

# Sharing in Action

Micromobility in Local Climate Strategies

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SHARED-USE  
MOBILITY CENTER





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Micromobility in  
Local Climate Strategies

October 2022

# Micromobility in North America

1

At least 298 jurisdictions had at least 1 micromobility system in 2021

2

Micromobility could replace 18% of short car trips in North America

3

In 2021, 37% of micromobility trips in NA replaced car trips

# So why do local climate strategies matter?

- ➊ Increased recognition from cities
- ➋ Transportation largest GHG emitter
- ➌ Cities need more tools at their disposal
- ➍ Minimal language for micromobility in existing plans

# Opportunities

1

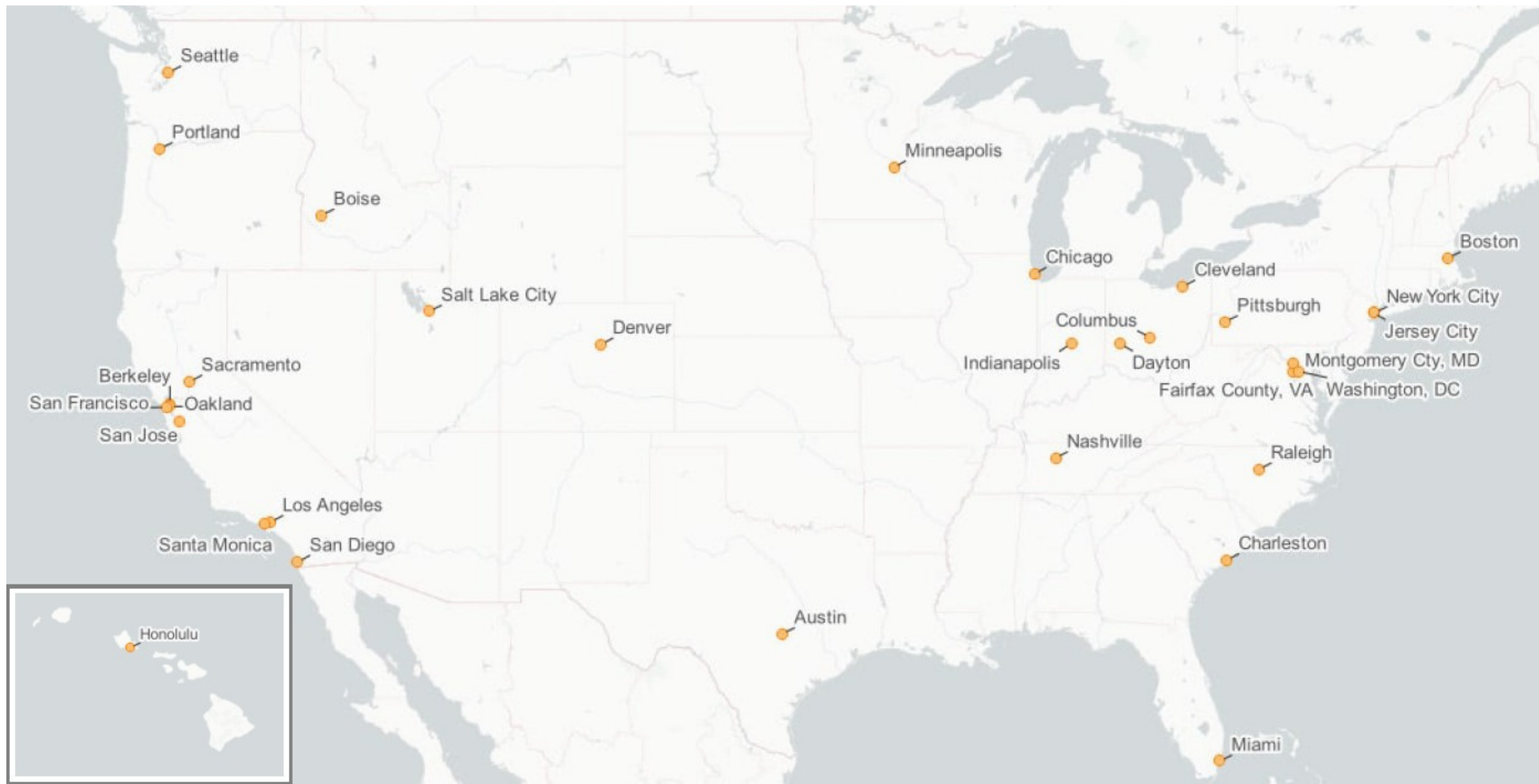
New funding for  
micromobility  
from IIJA and IRA

