

Do we really need another new mobility pilot?

Some lessons from NUMO

Urbanism Next Europe

Carlos Pardo, Senior Advisor [@carlosfardo](#)

NUMO Alliance [@numoalliance](#)



I'll talk about 3 examples of pilots

Mobility hubs: what they are, what they were, how we're doing them

Ebikes: the (almost) perfect vehicle

The pandemic and changes to the street: addressing the opportunity

(and then discuss whether we really need more pilots)

Next generation TOD: Mobility hubs

New mobility options and technology set the stage for new types of transit-oriented development.

What if obsolete shopping centers like this re-imagined Walmart parking lot, become part of a network of centers of mobility, that help connect people to premium transit, especially when more than a short walk away?



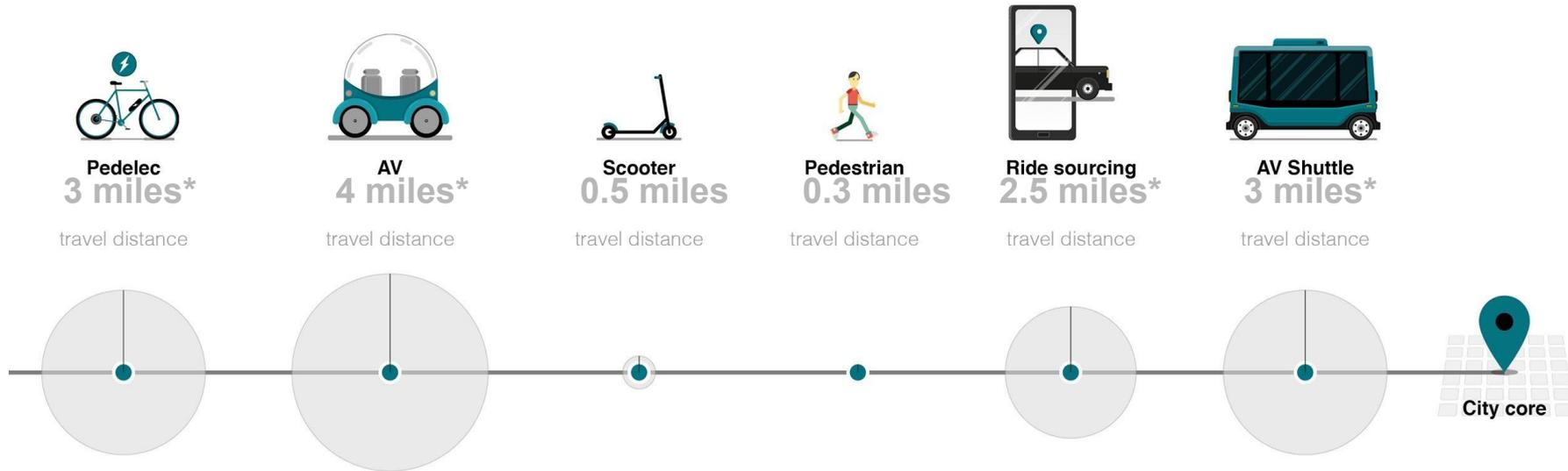
Walmart launched [Walmart Reimagined](#)



