

REPORT

Engineering Services

To: Mayor Johnstone and Members of Council
Date: June 24, 2024

From: Lisa Leblanc
Director, Engineering Services
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Item #: 2024-381

Subject: **Street and Traffic Bylaw Amendment (Bylaw No. 8459, 2024) and Engineering User Fees and Rates Bylaw Amendment (Bylaw No. 8458, 2024) for Three Readings**

RECOMMENDATION

THAT Council give three readings to the Street and Traffic Amendment Bylaw No. 8459, 2024, as presented in Attachment #1 of this report.

THAT Council give three readings to the Engineering User Fees and Rates Amendment Bylaw No. 8458, 2024 as presented in Attachment #2 of this report.

PURPOSE

To request that Council gives three readings to the following bylaws:

Street and Traffic Amendment Bylaw No. 8459, 2024, as presented in Attachment #1 of this report; and

Engineering User Fees and Rates Amendment Bylaw No.8458, 2024, as presented in Attachment #2 of this report.

BACKGROUND

On January 22, 2024, Council endorsed the Implementation Plan for e-bike share services in New Westminster. The Implementation Plan contained several recommendations to amend the Street and Traffic Bylaw and the Engineering User Fees and Rates Bylaw to administer the e-bike share program. Additionally, on June 3, 2024,

Council directed staff to take the necessary steps to join the Provincial Electric Kick Scooter Pilot Program, including amending the Street and Traffic Bylaw to address the operation of electric kick scooters in the City.

This report and associated amending bylaws respond to these directions and provide the necessary amendments to the Street and Traffic Bylaw and the Engineering User Fees and Rates Bylaw to prepare for the launch of an e-bike share system and entry into the Provincial Electric Kick Scooter Pilot Program.

The report also presents a Street and Traffic Bylaw amendment that places a 20-km/h speed limit on lanes throughout New Westminster. The BC Motor Vehicle Act enables municipalities, through bylaw, to set the speed limit in lanes 8 m wide or less at 20 km/h without the requirement to erect speed limit signage. With some recent laneway home projects and the naming of previously unnamed lanes for addressing purposes, Staff have heard concerns and questions from members of the community about speed limits in lanes, and this proposed amendment addresses those concerns.

DISCUSSION

Street and Traffic Bylaw Amendment No. 8459, 2024 is provided in Attachment #1, and the proposed amendments are summarized as follows:

- **Definitions (Section 2)**
 - Add definition for Protected Cycle Lane Buffer.
 - Add definitions for Electric Kick Scooter and Electric Kick Scooter Pilot Project Regulations to align with the provincial pilot.
 - Add definitions for Shared E-Bike and Shared Electric Kick Scooter.
 - Add definition for Shared Micromobility Device which includes Shared E-Bikes and Shared Electric Kick Scooters.
 - Add definition for Shared Micromobility Parking Zone to clarify the areas where parking of Shared Micromobility Devices is permitted.
 - Add definition for Shared Micromobility Service to outline the business services.
 - Amend Chattel definition to broaden scope of personal property to include Cycle, Shared E-bike and Shared Electric Kick Scooter.
 - Amend Cycle Network definition to replace Cycle Lanes with Protected Cycle Lanes.
 - Amend Multi-Use Pathway definition to allow the use of Electric Kick Scooters.
 - Amend Protected Cycle Lane definition to allow the use of Electric Kick Scooters.
 - Amend Vehicle definition to broaden scope to include Electric Kick Scooter.
- **General Regulations (Section 3)**
 - Amend to broaden City Engineer’s ability to reserve parking zones to include Shared Micromobility Services.

- **Parking Regulations (Section 4)**
 - Amend to clarify regulation of parking of Vehicles adjacent to a Protected Cycle Lane.
 - Adding subsection to outline that Shared Micromobility Parking Zones are to be used for loading and unloading of Shared Micromobility Devices.
 - Adding subsection to clarify that the parking of Shared Micromobility Devices is restricted to Shared Micromobility Parking Zones.
- **Use of Streets (Section 6)**
 - Adding subsections to outline the regulation of Electric Kick Scooters on Streets, and restricting their use on the Major Road Network and Arterial Roads.
- **Vehicle Regulations (Section 7)**
 - Adding subsection to place a speed limit of 20 km/h on lanes.
- **Shared Micromobility Services (Section 11)**
 - Creating section to outline the abilities of the City Engineer related to the operation of a Shared Micromobility Service.
 - Adding subsection to give the City Engineer the ability to establish geo-fenced areas for use by a Shared Micromobility Service.
 - Adding subsection to allow the City Engineer the ability to regulate the speed and parking of Shared Micromobility Devices.
 - Adding subsection to clarify that the Shared Micromobility Service must operate according to the terms of the service agreement between the Shared Micromobility Service and the City.

Engineering User Fees and Rates Amendment Bylaw No. 8458, 2024 is provided in Attachment #2, and the proposed amendment is summarized as follows:

- **Shared Micromobility Service Fees and Rates (Part 14)**
 - Adding regulation to permit the collection of \$0.15 per-trip fee for users of the Shared Micromobility Service

SUSTAINABILITY IMPLICATIONS

Shared micromobility systems provide sustainable mobility options, facilitating a mode shift away from automobiles towards sustainable alternatives. The provision of a Shared Micromobility Service is in support of the City’s mode share target of 60% of all trips to be made by sustainable modes of transportation by 2030 (Bold Step #2).

Many Shared Micromobility Parking Zones will be located within existing road right-of-way, reallocating curbside space from private vehicle parking to sustainable transportation use (Bold Step #7).

FINANCIAL IMPLICATIONS

The collection of the Shared Micromobility Per-trip Fee will be used to offset costs incurred by the City in creating and maintaining the shared micromobility parking areas. There are no other direct financial implications associated with this report.

INTERDEPARTMENTAL LIAISON

Engineering Services and Engineering Operations staff were consulted in the development of these proposed bylaw amendments.

OPTIONS

The following options are for Council’s consideration:

- 1. THAT Council gives three readings to the Street and Traffic Amendment Bylaw No. 8459, 2024, as presented in Attachment #1 of this report.
- 2. THAT Council give three readings to the Engineering User Fees and Rates Amendment Bylaw No. 8458, 2024 as presented in Attachment #2 of this report.
- 3. THAT Council provide different direction to staff.

Staff recommend Options 1 and 2.

CONCLUSION

If adopted, Bylaw No. 8459, 2024, and Bylaw No. 8458, 2024 would provide needed amendments to help support the establishment and regulation of an E-Bike Share and facilitate New Westminster’s entry into the Provincial Electric Kick Scooter Pilot Program.

ATTACHMENTS

Attachment #1 – Street and Traffic Amendment Bylaw No. 8459, 2024

Attachment #2 – Engineering User Fees and Rates Amendment Bylaw No. 8458, 2024

APPROVALS

This report was prepared by:
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