



Report Date: March 28, 2024

VanRIMS No.: 08-3000-30

[Submit comments to the Board](#)

TO: Park Board Chair and Commissioners  
FROM: Director, Park Planning and Development  
SUBJECT: E-Bikes and E-Scooters on Park Cycling Paths - By-Law Amendment

## RECOMMENDATIONS

- 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.

## PURPOSE AND SUMMARY

The purpose of this report is to seek the Board's decision on a recommended change to the Parks Control By-Law, as per Appendix A, to allow the use of electric kick scooters and motor assisted cycles on designated cycling paths in parks. This change will bring the Parks Control By-Law in alignment with the updated City's Street & Traffic (S&T) By-Law recently approved by Council on March 12, 2024 (to take effect April 9, 2024) and the BC Provincial government's (the "Province") [pilot](#) and legislation.

## BOARD AUTHORITY / PREVIOUS DECISIONS

VanPlay's Playbook (implementation plan for the Park Board's 30-year masterplan) identified actions to enhance transit and active transportation connectivity between existing facilities and amenities (see *Approach for Action F.2 "Welcoming Places"*), and to collaborate with Engineering to enhance access to parks as part of the citywide active transportation network (see *Approach for Action P.2 Connections and Network*).

On June 16, 2022, Council passed a [motion](#) regarding the use of electric kick scooters ("e-scooters") in Vancouver, and to plan for the implementation of a shared e-scooter pilot program.

On July 2, 2022, the Park Board passed a [motion](#) to 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; and that the cost of installing and maintaining micromobility charging stations be met through funding that does not impact the Park Board operating budget.

On March 12, 2024, Council approved a [staff report](#) to amend several By-laws, including the Zoning and Development By-law and the CD-1 (46) By-law to enable the implementation of a Shared E-Scooter System (SES) in Vancouver, a change to the Street & Traffic Control By-Law to remove restrictions related to e-scooters and e-bikes, as well as confirmed the City's participation in the updated Provincial electric kick scooter pilot scheduled to run from April 5, 2024, until April 5, 2028.

### **CONTEXT AND BACKGROUND**

In alignment with Transportation 2040 and the Climate Emergency Action Plan (CEAP), the City of Vancouver supports the use of e-scooters as another low carbon transportation option suitable for short trips. E-scooters provide mobility benefits to residents and visitors including people with limited mobility, low income, or without a driver's licence. A shared e-scooter program can provide an on-demand transportation mode as a first-and-last kilometre tool to enhance the use of transit or other transportation options, particularly where access may be limited and offer a convenient and sustainable mode of transportation. Electric motor assisted bikes opens cycling for a larger number and diversity of people who otherwise couldn't ride long distances and would otherwise drive and/or miss out on recreational opportunities in Vancouver's parks.

Actions were identified in VanPlay's [Playbook](#) to advocate for enhanced transit and active transportation connectivity between existing facilities and amenities and to collaborate with the City's transportation team to enhance access to parks and community centres with updates to the citywide active transportation network. The City has been actively promoting sustainability and reductions in carbon emissions through bold targets including having two-thirds of trips in Vancouver made by active transportation and transit by 2030. To help reach those targets, Council approved participation in the Province's "Electric Kick Scooter" pilot in June 2021, which authorized the use of privately owned electric-kick scooters on protected bike lanes and minor streets. These restrictions were put in place during the initial Provincial e-scooter pilot and were intended as a measured approach to manage risks.

Since the start of the Provincial pilot in 2021, the use of e-scooters continues to increase. Counts from 2023 along a selection of bike routes in Vancouver suggest a 25% year over year increase in the number of e-scooters, with higher volumes on routes near the city centre. It is estimated e-scooters now make up between 3% to 11% of bike-like devices operating in the city. The current e-scooter Provincial pilot ends on April 5, 2024. In December 2023, the Province passed legislation for a new pilot to extend to April 5, 2028. Extending the pilot will support residents who use this mode of transportation and allow for the development of a SES.

Building on the success of the private e-scooter pilot, the June 2022 Council motion directed staff to deliver a shared e-scooter pilot to provide more equitable and affordable access to this new transportation mode. Staff brought to Council on March 12, 2024, changes to various city by-laws to enable a shared e-scooter program. This included changes to the Street & Traffic By-Law to remove restrictions that prohibit the use of electric assisted devices on the seawall and allow the use of e-scooters on all protected bike lanes and streets with posted speed limits of 50 km/h or less consistent with most other jurisdictions.

