

Protecting sidewalks from the threat of micromobility

to reveal the true tsunami that flooded city streets

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Urbanism Next Europe
2021

Intergovernmental Organisation

63 member countries

Think Tank

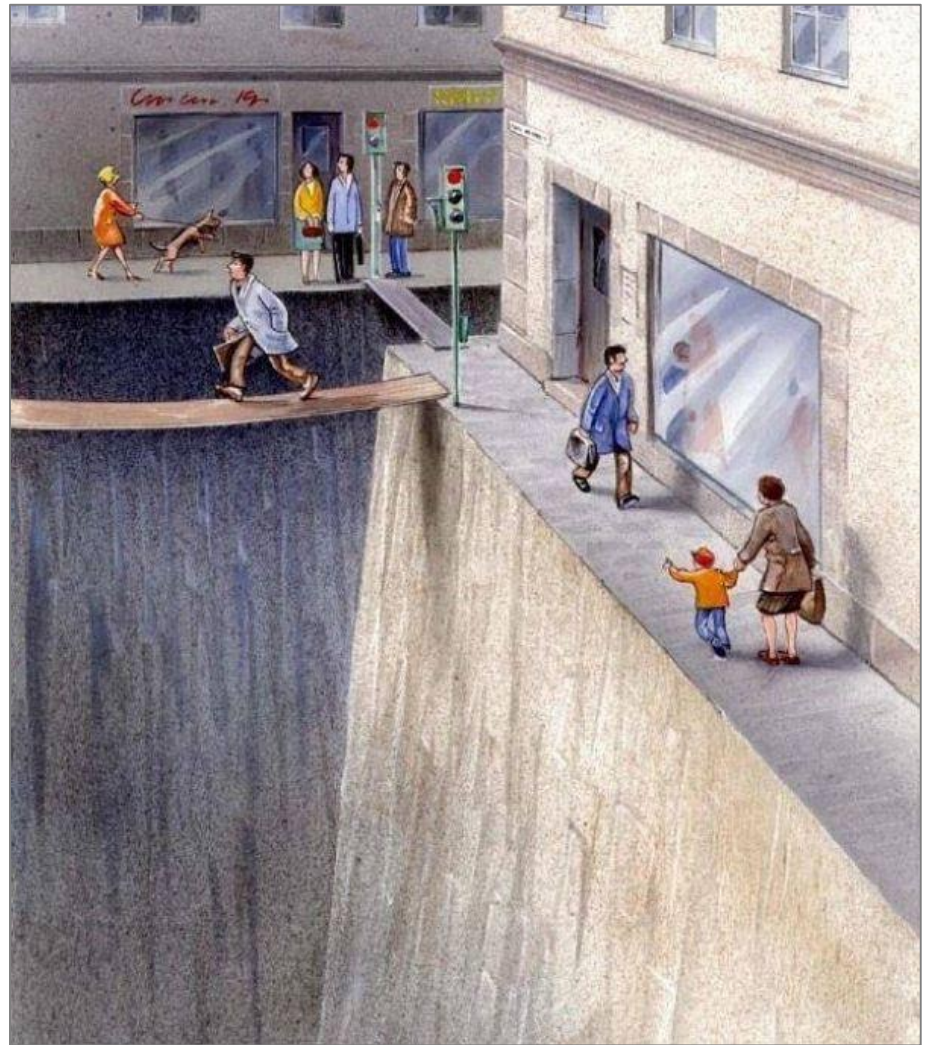
Policy analysis
Research
Statistics

Annual Summit

Forum for Ministers, industry
"The Davos of Transport"



Where does all this anxiety come from?



What is Micromobility?

