



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

**Tuesday, January 14, 2025, 2:00 p.m.
Council Chamber, City Hall**

Committee Members:

**Councillor R. Donauer, Councillor B. Dubois, Councillor S. Ford, Councillor K. MacDonald,
Councillor R. Pearce, Mayor C. Block (Ex-Officio)**

Submissions providing comments and/or requesting to speak will be accepted for public meetings using the online form at saskatoon.ca/writetocouncil. If your submission includes a request to speak, you will be contacted by a representative from the City Clerk's Office with further information. **Submissions will be accepted no later than 5:00 p.m. on the Monday the week of the meeting.**

Pages

1. CALL TO ORDER

The Deputy City Clerk will call the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People and confirm roll call.

2. APPOINTMENT OF CHAIR AND VICE-CHAIR

City Council, at its Inaugural Meeting held on November 20, 2024, made the following appointments for 2025:

Standing Policy Committee on Transportation

- Councillor R. Donauer
- Councillor B. Dubois
- Councillor S. Ford
- Councillor K. MacDonald
- Councillor R. Pearce

The Committee is requested to appoint a Chair and Vice-Chair for 2025. Councillor Dubois was the previous Chair.

3. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

4. DECLARATION OF CONFLICT OF INTEREST

5. ADOPTION OF MINUTES

5 - 9

Recommendation

That the minutes of the regular meeting held on December 10, 2024, of the Standing Policy Committee on Transportation, be adopted.

6. UNFINISHED BUSINESS

7. ADMINISTRATION AND LEGISLATIVE REPORTS

7.1 Decision Reports

7.1.1 Saskatoon Transit 2025 Fleet Renewal Request [TS2025-0103]

10 - 19

A report of the Transportation and Construction Division is provided.

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the 2025 Saskatoon Transit Fleet Replacement request provided in Option 1 – Purchase Fixed Route Diesel Buses and Access Transit Gas Buses be approved, funded from \$23.5M of city contribution borrowing approved in the 2024 and 2025 budget;
2. That Capital Project P.00583 Transit Replacement Buses be increased by \$23,900 funded from the Transit Vehicles Replacement Reserve; and
3. That \$923,900 of borrowing be removed from Capital Project P.00583 Transit Replacement Buses and transferred to P.02095 Access Transit Bus Replacement, subject to public notice.

7.1.2 Shared Electric Kick Scooter Program Pilot – 2025 Update [TS2025-0104]

20 - 92

A report of the Transportation and Construction Division is provided.

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1. That Option 1 – Permit shared e-scooters on the public right-of-way be approved;
- 2. That shared e-scooters be permitted under Bylaw 7200, *The Traffic Bylaw, 1991*, and that vendors be acquired through a competitive procurement process to a maximum of two qualified vendors; and
- 3. That the City Solicitor’s Office be requested to amend Bylaw 7200, *The Traffic Bylaw, 1991*, as outlined in the report of the Transportation and Construction Division, dated January 14, 2025.

7.2 Approval Reports

7.2.1	Infrastructure Canada – Active Transportation Fund 2025 [TS2025-0102]	93 - 105
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A report of the Transportation and Construction Division is provided.

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1. That Administration be directed to submit the proposed projects outlined in this report to the Active Transportation Fund;
- 2. That if successful, the Mayor and City Clerk be authorized to execute the agreement with Housing, Infrastructure and Communities Canada under the Corporate Seal; and
- 3. That if required, the Senior Financial Business Partner be granted delegated authority to sign and submit progress reports and financial claims related to the program.

7.2.2	McKercher Drive Extension Update – January 2025 [TS2025-0105]	106 - 115
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A report of the Transportation and Construction Division is provided.

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the future extension of McKercher Drive to Berini Drive be abandoned;
2. That a portion of the lands be allocated for street right-of-way for the intersection of McKercher Drive and 105th Street as outlined in the report of the Transportation and Construction Division, dated January 14, 2025;
3. That a portion of the lands in Parcel B allocated for the extension adjacent to the Muskeg Lake Cree Nation property be offered for sale to the Muskeg Lake Cree Nation as set out in the report of the Transportation and Construction Division, dated January 14, 2025; and
4. Proceeds from the sale of lands previously allocated for right-of-way be placed into the Dedicated Roadway Reserve.

7.3 Information Reports

7.3.1 Committee Referrals – Standing Policy Committee on Transportation – January 2025 [TS2025-0101]

116 - 118

A report of the Transportation and Construction Division is provided.

Recommendation

That the information be received.

8. **MOTIONS (Notice Previously Given)**
9. **URGENT BUSINESS**
10. **GIVING NOTICE**
11. **REQUEST TO SPEAK (new matters)**
12. **COMMUNICATIONS (requiring the direction of the Committee)**
13. **IN CAMERA SESSION**
14. **RISE AND REPORT**
15. **ADJOURNMENT**



PUBLIC MINUTES

STANDING POLICY COMMITTEE ON TRANSPORTATION

**Tuesday, December 10, 2024, 2:00 p.m.
Council Chamber, City Hall**

PRESENT: Councillor B. Dubois, Chair
Councillor R. Donauer
Councillor S. Ford
Councillor K. MacDonald at 2:03 p.m.
Councillor R. Pearce

ABSENT: Mayor C. Block (Ex-Officio)

ALSO PRESENT: General Manager, Transportation & Construction T. Schmidt
Deputy City Solicitor D. Kowalski
Deputy City Clerk S. Bryant
Committee Assistant H. Thompson

1. CALL TO ORDER

The Deputy City Clerk called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People and confirmed roll call.

2. APPOINTMENT OF CHAIR AND VICE-CHAIR

City Council, at its Inaugural Meeting held on November 20, 2024, made the following appointments for the remainder of 2024:

Standing Policy Committee on Transportation

- Councillor R. Donauer
- Councillor B. Dubois
- Councillor S. Ford
- Councillor K. MacDonald
- Councillor R. Pearce

The Committee was requested to appoint a Chair for the remainder of 2024.
Councillor Dubois was the previous Chair.

Moved By: Councillor Donauer

That Councillor Dubois be appointed Chair of the Standing Policy Committee on Transportation for the remainder of 2024.

In Favour: (4): Councillor Dubois, Councillor Donauer, Councillor Ford, and Councillor Pearce

Absent (2): Councillor MacDonald, and Mayor Block

CARRIED UNANIMOUSLY

3. CONFIRMATION OF AGENDA

Moved By: Councillor Donauer

1. That the email requesting to speak from Nathalie Meszaros with the students of École St. Paul School, dated December 9, 2024, be added to item 7.3.2;
2. That the items with speakers be considered immediately following unfinished business:
 - 7.3.2 - Nathalie Meszaros with the students of École St. Paul School; and
3. That the agenda be confirmed as amended.

In Favour: (4): Councillor Dubois, Councillor Donauer, Councillor Ford, and Councillor Pearce

Absent (2): Councillor MacDonald, and Mayor Block

CARRIED UNANIMOUSLY

4. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

5. ADOPTION OF MINUTES

Moved By: Councillor Pearce

That the minutes of the regular meeting held on September 3, 2024, of the Standing Policy Committee on Transportation, be adopted.

In Favour: (4): Councillor Dubois, Councillor Donauer, Councillor Ford, and Councillor Pearce

Absent (1): Mayor Block

CARRIED UNANIMOUSLY

Item 7.3.2 was considered next.

6. UNFINISHED BUSINESS

7. ADMINISTRATION AND LEGISLATIVE REPORTS

7.1 Decision Reports

7.2 Approval Reports

7.2.1 Traffic Bylaw Amendments – Parking Area for the Fringe Festival [TS2024-1201]

A report of the Community Services Division was provided and presented by Director of Community Standards Grazier, who responded to questions of the Committee.

Moved By: Councillor Donauer

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the proposed amendments to Bylaw No. 7200, *The Traffic Bylaw, 1991*, as outlined in this report, be approved; and
2. That the City Solicitor be requested to make the necessary amendments to Bylaw No. 7200, *The Traffic Bylaw, 1991*.

In Favour: (5): Councillor Dubois, Councillor Donauer, Councillor Ford, Councillor MacDonald, and Councillor Pearce

Absent (1): Mayor Block

CARRIED UNANIMOUSLY

7.3 Information Reports

Moved By: Councillor Ford

That the reports contained in Items 7.3.1 to 7.3.2 be received as information.

In Favour: (5): Councillor Dubois, Councillor Donauer, Councillor Ford, Councillor MacDonald, and Councillor Pearce

Absent (1): Mayor Block

CARRIED UNANIMOUSLY

7.3.1 Response to Inquiry Former Councillor C. Block – Eastlake Sidewalk Infill [CC2024-0909]

A report of the Transportation and Construction Division was provided and presented by Director of Transportation Magus who responded to questions of the Committee.

Item 11.1 was considered next.

7.3.2 Response to Former Councillor D. Hill Sidewalk Inquiries [TS2024-0704 and CC2024-0705]

A report of the Transportation and Construction Division was provided, and Director of Transportation Magus presented a Power Point. He responded to questions of the Committee.

An email requesting to speak from Nathalie Meszaros with the students of École St. Paul School, dated December 9, 2024.

Councillor MacDonald entered the meeting at 2:03 p.m.

The Committee heard from the following students of École St. Paul:

- Mesochi Anyanwu
- Zoria Gabbruch
- Forest Robertson

Item 7.2.1 was considered next.

8. MOTIONS (Notice Previously Given)

9. URGENT BUSINESS

10. GIVING NOTICE

11. REQUEST TO SPEAK (new matters)

11.1 Susan Jacobucci - The Vestal - Funding to Address the Paving of Back Alleys [TS2024-1204]

A letter requesting to speak from Susan Jacobucci, The Vestal, dated November 20, 2024, was provided.

The Committee heard from Susan Jacobucci.

Moved By: Councillor Donauer

That the information be received and that the matter be referred to the Administration to provide a response to the speaker.

In Favour: (5): Councillor Dubois, Councillor Donauer, Councillor Ford, Councillor MacDonald, and Councillor Pearce

Absent (1): Mayor Block

CARRIED UNANIMOUSLY

12. COMMUNICATIONS (requiring the direction of the Committee)

13. IN CAMERA SESSION

14. RISE AND REPORT

15. ADJOURNMENT

The meeting adjourned at 3:01 p.m.

Councillor B. Dubois, Chair

Deputy City Clerk S. Bryant

Saskatoon Transit 2025 Fleet Renewal Request

ISSUE

City Council approved a long-term Saskatoon Transit fleet renewal plan in December 2023. To fund components of the fleet renewal plan, the City of Saskatoon (City) applied to the Zero Emission Transit Fund (ZETF), a federal funding program to assist in renewing the fleet through the shared federal government funding program. In September 2024, the Administration was notified that its application was denied.

Because the ZETF program was an integral component of the City's proposed long-term fleet renewal plan approved by City Council on December 20, 2023, the Administration is planning to bring forward an updated 10 Year Saskatoon Transit Fleet Renewal strategy to the Standing Policy Committee on Transportation in Q2 of 2025 when the Canadian Urban Transit Research and Innovation Consortium (CUTRIC) Saskatoon Transit Zero Emission Fleet Transition report is also anticipated to be completed and brought forward to Committee. These reports are being brought forward together since the CUTRIC report will influence the 10 year fleet renewal strategy.

However, the Administration has concluded that an interim fleet renewal decision for fleet purchases in 2025 is needed now, so that orders can be placed in time to help provide the City with new buses before the winter of 2026/2027.

BACKGROUND

History

City Council, at its regular business meeting held on November 21, 2022, considered the [Approaches to Address Saskatoon Transit's Long-Term Fleet Renewal and Funding Strategy](#) report, and resolved:

- “1. That the fleet replacement strategy provided in Option 3 – The Fully Accelerated Approach be approved, subject to additional reporting for the 30 diesel articulating buses and subject to a funding strategy for the city contributions for the ZETF program.”

At its meeting held on August 16, 2023, the Governance and Priorities Committee (GPC) received the [2024 – 2035 Major Capital Funding Plan](#) report, which included the funding strategy for the City's contributions for the ZETF program for a total contribution of \$23.5M in 2024 and 2025. The ZETF is an application-based federal program aimed at providing financial support for eligible transit agencies to convert their fleets to zero-emission buses, by providing 50% of eligible costs for bus purchases.¹ This plan was eventually approved by City Council as part of the 2024/2025 Multi-Year Business Plan and Budget Review meeting in November 2023, contingent on federal government funding approval under the ZETF.

¹ For more details, please consult <https://housing-infrastructure.canada.ca/zero-emissions-trans-zero-emissions/index-eng.html>

Potential ZETF funds were included in the budget prior to federal approval because of program requirements to have the funds fully spent by the program deadline of March 31, 2026.

City Council, at its regular business meeting held on December 20, 2023, considered the [Saskatoon Transit Long-Term Fleet Renewal and Funding Strategy Update](#) report and resolved:

- “1. That the updated fleet replacement strategy provided in the report of the Transportation & Construction Division dated December 5, 2023, be approved, subject to approval of funding from the federal government for the Zero Emission Transit Fund (ZETF) program.”

In September 2024, the City received notice from the Housing, Infrastructure and Communities Canada (HICC) that the funding application was unsuccessful. As a result, the funding plan was revised by removing the ZETF funding component of \$23.5M during the 2025 adjusted Multi-Year Business Plan and Budget deliberations.

Current Status

A formal announcement of funding for Saskatoon’s Bus Rapid Transit project under the Investing in Canada Infrastructure Program (ICIP) was made on November 16, 2023. Included within this grant funding approval is \$60M for new buses. In the 2022/2023 and 2024/2025 Multi-Year Business Plan and Budget meetings, \$45M of the total \$60M of City contributions for bus purchases under ICIP was approved under Capital Project P.02328. The remaining \$15M is to be included for approval consideration during the 2026/2027 Multi-Year Business Planning and Budget Deliberations.

Since City Council approved the Saskatoon Transit Fleet Renewal Plan in November 2022, the following bus purchases have been made:

- Two 40-foot battery electric buses entered serviced in July 2024.
- Five 40-foot diesel buses went into service in October 2024.
- Three 60-foot diesel buses were delivered to the Civic Operations Centre in late December 2024 and are anticipated to be in service in late January 2025.
- Ten 40-foot diesel and ten 60-foot diesel buses are on order and anticipated to be delivered in the fall 2025.

Zero Emission Transit Fund

In September 2024, the City was notified that it was unsuccessful in its application to the capital stream of the ZETF program. The ZETF program was an integral component of the City’s proposed long-term fleet renewal plan approved by City Council on December 20, 2023. The ZETF program’s main requirement was to purchase zero-emission buses.

The revised transit fleet renewal plan approved by City Council on December 20, 2023 included 15 40-foot battery electric buses for procurement in 2024 (\$23.5M) and

15 40-foot battery electric buses for procurement in 2025 (\$23.5M) with minimal costs anticipated for supporting charging infrastructure in the Civic Operations Centre (COC). At the time of the development of the revised fleet renewal plan, a detailed assessment had not been completed on the supporting charging infrastructure needs.

Upon further assessment in 2024, it was determined that approximately \$7.3M would be required for charging infrastructure at the COC to support up to 30 battery electric buses (i.e. step down transformers, main switchboard, dispensers and backup power generator). The number of battery electric buses in the ZETF application was subsequently reduced to a total of 24 40-foot buses to remain within the \$47M budget. If the ZETF funding was approved, it would have increased Saskatoon Transit's fleet to a total of 26 battery electric buses as two battery electric buses went into service in July 2024.

The Administration is collaborating with CUTRIC to complete a Zero Emissions Transition Plan for Saskatoon Transit. The planning study evaluates various zero emission fleet mixes compared to a baseline diesel fleet. It is funded through the planning stream of the ZETF with the federal government contributing 80% and the City contributing 20% of the funding. When CUTRIC completes the planning study, Administration plans to bring a report to Committee with the findings, conclusions, and recommendations on the Zero Emissions Transition Plan for Saskatoon Transit. This report is anticipated to be at the Standing Policy Committee on Transportation in Q2 of 2025.

Costs for New Fixed Route Buses

The revised fleet renewal strategy approved on December 20, 2023 was based on anticipated pricing in 2024. The 2025 Saskatoon Transit Fleet Renewal request is based upon anticipated pricing in 2025 of \$1.0M for a 40-foot diesel bus and \$1.4M for a 60-foot diesel bus. For reference, a 40-foot battery electric bus is estimated to cost \$1.5M, which does not include costs for supporting charging infrastructure at the COC estimated at \$250,000 per bus for up to 30 buses.

Only one of the major Canadian bus manufacturers currently produces a 60-foot battery electric bus. The cost for the bus itself is estimated at between \$2.0 and \$2.5M, excluding the cost of supporting charging infrastructure. Due to the high cost and limited suppliers, the Administration is not aware of any 60-foot battery electric buses in service in Canada.

Transitioning to battery electric buses would require more buses to service Saskatoon's transit routes since the battery charge does not last for an entire day of service before requiring a recharge. It is estimated the replacement ratio for an electric battery bus requires approximately 1.20 electric buses to be purchased to replace each diesel bus to maintain the same service levels.

Access Transit

Based on the most recent Saskatoon Transit Asset Management Plan presented to Standing Policy Committee on Transportation in October 2023, half of the paratransit fleet is in 'very poor' condition, with 11 buses expected to be retired at one time. Once the buses reach five or six years in service, they have reached the end of their service life. The average age of the 27 paratransit buses in the fleet in 2023 was 5.8 years.

To maintain the industry standard of a three-year average age and avoid having several units retired at one time, Access Transit requires five new paratransit buses per year. The most recent buses were purchased through reserve funds and the provincial Transit Assistance for People with Disabilities (TAPD) funding program. However, available funding in these two streams does not support the financial requirements of five buses per year, leaving an unfunded gap each year.

The cost of an Access Transit gas bus has increased from approximately \$115,000 in 2018 to approximately \$271,300 in 2025. The paratransit bus zero emission industry is lagging the fixed route industry and Administration is not aware of any Canadian municipalities that currently use zero emission paratransit buses.

Consistent replacement to provide stability in the paratransit fleet requires annual funding of \$1,356,500 (\$2025). Annual reserve transfers for paratransit bus purchases was \$310,000 in 2024 and is \$322,600 in 2025. Additionally, the provincial TAPD program provides \$110,000 annually (\$55,000 per bus for two buses) for a total of \$420,000 in 2024 and \$432,600 in 2025 budgeted for Access Transit bus replacements. This total funding level of reserve contributions and the provincial TAPD program allows for the purchase of two Access Transit buses per year, resulting in a funding gap of three buses to achieve five new buses per year.

The \$322,600 reserve transfer in 2025 was based on the estimated pricing of Access Transit buses when the budget was developed in 2023. Since that time, the estimated cost of a bus has increased further to \$271,300 (\$2025) resulting in a shortfall of \$110,000 in reserve transfers for the two Access Transit buses budgeted in 2025. Coupled with the funding gap of three buses at \$271,300 each, this results in a funding shortfall in 2025 of \$923,900 for the purchase of five Access Transit buses.

Updated 10 Year Saskatoon Transit Fleet Renewal Strategy

Since the ZETF application was denied, the Administration is reassessing Saskatoon Transit's long-term fleet renewal program. The updated 10 year fleet renewal strategy is planned to be presented to the Standing Policy Committee on Transportation in Q2 2025 alongside the CUTRIC Saskatoon Transit Zero Emission Transition Plan report as the CUTRIC study will influence the type of buses (i.e. diesel and/or zero emission buses) proposed in the strategy. The updated strategy will be based on currently available funding streams (ICIP fleet renewal funding of \$60M, city borrowing of \$23.5M, annual reserve contributions and the provincial TAPD program) and the report will identify funding gaps to maintain the fleets to industry standards.

The updated strategy will include both a fixed route fleet and Access Transit fleet renewal strategy. It will consider population growth and anticipated modal shift over time and target meeting industry standards for fleet average age and service life of buses.

As more information becomes available from the federal government on the Canadian Public Transit Funding program anticipated to start in 2026/2027, the Administration will look for opportunities to leverage this future program for fleet replacement.

City of Saskatoon's Current Approach

Saskatoon Transit's fleet renewal strategy is generally aligned with its existing Asset Management Plan but is subject to annual funding approvals. The most recent [Saskatoon Transit Asset Management Plan and report](#) outlining the state of the conventional bus fleet was presented to the Standing Policy Committee on Transportation in October 2023, in preparation for the 2024/2025 Multi-Year Business Plan and Budget Review. The Saskatoon Transit Asset Management Plan will be updated and presented to the Standing Policy Committee on Transportation in the summer of 2025 in preparation for the 2026/27 Multi-Year Business Planning and Budget deliberations.

Approaches in Other Jurisdictions

City of Winnipeg

Winnipeg announced in December 2024 that the 2025 budget instructs Winnipeg Transit to purchase diesel buses starting in 2027 due to the high capital costs associated with battery electric buses. The revised direction is based on using available funding to maximize the number of new bus purchases to position better for providing a reliable, dependable service with improved customer service to encourage more people to transition from cars to buses.

City of Calgary

In June 2023, the City of Calgary procured an order of 259 40-foot battery electric buses with a grant from the federal government but has experienced procurement delays and seen increasing costs for battery electric buses due to the demand associated with transition programs funded in part by the federal government. The program was scaled back to 180 buses due to higher bus purchase costs. The 180 battery electric buses are expected to be delivered in 2026 and be in operation in late 2027/early 2028. Calgary Transit is adding vehicles powered by several different sources, including compressed natural gas, electric and gas-powered vehicles, in addition to diesel. The City of Calgary has 240 40-foot compressed natural gas buses in their fleet with plans to operate 450 buses by 2027.

City of Edmonton

Between February 2019 and August 2021, the City of Edmonton purchased 60 battery electric buses. The buses remain in the fleet but have not performed as expected with no further battery electric buses introduced to the fleet. Edmonton Transit is now testing two hydrogen fuel cell electric buses in the fleet.

City of Regina

On February 9, 2024, the federal government announced a combined investment of \$52.2M over three years with the City of Regina to purchase 20 40-foot battery electric buses and related charging infrastructure, which works out to \$2.6M/bus. Seven buses have been ordered for delivery in 2025 at a cost of \$10.8M with plans to purchase 13 more in 2026 at a cost of \$22.4M. Additionally, \$21.2M will be needed for facility upgrades and infrastructure to support the electric buses.

OPTIONS

The Saskatoon Transit Fleet Renewal Plan approved by City Council in December 2023 included the purchase of 15 40-foot battery electric buses in 2024 (\$23.5M) and 15 40-foot battery electric buses in 2025 (\$23.5M) for a total of \$47.0M, subject to approval of 50% federal funding through the ZETF program. The City's ZETF application was subsequently revised in 2024 to include 24 40-foot battery electric buses and \$7.3M to support the required charging infrastructure at the COC. The strategy did not include any additional funding for Access Transit bus replacements.

As noted, the updated 10 year fleet renewal strategy is planned to be presented to the Standing Policy Committee on Transportation in Q2 2025 alongside the CUTRIC Saskatoon Transit Zero Emission Transition Plan report. However, an interim fleet renewal decision is needed to address pressures due to increasing ridership and the aging fleet. Given that the ZETF funding was denied, this leaves \$23.5M of approved City contribution borrowing available for bus purchases. The options proposed in this section use that fiscal ceiling to guide the adjusted Saskatoon Transit fleet renewal request for 2025.

For each option, the following fleet costs are used:

- Fixed Route 40-foot diesel bus - \$1M
- Fixed Route 60-foot diesel bus - \$1.4M
- Access Transit bus - \$271,300
- Fixed-Route 40-foot battery electric bus - \$1.75M
- The Administration is recommending delaying procurement of 60-foot battery electric buses until such time as more vendors are manufacturing the buses and there are some in service in other jurisdictions.

Option 1 – Purchase Fixed Route Diesel Buses and Access Transit Gas Buses

This option proposes to purchase:

- 17 40-foot diesel buses - \$17M;
- 4 60-foot diesel buses - \$5.6M; and
- 3 Access Transit gas buses plus 2025 inflation - \$923,900.
- Total - \$23,523,900

Option 2 – Purchase Fixed Route Battery Electric Buses and Access Transit Gas Buses

This option proposes to purchase:

- 13 40-foot battery electric buses - \$22.75M; and
- 3 Access Transit gas buses plus 2025 inflation - \$923,900.
- Total - \$23,673,900

Option 3 – Purchase a Combination of Fixed Route Diesel Buses and Battery Electric Buses and Access Transit Gas Buses

This option proposes to purchase:

- Combination of 40-foot diesel buses, 60-foot diesel buses and 40-foot battery electric buses totalling \$22,576,100; and
- 3 Access Transit gas buses plus 2025 inflation - \$923,900.
- Total - \$23,500,000

Option 4 – Purchase Fixed Route Diesel Buses

This option proposes to purchase:

- 23 40-foot diesel buses - \$23M.
- Total - \$23,000,000

Option 5 – Purchase Fixed Route Battery Electric Buses

This option proposes to purchase:

- 13 40-foot battery electric buses - \$22.75M.
- Total - \$22,750,000

Option 6 – Purchase a Combination of Fixed Route Diesel Buses and Battery Electric Buses

This option proposes to purchase:

- Combination of 40-foot diesel buses, 60-foot diesel buses and 40-foot battery electric buses - \$23.5M
- Total - \$23,500,000

Option 7 – Purchase An Equivalent Number of 40 Foot Battery Electric, Fixed Route 60 Foot Diesel Buses and Access Transit Gas Buses

This option proposes to purchase:

- Using an equivalency ratio of 1.20 battery electric buses to 1.0 diesel buses, this would result in the equivalency of 21 battery electric buses (17 diesel buses x 1.20) at a cost of \$36.75M;
- 4 60-foot diesel buses - \$5.6M; and
- 3 Access Transit gas buses plus 2025 inflation - \$923,900.
- Total - \$43,273,900

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the 2025 Saskatoon Transit Fleet Replacement request provided in Option 1 – Purchase Fixed Route Diesel Buses and Access Transit Gas Buses be approved, funded from \$23.5M of city contribution borrowing approved in the 2024 and 2025 budget;
2. That Capital Project P.00583 Transit Replacement Buses be increased by \$23,900 funded from the Transit Vehicles Replacement Reserve; and
3. That \$923,900 of borrowing be removed from Capital Project P.00583 Transit Replacement Buses and transferred to P.02095 Access Transit Bus Replacement, subject to public notice

RATIONALE

Administration is recommending Option 1 for the following reasons:

1. Maximizes the number of bus purchases with the available funding.

Factoring in the 20 buses expected to be delivered by the fall/winter of 2025, the average fixed route transit fleet age at the end of 2025 will be approximately 8.6 years (industry standard of 7.5 years) with the maximum bus age at 18 years and 22 buses in the fleet beyond the service life of 15 years. With the purchase of a total of 21 diesel buses in Option 1 for delivery in late 2026, the average age of the fleet at the end of 2026 will be reduced to 7.0 years, with the maximum bus age remaining at 18 years and 10 buses over the service life of 15 years. Options 2, 3, 5 and 6 will provide for fewer bus purchases than Option 1 which will result in a higher average age and number of buses in the fleet beyond the 15 year service life than Option 1 and carry forward into future years as well. In addition, battery electric buses will not have sufficient charge to run for an entire shift on longer routes and will need to travel back to COC in mid-shift for recharging, requiring another bus to complete the route. The reduction in the number of newer buses in the fleet and requirement for additional buses to service longer routes with Options 2, 3, 5 and 6 will increase the risks of not meeting service requirements during AM and PM peak hours due to potential bus shortages and also limit opportunities for future service expansion into new neighbourhoods or adding buses to routes with high ridership to address ridership demands.

