

Media Release - UBCM delegates back allowing wheelchairs and mobility scooters on bike lanes: Photos and B-roll available

September 17, 2026

VANCOUVER, BC, – Local government leaders from across British Columbia have endorsed a resolution calling on the Province to allow wheelchairs and three and four-wheeled mobility scooters on bike routes.

Delegates to the 2026 [Union of BC Municipalities](#) (UBCM) convention adopted resolution EB26, originally submitted by the City of Langley. The City of Victoria submitted a similar resolution. The resolutions call on the Province to explicitly allow wheelchairs and mobility scooters on bike and roll routes across BC.

Twenty-two groups, including the Council of Senior Citizens Organizations of BC (COSCO BC), Disability Alliance BC, HUB Cycling, and the BC Cycling Coalition signed an [open letter to UBCM delegates supporting this change](#).

“I find the bike lanes faster and safer than the sidewalks” said Victoria resident [Sandra Hough](#), who uses a power wheelchair “And the bike lanes are smoother and more comfortable.”

The endorsement represents an important step forward for advocates who say BC’s current rules create unnecessary barriers for seniors and people with disabilities who rely on wheelchairs and mobility scooters to travel independently.

“This is about giving people safe, practical choices for getting around,” said Eric Doherty, a Victoria based transportation planning consultant. “Many people using wheelchairs and mobility scooters are already travelling on bike and roll routes because those routes are faster, safer and more comfortable than sidewalks.”

Municipalities across BC have invested significantly in protected bike lanes, and neighbourhood bikeways. Advocates have argued that these networks should also be designed and maintained with the needs of people using mobility devices in mind.

Victoria Councillor Dave Thompson said the UBCM endorsement strengthens the case for provincial action.

“Cities are building bike and roll networks, and these networks should work for as many people as possible,” said Thompson. “It makes little sense to build protected bike and roll lanes that may be the safest place for someone to travel and then leave them uncertain if they are legally allowed to use them. This resolution sends a clear message that the Province needs to modernize the rules.”

[Other jurisdictions](#) have already adopted rules allowing wheelchairs and mobility scooters to use cycling infrastructure and low-speed streets. [Quebec](#) has permitted mobility scooters and similar devices on certain cycling routes and roadways, providing one potential model for British Columbia.

“This is a straightforward accessibility issue,” said Saanich Councillor Teale Phelps Bondaroff, who attempted to advance a similar resolution through Saanich Council earlier this year. “A person should not lose access to safe transportation infrastructure simply because the device they rely on for mobility has three or four wheels instead of two. Mobility scooters allow people to remain active, independent, connected to their communities, and able to reach work, services, shops, friends, and family.”

Advocates are calling on the Province to move forward with amendments to the Motor Vehicle Act and associated regulations without delay.

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Photos and Video:

For photos and B-roll of mobility scooters in bike lanes, [see here](#).
Additional video of wheelchair and mobility scooter users on Victoria bike routes is [available here](#)

Resolutions:

The wording of both resolutions is as follows. All 2026 UBCM resolutions can be [found here](#).

EB26: Use of Personal Mobility Devices and Micro-Mobility Devices (Langley City)

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 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. [The UBCM Resolutions Committee has proposed amended wording to this resolution].

RR22: (Refer to Similar Resolution) - Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes (Victoria)

Whereas BC's Motor Vehicle Act and associated regulations currently inhibit the ability of seniors and people with disabilities to be active, independent, and engaged by prohibiting the use of wheelchairs and 3 and 4 wheel mobility scooters on municipal bike and roll lanes and routes;

And whereas many groups including the Council of Senior Citizens Organizations of BC and the BC Cycling Coalition are calling for an update to the provincial legislation to clearly allow the use of wheelchairs and 3 and 4 wheel mobility scooters on bike and roll routes:

Therefore be it resolved that UBCM advocate to the Province that the provincial Motor Vehicle Act and regulations be updated to allow the use of wheelchairs and 3 and 4 wheel mobility scooters on bike lanes and traffic calmed bike routes across BC.