A park by-law change is recommended by staff to allow the use of e-scooters and e-bikes on designated cycling paths in parks, in support of the e-scooter program, park user experiences and broader sustainability and active transportation goals and in alignment with City By-Law changes.

## **DISCUSSION**

The city-wide cycling network is about 330 linear km long. It includes about 103 linear km of physically protected bike lanes and pathways. About 38 linear km of designated cycling pathways fall under parks jurisdiction, including portions of the seawall (see Appendix B)

### **Seawall**

The Seaside Greenway (commonly referred to as the Seawall) spans 28 km from Spanish Banks Park, through False Creek and around Stanley Park to Coal Harbour. Approximately, 43% of the seaside greenway cycling route travels through Parks under the Park Board's jurisdiction with 57% of the seaside greenway cycling route in the City's jurisdiction.

In the early 2000s, restrictions in the Street & Traffic By-law to prohibit the use of electric assisted devices, such as e-bikes and e-scooters, were put in place to discourage faster electric devices and minimize conflicts on the already crowded seawall. Since then, the seawall has been largely separated into walking and cycling paths, greatly reducing conflicts between people walking and those cycling or rolling.

Research and user surveys conducted by UBC indicate that people using bicycles, pedal-assisted e-bikes, and e-scooters are generally comfortable sharing a path (provided it is separate from walking), and vice versa (refer to the March 12th [Council Report \(Appendix D\)](#)). Moreover, as Vancouver's pre-eminent car-free recreational route and a critical part of the city's active transportation network, the seawall is the safest and most desirable place for many people who ride bikes and scooters, for both recreational and practical trips. Allowing e-devices will enable more coherent public messaging and compliance with respectful behaviour such as riding slowly and one-way around the Stanley Park. It is thus recommended to update the By-law to allow e-assist devices along the seawall.

With Council approving the use of e-bikes and e-scooters on the seawall and bike paths under city jurisdiction, a consistent approach for the seawall and pathways under parks jurisdiction will enable a seamless active transportation network and an enjoyable parks experience for these users. A consistent approach will also be easier to communicate, enforce and avoid confusion among users.

### **Parks Control By-Law**

To support this, a revision to the Parks Control By-Law has been provided by Legal Services in Appendix A, to revise section 14 (h) to replace the word "bicycle" with "*bicycle, motor assisted cycle, or electric kick scooter*". The two additional terms match the language used and are governed by the Province, with the term "Motor assisted cycle" from the existing Motor Vehicle Act, and "electric kick scooter" from the Province's e-scooter pilot.

**Geofencing & Speed Control**

With the approval of this by-law amendment, Engineering and Park Board staff will be able to work with the eventual selected shared e-scooter operator to create geofenced e-scooter slow zones and no ride zones in context sensitive areas (for example, along busy pedestrian pathways where cycling is not permitted in Parks). While e-scooter speeds will be governed to the provincial regulation of 25km/hr, zones of reduced speed may include portions of the seawall and pathways in busy parks. This can help enhance safety, model slow riding for users of other devices and enhance the park experience for all. Staff will work with Engineering on the placement of stations for the shared e-scooter program that will support overall access to park amenities.

**FINANCIAL CONSIDERATIONS**

Costs for this initiative are limited to minor signage updates where required and is considered minimal and deliverable under the current operating budget.

**CONCLUSION AND NEXT STEPS**

The proposed change to the Parks Control By-Law will ensure consistent approach to sustainable alternative transportation modes with the City’s greenway network and participation in the Province’s pilot program, while ensuring access to park amenities, enhanced park experience and safety for all users. Staff will report back with updates if further by-law changes are needed and in alignment with any future Council reporting on the Shared E-Scooter System.

\* \* \* \* \*

**APPENDIX A**

**BY-LAW NO.**

**A By-law to Amend the Parks Control By-law regarding  
an amendment to add motor assisted cycles and e-scooters**

THE PARK BOARD OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of the Parks Control By-law.
2. In section 14(h), the Board adds “, motor assisted cycle, or electric kick scooter” after “bicycle”.
3. This by-law is to come into force and take effect on the date of its enactment.

ENACTED by the Vancouver Board of Parks and Recreation this \_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
, Chair  
Board of Parks and Recreation

\_\_\_\_\_  
, General Manager  
Board of Parks and Recreation

**APPENDIX B - MAP – EXISTING DEDICATED CYCLING PATHS WITHIN PARKS**