2. Provides for three additional Access Transit bus purchases

Option 1 allows for the purchase of three additional Access Transit buses to supplement the two currently budgeted purchases from current reserves and TAPD funding to allow for the purchase of five total buses to meet the Asset Management Plan lifecycle replacement requirements for 2025. Addressing the Asset Management Plan lifecycle replacement requirements at this time will help mitigate against Access Transit experiencing risks to meeting levels of service due to bus shortages experienced due to an aging fleet with downtime due to mechanical issues.

3. Time is of the essence to procure the 2025 bus purchases

From the start of the procurement process to the time of bus delivery is between 18 and 24 months. For a target delivery date of the fall 2026 for the 2025 bus purchases requires the procurement process to start as soon as possible. If City Council approves Option 1 in January 2025, the procurement process can start in February 2025 with bus purchases anticipated between June and December 2026.

4. Allows for additional time to further assess battery electric bus performance

Proceeding with Option 1 will allow for additional time to assess the two battery electric buses that went into operation in Saskatoon Transit in July 2024 as well as learnings from the zero emission transition of other transit agencies across Canada before making further investments in zero emission buses.

In the first six months of operation, there have been some issues with downtime for the two battery electric buses in the Saskatoon Transit fleet that have limited operations to 2,500 km for one unit and 1,100 km for the second unit. The manufacturer has been onsite at COC on several occasions to address the issues under warranty. The five diesel buses that went into service in October 2024 have operated without issues and been in service for between 16,000 and 21,000 kms for each bus. Delaying purchases of additional battery electric buses for at least one year will allow for additional time to assess the operation and performance of the two battery electric buses in the current fleet.

Delaying the purchase of battery electric buses until the CUTRIC Saskatoon Transit Zero Emission Transition Strategy report is complete and presented to the Standing Policy Committee on Transportation will also allow for the findings, conclusions and recommendations to be considered in the decision for purchases of zero emission buses, including analysis on the total cost of ownership and green house gas reductions compared to the baseline case of a diesel fleet.

Saskatoon Transit will continue to monitor the transition strategies of other Canadian jurisdictions and advancements in technology in battery electric buses as well as other forms of propulsion currently on the market such as hydrogen fuel cell electric battery buses, hybrid buses and compressed natural gas buses.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

If approved, Option 1 will be funded with \$23.5M of City contributions from borrowing approved in the 2024 and 2025 budgets and \$23,900 from the Transit Vehicle Replacement Reserve.

Purchasing the maximum number of buses with available funding will position better for a reliable and dependable fleet that will result in improved customer service and a cost-effective transportation option that will encourage and entice a modal shift from vehicles to public transit with a resulting green house gas reduction in passenger vehicle

emissions due to less vehicles on the road and reduced traffic congestion during AM and PM peak hours.

NEXT STEPS

If approved, the Administration will proceed with procurement of 21 diesel-powered buses for anticipated commissioning in late 2026, and five gas-powered Access Transit buses for anticipated commissioning in late 2025. If approved, the Administration will bring forward a public notice report for authorization to transfer the borrowing from P.00583 Transit Replacement Buses and transferred to P.02095 Access Transit Bus Replacement.

As more information becomes available from the federal government on the Canadian Public Transit Funding program announced to start in 2026/2027, the Administration will explore this and other funding opportunities to leverage funding for fleet replacement and/or growth when the current federal ICIP program funding has been exhausted.

The Administration may adjust the exact numbers of buses ordered as outlined in this report based on factors such as actual tender prices and procurement timing. The numbers of buses in this report outline the overall 2025 Saskatoon Transit fleet purchase plan, and the Administration will report back to City Council only if significant deviation from the plan is being considered.

Administration is planning to bring forward an updated 10 Year Saskatoon Transit Fleet Renewal strategy to Committee in Q2 of 2025 when the CUTRIC Saskatoon Transit Zero Emission Fleet Transition report is also anticipated to be completed and brought forward to Committee.

The updated 10 year fleet renewal strategy will include both fixed route fleet and Access Transit fleet renewal, population growth and forecasted modal split increases, and be based on current available funding through the ICIP fleet renewal (\$60M), City contributions from borrowing (\$23.5M), reserve contributions and TAPD funding assistance. The updated 10 year fleet renewal strategy will be available for consideration in the 2026/2027 Multi-Year Business Planning and Budget deliberations.

Report Approval

Reviewed by: Mike Moellenbeck, Director of Saskatoon Transit
Mike Jordan, Chief Public Policy and Government Relations Officer
Kari Smith, Director of Finance

Written and Approved by: Terry Schmidt, General Manager, Transportation and Construction

Shared Electric Kick Scooter Program Pilot – 2025 Update

ISSUE

The final operating season of the shared electric kick scooter (shared e-scooter) pilot project was completed in the fall of 2024. This report presents the outcomes of the pilot project and recommendations for permitting shared e-scooters moving forward.

BACKGROUND

History

The shared e-scooter pilot project began in the spring of 2023 and ended in the fall of 2024. The two vendors who operated shared e-scooters were Bird and Neuron.

Detailed background information on the shared e-scooter pilot project is included in Appendix 1. The approved shared e-scooter regulatory framework is included in Appendix 2. Highlights of the regulatory framework are included in Appendix 3. The permits provided to Bird and Neuron for the pilot project were in accordance with the approved regulatory framework.

Current Status

Pilot Project Statistics

The information below provides a few statistical outcomes of the pilot project.

Item	Outcomes	
	2023	2024
Total trips	114,317	104,625
Total kilometres	311,036 km	279,440 km
Average distance	2.72 km	2.67 km
Average ride duration (minutes)	16.86 min	15.18 min
Metric tonnes of CO ₂ emissions removed *	13.34 t	10.75 t
Unique riders	32,091	26,021
Percentage of rides starting in a Business Improvement District (BID)	43%	44%
Percentage of rides ending in a Business Improvement District (BID)	40%	42%
Total number of residents participating in a reduced pass price option (i.e., low income, students, etc.)	106	226
Number of community events (ScootSafe educational events**)	8	11

*Estimated calculation using the number of e-scooter trips that replaced a car

**These events included the vendors setting up an area where they completed some or all of the following: distributed free helmets, showed residents how to use the app, how to safely ride the e-scooter and also answered any questions residents had.

Information on the pilot project outcomes from Bird is included in Appendix 4. Information on the pilot project outcomes from Neuron is included in Appendix 5.

Pilot Project Surveys

Four different surveys were completed. Bird and Neuron conducted surveys with their registered users. The City of Saskatoon completed an open survey on the Engage page

and also contracted Inshightrix to complete a survey. Information from each survey is summarized in Appendix 6.

Survey information provided by Neuron is provided in Appendix 5 (Neuron combined their pilot project outcomes and survey results in one document). Survey information provided by Bird is provided in Appendix 7. Survey information conducted by the City of Saskatoon is provided in Appendix 8. Survey information conducted by Inshightrix is provided in Appendix 9.

Concerns and Complaints

The City of Saskatoon, Bird, and Neuron received approximately 100 complaints during year two of the pilot, with several of the complaints related to privately owned e-scooters. The number of complaints is similar to what was seen in year one of the pilot project. The most common complaints were e-scooters parked incorrectly, sidewalk riding, and unsafe riding. The Administration worked with Bird and Neuron to address these issues and less concerns and complaints were received as the season progressed. Early in the season, Administration worked with the vendors to undertake sidewalk riding tests in some of the busier sidewalk locations to confirm the e-scooters would stop operating when on a sidewalk. The Administration will continue to work with the e-scooter providers to address issues in a timely manner.

The e-scooter vendors banned 11 riders from their apps, with the most common offense being repeated incorrect parking of an e-scooter.

Information on common complaints received and approaches to mitigate are provided below.

Item	Mitigations
Sidewalk riding	<ul style="list-style-type: none"> • Administration will continue to work with vendors as they adjust their technology to mitigate this. • Vendors will continue to educate riders.
Unsafe riding (no helmet, operating contrary to the rules of the road, etc.)	<ul style="list-style-type: none"> • Vendors will continue to educate riders. • Vendors will continue to host public events to demonstrate safe riding and answer questions. • Bylaw enforcement for offenders.
Parking e-scooters incorrectly	<ul style="list-style-type: none"> • Vendors will continue to educate riders. • Vendors will continue to improve on response time to reports of incorrectly parked scooters. • Vendor rider banning for repeat offenders.

Injury Information

The Saskatchewan Health Authority (SHA) shared data for Emergency Department visits from April 1, 2024 to July 31, 2024 for individuals suffering an injury riding an e-scooter. During this period, there were 53 visits. The information does not differentiate between private e-scooters and shared e-scooters in the pilot program. A summary report from SHA is provided in Appendix 10. The Administration received approval from the SHA to publicly share the summary report.

The vendors reported a total of 14 injuries during the 2024 season.

Saskatoon Police Service noted two accidents that were classified with minor injuries to the e-scooter operator. Both accidents involved an e-scooter and a motor vehicle. There was also a collision between a motor vehicle and a shared e-scooter that led to the death of the operator of the e-scooter. The driver of the motor vehicle was arrested and is facing charges of fleeing the scene of an accident, operating a motor vehicle while impaired and operating a motor vehicle while having a blood alcohol concentration exceeding 80 mg of alcohol causing death.

Stakeholder Feedback

The following table summarizes the organizations that were contacted to hear their comments about the e-scooter pilot project.

Organization	Date	Comments
Saskatoon Police Services	December 11, 2024	Written comments
Sutherland BID	November 29, 2024	Written comments
Broadway BID	December 10, 2024	Written comments
Downtown BID	N/A	No response
Riversdale BID	N/A	No response
33 rd Street BID	N/A	No response

Saskatoon Police Services (SPS) – During the 2024 season, SPS were involved in four motor vehicle accidents involving e-scooters. SPS issued two tickets and one warning to e-scooter operators. One ticket was for not wearing a helmet and the other was for not obeying a stop sign. The warning was for sidewalk riding.

Sutherland BID – They feel there are safety concerns involving e-scooters with the increasing traffic along Central Avenue. E-scooter users riding along sidewalks/pathways and not complying with rules is a concern.

Broadway BID – They have heard comments that the e-scooters are abandoned and incorrectly parked, unsafe and that riders are not using helmets. They also shared that the e-scooters bring in tourists, offer a good way to see the neighbourhood and move around, are environmentally friendly and provide a service to Saskatoon. The BID shared that e-scooters should continue being available.

Approaches in Other Jurisdictions

Other cities (Calgary, Ottawa) followed a similar approach of a pilot project or trial period for shared e-scooters in their respective cities before determining if they should be allowed permanently. A summary of the status of shared e-scooter in western Canada is included in Appendix 11.

OPTIONS

The Administration explored two options as follows.

Option 1 – Permit shared e-scooters on the public right-of-way.

This option would end the pilot project and allow shared e-scooters on the public right-of-way seasonally every year via a permit process.

Pros:

- Provides another transportation option.
- Less expensive mode of travel compared to driving a vehicle.
- Provides recreation and tourism opportunities.
- More environmentally friendly transportation option than driving a vehicle.
- Reduces parking demand for vehicles.
- Potential timesaving for travel versus other modes of transportation.

Cons:

- Can be mis-parked or abandoned.
- Potential for unlawful riding on sidewalks.
- Risks with unsafe driving.
- Weather dependent.
- Risk of rider or pedestrian injuries.

Mitigations for the potential cons have been outlined in the Concerns and Complaints section of the report.

Option 2 – Do not permit shared e-scooters on the public right-of-way.

This option would end the pilot project and no further work would be undertaken to enable legal operation of shared e-scooters on the public right-of-way.

Pros:

- Eliminates potential for mis-parked and/or abandoned shared e-scooters, shared e-scooter sidewalk riding, or unsafe shared e-scooter driving as they would no longer be available for rent.

Cons:

- Loss of opportunities for a cost-effective transportation option, potential travel time saving versus other modes of transportation, a more environmentally friendly transportation option than driving a vehicle, reduced parking demand for vehicles, and recreation and tourism activities.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Option 1 – Permit shared e-scooters on the public right-of-way be approved;
2. That shared e-scooters be permitted under Bylaw 7200, The Traffic Bylaw, 1991, and that vendors be acquired through a competitive procurement process to a maximum of two qualified vendors; and
3. That the City Solicitor’s Office be requested to amend Bylaw 7200, The Traffic Bylaw, 1991, as outlined in this report.

RATIONALE

The recommended option is Option 1 – Permit shared e-scooters on the public right-of-way with the following rationale:

- Provides another transportation option.
- Less expensive mode of travel compared to driving a vehicle.
- Provides recreation and tourism opportunities.
- More environmentally friendly transportation option than driving a vehicle.
- Reduces parking demand for vehicles.
- Potential timesaving for travel versus other modes of transportation.
- Overall stakeholder and public survey results show general support for the continued use of shared e-scooters.
- The number of complaints in the second year of the pilot project (100) are manageable through various mitigation methods by the vendors and Administration.
- The Administration will continue to work with shared e-scooter vendors to resolve issues and concerns as they arise.
- Shared e-scooters operate in many other Canadian cities such as Victoria, Vancouver, Edmonton, Calgary, and Regina.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

The use of private e-scooters on the public right-of-way, currently illegal, will be the subject of a report to the Standing Policy Committee on Transportation planned for late spring/early summer 2025.

If Option 1 is approved, the Administration will publish a Request for Applications to potentially award permit(s) to a maximum of two vendors operating a total of up to 500 shared e-scooters in Saskatoon. Permits will be five years in length with a fee of \$22,000 + GST each season and \$100 for each designated parking area. If parking areas are required on the street, parking fees outlined in Bylaw No. 7200 – The Traffic Bylaw, 1991 will apply. If two vendors are selected, the fees will be shared by both vendors proportionate to the number of e-scooters they operate in the City. The fees are unchanged from what was in place during the two-year pilot. The program is revenue neutral to the City.

A five-year contract, with appropriate language for contract termination for non-compliance, will provide security and stability to the program for both the City and the vendor(s).

COMMUNICATION ACTIVITIES

If Option 1 is approved, a public service announcement will be provided informing the public the pilot project has been completed, and shared e-scooters will be permitted seasonally through a permit process with vendors moving forward.

NEXT STEPS

If Option 1 is approved, Administration will work with Solicitor’s Office to make any necessary changes to Bylaw No. 7200 – The Traffic Bylaw, 1991 and then proceed with the Request for Applications.

APPENDICES

1. Project Background
2. 2023 Shared Electric Kick Scooter Program Pilot: Regulatory Framework
3. Highlights of the Regulatory Framework
4. Pilot Project Outcomes - Bird
5. Pilot Project Outcomes and Survey – Neuron
6. Summary of Survey Results
7. Pilot Project Survey - Bird
8. City of Saskatoon Survey Results
9. Inshtrix Survey Results
10. SHA Emergency Department Visits for Fall Involving Electric (Motorized) Scooter
11. Summary of shared e-scooters in western Canada

Report Approval

Written by: Chris Helt, Special Projects Manager, Transportation
Reviewed by: Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation & Construction

Project Background

At its meeting held on April 26, 2021, City Council considered the Electric Scooters Framework Viability Review [report](#), and resolved:

- “1. That the Administration begin work on this project as part of the 2022 department work plans, with work beginning the spring 2022 with a go-live pilot project date of spring 2023 for electric scooters; and
2. That city Council write a letter to the Minister responsible for SGI to request an exemption for electric scooters similar to the exemption that exists for Electric bicycles.”

On September 22, 2022, the Province of Saskatchewan released *The Limited Speed Motor Vehicle Regulations, 2022*, which focuses on e-scooter use. The regulations state the following:

- Helmets will be required.
- Drivers must be at least 16 years of age.
- Maximum operating speed of 24 km/h.
- Restricts use to streets with posted speed limit of 50 km/h or lower.
- If designated bicycle lanes exist on a street, then e-scooter must utilize the bicycle lane while operating on that street.
- Legal operation is all subject to a municipality enacting a bylaw governing operation on the streets of said municipality.

The Limited Speed Motor Vehicle Regulations, 2022 are attached.

At its meeting held on November 21, 2022, City Council considered the Shared Electric Kick Scooter Program Pilot [report](#) and resolved, in part:

- “1. That the shared electric kick scooter pilot project regulatory framework as outlined in this report be approved but that the scope of the project includes two vendors instead of the one proposed in the first year of the electric kick scooter pilot project.
2. That the City Solicitor be requested to prepare the appropriate bylaw amendments to enable the pilot project to proceed; and
3. That the designated parking area fee structure be approved.”

At its meeting held on March 5, 2024, the Standing Policy Committee on Transportation received an information [report](#) on the first year of the shared e-scooter pilot project.



Province of Saskatchewan


Registrar of Regulations

Filed SEP 15 2022


RRS T-18.1 Reg 19

Order in Council 423/2022

Approved and Ordered: 15 September 2022


Lieutenant Governor

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, makes *The Limited Speed Motor Vehicle Regulations* in accordance with the attached Schedule.


President of the Executive Council

(For administrative purposes only.)

Recommended by: Minister Responsible for Saskatchewan Government Insurance

Authority: *The Traffic Safety Act, section 287*

JAG DM 31-08-22

SCHEDULE to OC 423/2022

PART 1
Preliminary Matters

Title

1 These regulations may be cited as *The Limited Speed Motor Vehicle Regulations*.

Definitions and interpretation

2(1) In these regulations:

“**Act**” means *The Traffic Safety Act*;

“**electric kick scooter**” means a limited speed motor vehicle that:

- (a) has up to four wheels that are no more than 430 millimetres in diameter and that are placed along the same longitudinal axis with one or two wheels at the front of the vehicle and one or two wheels at the rear of the vehicle;
- (b) has a platform for standing along the longitudinal axis between the front wheels and the rear wheels;
- (c) has a steering handlebar that acts directly on the steerable wheels at the front of the vehicle;
- (d) has one or more electric motors that:
 - (i) are powered solely by one or more electric batteries;
 - (ii) have a continuous power output rating that in total does not exceed 500 watts;
 - (iii) are not capable of propelling the vehicle at a speed that exceeds 24 kilometres per hour on a clean, paved and level surface; and
 - (iv) cease to propel the vehicle forward if the accelerator is released or if the brakes are applied;
- (e) weighs no more than 45 kilograms when unladen, including the motor and batteries;
- (f) is equipped with a braking system that can bring the vehicle to a complete stop within 9 metres of the point at which the brakes are applied while the vehicle is operated at a speed of 24 kilometres per hour on a clean, paved and level surface; and

(g) is not equipped with:

- (i) a seat or surface or structure that could be used as a seat;
- (ii) pedals; or
- (iii) any structure enclosing it;

“limited speed motor vehicle”, subject to subsection (2), means any motor vehicle that has a maximum attainable speed of less than 32 kilometres per hour on a clean, paved and level surface;

“park” includes a provincial park as defined in *The Parks Act* and a regional park as defined in *The Regional Parks Act, 2013*.

(2) A limited speed motor vehicle does not include a golf cart or a power assisted bicycle.

PART 2

Vehicle Registration and Driver’s Licences

Class of vehicle established

3 A class of vehicles to be called “Class LSMV” is established consisting of limited speed motor vehicles.

No requirement for certificate of registration or registration permit

4 Subsection 57(1) of the Act does not apply to the operation of Class LSMV vehicles.

No requirement to hold a driver’s licence

5 Subsection 32(1) of the Act does not apply to the operation of Class LSMV vehicles.

PART 3

Operation of Class LSMV Vehicles

No operation of Class LSMV vehicles on a highway

6(1) No person shall operate a limited speed motor vehicle that is not an electric kick scooter on a highway.

(2) No person shall operate an electric kick scooter on a highway unless:

- (a) the highway is within a municipality and the municipality has enacted bylaws that govern the operation of electric kick scooters on that highway; or
- (b) the highway is within a park and that park has enacted regulations or bylaws that govern the operation of electric kick scooters on that highway.

(3) No person shall operate an electric kick scooter unless the person is 16 years of age or older.

Municipal bylaws

- 7(1) Subject to these regulations, a municipality may enact bylaws permitting the operation of electric kick scooters on a highway.
- (2) If a municipality enacts bylaws pursuant to subsection (1), those bylaws must:
- (a) specify the highway or the part of the highway where electric kick scooters may be operated;
 - (b) prohibit the operation of electric kick scooters:
 - (i) on any highway or part of a highway with a speed limit of greater than 50 kilometres per hour unless that highway is equipped with a designated bicycle lane and the bylaws require electric kick scooters to be operated within that bicycle lane; and
 - (ii) for the purpose of crossing a highway, on a crosswalk unless a bylaw of the municipality permits the operation of bicycles on that crosswalk; and
 - (c) require electric kick scooters to be operated in a designated bicycle lane if a highway or any part of a highway has a speed limit no greater than 50 kilometres per hour and has a designated bicycle lane.
- (3) A municipality must notify the administrator as soon as is practicable after enacting, amending or repealing bylaws described in this section.

Park bylaws or regulations

- 8(1) Subject to these regulations, a park authority may enact bylaws or regulations permitting the operation of electric kick scooters on a highway.
- (2) If a park enacts bylaws or regulations pursuant to subsection (1), those bylaws or regulations must:
- (a) specify the highway or the part of the highway where electric kick scooters may be operated;
 - (b) prohibit the operation of electric kick scooters:
 - (i) on any highway with a speed limit of greater than 50 kilometres per hour unless that highway is equipped with a designated bicycle lane and the bylaws or regulations require electric kick scooters to be operated within that bicycle lane; and
 - (ii) for the purpose of crossing a highway, on a crosswalk unless the bylaws or regulations of the park permit the operation of bicycles on that crosswalk; and
 - (c) require electric kick scooters to be operated in a designated bicycle lane if a highway or any part of a highway has a speed limit no greater than 50 kilometres per hour and has a designated bicycle lane.
- (3) A park must notify the administrator as soon as is practicable after enacting, amending, or repealing bylaws or regulations described in this section.

Act and regulations prevail

9 The Act and these regulations prevail in the case of any conflict between the Act or these regulations and:

- (a) bylaws enacted in accordance with section 7; or
- (b) bylaws or regulations enacted pursuant to section 8.

PART 4

Vehicle Standards and Equipment for Electric Kick Scooters

Operation requirements

10 No person shall operate an electric kick scooter on a highway unless the electric kick scooter meets all the requirements of this Part.

Equipment standards

11 An electric kick scooter must:

- (a) be equipped with a bell or horn;
- (b) have its battery and motor securely fastened to the electric kick scooter in a manner that prevents movement of the battery and motor in any direction relative to the electric kick scooter; and
- (c) have all electrical terminals completely insulated or covered.

Lights

12(1) No person shall operate an electric kick scooter on a highway between half an hour after sunset and half an hour before sunrise unless the electric kick scooter is equipped with:

- (a) a lamp that emits a white or amber light facing to the front of the electric kick scooter and that under normal atmospheric conditions is visible from at least 150 metres in the direction the electric kick scooter is pointed; and
- (b) a lamp that emits a visible red light facing to the rear of the electric kick scooter.

(2) The lights required pursuant to subsection (1) may be:

- (a) attached to the electric kick scooter; or
- (b) carried or worn by the person operating the electric kick scooter.

PART 5

Safety Equipment for Electric Kick Scooters

Helmet

13(1) Subject to subsection (2), every person who operates an electric kick scooter on a highway must wear a helmet that bears a manufacturer label to indicate compliance with one of the following standards:

(a) a motorcycle helmet that meets one of the following standards:

- (i) Canadian Standards Association;
- (ii) British Standards Institution;
- (iii) American National Standards Institute;
- (iv) United States Department of Transport;
- (v) Snell Memorial Foundation;
- (vi) Economic Commission for Europe;

(b) a bicycle safety helmet that meets one of the following standards or applications:

- (i) Canadian Standards Association;
- (ii) American National Standards Institute;
- (iii) American Society of Testing and Material Standards;
- (iv) Snell Memorial Foundation.

(2) The administrator may approve a helmet for use on an electric kick scooter that does not meet the requirements of subsection (1) if the administrator is satisfied that the helmet is safe and that it is not contrary to the public interest to do so.

(3) If a person operating an electric kick scooter requires a helmet, that helmet must be securely held in position on the person's head by the straps and fasteners supplied by the manufacturer.

PART 6

Operating Standards and Rules for Electric Kick Scooters

Use and operation

14 No person shall operate an electric kick scooter on a highway:

- (a) abreast of another vehicle or motor vehicle on a highway;
- (b) without at least one hand on the steering handlebar of the electric kick scooter;
- (c) without sounding the bell or horn attached to the electric kick scooter when it is reasonably necessary to notify cyclists, pedestrians, or others of the person's approach;

LIMITED SPEED MOTOR VEHICLE REGULATIONS

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- (d) in a position other than standing on the platform of the electric kick scooter;
- (e) while transporting another person on the electric kick scooter;
- (f) while towing another person, vehicle, motor vehicle, bicycle, or device;
- (g) contrary to any bylaws enacted by a municipality;
- (h) contrary to any bylaws or regulations enacted by a park.

General rules

- 15(1) No person shall leave an electric kick scooter unattended in a location intended for the movement of traffic.
- (2) No person shall allow an electric kick scooter to be towed by another person, vehicle, motor vehicle, bicycle, or device.
- (3) In addition to the rights and duties imposed by these regulations, Part XVI of the Act applies with any necessary modification to a person who operates an electric kick scooter on a highway.

PART 7 Coming into Force

Coming into force

- 16 These regulations come into force on the day on which they are filed with the Registrar of Regulations.



