

## Pilot Shared Electric Scooter Program: Input

### Saskatoon Accessibility Advisory Committee

May 3, 2022

- Where can you ride?
  - Facility type – Sidewalks, multi-use pathways, cycle tracks, protected bicycle lanes, bikeways, and streets?
    - Considerations: **Electric scooters are very dangerous for pedestrians with sight loss, hearing loss, and mobility devices due to speed and low noise.**
    - Proposed Requirement: **Electric scooters should be restricted to cycle tracks, protected bike lanes, and streets. Electric scooters should be banned from sidewalks and multi-use pathways.**
  - Geographical area – Downtown, BID areas, educational sites, health sites, Meewasin, parks?
    - Considerations: **The minimum width of the pathway and the density of pedestrians on the pathway should be considered. Width must be considered for wheelchair, mobility device, and guide dog users. Pedestrians should have the right of way to safety.**
    - Proposed Requirement: **Electric scooters should be restricted to cycle tracks, protected bike lanes, and streets. Electric scooters should be banned from sidewalks and multi-use pathways in the entire city of Saskatoon to eliminate confusion of riders.**
- Regulations and Safety
  - Age limit (e.g. 16 or 18 years)
    - Considerations: **New drivers may not have enough experience to operate an Electric Scooter safely. Drivers may also need a credit card or PayPal account to operate and may not have that at 16 years old.**
    - Proposed Requirement: **Set a minimum age of 18 years old and requiring a valid drivers license to ensure the driver has a minimum level of experience and education with powered vehicle safety, which would improve the safety of pedestrians.**
  - Operating speed (e.g. 20 km/hr)
    - Considerations: **Training should be provided on areas such as arm signals for turning and braking, how to fall, distracted driving (cell phones, ear phones, head phones, etc.), driving under the influence, how to approach pedestrians safely, etc.**
    - **Electric scooters are very dangerous for pedestrians with sight loss, hearing loss, and mobility devices due to speed and low noise.**

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- Proposed Requirement: **To reduce the negative effects of collisions with pedestrians, the maximum speed should be 10-15 km/hr.**
- Hours of operation (e.g. 6:00am – 11:00pm or 24 hours)
  - Considerations: **There is more potential for accidents and misuse during darkness.**
  - Would the electric scooters operate in the winter?
  - Proposed Requirement: **The hours of operations should be during daylight hours between the hours of 7:00AM and 10:00PM.**
- Helmets – encourage, require, or required for under an age
  - Considerations: **The safety of all operators should be considered, as well as the safety of pedestrians.**
  - **Who would supply the helmet? Would each electric scooter have one?**
  - **Closed toed shoes should also be a consideration.**
  - **Reflectors or lights should be considered.**
  - Proposed Requirement: **The driver and any passenger should be required to wear a properly fitted helmet with reflectors or lights, and closed toed shoes.**
- Parking restrictions
  - Considerations: **Drop and go electric scooters can be very hazardous if left anywhere on sidewalks, parks, walk-ways, benches, and more for any pedestrians with sight loss, hearing loss, and mobility devices.**
  - **Drop and go electric scooters would require staff capacity to move them out of pedestrian's way. Who would enforce drop and go rules?**
  - Proposed Requirement: **Strictly designated parking or dock areas for electric scooters shall be designed with a minimum clear path of travel for pedestrians with 1.8 meters of unobstructed space. These parking zones should be marked by high contrast and tactile markings. An accessible reporting process should be put in place for pedestrians to quickly and easily report any scooters parked outside of the designated parking zones.**
- Other Items
  - **Electric Scooter Design**
    - **Fluorescent Color - Should be painted in bright fluorescent coloring with distinctive designs for partially sighted pedestrians. Contract information in braille should be on the scooters so when those pedestrians' trip on a scooter they have the contact information to report the problem.**
    - **Audible Noise - Continuous audible signals and a bell, horn, or warning device should be installed in all scooters to announce their**