We define micromobility as
the use of micro-vehicles with:

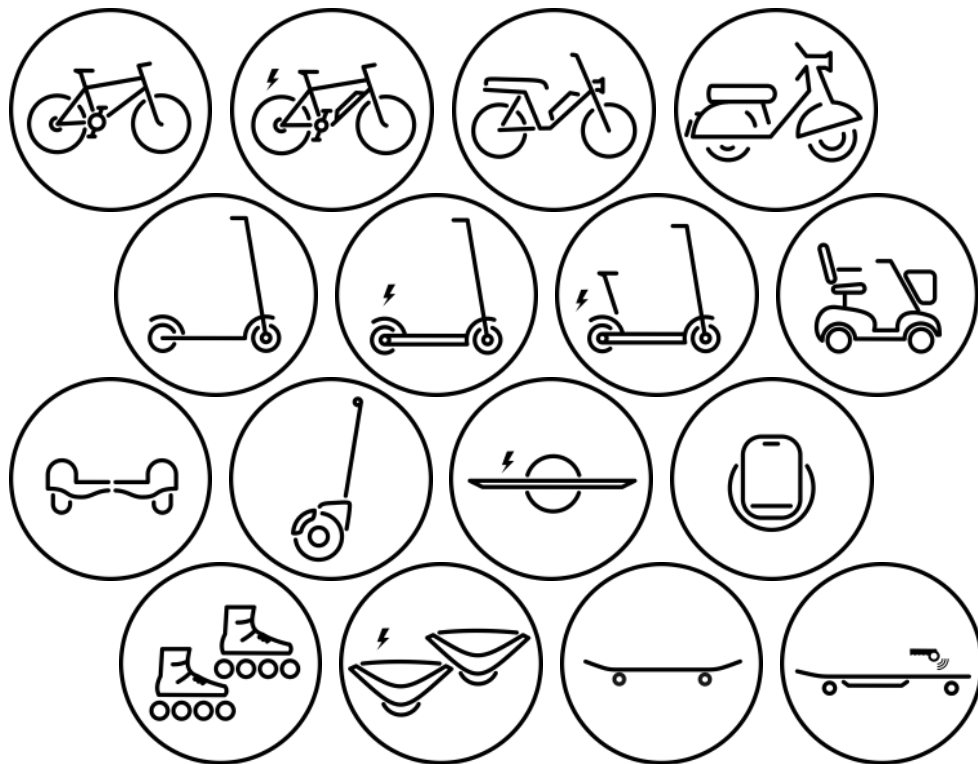


a speed up to **45 km/h**

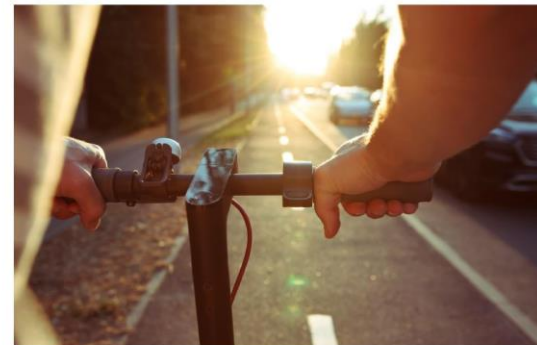
&



a mass up to **350 kg**



ITF workshop on Safe Micromobility, Lisbon, Oct 2019



Safe Micromobility



Corporate Partnership Board
Report



1. Protected space for micromobility

Create a protected and connected network for micromobility:

- > by calming traffic or
- > by creating dedicated lanes

Portland's e-scooter pilot

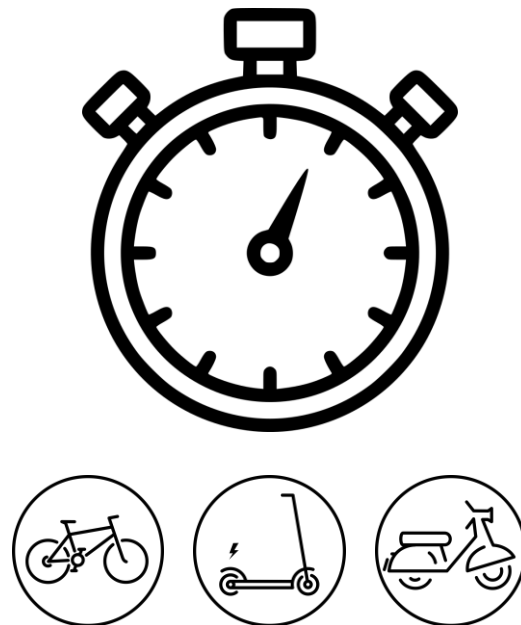
- 66% of riders used a sidewalk on 35mph roads
- only 8% of riders used a sidewalk when a protected bike lane was available.