2023 Shared Electric Kick Scooter Program Pilot: Regulatory Framework

October 2022

Contents

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Appendix A: Potential Service Area

Appendix B: Parking Reference Material

1.0 Framework for Shared Electric Kick Scooter Program

The City of Saskatoon (**The City**) is planning a two-year **Pilot** for the regulation of **Shared Electric Kick Scooters**, beginning in April of 2023, and ending in October of 2024. For the first **Operating Season**, one **Electric Kick Scooter** vendor will be chosen through a Request for Proposal procurement process, with the option of expanding to two **Electric Kick Scooter** vendors in the second **Operating Season**. Permission to use **City** transportation infrastructure will be granted through an **Agreement**. **The City** will provide the framework for the **Shared Electric Kick Scooter** Program, the **Pilot** will be fully funded and operated by the **Agreement** holder(s).

Operation of **Shared Electric Kick Scooters** is permitted by the Province of Saskatchewan through *The Limited Speed Motor Vehicles Regulations* which enables a municipality to enact a bylaw governing operation within the boundaries of that municipality. A bylaw enacted in compliance with the *Regulations* is required before operation of **Shared Electric Kick Scooters** is permitted within municipal boundaries.

2.0 Components of Framework for Shared Electric Kick Scooter Program

This framework for the **Shared Electric Kick Scooter** Program is divided into the following components:

- Pilot;**
- Definitions;**
- Shared Electric Kick Scooter Application Process;**
- Shared Electric Kick Scooter Program Requirements;**
- Appendices:**
 - A. Potential Service Area**
 - B. Parking Reference Material**

The **Applicant** must review, understand, and agree to each of these components as they all relate to the operation of the **Shared Electric Kick Scooter** Program. The **Appendices** attached to the framework form part of this framework document and contain obligations of the **Agreement** holder.

3.0 Pilot

On **INSERT DATE HERE**, Council resolved to implement a two-year **Shared Electric Kick Scooter** Program **Pilot**, allowing up to 500 shared **Electric Kick Scooters**.

The operation period for the **Pilot** is planned from April 15, 2023 until October 31, 2024, with the **Electric Kick Scooters** being removed from November 1 to April 14 each year. Through working with relevant stakeholders, a **Pilot** Assessment Plan will be developed. The results of this assessment will help determine if the **Shared Electric Kick Scooter** Program will continue after the **Pilot**.

The City may at any time in its sole discretion, adjust any of the current requirements and conditions contained within this framework or add new requirements or conditions based on feedback from the citizens of Saskatoon, safety concerns, changing needs and priorities, and to accommodate advancements in technology.

4.0 Definitions

In the framework defined terms are bolded and capitalized and have the following meanings:

“**Applicant**” means a person or corporation that submits a Proposal during the Request for Proposal procurement process for the **Shared Electric Kick Scooter** Program.

“**Agreement**” means the **NAME OF AGREEMENT**.

“**Application**” means the Proposal submitted during the Request for Proposal procurement process for the **Shared Electric Kick Scooter** Program.

“**Bylaw**” means the bylaws passed by Council of the City of Saskatoon, as may be amended or repealed and replaced from time to time.

“**Customer**” means a person or corporation that rents an **Electric Kick Scooter** from an **Agreement** holder for any amount of time.

“**Electric Kick Scooter**” means an electric kick scooter as defined in *The Limited Speed Motor Vehicles Regulations*.

“**Furniture Zone**” means the area for all street furniture, street lights, recycling and waste receptacles, bicycle racks, and acts as a buffer between the street and the pedestrian sidewalk. (See Appendix B, Figure B-1)

“**Geo-fencing**” or “**Geo-fence**” means a virtual geographic boundary, defined by the Global Positioning System (GPS), radio-frequency identification (RFID), or other technology, that enables the **Agreement** holder to cause certain actions when an **Electric Kick Scooter** in its fleet enters or leaves an area, including regulating speed or issuing notifications.

“**In-App**” means the **Agreement** holders piece of software for a **Customers** phone that will have to be downloaded in order to connect to the **Agreement** holders **Shared Electric Kick Scooter** system.

“**Indemnified Parties**” means **The City** and **The City’s** elected officials, officers, agents, employees, and volunteers.

“**Legislation**” any status or proclamation or any delegated or subordinate legislation including regulations and bylaws, in force in the Province of Saskatchewan, as may be amended or repealed and replaced from time to time.

“**Operating Season**” means **Electric Kick Scooter** operations conducted from April 15 to October 31 of a calendar year, as may be amended from time to time.

“**Maximum Fleet Size**” means the total number of **Electric Kick Scooters** an **Agreement** holder is permitted to have in operation, excluding any **Electric Kick Scooters** out of operation for maintenance.

“**Pilot**” means the **Shared Electric Kick Scooter** Program operating from April 15, 2023 to October 31, 2024.

“**Rebalancing**” means the redistribution of **Electric Kick Scooters** to respond to **Customer** needs within the **Service Area** and to address locations that have too many or too few parked.

“**Service Area**” means the geographic area that an **Agreement** holder designates where they will allow a **Customer** to start or end a **Trip**.

“**Shared Electric Kick Scooters**” means a system of **Electric Kick Scooters**, placed in the public right-of-way in a defined **Service Area**, that are made available for **Customers** to rent in short time increments.

“**The City**” or “**City**” means the municipal corporation of the City of Saskatoon or the area contained within the City boundaries as the context required.

“**Trip**” means the action of a **Customer** renting an **Electric Kick Scooter** by unlocking (“**Trip start**”), travelling during that period (“**Trip time**”) and ending the rental in its final parking location (“**Trip end**”).

“**Winter Season**” means November 1 through to April 16, of each year the **Pilot** is permitted to operate.

5.0 Shared Electric Kick Scooter Application Process

5.1 General Information

Each **Applicant** interested in being permitted to operate in **The City** may submit an **Application** in accordance with the process and timing of our Request for Proposal procurement process.

The **Maximum Fleet Size** is 500 **Electric Kick Scooters**. The **Agreement** holder must deploy their minimum fleet size on the selected launch date or at a date and time approved by **The City**.

The City may, at any time, adjust the fleet size for any **Agreement** holder during the **Pilot**, at **The City’s** sole discretion.

5.2 General Application Requirements

The cost of re-application is \$500 per submission. Re-applications may be made to increase the size of an **Agreement** holders approved fleet by any amount up to the **Maximum Fleet Size**. The Re-Application Fee is due when submitting a request to increase the fleet size. The **Agreement** holder must be in good standing under the **Agreement** requirements in order to be eligible for a re-application for an increase in fleet size.

An **Applicant** must read, understand, and agree to all information and requirements contained within this framework.

An **Applicant** is not guaranteed to enter into an **Agreement**. **The City** intends to, through a Request for Proposal procurement process, enter into one **Agreement** for the first **Operating Season** and potentially two **Agreements** for the second **Operating Season**.

5.3 Fee Schedule

A summary table of the fees is provided below.

Fee Type	Fee Amount	Fee Information
Re-Application Fee	\$500 per re-application	<ul style="list-style-type: none"> Re-applications are for requests to increase fleet sizes. Can only request increase to a Maximum Fleet Size of 500 Electric Kick Scooters.
Shared Electric Kick Scooter Program Fee	\$4,000 per season	<ul style="list-style-type: none"> Due before the Agreement is finalized.
Engagement & Communications Fee	\$18,000 per season	<ul style="list-style-type: none"> Due before the Agreement is finalized.
Security Deposit	\$25 per Electric Kick Scooter to a maximum of \$10,000 per Agreement holder	<ul style="list-style-type: none"> Due before the Agreement is finalized or when fleet size increases

There is no initial application fee. All **Agreement** holders will be charged a security deposit of \$25 per **Electric Kick Scooter** to a maximum of \$10,000 per **Agreement** holder. **The City** will require a security deposit top-up to the maximum of \$10,000, if any **Agreement** holder drops below \$5,000 at any time during their **Agreement**. **Agreement** holder must provide the top-up to their security deposit within ten (10) business days notice from **The City**.

Costs incurred by **The City** for property repair or for removing and storing **Electric Kick Scooters** will be charged against this security deposit. This will also be used to recover costs if an **Agreement** holder fails to remove their **Electric Kick Scooters** from all public right-of-way, parks and **City** property when their **Agreement** expires or is terminated.

Costs to relocate **Electric Kick Scooters** will be charged based on **The City** crew’s hourly rate plus 15% overhead.

Costs to impound an **Electric Kick Scooter** will be \$25 for the administrative fee and \$10 per day for daily storage fee.

Agreement holders who cease operations and choose not to continue in the **Pilot** may request in writing that any remaining security deposit be refunded.

If there are multiple **Agreement** holders in an **Operating Season**, the Shared Electric Kick Scooter Program Fee and Engagement & Communications Fee will be charge proportionately to reflect the **Agreement** holders **Maximum Fleet Size**.

Example Fee Calculation

Agreement holder A's **Application** for the **Shared Electric Kick Scooter** Program is awarded the project for a fleet size of 300 **Electric Kick Scooters**. **Agreement** fees would be as follows:

- Shared Electric Kick Scooter Program Fee of \$4,000
- Engagement & Communications Fee of \$18,000
- Security Deposit - \$25 x 300 **Electric Kick Scooters** = \$7,500

Agreement holder A would be required to pay \$29,500 before the **Agreement** was finalized.

Later on, **Agreement** holder A would like to increase their fleet size to 500 **Electric Kick Scooters**. Assuming their **Agreement** is in good standing, extra **Agreement** fees would be as follows:

- Re-Application Fee of \$500
- Security Deposit - \$25 x 200 **Electric Kick Scooters** = \$5,000 but only required to pay to a maximum of \$10,000, so the fee would be \$2,500 for these additional 200 **Electric Kick Scooters**
Note: As per Security Deposit, **Agreement** holder A would not be required to pay any additional security deposit because they reached a maximum of \$10,000. However, this is assuming no costs had been deducted against the initial security deposit.

Agreement holder A would be required to pay an additional \$3,000 for the extra 200 **Electric Kick Scooters** added to their fleet.

In the case of multiple **Agreement** holders, the Shared Electric Kick Scooter Program Fee and Engagement & Communications Fee will be charged as follows:

- **Agreement** holder Y and Z have been awarded the **Shared Electric Kick Scooter** Program. **Agreement** holder Y has a **Maximum Fleet Size** of 300 and **Agreement** holder Z has a **Maximum Fleet Size** of 200.
- Shared Electric Kick Scooter Program Fee –
 - **Agreement** holder Y = $(300/500) \times \$4,000 = \underline{\$2,400}$
 - **Agreement** holder Z = $(200/500) \times \$4,000 = \underline{\$1,600}$
- Engagement & Communications Fee –
 - **Agreement** holder Y = $(300/500) \times \$18,000 = \underline{\$10,800}$
 - **Agreement** holder Z = $(200/500) \times \$18,000 = \underline{\$7,200}$

Agreement holder Y would be required to pay \$13,200 and **Agreement** holder Z would be required to pay \$8,800.

5.4 General Requirements

Agreement holder must ensure compliance with all applicable **Legislation** and must ensure they inform **Customers** of all applicable **Legislation** relevant to operating in the **Pilot**. Nothing in this framework, including the **Agreement** relieves an **Agreement** holder from conducting their own due diligence and reviewing all applicable legislation. **The City** encourages the **Agreement** holder to seek legal advice before commencing **Shared Electric Kick Scooter** Program operations.

Agreement holder must acknowledge and clearly communicate to their **Customers**, that **Electric Kick Scooters** are permitted to be operated only in areas approved in **The City's Bylaws**.

Agreement holder must acknowledge and clearly communicate to their **Customers**, that **Electric Kick Scooters** are subject to the Criminal Code of Canada (offences relating to conveyances) as per 2018. C.21 (Bill C-46) **Customers** operating **Electric Kick Scooters** while the **Customers** ability to operate it, is impaired to any degree by alcohol or a drug or a combination of alcohol and a drug, is a punishable offence to the full extent of Canadian law.

The **Agreement** holder **Electric Kick Scooters** maximum assisted speed on flat level ground must be governed to 24 kilometers per hour (km/h) or less.

Agreement holder must not rent their **Electric Kick Scooters** to any **Customers** who are under the age of 16 years old.

Agreement holder must not display third party advertising, sponsorships, or sponsored content on **Electric Kick Scooters** without obtaining the prior written approval from **The City**.

Agreement holder must agree to indemnify the **Indemnified Parties** for any loss or action arising out of the **Pilot**.

Agreement holder must prove and continuously maintain insurance, as outlined in the Request for Proposal procurement document, throughout the entire term of the **Pilot**.

Agreement holder must provide two (2) free membership accounts to **The City** to assist in the review of the compliance of all requirements set out in the framework for **Shared Electric Kick Scooter** Program.

Agreement holder must review and be compliant with *The Freedom of Information and Protection of Privacy Act, SS 1990-91, c F-22.01*, which governs private-sector organizations, throughout the entire length of the **Pilot**.

Agreement holder must require all **Customers**, as a term of condition of using any **Electric Kick Scooter** supplied in the **Pilot**, to agree that they understand and will follow all **Legislation**, including **City Bylaws**, and agree and acknowledge that a failure to abide by any of these legal requirements can lead to rental service being discontinued and future service being refused by the **Agreement** holder.

Agreement holder must hold **The City** harmless for any damage that may occur to its **Electric Kick Scooters**, including but not limited to, damage from matters of routine maintenance on the streets, pathways, sidewalks, and boulevard spaces.

Any changes to the **Pilot** will be communicated via email to the address provided for the single point of contact (see section 6.12).

a) Technological Capabilities

Agreement holder is required to deliver the following features:

- a. Intoxicated riding test before an **Electric Kick Scooter** is enabled to take a **Trip** in the evening. **Customers** cannot enable an **Electric Kick Scooter** to take a **Trip** in the late evening without first reviewing the dangers of intoxicated riding and completing a cognitive test;
- b. Restrict the speed on the first **Trip** for a new account to 15 km/h;
- c. Work with **The City** to explore a small noise constantly emitted through the **Electric Kick Scooter** when ridden to alert pedestrians and the visually impaired;
- d. A quiz within the first three **Trips** and again every three months to ensure **Customers** know the rules for using **Shared Electric Kick Scooters**;
- e. Deliver a helmet selfie feature that provides a discount or incentive associated with wearing a helmet during a **Trip**. Image recognition technology should confirm that the **Customer** is wearing a helmet and issue a financial incentive within an hour of the **Trip** end;
- f. Group riding is disabled, allowing each account to unlock a maximum of one (1) **Electric Kick Scooter** at a time;
- g. Incentivize parking in a designated parking area;
- h. The ability to identify **Customers** who have misparked an **Electric Kick Scooter** (for example, by requiring users to take a photo of the parked **Electric Kick Scooter** at the end of a **Trip**) and provide a warning message. The **Agreement** holder must remove riders from the **In-App** who mispark **Electric Kick Scooters** for a second time;
- i. In advance of a new account enabling a **Trip** on an **Electric Kick Scooter**, an ID verification is required to verify the rider's age;
- j. To help reduce sidewalk riding, employ sidewalk riding detection. This feature utilizes vibration sensors, cameras and/or location information to enable **Electric Kick Scooters** to detect when they are ridden on the sidewalk. Sidewalk riding detection needs to:
 - Apply to all the sidewalks within **Service Area**;
 - Have a 75% confidence interval as to whether a user is riding on a sidewalk at any point in the **Trip**;
 - Be able to assess a warning or fine at the end of the **Trip** based on this information, issue a real-time auditory warning and/or safely bring the **Electric Kick Scooter** to a stop.

5.5 Compliance and Rights of Removal

Agreement holder must respond in a satisfactory manner to pedestrian obstructions and safety concerns as soon as possible but no later than one (1) hour from when they become aware of an issue. A satisfactory response includes remedying the concern in a reasonable manner and timeframe.

The City will monitor citizen feedback, review on-going **Agreement** holder data requirements, and perform field audits as necessary to ensure the **Agreement** holder remains in compliance of all **Agreement** conditions and **Pilot** requirements.

The City may remove or re-park any **Electric Kick Scooter** parked in violation of the **Agreement** or other **Bylaws** at any time, where the location is deemed to be a safety concern for other citizens or traffic.

If the **Agreement** holder fails to comply with any conditions of the **Agreement**, **The City** may, in its sole discretion, modify the **Agreement** conditions including reducing fleet size, adding additional **Agreement** conditions, or **The City** may revoke the **Agreement**. If the **Agreement** is revoked for failure to comply with the conditions of the **Agreement** or for any other reason, the **Agreement** holder must remove its entire fleet from all **City** streets, parks, and pathways within 14 days of notice, unless otherwise directed by **The City**.

Importantly, in the case of an emergency or immediate threat to public safety, **The City** may take any action it deems necessary to remove the emergency or threat immediately and without notice.

Where **The City** has removed the **Electric Kick Scooters** for any reason, **The City** will deduct from the **Agreement** holder security deposit for any fees, resources, and staff time related to the removal.

If the **Agreement** holder is no longer willing or able to provide **Shared Electric Kick Scooters** to **The City**, the **Agreement** holder is required to provide written notice, at least 14 days before ceasing operations.

5.6 Electric Kick Scooter Specifications

Agreement holder must ensure all **Electric Kick Scooters** that are made available for the **Pilot**, meet the following conditions:

1. Any requirements set forth by the Saskatchewan government;
2. **Agreement** holder must display easily visible contact information including a toll-free phone number on each **Electric Kick Scooter** so that **Customers** or other members of the public can report issues or make relocation requests; and
3. All **Electric Kick Scooters** used in the **Pilot** must be owned and maintained by the **Agreement** holders.

All **Electric Kick Scooters** used in the **Pilot** must have the following features:

1. Kickstand;
2. Bell or sound-making device;
3. Lights on the front and back that turn on automatically and stay on while in operation;
4. Governor that limits the speed of the **Electric Kick Scooter** to 24 km/h and can further reduce speeds to 15 km/h in zones specified by the City Manager;
5. Each **Electric Kick Scooter** must be easily identifiable to which company owns it and have a unique identifier number that is clearly displayed and highly visible to the **Customer** on the **Electric Kick Scooter**. Unique identifier must also be present in braille;

6. Active location tracking component capable of providing real-time location data of the **Electric Kick Scooter**, even when it is not in use;
7. Internal electric lock that can operate wirelessly by mobile phone application to lock the **Electric Kick Scooter** wheels when not in use;
8. **Electric Kick Scooters** must have a battery level indicator at least shown in the **Agreement** holders **In-App** software, if not on the **Electric Kick Scooter** itself;
9. A helmet that meets applicable safety standards in Saskatchewan, affixed to the device; and
10. **Electric Kick Scooters** must have promotional stickers with “No sidewalk riding” and “Helmets mandatory” messaging, prominently displayed.

5.7 Riding and Parking Requirements

Agreement holder is responsible for informing and educating **Customers** on how to ride and park an **Electric Kick Scooter** properly within their **Service Area** and educate them on all requirements outlined in this framework.

Agreement holder must clearly communicate to their **Customers**, that **Electric Kick Scooters** are permitted to be operated/ridden only on areas approved in **The City’s Bylaws**. In the absence of an approved area that **Customers** must dismount and walk the **Electric Kick Scooter**.

The **Agreement** does not authorize the parking and riding of **Electric Kick Scooters** on property other than **City** owned property. It is expected that the **Agreement** holder will seek and maintain agreements with third parties in order to access their property, such as university campuses, malls and on all other private or non-**City** property.

Agreement holder must educate **Customers** to not ride or operate **Electric Kick Scooters** in locations within or on:

- a. Areas not approved in **The City’s Bylaws**;
- b. Civic Square;
- c. Saskatoon Transit vehicles, bus mall, bus zones;
- d. Skate parks;
- e. Spray parks;
- f. City parkades;
- g. Buildings; and
- h. Any other zone the City Manager designates.

Agreement holder must educate the **Customer** that **Electric Kick Scooters** shall not carry more than one person at a time.

a) No-Riding, No-Parking, and Slow Down Zones

Electric Kick Scooters are not permitted to be used on/in streets with posted speed limits greater than 50 km/h, Civic Square, the bus mall (23rd Street from 3rd Avenue to 2nd Avenue), and other areas as indicated in Appendix A.

Electric Kick Scooters must slow down to 15 km/h when operating on the Meewasin Trail, as indicated in Appendix A.

Agreement holder must **Geo-fence** these areas **In-App** and ensure **Customers** are informed on how to operate in these areas.

Other no-riding and no-parking zones may be designated by **The City** from time to time and the **Agreement** holder must **Geo-fence** designated no-riding and no-parking zones, or other locations at the request of **The City**. **Agreement** holder will be responsible for marking these areas appropriately on their **In-App** software within 7 days notice, and ensure **Customers** are informed on how to operate in these areas. No-riding and no-parking zones could be in place for long or short term periods.

Agreement holder must use **Geo-fence** technology and have **In-app** ability to communicate by text or **In-App** alert, and decelerate and ultimately stop their **Electric Kick Scooters** alerting the **Customers** that the **Electric Kick Scooter** is being ridden or parked in a specific non-permitted area.

b) General Parking (See Appendix B)

Electric Kick Scooters belonging to the **Agreement** holder may be parked on **City** Multi-Use Trail, in **City** Parks and adjacent pathways, subject to all Federal, Provincial and **City** Legislation and any further parking requirements set out below.

All parked **Electric Kick Scooters** must remain in an upright position with both wheels in contact with the ground.

Any **Electric Kick Scooter** that is parked in one location for more than two (2) consecutive days without moving, must be removed from that location by the **Agreement** holder. If the **Electric Kick Scooter** remains in one location after two (2) days, it may be removed by **The City** without prior notice to the **Agreement** holder, and taken to a **City** storage area at full expense to the **Agreement** holder. Please refer to section 5.3 for charge back.

Agreement holder must have **Electric Kick Scooters** that have an internal electric lock and does not require the **Electric Kick Scooters** to be locked to a stationary item.

The following definitions are required for the interpretation of parking requirements for multi-use trail and streets. They are as follows:

1. Pedestrian Zone means the area intended for pedestrian movement and requires at least a 2-metre space between the Frontage Zone and **Furniture Zone** to be clear of all obstacles, and parked **Electric Kick Scooters** at all times;
2. Furniture Zone means the area of the multi-use trail used for all street furniture, street lights, recycling and waste receptacles, bicycle racks, and acts as a buffer between the street and the Pedestrian Zone. The surface of this zone may be concrete, asphalt, gravel or grass covered;

3. Frontage Zone means the area for outdoor seating and display, as well as signage. This zone can either be public or private property, but this **Pilot** does not allow for **Electric Kick Scooters** to be parked in this zone;
4. Parking Zone is the area of the street for parking of vehicles; and
5. Driving Zone is the area of the street for vehicles operations and movements.

c) Multi-Use Trail Parking (See Appendix B)

Agreement holders must ensure that **Electric Kick Scooters** are parked in a **Furniture Zone** and must not be parked in a way that obstruct or interferes in the Pedestrian Zone at any time.

Agreement holders must ensure that in the absence of a **Furniture Zone**, **Electric Kick Scooters** must not be parked in a way that impedes pedestrians moving through the Pedestrian Zone and the Frontage Zone to access any buildings. **Electric Kick Scooters** must be parked to provide at least 2.0 metres of Pedestrian Zone unobstructed for pedestrian movements. **Electric Kick Scooters** must not be parked where these minimum distance requirements cannot be met.

d) Street Parking (See Appendix B)

Parking **Electric Kick Scooters** on the street in the Parking Zone will be allowed in residential areas, wherever a vehicle may be legally parked. On streets where a Residential Parking Permit is required for vehicles, **Electric Kick Scooters** may only be parked in the Parking Zone within 10 metres of an intersection. However, **Electric Kick Scooters** may not be parked on a street within a pay parking or time restricted stall, unless it is a designated parking area for **Electric Kick Scooters**.

Electric Kick Scooters must not be parked in a way that impedes vehicular traffic from moving on the street or accessing driveways and must not be parked in the Driving Zone at any time.

Electric Kick Scooters must not be parked in locations within or on:

1. Bus terminals and bus zones, except in designated parking areas;
2. Loading zones;
3. Accessible parking zones;
4. Wheelchair ramps, bicycle ramps or curb ramps;
5. Bridges;
6. Center median islands;
7. Fire hydrants;
8. Within 1.5 metres of an access to a garage or driveway;
9. Street furniture that requires pedestrian access (benches, pay parking stations, bus shelters, pedestrian push buttons);
10. Within shrub beds or within 0.5 metres of trees; or
11. Any area which may cause a hazard to pedestrians or vehicle operators as designated by the City Manager.

e) Park Pathway Parking (See Appendix B)

Electric Kick Scooters must not be parked on a pathway or within 1.0 metre of either side of a pathway, as shown in Appendix B, Figure B-2.

Electric Kick Scooters must be parked in a way that leaves at least 2.0 metres of unobstructed space for pedestrian movements.

Electric Kick Scooters must not be parked within shrub beds or parked within 0.5 metres of a tree.

As outlined in *Bylaw 7767, The Recreation Facilities and Parks Usage Bylaw*, usage of park space is only allowed if it does not cause permanent damage to the park or extra expense for **The City**. This includes the practices used by the **Agreement** holder for collection and **Rebalancing** of **Electric Kick Scooters**. Infractions may result in fines of up to \$5,000 for an **Agreement** holder.

f) Designated Parking Areas

The City anticipates needing designated parking areas for the **Electric Kick Scooters** in high pedestrian traffic locations such as Business Improvement Districts (BID) or in other public spaces. The purpose of these parking areas is to provide an orderly and intuitive location to place **Electric Kick Scooters**.

Designated parking areas must not be within the Pedestrian Zone or Driving Zone.

Upon receiving necessary approvals, designated parking areas may be on private property.

Designated parking areas can be marked **In-App** only but must be both marked **In-App** and physically marked for BID and other high use areas.

The City will not be providing designated parking areas. It is up to the **Applicant** to propose designated parking areas within their proposal and to obtain appropriate approvals subsequently. The type, location, and timelines for the installation of these areas will be determined and finalized through the Request for Proposal procurement process.

The **Agreement** holder will be responsible for the installation and maintenance of these designated parking areas. The **Agreement** holder will also be responsible for marking these areas appropriately on the **In-App** software. **The City** may cap the number of **Electric Kick Scooters** allowed to be staged within each designated parking area.

g) Temporary Parking Restrictions

The City may impose temporary **Electric Kick Scooter** parking restrictions due to construction, parades, festivals, public gatherings, or other situations affecting the normal operations of the right-of-way.

Where **The City** has done so, an **Agreement** holder will be responsible for marking these areas appropriately on their **In-App** software within 7 days of notice and ensure **Customers** are informed on how to operate in these areas.

h) Temporary Fleet Removal

Upon direction of **The City** due to a major weather event, emergency event, or other situations requiring immediate action, the **Agreement** holder must collect and secure all, or a portion of, the **Agreement** holder's **Electric Kick Scooters** to a location outside of the public right-of-way or to a location that does not otherwise impede **The City's** access and response to the situation for the duration of the event.

