

From: **"Mochrie, Paul"**
To: **"Direct to Mayor and Council - DL"**
Date: 3/12/2024 8:47:50 AM
Subject: Upcoming news release: Vancouver one step closer to launch of Shared E-Scooter System (March 12, 2024)

Dear Mayor and Council,

Pending your approval at today's Council meeting, I am writing to inform you that the City will be issuing the below news release regarding the approval of by-law amendments to enable the launch of a Shared E-Scooter System in Vancouver and extend the City's participation in the Province's Electric Kick Scooter Pilot until April 2028.

Maria will reply to this email with the relevant Vancouver.ca link and social media links, once these are live.

Best,
Paul

Paul Mochrie (he/him)
City Manager
City of Vancouver



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwxwú7mesh (Squamish), and səlilwətał (Tsleil-Waututh) Nations.

City of Vancouver
News release
March 12, 2024

Vancouver one step closer to launch of Shared E-Scooter System

Today, Council approved amendments to several City by-laws, bringing us one step closer to the launch of a Shared E-Scooter System in Vancouver. In addition, the City will extend its participation in the Province of BC's Electric Kick Scooter Pilot, which will run until April 5, 2028.

"We're excited to support a shared e-scooter system, and e-scooters in general, as they offer a sustainable and accessible way to move around and explore our city," said Mayor Ken Sim. "The amendments approved by Council to several City by-laws pave the way for this innovative system, further reinforcing our dedication to enhancing the micro-mobility landscape in Vancouver."

Since joining the Province's Electric Kick Scooter Pilot in June 2021, City staff have been learning about the use of private e-scooters on local streets and protected bike lanes to better understand how they function in Vancouver.

In June 2022, Council directed staff to deliver a Shared E-Scooter Pilot through a competitive Request for Proposals (RFP) process. The proposals were received at the end of 2023. Since then, staff have

undertaken an extensive evaluation process and will present an update regarding the selection of a successful proponent to Council in spring/summer.

In preparation for the selection of a successful proponent, today a number of City by-laws have been amended to enable the implementation of a Shared E-Scooter System in Vancouver. Some of these amendments include:

- Allowing the operation of a shared e-scooter system in Vancouver
- Expanding where e-scooters can legally operate and aligning rules with provincial regulations, most other jurisdictions, and similar to where bicycles can operate – e-scooters will now be allowed on all city streets with a posted speed limit of 50 km/h or less and on the City-controlled portions of the seawall

In addition, City staff are coordinating with Vancouver Board of Parks and Recreation to consider legislation to permit the use of e-scooters and e-bikes on the seawall and within lands under their jurisdiction where bicycles are allowed to operate.

Based on work to date, staff anticipate that the successful proponent of the Shared E-Scooter System will:

- design, implement, own, operate, maintain and manage a publicly accessible Shared E-Scooter System in Vancouver over a five-year period, with options to extend for three additional five-year terms at the discretion of the City.
- provide a system that will be revenue-neutral or revenue-generating for the City, provide local living wage jobs, and include a Council-directed equity program.
- be station-based to protect riders and vulnerable users and be supported as much as possible by safe and separated All Ages and Abilities facilities.

In alignment with [Transportation 2040](#) and the [Climate Emergency Action Plan](#), the City supports e-scooters as another low carbon transportation option suitable for short trips. A Shared E-Scooter System can provide mobility benefits to residents and visitors including people with limited mobility, low income, or without a driver's licence. This on-demand transportation mode can act as a first-and-last kilometre tool to enhance the use of transit or other transportation options, particularly where access may be limited.

Read the [Council referral here](#).

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