Recommendation #8

Eliminate incentives for micromobility riders to speed

Operators of shared micromobility fleets should ensure their pricing mechanisms do not encourage riders to take risks, speed, or ignore traffic rules.

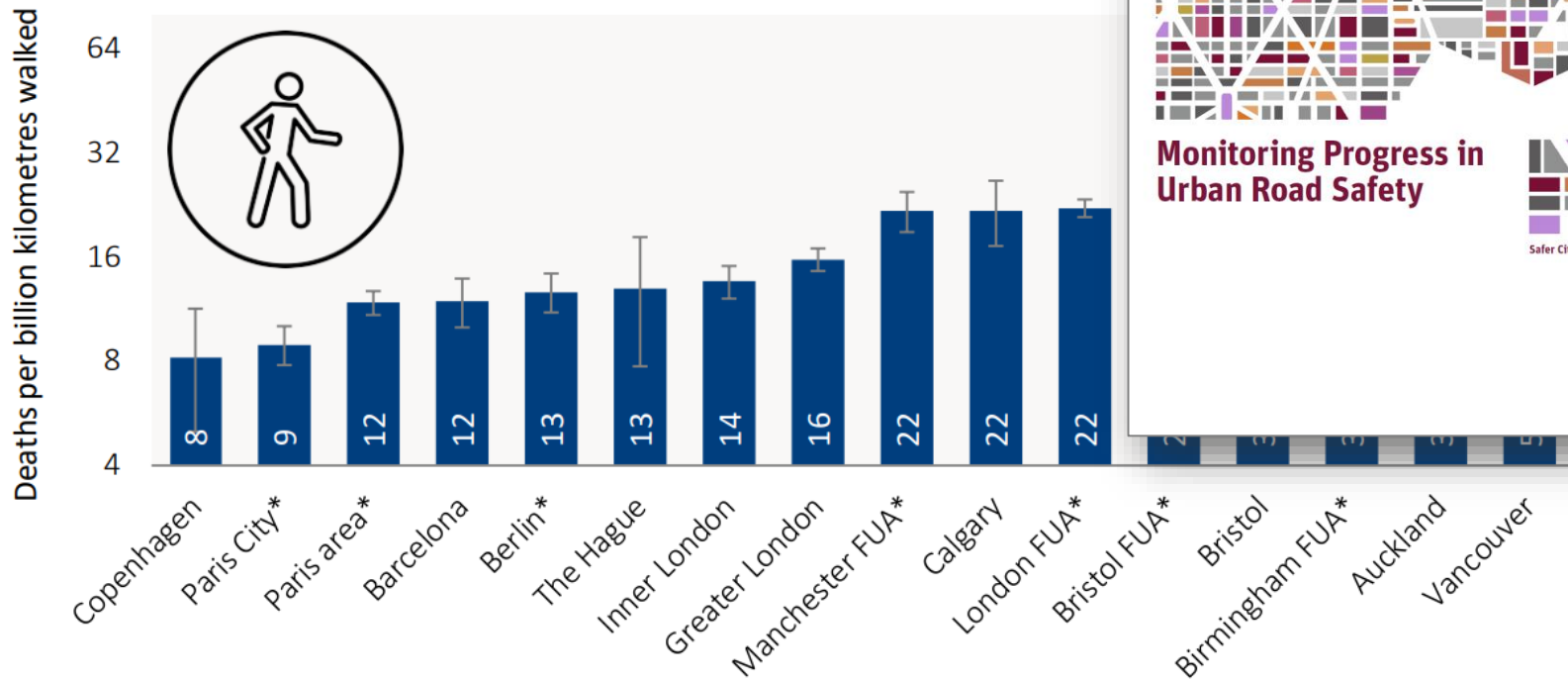


Some cities and countries have decades of experience with mass cycling:

is cycling a threat to sidewalks?



