

FLASHTALKS

# MICROMOBILITY TODAY



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# Talks

## **Lisbon's vision on micromobility**

João Bernardino, Advisor to Deputy Mayor for Mobility, Lisbon (PT)

## **Micromobility booming... except in rural areas?**

Johannes Rodenbach, Research & policy officer at Autodelen (BE)

## **Micromobility for all: yes we can**

Camille Krier, Urban planner and project manager at 6T (FR)

## **More micromobility. Ok. But what about safety?**

Mert Yaman, Urban planner, Municipality of Kadıköy, Istanbul (TY)

## **The future of micromobility**

Manuel Crespo, Innovation Transport Officer at EIT Urban Mobility

# Talk

## Lisbon's vision on micromobility

João Bernardino, Advisor to the Deputy Mayor for Mobility, Lisbon (PT)

Supports the Lisbon deputy mayor for mobility on driving the mobility policy agenda, including mobility planning, innovation, cycling and micromobility, road safety, urban logistics and EU projects.





GABINETE DO VEREADOR ÂNGELO PEREIRA

DIREÇÃO MUNICIPAL DA MOBILIDADE

# Rethink micromobility in cities

## The case of Lisbon

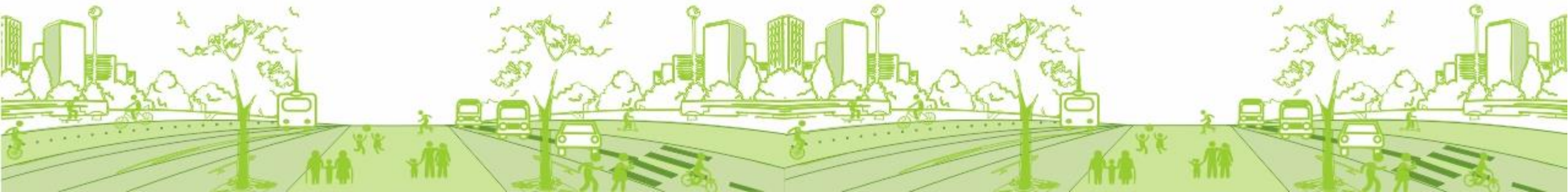
João Bernardino

Advisor to Deputy Mayor for Mobility



# Imagine

...a city that offers you,  
any time, anywhere,  
a vehicle that you can pick  
and travel wherever you like  
just with a tap on your phone



# The future is now





# And user feedback is positive...



Ben @BenLydian · Nov 9

Replying to @macbrennan

Lisbon is a beautiful city! I couldn't disagree more lol. Metro, tram, bus lines, nonstop shuttles between venues, bolt, **scooters**. We don't have 1/10th of the public transportation options in the US.



dizzy bitch @thatpeskyrat · May 21, 2019

Lisbon is unbelievable, today we had three pastries for breakfast and then hired **scooters** to eat more pastries beside a castle in the sea



Lauren @UrbanistLaurenP · Sep 21, 2019

Had great fun riding the electric **scooters** around **Lisbon**. Bit more practical than a bike if you're wearing a skirt! #scootingallovertheworld #limescooter #lisbon



Arjumand Younus, PhD @ArjumandYounus · Mar 15

What am I learning about **Lisbon** so far: **electric scooters on rent in almost every avenue** with a service called Lime. Dear Dubin, here's your lesson on properly going green and reducing carbon emissions. #lisbon #GoGreen #ClimateAction



Kelindi.eth @\_kelindi · Oct 27

Really love how the electric **scooters** in **Lisbon** allow you to move around the city with the relative speed of a car, without the same impact to congestion and the environment



Matty Heathcote @Matty\_Heathcote · Jun 1, 2021

flying around **lisbon** on these **scooters** is the best thing we've ever done my man there as well



Dave Sayers @Sayers8 · Jul 26

Back to work after 3 days in **Lisbon**. I just want more sun, **scooters** and maxibons.



Cat Swanson @CatrionaSwanson · May 27, 2019

**Lisbon** has tonnes of dockless **scooters** and bikes. Porto doesn't have any.

We saw lots of people using the **scooters**. No evidence of vandalism and everyone seemed quite relaxed about them even though they did ass clutter to already narrow footways.



