

Micromobilities

A Tsunami for sidewalks or an opportunity to rethink what sharing the road is all about?

The BIG questions

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Device Typologies:

- Which modes belong to the micromobility family?
- Is there also a family between the micromobility and the car family?

Urban Typologies:

- Could different zones be based on a combination of weight, size and speed?

Speeds:

- If we accept as a desirable future the standard of 30 km/h speed limits in the city and drastic reduction of private cars in urban areas, does it make sense to segregate spaces in the long future?
- How can we plan for the transition for the long future for a 30 km/h city with 5, 10 and 20 km/h zones? And eventually 50 km/h exceptions in major thoroughfares?
- Shall we always keep an exclusive protected space without motorized devices and barriers for the most vulnerable users? (former sidewalks)

Micromobility lanes:

- Shall bike lanes become micromobility lanes?
- Is there a need for a speed limit on those micromobility lanes?
- Should e-bikes, speed pedelecs and other heavier or faster 'small' vehicles be allowed on these micromobility lanes or is mixing with car traffic more appropriate (given the max of 30 km/h)?