The City may update, add, and/or change any parking requirements in response to issues that come to light during the operation of the **Pilot**. Any changes will be circulated to the **Agreement** holders.

5.8 Operations and Maintenance

Agreement holder must operate 7 days a week during the **Operating Season**. **Agreement** holder must cease operations during the **Winter Season**.

Agreement holder must have staffed operations located within **The City** for the purpose of **Electric Kick Scooter** maintenance, **Rebalancing**, collection, and retrieval.

Agreement holder must have a 24-hour **Customer** service phone number and email that is monitored 24 hours a day, 7 days a week during the **Operating Season**, so the public can report safety concerns, complaints, or ask questions.

Agreement holders are required to remedy any **Electric Kick Scooter** parked in violation of the **Agreement** or other **City Bylaws** and must be re-parked in a correct manner or removed by the **Agreement** holder within one (1) hour of receiving a "improper parking" notice.

Agreement holder must remove any inoperable **Electric Kick Scooter** or any **Electric Kick Scooter** that is not safe to operate as soon as possible. Once notified of an issue, the **Agreement** holder must remotely lock down the **Electric Kick Scooter** as soon as possible, to ensure it cannot be used and remove within 48 hours failing which **The City** will remove and charge back as per section 5.3.

Agreement holder must provide **The City** with a direct contact for staff that are capable of **Rebalancing Electric Kick Scooters**.

Agreement holder must rebalance any **Electric Kick Scooter** within one (1) hour of receiving notice. If notice is brought to the attention of the **Agreement** holder between the hours of 10:00 pm – 6:00 am, **Electric Kick Scooters** must be rebalanced no later than 8:00 am on the same morning they were notified, unless the notice is an imminent safety concern, which must be dealt with immediately.

Agreement holder must acknowledge that allowing **Electric Kick Scooter** to be parked outside increases exposure to snow, water, and gravel that may be deposited on the spaces adjacent to or on streets, sidewalks, and pathways during **City** street maintenance activities. These materials can contain hydrocarbons and salt residues, which may result in premature wear of **Electric Kick Scooters** components. **The City** is not responsible for any such wear to **Electric Kick Scooters** or their components, or for the cost of any additional maintenance, repair or replacement that may be required.

Agreement holder must take steps to inspect, repair, and maintain all **Electric Kick Scooters** so as to ensure public safety.

5.9 Customer Experience, Education, and Encouragement

Agreement holders are responsible for informing its **Customers** on how to use its services, how to ride and park its **Electric Kick Scooters** legally and in compliance with any requirements set out in this framework and applicable **Legislation**.

Agreement holder must host an education campaign for helmet use, including safety promotion events and helmet giveaways.

Agreement holder must create an **In-App** educational video for first time riders to promote desired rider behaviours.

Agreement holder must provide a discount rate program plan to **The City**. The plan must detail how the **Agreement** holder could provide services that are affordable, accessible, and equally distributed for low-income residents of Saskatoon.

Agreement holder must forward periodic updates to **Customers** of any information is required to be provided under this framework by **The City**.

Agreement holder must provide targeted community outreach at their own cost to inform the citizens of Saskatoon about the **Shared Electric Kick Scooter Pilot**, their **Electric Kick Scooters**, systems, and policies. Target community outreach includes:

1. Participation or attendance at public meetings and events;
2. Participation or attendance at community-led events or gatherings;
3. Meeting with Business Improvement Districts (BIDs), community associations, business owners, and other groups in the **Service Area**;
4. Hosting community events within the **Service Area**; and
5. Social media targeted advertising and promotion.

Agreement holder must deliver in-person **Customer** training events during their **Operating Season**. These free events help provide a safe environment for new **Customers** to take their first ride with instructions about how to ride, receive a free helmet, receive a helmet fit check, learn to signal, and get comfortable riding on a **Shared Electric Kick Scooter**.

5.10 Data Sharing and Reporting

Agreement holder must comply with the following data sharing requirements:

1. **Agreement** holder must supply an **Electric Kick Scooter** inventory list to **The City** complete with each unique identifier number and serial numbers before making any **Electric Kick Scooter** available for rent;

2. **The City** requires access to historical **Trip** data and fleet status change, which must be stored by the **Agreement** holder and made accessible to **The City** at any time during the **Agreement**, and for at least six months after the **Pilot** ends;
3. To ensure that **Electric Kick Scooter** locations are known, even when not in use, all **Electric Kick Scooters** must have a location tracking component that is affixed to itself. This excludes phone-based location services information (i.e. Bluetooth technology);
4. The **Agreement** holder must collect and make data available for improper parking occurrences reported and the responses to each of them. This will include improper parking reported by **The City**, general public, **Customers**, and the **Agreement** holders;
5. The **Agreement** holder must generate a data record that describes each improper parking report, the location of the **Electric Kick Scooter** if possible, the time it was reported, the time it was responded to and the action that was taken;
6. The **Agreement** holder must collect and make data available for all known incidents in which their **Electric Kick Scooter** was involved in a collision, accident, injury, or property damage and make this data available upon request;
7. The **Agreement** holder must generate a publicly available real-time endpoint in compliance with the General Bikeshare Feed Specification (GBFS) (<https://github.com/NABSA/gbfs>) so that map and transportation based apps can easily incorporate this data into their platforms. The data must be available under an open data license without the use of an authentication key. This data must expose **Electric Kick Scooters** available for use and must be consistent with the most current adopted version of GBFS. The **Agreement** holder must list this endpoint in the systems.csv file in the GBFS repository located at <https://github.com/NABSA/gbfs>, must inform **The City** of the location of the feed on the internet and any changes that are made to the type of information being published.
8. The **Agreement** holder must meet all the conditions for data, sharing and reporting for the **Pilot** at all times during the **Agreement**; and
9. Failure to comply with these conditions could result in the revocation of the **Agreement**.

5.11 Survey

Agreement holder must conduct an opt-in **Customer** survey. If the **Agreement** holder is operational in both **Operating Seasons**, they must conduct a survey in each calendar year. A set list of 5-10 survey questions to be asked of the **Customers** will be provided by **The City** for each survey. The **Agreement** holder must include these questions and may include other questions, subject for approval of **The City**. Gender will be reported by male, female, and other. Age will be reported in these age groups: 17 and under, 18-24, 25-34, 35-44, 45-54, 55-64, 65 and over.

Survey results, showing the response and feedback must be shared with **The City** in a .pdf, .xls, or .csv format. Survey results must be provided to **The City** no later than 30 days after the survey periods have ended.

5.12 Data Privacy

Agreement holder must employ an electronic payment system that is compliant with the Payment Card Industry Data Security Standards (PCI DSS).

Agreement holder must provide a privacy policy that safeguards **Customers'** personal, financial, and travel information and usage including, but not limited to, **Trip** origin and destination data. **Agreement** holders agree to make its policies, procedures and practices regarding data security available to **The City**, upon request, and further agrees that **The City** reserves the right to hire a third party to perform a security audit at any time through the **Agreement** term, or at any time **The City** determines that an audit is warranted.

Agreement holder must provide **Customers** with the opportunity to explicitly assent to any terms of service, or user agreements. Separately, **Customers** must have the ability to decline to share any data not required to enable the **Agreement** holder to process and complete the transaction. The **Customers** options with regard to these requirements must be clearly stated and easily accessed by the **Customer**.

Agreement holder must not claim any legal right in its terms of use, privacy policy, or elsewhere to institute retroactive changes to its Privacy Policy and must provide an opportunity for the **Customer** to explicitly assent prior to any changes to its data.

5.13 Fleet Size and Service Area

The City reserves the right to adjust the fleet size under the **Agreement** to ensure satisfactory service level and may direct **Agreement** holder to provide services in areas that **The City** may deem necessary to maintain equitable access of micromobility services offered by the **Agreement** holder.

The **Agreement** holder may request **The City** consider increasing the fleet size, and **The City** reserves the right to either approve or decline the request at its own discretion. Increase in fleet size may be considered if the **Agreement** holder addresses parking and accessibility concerns caused by **Electric Kick Scooters** and provides one or more of the following: provide service in unserved areas, fostering more equitable access and better transportation connectivity for Saskatonians; and provide investment in the local economy by locating jobs or research and development services in Saskatoon.

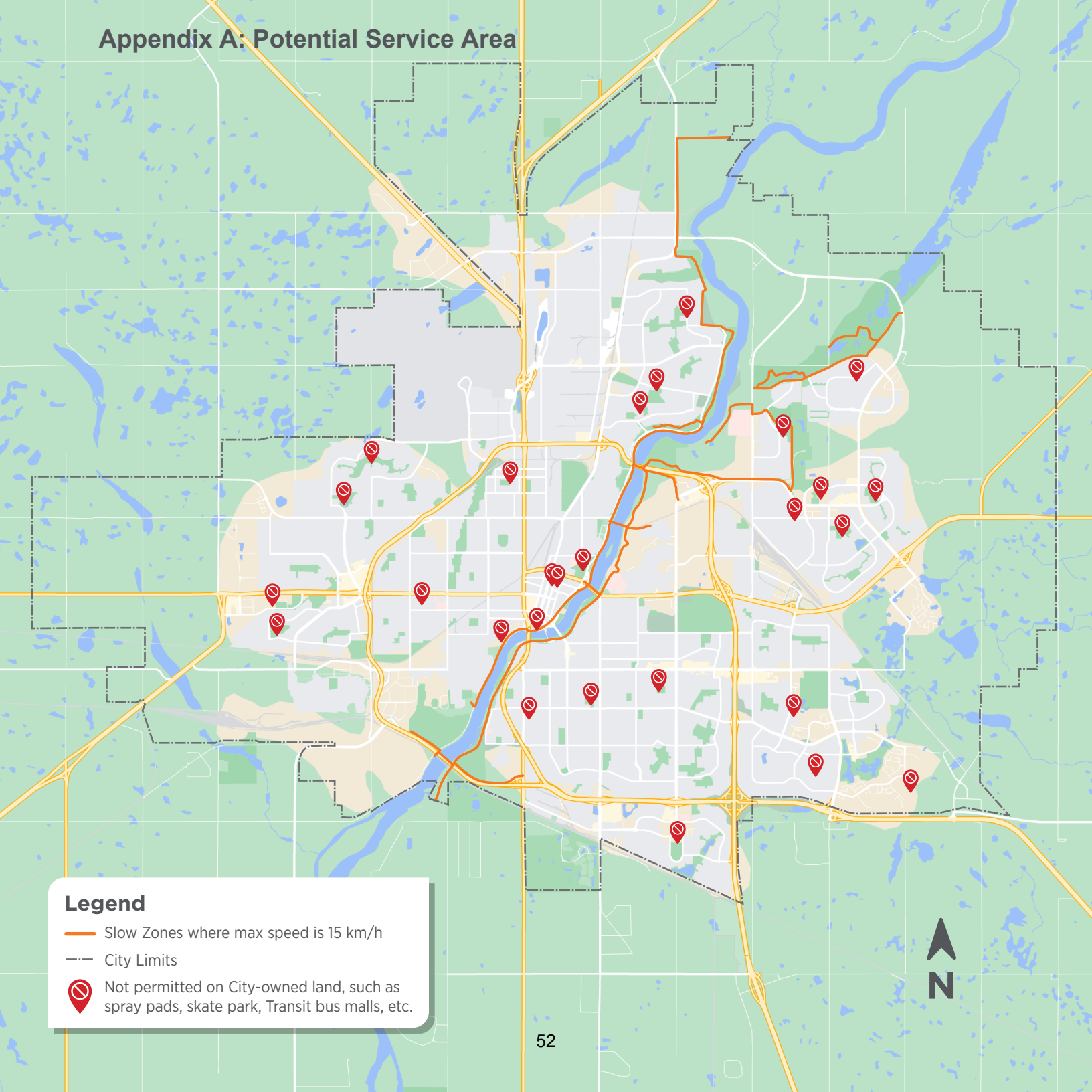
5.14 New Facility Construction or Upgrade

The City may request from time to time that the **Agreement** holder provide parking/changing facility at certain designated areas in **The City** for smooth operation of the **Pilot**. The **Agreement** holder will not unreasonably refuse such request from **The City**.




5.15 Single Point of Contact

Agreement holder must provide a single point of contact (SPOC) within their organization for the purpose of all communications and notices under the **Agreement**. Any change to the SPOC must be communicated to **The City** as soon as possible and no later than five (5) business days of a change occurring. The SPOC will handle all requests and inquiries from **The City**.

Appendix A: Potential Service Area

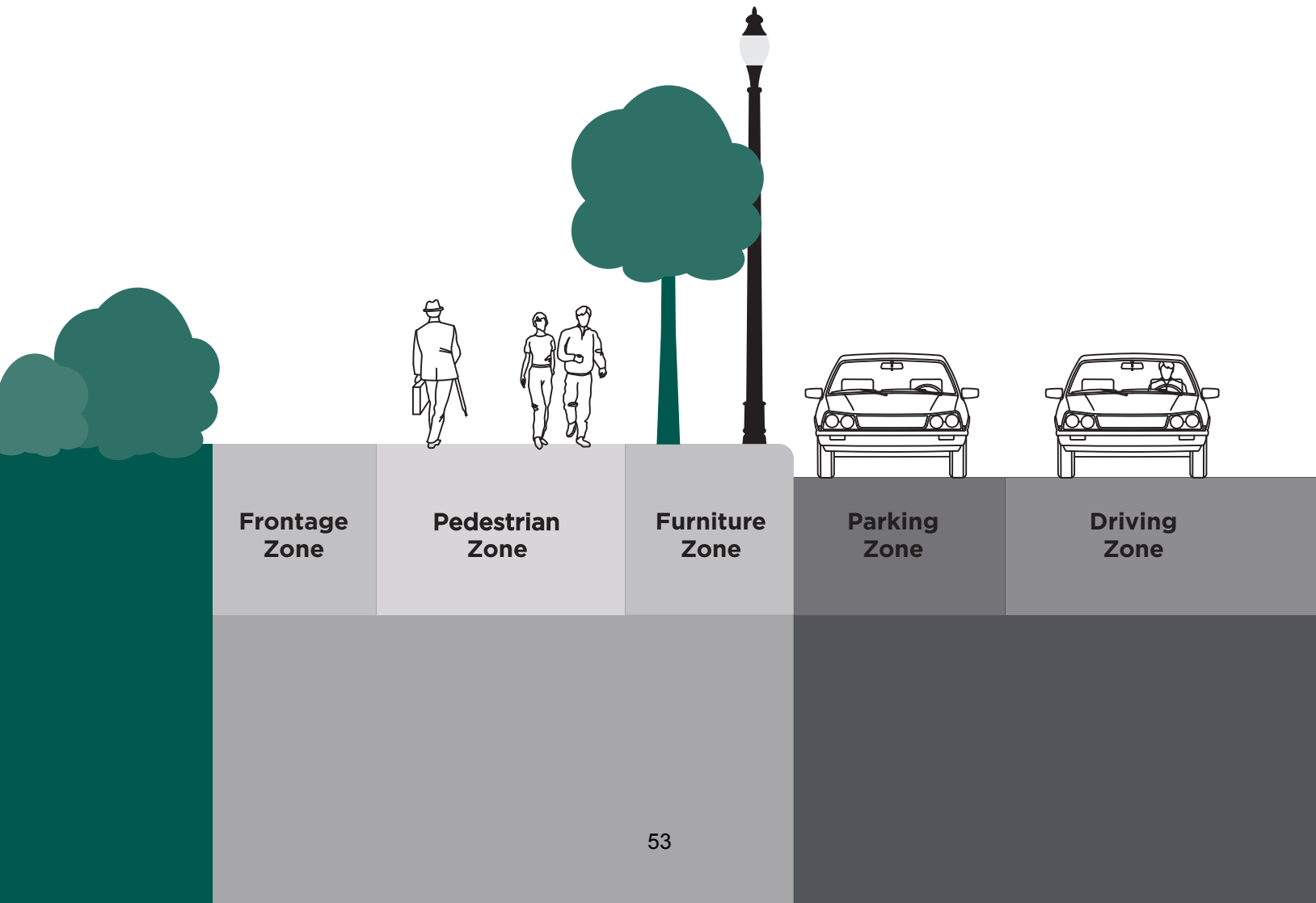


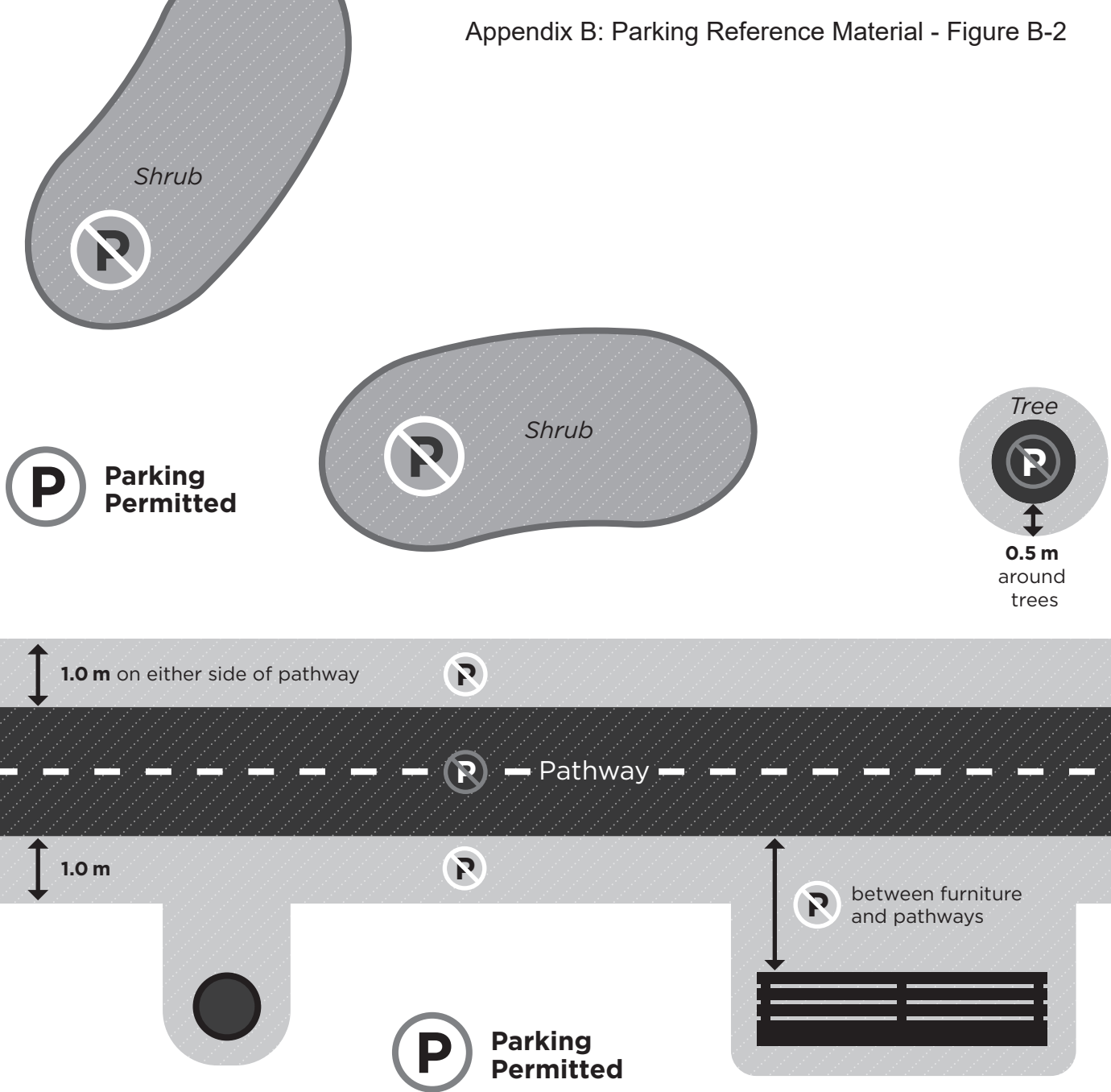
Legend

-  Slow Zones where max speed is 15 km/h
-  City Limits
-  Not permitted on City-owned land, such as spray pads, skate park, Transit bus malls, etc.



Appendix B: Parking Reference Material - Figure B-1





SHARED ELECTRIC SCOOTER PROGRAM PILOT



Highlights of the Regulatory Framework:

Pilot

Pilot Length:

- Two years.
 - Provides for the opportunity to adjust the framework during the pilot.

Operating Season:

- April 15 to October 31 of a calendar year:
 - Dependent on the current weather and street conditions.

Procurement

Procurement Philosophy:

- Competitive Request for Proposal (RFP) process awarded to a single vendor:
 - RFP process allows the City to have more control over the program.
 - Single vendor will simplify the program for both the public and administration.
- Option of moving to multiple vendors in the second year to test that experience.

Fleet

Fleet Size:

- Up to 500 e-scooters:
 - Reflective of fleet sizes in other similar sized municipalities.

Regulations*

Operating Speed:

- Max speed of 24 km/hr.
 - Requirement determined by the Province.

Age Limit:

- Minimum 16 years or older.
 - Requirement determined by the Province.

Helmet:

- Required.
 - Requirement determined by the Province.

E-Scooter Specifications

Required E-Scooter Features:

- Bell or sound-making device.
- Lights on the front and back that turn on automatically.
- Unique identifier that is also present in braille.
- A helmet.
- Promotional stickers with “No sidewalk riding” and “Helmets mandatory” messaging.
- Contact information including a toll-free phone number on each e-scooter.

Where can you ride?

Allowed On:

- Multi-use trails.
- Cycle tracks.
- Protected bicycle lanes.
- Streets with posted speed limit of 50 km/hr or lower.*

No-Riding Zones: *(see Appendix A)*

- Sidewalks.
- Streets with posted speed limits greater than 50 km/hr.*
- Saskatoon Transit vehicles, bus mall, bus zones.
- Civic Square.
- Skate parks.
- Spray parks.
- City parkades.
- Buildings.

Slow-Down Zone: *(see Appendix A)*

- E-scooters must automatically slow down to 15 km/hr when being ridden on the Meewasin Trail.

Parking Requirements

Designated Parking Areas:

- May be either marked In-App only or both marked In-App and physically marked.
- BIDs and other high-use areas must have in-app and physically marked areas.
- Specific locations to be determined through consultation with BIDs and RFP procurement process.

Multi-Use Trail Parking: *(see Appendix B)*

- In the Furniture Zone:
 - Must not obstruct or interfere with the Sidewalk Zone.
- If no Furniture Zone, must:
 - Not impede Sidewalk Zone or Frontage Zone to access any buildings.
 - Provide at least 2.0 metres of Sidewalk Zone.
 - Not park where these requirements cannot be met.

Street Parking: *(see Appendix B)*

- In residential areas:
 - Wherever a vehicle may be legally parked.
- In residential parking permit areas:
 - Allowed within 10 metres of an intersection.
- In pay parking or time-restricted stall:
 - Not allowed unless it is a designated parking area for e-scooters.

No-Parking Zones:

- Bus terminals and bus zones, except in designated parking areas.
- Loading zones.
- Accessible parking zones.
- Wheelchair ramps, bicycle ramps or curb ramps.
- Bridges.
- Center median islands.
- Fire hydrants.
- Within 1.5 metres of an access to a garage or driveway.
- Street furniture that requires pedestrian access (benches, pay parking stations, bus shelters, pedestrian push buttons).
- Within shrub beds or within 0.5 metres of trees.

Park Pathway Parking: *(see Appendix B)*

- Must not park on the pathway.
- Within 1.0 metre of either side of a pathway and allow for at least 2.0 metres of unobstructed space for pedestrian movements.
- Must not be parked within shrub beds or within 0.5 metres of a tree.

Vendor Customer Service

Staffing:

- Must have staff operations located within Saskatoon.

Contact Requirements:

- Must have a 24-hour customer service phone number and email.
- Must provide administration with a single point of contact for all issues and concerns.

Response Times:

- Must remedy an:
 - Inoperable or unsafe e-scooter as soon as possible; and
 - Improper parking notice within 1 hour.

Equitable Service:

- Must provide a discount rate program plan that could provide service for low-income residents of Saskatoon.

Community Outreach:

- Must provide targeted community outreach to inform the citizens of Saskatoon about this program.

Rider Training:

- Must educate riders on:
 - how to ride and park an e-scooter;
 - where e-scooters are not permitted to operate; and
 - that e-scooters shall only carry one person at a time.
- Must have an educational video for first time riders.
- Must deliver in-person rider training.

Vendor Technological Enhancements

Intoxication/Cognitive Test:

- To mitigate intoxicated riding:
 - Prior to riding in the late evening, the vendor must ensure the rider reviews the dangers of intoxicated riding and completes a cognitive test.

Beginner Riders:

- To mitigate beginner rider incidents:
 - The first ride must be restricted to a maximum operating speed of 15 km/hr.

Pedestrian Safety:

- To mitigate conflicts between e-scooter riders and pedestrians:
 - Must work with City administration to explore a small noise constantly emitted through the e-scooter when ridden to alert pedestrians and the visually impaired.

Continuous Training:

- To ensure that the riders know the rules for using e-scooters:
 - Must quiz a rider within the first three rides and again every three months.

Helmet Use:

- To enforce helmet usage:
 - Must have a helmet selfie feature that provides a rider with a discount or incentive associated with wearing a helmet.

Parking Compliance:

- To mitigate parking issues:
 - Must incentivize parking in designated parking areas.
 - Must have ability to identify and inform riders who have misparked an e-scooter. Riders who mispark for a second time must be made unable to ride in the future.

Age Limit Compliance:

- To mitigate underage riding:
 - Must have ability to verify ID prior to allowing a first ride.
 - Must disable group riding, allowing each account to unlock a maximum of one e-scooter.

No-Sidewalk Riding Compliance:

- To mitigate sidewalk riding:
 - Must have ability to employ sidewalk riding detection technology.

Program Cost to the City

Fee Schedule:

- City administration developed the program's fee schedule so that there is no cost to the City to run this pilot.

