

2019 UDOT RESEARCH PROBLEM STATEMENT

*** Problem statement deadline is Feb. 6, 2019. Submit statements to UTRAC@utah.gov. ***

Title: Motorized Non-Motorists?: Motor assisted scooters and small motor vehicles **No. (Office Use):** 19.05.07

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Select ONE Subject Area Materials/Pavements Maintenance Traffic Mgmt/Safety Structures/Geotech
 Planning Perf Mgmt/Data Analytics Public Transportation Other

1. Describe the problem to be addressed:

Over the past several years a slew of new low-speed transportation modes have inundated cities nationwide. These include bikeshare (both dock and dockless), electric/assisted bicycles, and scooters. The arrival of these modes occurred, in some cases, almost overnight, and both cities and transportation agencies were caught off guard on how to integrate them effectively in the existing transportation systems. For example, is it appropriate for scooters to travel on the sidewalk with walking pedestrians or for e-bikes to travel in bike lanes with standard pedal cycles? How should these modes be classified, since they fall somewhere between a pedestrian and a bicycle? These modes also have the potential to change short distance mobility and impact the way the traditional transportation system functions and what infrastructure is needed to accommodate them.

Salt Lake City, UDOT, and UTA have teamed to create a micro-mobility committee to examine and address the needs and challenges faced by these shared-mobility systems. Salt Lake City is currently working with the shared mobility companies to ensure a streamlined, safe, and reliable system for users, and a draft agreement has been put in place between providers and the city requiring them to comply with guidelines within the city limits. However, as these shared mobility systems expand there will be an increased need to create a standard and universal set of regulations and rules of the road for these unique, currently unclassified devices. For example, in Europe there is a separate classification for vehicles that are motorized, but travel slower than 25 kph (approx. 15 mph). Likewise, Norway has created a specified classification system with specific regulations and guidelines for each individual low-speed mode (e.g. e-bikes, scooters, etc.). As this evolution is still at the forefront of transition, there is a valuable opportunity for local agencies to identify common ground before individual cities are required to address the issue on their own.

This research will conduct a thorough inventory of best practices and lessons learned from jurisdictions across the country to inform local efforts regarding low speed transportation modes and how they are accommodated and accounted for within the transportation system as well as which regulations are being put in place to ensure public safety. First, our team will work with People for Bikes (PFB) to compile a current and up to date list of all existing city and state regulations relating to e-bikes, scooters, and bike share. Second, we will conduct outreach with the bicycle and pedestrian directors in each State DOT and through NACTO to determine if any efforts are currently being undertaken that are not listed in the PFB database. Third, a summary of all foreign (outside the United States) best practices will be created. All these will be pooled in a technical report summarizing the best practices and existing regulations relating to micro/shared mobility and will be presented to UDOT and the existing local micromobility committee.

2. Write the project objective (25 words or less):

Identify best practices and lessons learned from jurisdictions nationwide on regulations and legislation relating to new low speed transportation modes.

3. Explain why this research is important:

(In response, consider addressing specific UDOT goals, applicability in Utah or other states, etc.)

Low-speed modes are changing short trip mobility on a large scale, particularly in larger cities, and have the potential for long term implications for the transportation landscape. By understanding how other areas are facing the opportunities and challenges brought by these alternative modes, Utah can be better prepared to act intelligently and learn from challenges already faced by other jurisdictions without having to simply learn from experience. By having a complete inventory of what action has been taken in other jurisdictions, Utah will be able to cherry pick the most appropriate course of actions based on the circumstances of our

