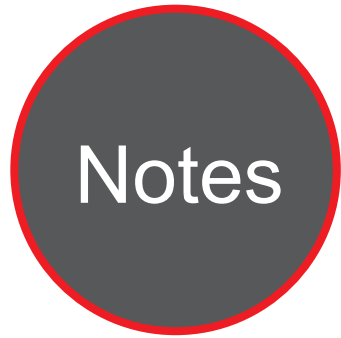




Caltrans Division of Research,
Innovation and System Information

Research



Notes



Planning, Policy &
Programming

MAY 2020

Project Title:
Pacific Southwest Region 9
University Transportation Center
(PSR-FAST Act) DOTP

Task Number: 3419

Start Date: October 1, 2019

Completion Date: September
30, 2020

Task Manager:
Stuart Mori,
Associate Transportation
Planner
stuart.mori@dot.ca.gov

Local Policy for Better Micromobility

This research is to understand which policies are most effective in maximizing benefits and minimizing effects of micromobility vehicles, how different micromobility policies affect broader transportation systems, and what strategies need to be in place to ensure there is policy consistency across jurisdictional boundaries.

WHAT IS THE NEED?

Micromobility services such as shared e-bikes and e-scooters in urban areas have expanded rapidly over the past several years. This expansion has been too fast for local governments and infrastructure to keep up with, creating many problems.

WHAT ARE WE DOING?

The research team will begin by reviewing existing research on the behavior of micromobility users, especially with regards to how users interact with the Caltrans Active Transportation Program (biking and walking) and transit (bus, rail, ferry). They will then survey policy approaches various cities have pursued with respect to micromobility.

The researchers will then investigate how policies correlate with city characteristics such as size, geographic region, climate, topography, density, demographics and transit quality. The relative merits and drawbacks of different policy approaches will also be assessed. Based on findings, the research team will identify guiding principles and best practices for governing micromobility services.

WHAT IS OUR GOAL?

The goal of this study to help cities effectively manage micromobility services through policy and infrastructure to support them.



DRISI provides solutions and
knowledge that improves
California's transportation system

WHAT IS THE BENEFIT?

The Caltrans Active Transportation Program could greatly benefit from the prospects of micromobility services in California, because the purpose of the program is to increase the proportion of trips accomplished by biking and walking. Understanding how regulations and policies on micromobility companies impact users' decisions to bike or walk would be useful for Caltrans as the program continues to be implemented throughout the state. The results of this study will help determine how cities can effectively manage these new modes of transportation through supportive policy and infrastructure.

This project will also help initial evaluation of how shared mobility in the form of micromobility could affect vehicle miles traveled (VMT). The findings can provide guidance on how to effectively encourage users to use micromobility services to reduce VMT and incentivize the choice of The Caltrans Active Transportation Program over personal car use. 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.

The research can also help meet transportation system performance metrics required by the Fixing America's Surface Transportation Act (FAST Act), 2015, and Senate Bill 1, Road Repair and Accountability Act of 2017.

WHAT IS THE PROGRESS TO DATE?

The first month of this project was dedicated to a search for relevant literature on micromobility usage and local and state policies related to micromobility.

We then identified 15 cities to study using a wide criteria to observe different populations, governance, and travel patterns.

We then designed interview questions to ask city officials. The questions included information on how micromobility is perceived by officials, how they are utilized, and how they were first introduced. We will gather information on whether companies launched without consulting with the city, if the cities-initiated policies before companies deployed, or whether they had to remove the companies and then implement guidance. Following questions on implementation, we will ask questions about how they decided on policies, how travel behavior has changed, and how COVID-19 has changed their plans.