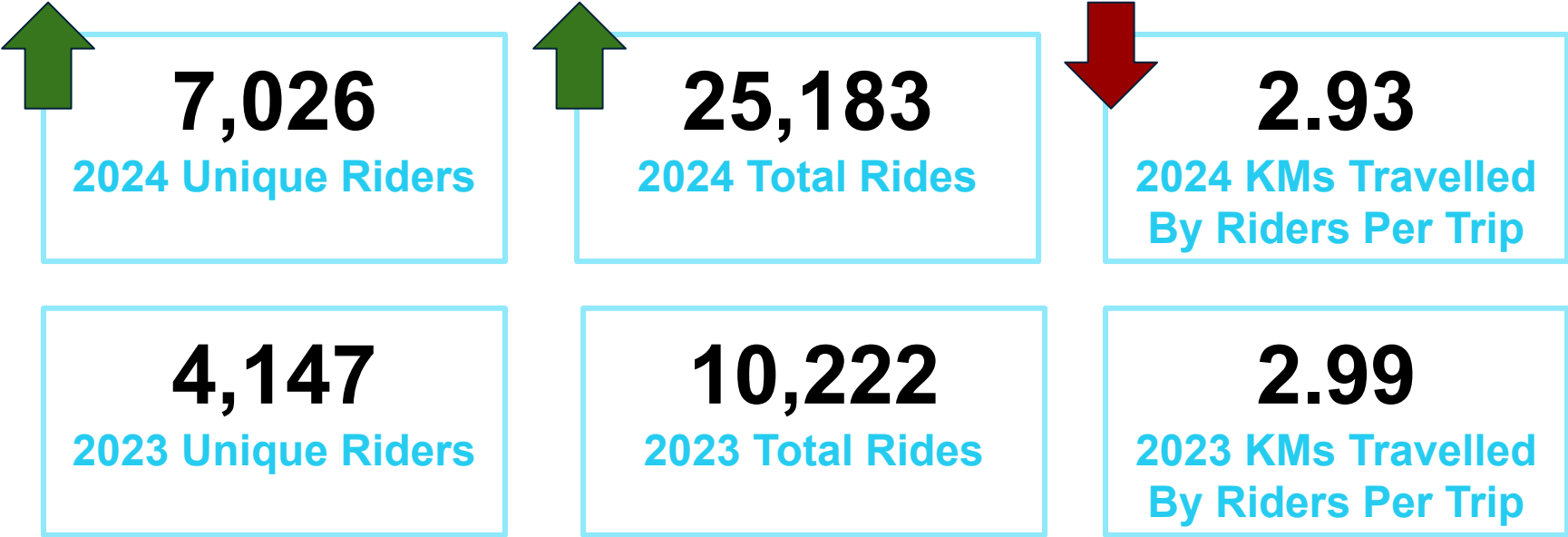




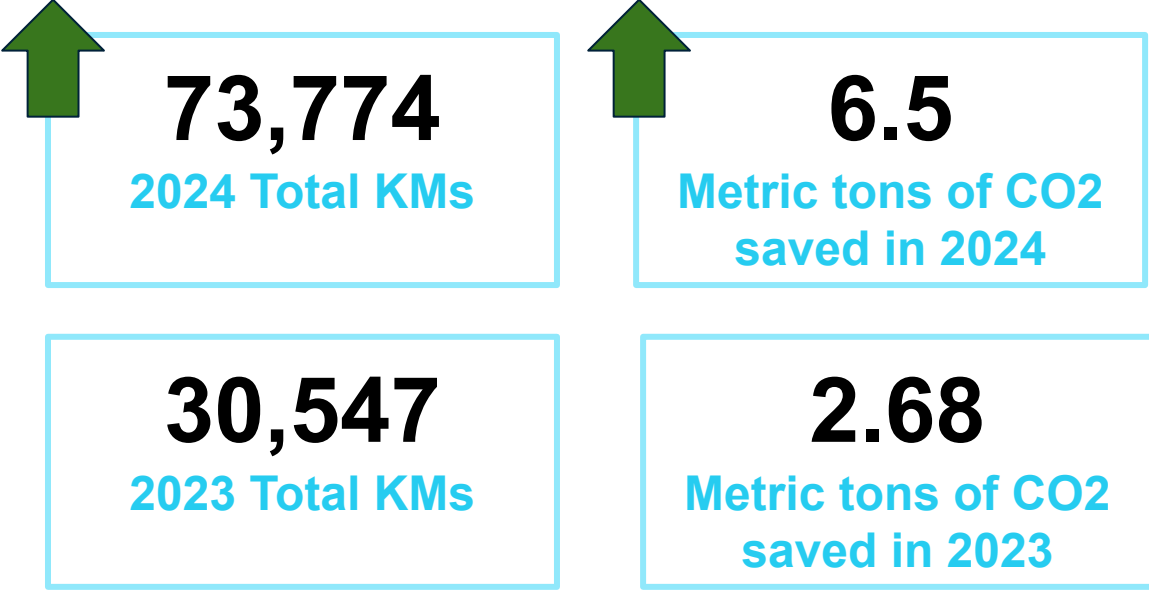
Hello, Saskatoon



Saskatoon x Bird Canada- 2024 vs 2023 Comparison



Saskatoon x Bird Canada- 2024 vs 2023 Comparison



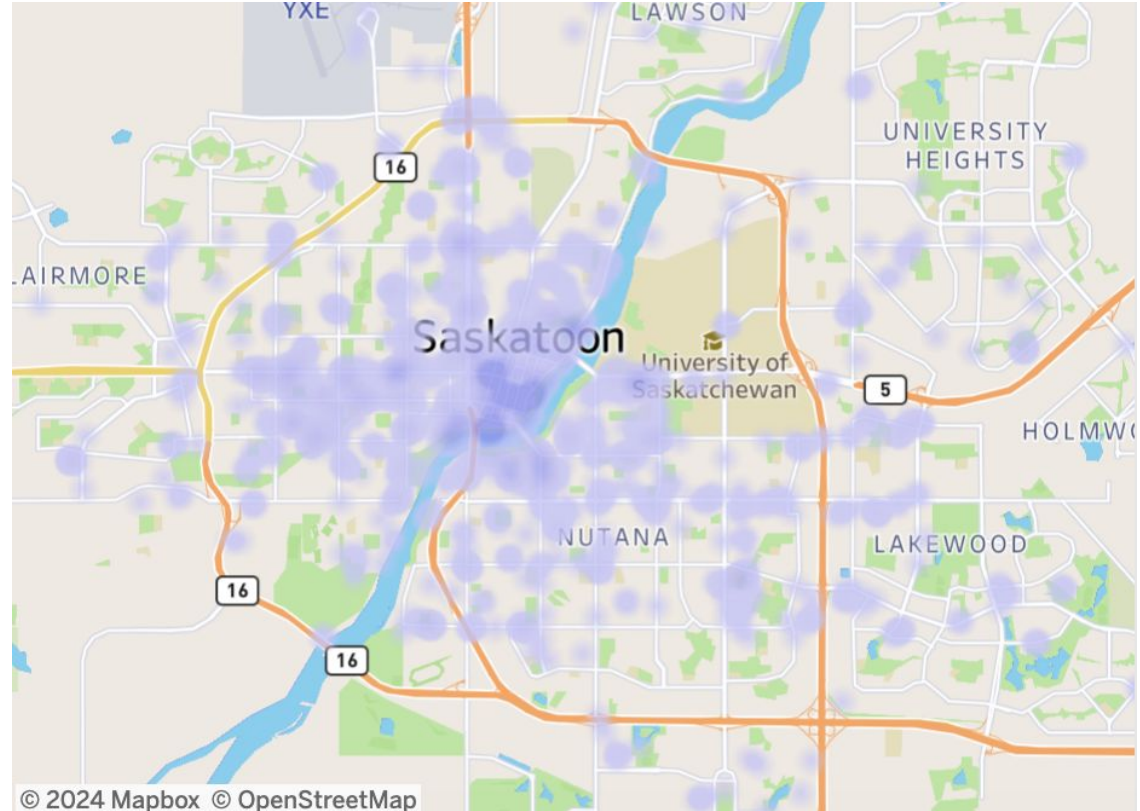
When Residents Ride

- Peak hours are 2-10PM
- Current ride behaviour indicates a use case where riders are running afternoon errands or are commuting home after a shift/work

hour_of_day	1_mon	2_tue	3_wed	4_thu	5_fri	6_sat	7_sun
0	190	152	154	178	189	317	504
1	134	85	121	88	115	325	402
2	117	35	83	79	94	264	332
3	46	40	56	60	83	230	281
4	22	10	30	24	34	110	117
5	21	14	20	11	30	34	26
6	15	12	20	16	19	30	28
7	30	38	40	31	34	20	46
8	32	41	36	43	40	18	35
9	54	50	38	70	61	41	45
10	37	54	52	68	53	67	39
11	61	57	64	57	85	112	106
12	72	90	57	88	101	133	131
13	71	95	117	110	113	197	171
14	109	119	123	115	149	248	186
15	114	123	114	160	193	230	232
16	178	147	174	178	190	299	301
17	187	185	151	173	224	338	278
18	208	157	182	196	247	316	261
19	180	191	213	205	279	321	329
20	191	221	212	245	358	366	317
21	256	277	213	254	328	478	323
22	221	223	234	242	333	432	305
23	157	185	231	206	422	478	274

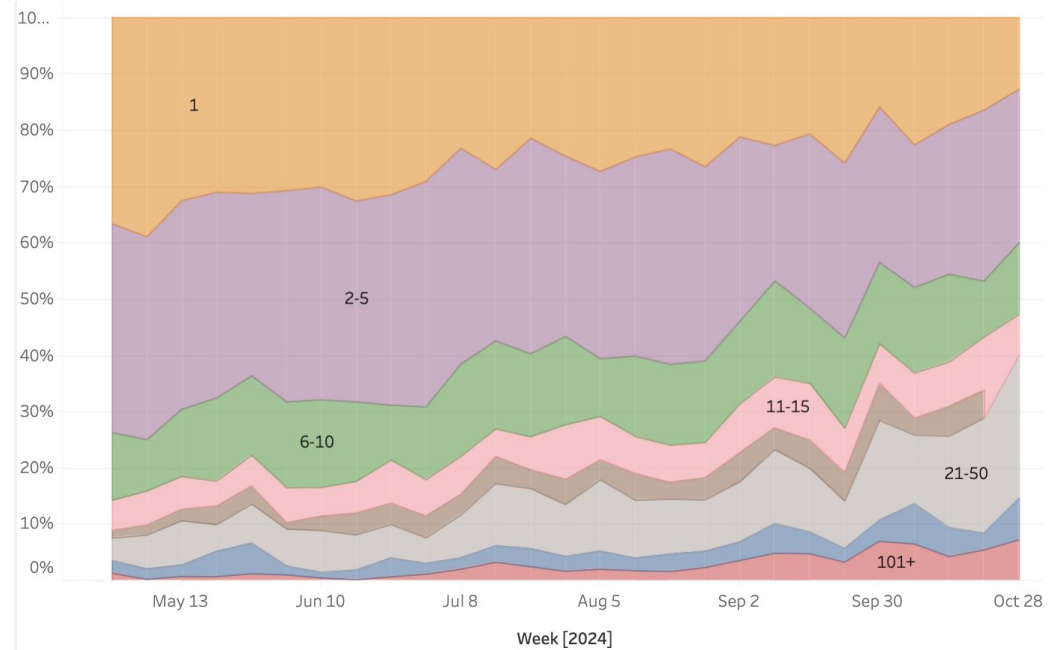
Where Residents Ride

- Bird riders start/end their rides downtown and at U of Saskatchewan
 - Other ride starts and ends are consistent across residential areas throughout the city
- The average length of trip suggest the majority of our ridership is going across Saskatoon to get from Point A to Point B at a distance that could have been a car trip
 - This indicates we are effectively reducing the need for a car in Saskatoon



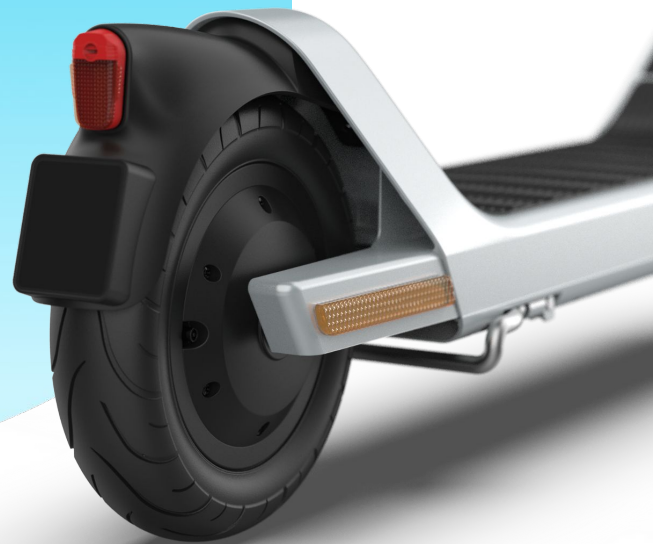
Commuting Behaviours

- 14% of riders have ridden OVER 50 rides!!
- The vast majority (87%) of our riders have ridden over 5x
- This means that riders are not simply taking a joy ride but are actively using the service to get across town





Thank you.



City of Saskatoon 2024 Summary Report

December 2024



2024 Summary

In October, Neuron completed a second year of successful operations in the City of Saskatoon, with over 205,000 kilometers travelled in 2024 and 99% of riders saying the program has had a positive impact on the City.

The average trip distance in 2024 year was 2.6 kilometres and took just over 14.5 minutes. A Saskatoon rider took the longest trip on a Neuron e-scooter in Saskatchewan in 2024 at a distance of 39 kilometres. The three most popular destinations in the City of Saskatoon in 2024 were Downtown Saskatoon, Broadway District and the area surrounding the University of Saskatchewan.

According to Neuron's 2024 rider survey, nearly half of all trips (47.5%) have replaced car journeys, eliminating an estimated 15 tonnes of CO₂, reducing congestion, and supporting the city's sustainability goals. It also found that spending per trip remained consistent at \$58, with nearly 60% of all riders making a purchase during their trip.

Additionally, 2% more trips wouldn't have happened if e-scooters weren't available (12.1%) than in 2023, meaning local businesses would have missed out on valuable sales. When asked where they spend money during their e-scooter trips, 35% of riders said they made purchases at shopping venues, 28% at a restaurant or cafe, and 20% at a recreational venue like a gym or a local event.

E-scooters are increasingly an important part of Saskatoon's transportation network. Across the board, the reliance on e-scooters has grown in 2024 compared to the past year for commuting to work or study (44% vs 30%), running errands (36% vs 20%), connecting to public transport (18% vs 13%), and getting to appointments (18% vs 12%).

To date, riders in Saskatoon have travelled just over 485,000 kilometers, which has resulted in an estimated 40 tonnes of CO₂ avoided since the launch of the program.

Saskatoon 2024 End of Season Highlights and Insights

Safety Promotion

Neuron kicked-off 2024 with the first of two major safety campaigns in the City of Saskatoon, Road Safety Awareness Week. This campaign targeted both riders and the general public. The campaign included external communications through local media, in-app messaging and education promotions that riders could complete for credits towards their trips.

Throughout 2024, riders experienced a range of in-app activities to promote safety and were also able to find our team of Safety Ambassadors at events each month promoting safety. This included our flagship ScootSafe event during our annual Helmet Safety Awareness Week, which ran in the fall this year. Riders were engaged through a range of communication channels on the importance of helmet use and were encouraged to find a ‘golden helmet’ for riding incentives.



Neuron’s ScootSafe activation at the Downtown Sidewalk Sale in July 2024.

Ridership Overview 2024

Over the course of the 2024 operating period, Neuron riders travelled over 205,000 kilometres across 199 days of operations, totalling just under 80,000 trips.

Trip Demand

Trip demand in Saskatoon aligns with the general ebbs and flows of urban life. This includes demand as the day progresses and over the weekends when people are more attuned to running errands and taking part in community activities. Trip demand correlates with the findings of the rider survey and shows a growing use case for commuting and completing every day tasks.

Rider Safety

Neuron continues to provide riders with a safe, convenient, affordable and fun transit option. Over 99.9% of Neuron trips occurred without a reported incident in 2024. Instances of reported incidents remain low in Saskatoon due to a suite of safety features built into the Neuron App and e-scooter.

Saskatoon Rider Profile

Age	Percentage
16 - 17	3.4%
18 - 24	33.5%
25 - 34	33.7%
35 - 44	20.1%
45 - 54	7.4%
55 - 64	1.9%
65+	0.0%

Gender	Percentage
Male	60.2%
Female	37.7%
Non-binary	0.2%
Prefer not to say	1.9%

Where do you currently reside?	Percentage
Saskatoon (within Neuron's riding area)	87.5%
Saskatoon (outside Neuron's riding area)	8.9%
Another location within Saskatchewan	3.2%
Outside of Saskatchewan, in Canada	0.4%
Outside of Canada	0.0%

Neuron Saskatoon Rider Feedback

In September and October of 2024, Neuron conducted a rider survey for Saskatoon that had 472 complete responses. Riders were prompted to complete the survey in the app and if they opted into direct communications from Neuron. Riders were asked a range of questions regarding their experience. Of specific note is rider feedback regarding parking, why they used the service and how riders combine modes of transit with shared e-scooters.

What do you use Neuron mostly for?*	Percentage
Commuting (work AND/OR study)	43.9%
Commuting for work	31.1%
Commuting for study	20.1%
Connecting to public transit	14.8%
Running errands (shopping, etc)	36.2%
Exploring the city (restaurants, cafes, events)	60.0%
Getting to appointments	18.4%

*Riders were permitted to choose more than one response

How helpful would physical infrastructure (such as signs or markings on the pavement) be to locate a designated parking station?	Percentage
Extremely helpful	47.0%
Somewhat helpful	39.8%
It would make little to no difference	10.6%
Not helpful	2.5%
Total	100.0%

How far would you be willing to walk to access a Neuron e-scooter?	Percentage
25 meters	14.8%
50 meters	16.1%
75 meters	11.7%
100 meters	23.1%
200 meters	18.4%
More than 200 meters	15.9%
Total	100.0%

For your most recent trip did you combine Neuron with any of the following?*	Percentage
Personal car or ride share (e.g. Uber/taxi)	10.4%
I did not combine my trip with anything	23.3%
Public transit	17.8%
Walking	65.9%

***Riders were permitted to choose more than one response, as trips could include a combination of transportation options.**

Riders also share feedback with Neuron throughout the year, including feedback questions at the end of each trip and through our various contact channels. Common issues during this feedback loop normally relate to vehicle issues (e.g. low battery), the capped speed of the vehicle or restrictions for sidewalks.

Vehicle issues are managed on a case-by-case basis. However, features that are put in place for safety purposes such as managed speed and sidewalk detection are rider concerns that receive a response with information pertaining to that feature.

Summary of Survey Results

1. Bird

A survey was sent to all riders that rode a Bird e-scooter in 2024 via a text message and/or email in November 2024. 167 responses were received, and the survey results are included in Appendix 6. Highlights of the survey include:

- 83% said the most common use of the e-scooter was for leisure, entertainment and recreation.
- 67% made a purchase before/during/after using their e-scooter with 55% of the purchases exceeding \$20.00
- 69% said what they enjoyed most about the e-scooters being available in their area was the increase to their fun/enjoyment.
- 98% say the impact to the city is positive.

2. Neuron

An email was sent to all riders that rode a Neuron e-scooter in September and October 2024. 472 responses were received, and survey results are included in Appendix 5. Highlights of the survey include:

- 60% said the most common use of the e-scooter was for exploring the city.
- 58% made purchases before/after their trip.
- 99% said the impact to the city is positive.

3. City of Saskatoon (Open)

A survey was posted on the City of Saskatoon's Engage page in December 2024. 96 responses were received, and the results are included in Appendix 7. Highlights of the survey include:

- Reasons given for riding an e-scooter:
 - 59% fun/recreation
 - 41% wanted to try it out
 - 38% travel to/from social gatherings
- Safety considerations:
 - 81% felt safe on both multi-use pathways and protected bike lanes
 - 38% felt safe on a roadway.
- 38% shared that if they couldn't find an e-scooter, they would have driven instead
- 31% of riders indicated they drove a vehicle less often
- 50% of riders rarely/never wore a helmet
- Benefits of the e-scooter program:
 - 78% said having another option to travel to destinations
 - 51% said another option for recreation

- 'Where should e-scooters be allowed?'
 - 85% protected bike lanes
 - 72% multi-use pathways
 - 54% empty sidewalk
 - 48% roadway
 - 27% sidewalk with pedestrians
- 64% support the e-scooter program continuing after the two-year pilot. 9% were not sure

Note: respondents were allowed to select more than one option.

4. Inshtrix Survey

In December 2024, Inshtrix asked their Omnibus SaskWatch panel two questions about the City's e-scooter program. The panel is a mix of gender and age and has a 95% confidence level with a margin of error of 4.9%. The survey received 400 responses and the results are included in Appendix 8. Highlights of the survey include:

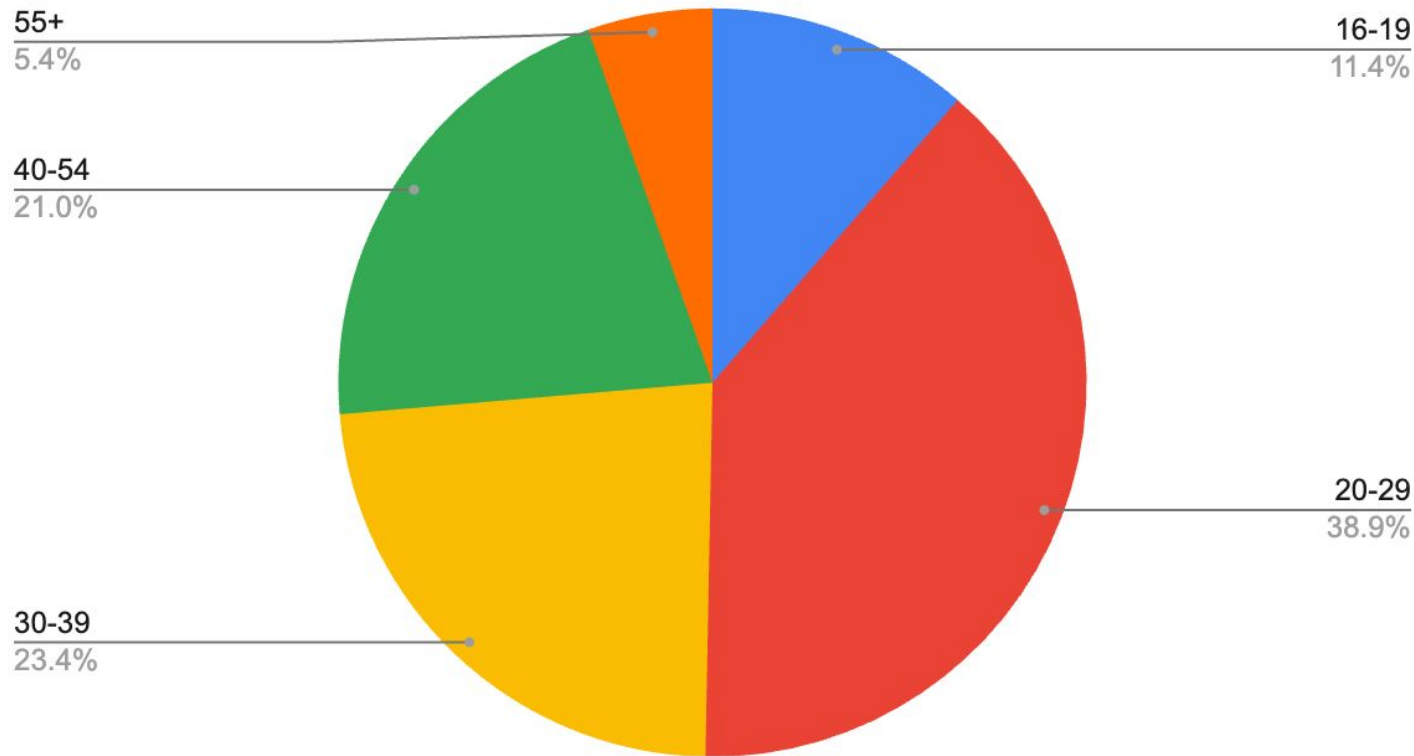
- 17% reported trying an e-scooter.
- 'Should the e-scooter program continue after the 2-year pilot project?'
 - 53% indicated support for continuing the program
 - 24% were not sure



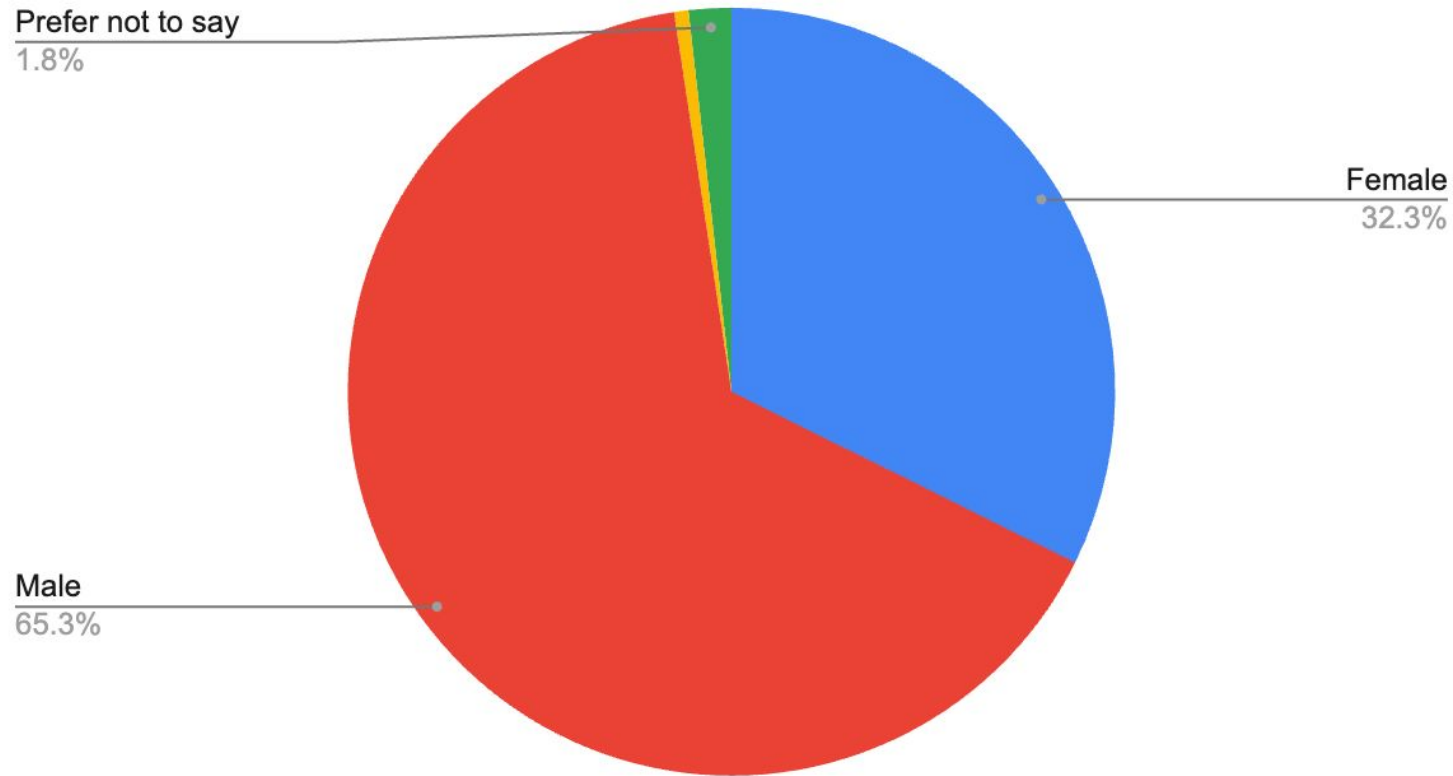
Hello,
Saskatoon!



