



Micromobility Charging Stations

Excerpted from Minutes July 4, 2022

~ ~ ~ ~ ~

MOVED by Commissioner Irwin
SECONDED by Commissioner Mackinnon

Final motion as amended:

WHEREAS:

1. The City of Vancouver's adopted [Climate Emergency Action Plan](#) (2020) contains six big moves to reduce Vancouver's carbon pollution by building on and expanding on our existing work to fight climate change; these moves include a call for safe and convenient active transportation and transit by 2030.
2. Two-thirds of trips in Vancouver are targeted to be by active transportation and transit (CEAP big move number two).
3. Approximately 37% of Vancouver's greenhouse gas emissions come from motorized vehicles.
4. Micromobility is emerging as an important aspect of alternative active transportation and is dependent on the use of much lower emission hydroelectricity.
5. In July 2020, Council approved an e-scooter micromobility pilot program for privately owned e-scooters.
6. The framework from the Province of BC supports allowing the use of micromobility devices (such as e-scooters and e-bikes) on protected bike lanes and local streets with 30 km/h speed limits.
7. People relying on micromobility devices (including electric wheelchairs, electric skateboards, e-scooters, 'hover-boards', and electric unicycles) may find themselves stranded in the more distant parts of Stanley Park if their batteries begin to run low.

SUBSTITUTION AMENDMENT

MOVED by Commissioner Giesbrecht
SECONDED by Commissioner Demers

THEREFORE BE IT RESOLVED THAT the Vancouver Park Board have staff work with City of Vancouver staff to explore the feasibility of establishing micromobility charging stations in public parks to allow safe recharging options for those using and reliant on micromobility devices.

FURTHER THAT the cost of installing and maintaining micromobility charging stations be met through funding that does not impact the Park Board capital / operating budget.

CARRIED UNANIMOUSLY