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**presence to pedestrians. There were also suggestions for the higher the speed the louder the noise.**

- **Tire Considerations – Solid tires vs air filled scooters. Solid tires are hazardous on wet or slippery surfaces and rentals should be prohibited during this type of weather. Air filled tires have a better grip and offer less hazard.**
- **Weather conditions – Does this need to be considered?**
  
- **Training – The app should provide training or instructions on use, parking, where to ride, geographical areas, safety, rules, regulations and more. Can the app notify the driver if they are in breach of any rules or bylaws? Who enforces the bylaws? The City should develop penalties to discourage unsafe and dangerous practices.**
  
- **Maintenance – Who ensures the scooters are in good working order?**

October 20, 2022

General Manager, Transportation and Construction Division  
Director of Transportation

Dear Administration:

**Re: Electric Scooters Regulatory Framework Review [File No. CK. 7000-1]**

The Saskatoon Accessibility Advisory Committee, at its meeting held on September 9, 2022, heard a presentation from the Transportation department related to the electric scooter regulatory framework.

During discussion of the matter, the Committee resolved to provide further feedback on the matter.

Please find attached the requested feedback from the Saskatoon Accessibility Advisory Committee.

Yours truly,

**Chelsea Wisser, Chair**  
Saskatoon Accessibility Advisory Committee

CW:ht

## Electric Scooters Framework Viability Review

### Saskatoon Accessibility Advisory Committee Additional Feedback

October 5, 2022

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#### Members Review and Comments

- WOW, the technology that goes along with E-Scooters is pretty comprehensive for a viable E-Scooter program. The Regulatory Framework sounds like so many things were considered and appropriately weighed in upon. Thank you for all the attention to detail, and for obviously doing some research, best practices, and quite a lot of intensive deep diving into the E-Scooter programmes offered prior to Saskatoon coming on board. Sounds like compliance to the Saskatoon Regulatory Framework covers many aspects brought forward by SAAC, and in consideration of the safety of the E-Scooter User, and for the safety for the general public to make a successful, safe and enjoyable E-Scooter user experience, and a successful and rewarding E-Scooter provider experience also. Thank you.
- I Think the writers of this framework heard what we were saying.
- I liked the idea that they considered the safety of pedestrians when they encounter E-Scooters.
- They made it clear that E-scooters should stay off sidewalks. If pedestrians and scooters must share the same path, they must be fitted with noise makers to warn people of their approach.
- When parking, E-Scooters must park in designated areas where they could not obstruct either people or cars.
- I think we are off to a good start.
- I have read all the attachments. In my view, the original feedback that was provided in the Spring completely touches on concerns that stand out for me. Well done! I expect that additional insights will emerge during the time of the pilot project.

On the following page, you will find further comments and suggestions.

Sidewalk riding: This following should be explicitly part of the training program offered by E-Scooter providers so that scooter users are not surprised that their scooter “breaks down” i.e. comes to a stop on a trip when it is actually caused by a remote lock down system. Receiving a real-time auditory warning helps indeed, and I am thinking that the auditory warning system is provided to encourage the E-scooter user to remove the E-scooter use from the sidewalk (prohibited area), to be able to continue on their journey. For a younger user – who may be shocked to be stranded with a locked down E-scooter- this lock down feature needs to be part of the training IMHO.

Quotation:

- 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 Scooter** to a stop.

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Because there are modes and methods of “walking” the E-Scooter in areas prohibited from riding an E-Scooter, (“. In the absence of an approved area that **Customers** must dismount and walk the **Electric Scooter**.”) how is that enabled to be approved so that the E-Scooter user does not get the auditory warning alert / shut down – Not sure of how advanced the E-Scooter computer programming is on this point to understand how the E-Scooter provider will know when an E-Scooter is properly being walked by the user as opposed to being ridden.