Jordan @JordLPM · Nov 7

I was very sceptical about electric **scooters** before but after using them in **Lisbon** & Berlin I've got to say they are very convenient and quite fun

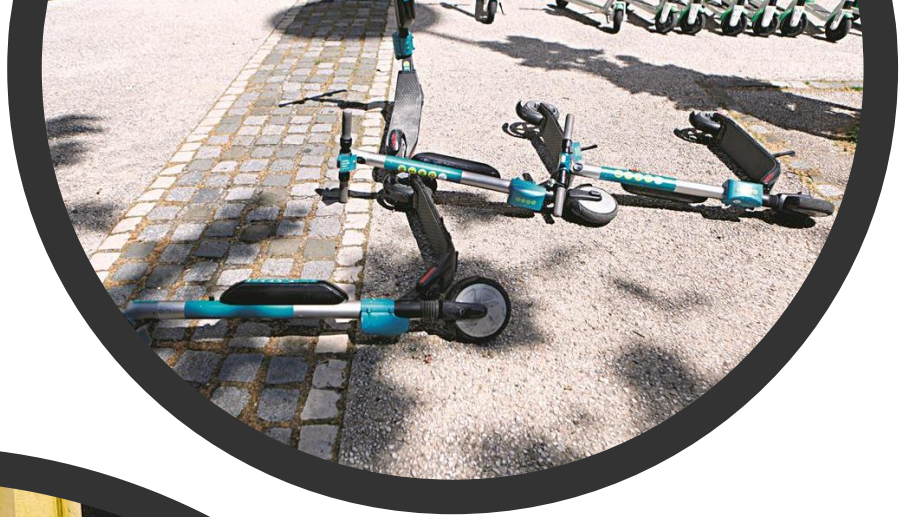


Owen Williams ⚡ @ow · May 31, 2019

"I wonder if there's **scooters** in **Lisbon**"



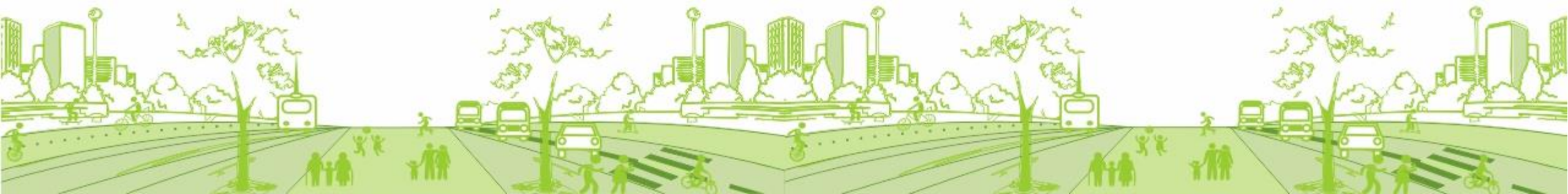
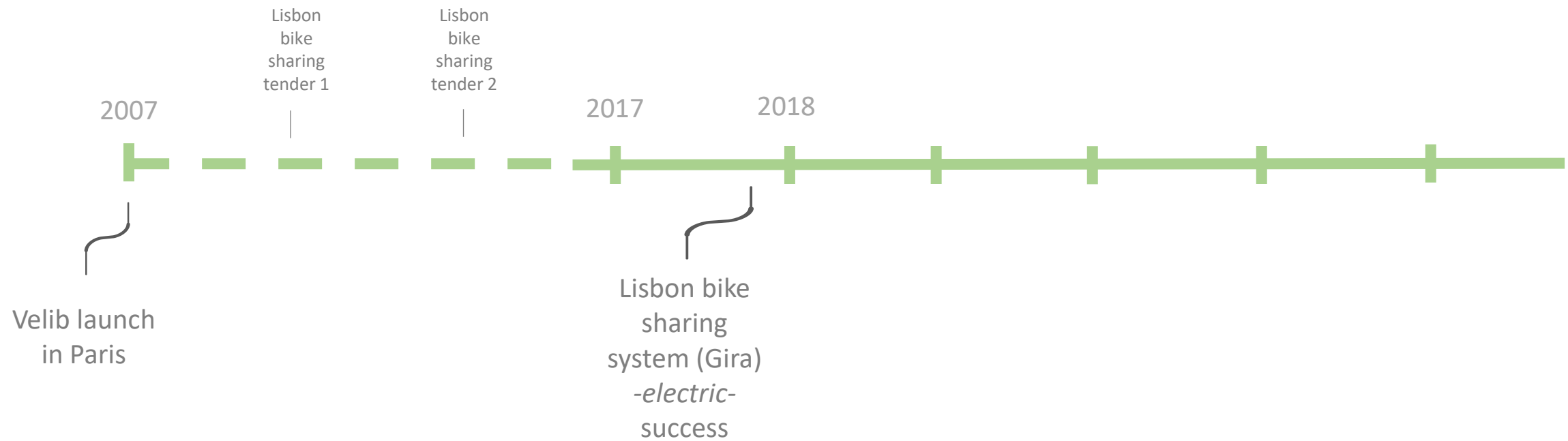




