (Burlington Transit and Go Stations), shopping centres,
- The City is considering potential future expansions, including the waterfront, e-bike incorporation, and the City's road network.

A Micromobility Strategy for Richmond Hill

Atilla Hertel, City of Richmond Hill & Adam Rosenfield, WSP

- The City of Richmond Hill developed a micromobility strategy to help the City regulate micromobility and sidewalk cycling and to provide a state of operations and manage risk and liability surrounding micromobility use.
- The strategy aligns with Council approved municipal policies:
 - The Official Plan supports the strategy by recognizing micromobility.

- The Transportation Master Plan (TMP) has strong connections to this strategy through the through Places to Ride, i.e. the Planned Active Transportation Network.
- The Community Energy and Emissions Plan identifies low-emission transportation as a key driver towards reaching the City's 2050 net-zero target.
- Key recommendations include
 - Adopting a by-law to opt into provincial e-scooter pilot
 - Consider allowing e-scooters and power assisted bicycles on paved off road trails
 - Launch a three phase education and awareness program
 - Plan for a shared system pilot with private vendors
- The proposed education campaign would include three phases, beginning with a focus on rules pertaining to public use devices, followed by community and partner led outreach, and support from partners to help ensure users understand the benefits and expectations of use are.
- Key Council concerns and suggestions include:
 - Investigating regional road boulevard use
 - Micromobility by-law revisions
 - Micromobility licensing systems
 - Prohibit personal micromobility and permit shared systems
- Public consultation found that interest in micromobility peaks within the 17-24 and 35-49 age ranges and that support for shared systems is strongest among those who had previous experience with micromobility devices.
- Other key findings from consultation include that providing test rides in low-stress environments could be a solution to addressing concerns relate to safety.

Additional Resources

- [Micromobility Briefing Note Series](#)
- [City of Burlington Future State of Transportation White Paper](#)
- [City of Burlington Integrated Mobility Plan](#)
- [City of Burlington Rural Active Transportation Plan](#)
- [City of Burlington Cycling Plan](#)
- [City of Richmond Hill Micromobility Strategy](#)
- [City of Richmond Hill Active Transportation and Micromobility By-Law](#)
- [City of Richmond Hill Micromobility Webpage](#)

Contact Information

Please reach out to us at any time with questions, input, or for additional information.

Lauren Patterson, Program Coordinator: lpatterson@climateactionpartnership.ca

Sophie Callahan, Project Manager, scallahan@climateactionpartnership.ca