



2024 Shared Micromobility Report

April 14, 2025



**SAINT PAUL
MINNESOTA**

Executive Summary

The 2024 shared micromobility season in Saint Paul ran from April to December. During this time, people used shared electric bicycles and scooters to take approximately 327,000 rides in the city. Vehicles were operated by two vendors in 2024: Spin and Lime, both of whom had previously operated in the city over the course of several years. Lime operated both electric bicycles and scooters, while Spin operated only scooters.

This report evaluates the 2024 operating season and reviews characteristics of micromobility ridership along with overall system management. It is intended to inform the Mayor, City Council, city departments and the public about how electric scooters and bicycles are used in Saint Paul and to help inform future continuation of or changes to the shared micromobility system over time.

In 2023, Saint Paul entered into an agreement with a third-party data management provider (Populus Technologies) to help collect and evaluate scooter data. This information was used in the generation of this report, and it has the capability to be a powerful tool to both better understand this transportation mode and to help with governance, effective regulation, and decision making to improve the safety and functionality of shared mobility.

Key recommendations from Public Works staff looking forward to 2025 operations and beyond include:

- Establish regular monthly check-in/regulatory meetings with Vendors to track compliance, identify issues that require discussion, and provide opportunities for better collaboration
- More advance coordination with neighboring jurisdiction on compliance concerns
- Continued coordination with Minneapolis, the University of Minnesota, and other local and regional partners regarding the future of shared micromobility in the region, above and beyond 2025 private vendor programs and operations
- Refinement of parking measures to more effectively encourage proper parking.
- Better shared mobility access and parking coordination for large events such as the Minnesota State Fair and Saint Paul Yacht Club music festival
- User survey to better understand strengths, weaknesses, use patterns, and opportunities for the shared mobility system

2024 Operations

Dates of Operation

2024 Operations began on April 22, 2024. Due to a very warm 2023-2024 winter and lack of snow and ice, vendors were eager to be deployed and operating earlier than this, but the annual operating agreements were not executed until the second week of April. Per Saint Paul Legislative Code § 141.02, vendors are required to have an agreement with the city to operate a shared transportation system in the public right of way.

Lime initiated deployment in April with bicycles and scooters; however, Spin did not deploy until May 12th. The annual operating agreement stipulates that deployment and operations begin on or around April 15th annually, ending on or around November 15th of the same year.

Due to staffing challenges, Spin opted to cease operations in mid-August. Lime continued operations into November and owing to a warm autumn requested to maintain operations with scooters only into December. This became a small and informal winter season test with approximately 100 scooters, and Public Works requested that the season fully end on December 23, 2024. During this December period, Lime paused operations December 2nd due to winter conditions and resumed operations on December 4th. Lime determined that during its winter operations pause December 2-3 potential riders opened the Lime App 327 times on 12/2 and 308 times on 12/3, indicating that there was still some demand during a winter event. The city declared its first snow emergency on December 19th, and Lime suspended operations pending end-of-season retrieval on December 18th. Lime indicated that it may be interested in exploring winter operations in the future following this December test.

Numbers of Vehicles Deployed

In 2024 across all vendors, the shared mobility system averaged 1,116 deployed vehicles for the core months from April to November. Lime averaged 751 deployed scooters and 298 deployed bicycles. Spin averaged 134 scooters during its four months of operation. For comparison, Minneapolis averaged 2,615 available vehicles per day (both scooters and bikes), more than double the number in Saint Paul.

Table 1 indicates the average number of vehicles deployed for each vendor and vehicle type. The core months for vehicle deployment are May-September. These are also the heaviest months for ridership.

Table 1 2024 Average Vehicles Counts by Month

Vendor	Spin	Lime		
Month	Scooters	Scooters	Bikes	Total Vehicles
April	0	776	185	961
May	118	836	376	1330
June	193	842	370	1405
July	170	840	366	1376
August	54	754	361	1169
September	0	762	334	1096
October	0	684	253	937
November	0	515	140	655
December	0	92		92

Source: Populus Mobility Manager

Per the operating agreements, each vendor had a minimum and maximum number of vehicles it was permitted to deploy in Saint Paul. Minimums are necessary to maintain a basic operational presence in the city, while maximums are required to ensure that vendors do not overpopulate the city with more vehicles than necessary or can be effectively maintained.

In 2024, Lime was required to have a minimum of 300 operational electric scooters and a maximum of 1,000 scooters on city property. Vendors were not required to operate bicycles, but if they did, then they were required to have a minimum of 200 operational bicycles and a maximum of 600 bicycles. Spin was required to operate a minimum of 150 operational scooters up to maximum of 800. Spin was below its minimum average deployment requirement for the months of May and August 2024. Spin did not operate bicycles in 2024.

Shared Micro-Mobility Trips

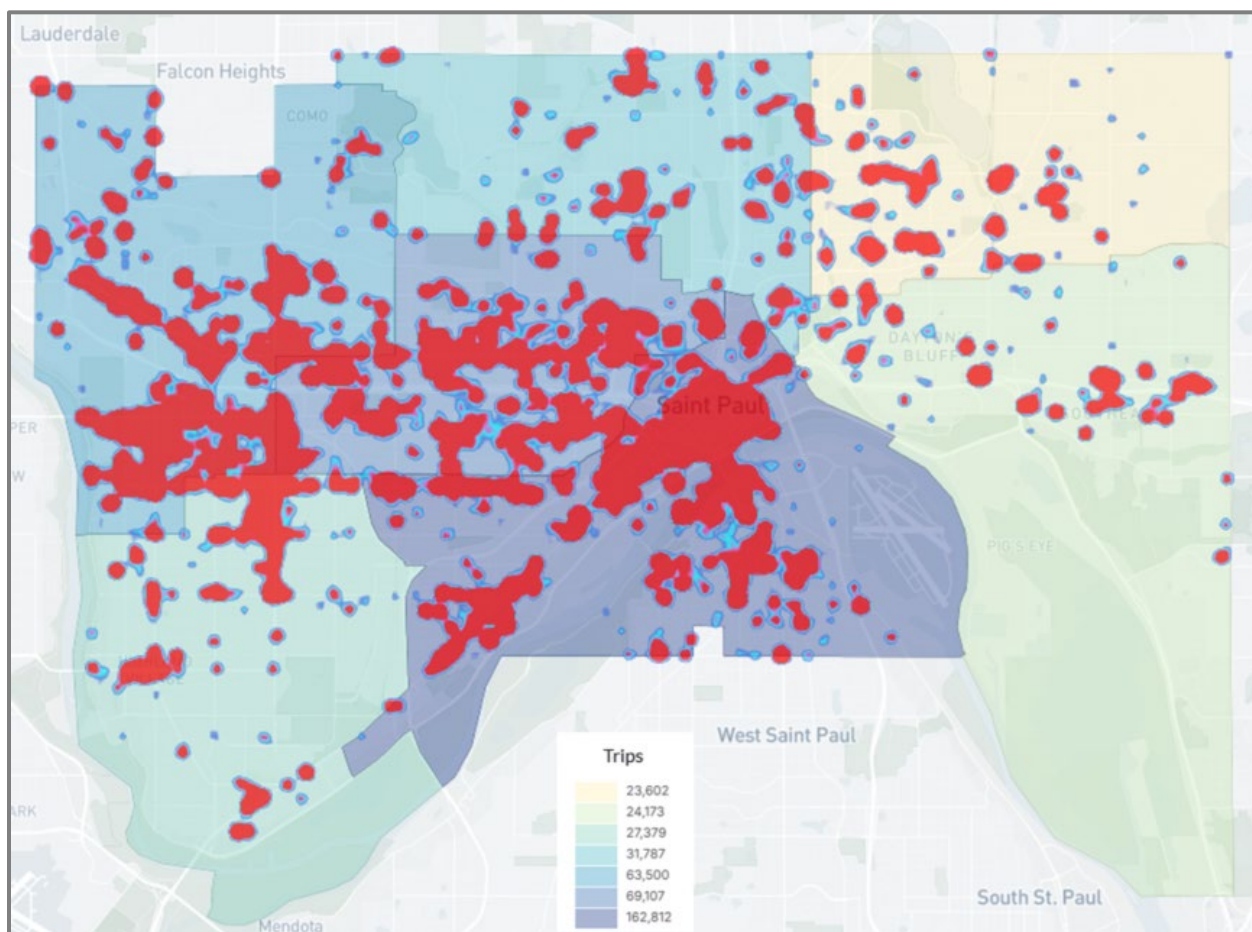
Riders took 327,247 rides in Saint Paul on shared micro-mobility devices in 2024. In 2023, Saint Paul saw 328,926 trips, so ridership decreased by 0.5% from 2023 to 2024.

