



# Shared Electric Kick Scooter Program Pilot – 2025 Update

SPCT – January 14, 2025



# Background

February 1, 2021 SPCT – Resident Correspondence

- Directed to provide a scooter viability review

April 6, 2021 SPCT – Electric Scooters Framework Viability Review

- SGI had stated scooters were non-compliant motor vehicles
- Ottawa and Calgary pilot project details
- Identified program components
- Viability commentary

# Background

November 7, 2022 SPCT – Shared Electric Scooter Program Pilot

- Two phase approach
- September 22, 2022 – Province updated regulations
- Proposed Framework
- Proposed Vendor Fees
- Designated Parking Areas



# Program Pilot Framework

- Operating season – April 15 to October 31
- Fleet size – Up to 500 scooters
- Operating speed – Max of 24 kph
- Age limit – Minimum age of 16
- Helmets – Required
- Allowed to ride on – multi-use trails, cycle tracks, protected bike lanes, streets with 50 kph posted speed limit or lower
- Not allowed on: sidewalks, streets greater than 50 kph speed limit, Saskatoon Transit vehicles, bus mall, bus zones, civic square, skate parks, spray parks, city parkades and buildings

# Pilot Project Framework

- Parking requirements – designated parking areas, multi-use trail parking, street parking, and park pathway parking

# Program Pilot Details

- Began April 2023 and ended October 2024
- 2 vendors were selected – Neuron and Bird

# Year 2 Statistical Outcomes

- Total trips = 104,625
- Total kilometres = 279,440 km
- Average distance = 2.67 km
- Average ride duration = 15.18 minutes
- Unique riders = 26,021
- % starting ride in BID = 44%
- % ending in a BID = 42%
- # of reduced pass price option = 226
- Scootsafe educational events = 11



# Pilot Project Surveys

## Neuron & Bird surveyed their users

- 83% most common use was for leisure, entertainment and recreation
- 60% most common use was for exploring the city

## City completed open survey on Engage Page

- 64% supported the e-scooter program continuing after the two-year pilot

## City completed focused survey via Inshightrix

- 53% indicated support for continuing the program
- 24% were not sure



# Injury Information

- From April 1 to July 31, 2024 – 53 ER visits
- But information is not separated between private and shared

# Approaches in Other Jurisdiction

- Western Canada – permitted in Vancouver, Victoria, Edmonton, Red Deer, Calgary, and Regina.
- Manitoba has introduced the regulations, but no City has created their bylaws to enable shared e-scooter operation.

# Options

1. Permit shared e-scooters on the public right-of-way
2. Do not permit shared e-scooters on the public right-of-way



# Recommendations

1. Permit shared e-scooters on the public right-of-way
2. Vendors be acquired through a competitive procurement process to a maximum of 2 qualified vendors
3. Make any required Bylaw 7200 updates

# Rationale

- Provides another transportation option
- Less expensive mode compared with driving a vehicle
- Provides recreation and tourism opportunities
- More environmentally friendly compared with driving a vehicle
- Reduces parking demand
- Potential timesaving for travel
- Overall stakeholder & public survey results show general support
- Number of complaints manageable

# Rationale

- The Administration will continue to work with vendors to resolve issues
- Shared e-scooters operate in many other western Canadian cities



# Next Steps

- Work with Solicitor's Office to identify and make any required changes
- Proceed with a Request for Applications

# Questions?