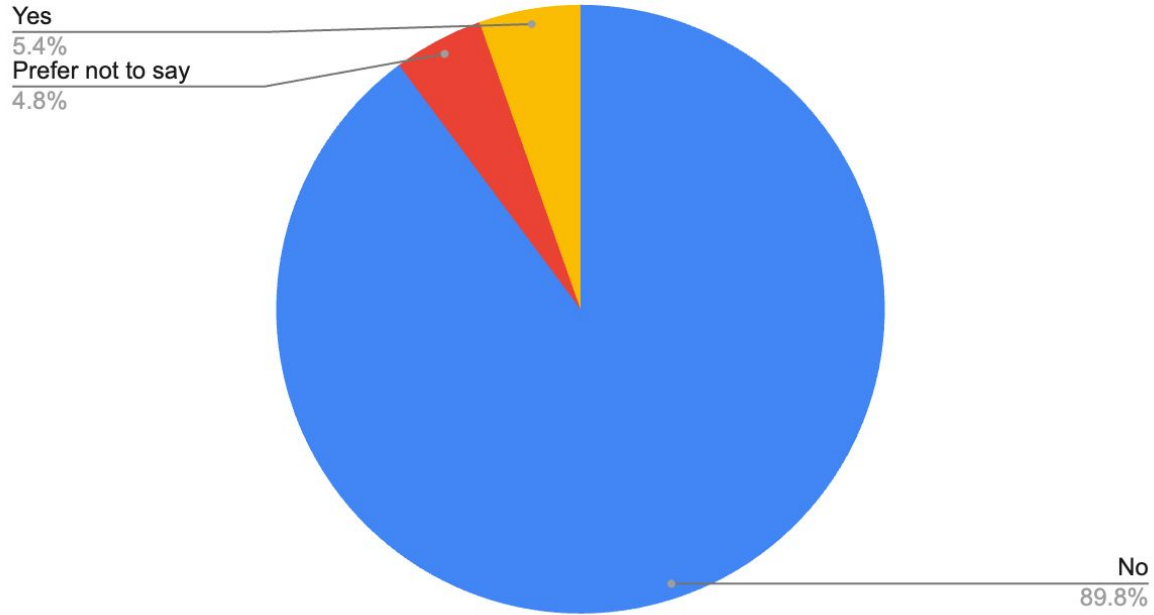
COUNTA of What is your age?



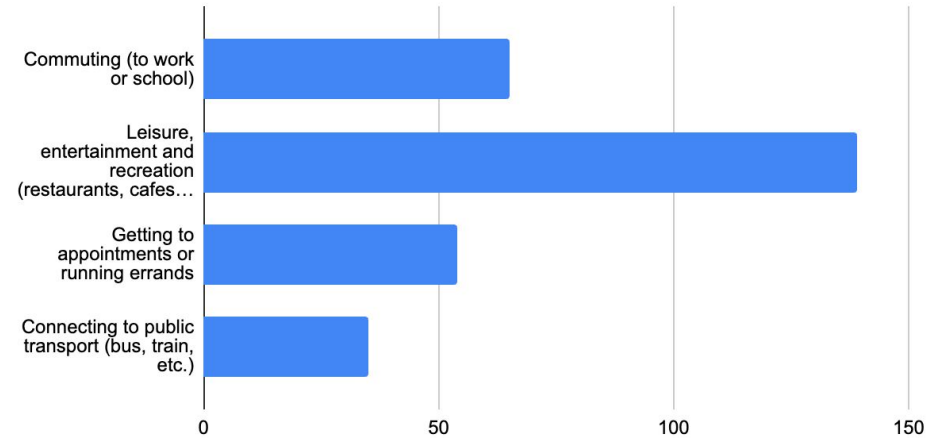
COUNTA of What gender do you identify with?



COUNTA of Do you identify as disabled?

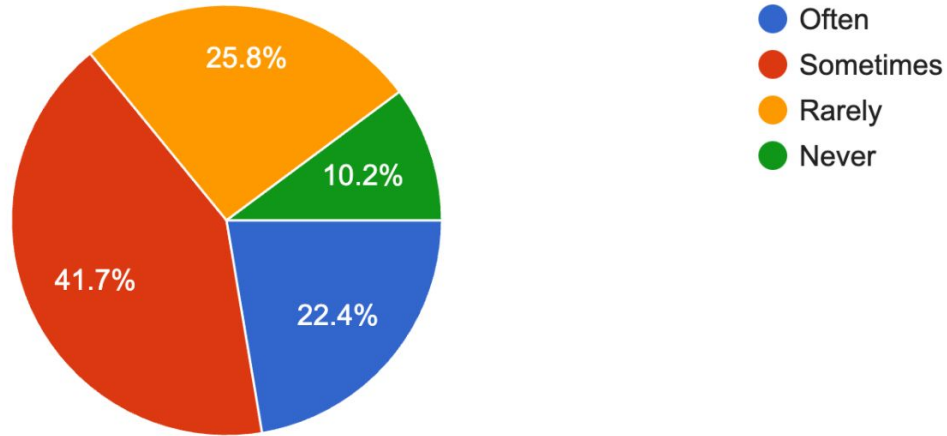


What do you use e-scooters and/or e-bikes mostly for?

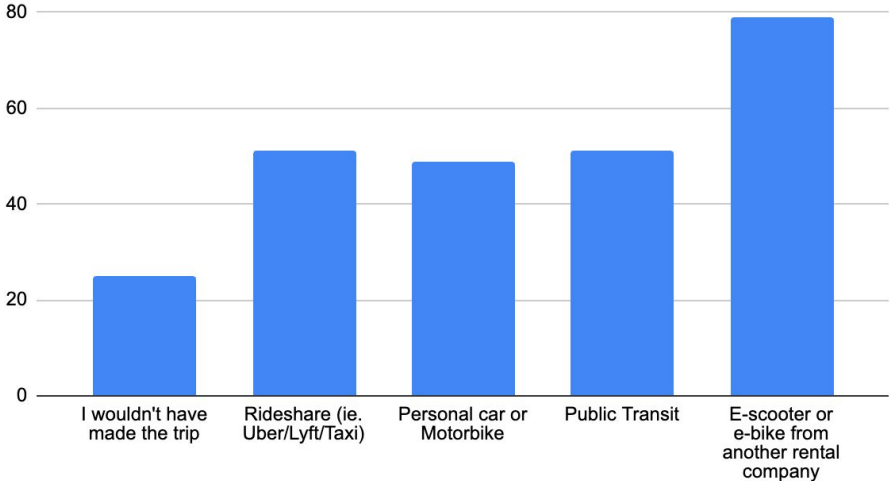


What do you use e-scooters and/or e-bikes mostly for? (check all that apply)

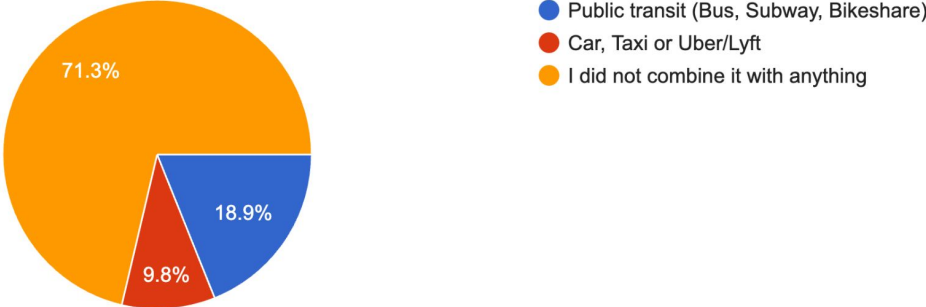
How often do you see misparked Bird Canada e-scooters and/or e-bikes?



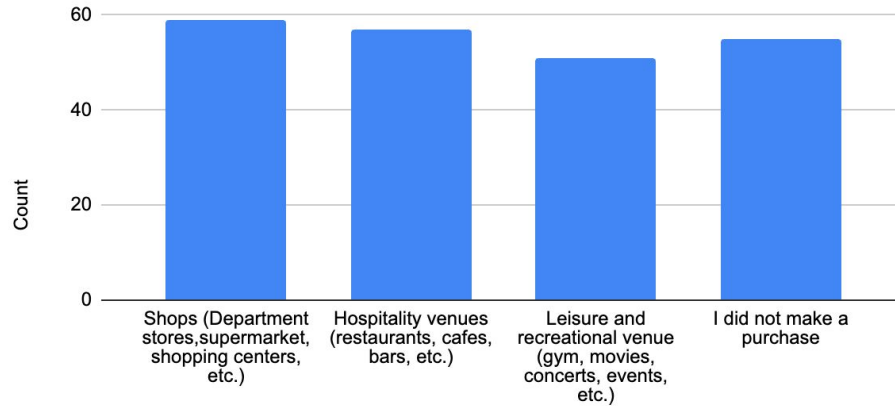
What would you have done if no Bird was available?



For your most recent trip with Bird Canada, did you combine it with any of the following?

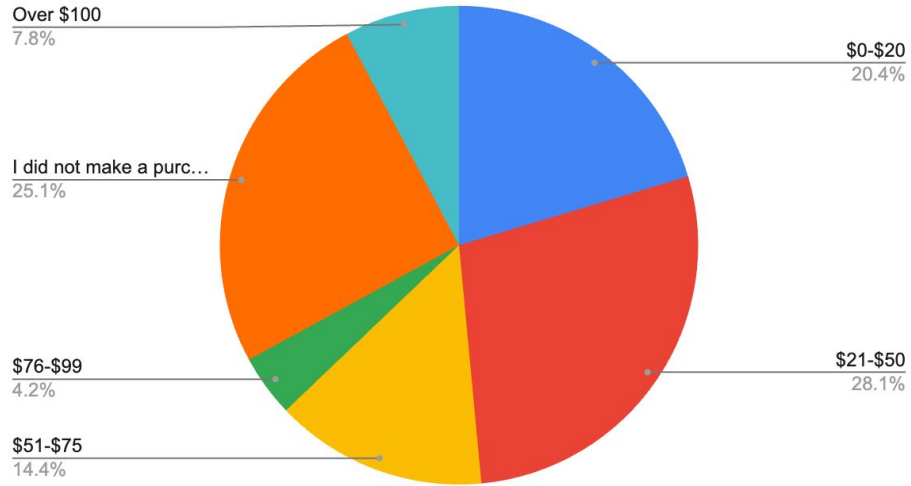


Count vs. On a trip with Bird Canada, did you make a purchase before/during/after riding to/from any of the following?

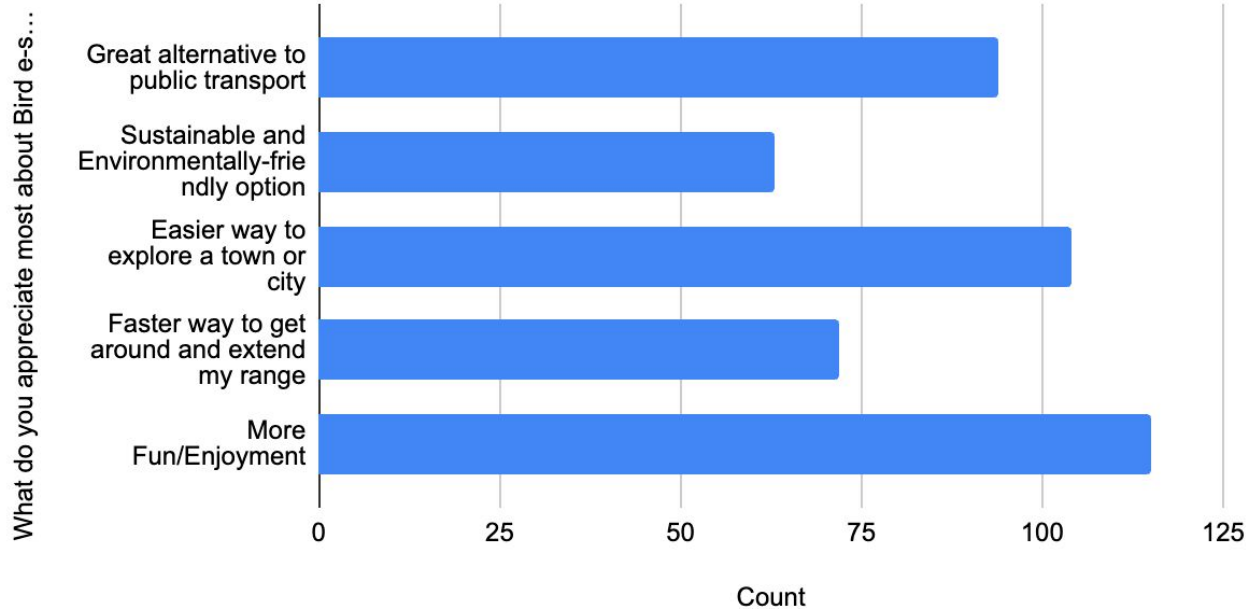


On a trip with Bird Canada, did you make a purchase before/during/after riding to/from any of...

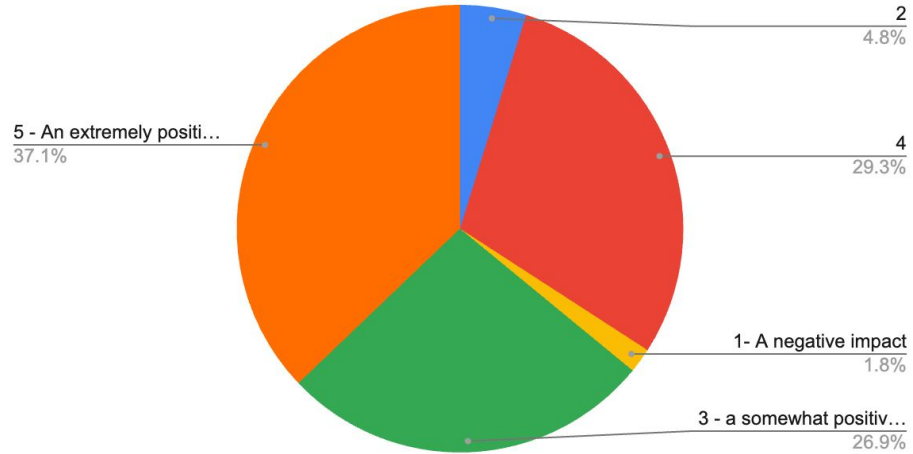
COUNTA of What was the value of your purchase?



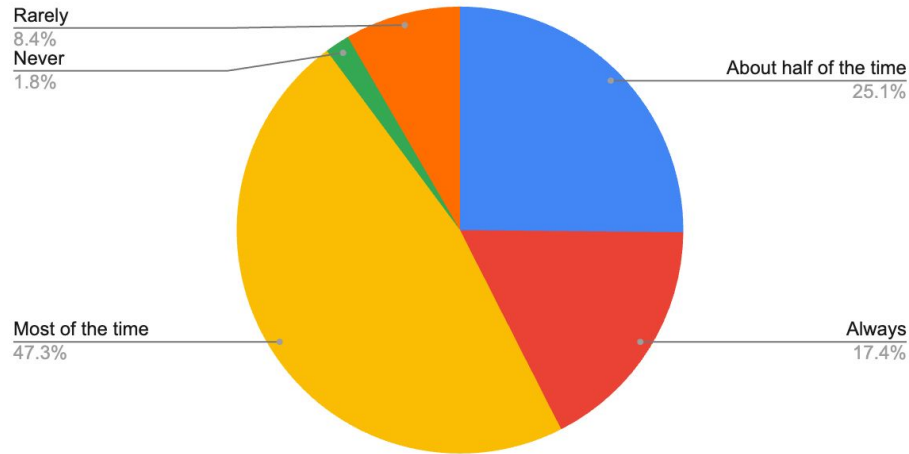
do you appreciate most about Bird e-scooters and/or e-bikes in your area?



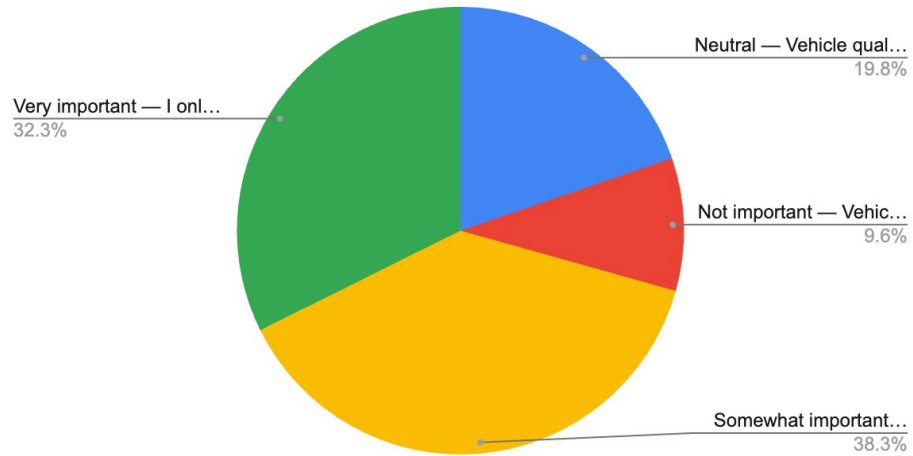
COUNTA of What overall impact do you think Bird has had in your city?



COUNTA of How often could you find a Bird vehicle when you wanted one?



COUNTA of How does vehicle quality affect your decision to ride a Bird?



City of Saskatoon Survey Results
2023 results are in parentheses

Survey Question	Response
About how many times have you rode a shared e-scooter in Saskatoon?	Never – 58% (47%) More than 10 times – 16% (11%) 2-5 times – 16% (19%) Once – 7% (14%) 6-10 times – 3% (8%)
Why have you not tried a shared e-scooter in Saskatoon?	I'm not interested – 87% (73%) I'm interested but haven't tried it yet – 13% (27%)
Which of the current companies operating shared e-scooters in Saskatoon have you tried? Select all that apply.	Neuron – 100% (99%) Bird – 53% (33%)
Why have you rode a shared e-scooter? Select all that apply.	Fun/recreation – 59% (67%) Wanted to try it out – 41% (52%) Get to or from social gatherings – 38% (49%) Get to or from work – 35% (22%) Get to or from appointments – 30% (18%) Get to or from dining – 24% (27%) Get to or from shopping – 16% (18%) Get to or from school – 5% (6%) Other – 5% (5%)
In general, how safe did you feel when riding a shared e-scooter in the following situations?	On a roadway Safe 38% (54%) Unsafe – 59% (42%) Never tried – 3% (4%) On a multi-use pathway Safe 81% (88%) Unsafe – 5% (4%) Never tried – 14% (8%) On a protected bike lane Safe 81% (67%) Unsafe – 8% (14%) Never tried – 11% (19%)
How often did you find a shared e-scooter when looking for one?	Always – 47% (38%) Usually – 42% (51%) Rarely – 11% (10%)
If you were planning to use a shared e-scooter to make a trip somewhere but could not find one available, would you most likely:	Walk/Bike instead – 43% (27%) Drive instead – 38% (42%) Other – 8% (14%) Not sure – 8% (12%) Cancel the trip – 3% (2%)

	Take a bus instead – 0% (4%)
Which of the following best describes your overall experience with the helmets that come with the shared e-scooters	I rarely/never wore a helmet – 50% (51%) I usually wore the shared helmet without cleaning it – 22% (19%) I usually brought my own helmet and wore it instead – 17% (26%) I usually wore the shared helmet but cleaned it first – 11% (4%)
What did you think of the cost to ride a shared e-scooter?	Seems expensive – 50% (53%) Seems about right – 39% (42%) Seems inexpensive – 11% (5%)
In general, how did you like the app used to rent and ride the e-scooter?	I liked it – 56% (57%) Neutral – 36% (32%) I didn't like it – 8% (11%)
Did riding shared e-scooters impact how often you used other forms of transportation?	Driving Less often – 31% (32%) No impact – 69% (65%) More often – 0% (3%) Transit Less often – 14% (12%) No impact – 83% (82%) More often – 3% (6%) Walking Less often – 36% (27%) No impact – 42% (61%) More often – 22% (12%) Cycling Less often – 11% (18%) No impact – 81% (80%) More often – 8% (2%) Rideshare (taxi, Uber) Less often – 31% (34%) No impact – 58% (63%) More often – 11% (3%)
Have you ever reported an e-scooter issue to one of the vendors (silver Bird or orange Neuron)?	No – 82% (82%) Yes – 18% (18%)
If reported an issue, were you satisfied with the process used to report the issue?	Very satisfied – 47% (17%) Somewhat satisfied – 13% (29%) Neutral – 20% (15%) Somewhat dissatisfied – 13% (23%) Very dissatisfied – 7% (17%)
If reported an issue, were you satisfied with the response from the vendor?	Very satisfied – 33% (15%) Somewhat satisfied – 7% (22%) Neutral – 27% (13%) Somewhat dissatisfied – 20% (30%)

	Very dissatisfied –13% (20%)
What do you think are benefits of the shared e-scooter program? Select all that apply.	Another option for getting to destinations – 78% (71%) Another option for recreation – 51% (61%) Other – 34% (30%)
What are concerns you may have with the shared e-scooter program? Select all that apply.	Where e-scooters are parked –66% (56%) Riders on roadways – 51% (45%) Riders not wearing helmets – 51% (39%) Other – 44% (38%) Riders on sidewalks – 41% (42%) More than one person on a single e-scooter – 40% (36%) Riders on pathways (e.g. river trails) – 30% (25%) No concerns – 13% (16%)
What would be your level of support for e-scooters to be allowed on the following spaces in the future?	On a roadway Strongly support – 26% (32%) Moderately support – 22% (24%) Do not support – 47% (41%) I'm not sure – 6% (4%) On a multi-use pathway (e.g. river trails) Strongly support – 41% (53%) Moderately support – 31% (21%) Do not support – 25% (24%) I'm not sure – .2% (3%) On a protected bike lane Strongly support – 61% (61%) Moderately support – 24% (19%) Do not support – 13% (17%) I'm not sure – 2% (3%) On an empty sidewalk Strongly support – 33% (38%) Moderately support – 22% (25%) Do not support – 42% (34%) I'm not sure – 3% (3%) On a sidewalk with pedestrians on it Strongly support – 14% (18%) Moderately support – 14% (24%) Do not support – 66% (55%) I'm not sure – 7% (3%)
Do you think the City's shared e-scooter program should continue past the two-year pilot?	Continue program but with changes – 46% (39%) Discontinue the program – 26% (27%) Continue program as is – 18% (27%) I'm not sure – 9% (7%)

Insightrix Survey Results
2023 Results are in parentheses

Question	Response
How many times have you ridden a shared e-scooter in Saskatoon since they were first launched in May 2023?	Never – 83% (89%) Once – 7% (6%) 2-5 times – 7% (4%) 6-10 times – 2% (1%) More than 10 times – 2% (0%)
Do you think the shared e-scooter program should continue past the two-year pilot?	Continue the program as is – 40% (40%) I'm not sure – 24% (29%) Discontinue the program – 23% (18%) Continue the program but with changes – 13% (13%)



Epidemiologist Request – Summary of Results

COMPLETED FOR: City of Saskatoon

DETAILS OF REQUEST:

The City of Saskatoon is looking for data on E-scooter injuries occurring in Saskatoon.

SUMMARY OF ANALYSIS:

Data for all Emergency Department Visits at Saskatoon hospitals (RUH, SPH and SCH) with the ICD-10-CA diagnosis code of W02.080 (falls involving electric (motorized) scooter) were analyzed.

SUMMARY OF RESULTS:

Note: To maintain privacy data cannot be reported for any category with 5 or less patients.

Data is available for E-scooter accidents from April to September for years 2022 and 2023, and April to July for 2024.

Summary Statistics

	April – September 2022	April – September 2023	April – July 2024
Total Number	19	91	53
% Female	<6	41.8%	43.4%
% Helmet Use Indicated*	52.6%	38.5%	41.5%

*Helmet use was not reported for all cases, this is a percentage of those where use (or lack of) was reported.

Additional information for April to August 2023:

- The majority of patients (60%) were aged 20-39.
- Patients were distributed relatively evenly across the networks (Saskatoon 1-5), with the highest proportion of cases from Saskatoon 4 (South).
- Emergency Department visits were distributed relatively evenly across days of the week and times of day.
- The majority of patients (88%) were assessed at CTAS scores of 3, 4 or 5, meaning their care ranged from urgent to non-urgent. (The Canadian Triage and Acute Scale (CTAS) is used to group patients based on severity of their condition, 1 is the most severe and 5 is non-urgent.)
- From the patients that indicated helmet use (41%), 40% indicated that they did wear a helmet.

DATA LIMITATIONS:

Data coding is not complete for August and September 2024, hence these months are not be included in this analysis.

Safety | Accountability | Respect | Collaboration | Compassion

With a commitment to a philosophy of Patient and Family Centred Care

Summary of shared e-scooters in western Canada

A summary of large western Canadian cities and if they permit shared e-scooters is as follows:

City	Shared e-Scooters operate?
Vancouver	Yes
Victoria	Yes
Edmonton	Yes
Red Deer	Yes
Calgary	Yes
Regina	Yes
Brandon	No*
Winnipeg	No*

*The Province of Manitoba introduced amendments to *The Highway Traffic Act* and *The Manitoba Public Insurance Corporation Act* to enable shared e-scooters. The amendments authorize municipalities to create bylaws to enable shared e-scooters, but no Manitoba city has done so yet.