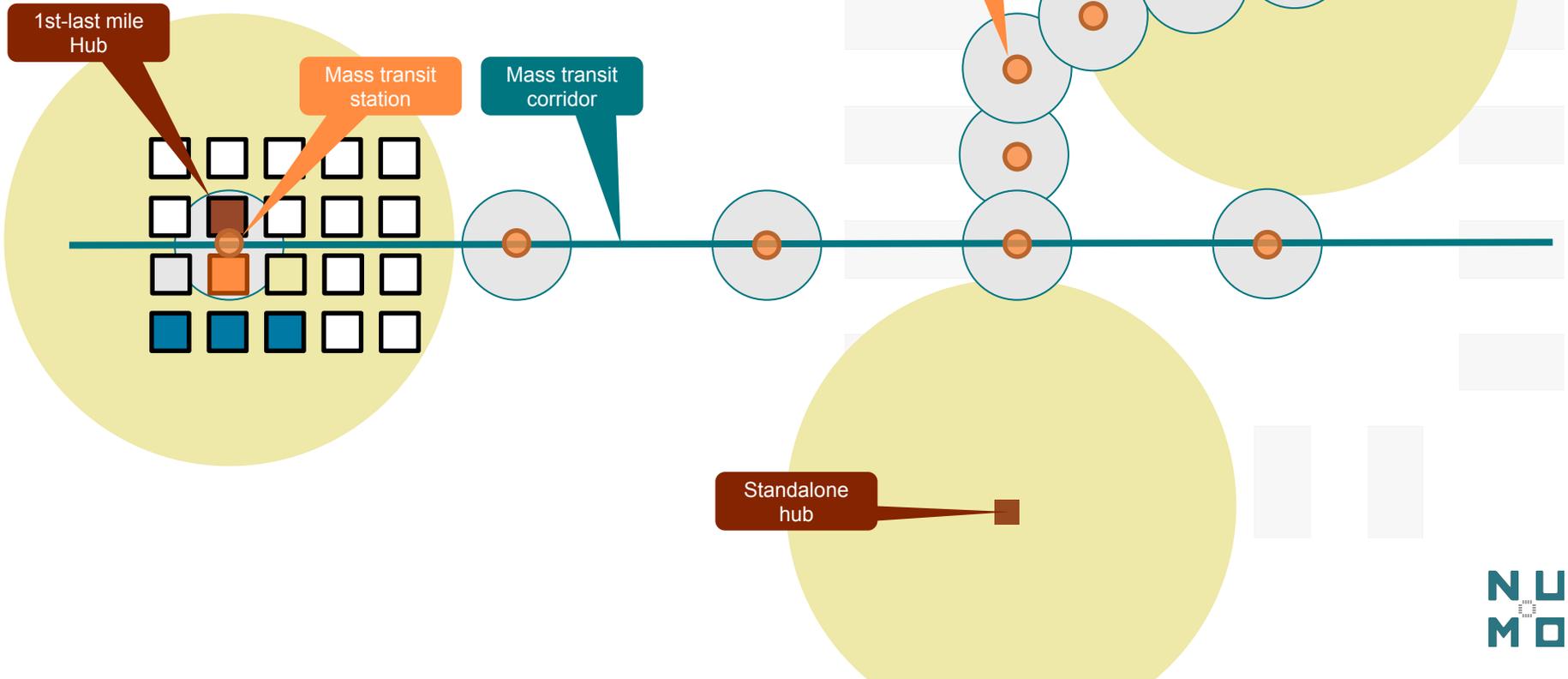
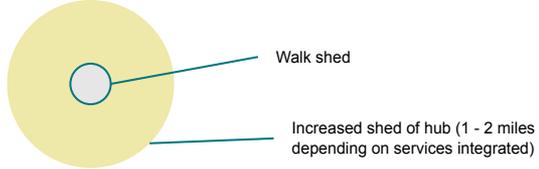
The rationale for integration

The Dutch and Danish logic: last mile integration for longer trips and greater flexibility

Integrating transportation options (and tech)



*Coverages are estimates



Mobility Hub in Munich (Germany)

- 2 pedelecs with 4 pedelec* stands
- 3 parking spaces for car sharing station-independent
- 1 charging column for e-car sharing
- 4 parking spaces for car sharing
- 2 parking spaces for e-vehicles
- 1 charging station for citizen charging

