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### Title

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# Local Governments Strategies to Improve Shared Micromobility Infrastructure

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## Issue

This brief explores how shared micromobility (bikesharing and scooter sharing) has evolved since the pandemic. Primary data for this report were collected through four surveys: An Operator Survey (n=25) and an Agency Survey (n=52) distributed between January 2022 and May 2022 to all known shared micromobility operators and agencies and included questions about the attributes of shared micromobility systems<sup>1</sup> operating within those agency jurisdictions and operator markets; and a similar Operator Survey (n=29) and an Agency Survey (n=52) distributed between January 2023 and June 2023 to all known shared micromobility operators and agencies.

## Key Research Findings

**In 2021, bikesharing and scooter sharing filled critical accessibility gaps in essential mobility.** Fifty percent of agencies responding to the surveys provided programs to enable essential workers to use bikesharing or scooter sharing, such as discounted or free rides. Between March 2020 and December 2021, 40% of operators observed increases in micromobility trips to destinations near essential services. Over 60% of survey respondents implemented “slow streets” or repurposed street space for active transportation.

**Shared micromobility continued to rebound and demonstrate resilience, with the total number of systems growing past pre-pandemic levels.** In 2022, an estimated 401 cities in North America had at least one bikesharing or scooter sharing system and 121 had both. This is 37% higher than pre-pandemic (2019) levels and includes: 363 cities in the United States, 29 cities in Canada, and 9 cities in Mexico. In 2022, 55% of cities with bikesharing systems have fleets that include e-bikes, and 79% of all systems include e-devices (e-scooters or e-bikes). As of 2022, the number of trips, vehicles (bikes and scooters), and cities with shared micromobility systems matched or exceeded pre-pandemic (2019) levels.

## Key Terms

*Shared Micromobility:* The shared use of a bicycle, scooter, moped, or other low-speed vehicle or device that provides travelers with short-term access on an as-needed basis.

*Bikesharing:* A service that provides travelers on-demand, short-term access to a shared fleet of bicycles, typically for a fee. Bikesharing service providers may own, maintain, and provide charging (if applicable) for the bicycle fleet.

*Scooter Sharing:* A service that provides the traveler on-demand, short-term access to a shared fleet of scooters for a fee. Scooter sharing service providers typically own, maintain, and provide fuel/charging (if applicable) for the scooter fleet. Service providers also may provide insurance.

<sup>1</sup>A “system” is defined as at least three stations or 20 dockless devices that are not on a closed campus. In addition, systems are automated with a back-end management software.

Figure 1. Number of Shared Micromobility Systems, Trips, and Vehicles

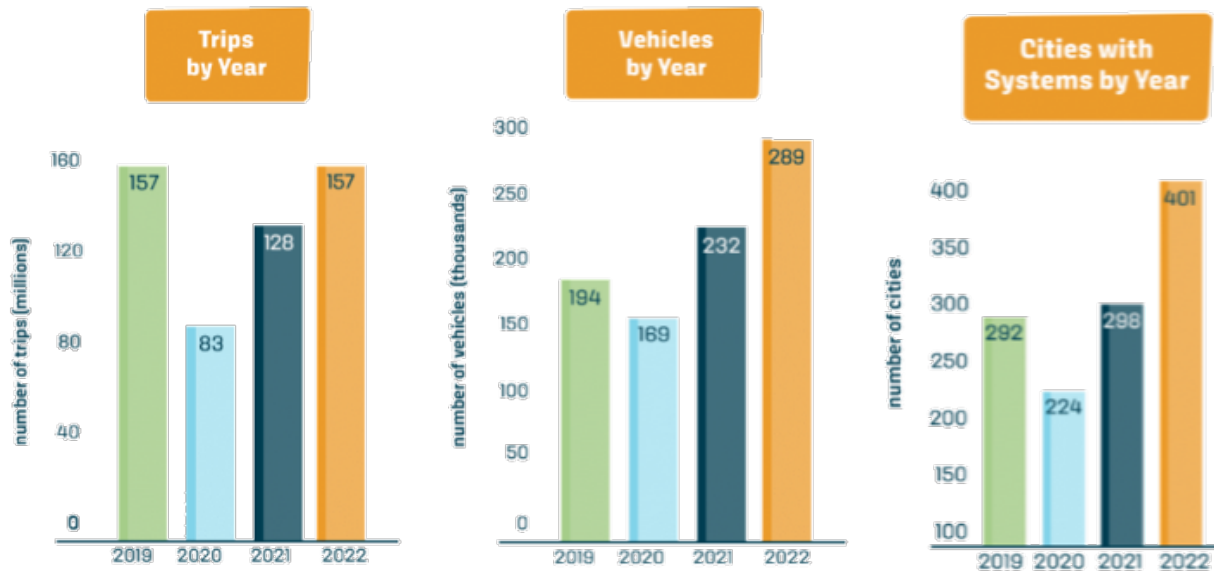


Image Source: North America Bikeshare Association (NABSA) (2023)

### Practitioner Recommendations

In response to the pandemic, many local governments encouraged operational changes and established policies that improved shared micromobility infrastructure, particularly in urban centers and in the vicinity of public transportation. While many local governments employed quick fixes and temporary pop-up infrastructure changes (e.g., street closures and bike lanes), some of these changes were made permanent due to their successful implementation during the pandemic. Common policy changes and infrastructure strategies employed included: converting motor vehicle travel lanes to active transportation use (e.g., lane closures) and partial street closures to vehicle traffic (e.g., closing part of or the entirety of a street); adding additional bike lanes (e.g., shared vehicle lanes, buffered lanes, and separate and protected bike lanes); establishing or expanding parking places for active transportation (sometimes referred to as corrals); and enhancing multimodal transfers by creating mobility hubs for transit, shared mobility, and active transportation.

### References

North American Bikeshare and Scootershare Association (NABSA). (2022). 3rd Annual Shared Micromobility State of the Industry Report. North American Bikeshare & Scootershare Association.

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