ACCESSIBLE MICROMOBILITY IN MEXICO CITY AND ABROAD

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REPORT OVERVIEW

The report sets out a framework for evaluating a cities' use of policy instruments to engage with groups lacking **access to micromobility services**

This framework focuses on:

1. **4 micromobility accessibility axes**: physical ability, age, gender and socioeconomic status
2. **Physical accessibility in Mexico City**

Highlights impact of political context, stakeholder involvement, resource availability, and existing infrastructure on policy decision-making and implementation

FOCUS ON MICROMOBILITY AND ACCESSIBILITY

Micromobility is defined as "the use of exclusively human-powered vehicles, such as ***bicycles, skates, skateboards and kick-scooters****." (ITF, 2020)*

Accessibility is defined as "a measure of ***one's involvement in society*** *and* ***ability to participate*** *in a variety of activities given a set of constraints, including money, time, comfort, and resources". (Aman et al. 2021)*

Accessibility is a key component of ensuring a safe and sustainable micromobility implementation

If micromobility is made more accessible to all, this would lead to a greater decrease in pollution, dependence on fossil fuels, and negative environmental impacts

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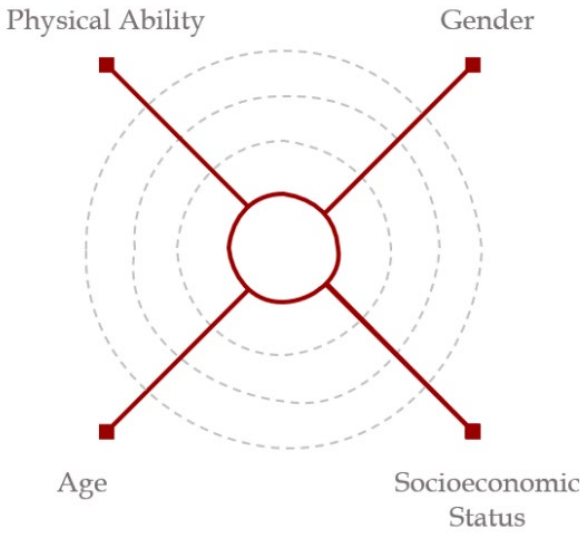
GLOBAL KEY TAKEAWAYS

Access to micromobility as a form of urban transportation remains **limited** for certain groups based on physical ability, age, gender, and/or socioeconomic status

Policymakers and micromobility operators have implemented a number of instruments that have shown potential to increase access to micromobility for target groups

Combining a **quantitative and qualitative analysis** of demography, geography, policy texts, and stakeholders is an efficient approach to evaluating implementation of accessibility-related policies



Demographic Analysis	Geospatial Analysis
Policy Text Analysis	Stakeholder Analysis

PHYSICAL ACCESSIBILITY IN MEXICO CITY

Mexico City's **legislative autonomy** and **financial capacity** allows greater freedom to implement transportation- and accessibility-related policies

Key instruments include the centralized Integrated Transport System + ECOBICI public bicycles:

- **150% increase in bicycle lane length** between 2018 – 2020
- **20 million people using Sunday Leisure Bike Lane** since 2007
- **24% reduction in traffic violation** through Mexico City's Fotocívicas traffic enforcement programme

Well-designed Education and Safety Programs → Fewer Traffic Law Violations → Increased Rider Safety and Mental Comfort

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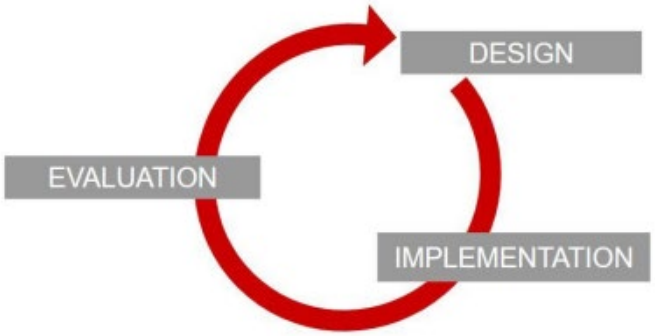
LESSONS FOR ACCESSIBILITY IMPLEMENTATION

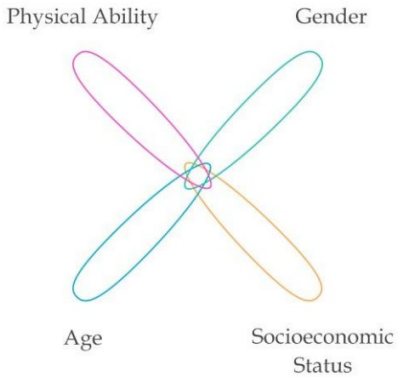
- Availability, quality, and transparency of data to facilitate better accessibility planning
- Challenges include budget, temporal limitations, lack of political will and public interest
- Intersectional approach to stakeholder involvement and policy design

Effective accessibility micromobility policy requires engaging with both:

1. **Global stakeholders** *to exchange knowledge and lessons learned*
2. **Local stakeholders** *to ensure policies being designed meet constituencies' needs*

Setting large-scale investigations in conversation with local analyses can provide broader inspiration while pinpointing specific considerations for effective implementation





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