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**\*Denotes requirement that the Province will determine.**

So, do members of the public or the CoS have any capacity to provide input to the Provincial policy decisions on the following items? And if the Province of Saskatchewan sets out 32 km/hr, and the CoS wishes 20 km/hr or 25 km/hr – is this change possible if so desired? If the Province of Saskatchewan sets out 14 years of age and the CoS prefers 16 years of age, is that also acceptable and possible for the CoS to do? So, if it is indeed possible that the CoS can make modifications to the Province of Saskatchewan provisions, then this choice for the CoS should be so stated in the regulatory framework. If the CoS can comply with the Provincial decisions and make adaptations withing the provincial decisions to maybe make these areas more stringent, is that possible, and something which should be part of the regulatory framework. If the CoS has to comply with the Province of Saskatchewan decision and follow it carte blanche, then it is OK as is.

\* refers to the following 5 very important points of the City of Saskatoon EScooter provider regulatory agreement.

It is a condition of the **Agreement** that the **Agreement** holder must obtain from the Province any regulatory exemptions necessary to allow an **Electric Scooter** to operate on a City street, and comply at all times with the conditions of such exemption, for the duration of the **Agreement**.\*

The **Agreement** holder **Electric Scooters** maximum assisted speed on flat level ground must be governed to between 20 to 32 kilometers per hour (km/hr)\* or less.

## ATTACHMENT 1

**Agreement** holder must not borrow their **Electric Scooters** to any **Customers** who are under the age of between 14 - 16 years old\*.

Governor that limits the speed of the **Electric Scooter** to between 20 -32 km/hr\* and can further reduce speeds to 15 km/hr in zones specified by the City Manager;

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

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**Can this be changed to** “deliver in-person **Customer** training events with follow up virtual online sessions to enable the E-scooter user to review pertinent points before their second trip or anywhere in their E-Scooter user experience” This would also facilitate a higher success rate in E-Scooter riding safety compliance, and a higher success rate on the quiz. A virtual online movie/power point/YouTube.In-App movie experience would provide capacity to review what the in-person training event covered. Different people learn different ways.

Quotation 1:

**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 Scooter**.

Quotation 2:

- a. A quiz within the first three **Trips** and again every three months to ensure **Customers** know the rules for using **Shared Electric Scooters**;

## Pilot Shared Electric Scooter Program: Input

### Saskatoon Environmental Advisory Committee

	Item	Considerations	Proposed Requirement
Where can you ride?	<ul style="list-style-type: none"> <li>Facility type – Sidewalks, multi-use pathways, cycle tracks, protected bicycle lanes, bikeways, and streets?</li> </ul>	<ul style="list-style-type: none"> <li>-Dedicated corridors where vehicle and/or pedestrian traffic is lower could be enforced to improve safety</li> <li>-The width of trails and pathways may need to be re-evaluated based on this new use</li> <li>-Bike lanes and multi-purpose pathways should be encouraged over roadways</li> </ul>	-That electric scooters be permitted on all facilities, with the exception of roads with a speed limit in excess of 50 km/hr (ie non-residential)
	<ul style="list-style-type: none"> <li>Geographical area – Downtown, BID areas, U of S Campus, health sites, Meewasin, parks?</li> </ul>	<ul style="list-style-type: none"> <li>-The Meewasin Trail and USask Campus are the most ideal</li> <li>-BID areas would benefit if patrons could ride electric scooters close to the front door or past shops. BID feedback would be very helpful.</li> <li>-Downtown access may be important for those travelling to work, but also poses a significant safety risk due to high pedestrian traffic</li> <li>-Bicycles and scooters should have the same restrictions downtown (ie sidewalk use)</li> </ul>	-That operation be permitted in general, but with specific exceptions as designated by the City (ie North Industrial)