Neighboring Minneapolis had 1,256,952 rides in 2024, up from 793,253 in 2023 (58.5% growth). There are many factors that contribute to this divergence in trip patterns between the two cities, but is worth discussing ways in which Minneapolis practices or policies supportive of shared micro-mobility are applicable in Saint Paul and how they might be implemented if desirable.

Figure 1 shows shared micromobility trip origins and destinations for all vehicle types and vendors in 2024 by Saint Paul ward, with trip origin hotspots (locations where trips start). Ridership is particularly strong in Ward 2 – downtown Saint Paul, the West Side

neighborhood and along the portions of West 7th Street nearer to downtown. Ward 2 saw 40.5% of all 2024 trips. There is an arc of strong ridership from downtown through the Midway district (Ward 1, 17.2% of trips) and into the northwestern neighborhoods of the city (Ward 4). The same figure also indicates that some areas of the city receive very little ridership, such as northeastern neighborhoods (Ward 6 saw just 5.9% of all trips, 15.8% of trips) and east side and southeast neighborhoods (Ward 7, 6% of trips). Ward 5 (north central neighborhoods) saw 7.9% of the trip share, and the Highland Park area (Ward 3) accounted for just 6.8% of the total despite its proximity from heavy ridership across the river in Minneapolis. Trip destinations closely mirror the same hotspots as trip origins, but also show some connections between trips originating in Saint Paul and ending in the Prospect Park and University of Minnesota East Bank areas.

Figure 1 Shared Micromobility Trip Origins/Destinations by Ward, 2024



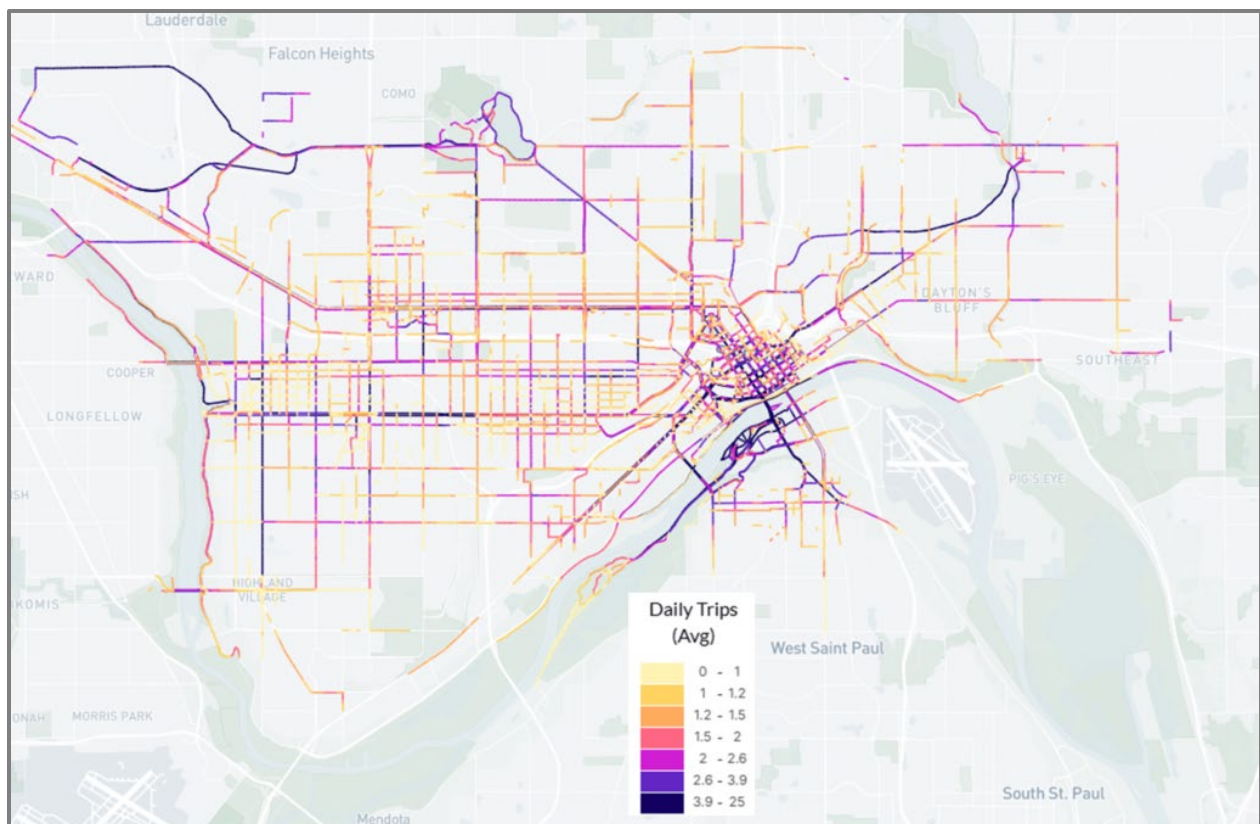
Source: Populus Mobility Manager

Key Routes

Figure 2 depicts the routes that shared mobility riders uses to travel about Saint Paul in 2024. Areas that are dark purple saw the greatest number of average daily trips while areas in orange colors saw fewer. Streets that saw very few or no trips are simply white on the

basemap. As with the ride map, the routes map shows that areas along the river and in Downtown Saint Paul saw the largest number of average daily trips. The busiest street in the city is the Wabasha Street Bridge and segments of Wabasha immediately north and south of the bridge, followed by Kellogg Boulevard and the various shared use paths within Harriet Island Regional Park. Other busy routes include East and West 7th Street, Summit Boulevard, Cleveland Avenue, Phalen Boulevard, Rice Street, and Como Avenue. A number of these streets are key commercial corridors and serve as both routes and destinations unto themselves (e.g. Rice Street). Some are critical pinch points or geographic linkages where travelers may not have many alternative streets to use for travel (e.g. Wabasha Bridge, East 7th Street). Understanding where vehicles ride can be helpful in considering streets where improvements could be considered to better support bicycles and scooters.

Figure 2 2024 Routes Map, All Vehicles (Avg. Daily Shared Micromobility Trips)