The shared e-scooter company Bird operates in the following western Canadian cities:

Surrey*	Regina
Cranbrook*	Chestermere*
Vernon* (new in 2025)	Calgary
Red Deer	Edmonton
St. Albert	Okotoks*
Leduc	Spruce Grove*
Airdrie	Cochrane*
Medicine Hat*	

* = exclusive

The shared e-scooter company Neuron operates in the following western Canadian cities:

Lacombe	Sylvan Lake
Edmonton	Red Deer
St. Albert	Airdrie
Blackfalds	Calgary
Vernon	Regina
Coquitlam	

Infrastructure Canada – Active Transportation Fund 2025

ISSUE

Housing, Infrastructure and Communities Canada has opened a second intake of the Active Transportation Fund. The Administration is seeking City Council approval of the projects for submission that meet the criteria of the program.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Administration be directed to submit the proposed projects outlined in this report to the Active Transportation Fund;
2. That if successful, the Mayor and City Clerk be authorized to execute the agreement with Housing, Infrastructure and Communities Canada under the Corporate Seal; and
3. That if required, the Senior Financial Business Partner be granted delegated authority to sign and submit progress reports and financial claims related to the program.

BACKGROUND

At its Regular Business Meeting held on March 25, 2019, City Council received the Active Transportation Implementation Plan [report](#), and resolved, in part:

“1. That the Active Transportation Implementation Plan be endorsed with the exception of the elements pertaining to the Downtown AAA Network, which is the subject of a future report to City Council;”

The implementation plan included the following key components:

1. Integration with Standard Practices
2. Leverage other Projects
3. Shelf-Ready Projects
4. Leverage all Funding Opportunities
5. Measure and Report Progress

In 2022, the Government of Canada conducted the first intake of applications for the Active Transportation Fund for planning or capital projects. The City of Saskatoon was successful in receiving funding for the following projects:

- College Drive Multi-Use Pathway (planning);
- Active Transportation Street Team (planning);
- Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement (planning);
- Millar Avenue Multi-Use Pathway (planning); and
- Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement (capital).

On December 6, 2024, the completion of the Dudley Street walking and cycling improvements project was announced. The joint investment of more than \$2.6 million with the Government of Canada through the Active Transportation Fund supported the construction of one kilometre of shared-use pathway, 800 metres of neighborhood bikeway and approximately one kilometre of new sidewalk on Dudley Street between Dawes Avenue and Spadina Crescent.

DISCUSSION/ANALYSIS

On December 12, 2024, Housing, Infrastructure and Communities Canada launched a second call for applications for the Active Transportation Fund under the Canada Public Transit Fund. This fund allocates \$3 billion annually for permanent public transit programming and includes targeted funding for specific types of active transportation. The intent of the funding is to support a modal shift away from cars and support the expansion and enhancement of active transportation infrastructure, making travel by active transportation easier, safer, more convenient and more enjoyable.

This intake of the Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges.

More specifically, the Active Transportation Fund seeks to:

- Improve community connections and promote social equity amongst vulnerable Canadians;
- Make travel by active transportation easier, more convenient and enjoyable, and enhance user safety and security;
- Encourage people to choose active transportation over personal vehicles (including supporting walking and cycling to access transit);
- Contribute to long-term, sustainable, inclusive economic growth, while setting the foundation for achieving a more inclusive Canada and net-zero climate emissions by 2050; and
- Support the Canadian economy through a reduction in congestion, the creation of jobs and enhanced access via active transportation modes to businesses.

There are two streams of projects eligible for funding: 1) capital projects and 2) planning projects. While the first intake accepted applications for both capital and planning projects, this intake is accepting capital project applications only.

Capital projects refer to new infrastructure construction, enhancement of existing infrastructure, and fixed design and safety features that encourage increased active transportation. Eligible capital projects include:

- Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways (this could include nature trails and other infrastructure which could support recreation, so long as this infrastructure can be demonstrated to reflect evaluation criteria);

- Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometres of infrastructure, but quality improvements that support greater usage;
- Building or enhancing design features and facilities which promote active transportation, such as storage facilities, lighting, greenery, shade, and benches; or
- Building or enhancing safety features which promote active transportation, such as crosswalks, medians, speed bumps, and wayfinding signage.

For capital projects, program funding can be provided up to 60%, with the City of Saskatoon required to provide the other 40%. Infrastructure Canada will be accepting applications for capital funding streams of the Active Transportation Fund until February 26, 2025. This intake of the Active Transportation Fund is a five-year program starting in 2025. All projects must be completed by March 31, 2030.

The Administration has identified the following capital projects that align with the Active Transportation Fund mandate and the City’s Active Transportation implementation plan. Further details on each of the projects are provided in Appendix 1.

Project	Project Length	Total Eligible Costs (millions)	2023 TMP* Priority Ranking
Recommended Projects			
West Central Multi-Use Corridor (Avenue Q to Avenue W)	0.8	1.20	16
31 st Street to 33 rd Street Shared-Use Pathway (Idylwyld Drive & 31 st Street to 33 rd Street & Ontario Avenue)	0.6	1.70	n/a
West Central Multi-Use Corridor (Avenue F to Avenue K)	0.6	1.20	16
Connecting Avenue C – Phase 2 (Jamieson Street to 38 th Street)	2.3	1.10	6
22 nd Street & Confederation Drive Intersection Improvements - Shared pathway, south side (Diefenbaker Drive to Confederation Drive)	0.4	0.25	26
22 nd Street Shared-Use Pathway (Witney Avenue to Pedestrian Overpass)	0.5	0.30	14
Potential Additional Projects			
31 st Street Walking and Cycling Improvements (Avenue W to Idylwyld Drive)	2.5	3.7	10
Connecting Avenue C – Phase 1 (Spadina Crescent to Jamieson Street)	1.0	3.4	6
Connecting Avenue C – Phase 3 (38 th Street to 45 th Street)	1.4	4.3	6
Connecting 2 nd Avenue/3 rd Avenue: Walking, Cycling, and Driving Improvements	0.4	1.1	n/a
Victoria Avenue Bike lanes (8 th Street to Taylor Street)	0.8	6.6	15

*TMP = Transportation Master Plan

The rationale for selecting the above noted projects for application to the Active Transportation Fund mandate is:

- West Central Multi-Use Corridor is an ongoing segmented project with three of five segments previously completed. Finishing the remaining two segments would complete this long-standing project:
 - Idylwyld Drive to Avenue D – Complete
 - Avenue D to Avenue F – Complete
 - Avenue F to Avenue K – Not Complete
 - Avenue K to Avenue Q – Complete
 - Avenue Q to Avenue W – Not Complete
- 31st Street to 33rd Street Shared-use Pathway along Idylwyld Drive has a willing partner. The Province of Saskatchewan is able to provide the additional property required to build the infrastructure for no cost. The work could potentially be coordinated with the construction of the Link (Bus Rapid Transit) station at this location, currently scheduled for 2026.
- Connecting Avenue C (Jamieson Street to 38th Street) includes 2.3 kilometres of neighbourhood bikeway providing improved safety for vulnerable road users, as well as completing a phase of a project that is ranked highly on the Transportation Infrastructure Priority List.
- 22nd Street Pathway projects can be completed with no property requirements, relatively low cost, and aligns with and supports the future road improvements along 22nd Street at Confederation Drive.
- All the projects can fit within the proposed funding plan discussed below.

FINANCIAL IMPLICATIONS

A possible funding plan and construction sequence is shown below if grant funding is approved for the recommended projects.

Project	City Contribution	Active Transportation Fund Contribution	Total Cost	Proposed timing
West Central Multi-Use Corridor (Avenue Q to Avenue W)	\$480,000	\$720,000	\$1,200,000	2025
31 st Street to 33 rd Street Shared-Use Pathway (Idylwyld Drive & 31 st Street to 33 rd Street & Ontario Avenue)	\$680,000	\$1,020,000	\$1,700,000	2026
West Central Multi-Use Corridor (Avenue F to Avenue K)	\$480,000	\$720,000	\$1,200,000	2027
Connecting Avenue C – Neighbourhood Bikeway (Jamieson Street to 38 th Street)	\$440,000	\$660,000	\$1,100,000	2028
22 nd Street & Confederation Drive Intersection Improvements - Shared-use pathway on south side (Diefenbaker Drive to Confederation Drive)	\$100,000	\$150,000	\$250,000	2029
22 nd Street Shared-Use Pathway (Witney Avenue to Pedestrian Overpass)	\$120,000	\$180,000	\$300,000	2029
TOTALS	\$2,300,000	\$3,450,000	\$5,750,000	

For the initial Active Transportation Fund intake, the Administration recommended allocation of the required city contribution from Capital Project P.02468 Active Transportation Plan Implementation. This would be the suggested process again.

The proposed funding scheme does not require any additional tax-based funding to be provided. The city contributions can be generated using typical reserve allocations generated through the multi-year business plan and budget process.

If additional funding was allocated to the capital project, the projects listed under 'Potential Additional Projects' could also be included in the application to the fund.

OTHER IMPLICATIONS

There are no privacy, legal, or social implications identified.

NEXT STEPS

If City Council approves the recommendations, the Administration will complete the application process prior to the submission deadline. If approved for funding the Administration will report back with a report to adjust the project budget for the Active Transportation Fund contribution.

APPENDICES

1. Project Descriptions

Report Approval

Written by: Nathalie Baudais, Engineering Manager, Transportation
Reviewed by: Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation and Construction

West Central Multi-Use Corridor

Canadian Pacific Kansas City Railway Company (CPKC) previously identified a safety issue with pedestrians walking on or close to the tracks in the downtown area. Through the Pleasant Hill, Riversdale, and West Industrial Local Area Plans, the City of Saskatoon identified a need to connect these neighbourhoods to the downtown via a multi-use pathway.

To address safety and provide active transportation connections, the West-Central Multi-Use Corridor project was conceived. The resultant project is a 3-kilometre multi-use pathway adjacent to the CPKC tracks from Idylwyld Drive to Avenue W South. The project was approved by City Council in 2013 and the first phase was constructed between Idylwyld Drive and Avenue D South as part of the 25th Street Extension project. The second phase between Avenue D and Avenue F was completed in 2021 through the Rail Safety Improvement Program. The third phase between Avenue K and Avenue Q South was completed in 2022-2023 through Reallocation Pool funding.

Details on the project segments are as follows:

Segment	Cost	Notes
Avenue F to Avenue K	\$1,200,000	<ul style="list-style-type: none"> • Design work with CPKC underway • City working to assume a number of leases over the next three years
Avenue Q to Avenue W	\$1,200,000	<ul style="list-style-type: none"> • Detailed design is underway • No constraints

31st Street to 33rd Street Shared-Use Pathway

At its Regular Business Meeting held on February 28, 2024, City Council approved in principle the 31st Street Bikeway Connection to 33rd Street Share-use Pathway Functional Plan with Option 5B.

Option 5B includes a 3.0 metre-wide shared-use pathway along Idylwyld Drive North and 33rd Street East that would be offset 1.5 metres from the adjacent roadway curbing to allow for the placement of light poles, signs, fire hydrants and other items in the amenity strip.

This pathway will allow people to easily connect to the adjacent destinations and directly connect to the existing shared-use pathway on 33rd Street East and the future 31st Street Neighbourhood Bikeway. Option 5B will also connect directly to the Bus Rapid Transit station on the south side of 33rd Street between Alberta Avenue and Idylwyld Drive.

There is insufficient existing public right-of-way along Idylwyld Drive and 33rd Street to construct a 3.0 metre-wide shared-use pathway. An expansion of the public right-of-way into provincial lands is required. The properties are owned by the Saskatchewan Property Management Corporation or His Majesty the King, in essence the Province of Saskatchewan. The Province has agreed to provide the City of Saskatoon the required land to construct the shared-use pathway.

Detailed design is underway for the 31st Street to 33rd Street Shared-Use Pathway.

Connecting Avenue C

This project identifies transportation improvements for Avenue C from Spadina Crescent West to 45th Street West to position the City of Saskatoon to improve the accessibility, comfort, convenience, and safety for active transportation.

At its Regular Business Meeting held on December 20, 2023, City Council approved in principle the Connecting Avenue C project. The project includes:

- Neighbourhood bikeway from Spadina Crescent to 19th Street which will feature:
 - Cyclists riding on street in mixed traffic.
 - Recommended posted speed limit of 30 km/h.
 - Curb extensions to improve pedestrian safety and for traffic calming at Spadina Crescent and Sonnenschein Way. Localized parking restrictions will be required for the curb extensions.
 - Raised crosswalk at Sonnenschein Way.
- Protected bike lanes from 19th Street to Jamieson Street which will feature:
 - 1.8-metre-wide unidirectional bike lanes.
 - Curb extensions to improve pedestrian safety at 20th Street, 21st Street, 22nd Street, 23rd Street and Jamieson Street.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the east side of Avenue C between 23rd Street and Jamieson Street.
- Neighbourhood bikeway from Jamieson Street to 38th Street which will feature:
 - Cyclist riding on street in mixed traffic.
 - Recommended posted speed limit of 30 km/h.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the west side of Avenue C between 24th Street and 25th Street.
 - Pedestrian and cyclist activated signals at 29th Street and 33rd Street.
 - New four-way stops at 25th Street, 31st Street, and 37th Street.
 - Traffic control changed to stop sign control in the east-west direction along Avenue C.
- Shared-use pathway and sidewalk from 38th Street to 45th Street which will feature:
 - 3 metre-wide shared-use path on the east side of Avenue C.
 - Filling gaps in the sidewalk network (pending further feasibility analysis) on the west side of Avenue C between the rail crossing and 45th Street.
 - New four-way stop at 38th Street.
 - Converting the channelized islands on the north side of Circle Drive and Avenue C to smart channels, to enlarge the islands and enable accessibility ramps to be installed.
- Accessibility ramps will be installed with all new sidewalk and pathway work and at numerous locations where sidewalk exists without a ramp.

Detailed design has not been started for the Connecting Avenue C Project.

22nd Street & Confederation Drive Intersection Improvements – Shared-use pathway

A transportation functional design has been developed to address safety and operations issues for eastbound traffic on 22nd Street West between Diefenbaker Drive and Confederation Drive. The design features:

- Eastbound slotted left-turn lane and an exclusive eastbound right turn lane at the intersection of 22nd Street West and Confederation Drive.
- A new right-out access to 22nd Street West from Fairlight Crescent and convert the existing access at Fairmont Drive to a right-in access from 22nd Street West.
- Relocation of the existing overhead guide sign and roadside safety system located between Confederation Drive and Fairmont Drive farther west.
- Construction of a third eastbound travel lane with curb and gutter between Diefenbaker Drive and Confederation Drive.
- Realignment of the pedestrian crosswalk, adjust pedestrian accessible ramps, and correct drainage deficiencies on the southwest corner of the intersection at 22nd Street West and Confederation Drive.
- A shared-use pathway on the south side of 22nd Street West between Diefenbaker Drive and Confederation Drive.

The design was presented to the Standing Policy Committee on Transportation on August 6, 2024 and the Committee resolved: “That the matter be referred back to the Administration to report back on the implications of removing the right out on Fairlight Crescent.” The follow-up report for this item is anticipated in the first quarter of 2025.

The pedestrian accessible ramps and shared-use pathway on the south side of 22nd Street West between Diefenbaker Drive and Confederation Drive would be the only portions of the project eligible for AT fund contributions.

Detailed design has not been started for the 22nd Street & Confederation Drive Intersection Improvements Project.

22nd Street Shared-Use Pathway

The Standing Policy Committee on Transportation, at its meeting held on January 10, 2023, received the Sidewalks Infill Accelerated Implementation Program – January 2023 Update, which showed that the missing sidewalk on the south side of 22nd Street between Witney Avenue and the pedestrian overpass has a priority 2/3 ranking.

The Standing Policy Committee on Transportation at its meeting held on October 3, 2023 received the Active Transportation Plan Implementation – October 2023 Update, which showed the missing sidewalk on the south side of 22nd Street between Witney Avenue and the pedestrian overpass as a location with functional plan complete but sidewalk construction to take place beyond 2029.

31st Street West Walking and Cycling Improvements

At its Regular Business Meeting held on January 25, 2021, City Council approved in principle the 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project.

To improve active transportation along 31st Street West from Circle Drive West to Idylwyld Drive North, the project includes:

- Cyclists riding on street in mixed traffic:
 - From Avenue W to McMillan Avenue;
 - From Avenue L to Idylwyld Drive;
- Traffic calming circles at Avenue U and Avenue R;
- Curb extensions to improve pedestrian safety and for traffic calming at Avenue U, Avenue T, Avenue R, and McMillan Avenue;
- Pedestrian and cyclist-activated signals at Avenue P and Avenue H;
- Filling gaps in the sidewalk network (pending further feasibility analysis);
- Multi-Use Pathway (3 metres wide) between McMillan Avenue and Avenue L and through Pierre Radisson Park;
- Widen and improve the existing pedestrian pathway through Ashworth Holmes Park;
- Remove the channelized right turns at Idylwyld Drive on the east side of intersection; and
- All existing on-street parking will be maintained.

At its Regular Business Meeting held on March 1, 2021, the Standing Policy Committee received the Sidewalks Infill Accelerated Implementation Program – February 2021 Follow-Up report as information, which included a map of known missing sidewalks. Appendix 1 of the report contains a map showing the known missing sidewalk locations in Saskatoon indicating the sidewalk priority ranking. The missing sidewalks along 31st Street West between Idylwyld Drive and Circle Drive are listed as Priority 3 and 4.

Detail design has not been started for the 31st Street West Bikeway, Pedestrian and Traffic Safety Improvement Project.

Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements

At its Regular Business Meeting held on May 29, 2024, City Council approved in principle the Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements Project. City Council resolved that Option 2A – Widen to the West, Separated Sidewalk be approved.

Features of the recommended option include:

- Widening traffic lanes to 3.6 metres;
- Widening the west sidewalk to 2.5 metres wide;
- Widening the east sidewalk to a 3.0 metre shared-use pathway;
- Constructing a cul-de-sac to close 3rd Avenue at 2nd Avenue;
- Installation of pedestrian accessible curb ramps; and
- Installation of pedestrian actuated signals at King Street and at Duke Street.

The pedestrian accessible ramps, shared-use pathway, and pedestrian actuated signals would be eligible for AT fund contributions.

Detailed design is scheduled to begin in 2025 for the Connecting 2nd Avenue/3rd Avenue: Walking, Cycling, and Driving Improvements Project.

Victoria Avenue Bike Lanes

At its Regular Business Meeting held on April 26, 2021, City Council approved in principle the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project. City Council resolved that Option 4 - Protected Street-Level Bike Lanes with Parking along Victoria Avenue between 8th Street East and Taylor Street East be approved.

To improve active transportation along Victoria Avenue from 8th Street East to Taylor Street East, the project includes:

- Protected street-level bike lanes;
- Raised crosswalk at 6th Street East; and
- On-street parking removed between 8th Street East and 7th Street East
- Narrowed centred median between 7th Street East and Taylor Street allowing on-street parking to be maintained.

There are no sections of missing sidewalk on Victoria Avenue between 8th Street and Taylor Street.

Detailed design has not been started for the Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement Project.

McKercher Drive Extension Update – January 2025

ISSUE

City Council approval is required to no longer consider the future extension of McKercher Drive connecting with Berini Drive as a viable project. An approval would release the lands for other potential future uses.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the future extension of McKercher Drive to Berini Drive be abandoned;
2. That a portion of the lands be allocated for street right-of-way for the intersection of McKercher Drive and 105th Street as outlined in this report;
3. That a portion of the lands in Parcel B allocated for the extension adjacent to the Muskeg Lake Cree Nation property be offered for sale to the Muskeg Lake Cree Nation as set out in this report; and
4. Proceeds from the sale of lands previously allocated for right-of-way be placed into the Dedicated Roadway Reserve.

BACKGROUND

In the 1980s, Erindale neighbourhood plans included lands so that McKercher Drive could be extended north into Erindale in the future. Appendix 1 includes a neighbourhood sketch showing lands where the future McKercher Drive could be extended.

The Central Avenue Master Plan prepared in 2009 for the Sutherland Business Improvement District stated, “A future consideration for the City of Saskatoon street network historically includes the extension of McKercher Drive to Berini Drive. Although this link would alter traffic patterns within the neighbourhood and reduce volumes on Central Avenue, this link is not considered within the Traffic and Parking Management Plan as the alignment would likely necessitate the relocation of the CP rail yard within Sutherland.”

At its Regular Business meeting held on October 7, 2013, City Council approved the [University Heights Sector Plan](#) which states that the need for a McKercher Drive to Berini Drive grade-separated overpass will require monitoring and evaluation for possible improvements during the growth of the sector (page 42 of 60).

At the Standing Policy Committee on Transportation meeting held on October 3, 2023, the [Saskatoon Transportation Master Plan – 2023 Prioritized Infrastructure List](#) was presented. The McKercher Drive extension to Berini Drive is not on the list of prioritized transportation infrastructure projects.

DISCUSSION/ANALYSIS

The functional plan developed for a future extension of McKercher Drive is included in Appendix 2. It includes a bridge structure to span the Canadian Pacific Kansas City Railway (CPKC) yards. It also includes the creation of new intersections at Kerr Road and at Berini Drive.

Traffic modelling has been completed to forecast future traffic volumes that would use an extension of McKercher Drive between 105th Street and Berini Drive. Based on the model for a future population of 500,000 people in the city, approximately 1,000 vehicles would use the extension in each direction of travel during the AM and PM peak hours.

There are several technical challenges with extending McKercher Drive to Berini Drive including:

- CPKC yards crossing would be nearly 150 metres. It is unclear if CPKC would allow bridge columns and footings within their yards. If they do not approve, the bridge would have to span the entire distance.
- A portion of 105th Street would need to be reconstructed and raised to meet the new intersection elevation.
- Noise mitigation may need to be considered for some homes on Beckett Crescent, Overholt Crescent, and Kutz Crescent due to the new road adjacent to their rear yards.

Although the modelling shows that the McKercher Drive extension would carry some traffic to and from Arbour Creek and Erindale, it is not a significant amount that would have enough positive impact elsewhere to justify the construction.

The land being reserved for potential right-of-way for the future extension of McKercher Drive is shown in Appendix 3. If the extension were to be abandoned, the lands could be reallocated for other purposes, including:

- A portion of Parcel B would need to be allocated as street right-of-way for the existing intersection of McKercher Drive and 105th Street.
- The remainder of Parcel B is adjacent to the Muskeg Lake Cree Nation (MLCN) Urban Reserve and could be offered for sale to the MLCN. This parcel may be difficult to develop on its own due to its shape and access but could create more developable lands if combined with existing MLCN lands. MLCN has approached the City in the past expressing interest in acquiring additional lands adjacent to their existing parcel. With MLCN being an adjacent landowner, Council Policy C09-033 Sale of Serviced City-Owned Lands allows for a direct sale of a remnant parcel not needed by the City to an adjacent property owner.
- Parcel AA, Parcel BB, MB59, and MB60 would no longer need to be reserved for future right-of-way or municipal buffer strip and could be released for other purposes.

Prior to any other purposes being considered further internal review, community engagement and reporting would be required (see Appendix 4 for further details). Until

an analysis of best use is completed, the sites will be the current use and maintenance of the sites will continue as they are currently maintained.

FINANCIAL IMPLICATIONS

Abandoning the extension of McKercher Drive would remove the need for the City to allocate millions of unfunded dollars to the project.

Proceeds from the sale of lands previously allocated for right-of-way be placed into the Dedicated Roadway Reserve.

OTHER IMPLICATIONS

Privacy, social, and environmental implications were not reviewed as part of the preparation of this report.

NEXT STEPS

1. Allocate the amount of street right-of-way needed for the intersection of McKercher Drive and 105th Street.
2. Offer for sale a portion of the lands allocated for the extension in Parcel B adjacent to current MLCN lands to the MLCN.