but



# History



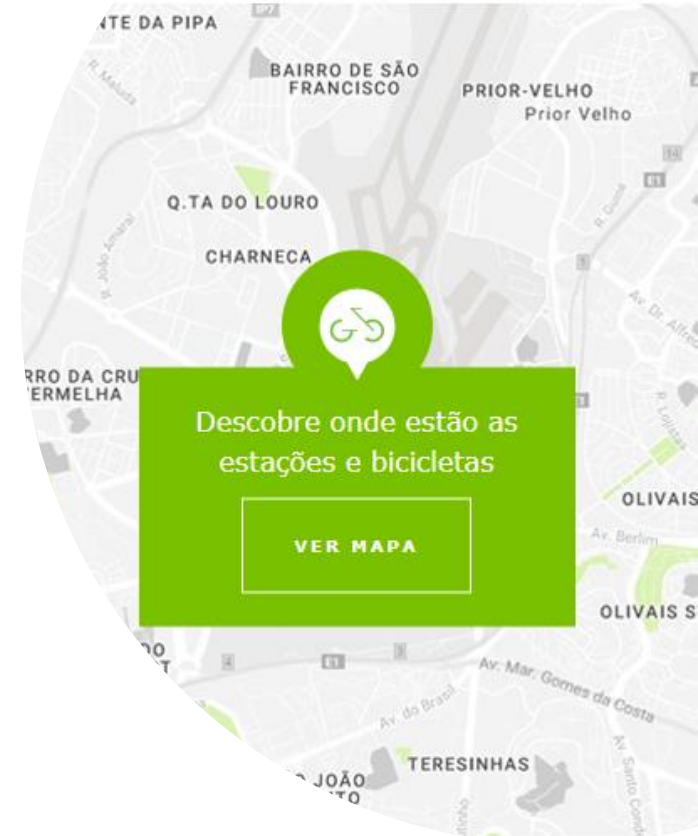




**2017**  
**10 Estações**  
**200 bicicletas**



# GIRA – Iniciou o sistema de mobilidade partilhada

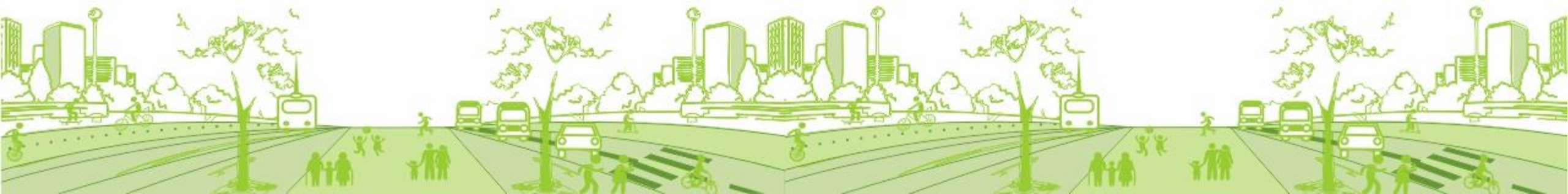
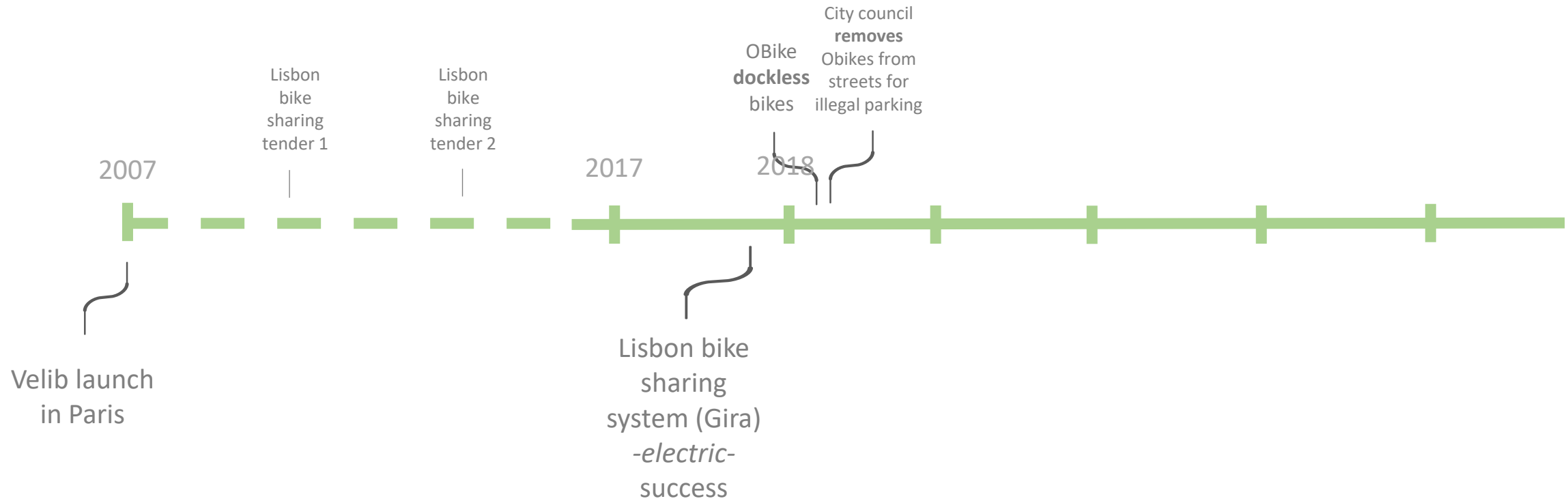


