



# **E-BIKES & E-SCOOTERS ON PARK CYCLING PATHS**

## By-Law Amendment

Park Board Committee Meeting  
Monday, April 8, 2024



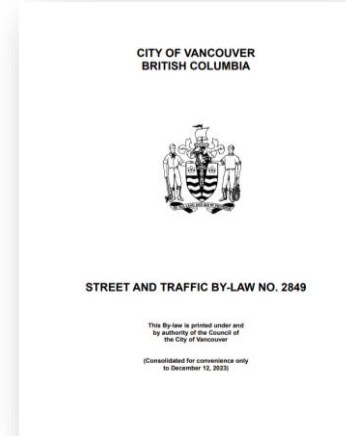
- The purpose of the presentation is to:
  - Seek the Board's decision to allow e-bikes and e-scooters on cycling paths in Parks, in alignment with the updated City of Vancouver Street & Traffic By-Law, City's Shared E-Scooter Service (SES) and the Province's e-scooter pilot program.
  - Update the Board on the use of geofencing for the e-scooter program, and the City's plan for safe riding practices through collaborative communications strategies



Motor Assisted  
Cycles  
("E-bikes")



Electric Kick  
Scooters  
("E-scooters")



Before March 2024, COV's Street & Traffic Control By-law prohibited the use of electric assist devices such as e-bikes and e-scooters on the seawall

- **Restrictions** since early **2000s** to minimize conflicts on seawall
- **Seawall has been separated** between walking and cycling/rolling modes, reducing conflicts
- **UBC Research** - people using bicycles, pedal-assisted e-bikes, and e-scooters are comfortable sharing a path





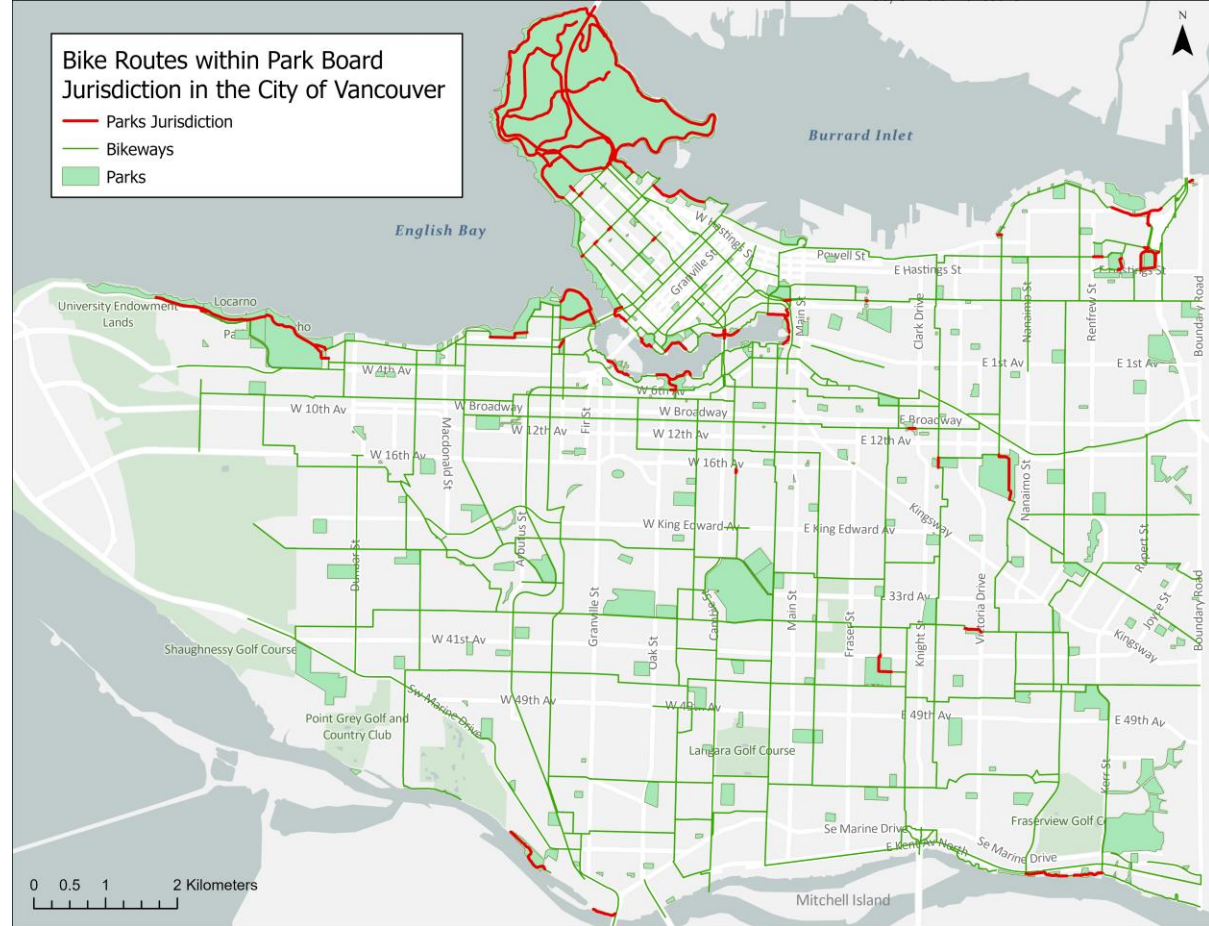
The screenshot shows the British Columbia website page for the "Electric kick scooter pilot project". The page includes a navigation menu with "Home", "Driving and transportation", "Transportation and the environment", "Active transportation", and "Electric kick scooter pilot project". The main content area features the title "Electric kick scooter pilot project" and a sub-header "Last updated on March 13, 2024". A callout box contains the following text: "The pilot project is being extended, starting April 5, 2024, for another four years. Read the [news release](#) and [regulations](#). Local governments, [contact us](#) for information on how to join, or continue to participate in, the extended pilot project." Below the text is an illustration of a person walking a dog, a person riding a kick scooter, and a person pushing a shopping cart, with a path leading through a cityscape.