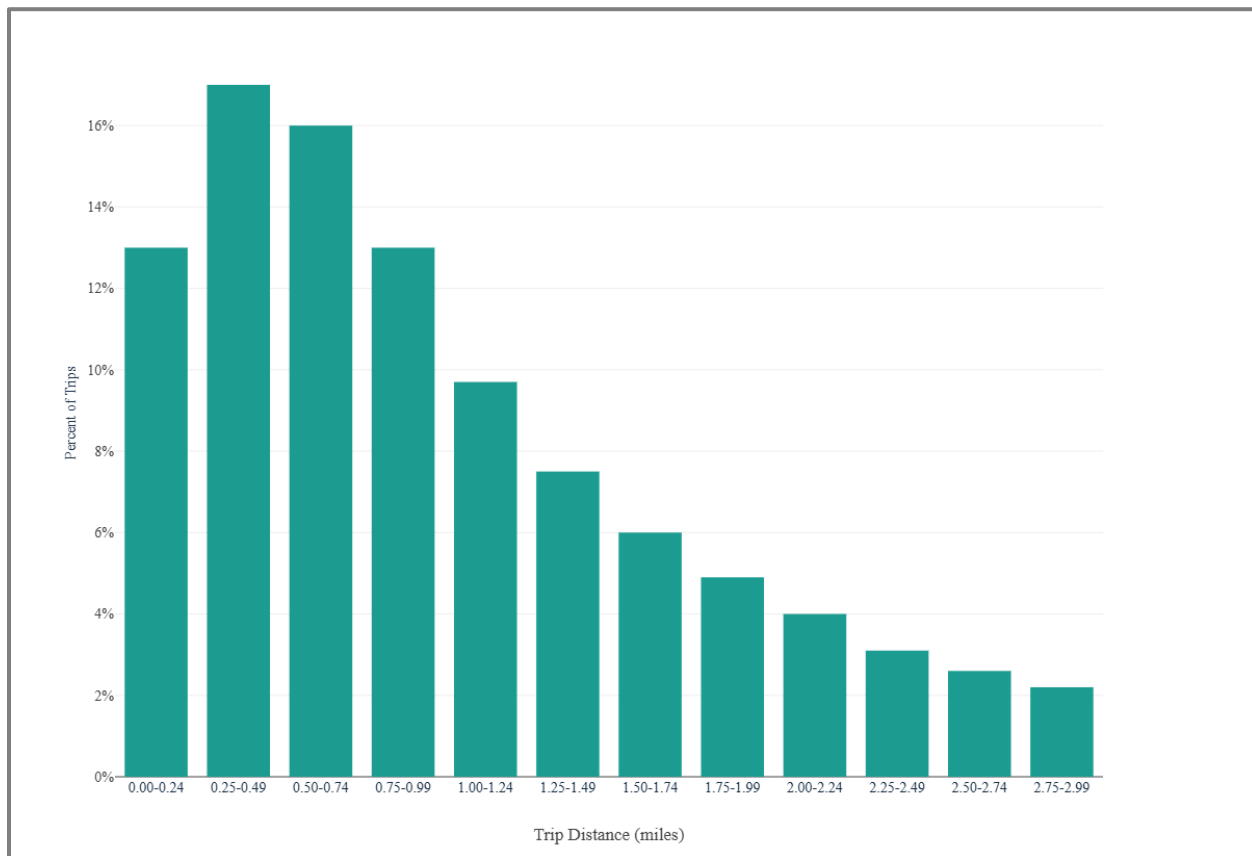
Source: Populus Mobility Manager

Trip Distance and Duration

In 2024, riders used the shared bicycles and scooters to travel 451,195 miles, with an average trip distance of 1.41 miles (1.03 miles median distance) and an average trip duration of 14 minutes, 24 seconds. These numbers indicate that the vehicles are predominantly used for shorter trips. **Figure 3** depicts the trip distance distribution for all vehicle types, while **Figure 4** shows the distribution of trip duration. Note that the distance

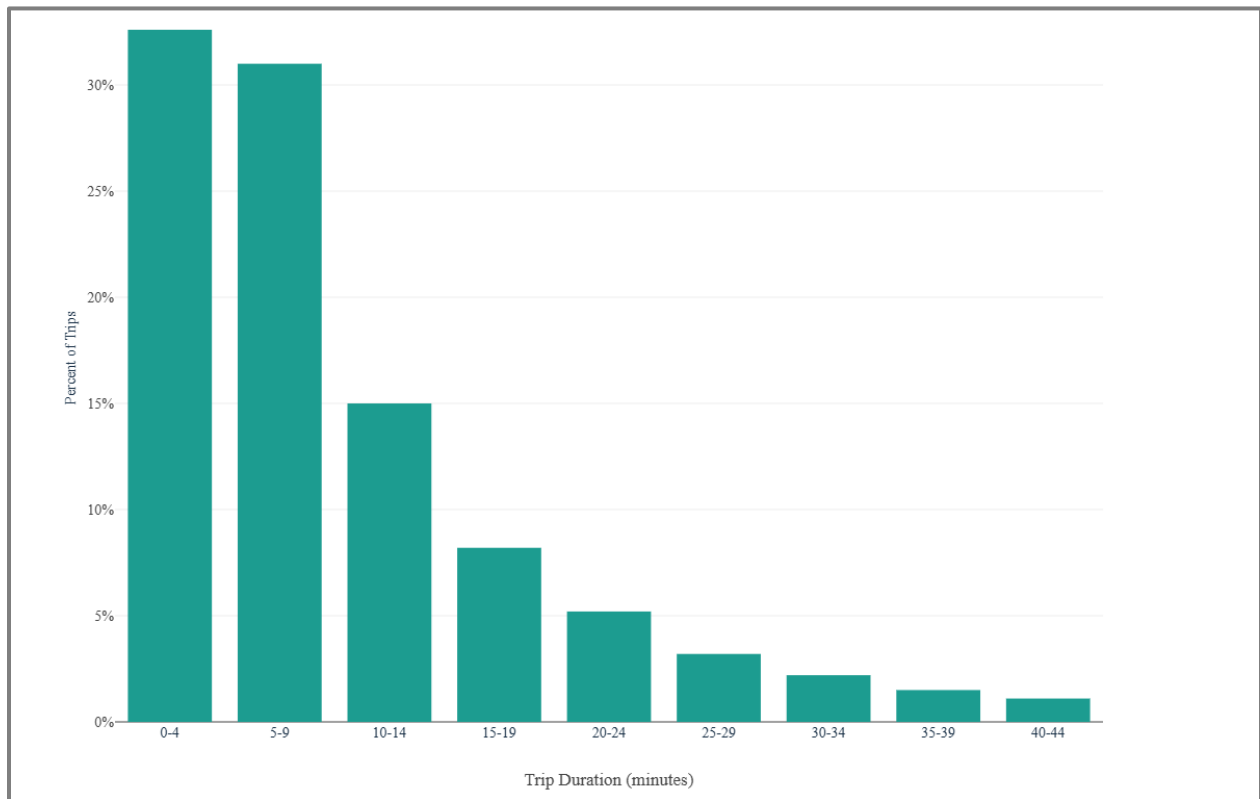
and duration analysis only reviewed data from the most recent 20,000 trips, so included rides from the tail end of the operating season including November and December. Ridership fell considerably by this point, so these evaluations till include information from October, which is a strong ridership month.

Figure 3 2024 Trip Distance Distribution, All Vehicles (Most Recent 20k Trips)



Source: Populus Mobility Manager

Figure 4 2024 Trip Duration Distribution, All Vehicles (Most Recent 20k Trips)