Nearby: cargobike station

Munich Hubs are not always with public transport access

* pedal assist e-bike

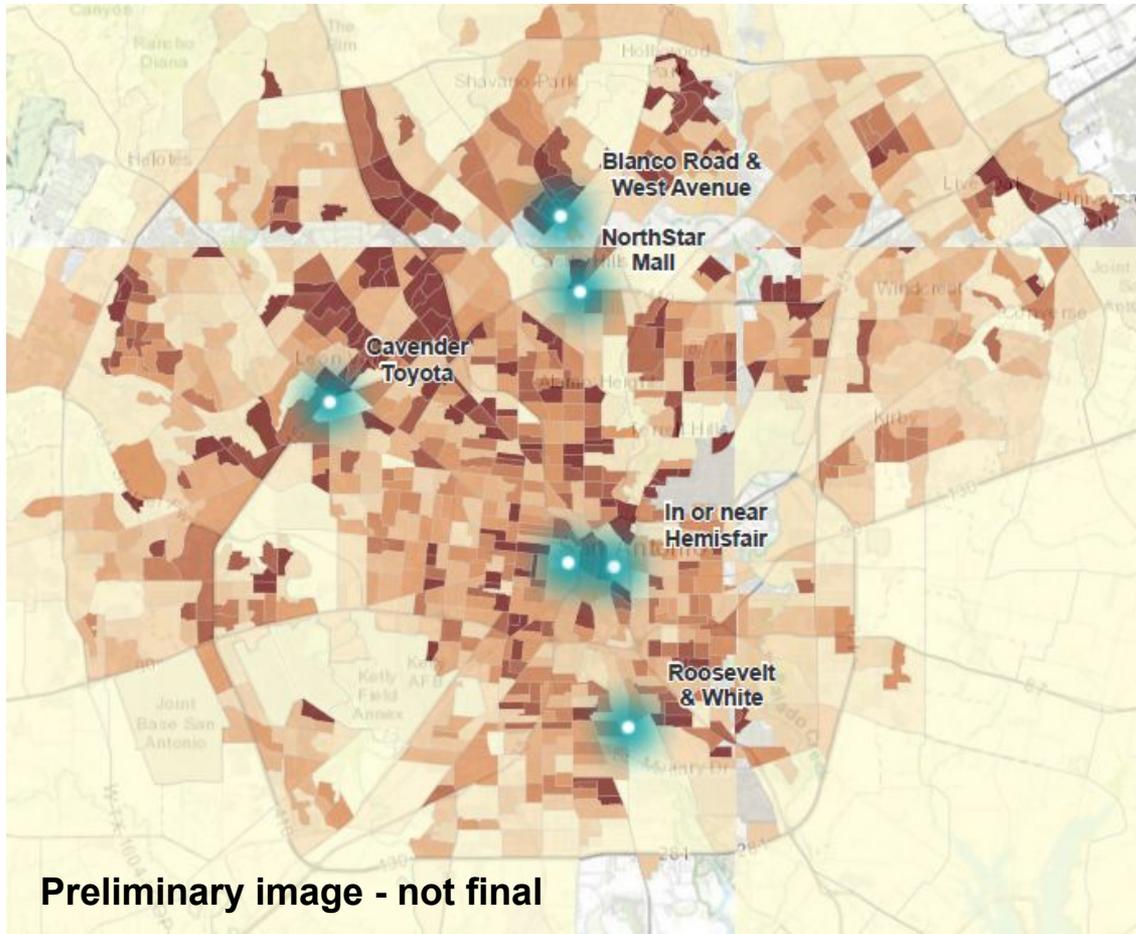


Pittsburgh's Mobility Hubs

- Installed on or adjacent to the street (like Healthy Ride, their bike-share system)
- Most co-located with transit stops
- Docking bays for six scooters
- Digital screens with relevant transportation information
- Supports information found in Transit app



San Antonio, Texas (identifying locations)



Preliminary image - not final

Crafting a definition, values and criteria.

- Access
- Location
- Development
- Equity
- Feasibility

Running a GIS analysis

Site visit to select best locations



We gave 400 e-bikes to
**public health workers in
Bogotá (March-April 2020)**



New Urban
Mobility
alliance



Delivering the e-bikes

- Funded by NUMO and Despacio (MUVO at cost)
- Agreement with government
 - Coordination mobility, health, recreation depts
- 4 key locations throughout the city (and Bogotá is huge)
- Medical staff AND other jobs
- 64% women received e-bikes
- 1 stolen...
- Tons of mechanic support



