

Date: September 17, 2025

To: **Mayor and Council.**

Name and title: Blake McIntosh, Director Civic Operations

Subject: Electric Kick Scooter Pilot Project

Attachment(s): None

Recommendation(s):

1. That Council **CONSENTS** to the Province of British Columbia's Electric Kick Scooter Pilot Project taking place within the City of Prince George, and directs Administration to communicate the decision to the Ministry of Transportation and Transit; and
2. That Council **DIRECTS** Administration to prepare bylaw amendments to Highways Bylaw No. 8065, 2008 by adding the definition of 'E-Scooter' to accommodate the Province of British Columbia's Electric Kick Scooter Pilot Project.

Purpose:

The purpose of this report is to inform Council about the Province's Electric Kick Scooter Pilot Project, and to request approval for the City of Prince George to join as an active participating community.

Background:

In 2021, the Province introduced a pilot project permitting the use of electric kick scooters ("e-kick scooters") on public roadways within participating communities. The program was established to research, test, and evaluate the safety and efficiency of e-kick scooters, with the goals of reducing carbon emissions and encouraging greater use of alternative and sustainable transportation modes.

The initial three-year pilot concluded on April 5, 2024, and will be followed by a revised four-year program running until April 5, 2028. The updated framework streamlines the process for local government participation by reducing administrative and resource requirements. Data collected through this program will help determine how e-kick scooters are addressed under the *Motor Vehicle Act*.

Although the pilot focuses exclusively on e-kick scooters, the findings may be applicable to other forms of micro-mobility and could inform future pilot projects. The results may also identify potential amendments to the *Motor Vehicle Act* to support the safe and efficient integration of micro-mobility devices within public roadways. As with the provincial pilot project, the use of e-kick scooters is only permitted in communities participating in the program and remains prohibited in all other

municipalities under the current *Motor Vehicle Act*. The current communities included within the project are:

- City of Chilliwack
- City of Richmond*
- District of Squamish
- City of Coquitlam*
- City of Vancouver*
- District of West Vancouver
- City of North Vancouver*
- Township of Langley
- City of Port Moody
- City of Cranbrook*
- City of Penticton
- Town of Oliver*
- City of Kamloops
- City of Vernon*
- Town of Osoyoos*
- City of Kelowna*
- District of Tumbler Ridge
- City of Colwood
- District of Saanich
- Town of Sidney
- Township of Esquimalt
- Village of Cumberland
- City of Langford
- Town of Comox
- City of Nanaimo
- City of Victoria
- District of Oak Bay
- Town of View Royal

*These are the known communities that have made bylaw amendments that may set additional conditions for e-kick scooter use.

Strategic Priorities:

Expanding active transportation options aligns with Council's strategic priorities related to mobility and climate action. Electric kick scooters represent an affordable and accessible transportation mode, particularly benefiting individuals with limited mobility, lower income, or those without a driver's license. These devices serve as effective "first-and-last-mile" solutions, enhancing connectivity between transit stops and final destinations by providing convenient and flexible travel options for the beginning and end segments of journeys.

Participating municipalities in the pilot program have the option to permit both privately owned and publicly shared electric kick scooters within their jurisdictions. Should Council approve participation in the Provincial Electric Kick Scooter Pilot Project, the use of both private and shared electric kick scooters will be authorized in our community following submission of Council's resolution to the Province and the publication of a corresponding notice on the provincial website. Subsequent communications will support public awareness and understanding of applicable regulations.

As a participating pilot community, the City will have the opportunity to establish service agreements with shared micromobility providers (such as Bird, Lime, or Neuron) to offer short-term scooter and/or e-bike rentals in accordance with the amended Motor Vehicle Act and any additional conditions stipulated in these agreements. Additionally, it is expected that privately owned businesses may also play a significant role in distributing electric kick scooters to support short-term transit needs within the community. The City may impose stricter operational parameters than those set by provincial regulations – such as restrictions on use or speed limits on specific roadways or pathways – which can be enforced in real-time through GPS technology. City staff can develop and review these parameters in consultation with relevant internal and external stakeholders and will continue to monitor and adjust them based on community feedback and operational data provided by service providers.

Financial Considerations:

The implementation of the Electric Kick Scooter Pilot Project is expected to involve minimal upfront costs to the City. The primary financial consideration will be the allocation of staff time to conduct regular program reviews and prepare reports to submit to the provincial government. These administrative efforts are essential to ensure compliance with the pilot program's requirements and to monitor its progress effectively.

Should privately owned businesses choose to enter the market and establish e-kick scooter rental services within the community, the City would incur no direct costs associated with procuring or maintaining the scooters and any business would need to apply for a business license. This approach allows the City to facilitate micromobility options without significant financial investment or risk.

Currently, the City does not plan to pursue service agreements with shared micromobility providers such as Lime or Bird. This decision aligns with current municipal goals and priorities, reflecting a cautious approach to external partnerships while the pilot project is underway.

While no immediate capital expenditures are anticipated, the City will continue to evaluate any future financial implications that may arise as the program develops, including potential infrastructure needs or regulatory enforcement costs.

Summary and conclusion:

The Electric Kick Scooter Pilot Project presents a valuable opportunity for the City to advance its strategic priorities related to mobility, sustainability, and climate action. By participating in this provincial pilot, the City can support the adoption of innovative, affordable, and accessible transportation options that enhance connectivity and provide practical first-and-last-mile solutions for residents. The program's streamlined framework reduces administrative burdens while allowing the City to maintain appropriate regulatory oversight and customize operational parameters to best fit local needs.

Financially, the pilot entails minimal upfront costs, primarily related to staff time for monitoring and reporting, with no immediate capital investment required. The potential involvement of privately owned businesses in operating e-scooter rental services further reduces financial risk to the City. Moreover, the current decision not to pursue direct partnerships with shared micromobility providers aligns with municipal goals and enables measured program development.

Staff recommends that the City of Prince George join the Province's Electric Kick Scooter Pilot Project. Doing so will position the community as a proactive leader in sustainable transportation innovation, while enabling data-driven policy development to safely integrate micro-mobility options into the local transportation network. Council approval will also ensure timely alignment with provincial processes and community expectations.

Respectfully submitted:

Blake McIntosh, Director Civic Operations

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Approved:

Walter Babicz, City Manager

Meeting date: 2025/09/17