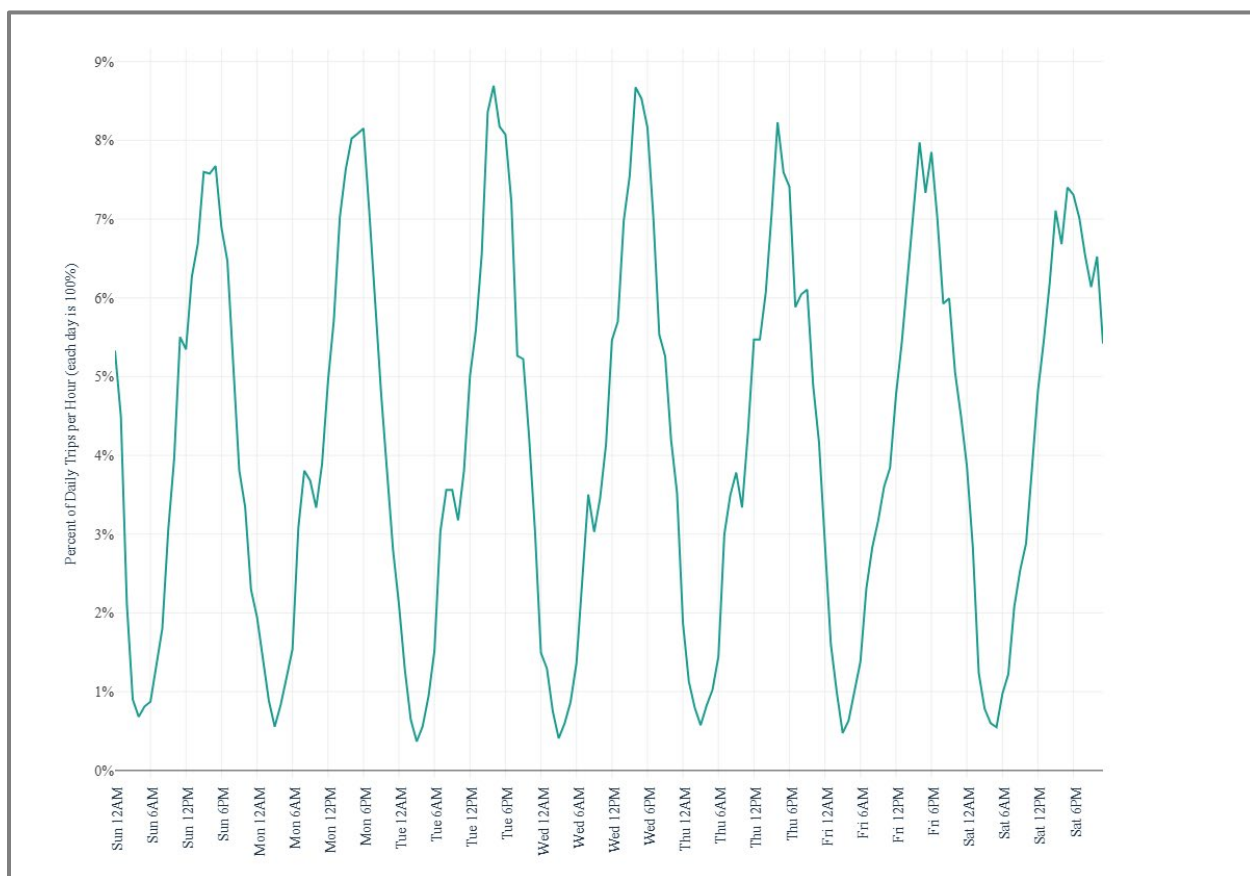


Source: Populus Mobility Manager

Micromobility Daily Use Patterns

Riders use shared mobility vehicles in a pattern that broadly matches vehicular use in general (**Figure 5**). There is a daily morning peak (~8AM) and an evening peak (~4pm). The midday peak is not distinct but is higher than the morning peak. And the afternoon peak (~3-6PM) comprises the highest usage daily. Ridership at 4pm weekdays is about 8% of daily use, while the 3-6PM period is about a quarter of daily ridership. Weekend ridership tracks slightly differently, with no morning peak, a lower afternoon peak, and indications of some strong use into the evening hours (9-10PM, this also includes Friday evenings).

Figure 5 Micromobility Daily Use Patterns, All Vehicles (Most Recent 20k Trips)



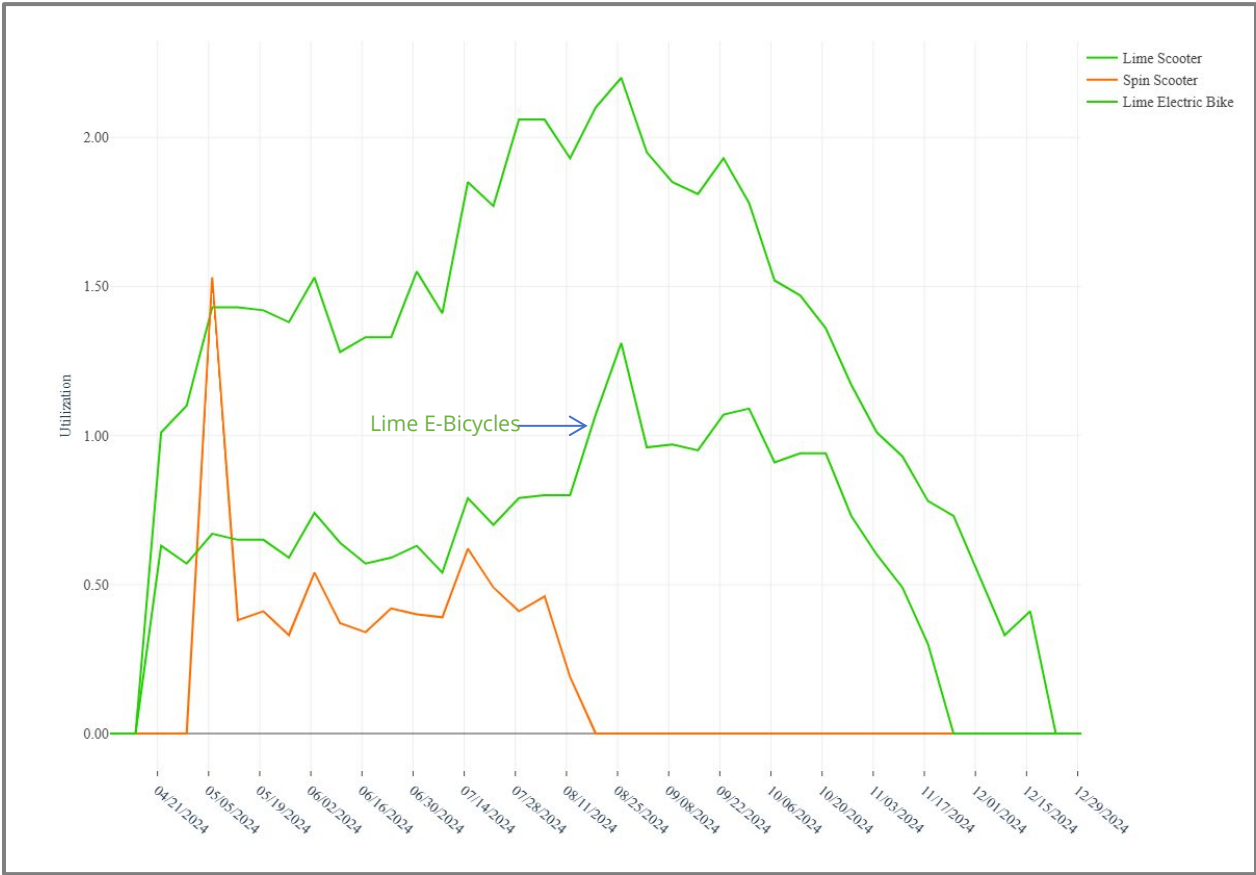
Source: Populus Mobility Manager

Vehicle Utilization

Micromobility vehicle utilization measures how frequently vehicles are used. A value below 1 ride per vehicle per day means that vehicles are sitting idle much of the time, while values greater than 1.0 indicate they are in higher use. A value greater than 2.0 indicates strong demand. In Saint Paul in 2024 August and September were the strongest months for vehicle utilization, with average ridership above 1.6 rides per day, and nearing/exceeding 2.0 rides per day for Lime scooters during this period. This period (and October) was also

the strongest utilization for bicycles, with utilization around 1.0 rides per vehicle per day. Conversely, the colder and darker months of November and December had the poorest utilization.

Figure 6 2024 Micromobility Vehicle Utilization (Trips/Vehicle/Day), Weekly Avg.



Source: Populus Mobility Manager

Table 2 Avg. Monthly Micromobility Utilization by Operator and Vehicle Type

Month	Lime-Bicycle	Lime-Scooter	Spin-Scooter	Total Average Utilization
April 2024	0.66	1.16	0	1.06
May 2024	0.63	1.37	0.37	1.07
June 2024	0.65	1.4	0.43	1.07
July 2024	0.67	1.66	0.46	1.25
August 2024	0.95	2.05	0.41	1.63
September 2024	1.03	1.93	0	1.65
October 2024	0.94	1.48	0	1.34
November 2024	0.58	0.95	0	0.87
December 2024	0	0.43	0	0.43

