

# Shared Micromobility



In recent years, shared micromobility options have proliferated widely across the country as part of the growing “Sharing Economy.” The shared-use fleets of bikes, e-bikes and scooters, both dockless and docked, offer convenient short travel options. They are particularly useful as a first- and last-mile solution that makes it easier for people to use public transit. These novel services, enabled by advancing technology, increase the number and type of available alternative transport modes. They can help reduce our reliance on cars, thus making our communities cleaner and healthier.

There are many micromobility service providers. Local governments can establish carefully considered regulations and partner with service providers to bring the best micromobility options to the community. When dockless scooters first appeared in American cities, there was swift backlash over the clutter they caused, and people clamored for regulation. When some cities imposed draconian micromobility standards, service providers were pushed out. Fortunately, through trial and error, sound design thinking, and the involvement of key stakeholders and the community, best practices to achieve a middle ground have been established.

Cities that currently do not have shared micromobility will need to prepare transparent regulations and communicate a willingness to work with service providers if they wish to have shared micromobility services. By establishing clear standards and procedures, cities can make it easier for micromobility vendors to come in and operate in the city.

To reduce costs and administrative time, some cities are partnering on micromobility programs. For example, Burlingame and Millbrae (both in Calif.) are jointly operating an e-bike lending program that connects with a major transportation hub in Millbrae.

## References and Resources

- [Guidelines for Regulating Shared Micromobility](#) by NACTO.org

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*This document is intended to introduce a concept and inspire further research. While we strive for accuracy, this brief does not encompass the full spectrum of data and perspectives related to the topic. Readers are encouraged to seek additional information and expert guidance.*