

Shared Electric Kick Scooter Program Pilot

ISSUE

This report provides the shared electric kick scooter (shared e-scooter) pilot project regulatory framework for consideration and approval by City Council.

RECOMMENDATION

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

1. That the shared electric kick scooter pilot project regulatory framework as outlined in this report be approved;
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.

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.”

DISCUSSION/ANALYSIS

Process to Develop the Regulatory Framework

The draft regulatory framework was developed through an iterative process of research of best practices from other jurisdictions, and then discussing and refining the framework used elsewhere through discussion with numerous stakeholders.

- Phase 1 focused on ‘Building Understanding’. The objectives of this first phase included:
 - Research best practices and approaches in other jurisdictions.
 - Present information about the shared e-scooter program and regulatory framework to stakeholders.
 - Understand preferences, priorities, and potential challenges for the e-scooter program outlined by the stakeholders.
- Phase 2 focused on ‘Developing Regulatory Framework’
 - Building on what was heard and researched in the initial phase, developed a draft regulatory framework.
 - Return to the stakeholders and share the proposed regulatory framework for shared e-scooters in Saskatoon and identify any concerns or challenges.

- Provide clear communication on project timelines and decision-making process, including how stakeholder input was used in the framework.

The engagement activities for both phases included:

- Meetings with Saskatchewan Government Insurance (SGI).
- Meetings with key community partners, internal City of Saskatoon stakeholders and e-scooter companies.
- Follow-up survey for key community groups, partners, and internal stakeholders.
- Formal requests for input from the Saskatoon Accessibility Advisory Committee (SAAC), and the Saskatoon Environmental Advisory Committee (SEAC).
- Pop-up public engagements at River Landing and the University of Saskatchewan campus (only in Phase 2).
- Engage page online discussion forum and information.
- Emails and phone calls to the project team.

The input provided by SAAC and SEAC is included as Appendix 1.

The main themes heard during the engagement are summarized as follows:

- Support for additional transportation options:
 - Participants noted the benefits of shared e-scooters in providing an alternate transportation option for commuters, public transit users, tourism events, and users who may not have access to a vehicle.
 - Ensure adequate infrastructure for shared e-scooters and other micro-mobility devices to operate, such as protected lanes, multi-use paths and cycle tracks.
- Enforcement/private e-scooter use:
 - The ability to enforce proper e-scooter use through the framework was a concern. E-scooters in use already throughout the city raised concerns about the resources required to effectively enforce any rules the framework may introduce.
- E-scooter parking and clutter:
 - Abandoned shared e-scooters and the danger for sidewalk clutter was a large concern.
 - Internal City of Saskatoon stakeholders supported the need to clearly communicate parking requirements in residential areas and on private property.
 - Damage to City parks and potential clutter in parks infrastructure was also noted as a concern.
- Safety:
 - Safety of pedestrians, trail users and people of all ages and abilities was a top theme.

- The pilot project should include mechanisms such as noise alert to protect pedestrian safety. Others felt a constantly emitted noise would be a nuisance to riders and residents.
- Concerns were heard about the connectivity of the facility types shared e-scooters will be allowed to ride on and the number of users attempting to share the same space.

Participants expressed the desire for the program to be accessible and enjoyable by all residents of Saskatoon regardless of their ability or economic status.

The Parks Department Administration shared concerns regarding the provision for e-scooter parking in park areas including the potential for park damage when the vendor is collecting the e-scooters with a truck from park areas as required, and a loss of efficiency and/or quality of service provision if e-scooters are left cluttered in parking areas that require mowing. The 'park' parking options included in the framework exist in other Canadian municipalities, and the Administration will work with the e-scooter vendors to mitigate this issue shall it arise.

The project's engagement summary report can be found in Appendix 2.

Provincial Regulations Update

On September 22, 2022, the Province released *The Limited Speed Motor Vehicle Regulations, 2022*, which focus 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; and
- Legal operation is all subject to a municipality enacting a bylaw governing operation on the streets of said municipality.

Proposed Framework Highlights

As a result of the engagement, scan of best practices and lessons learned in other jurisdictions, and in alignment with the provincial regulations, the following is a summary of the recommended framework for the shared e-scooter pilot project in Saskatoon.

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Item	Details
Operating Season	April 15 to October 31
Fleet Size	Up to 500 e-scooters
Operating Speed	Maximum speed of 24 km/h
Age Limit	Minimum age of 16
Helmets	Required
Allowed to ride on	Multi-use trails, cycle tracks, protected bicycle lanes, and streets with a posted speed limit of 50 km/h or lower
Not allowed to ride on	Sidewalks, streets with posted speed limits greater than 50 km/h, Saskatoon Transit vehicles, bus mall, bus zones, civic square, skate parks, spray parks, city parkades, and buildings
Slow down zone	Maximum speed of 15 km/h on the Meewasin Trail
Parking Requirements	<ol style="list-style-type: none"> 1. Designated Parking Areas: <ol style="list-style-type: none"> i. May be either marked in-App only or both marked in-App and physically marked. (In app – These areas can only be found by using the e-scooter vendors app.) ii. BIDS and other high-use areas must have in-app and physically marked areas. iii. Specific locations to be determined through consultation with BIDs and RFP procurement. 2. Multi-Use Trail Parking: <ol style="list-style-type: none"> i. In the Furniture Zone – Must not obstruct or interfere with the Sidewalk Zone. ii. If no Furniture Zone, must: <ul style="list-style-type: none"> • 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. 3. Street Parking: <ol style="list-style-type: none"> i. In residential areas: Wherever a vehicle may be legally parked. ii. In residential parking permit areas: Allowed within 10 metres of an intersection. iii. In pay parking or time-restricted stall: Not allowed unless it is a designated parking area for e-scooters. 4. Park Pathway Parking: <ol style="list-style-type: none"> i. Must not park on the pathway. ii. Within 1.0 metre of either side of a pathway and allow for at least 2.0 metres of unobstructed space for pedestrian movements. iii. Must not be parked within shrub beds or within 0.5 metres of a tree.