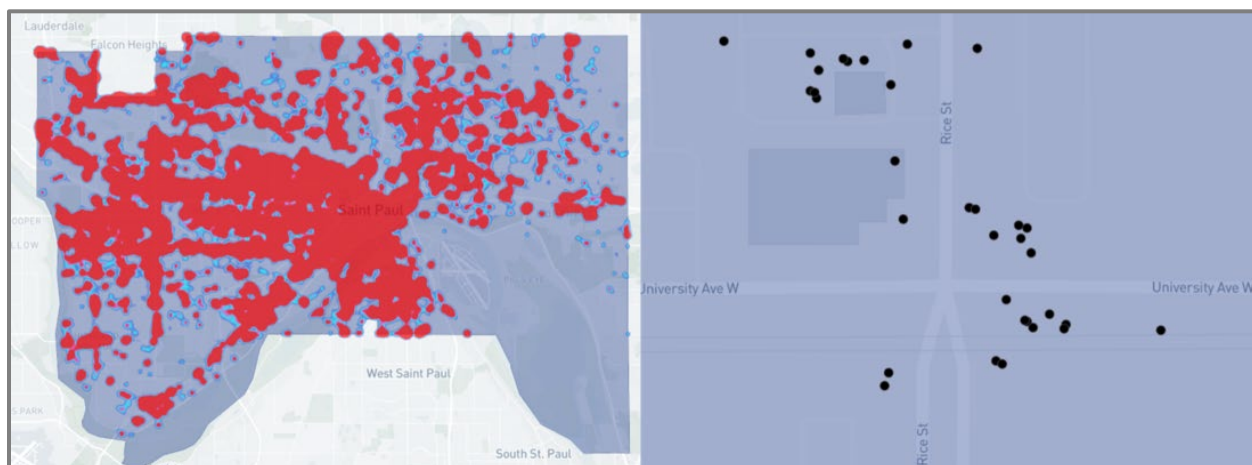
Source: Populus Mobility Manager

Micromobility Vehicle Parking

Parking shared scooters and bicycles is among the top concerns for effectively managing the system. Vehicles in Saint Paul are required to park in the boulevard space of streets when not in use. This is the zone between the sidewalk and the curb. In downtown and commercial areas this is a paved zone and is frequently referred to by city staff as the furnishing zone – the area of the street where all the ancillary materials that support the street are located. These include items like signposts, streetlights, garbage cans, bus stops, benches, bike racks, planters, and so on. At the end of a trip, riders must stop their vehicle and leave it in these zones, taking a photo to verify that the vehicle is parked correctly before the trip ends. Micromobility operators use this photo information to help manage parking effectively and communicate misparking events to users. Operators also patrol parts of the city routinely to adjust and redeploy vehicles, correcting parking problems. In some areas, mandatory parking zones have been established, in which a rider cannot end a ride until they are next to a designated parking spot.

Figure 7 shows a heat map of frequent parking areas for shared scooters and bikes. The data management tool that the city uses can zoom into any area of the city to see where parking is happening frequently. This information can be used to know where parking management zones should be considered, or where additional bike racks should be considered for installation. **Figure 7** includes a detailed view of the Rice Street and University Avenue intersection to demonstrate how riders parked vehicles in 2024. This corner is planned to have a mobility hub as part of a State of Minnesota funded project for the reconstruction of Rice Street near the State Capital Complex.

Figure 7 Frequent Parking Areas, 2024 (Rice Street/University Avenue Detail)



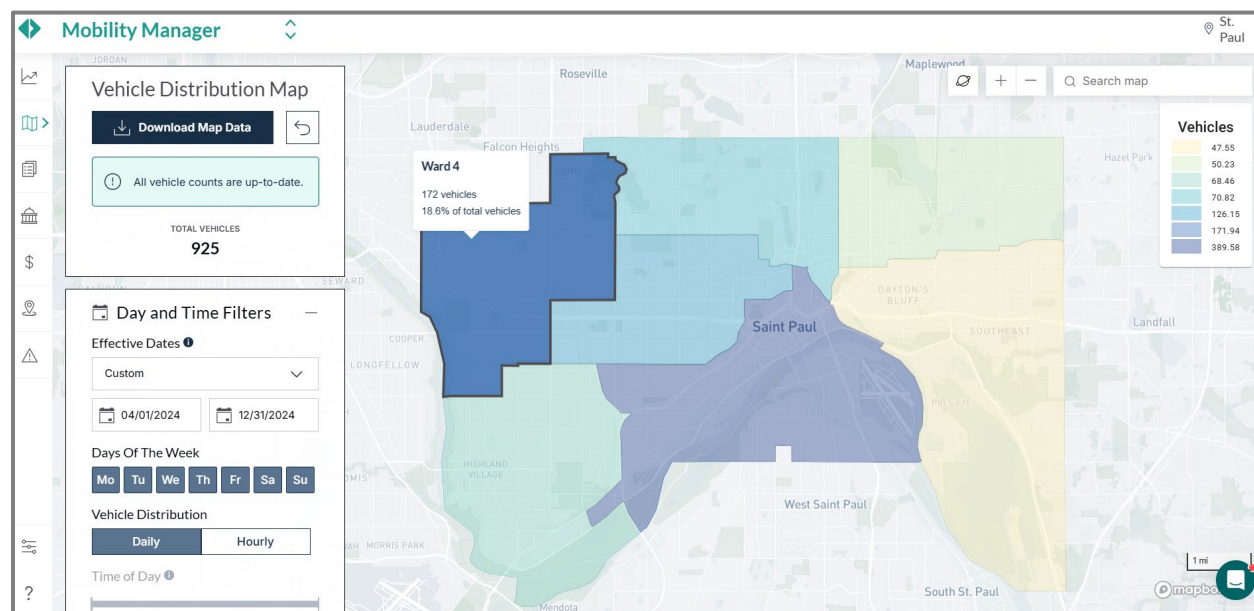
Source: Populus Mobility Manager

Data Management

Saint Paul manages scooter data through a contract with Populus Technologies. Populus ingests data from shared mobility vendors and makes this information available to the city through a web-based portal called Mobility Manager. Mobility Manager (**Figure 8**) provides a wide variety of evaluation and policy management capabilities to the city including, but not limited to:

- Live maps showing current vehicle locations and status;
- Maps of vehicle distribution, parking characteristics, routes riders use for trips, and trip characteristics;
- Reporting tools for issues such as trips and parking;
- The ability for city staff to draw up geographic features and apply policies (no ride, no park, slow zones, mandatory parking, distribution requirements); and
- Policy compliance metrics.

Figure 8 Populus Mobility Manager Interface



Source: Populus Mobility Manager

The city's contract allows an unlimited number of individuals to be trained on and have access to the Mobility Manager tool. In practice, this tool is primarily used by the Departments of Public Works and Parks & Recreation. The contract is funded with a portion of the trip fees that the city receives as part of the license agreement for vendors to operate in Saint Paul. Mobility Manager was used to create most of the graphics and data shown in this report.

Alignment with City Mobility Objectives

The City of Saint Paul allows shared mobility vendors to operate in the city based on the understanding that these vehicles are a popular and new low-carbon mobility option, and that they serve an important and valuable transportation service for Saint Paul residents and visitors. Per Saint Paul Legislative Code Section 141.02, vendors are required to have an agreement with the city to operate a shared transportation system in the city, and this authorization must be approved by Saint Paul City Council.

With the annual agreement, vendors are allowed to operate the shared mobility service with certain conditions. Vehicle distribution requirements are among the most important requirements. In 2024, Lime was required to operate a minimum of 300 and maximum of 1,000 scooters in Saint Paul (for Spin this was 150 minimum and 800 maximum). Lime also operated electric-assisted bicycles (minimum 200, maximum 500). In Downtown Saint Paul vendors had a deployment cap of 150 scooter and 150 bicycles. At Harriet Island and Raspberry Island – highly popular areas for riding but also highly programmed areas that need special attention – vendors had a deployment cap of 75 scooters and 75 bicycles. To make these available to lower-income residents in the city, vendors were required to distribute a minimum of 30% of their total vehicle fleet to a geography defined as Areas of Concentrated Poverty where 50% or more of the residents are people of color (ACP50). This is a geography defined originally by the Metropolitan Council, and though it is no longer in use, the city has adopted this as a proxy in the vendor agreements to define equity priority areas.