**2022**  
**139 Estações**  
**1594 bicicletas**

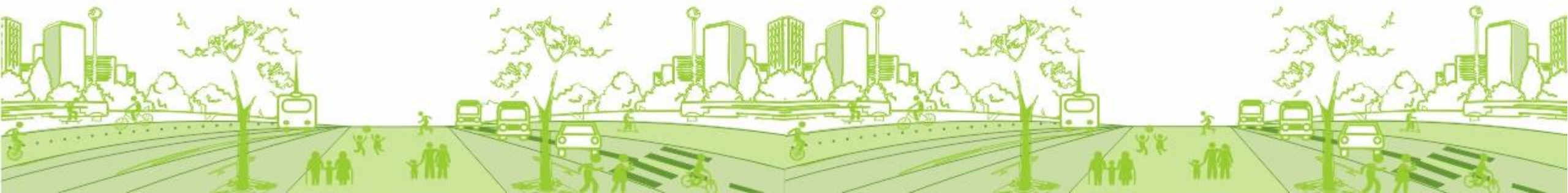
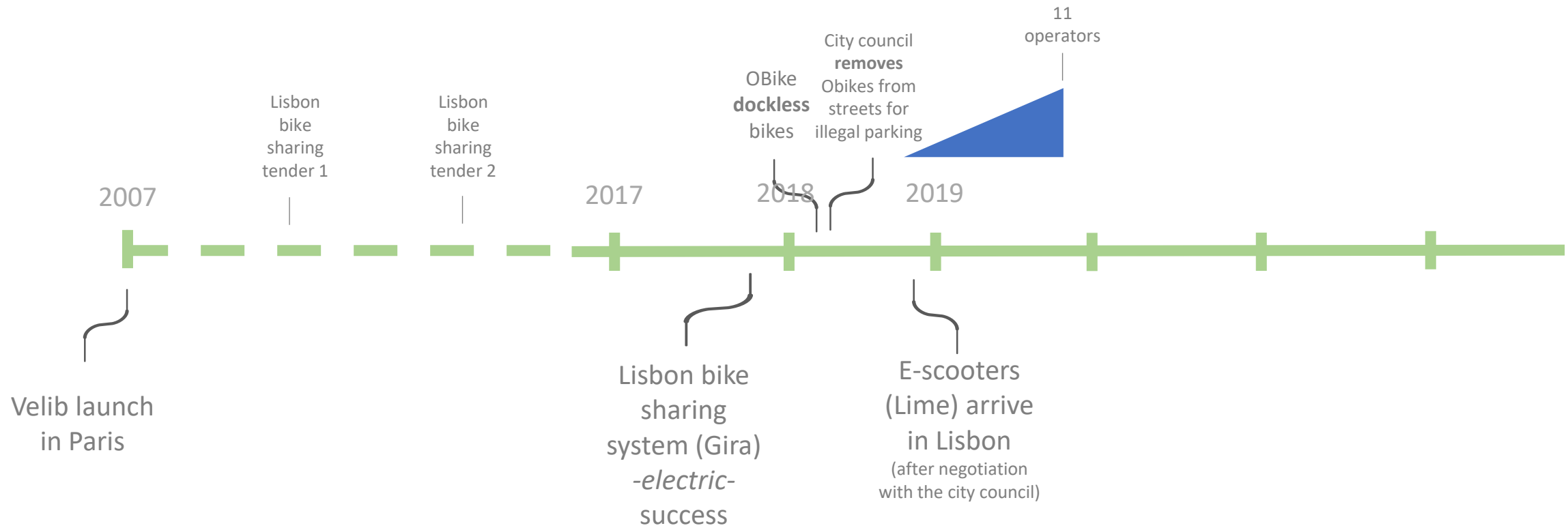




