

Planning, Policy,
and
Programming

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Local Policy for Better Micromobility

Assessing municipal policies to effectively regulate the safe operation of micromobility vehicles (e.g. scooter-share and bikeshare)

WHAT WAS THE NEED?

Micromobility services (e-bikes and e-scooters) in urban areas have expanded rapidly over the past several years and offer promise for reducing auto dependence and increasing transit connectivity. Problems emerged, however, where micromobility expansion happened too fast for local governments and infrastructure to keep up, or companies launched services without coordination or explicit permission from regulators.

Given the rapid growth of micromobility seems poised to continue, there is a need to understand which policies are most effective in maximizing benefits and minimizing the negative effects of micromobility vehicles.

WHAT WAS OUR GOAL?

The first goal of this study was to better understand the inner-workings and policy processes of a diverse set of cities regulating micromobility. The second was to use this information to help cities effectively manage micromobility services through policy and infrastructure to support them.

WHAT DID WE DO?

The research team reviewed existing research on the behavior of micromobility users, especially with regards to how users interact with active transportation (biking and walking) and transit (bus, rail, and ferry). They then surveyed policy approaches various cities have pursued with respect to micromobility.



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The researchers then conducted interviews with ten cities, and investigated how policies correlated with city characteristics such as size, geographic region, climate, topography, density, demographics and transit quality. Based on findings, the research team identified guiding principles and best practices for governing micromobility services.

WHAT WAS THE OUTCOME?

- Data-sharing requirements are critical for evaluation and monitoring for compliance with policies like distributional requirements;
- Some sort of clear parking regulation, while weighing the tradeoff of less flexibility, is beneficial;
- Fines for incorrect parking and usage need to be passed to the user to actually influence behavior;
- Having a clear classification of micromobility devices is very helpful for clear guidance and updating regulations over time.

WHAT IS THE BENEFIT?

The findings can provide guidance to the state and cities on how to effectively encourage users to use micromobility services to reduce vehicle miles traveled and incentivize the choice of Active Transportation over personal car use. Findings would also help determine effective modes for parking and infrastructure to increase positive interaction with micromobility users, including parking spaces and vehicle lanes.

Furthermore, it would provide valuable insights into how to use these new technologies to help provide mobility to historically marginalized and disadvantaged populations who have traditionally had less access to public and private transportation.

LEARN MORE

For more information, please see final report.
<https://escholarship.org/uc/item/8mw5j82x>

IMAGE



Examples of bad and good parking of e-scooters and bicycles.