In addition to distribution requirements, vendors are also required under the contract to follow these regulations:

- Vehicles may not be parked in a way that compromises Americans with Disability Act (ADA) accessibility, including a minimum 5-foot clear pedestrian walkway on any sidewalk or shared use path
- Vehicles must be parked in boulevard/furnishing zones, and cannot block curb ramps, fire hydrants, parklets, transit zones/shelters, signed loading zones, disability parking spaces, street furniture requiring pedestrian access (e.g. benches, parking pay stations, trash bins, bus shelters)
- Vehicles must be upright and stabilized
- Vendors must educate users on proper parking and riding behaviors, require that they acknowledge and accept applicable laws/regulations, and must undertake proactive, reasonable measures to prevent and deter improper parking
- The city may regulate vehicles using geofencing measures to limit or prohibit riding, or require parking in certain specified areas; vendors must comply with these requirements

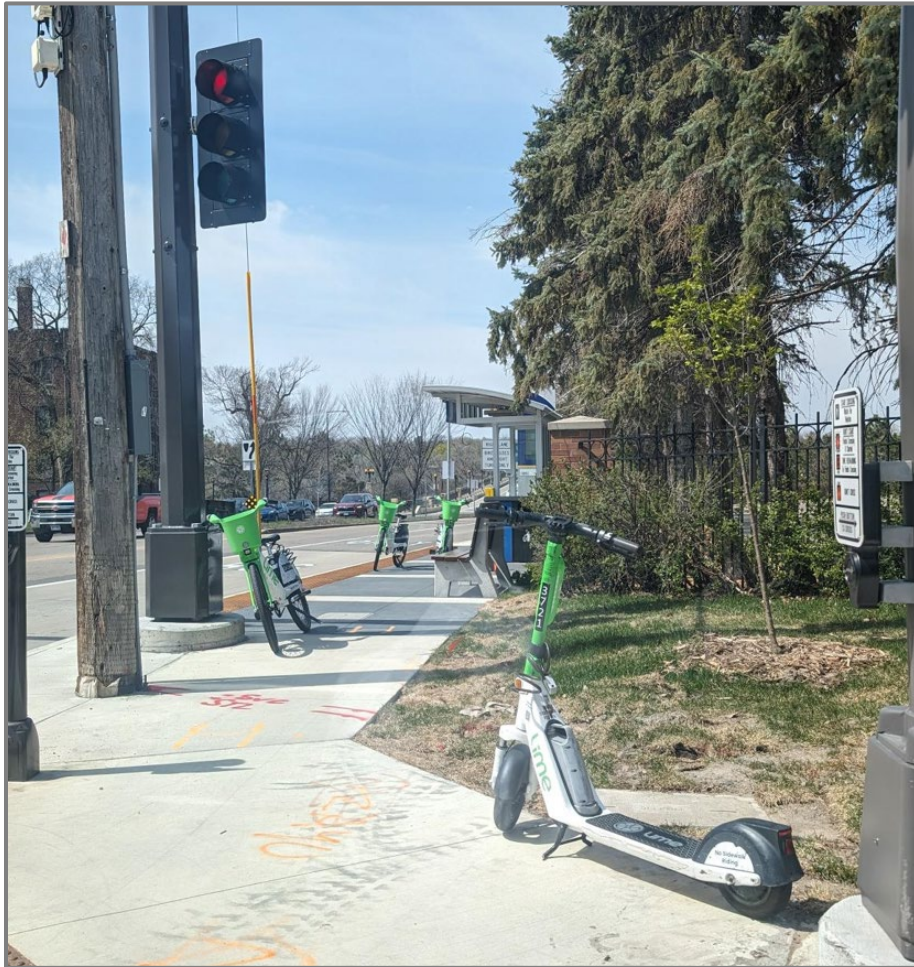
- Vendors must comply with any city requests to rebalance/redeploy vehicles if they are determined to be too dense
- Vendors must provide the city with trip data
- Vendors must remove all vehicles from the public right of way within 24 hours' notice if ordered by the city.

Shared Mobility and Public Transit

Shared Micromobility and Public Transit are close transportation cousins, and there has been a long desire to better complement transit with shared mobility. There is a strong case for effective bicycle and scooter sharing being a part of the *first mile / last mile* of a transit trip – referring to how a transit rider gets to a transit vehicle and then to their final trip destination. Today, Metro Transit's data in the Twin Cities shows that most transit users walk to begin and end a transit trip. Better coordination is required to try to integrate shared mobility into the transit system. Possibilities include coordinating shared mobility parking, fare integration, and harmonization with Metro Transit's Transit Assistance Program (TAP) to provide reduced cost fares for both shared mobility and transit. Metro Transit is open to these conversations, and shared mobility vendors have also expressed interest in fare integration platforms.

Figure 9 shows shared micromobility vehicles cluttering a platform area for the B-Line bus rapid transit stop at Marshall Avenue and Cretin Avenue. Although the B-Line was not yet operational when this image was taken in April 2024, the stop was in use for the high frequency Route 21 bus, one of the most heavily used bus lines in the region. This photo demonstrates that there is a demand for shared mobility vehicles accessing public transportation. But it also illustrates a problem when vehicles lack a defined place to park. In the image, these bikes and scooters are posing an accessibility problem for other members of the public accessing the transit platform.

Figure 9 Vehicles on B-Line Marshall Ave Station Platform, April 2024



Source: Metro Transit

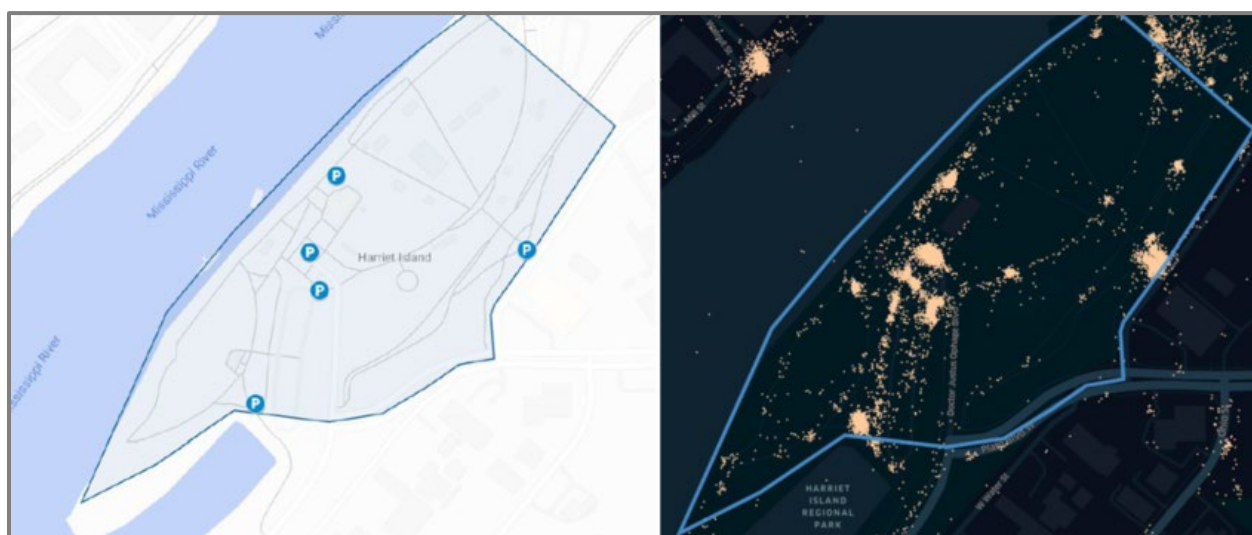
Economics and Shared Mobility

Shared micromobility purports to be a green and accessible way to travel about the city for daily needs, these vehicles can be costly to use. In 2024, both operating vendors charged users \$1.00 to unlock the vehicles and then \$0.39 per minute. For a 15-minute trip covering somewhere in the range of 3.5 miles, a user will be charged \$6.85. By way of comparison, a Metro Transit bus ride costs \$2-3.25 per trip and can potentially carry a rider from one side of the region to the other. Both Lime and Spin offer access programs with reduced fares for riders who can demonstrate income eligibility (examples include receiving SNAP benefits, Medicaid, subsidized housing, WIC, etc.), and both vendors provide discounts for any rides beginning or ending in defined equity areas. While these access programs are helpful, they are only as useful as they can be made available to members of the public who need them.

Feedback and Issue Reporting

The city and vendors receive feedback on the shared bikes and scooters during operational months. Members of the public may report issues via QR codes on the vehicles or by calling a toll-free number and talking to a vendor customer service representative. By far and away, the most widespread area of complaint involves improper vehicle parking. Improper riding is a lesser issue. The city has dealt with improper parking in a variety of ways. Having received parking comments, the city relays concerns to vendors, who are generally quite responsive to removing and re-parking vehicles (as is required per operating agreement terms). However, reactive response to improper parking doesn't solve the systemic parking problem by preventing future misparking incidents. In 2024, the city worked with vendors to define mandatory parking geographies in sensitive areas, such as in Downtown Saint Paul and at Harriet Island. Mandatory parking requires that riders park in tightly defined areas, currently visible only through smartphone apps at the end point of a ride. If a rider attempts to park away from these areas, the rider is not allowed to end their ride, and they must find one of these mandatory parking locations to end the trip. This has been a useful tool to date, and city staff plans to work with vendors to establish more mandatory parking areas in the future. **Figure 10** shows how these mandatory or preferred areas are communicated to users and their effect. Preferred parking locations (left) are communicated to users via smart phone apps. Users cannot end trips until they are proximate to the preferred locations. The image to the right shows how actual parking events group around the preferred parking locations.

