

## Fast, Joyce

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**From:** Ben Quattrini [REDACTED]  
**Sent:** Sunday, January 31, 2021 5:33 PM  
**To:** Fast, Joyce  
**Cc:** Bryant, Shellie  
**Subject:** E-scooters @ YXE  
**Attachments:** OTTAWA FACTS.pdf; CALGARY FACTS.pdf; E-scooter Safety.pdf; Roll Letter - Transportation Committee.pdf

**Importance:** High

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Hi Joyce,

I'm hoping I can include a few informational items for members of the committee (attached):

- Data facts from Ottawa and Calgary
- E-scooter safety statistics showing a comparison of injuries between e-scooters and e-bikes.

Here's a few links to shared e-scooter frameworks from a few other cities that we consider to be great:

Calgary – <https://www.calgary.ca/transportation/tp/cycling/cycling-strategy/shared-electric-scooter-pilot.html>

Ottawa – <https://ottawa.ca/en/parking-roads-and-travel/cycling/e-scooters#micromobility-systems-application-framework>

We've created a website just for you! The site will tell you more about the project and the positive impacts of e-scooters for communities. Here's the link:

[www.yxemotors.com](http://www.yxemotors.com)

Thank you,

the shoe *sb* boutique

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**ROLL**

Re: MARCH 2021 ELECTRIC SCOOTER PILOT IN SASKATOON

January 31<sup>st</sup>, 2021

Dear Transportation Committee,

I am writing to you on behalf of Roll Scooters and The Shoe Boutique in support of the City of Saskatoon creating a framework for an e-scooter pilot for March 2021.

To date, electric scooters are present in over 100 cities globally. E-scooter operations currently exist in cities across Canada, including Kelowna, Calgary, Edmonton, Waterloo, Ottawa and Montreal. In 2020, amid COVID-19, e-scooters have proven to be essential in cities like Calgary, Edmonton and Ottawa. E-scooters respect social distancing measures, can help ensure that public transit is not overwhelmed, and at the same time reduces car use on shorter trips, improving the environment.

A number of other municipalities are at various stages of regulatory development towards e-scooter pilots including Toronto, Vancouver, Mississauga, Brampton, Windsor, London, Hamilton and Waterloo. However, despite not being permitted currently in the above municipalities, including Saskatoon, e-scooters are increasingly present on city streets. The city can choose to not regulate while the use of various forms of micro-mobility, including personally owned e-scooters, continues to grow, or the city can introduce sensible regulations for personal and shared micro-mobility devices to advance public safety.

E-scooters are inexpensive, easy to use, and fun to ride. They provide a safe ride by putting the rider at the center of the e-scooter experience. They are also built to meet the demands of Canadian cities like Saskatoon with features that include semi-solid tubeless wheels that deliver a smooth, comfortable, and controlled ride.

Unlike the significant risk of injury and death from automobiles, e-scooters have very low risks and vulnerabilities (substantially lower rates than cars). According to the OECD's international transport forum study "The risk of an emergency department visit for an e-scooter rider is similar to that for cyclists".

This finding comes from Canadian reports on 2019 e-scooter pilots in Calgary and Montreal. Calgary city staff found that e-scooters resulted in 33 injuries requiring an ambulance out of

750,000 rides, which is a 0.0046% rate of injury. There were no fatalities. Both automobiles and bicycles fared much worse.

In Montreal, there were 371,540 trips on shared mobility devices (shared e-scooters and e-bikes) from June 30th to November 4, 2019. The island of Montreal saw 4 light injuries from electric scooters between August 13th and November 15, 2019.

With respect to the environment and sustainability, The City of Saskatoon has established aggressive greenhouse gas emissions target reductions of 80 percent by 2050, or sooner. According to the city, "it's an ambitious plan – it really touches almost everything that we do such as how we move".

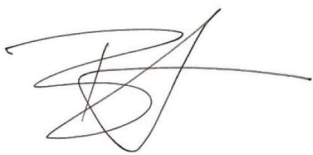
In Calgary, city staff reported that during the first phase of their shared sooter program, that one in every three shared e-scooter trips replaced a trip by an automobile. In 2019, those 250,000 fewer car trips equalled roughly 470,000 kilometres – or, according to numbers provided by the U.S. Environmental protection agency, 306 metric tonnes of CO2 emissions saved, the equivalent of taking 67 cars off the road for one year.

This is coupled with the fact that during the 2019 Montreal shared e-scooter pilot, city staff found that 27% of e-scooter share trips started or ended at public transit. This suggests sizable first and last KM travel by local residents and visitors.

Lastly, e-scooters present an economic opportunity to cities, particularly as they are coming out of COVID-19, and wish to generate increased commerce for local businesses. In Calgary, city staff reported that the 2019 e-scooter pilot program had more than 50% of e-scooter share trips at a BIA or BRZ (Business Revitalization Zone).

We are committed to bringing micro mobility to Saskatoon. We look forward to working with the city and stakeholders to advance an e-scooter pilot in YXE. E-scooters provide meaningful, efficient, and cost effective transportation and mobility solutions. We welcome your feedback and are available to answer any questions you may have.

Thank you in advance for your support!

A handwritten signature in black ink, appearing to read 'Ben Quattrini', with a long horizontal stroke extending to the right.