The detailed 2023 Shared Electric Kick Scooter Program Pilot: Regulatory Framework is included in Appendix 3. Highlights of the regulatory framework is included in Appendix 4. Examples of designated parking areas are included in Appendix 5.

Proposed Pilot Project Details

A two-year shared e-scooter pilot project will begin in April 2023 and end in October 2024. For the first operating season, one e-scooter vendor will be chosen through a Request for Proposal (RFP) procurement process, with the option of expanding to two e-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 pilot project as noted in the appended 2023 Shared

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Electric Kick Scooter Program Pilot: Regulatory Framework. The pilot will be fully funded and operated by the e-scooter vendor(s). An assessment plan for the pilot will include conducting an annual statistically relevant survey to gather feedback from the people of Saskatoon.

Vendor Fees Details

Fees payable by vendor(s) were determined by reviewing best practices in other municipalities and were shared with various e-scooter vendors during the Phase 2 engagement. After the first year of the pilot, the fee schedule will be re-assessed to determine if these estimates are accurate. A summary of the fees for the e-scooter vendor(s) is presented in the following table.

Fee Type	Fee Amount	Purpose
Re-Application Fee	\$500 per re-application	Provides funds for evaluation of application for request to increase fleet size.
Shared Electric Kick Scooter Program Fee	\$4,000 per season	Provides funds for Administrative costs of managing the pilot program.
Engagement & Communications Fee	\$18,000 per season	Provides funds for annual statistically relevant survey, social media survey promotion, engagement summary, and Engage Page updates.
Security Deposit	\$25 per e-scooter to a maximum of \$10,000 per vendor	To fund any unforeseen costs incurred by the pilot program such as: <ul style="list-style-type: none">• Property repair; and• Relocating, impounding, and storing e-scooters.

Designated Parking Area Fee Structure

To help form the rationale for the proposed designated parking area fee structure, a review of existing fee structures for other public right-of-way uses was completed and provided as (Appendix 6). The proposed fee structure and rationale for e-scooter parking is outlined below:

1. In-App only
 - No fee – e-scooter vendor will not be gaining exclusive access to the area in the same way they would be with designated physically marked areas.
2. Painted box on furniture zone
 - \$100 per area per season – this mirrors Council Policy C09-013, Use of Sidewalk, Boulevard and Parking Stalls – Vending.
 - There is also the option of having this type of designated parking area on private property. The fee will then be determined by the vendor and property owner.
3. Painted box on-street
 - Fee per stall per paid parking day = \$14.40.
 - Fee after 30 days per stall per paid parking day = \$12.96.
 - Mirrors Food Truck Program and Parking Patio Program.

- There is also the option of having this type of designated parking area on private property. The fee will then be determined by the vendor and property owner.

Any revenue generated for painted box on-street designated parking areas in the BIDs shall be handled similarly to how other pay on-street parking revenue is directed.

Other Considerations

1. Advice provided by other jurisdictions who have implemented a shared e-scooter program caution that the City of Saskatoon (the City) should be prepared for a one-to-three-month period to allow for people to adjust to shared e-scooters. During this period, the City can expect a large influx of public complaints about the following items related to this program:
 - Clutter in public right-of-way;
 - Interacting with slow moving e-scooters on the streets; and
 - Misuse and misconduct of shared e-scooter riders.

Other municipalities have found these types of public complaints are drastically reduced after the one-to-three-month adjustment period.

2. During engagement for this project, several individuals and organizations encouraged the City to consider including allowing the use of private e-scooters. A project plan reviewing the issue of private e-scooters was prepared and is included in Appendix 7.
3. With the exclusion of sidewalks as a potential space for e-scooters to operate, best practices from other jurisdictions indicate the safest place for an e-scooter rider is either a multi-use trail or protected bicycle lane.
4. Across North America there has been a growing trend in popularity of the use of micro-mobility vehicles. Micro-mobility vehicles are fully- or partially- powered by a motor but are significantly smaller, lighter, and equipped with less power than conventional motor vehicles. There are several different types of micro-mobility vehicles, this project focuses on the standing e-scooter. To enable the City to fully understand the impact micro-mobility is or will have on the city, Administration plans to submit a request through the 2024-2025 Multi-Year Business Plan and Budget deliberations process to prepare a Micro-Mobility Plan for the City of Saskatoon.

FINANCIAL IMPLICATIONS

The pilot project is designed to be revenue neutral for the City.

OTHER IMPLICATIONS

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

NEXT STEPS

Assuming the framework is endorsed by City Council, the next steps include:

1. Updating the appropriate Bylaws.
2. Conducting the shared e-scooter pilot project RFP procurement process.
3. Creating the pilot project assessment plan.
4. Undertaking the pilot project in 2023.
5. Reporting back to the Standing Policy Committee on Transportation at the end of the first operating season (mid-pilot report).
6. Submitting a budget request during the 2024-2025 Multi-Year Business Plan and Budget deliberation process to prepare a Micro-Mobility Plan for the City of Saskatoon.

APPENDICES

1. Input Saskatoon Accessibility Advisory Committee and Saskatoon Environmental Advisory Committee
2. Shared E-Scooter Program: What We Heard Report
3. 2023 Shared Electric Kick Scooter Program Pilot: Regulatory Framework
4. Highlights of the Regulatory Framework
5. Designated Parking Area Examples
6. Existing City Fee Structures for Use of Public Right-of-Way
7. Private E-Scooter: Project Plan

Report Approval

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