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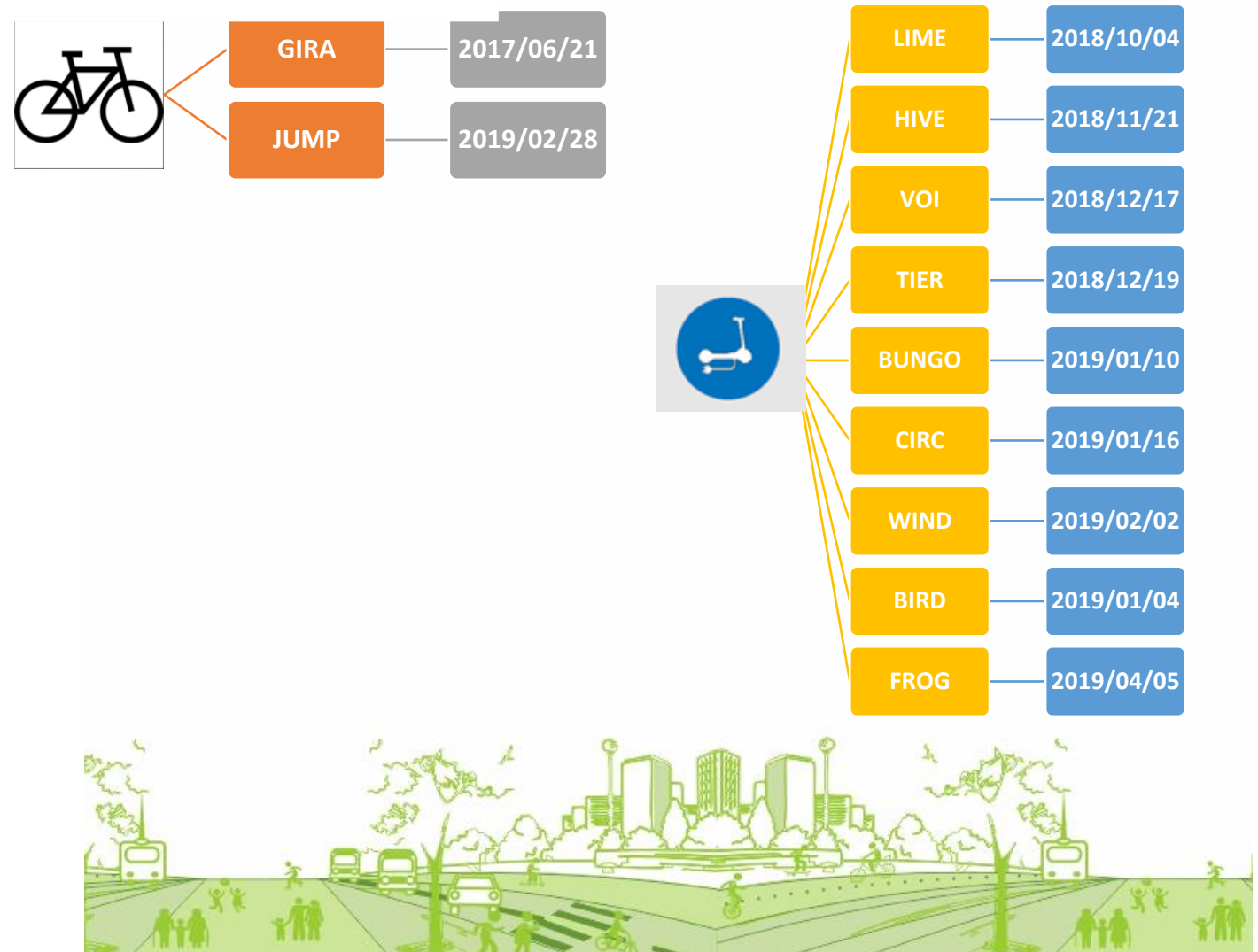