Figure 10 Lime Preferred Parking Spots and Parking Events at Harriet Island, 2023

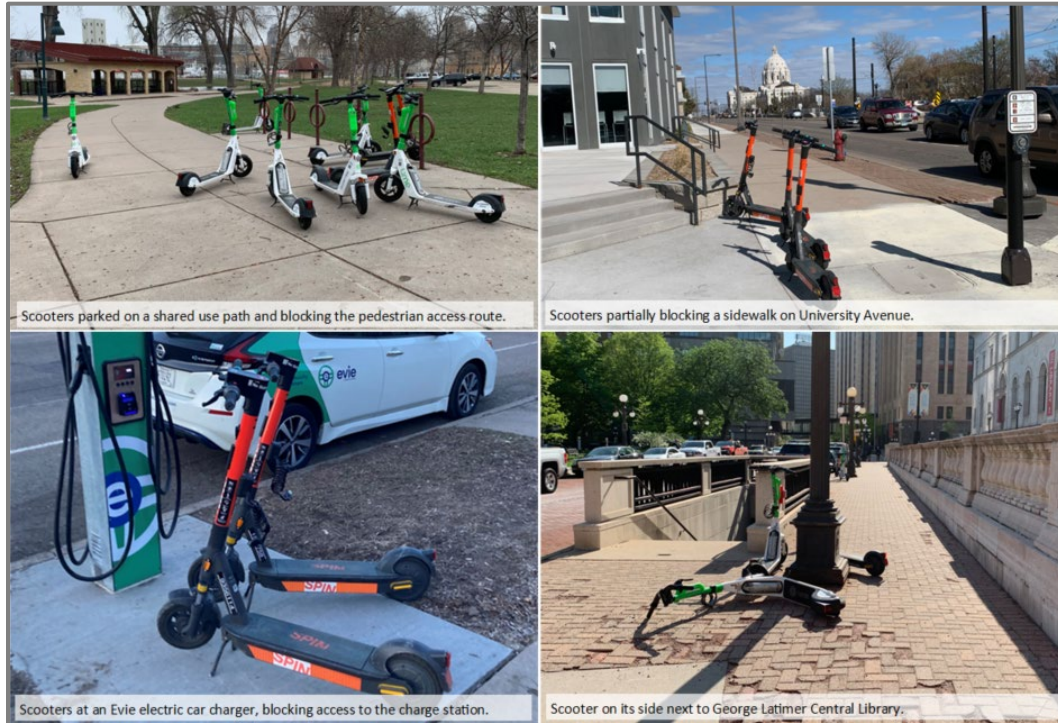


Source: Lime.

Parking is an ongoing problem and city staff will work with vendors in 2025 to improve compliance. Vendors have indicated that they plan to bring new, advanced technology to

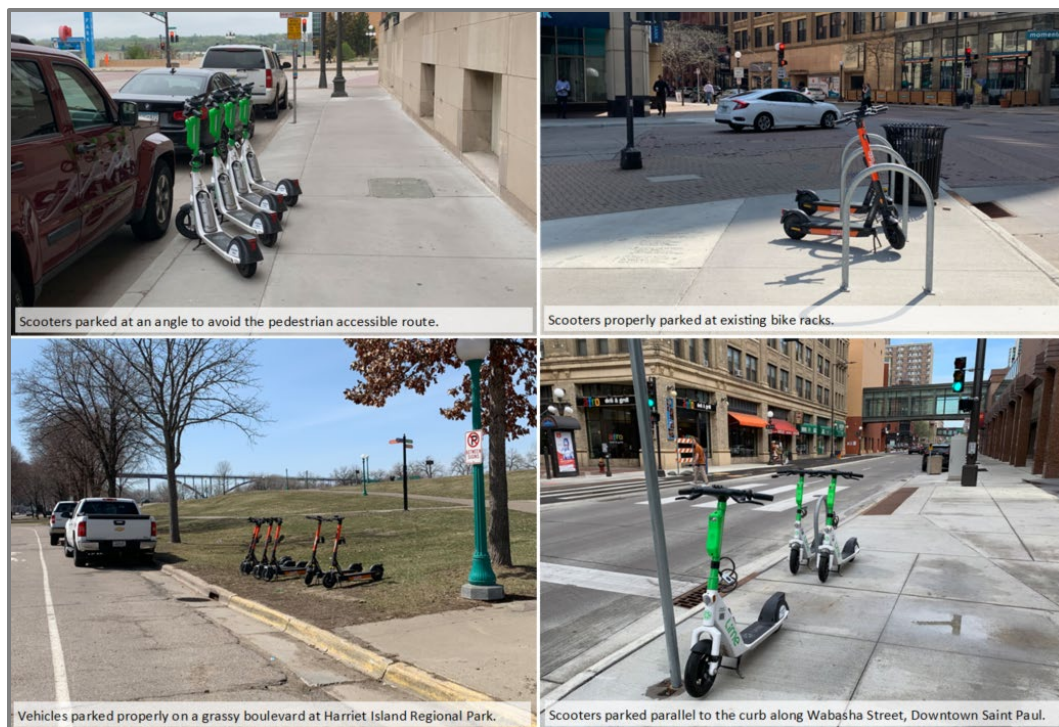
the Twin Cities market in 2025 to improve parking. Examples include AI-based real time feedback for users about correct vehicle parking. The city will also look at the potential for physical demarcation of parking areas using lightweight bike racks and/or tape, paint, posts, and signage. Vendors have also indicated interest in bringing lightweight parking infrastructure to the city, though no agreement is yet in place for this arrangement.

Figure 11 Typical Examples of Shared Micromobility Vehicle Misparking



Source: City of Saint Paul

Figure 12 **Examples of Properly Parked Vehicles**



Source: City of Saint Paul

Inappropriate Use of Scooters

In 2024 there were reported concerns about inappropriate use of scooters including their use in restricted areas of parks, riding in public car parking garages, and children riding. When complaints of inappropriate behavior arise, the city can relay these concerns to the vendor, and the vendors have been able to identify users, issue citations, and in some instances block a user's account so that they may no longer use the vehicles. In park areas where scooter and bicycle traffic may not mix well with heavy use pedestrian zones, the city has implemented no ride and no park zones to exclude scooters from certain spaces and employ slow zones that restrict the speed of the vehicles. These are policies pushed through the Mobility Manager app to vendors, and this has been quite effective in cutting down on inappropriate use.

Unique Situations & Opportunities

Saint Paul Police Department Assistance

The Public Works Department along with vendors was able to assist the Saint Paul Police Department on two occasions in 2023 with rapidly developing crime investigations where suspects utilized the shared mobility vehicles. No such instances occurred in 2024. Vendors are very responsive to these requests and have been able to release identifying user information when officers have produced a court warrant.