APPENDICES

1. Erindale Neighbourhood Sketch
2. McKercher Drive Extension Functional Plan
3. McKercher Drive Extension Parcel Information
4. Next Steps for Review of Remnant Lands Process

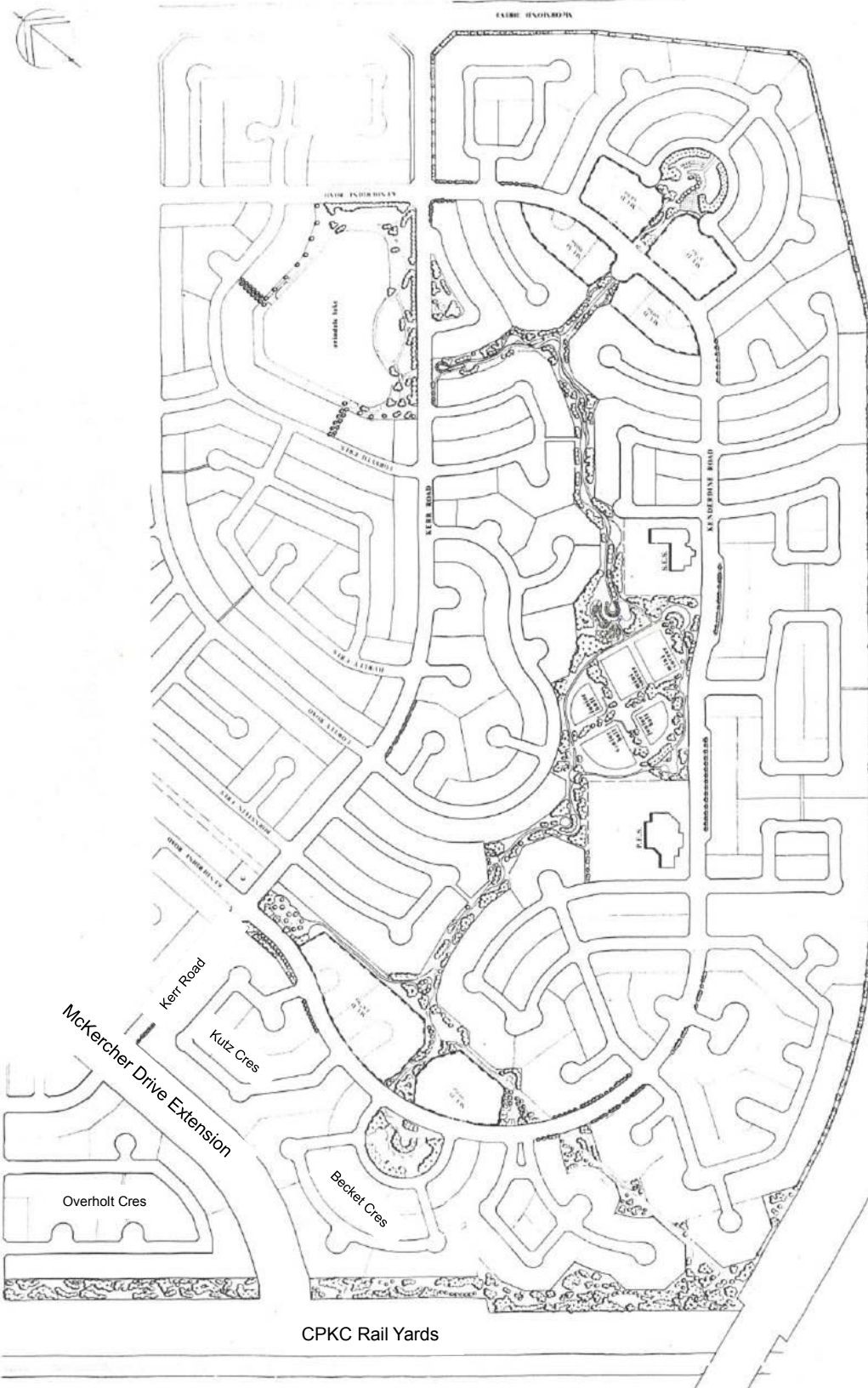
Report Approval

Written by: Nathalie Baudais, Engineering Manager, Transportation

Reviewed by: Jay Magus, Director of Transportation

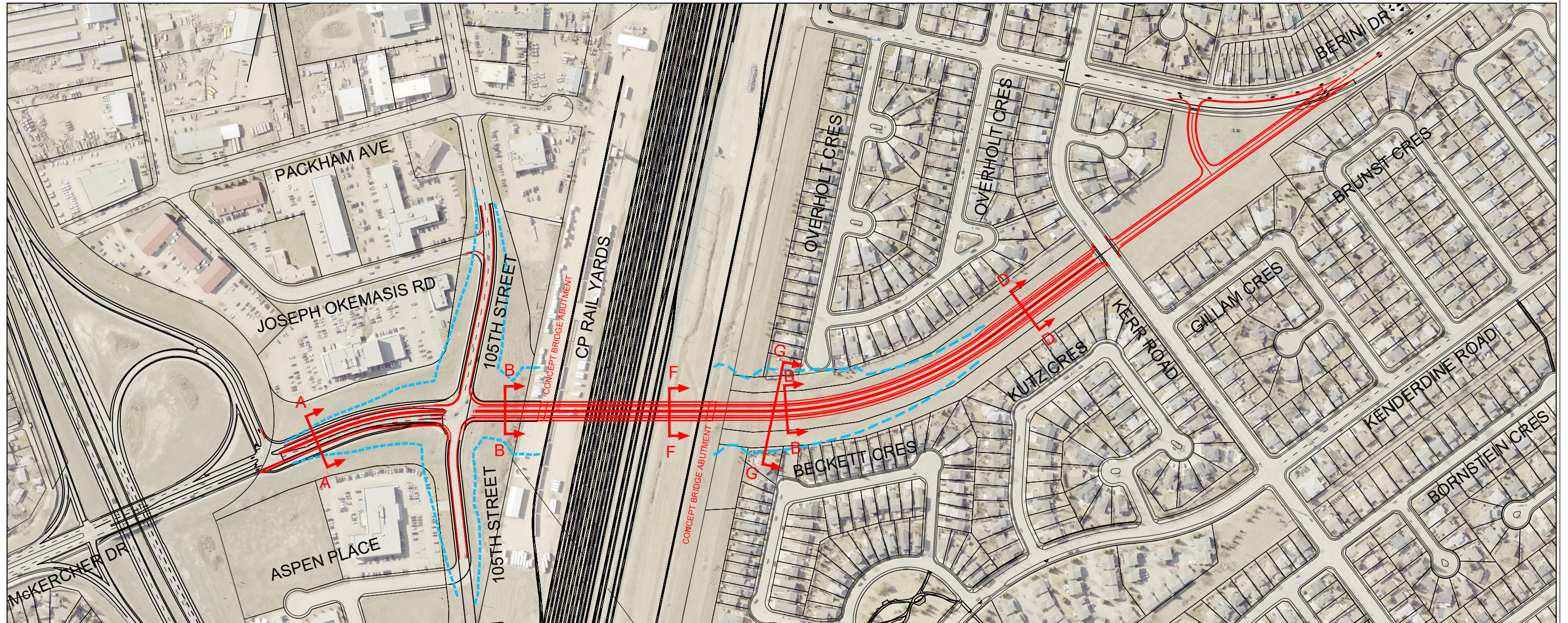
Tyson McShane, Long Range Planning Manager

Approved by: Terry Schmidt, General Manager, Transportation and Construction



**erindale
south**

neighbourhood sketch plan



TOE OF SLOPE OF APPROACH ROADS TO BRIDGE -----

FUNCTIONAL

PROJECT NO. 504-0047-100r001

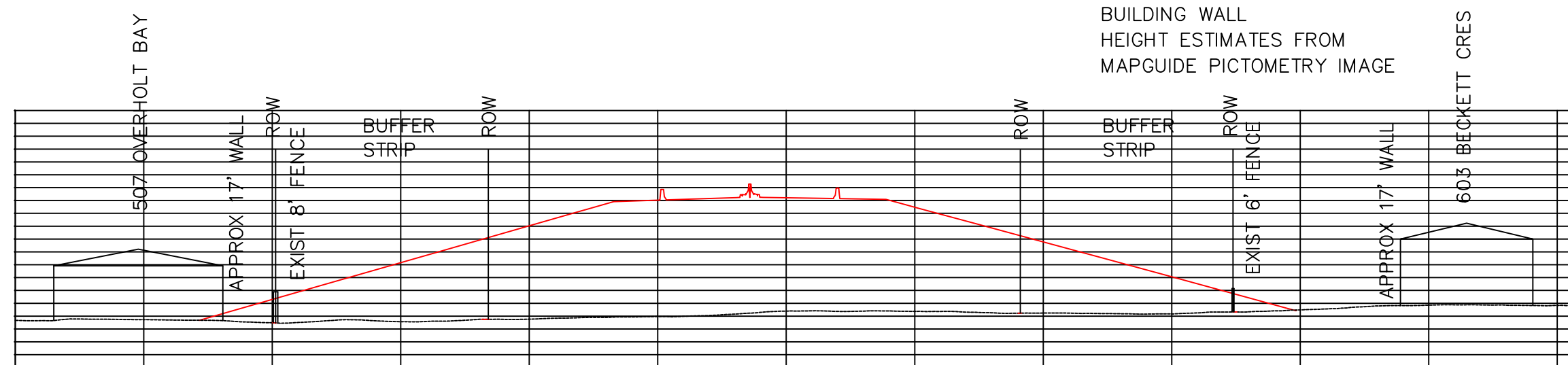
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DRAWN BY <u>LCI</u>	DATE <u>2011-OCT-05</u>



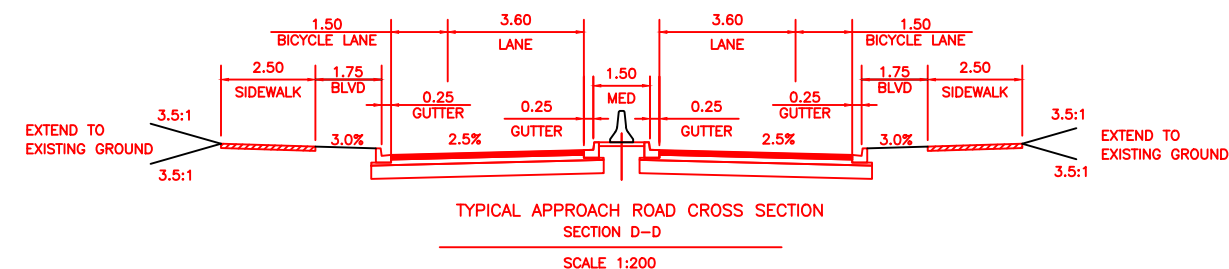
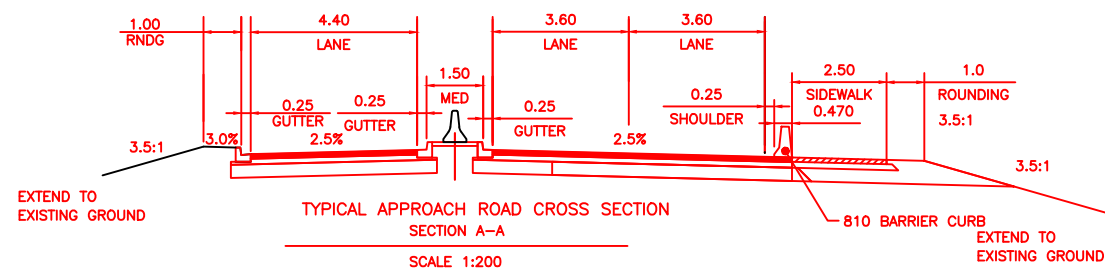
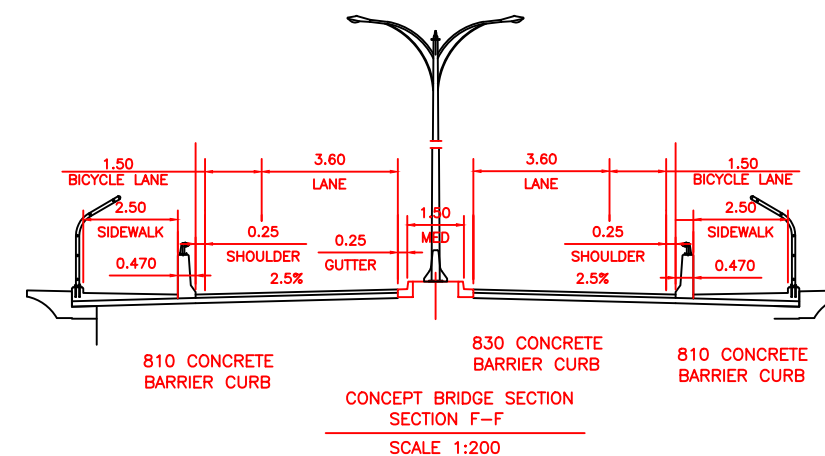
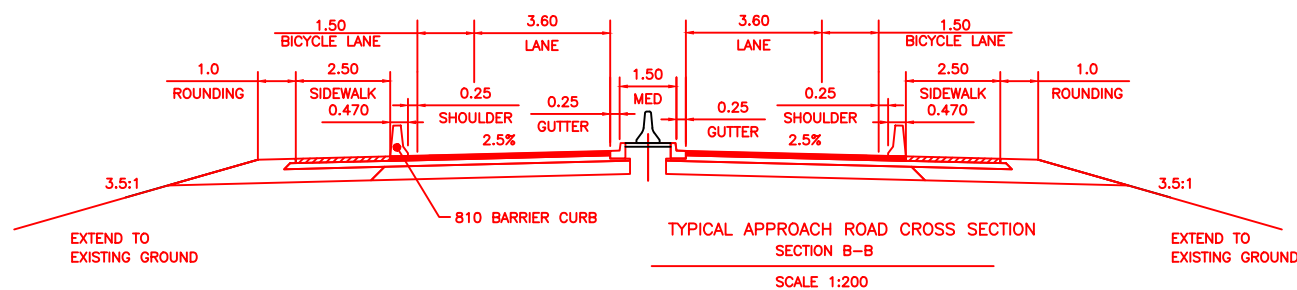
City of Saskatoon
Transportation & Utilities Department

McKERCHER – BERINI CONNECTION
BERINI CP RAIL OVERPASS
McKERCHER DR TO BERINI DR
CONCEPT FUNCTIONAL GEOMETRICS

DIRECTOR _____	
SCALES : HOR. 1:4000	DATE _____
VERT. _____	
SHEET NO. _____	PLAN NO. 213-0998-011r001



BUILDING WALL
HEIGHT ESTIMATES FROM
MAPGUIDE PICTOMETRY IMAGE



FUNCTIONAL
PROJECT NO. 504-0047-100r001

TRANSPORTATION DIVISION - FUNCTIONAL	
ENGINEER	ENGINEER
DATE	DATE
DRAWN BY: LCI	DATE: 2011-OCT-05



McKERCHER - BERINI CONNECTION
CROSS SECTIONS

DIRECTOR	
SCALES:	DATE
HOR. 1:400	
VERT. 1:400	
SHEET NO.	PLAN NO.
	213-0998-016r001

RAILWAY VERTICAL CLEARANCE

1999 TAC PG 2.1.3.13

1. MIN VERTICAL CLEARANCE FROM BASE OF RAIL 6.858 m (22.5 FEET)
2. MIN VERTICAL CLEARANCE FROM BASE OF RAIL 7.163 m (23.5 FEET)
IF BALLAST LIFTS CONTEMPLATED

NOTE: 7.163 m USED FOR CONCEPT BRIDGE CLEARANCE



ALIGN PROFILE: ALN_CTRL

FUNCTIONAL

PROJECT NO. 504-0047-100r001

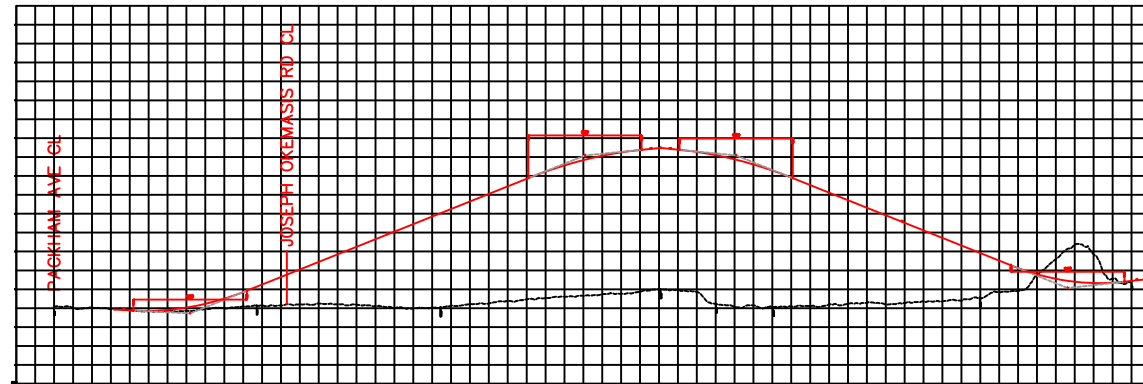
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DATE _____	DATE _____
DRAWN BY <u>LCI</u>	DATE <u>2011-OCT-05</u>



McKERCHER – BERINI CONNECTION

BERINI CP RAIL OVERPASS
McKERCHER DR TO BERINI DR
CONCEPT PROFILE

DIRECTOR _____	
SCALES :	DATE _____
HOR. 1:4000	
VERT. 1:400	
SHEET NO. _____	PLAN NO. _____
249-0047-103r001	



ALIGN PROFILE: ALN_105_CL

McKERCHER DR CL

ASPEN PLACE CL

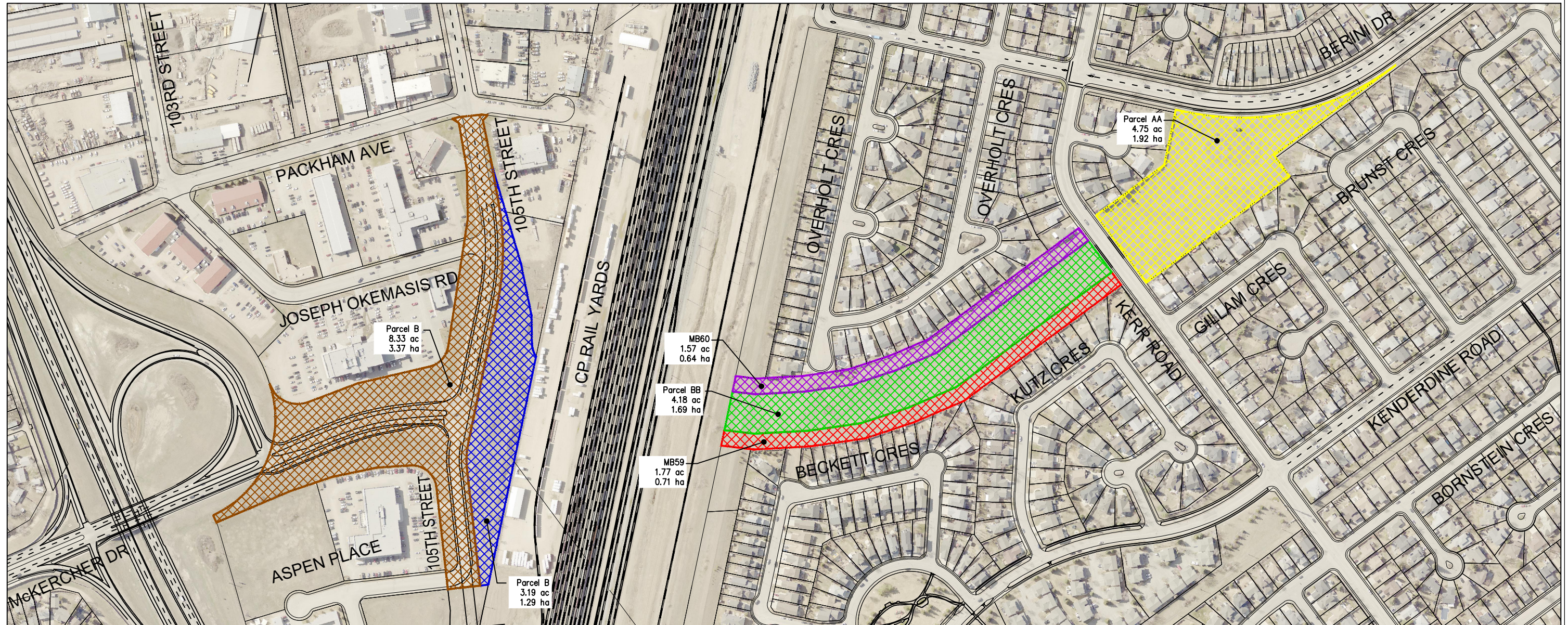
FUNCTIONAL
PROJECT NO. 504-0047-100r001

TRANSPORTATION DIVISION – FUNCTIONAL	
ENGINEER _____	ENGINEER _____
DATE _____	DATE _____
DRAWN BY <u>LCI</u>	DATE <u>2011-OCT-05</u>



McKERCHER – BERINI CONNECTION
105TH STREET
JOSEPH OKEMASIS RD TO ASPEN PLACE
CONCEPT OVERPASS PROFILE

DIRECTOR _____	
SCALES :	DATE _____
HOR. 1:4000	
VERT. 1:400	
SHEET NO.	PLAN NO.
	213-0998-015r001



FUNCTIONAL

PROJECT NO. 504-0047-100r001

TRANSPORTATION DIVISION – FUNCTIONAL	
ENGINEER _____	ENGINEER _____
DATE _____	DATE _____
DRAWN BY _____	DATE 2011-OCT-05

City of Saskatoon
Transportation & Utilities Department

McKERCHER – BERINI CONNECTION
REMNANT PARCELS

DIRECTOR _____	
SCALES :	DATE _____
HOR. 1:4000	
VERT. _____	
SHEET NO. _____	PLAN NO. _____
213-0998-011r001	

Next Steps for Review of Remnant Lands Process

Prior to any other purposes being considered for Parcels AA, BB, MB59 and MB60, further internal review, community engagement and reporting will be required. This will include:

- Analysis to determine if the land is needed for present or future civic purposes or programs development is an option.
- Analysis of existing servicing capacity and land uses compatibility considerations.
- Engagement with area residents and other stakeholders.

For any uses to be formalized, further reporting will be required. Depending on the proposed use(s), reports may be required on land dedication, rezoning and subdivision, all of which would require public engagement and consideration by City Council for some matters at a public hearing.

Timeline and Next Steps

At this time resources have not been identified or prioritized for any detailed analysis and reporting, resulting in there being no set timeline for reporting. A request for funding to conduct a review to propose best uses for these sites may be brought forward for consideration during the 2026/2027 budget process.

Until an analysis of best use is completed, the sites will be the current use and maintenance of the sites will continue as they are currently maintained.

Committee Referrals – Standing Policy Committee on Transportation – January 2025

ISSUE

This report provides an update to the Standing Policy Committee on Transportation on its list of referrals.

BACKGROUND

The City Clerk's Office maintains lists of referrals before City Council and its Committees. As matters are dealt with or reported on, items are removed from the lists.

CURRENT STATUS

Administration has undertaken a review of referrals for the Standing Policy Committee on Transportation included in Appendix 1.

DISCUSSION/ANALYSIS

The list contains the subject matter, date of meeting, the Division the matter was referred to, resolution (or portion of) that was referred and the current status of each item, as provided by Administration. As part of the review process by Committee, items can be removed by resolution should reporting from the Administration no longer be desired, with no formal rescinding process required. City Council can also provide feedback on priority of reporting as currently listed.

OTHER IMPLICATIONS

There are no financial, privacy, legal, social, or environmental implications identified.

NEXT STEPS

An updated list will be provided to the Standing Policy Committee approximately every six months (January and June).

APPENDICES

1. Standing Policy Committee on Transportation – Referral List – January 2025

Report Approval

Written and

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Committee Referrals – Standing Policy Committee on Transportation – January 2025.docx

**Standing Policy Committee on Transportation
Referral List - January 2025**

No.	Task Name	Meeting Date	Meeting Type	Meeting Resolution	Division	File No. CK.	Comments - Update	Task Status	Completed Date
1	Connecting Downtown – Project Roadmap	3/7/2022	SPC on Transportation	1.That the Connecting Downtown – Project Roadmap initiative be delayed, until such time as the City has further developed the extensive planning work related to the downtown entertainment district and Bus Rapid Transit integration; and, 2.That the Administration report back further once the planning work related to the downtown entertainment district and Bus Rapid Transit has advanced to a point where the Connecting Downtown – Project Roadmap initiative can be considered in the context of that work.	Transportation and Construction	6000-5	On Hold	On Hold	
2	Approaches to Address Saskatoon Transit's Long-Term Fleet Renewal and Funding Strategy	11/21/2022	SPC on Transportation	That the fleet replacement strategy provided in Option 3 – The Fully Accelerated Approach be approved, subject to additional reporting for the 30 diesel articulating buses and subject to a funding strategy for the city contributions for the ZETF program	Transportation and Construction	1402-1	Report anticipated Q2 2025	In Progress	
3	Saskatoon Accessibility Advisory Committee – Accessible Documents and Providing Meeting Transcripts for Deafblind People and Other Saskatonians	4/12/2023	SPC on Transportation	2. That the information be referred to the Administration for a report back to the Standing Policy Committee on Transportation responding on the ability to implement the recommendations.	City Clerk's Office	TS2023-0403	Report anticipated for 2025 Q1	In Progress	
4	Saskatoon Transit Support Workers Program	10/3/2023	SPC on Transportation	3. Saskatoon Transit and Saskatoon Fire report back to Committee and City Council after one year of implementation of the targeted and rotating support workers program for Saskatoon Transit.	Saskatoon Fire Department;#Transportation and Construction	TS2023-0305 and TS2023-0503	Report anticipated Q3 2025	In Progress	
5	Ted Hansen - Stonebridge Train Whistles	10/3/2023	SPC on Transportation	That the Administration provide a report on the feasibility of whistle cessation at Range Road 3051.	Transportation and Construction	TS2023-0906	Report anticipated Q2 2025	In Progress	
6	Temporary Taxi License Review	3/27/2024	SPC on Transportation	Renew the terms for the existing 21 temporary wheelchair accessible taxis until June 30, 2032;Implement Option 2: Grant Eight 16 Enterprise Taxi Licenses and Six 14 Additional Temporary Wheelchair Accessible Taxi Licenses.That the City Solicitor be instructed to amend <i>The Vehicle for Hire Bylaw</i> to allow current enterprise taxi license holders to participate in the next lottery but maintain the other rules for participation in the lottery.That the Administration report back to the appropriate committee within 12 months regarding the KPI of achieving the maximum wait time of 15 minutes for accessible rides 90% of the time. That this include any relevant information and trends related to the license usage and any tools related to incentivizing accessible trips.	Community Services	TS2024-0303	Resolutions 1-3 completed at April 24, 2024 Regular Business. Resolution 4 - Currently ongoing.	In Progress	
7	22nd Street and Confederation Drive Intersection Improvements	8/6/2024	SPC on Transportation	That the Administrationreport back on the implications of removing the right out on Fairlight Crescent.	Transportation and Construction	TS2024-0802	Report anticipated Q1 2025	In Progress	
8	Update on Options to Collect on Unpaid Parking Tickets	8/6/2024	SPC on Transportation	1. That the Administration report back on the potential use of the parking pay stations to track offenders with unpaid parking tickets.	Community Services	TS2024-0803	Currently ongoing. No data to report at this time.	In Progress	
9	Transit Detour Process	2/10/2020	SPC on Transportation	That the Administration report back on how they have worked to strengthen information and communication on notices for digital, phone and paper approaches for changes to bus routes, including engagement with stakeholders.	Transportation and Construction	7311-1	Reported back SPCT February 6, 2024	Completed	2/6/2024

**Standing Policy Committee on Transportation
Referral List - January 2025**

10	Pedestrian Underpasses – April 2021 Update	5/3/2021	SPC on Transportation	That the Administration provide a follow up report to address specific comprehensive strategies to address specifically the ongoing safety concerns at the Vancouver Avenue and Confederation Mall tunnel and recommend the most effective solutions that combine potential use of lighting, cameras, landscaping or fencing in the adjacent areas. That during the development of these solutions involve appropriate staff from Transportation Department, Planning and Development Department, Saskatoon Police Service and the associated Community Associations.	Transportation and Construction	6150-1	Reported back SPCT April 2, 2024	Completed	4/2/2024
11	Options to Collect on Unpaid Parking Tickets	4/25/2022	SPC on Transportation	That the Administration report back within two years regarding the success of these initiatives, and whether Administration recommends lobbying the province for legislative change at that time.	Community Services	5301-1	Reported back to SPCT on August 7, 2024	Completed	8/7/2024
12	Amanda Spenst - Transit Services for High School Students	10/3/2023	SPC on Transportation	That the Administration report back outlining Saskatoon Transit's planning processes and policies related to managing over-capacity bus/bus routes.	Transportation and Construction	TS2023-1009	Reported back to SPCT on January 9, 2024	Completed	1/9/2024
13	Saskatoon Transit – Processes and Policies to Manage Overcapacity Buses and Routes	1/9/2024	SPC on Transportation	That the Administration provide a report on how other cities handle over capacity buses and if there are policies in this regard. That the Administration evaluate reporting options for providing more detailed reporting on bus route capacity including a dashboard format.	Transportation and Construction	TS2024-0109	Reported back to SPCT on September 3, 2024	Completed	9/3/2024
14	Maygen Kardash - Traffic Light at Cornish Road and Preston Avenue	5/7/2024	SPC on Transportation	That the correspondence be forwarded to the Transportation Department to report back to Standing Policy Committee on Transportation on the traffic flow at the intersection of Cornish Road, Preston Avenue South, and Hunter Road and any potential improvements.	Transportation and Construction	TS2024-0501	Reported back to SPCT on September 3, 2024	Completed	9/3/2024