# History



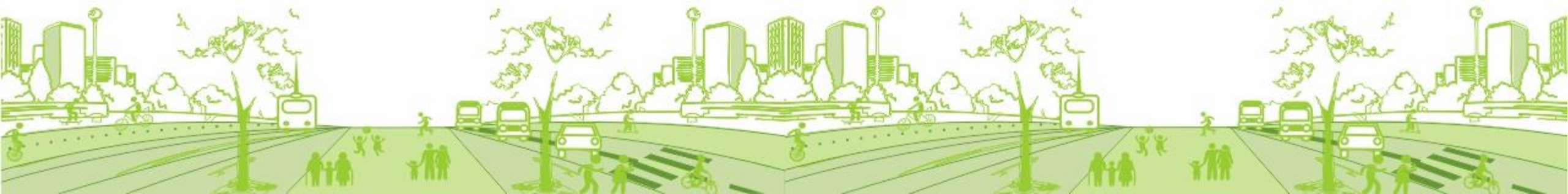
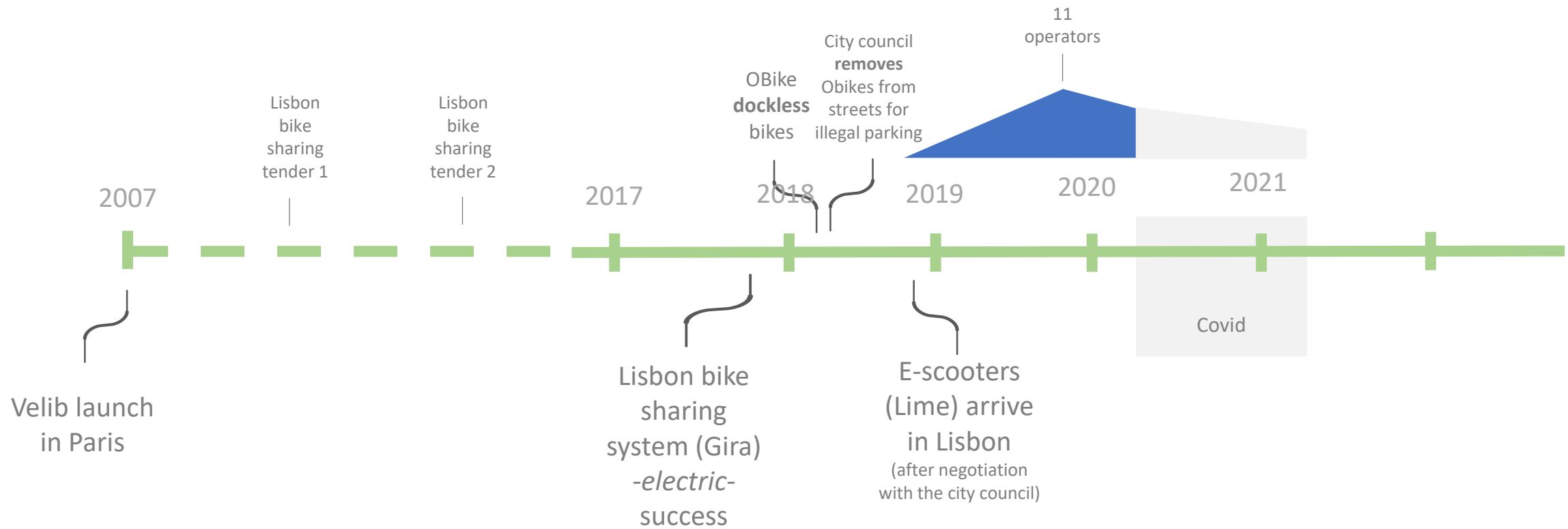
2019

11 operators



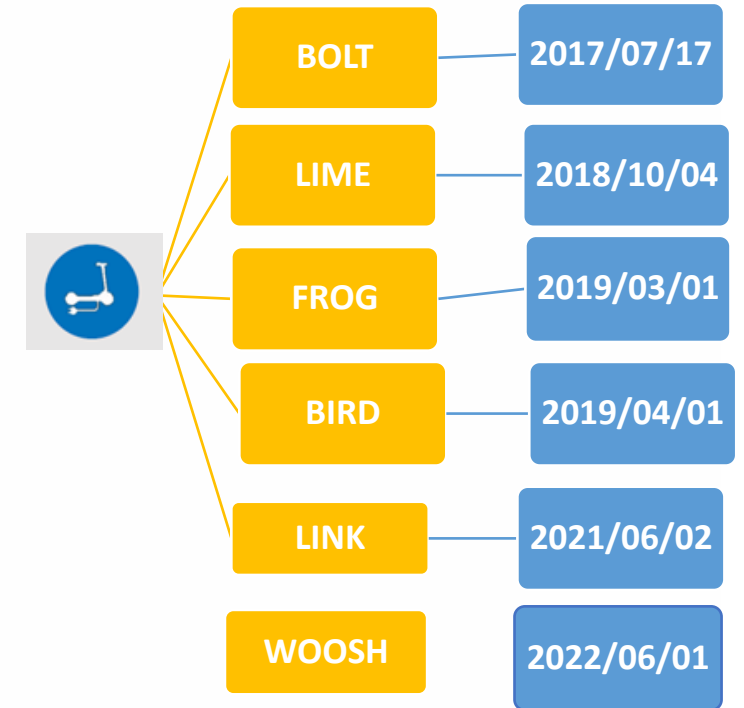
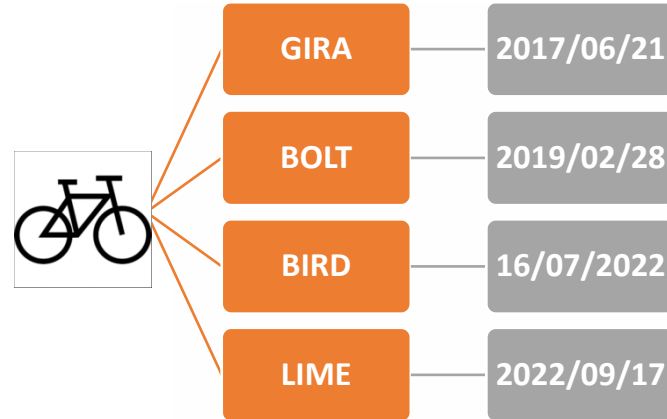


