



Trailnet Position on Electric Scooters and Micromobility

Micromobility and Electric Scooters

Trailnet believes that providing safe places for people to walk, bike, use wheelchairs, or scoot, is key to improving safety for all users. Just like crashes with people on bicycles, there is a portion of crashes that comes from needed education and practice in building better handling skills, but that still leaves a large portion that are the direct result of crashes with people in cars due to unsafe streets. If we are serious about safety we need to plan for human error in the design of our streets, and design our streets and speed limits so that when those crashes do occur, they do not result in serious injuries or deaths.

1. Why does Trailnet support electric scooters/micromobility options?

Our mission to foster communities where biking, walking and the use of transit are a way of life. Our mission remains the same, but the speed of technology, the demand for more transportation choice, and investment are advancing mobility options.

Trailnet believes:

- Electric Scooters fill a missing last mile connection in transportation, similar to e-bikes, they allow people to bridge last mile connections quickly and efficiently. Last-mile connections are an important piece of the puzzle making transit a more viable option for greater number of people.
- When used properly (i.e. ridden and operated in the same manner as bicycles*) they are similar to Class II E-Bike ([defined as 20mph of assist with no pedaling](#)) the electric scooters have a lower max assist of 15mph.
- They get people used to seeing people moving around bike speed in bike lanes, which [research has shown](#) provides [safety in numbers](#).
- They can be a gateway transportation mode to bicycle and other non-automobile commuting modes, providing decreased congestion and improved air emissions.
- The electric scooters are required to follow the [same permit and process](#) for social equity and inclusion that the bike share bikes do in St. Louis.
- People who use electric scooters can be new [advocates for active transportation infrastructure](#), meaning this benefits more than just the people using electric scooters.
- Electric Scooters can [get more women out on bike infrastructure](#), which is a key indicator of how safe people feel on streets.

**By law bicycles and electric scooters are not allowed to be operated on sidewalks while in a business district. This is to protect people walking, and prevent crashes when people walking exit businesses onto the sidewalk.*

2. How are the electric scooters made accessible to those who need it most?



The electric scooters are subject to same permit requirements as the share bicycles, and 20% of the total fleet is required to be maintained in the [bike share social equity and inclusion neighborhoods](#). In addition both Lime and Bird have programs for low income individuals to make use of these new tools more accessible to people who may not otherwise be able to afford them.

4. What will Trailnet do with the [Lime Hero](#) donations from users?

The funding provided by Lime Hero gives Trailnet the ability to advocate for better and safer infrastructure for all modes of travel in the St. Louis region. Trailnet recently completed [Connecting St. Louis](#), a comprehensive plan for a safe network for people on foot and using bicycles and electric scooters. Implementing the network will require meeting with stakeholders, completing required engineering and design, and bringing funding partners together to develop funding strategies for each segment. For more advocacy efforts go to [2018 Advocacy Achievements](#)

5. How is Trailnet present in determining how micromobility impacts St. Louis?

- Bikeshare Working Group hosted by Bi-State Development since 2014
- Identifying next steps with the City of St. Louis on addressing ongoing concerns
- Gateway Bike Plan Working Group - hosted by Great Rivers Greenway and East West Gateway to coordinate a regional approach for improving conditions for people on bikes
- Bicycle Implementation Group led by the City of St. Louis
- Bicycle and Pedestrian Advisory Committee of East West Gateway Council of Governments
- St. Louis County Complete Streets Peer Advisory Committee to address the needs of all users of the streets when they are designed, built or maintained

6. How is Trailnet addressing the concerns raised regarding electric scooters, bike share and micromobility?

Safety is a consistent topic addressed at bikeshare and micromobility meetings. Trailnet emphasizes the need to plan for human error in the design of our streets, and design our streets and speed limits so that when crashes do occur, they do not result in serious injuries or deaths. In addition, the Bike Share Working Group is collaborating with the North American Bikeshare Association and National Association of City Transportation Officials on best practices to address safety for vulnerable users in street design.

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