Photo by MUVO

Detroit: Paving the way for a smoother recovery

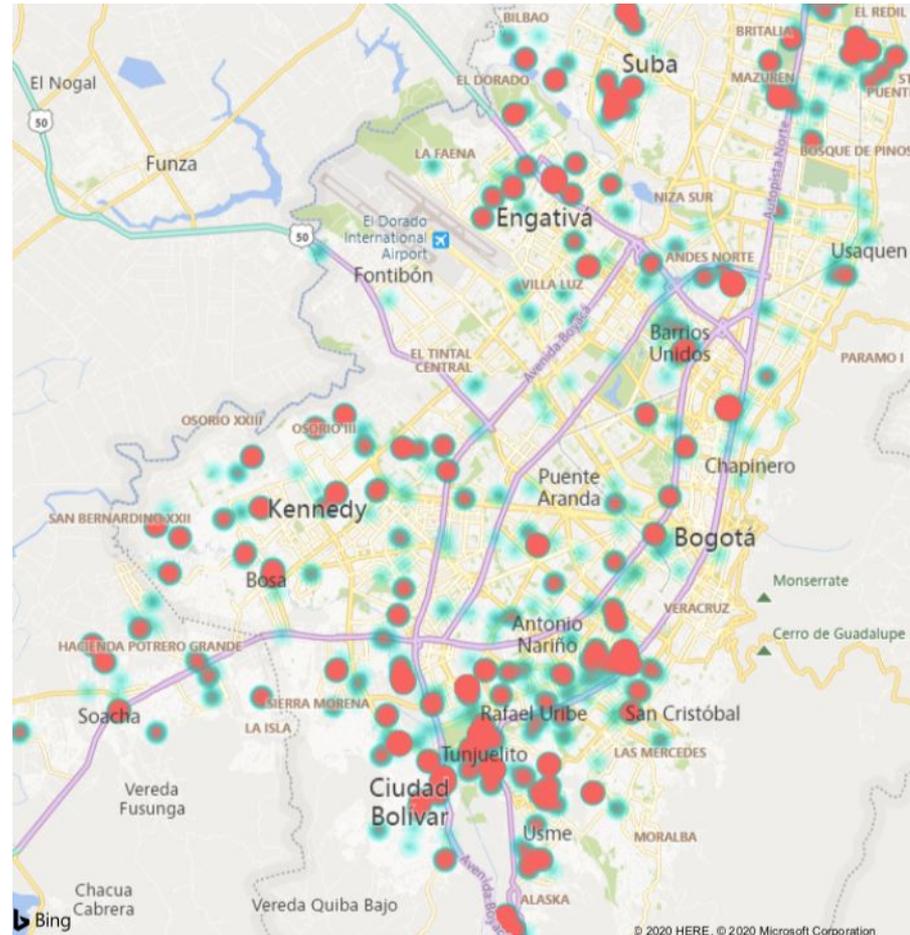


Micromobility Pilot for
Essential Workers (125
vehicles)



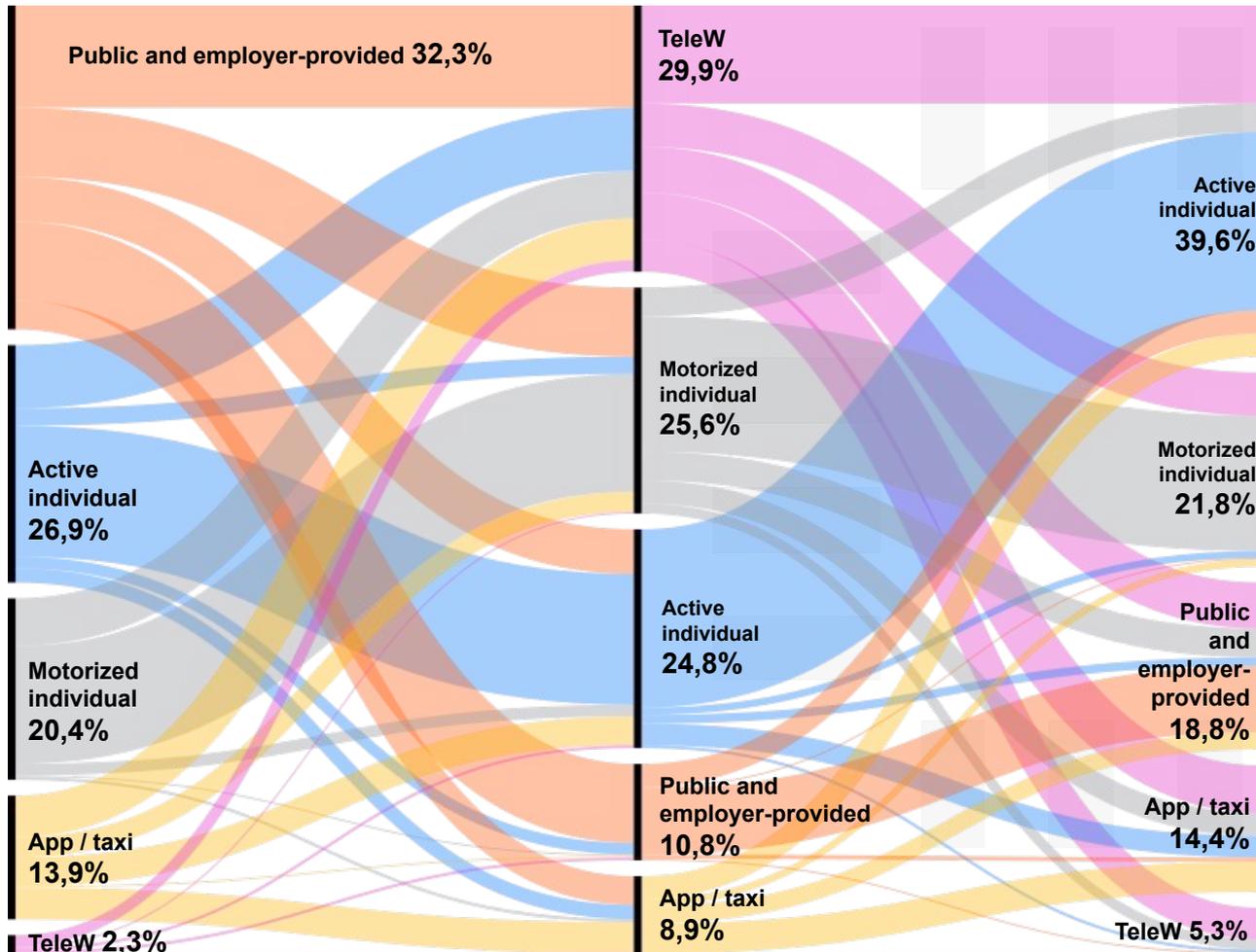
Some numbers *(datos de entrega 400 bicis)*

