



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

**CORPORATION OF THE CITY OF NEW WESTMINSTER
STREET AND TRAFFIC AMENDMENT BYLAW NO. 8459, 2024**

A Bylaw to Amend Street and Traffic Bylaw No. 7664, 2015

WHEREAS the Council of The Corporation of the City of New Westminster wishes to amend “Street and Traffic Bylaw No. 7664, 2015”;

The Council of The Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as “Street and Traffic Bylaw Amendment Bylaw No. 8459, 2024.”

Amendments

2. Street and Traffic Bylaw No. 7664, 2015, as amended, is further amended as follows:
 - a. Add the following definitions in alphabetical order in Subsection 2.1:

“**Electric Kick Scooter** means an Electric Kick Scooter as defined and described in the *Electric Kick Scooter Pilot Project Regulation*, B.C. Reg. 247/2023;”

“**Electric Kick Scooter Pilot Project Regulation** means the *Electric Kick Scooter Pilot Project Regulation*, B.C. Reg. 247/2023;”

“**Protected Cycle Lane Buffer** means a measure to physically separate and protect a bicycle lane from motor vehicle traffic, including curbs, planters, landscaping, bollards or similar measures or materials;”

“**Shared E-Bike** means a Motor-Assisted Cycle that is publicly-accessible and owned by a Shared Micromobility Service;”

“**Shared Electric Kick Scooter** means an Electric Kick Scooter that is publicly-accessible and owned by a Shared Micromobility Service;”

“**Shared Micromobility Device** means a Shared Electric Kick Scooter or Shared E-Bike;”

“**Shared Micromobility Parking Zone** means the area or space on a roadway designated by a Traffic Control Device and established for the exclusive use of a specified Shared Micromobility Service and the parking of its Shared Micromobility Devices;”

“**Shared Micromobility Service** means a legal entity whose business is to provide access to a fleet of Shared E-Bikes and/or Shared Electric Kick Scooters for a fee;”

- b. Delete and replace the following definitions in Subsection 2.1:

“**Chattel** means a moveable item of personal property including, without limitation, a Vehicle, a leased or rented dumpster, Disposal Bin or container, merchandise, fuel, wares of any nature, a Cycle, a Shared E-Bike, Shared Electric Kick Scooter or signage;”

“**Cycle Network** means Multi-Use Pathways, Protected Cycle Lanes and Shared Cycle Routes as identified in Schedule E to this Bylaw;”

“**Multi-Use Pathway** means a Street, or portion of a Street, designed for use by Pedestrians, Cycles, Electric Kick Scooters, and other non-motorized rolling conveyances, physically separated from a roadway used for Vehicles;”

“**Protected Cycle Lane** means a portion of a Street designated for the use of Cycles and Electric Kick Scooters, which is separated from Vehicle traffic by physical elements, signing, striping, and/or pavement markings;”

“**Vehicle** means a device in, on or by which a person or thing is or may be transported or drawn on a Street, but does not include a device designed to be moved by human power, a device exclusively on stationary rails or tracks, Mobility Assisted Device, Electric Kick Scooter, or a Motor Assisted Cycle;”

- c. Delete and replace Subsection 3.8 with the following:

“The City Engineer may reserve Parking zones for persons with a disability, Buses, taxis, Shared Micromobility Services, Commercial Vehicles or other types of Vehicles, for use by persons other than the general public.”

- d. Delete and replace Paragraph 4.2.3 with the following:

“where there is a Curb, within 0.3 metres of the Curb or, where adjacent to a Protected Cycle Lane and permitted by signage, within 0.3 meters of the outside of the Protected Cycle Lane Buffer.”

- e. Add the following as Paragraph 4.8.20 in numerical order to Subsection 4.8:

“in a Shared Micromobility Parking Zone except for the purpose of loading or unloading persons or materials by the City, Shared Micromobility Service, or an individual using a Shared Micromobility Device.”

- f. Add the following heading after Paragraph 4.22.8.2:

“Parking of Shared Micromobility Devices”

- g. Add the following as Subsection 4.23:

“No person shall Park a Shared Micromobility Device in any place, except within a Shared Micromobility Parking Zone.”

- h. Add the following as Subsection 6.40:

“6.40 A person must not operate an Electric Kick Scooter:

6.40.1 while on a Street without due care and attention, or without reasonable consideration for other persons using the Street;

6.40.2 in contravention of the Electric Kick Scooter Pilot Project Regulation; or

6.40.3 on a Major Road Network or Arterial Road, except along a Protected Cycle Lane, or Multi-Use Pathway that is located within or adjacent to a Major Road Network or Arterial Road.”

- i. Add the following heading before subsection 6.40:

“Regulation of Electric Kick Scooters”

- j. Add the following heading before Subsection 7.10:

“Speed Limits on Cycling Routes”

- k. Add the following as Subsection 7.11:

“7.11 “No person shall drive any Vehicle upon or along a Lane at a rate of speed greater than 20 kilometers per hour.”

- l. Add the following heading before Subsection 7.11:

“Speed Limits on Lanes”

- m. Add the following as Section 11 in sequential order:

“SECTION 11 - SHARED MICROMOBILITY SERVICES

Power of the City Engineer to Regulate Shared Micromobility Services

- 11.1 The City Engineer may establish and designate signed and geo-fenced areas for use by a Shared Micromobility Service.
- 11.2 The City Engineer may regulate and control the operation of Shared Micromobility Services within a geo-fenced area, including the speed of Shared Micromobility Devices and the regulation of parking of any Shared Micromobility Devices.
- 11.3 A Shared Micromobility Service may deploy a fleet of Shared Micromobility Devices in any location where parking is permitted and where authorized by the City Engineer, in accordance with any agreements, for the purpose of making E-Bikes and/or Electric Kick Scooters available to reserve for use.”

Consequential Amendments

3. Street and Traffic Bylaw No. 7664, 2015 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format, numbering and table of contents.

GIVEN FIRST READING THIS _____ day of _____ 2024.

GIVEN SECOND READING THIS _____ day of _____ 2024.

GIVEN THIRD READING THIS _____ day of _____ 2024.

ADOPTED THIS _____ day of _____ 2024.

Mayor Patrick Johnstone

Hanieh Berg, Corporate Officer