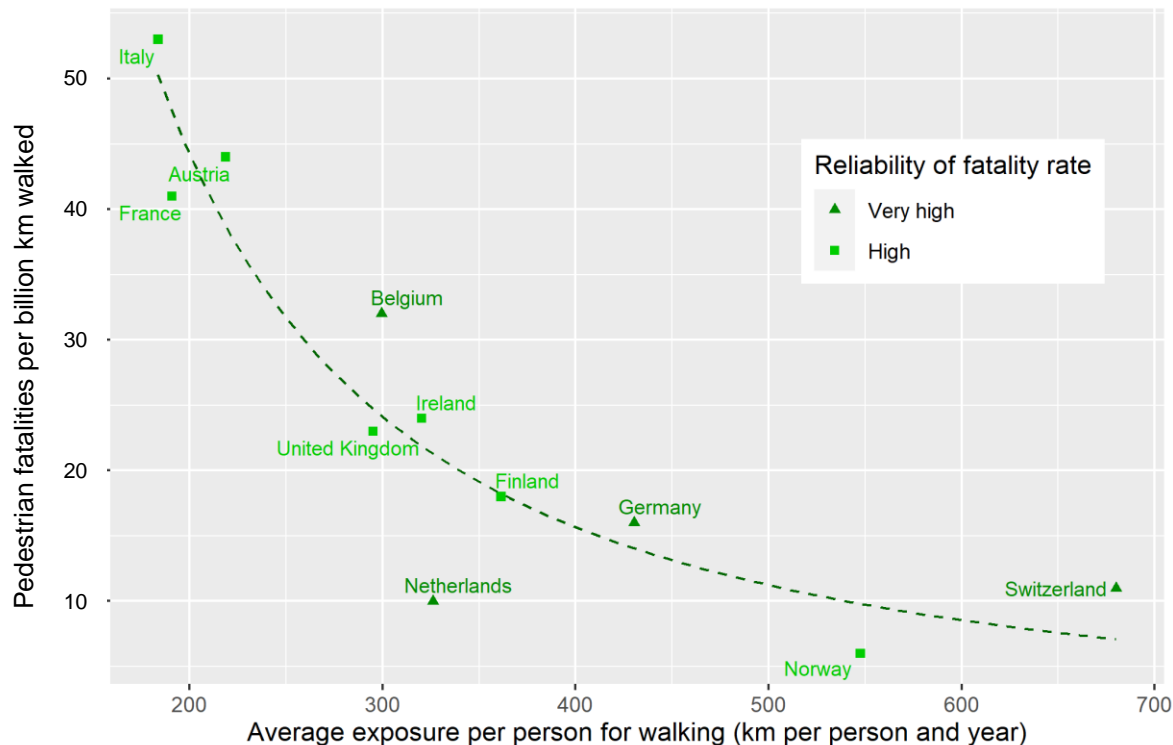
Pedestrian fatality risk across cities, 2014-2018 average



**Monitoring Progress in
Urban Road Safety**



Pedestrian fatality risk across countries, 2011-2015 average



Exposure-Adjusted Road Fatality Rates for Cycling and Walking in European Countries

Discussion Paper

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Alberto Castro
University of Zurich
Sonja Kahlmeier
University of Zurich
Thomas Gotschi
University of Zurich

Protected bike lanes also protect pedestrians

The New York City Department of Transportation reported a fall in the number of injuries over 7 miles of protected bike lanes.

Interestingly, pedestrians have also benefited from the new street design: pedestrian injuries fell by 22%.