2

Micromobility, e-  
bikes newly  
eligible expenses  
for federal \$\$

3

Supportive policy  
frameworks and  
climate goals in  
IRA



Modal Shift

Equity

Infrastructure  
Investments

Policy Supports and  
Incentives

# Modal Shift

- Quantifiable goals
- Diversion of car trips



# Equity

-Equity  
-Access to Micromobility

# Infrastructure

- Parking/Mobility Hubs
- Charging

# Policy

- Transportation Demand Management
- Funding

# **Additional variables**

Separate mentions of micromobility,  
bikeshare, e-bikeshare, and scooters

City/County	Operating Bikeshare	Operating Scooters	Plan: Any micromobility	Plan: Bikeshare	Plan: E-Bikeshare	Plan: Scooters	Modal Shift QUANTIFY	Modal Shift DIVERT	Equity EQUITY	Equity ACCESS	Infrastructure PARKING	Infrastructure CHARGING	Policy TDM	Policy FUNDING	Score
Austin, TX	1	1	1	0	1	0	0	1	0	1	0	0	0	0	4
Berkeley, CA	1	1	1	1	1	0	1	1	1	1	0	1	0	1	9
Boise, ID	1	1	1	1	1	0	1	0	1	1	0	1	0	0	8
Boston, MA	1	1	1	1	0	0	1	1	1	1	0	0	0	0	6
Charleston, SC	1	0	1	1	0	0	0	1	0	1	1	0	1	0	6
Chicago, IL	1	1	1	1	1	0	1	1	1	1	0	1	0	1	9
Cleveland, OH	1	1	1	1	1	0	0	1	1	1	0	0	1	0	7
Columbus, OH	1	1	1	0	0	0	1	1	1	1	1	0	0	0	6
Dayton, OH	1	1	1	0	0	1	0	0	0	1	1	0	0	0	4
Denver, CO	1	1	1	1	0	0	1	1	1	1	1	0	1	1	9
Fairfax County, VA	1	1	1	0	0	0	0	1	0	1	1	0	1	1	6
Honolulu, HI	1	1	1	0	0	0	0	1	0	1	0	0	0	0	3
Indianapolis, IN	1	1	1	0	0	0	0	1	0	0	0	0	1	0	3
Jersey City, NJ	1	0	1	1	1	1	1	0	1	1	1	0	0	1	9
Los Angeles, CA	1	1	1	1	1	1	1	1	1	1	1	0	0	0	9
Miami, FL	1	1	1	1	0	1	1	1	1	1	1	0	0	0	8
Minneapolis, MN	1	1	1	1	0	0	0	1	1	1	1	0	1	0	7
Montgomery County, MD	1	1	1	1	0	0	1	1	1	1	0	0	0	1	7
Nashville, TN	1	1	1	1	1	1	1	1	1	0	0	0	0	0	7
New York, NY	1	1	1	1	1	0	1	1	0	1	0	0	0	1	7
Oakland, CA	1	1	1	0	0	0	0	1	1	1	1	0	1	1	7
Pittsburgh, PA	1	1	1	1	0	0	1	1	0	1	1	0	1	0	7
Portland, OR	1	1	1	1	0	0	0	1	1	0	1	0	1	1	7
Raleigh, NC	1	1	1	0	0	0	0	1	0	1	0	0	1	0	4
Sacramento, CA	1	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Salt Lake City, UT	1	1	1	1	1	0	1	0	1	1	0	0	0	0	7
San Diego, CA	0	1	1	0	0	1	1	1	1	1	1	1	1	1	10
San Francisco, CA	1	1	1	0	0	0	1	1	1	1	1	1	1	0	8
San Jose, CA	1	1	1	1	0	0	1	1	0	1	1	0	0	1	7
Santa Monica, CA	1	1	1	1	1	0	1	1	1	1	1	1	0	0	9
Seattle, WA	1	1	1	1	0	0	0	1	1	1	1	0	0	0	6
Washington, DC	1	1	1	1	0	0	1	1	1	1	1	0	0	0	7

# Modal Shift

## Quantifiable Goals

Denver's Mobility Action Plan calls for 8% of commuters to bike to work by 2030.

## Diversion of Car Trips

Chicago's 2022 Climate Action Plan calls for increasing shared micromobility trips by 30% by 2030, reducing VMT by 2.2 million miles.

# Equity

## General Equity

Austin's Climate Equity Plan calls for the creation of both e-bike and car-sharing programs that serve communities of color and low-income communities.

## Micromobility Access

Denver's Mobility Action Plan calls for expansion of B-Cycle across the city.



# Infrastructure

## Parking & Mobility Hubs

San Diego's Climate Action Plan calls for siting scooters at mobility and transit hubs as a proposed key action for improving conditions for pedestrians and cyclists.

## Charging

Chicago's Climate Action Plan recognizes a need to evaluate the effectiveness of e-bike charging stations in the near term. This can apply to micromobility.



# Policy

## TDM

Raleigh's Community Climate Action Plan encourages employers to provide bikeshare subsidies in a mix with other measures like bike facilities.

## Funding

San Diego's Climate Action Plan suggests implementing in lieu fees as part of the development process to fund active transportation projects.

# Best Practices

- 1 Flexible mechanisms to update language
- 2 Expansive definitions of active transportation
- 3 Apply existing language from leading cities
- 4 Plans should use both specific and flexible language
- 5 Recognize that micromobility is rapidly evolving
- 6 Stipulate that micromobility vendors provide data



# Thank you!



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