

To: Chief Administrative Officer **Date:** April 22, 2025
From: Ellen Croy, Manager of Transportation
Subject: **Electric Kick Scooter Pilot Program Participation**

Recommendation(s)

1. That Council approves the City of Mission's participation in the provincial Electric Kick Scooter Pilot Project commencing immediately;
2. That Council approve \$7,500 from the Transportation Safety Budget be used to create education and communications materials to raise awareness and promote the safe use of e-scooters.

Purpose

The purpose of this report is to seek Council direction regarding Mission's participation in the provincial Electric Kick Scooter (e-scooter) Pilot Project (the Pilot).

Background

E-scooters are battery-powered motorized devices with two to four wheels, a platform for standing and handlebars for steering. Only devices that meet criteria set out in the Provincial regulations (Attachment A) are considered e-scooters in BC.

The Province of British Columbia (Province) launched the three-year Pilot from April 2021 to April 2024 which had 13 participating municipalities. The first three years of the Pilot found that:

- E-scooters have environmental benefits by promoting active, clean transportation.
- E-scooters help meet sustainable transportation goals.
- Injuries and conflicts with other road users are rare when operators follow the rules.
- Overall awareness of the Pilot and e-scooter regulations is low.

After evaluating the outcomes, the Province extended the Pilot for four more years (April 2024 to April 2028) with updated regulations and revised requirements for municipalities (now 26 participating municipalities). Over the next four years, the Province will analyze the results of the Pilot and decide whether to permanently authorize e-scooters for general use in BC. At this time, e-scooters cannot be legally used in municipalities that are not registered as Pilot participants (including Mission, BC).

Discussion and Analysis

To participate in the Pilot, a municipality must pass a resolution or bylaw. Municipalities have the option to enact their own e-scooter bylaws (typically through amendments to a traffic bylaw) or use the Provincial regulations (Attachment A). Regardless, any municipal bylaws passed must not conflict with the Provincial regulations. Should Council authorize Mission becoming a participating municipality, it is recommended that the City follow the Provincial regulations (Attachment A), summarized in Table 1.

Table 1: Summary of Provincial e-scooter regulations

Where e-scooters can be operated	<ul style="list-style-type: none"> • E-scooters must be operated in a cycle lane if one is available. • If no cycle lane is available, then: <ul style="list-style-type: none"> ○ On roads greater than 50 km/h, e-scooters are not permitted. ○ On roads less than 50 km/h, e-scooters must be operated as near as practicable to the right side of the road. ○ They cannot be operated on sidewalks. • People must dismount in crosswalks unless there is a traffic control device (e.g. sign or pavement markings) indicating otherwise.
Device requirements	<ul style="list-style-type: none"> • Maximum speed capability of 25 km/h. • Power output rating of 500 W or less. • Weight not exceeding 45 kg. • No seat or enclosure.
Operator requirements.	<ul style="list-style-type: none"> • Minimum 16 years old. • Must wear a helmet. • No passengers are allowed. • Devices must be operated with due care and attention.

Enforcement

E-scooter violations (such as e-scooters being operated in contravention to regulations) would be enforced by the RCMP. As Traffic Bylaw amendments related to e-scooters are not proposed, the City's Bylaw staff would not enforce e-scooters, except in cases where they are stored incorrectly on City property (such as a parked e-scooter blocking the passage of traffic, including pedestrians, cyclists, and vehicles). City Bylaw staff would first work with the e-scooter operator/owner to find a way towards compliance.

The RCMP has provided input that their current staffing is insufficient to enforce, respond to, and manage the associated administrative workload resulting from an increase in violations and incidences related to e-scooters. However, traffic count data collected at the 7th Avenue Greenway in summer 2024 shows that 23% of wheeled transportation counted (e.g. bikes, skateboards, in-line skates, kick-scooters, e-scooters, etc) are already e-scooters. Even though e-scooters are currently illegal in Mission, people are still choosing to use them.

Education and Communications

The first three years of the Pilot found that the population has a limited understanding of e-scooter rules and regulations, and that injuries and conflicts with other road users are rare when e-scooter operators follow the rules. Therefore, it is recommended that, should Council authorize e-scooters in Mission, staff prepare a communication and education strategy and that a \$7,500 budget be allocated towards preparing and distributing e-scooter safety communication and education materials (e.g. brochures, posters, or other tools).

Alignment with City Planning Documents

Considering the findings from the first three years of the Pilot, becoming a participating community aligns with the direction of several City plans:

Transportation Master Plan

- Direction 4.1: Expect new and disruptive technologies and plan to accommodate new modes.

- Direction 4.3: Plan for new mobility services and devices that can increase sustainable mode share and equity in Mission, and decrease challenges due to topography.
- Direction 6.2: Include equity as a criterion in the City's planning and prioritization.

Council's Strategic Plan 2022-2026, Strategic Focus Area #4, Public Safety

- Dedicate appropriate resources for investment in the City's Transportation Master Plan
- Continue to address key social issues as identified in the Community Wellness Strategy.

Community Wellness Strategy 2022 – 2027

- Strategic direction #3: Improve access and quality of active transportation options.

Permitting the use of e-scooters in Mission by becoming a participating Pilot municipality would be a relatively low barrier and low cost initiative to support various City plans to reduce greenhouse gas emissions and improve community wellness. However, participating in the Pilot would lead to an increase in workload for the RCMP and City staff.

Financial Implications

The resources required to become a participating municipality are estimated to include:

- Staff time for annual e-scooter reporting to the Province.
- Staff time to provide periodic reports to Council and committees (if required).
- Staff time and budget to prepare and distribute education and communication campaigns regarding the safe use of e-scooters.
- RCMP response, enforcement, and administration related to a potential increase in violations and incidences related to e-scooters

The City staff time required can be accommodated within existing staffing levels. It is recommended that \$7,500 from the existing Transportation Safety Budget be allocated towards staff hiring a consultant to design education and communications content. This amount would also be allocated towards printing and distributing materials as needed (e.g. brochures, posters, etc).

Communication

Should Council consent to participating in the Pilot, staff would prepare a communication and education strategy to raise awareness and encourage the safe use of e-scooters. Content would be created and distributed through available channels (e.g. social media, website, or other media).

Staff presented the Pilot to the Environmental Charter Advisory Committee at their meeting of July 17, 2024, where they recommended "that Council take the necessary actions to join the provincial E-Scooter Pilot Program".

Staff discussed participating in the Pilot with RCMP in summer 2024, where the RCMP indicated they do not support the City's participation.

Staff also discussed the Pilot with the Mission Community Cycling Coalition (M3C) at their meeting on March 24, 2025, and M3C supported the City's participation.

Staff have discussed the initiative with Communications, Bylaws, and Long Range Planning.

Should Council approve the City of Mission's participation in the Pilot, staff would immediately share Council's resolution with the Province, signifying the start of the City's participation.

Summary and Conclusion

Over the next four years (until April 2028), the Province will analyze the results of the Electric Kick Scooter (e-scooter) Pilot Project (the Pilot) and decide whether to permanently authorize e-scooters for general use in BC. At this time, e-scooters cannot be legally used in municipalities that are not registered as Pilot participants (including Mission, BC). It is recommended that Council support Mission becoming a Pilot participant to legalize e-scooter use in the community and support various City plans to reduce greenhouse gas emissions and improve community wellness.

Report Prepared by: Ellen Croy, Manager of Transportation

Reviewed by: Tracy Kyle, Director of Engineering and Public Works

Approved for Inclusion: Mike Younie, Chief Administrative Officer

Attachment(s)

Attachment A: Provincial Electric Kick Scooter Pilot Project Regulation