



## CITY OF LANGLEY

### MOTION

#### **The Use of Personal Mobility Devices and Micro-Mobility Devices – Councillor Albrecht**

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WHEREAS the Motor Vehicle Act in British Columbia and associated regulations presently inhibit seniors and people with disabilities the ability to be active, independent, and engaged by prohibiting the use of electric wheelchairs and three or four wheeled personal mobility scooters on municipal bike and roll lanes and routes resulting in increased conflicts between these devices and pedestrians on sidewalks, multi-use pathways, and trails as well as motor vehicles.

AND WHEREAS the rapid growth of micro-mobility devices such as electric kick scooters and electric bikes dictates that the Province needs to regulate the use of such devices in the Motor Vehicle Act.

THEREFORE BE IT RESOLVED that LMLGA and UBCM advocate to the Province of British Columbia to amend the legislation and regulations within the Motor Vehicle Act to permanently enshrine a new class of **Personal Mobility Devices** and **Micro-Mobility Devices** and establish consistent, province-wide standards and regulations for the use of these devices on traffic-calmed public roads and cycling infrastructure across BC.

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#### **BACKGROUND**

BC's Motor Vehicle Act and associated regulations presently inhibit the ability of seniors and people with disabilities to be active, independent, and engaged by apparently prohibiting the use of wheelchairs and three or four wheeled mobility scooters on bike and roll lanes and routes.

Electric drive technology has advanced in recent years, and many seniors and people with disabilities in BC already use three or four wheeled mobility scooters that can travel faster than is safe on sidewalks. Top speeds of 14 to 22 km/hr are now common for mobility scooters and power wheelchairs.

Many people already use mobility scooters and wheelchairs on the networks of bike and roll routes that municipalities have created, often with provincial funding. However, travel training programs for seniors and people with disabilities need legislative certainty to be able to teach how to safely use this affordable, convenient, and sustainable form of transportation.

Municipalities are also put in a difficult position as, on the face of it, provincial human rights legislation creates an obligation to consult mobility scooter and wheelchair users about making the bike and roll routes they use safe and accessible. However, provincial websites state that this use is not permitted.

Wheelchairs and three or four wheeled mobility scooters have been permitted on bike and roll routes legally and safely in other jurisdictions for decades.<sup>1</sup> Quebec's regulations allowing wheelchairs and mobility scooters on bike and roll routes and low-speed streets are already in place and can provide a potential model for BC to follow.<sup>2</sup>

The Council of Senior Citizens Organisations of BC, the BC Cycling Coalition, Capital Bike, and many other organizations support this change to allow more people to safely use the active transportation infrastructure that municipalities have invested in.

In 2026, while the **BC Electric Kick Scooter Pilot Project** has been extended until 2028, several municipalities continue to flag specific operational and safety concerns. These issues are often cited as the primary reasons some cities such as Mission and Surrey as well as Langley City, have declined to participate or have called for stricter provincial oversight.

### **Primary Municipal Concerns Regarding E-Scooters**

- **Sidewalk Conflicts:** A consistent concern in cities across BC is the persistent use of e-scooters on sidewalks. Municipalities note that these conflicts with pedestrians who are often caught off-guard by silent, fast-moving devices create safety risks and require significant enforcement resources that local police departments often lack. These issues are exacerbated when considering the impact upon seniors and people with disabilities who may have mobility or hearing constraints.
- **Improper Parking and "Clutter":** Cities such as Coquitlam and Port Moody that have implemented a shared e-scooter program have noted significant "scooter dumping". Devices are frequently left in environmentally sensitive areas, in ditches, or blocking public walkways. To combat this, newer pilot participants like Penticton are mandating the use of "designated nests" or parking hubs for all shared devices.
- **Underage Use and Non-Compliance:** Despite a provincial minimum age of 16, municipalities report frequent underage riding, particularly among youth traveling to school. Other common non-compliance issues include a lack of helmet use and carrying passengers, which are strictly prohibited under the pilot regulation.

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<sup>1</sup> <https://ecoplanning.ca/want-better-bike-lanes/>

<sup>2</sup> [https://cdn-contenu.quebec.ca/cdn-contenu/adm/min/transports/transports/circulation\\_securite\\_routiere/Regles\\_et\\_conseils\\_par\\_mode\\_de\\_transports/fauteuils-electriques-quadriporteurs-triporteurs/guide-amm-en.pdf](https://cdn-contenu.quebec.ca/cdn-contenu/adm/min/transports/transports/circulation_securite_routiere/Regles_et_conseils_par_mode_de_transports/fauteuils-electriques-quadriporteurs-triporteurs/guide-amm-en.pdf)

- **Liability and Enforcement Gaps:** Smaller municipalities, such as Salmon Arm have noted that the population may be too small to support a managed shared service provider, leaving them to manage private devices with limited enforcement capacity. Police agencies have noted that e-scooter enforcement is often not a community priority compared to more serious motor vehicle infractions.
- **Fire Safety Risks: Surrey Schools** and some municipal staff have raised alarms regarding improper storage and charging of e-scooter batteries, citing potential risks of fire or explosion as a reason for banning them on school properties.
- **Injury Severity:** While overall incident rates are low, some healthcare professionals in participating cities like Kelowna have labeled the devices "fracture machines," noting that when accidents do occur, they often result in severe orthopedic injuries that strain local hospital resources.