Regulations and Safety	<ul style="list-style-type: none"> <li>Age limit (e.g. 16 or 18 years)</li> </ul>	<p>-Age restrictions are likely necessary more due to maturity than skill, so education is important for youth</p>	<p>-That users must be 16 or older to operate unsupervised</p> <p>-That users 12-15 be permitted to operate when supervised by an adult (18+)</p>
	<ul style="list-style-type: none"> <li>Operating speed (e.g. 20 km/hr)</li> </ul>		<p>-That a maximum speed of 20 km/hr be permitted on roadways and pathways</p> <p>-A reduced maximum of 10 km/hr where sidewalk operation is permitted</p>
	<ul style="list-style-type: none"> <li>Hours of operation (e.g. 6:00am – 11:00pm or 24 hours)</li> </ul>	<p>-The start time should be early enough to accommodate work commuters</p>	<p>-5:00am to 11:00pm</p>
	<ul style="list-style-type: none"> <li>Helmets – encourage, require, or required for under an age</li> </ul>	<p>-Helmets may be difficult to obtain for tourists and require planning ahead</p>	<p>-Helmets encouraged</p>
	<ul style="list-style-type: none"> <li>Parking restrictions</li> </ul>		<p>-That a minimum distance from a business entrance be established</p> <p>-That scooters be restricted from using parking facilities designed for other vehicles (ie roadways, pay parking zones)</p> <p>-That designated parking spots in high-traffic areas be established (ie bus terminals, malls, downtown)</p>
Other items	<ul style="list-style-type: none"> <li>Definition of Program Success</li> </ul>	<p>-Profitability is important</p> <p>-A user survey may be useful for gathering information, with a discount for participation (why/where/when do you ride)</p>	<p>-That key demographics be identified for targeted engagement (such as workers in BIDs that drive)</p>

<ul style="list-style-type: none"> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>-Energy savings may be of interest, such as frequency of use as driving alternative</li> <li>-Offering a fleet dedicated to events, conferences and tours as a transportation alternative</li> <li>-Renewable energy-based charging could be considered</li> </ul>	<ul style="list-style-type: none"> <li>-That sustainability goals related to emissions reduction and alternative transportation be added to the points for program success</li> </ul>
<ul style="list-style-type: none"> <li>• Ability to Ride</li> </ul>	<ul style="list-style-type: none"> <li>-May not ride intoxicated or while using a cell phone</li> </ul>	
<ul style="list-style-type: none"> <li>• Education</li> </ul>	<ul style="list-style-type: none"> <li>-Booth at public events and festivals</li> <li>-It will be important to inform residents that the program is now available, and that specific target groups be identified (ie BIDs)</li> </ul>	



## **PUBLIC MINUTES**

### **SASKATOON ENVIRONMENTAL ADVISORY COMMITTEE**

**September 21, 2022, 11:30 a.m.**

**Committee Room E, Ground Floor, City Hall**

**PRESENT:** John Paul Wasan, Chair  
Diane Bentley  
Mostofa Kamal  
Christina McRorie  
Alasdair Morrison  
Palash Sanyal  
Matthew Shumaker, Saskatchewan Health Authority  
Rourke Wunder-Buhr

**ABSENT:** Omar Nawara  
Angela Spence  
Mike Velonas, Meewasin Valley Authority

**ALSO PRESENT:** Councillor Sarina Gersher  
Director of Sustainability Jeanna South  
Director of Transportation Jay Magus  
Director of Building Standards Kara Fagnou  
Environment Projects and Protection Manager Dan Gauthier  
Committee Assistant Debby Sackmann  
Committee Assistant Heather Janzen

#### **1. CALL TO ORDER**

The Chair called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis people and confirmed roll call.

Item 3 was considered next.

#### **2. APPOINTMENT OF VICE-CHAIR [CK 175-9]**

The Committee was requested to appoint a Vice-Chair for the remainder of 2022 due to the resignation of Erin Akins from the Saskatoon Environmental Advisory Committee.

Erin was appointed as Vice-Chair at SEAC's meeting held on January 13, 2022.