- Extended another 4 years starting April 2024
- COV Council passed a resolution to continue participation in the pilot
- Includes kick scooter regulation and rules for safe riding and operating
- 13 of BC's cities (including Vancouver) participated in the original pilot



# Vancouver Cycling Paths

Of the 330 km bike path network in the city, **about 38km** travels through parkland (11%)



# Seaside Greenway (“Seawall”)

Of the 28 km  
seaside greenway,  
about **12km**  
travels through  
parkland (43%)





1. Regulations on manufacturing in B.C. cap speeds for e-scooters at 25 km/hr and e-bikes at 32 km/hr
2. Geofencing can be used for e-scooter share program (slow down zones in park cycling paths or no ride zones in pedestrian areas)





1. **Sustainable Mode:** E-scooter and e-bike are part of the active transportation suite of options that offer the same benefits of cycling/walking
2. **Alignment with Council & Provincial Policy:** Provincial Regulations now support it. COV is creating a scooter share program, which will see an increase in e-scooter usage and COV now allows e-scooters and e-bikes on the seawall
3. **Culture of Safe Riding:** Use of Geofencing to control speeds of e-scooter share program, and regulations on e-scooter and e-bike manufacturing to limit speeds. Safe riding behaviors can be encouraged through communications campaigns, etc, joint with the City

## Parks Control By-Law – Section 14(h)

14. No person shall, without permission of the General Manager first had and obtained:

(h) ride any bicycle upon any sidewalk, footpath or promenade in any park unless such sidewalk, footpath or promenade has been so designated as a cycle path and specifically provided therefor, and in this respect the provisions of the Street and Traffic By-law shall apply mutatis mutandis

Replace “**bicycle**” with “***bicycle, motor assisted cycle, or electric kick scooter***” to align with provincial language

- A. THAT, the Board approve the proposed change to the Parks Control By-Law, section 14 (h) to allow electric motor assisted bicycles and electric kick scooters to use designated cycling paths.
- B. THAT the Board direct staff to work with the City's Engineering department to establish geofencing to digitally control speeds of devices from the City's upcoming electric kick scooter-share program.
- C. THAT the Director of Legal Services be instructed to bring forward the proposed by-law amendments as outlined in Appendix A of the Report dated March 28, 2024, titled "*E-Bikes and E-Scooters on Park Cycling Paths - By-Law Amendment*", for enactment by the Park Board.