Cycling Safety
Summary and Conclusions

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Revised 2016

Parking



What Paris did

- Paris painted 2500 dedicated parking bays (with an average of six spaces per bay) across the city
- reallocating public space from cars and two-wheelers (mopeds and motorcycles) to micromobility.
- The average distance between parking bays is 100 meters (1-2 minutes on foot)
- Parking bays increased parking compliance from 35% in 2019 to 97% in 2020 (Dott, 2021)



**Micromobility, Equity
and Sustainability**
Summary and Conclusions

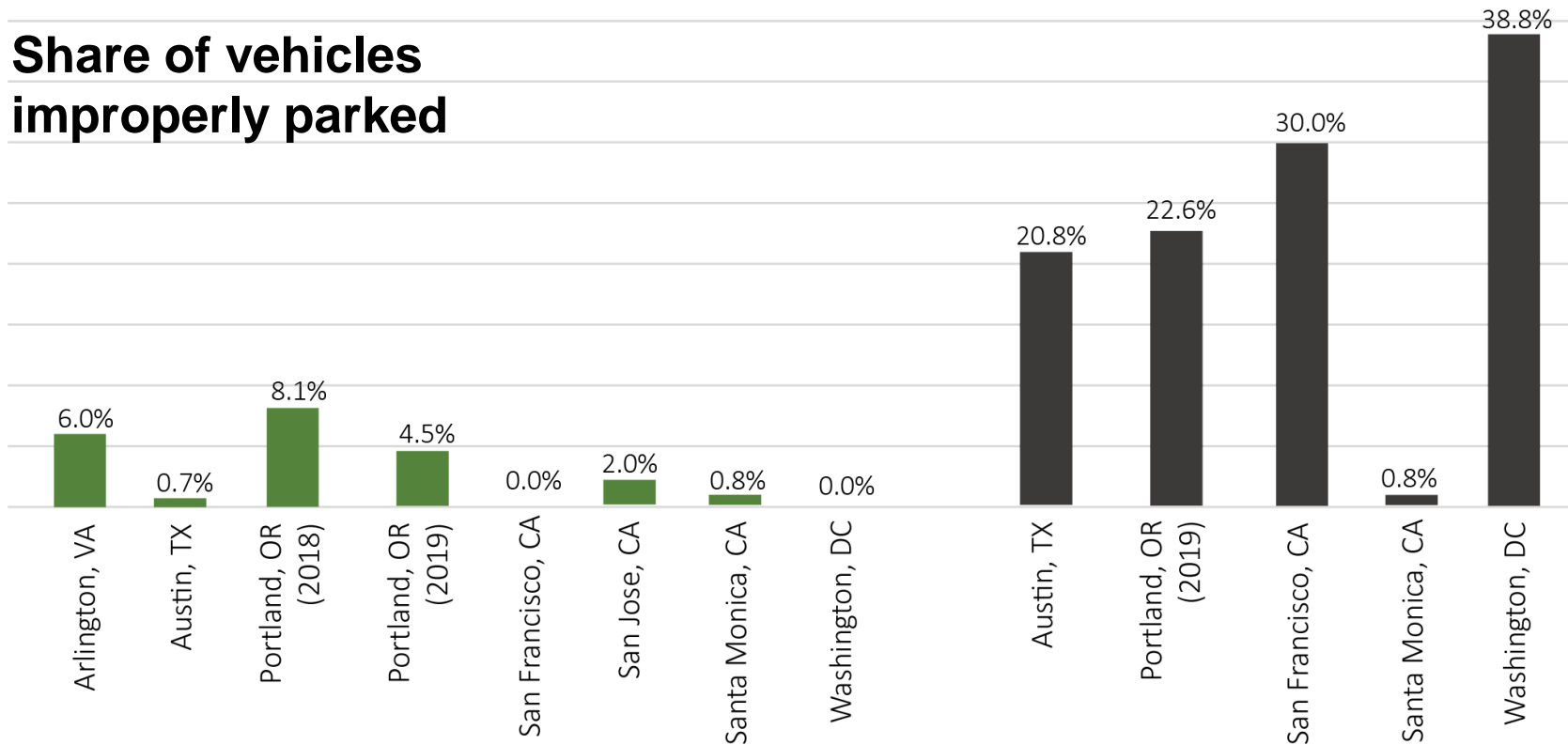
185

Report Table

Scooters

Motor vehicles

Share of vehicles improperly parked

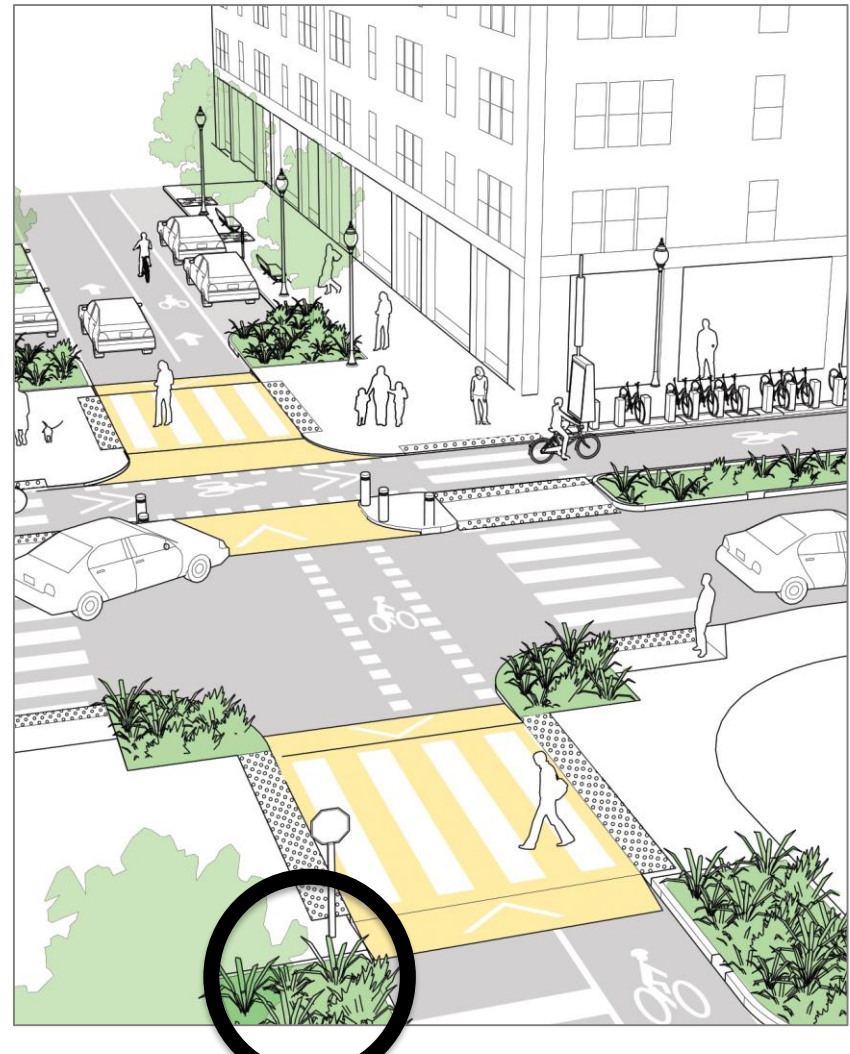


Daylighting

“eliminating car parking at pedestrian crossings where the parked vehicles would interfere with the line of sight for pedestrians or drivers”

Better than greenery, racks for bikes and e-scooters would:

- never overgrow to become a visual mask
- always prevent illegal parking



Micromobility charging landscape

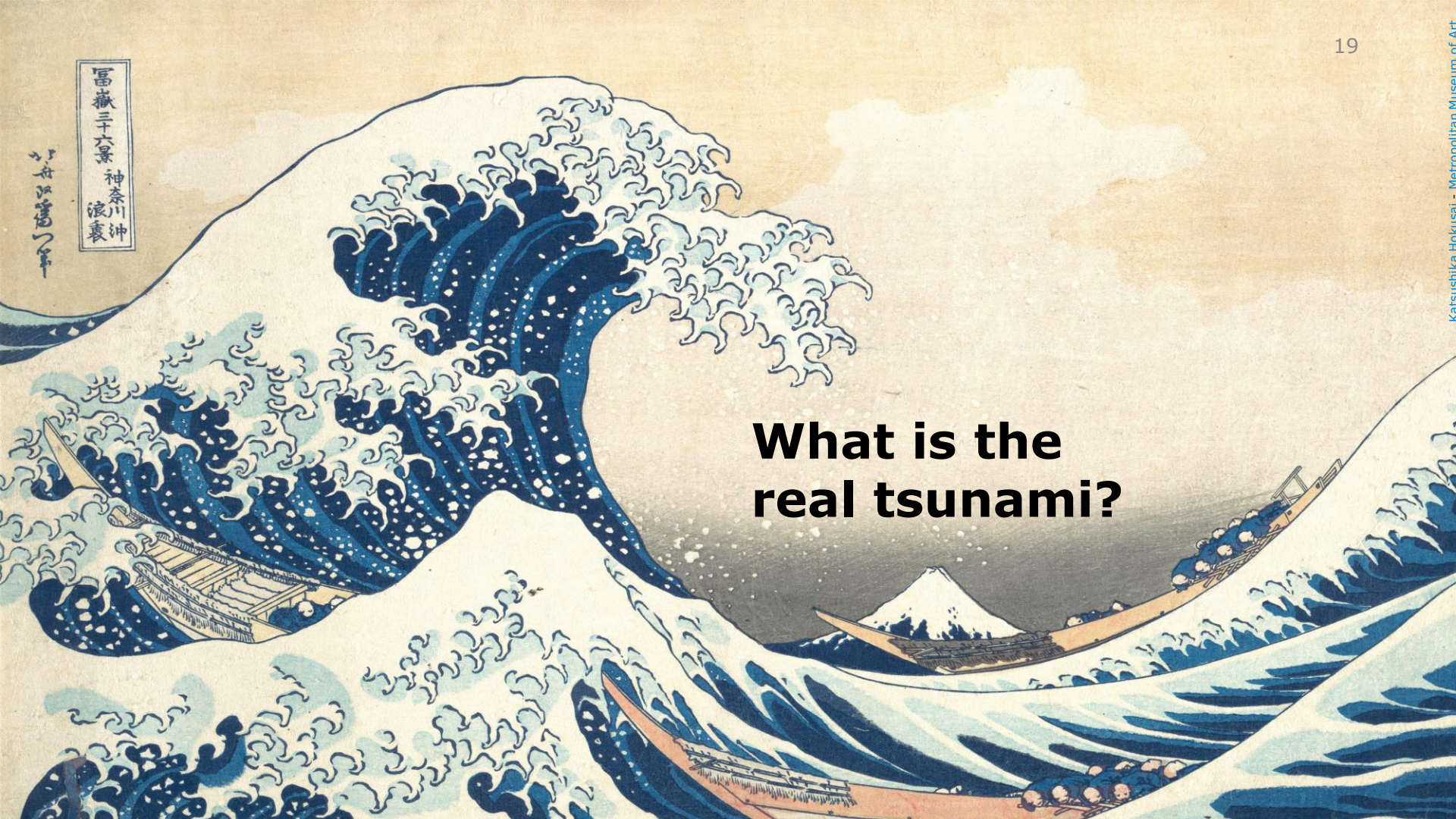
Swiftmile, Charge, Duckt, Kuhmute, Bikeep, Nubsee, Knot, Samocat, Magment, Parkent, Tranzito, Oonee, EnergyBus,



In the US, up to
50%
of shared e-scooter
trips are replacing
car/taxi/motorcycle
trips.

50
%





**What is the
real tsunami?**

Thank you

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