The Chair opened nominations for Vice-Chair. Diane Bentley nominated Rourke Wunder-Buhr. No further nominations were received.

**Moved By:** D. Bentley

That Rourke Wunder-Buhr be appointed Vice-Chair of the Saskatoon Environmental Advisory Committee for the remainder of 2022.

**CARRIED**

Item 11 was considered next.

**3. CONFIRMATION OF AGENDA**

**Moved By:** R. Wunder-Buhr

That the agenda be confirmed as presented.

**CARRIED**

**4. DECLARATION OF CONFLICT OF INTEREST**

There were no declarations of conflict of interest.

**5. ADOPTION OF MINUTES [CK 175-9-1]**

**Moved By:** M. Shumaker

That the minutes of the Saskatoon Environmental Advisory Committee meeting held on June 15, 2022, be approved.

**CARRIED**

**6. UNFINISHED BUSINESS**

**7. VERBAL UPDATES**

**7.1 REPORT OF THE CHAIR [CK 175-9]**

*This is a standing item on the agenda to provide the Chair an opportunity to update on his activities since the last meeting.*

The Chair provided an update on the following:

- Saskatoon Transit is running the Bus Stop Blues Campaign until September 23, 2022. It is an opportunity to nominate a bus stop in need of upgrades and to promote an accessible transit system.

- A survey for the proposed Downtown Event Centre and Arena is available on the City's website until October 3, 2022.
- Information about the University of Saskatchewan's EcoHack event was circulated to members. EcoHack is an opportunity for students and community organizations to connect to solve real, local environmental problems.
- A survey regarding the follow up on the City's Renewable Energy Strategy, a component of the broader LEC plan, was circulated to members in July.

**Moved By:** M. Shumaker

That the information be received.

**CARRIED**

## **7.2 COMMITTEE OR RESOURCE MEMBER UPDATE [CK 175-9]**

*This is a standing item on the agenda to provide an opportunity for a Committee or Resource member to update on issues, trends, events, etc. that pertain to the Committee's mandate.*

### **7.2.1 Draft Regulatory Framework - Shared Electric Scooter Program Pilot**

Senior Transportation Engineer Kelts provided a PowerPoint presentation on the matter. The presentation outlined four main points: background, project update, draft framework and next steps.

Palash Sanyal joined the meeting at 12:14 p.m.

Discussion followed revolving around slowdown areas, safety, enforcement and regulations.

**Moved By:** M. Shumaker

That the information be received.

**CARRIED**

**8. REFERRALS FROM COUNCIL OR COMMITTEE**

**9. WORK PLAN CONSIDERATION**

**9.1 WORK PLAN AND REFERRALS TO STANDING POLICY COMMITTEE  
[CK 175-9]**

*This is a standing item on the agenda for the Committee, and/or any Subcommittee, to provide updates regarding items on its Work Plan and any matters being referred to the Standing Policy Committee for consideration.*

**9.1.1 GREENHOUSE GAS EMISSIONS SUBCOMMITTEE - UPDATES  
AND RECOMMENDATIONS [CK 375-4]**

Rourke Wunder-Buhr provided an update on behalf of Angela Spence regarding the Committee's social media campaign. Good engagement and reaching the target demographic over the summer for Facebook posts:

- Post Reach: 363
- Post Engagement: 36
- New Page Likes: 11
- New Page Followers: 11
- Followers: 598

The posts have not been boosted over the summer but plan to resume this month and provide a further update on numbers at the October meeting.

**Moved By:** D. Bentley

That the information be received.

**CARRIED**

**10. BUDGET - STATEMENT OF EXPENDITURES FOR 2022 [CK 1704-5]**

The current Statement of Expenditures was provided for the Committee's information.

**Moved By:** A. Morrison

That the information be received.

**CARRIED**

Item 2 was considered next.

**11. ADJOURNMENT**

The meeting adjourned at 12:33 p.m.

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JP. Wasan, Chair

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H. Janzen, Committee Assistant