- 16 thousand trips in the month
(16 mil viajes en el mes)
- Average trip distance: 9km (5.6 mi)
Viaje promedio: 9km
- Average travel time: 53 min
Tiempo promedio de viaje: 53 min

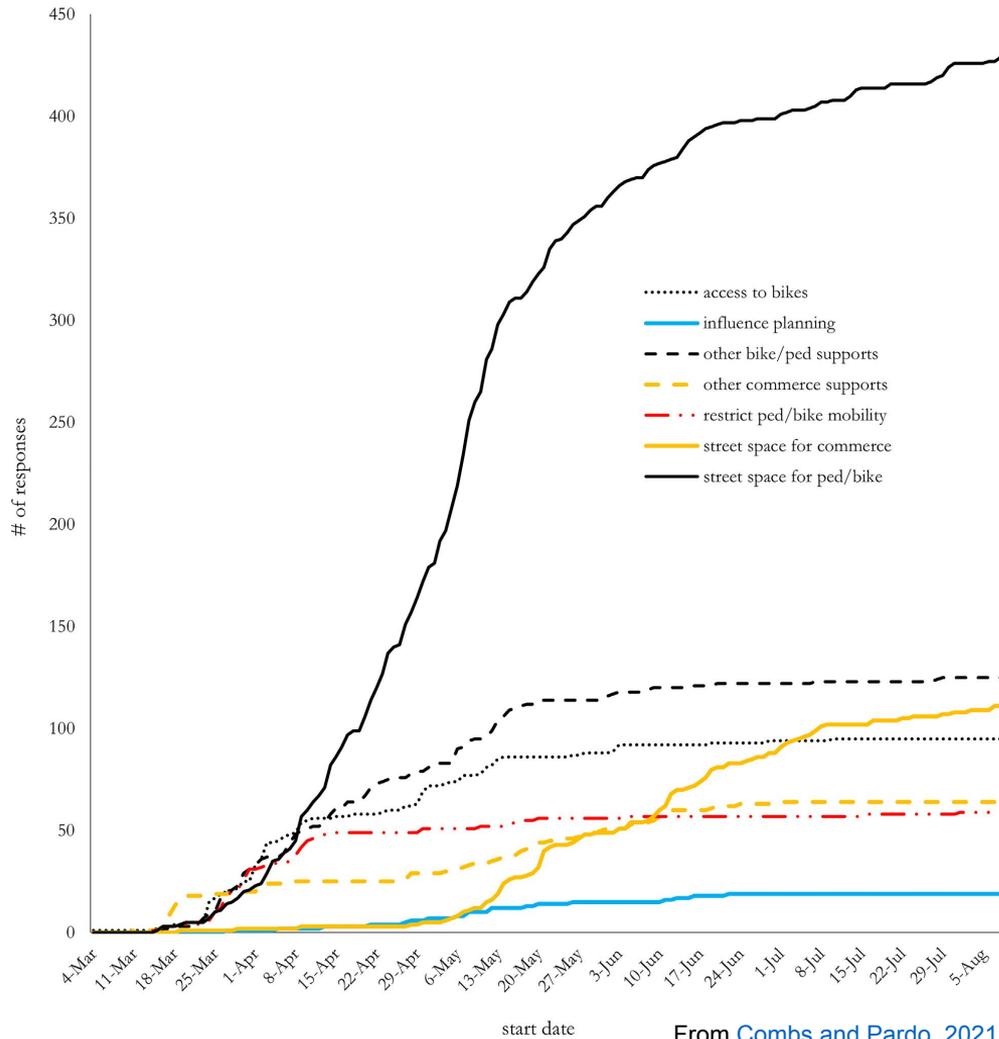


What they were using in Nov-2020

What they used in March 2020



What they predict post-vaccine (asked in Nov 2020)



From [Combs and Pardo, 2021](#)

We also reviewed (with great work led by Tab Combs) the distribution of actions related to COVID-19 and published an article.