Ben Quattrini

# ROLL

## 2020 OTTAWA FACTS

**19 minutes**

average riding  
duration



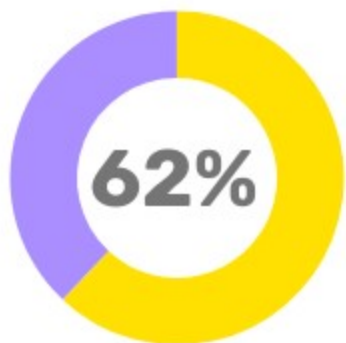
**2.3 kilometres**

average ride  
distance



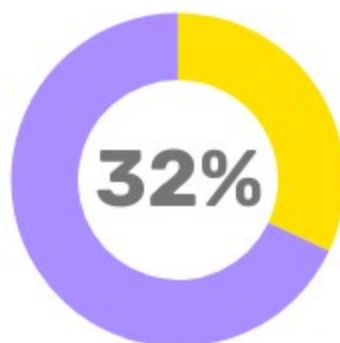
**4.8 out of 5**

Roller  
satisfaction  
score



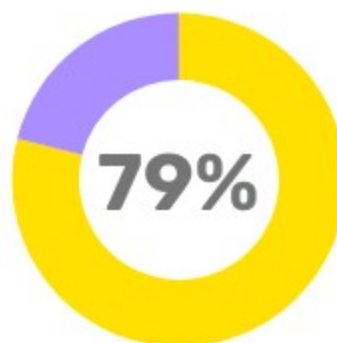
### Commuter Trips

About 62% of the Roll trips were **under 2 kilometres!** This shows that Ottawans used Roll scooters to commute within the city, solving the first and last mile problem!



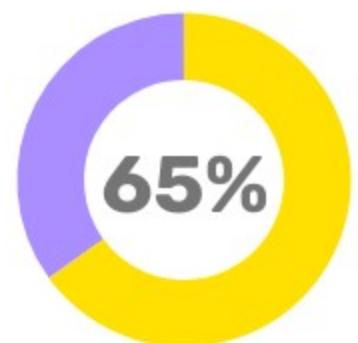
### Joyride

32% of the trips were **over 4 kilometres!** Ottawans enjoyed Rollin' around the city while practising physical distancing during COVID-19.



### Supporting Local

About 79% of the trips were **ended in a Business Improvement Area**, proving that shared e-scooters played an important role for the economic recovery from COVID-19.



### Replacing Car Trips

65% of the Roll trips **replaced car trips**, helping to reduce our carbon footprint and increase access to greener transportation options.

# ROLL

## 2020 CALGARY STATS

**22 minutes**

average riding  
duration



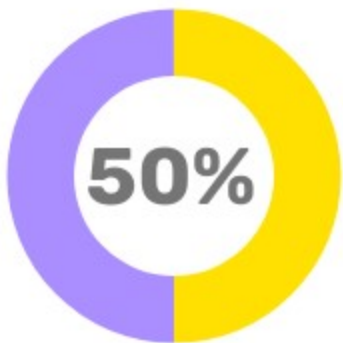
**3.5 kilometres**

average ride  
distance



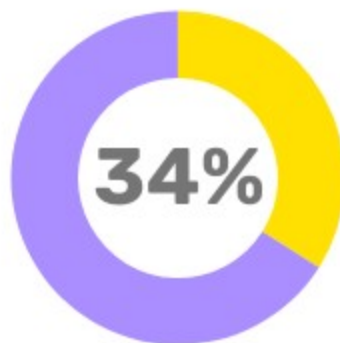
**400+**

helmets were  
distributed



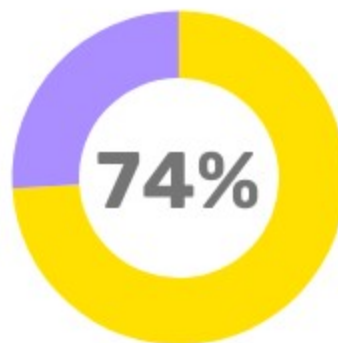
### Commuter Trips

About half of the Roll trips were **under 2 kilometres!** This shows that Calgarians used Roll scooters to commute within the city, solving the first and last mile problem!



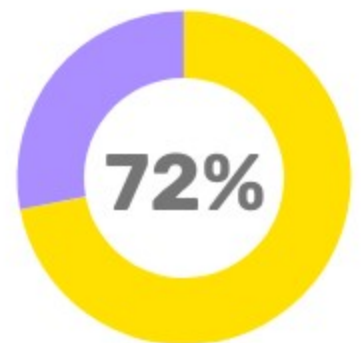
### Joyride

34% of the trips were **over 4 kilometres!** Calgarians enjoyed Rollin' around the city while practising physical distancing during COVID-19.



### Supporting Local

About 74% of the trips were **ended in a Business Improvement Area**, proving that shared e-scooters played an important role for the economic recovery from COVID-19.



### Replacing Car Trips

72% of the Roll trips **replaced car trips**, reducing our carbon footprint and increasing access to greener transportation options.

# E-scooter Safety

“A road fatality is not significantly more likely when using a shared standing e-scooter rather than a bicycle. The risk of an emergency department visit for an e-scooter rider is similar to that for cyclists.” ~ OECD Int’l Transport Forum

The Island of Montreal saw 4 light injuries from electric scooters between Aug 13th and Nov 15, 2019 out of 226,000 rides whereas e-bikes saw 360 injuries out of a significantly smaller 146,000 rides.

Transportation Injuries Requiring an Ambulance between July 8 and Oct. 1, 2019								
E-Scooters			Bicycles			Motor Vehicles		
Emergency	ICU	Fatality	Emergency	ICU	Fatality	Emergency	ICU	Fatality
33	0	0	197	4	1	463	10	1