# History

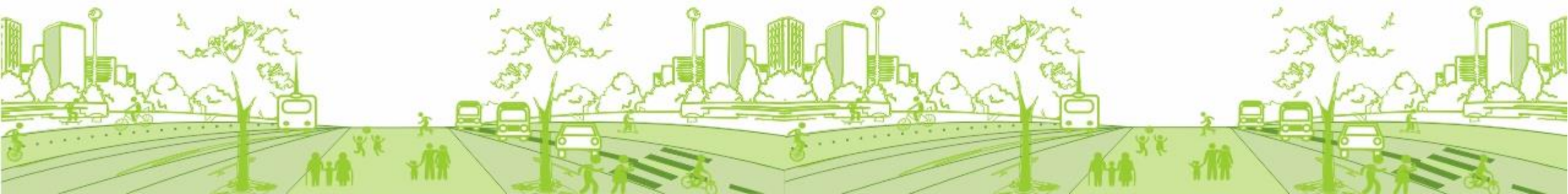
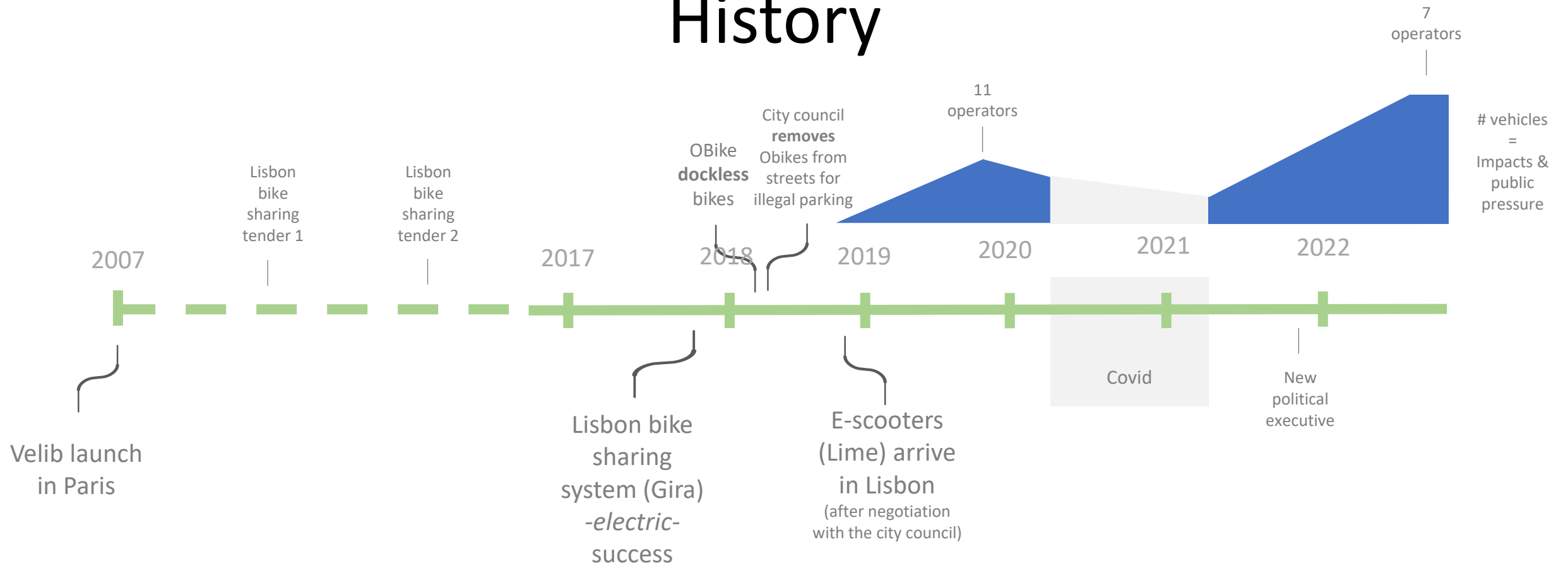


