Micromobility in Washington State

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Micromobility: What is it, and how can the public and private sectos work together to achieve environmental, equity, and other policy goals?
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Active transportation vision

Walking and bicycling transportation connections are complete and comfortable. As a result, Washingtonians of all ages and abilities can walk or roll to get where they need to go, with safety and mobility improvements for everyone.
What future are we building for?
space required to transport 60 people

car, electric
uber
autonomous car
THERE IS TOO MUCH TRAFFIC FOR BILLY TO WALK TO SCHOOL; SO WE DRIVE HIM.
ONCE YOUR STREET IS **IMPROVED**, THE CURB WILL BE RIGHT HERE
“Damn, the road lane ends again! I hate sharing the tracks with the train.”
Cyclists eat, drink, text, smoke and fiddle with their radios while speeding around impatiently with their 25-pound vehicles. I’m still wary of them but the separated car lanes help.

I love separated car lanes! Cyclists don’t run me off the road any more and I worry less about them not seeing me & killing me.

Separated Car Lanes Increase Comfort
• **Seattle**: Lime, Jump. Mix of e-bikes/traditional bikes. Equity plan required.

• **Bellevue**: Lime, e-bikes only required. Created hubs via parking, incentives to park there. Geofenced out of parks w/policy.

• **Mercer Island**: Lime, e-bikes-only pilot July-Oct. 2018; still operating
Scooter pilots in Washington: Spokane

• Mix of e-bikes/traditional and e-scooters fall 2018
  – Scooters: 108,360 trips/~80%
  – E-bikes: 18,831 trips/~14%
  – Standard bikes: 8,681 trips/~6%
  – 128,000mi
  – People rode entire city street grid within 2.5mi radius of downtown + streets where you wouldn’t expect them

• Lime contract starts May 2019: 400 scooters, 100 e-bikes, heading to 1,500 (or more) over time
Scooter pilots in Washington: Spokane

- Regulatory framework just updated:
  - Scooters banned on downtown sidewalks
  - Helmet requirement dropped
  - Geofenced to 7mph in Riverfront Park
  - Equity program Lime Access: Low-income discount
Scooter pilots in Washington: Tacoma

- Mix of e-bikes/traditional and e-scooters fall 2018, Lime and Bird
  - 100,000+ trips
  - Scooters: 91,873 trips/87.8%
    - Avg 1.4 miles, 17 minutes
  - Bikes: 12,674 trips/12%
    - Avg. 0.8 miles, 13 minutes
- Lime continuing w/500 scooters through Sept. 2019; no bicycles
Bikeshare in Washington State

• Regulatory framework:
  – 50% deployment outside the core required in contract
  – Conflicting city ordinances about use in bike lanes to clean up
  – Helmet required
• **Redmond**: Applications due May 14: E-bikes, standard bikes, e-scooters
  – Did a study back in 2015-2016 along with Microsoft

• **Kirkland**: One-year pilot is coming. Survey reported to City Council Feb. 2019:
  – **Bikeshare**: 64% support, 28.8% oppose
  – **Scootershare**: 47.7% support, 42.3% oppose
“State legislators must ensure that cities have the ability to plan, regulate, and manage shared micromobility systems for safe, sustainable, and equitable outcomes.”

Corinne Kisner, Executive Director of NACTO
2018 SB 6434
- Update to electric-assist bicycles to address Class 1/2/3
- Included provision that requires permitting bikes/scooters on sidewalks where no alternative path is available
- Motorized foot scooters generally treated like Class 1 & 2 e-bikes
WA state law: Wheeled things

**RCW 46.04.1695**: Electric personal assistive mobility device (Segway, SoloWheel) already defined

**RCW 46.04.336** updated 2019 ([ESBH 1772](#)): 2 or 3 wheels, handlebars, floorboard, standing scooter, max speed no more than 20mph on level ground, but speed limit set at 15mph; <16YO banned unless local ordinance permits them
Thank you!