Scooters Are Here, But Where Do They Go?
Aligning Scooter Regulations with City Goals

Presentation by Anne Brown, University of Oregon

Roundtable on Micromobility, Equity and Sustainability
17-19 March 2021
Scooters are here, but where do they go?
Aligning scooter regulations with city goals

Anne Brown, PhD
*ITF Roundtable: Micromobility, equity, and sustainability*
18 March 2021
Overview

• The promise and challenge of scooters
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• Questions + methods
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• Findings
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• The promise and challenge of scooters
• Questions + methods
• Findings
• Discussion

  • Scooters should be just one piece of a broader effort to promote broader goals like sustainability, mobility, and access for all
1. How do US cities currently regulate scooters?
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2. How does the public perceive scooter parking?
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2. How does the public perceive scooter parking?
3. How can scooter regulations help achieve broader city goals?
Methods

• Regulations from 37 US cities
• Interviews with staff from 6 cities
How do US cities regulate scooters?
Some agreement…
a lot of variation
Share of cities that allow scooter parking

Parking Location
- Furniture zone
- Bike rack
- Against building
- Against signs
- On vegetation or landscaping

Parking allowed
- 95%

Parking not allowed
- 6%
Share of cities that allow scooter parking

- Furniture zone: 95% parking allowed, 6% parking not allowed
- Bike rack: 78% parking allowed, 22% parking not allowed
- Against building: 100% parking allowed, 0% parking not allowed
- Against signs: 50% parking allowed, 50% parking not allowed
- On vegetation or landscaping: 20% parking allowed, 80% parking not allowed
Share of cities that allow scooter parking:

- Furniture zone: 95%
- Bike rack: 78%
- Against building: 70%
- Against signs: 30%
- On vegetation or landscaping: 6%

Parking Location:

- Parking allowed
- Parking not allowed
Share of cities that allow scooter parking

<table>
<thead>
<tr>
<th>Parking Location</th>
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<tbody>
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<td>Furniture zone</td>
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Share of cities that allow scooter parking

**Parking Location**
- **Furniture zone**: 95% (Parking allowed)
- **Bike rack**: 78% (Parking allowed), 6% (Parking not allowed)
- **Against building**: 70% (Parking allowed), 30% (Parking not allowed)
- **Against signs**: 60% (Parking allowed), 41% (Parking not allowed)
- **On vegetation or landscaping**: 62% (Parking allowed), 38% (Parking not allowed)
Lock-to requirements

• Just 3 US cities (currently)
• Motivations
• Deterrents
• Do locks prevent misparking?
SFMTA, 2021. Shared Mobility Citations Dashboard.
How concerned should we be about scooter (mis)parking?
Public perceptions of scooter parking
Professional Perceptions

About what percentage of scooters are parked improperly (even briefly)?

- >30%: Number of respondents (n=30)
- 20-30%: Number of respondents (n=15)
- 15-20%: Number of respondents (n=10)
- 10-15%: Number of respondents (n=8)
- 5-10%: Number of respondents (n=4)
- <5%: Number of respondents (n=2)

Number of respondents (n=64)
What about the number of operators and fleet caps?

- City staff cited relationships and staff capacity
- But no observable correlation with (mis)parking
The bar chart compares the share of vehicles improperly parked for scooters and motor vehicles across different cities. For scooters, Arlington, VA has the highest share at 6.0%, followed by Portland, OR (2018) at 8.1%, Portland, OR (2019) at 4.5%, San Francisco, CA at 0.0%, San Jose, CA at 0.0%, Santa Monica, CA at 0.8%, and Washington, DC at 0.0%.

For motor vehicles, Austin, TX has the highest share at 38.8%, followed by Portland, OR (2019) at 22.6%, San Francisco, CA at 30.0%, Santa Monica, CA at 0.8%, and Washington, DC at 0.0%.
Aligning scooter regulations with city goals
Scooters as part of the bigger picture

• Part of a multi-modal future?
  • Compact, mixed-use development
  • Pricing parking
  • Managing the curb

Prioritize street and sidewalk space

Austin, TX – 8/56 feet (14%)

Boston, MA – 30/96 feet (31%)

Access for all

• Enforcing scooter regulations that ensure access is important
  • Not all regulations relate to access
Access for all

• Enforcing scooter regulations that ensure access *is* important
  • Not all regulations relate to access

• But so are other measures
  • Complete & safe sidewalks
  • Curb cuts
  • Loading zones for vehicles to not block bike/micromobility lanes
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