Flooding

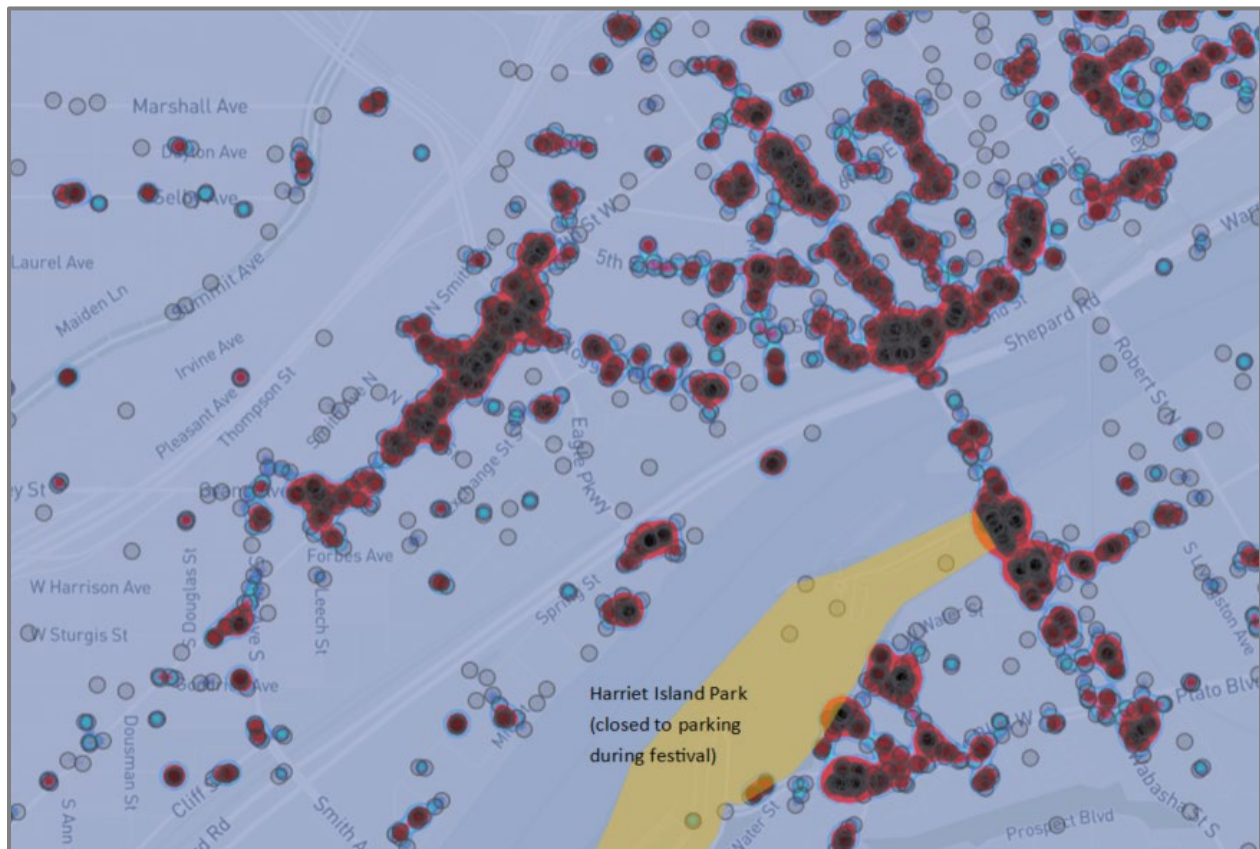
Saint Paul was hit in spring of 2024 with heavy flooding, to a greater degree than similar instances in spring of 2023. Public Works was able to communicate expected closures quickly to vendors, who were subsequently able to enforce system closures in certain areas and to remove vehicles in advance of floodwaters. This model worked well in 2024 and will be used again when the next flood incident occurs.

Saint Paul Yacht Club Festival

Harriet Island Regional Park hosted the large-scale Saint Paul Yacht Club festival July 19-20, 2024. Public Works worked closely with Parks & Recreation event staff and with vendors to determine the appropriate places for shared micromobility vehicle parking. There were reports from event staff that large numbers of people were using these vehicles to get to the festival, but also that there were so many that they were being parked in many locations. Vendors were responsive to requests to have staff present to help coordinate, park, and redeploy vehicles over the two days. **Figure 13** shows parking events downtown and near Harriet Island between July 19-20, the two festival days. It shows an agglomeration of parking along Wabasha Avenue, the south end of the Wabasha Bridge, Kellogg Boulevard, and Wabasha and West 7th Street downtown.

Shared scooters and bikes are an excellent way to get to Harriet Island for an event like this (rather than in a car during heavy congestion near the park), so the city looks forward to coordinating in advance with vendors about a successful event in 2025.

Figure 13 Shared Vehicle Parking During the Saint Paul Yacht Club Music Festival



Source: Populus Mobility Manager

Minnesota State Fair

The Minnesota State Fair attracts large numbers of visitors to the State Fairgrounds located in Falcon Heights but surrounded by Saint Paul neighborhoods and adjacent to the University of Minnesota Saint Paul Campus. The City worked with the University of Minnesota and with Parks & Recreation staff to designate two parking areas adjacent to the fairgrounds. One was located on Midway Parkway near the Snelling Avenue entrance to the fairgrounds. The other was located adjacent to University of Minnesota Parking Lot S104 at the northwestern entrance to the fairgrounds, a location that was also designated a hub for Evie carshare vehicles to park. Lime was the only vendor operating in August 2024, and they provided staff to help manage vehicles at both designated areas. There was no designated area along the southern side of the fairgrounds (Como Avenue, which is a major regional trail), or the northern side of the fairgrounds (Larpenteur Avenue, which is in Falcon Heights and is not a jurisdiction where these vehicles are authorized to operate. City staff reached out to the State Fair to try to coordinate potential parking of vehicles on State Fair property (the fair operates several secure bike parking locations near entrances),

but there was not enough time to come to an agreement as fair preparations moved forward in 2024.

Figure 14 shows shared micromobility parking during the duration of the Minnesota State Fair (August 22-September 2, 2024). Parking data for this area is limited due to the city boundary limits and the city's data agreement with Populus, so this figure does not provide a view inside the University of Minnesota campus or State Fairgrounds area. One of the designated parking areas is within the University zone, so the effectiveness of this designation cannot be determined without additional information. Data from outside the fairgrounds shows that the Midway parking area successfully attracted riders to park there (and walk to/from the Snelling Avenue fairgrounds entrance). But it also shows that a lot of parking occurred in the areas north and south of Midway Parkway and not at the designated parking location. **Figure 14** also shows a large degree of parking along Como Avenue, with clusters of parking at Como Avenue and Arona Street, southeast and southwest of Snelling Avenue, and at numerous locations along Como Avenue south of the fairgrounds. This shows that the city needs to work to establish designated parking at more locations along Como Avenue to meet this demand, as users will park in unauthorized places and in a haphazard manner that may decrease accessibility during heavy daily pedestrian periods. The city also needs to work more closely with both the University of Minnesota and the State Fairgrounds to establish more designated parking locations and determine the feasibility of authorized parking zones near fairground gates or at the three designated bicycle parking lots.

Figure 14 Shared Micromobility Parking at the MN State Fair (8/22/24-9/2/24)



Source: Populus Mobility Manager; Minnesota State Fair

Other Events

The Yacht Club Festival and the State Fair are the largest events that happen annually, but there are many other events where better promotion of shared mobility vehicles might mean that people are able to get to these locations while leaving a car at home. There are several other large-scale events at Harriet Island, including the Irish Fair and Veg Fest. The Hmong International Freedom Festival is held at Como Park and attracts more than 50,000 people over two days in June. Saint Paul is home to several professional sports teams that play numerous games over the course of each season (Minnesota Wild Hockey, Minnesota United Soccer, Saint Paul Saints Baseball). Saint Paul is home to colleges and universities that host many types of events, as well. These are all events that generate trips at scale; shared micromobility can be a part of getting people where they need to be while decreasing greenhouse gas consumption.

Looking Ahead

The shared micromobility season will begin again in April 2025 with the same vendors as the past several years – Lime and Spin. Both vendors will bring both shared electric bicycles and scooters to the market, and in larger numbers than ever before. Vendors will also bring a seated version of scooters for the first time, a vehicle that may appeal to a broader array of potential riders than stand up scooters.

Issues persist for the operation and affordability of private shared micromobility fleets. Rides remain expensive, even with discounts offered to designated equity areas. This decreases potential ridership and makes these vehicles less competitive with other modes of travel. Parking compliance will remain a problem that the city will need to continue to manage, both on its own and in partnership with vendors. More parking will need to be installed in high use areas, and more mandatory parking areas must be designated and made physically apparent to users. Vendors will need to do a better job of actively monitoring and managing their fleets to ensure accessibility of public sidewalks, curb ramps, bus stops, building entrances, and other aspects of the public right of way. The city needs to

The city is actively coordinating with partners at the City of Minneapolis, University of Minnesota, and Minneapolis Parks and Recreation Board to more effectively manage across jurisdictional boundaries and successfully communicate with users. This partnership needs to be improved and enhanced. Looking into the more distant futures, Saint Paul is looking to coordinate on planning for potential public shared micromobility systems to serve the city and our neighbors.