Today

7 operators  
~16000 vehicles



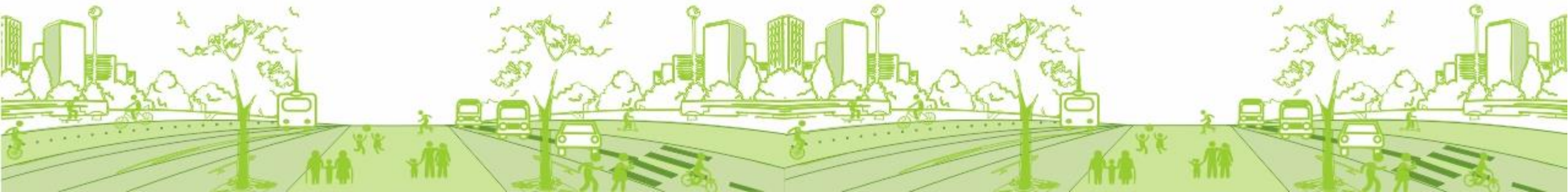
# History





# Main problems

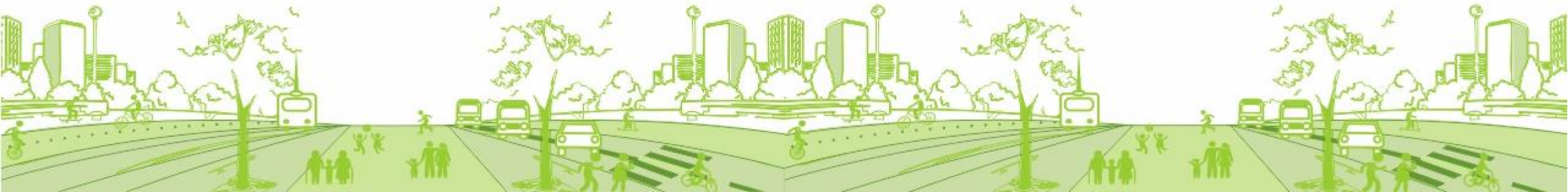
1. Lousy parking
2. Circulation (and speeding) in sidewalks
3. Other traffic rules



Restrict  
dockless  
vehicles?

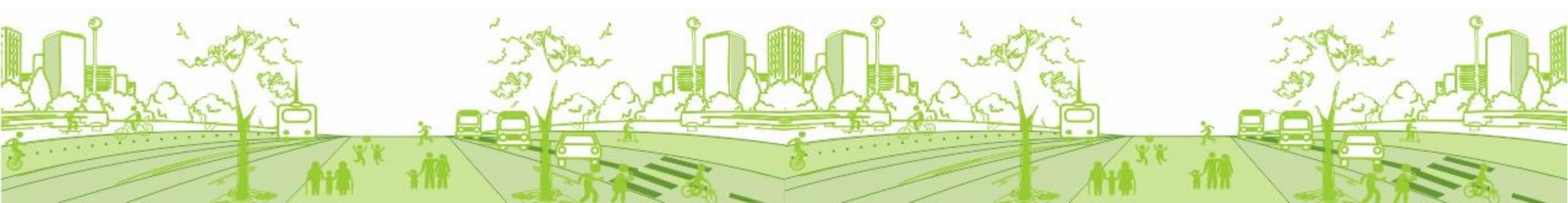
vs

Embrace  
change  
+  
address its  
problems



# Objectives

1. Eliminate **bad parking or other dangerous behaviour**
  - 1.1 **Efficiency** of public (enforcement) resources through **technology**;
2. Manage the **scarcity of available space**
3. Capability to **continuously monitor and evaluate**, through data sharing and processing
4. A **dynamic market**, allowing a maximum drive for innovation and competition for the **best mobility customer service**





# 1. bad parking

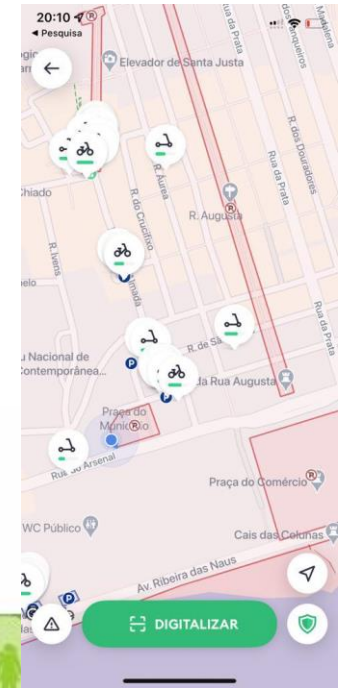
Enforcement

EMEL + Municipal Police



Technology

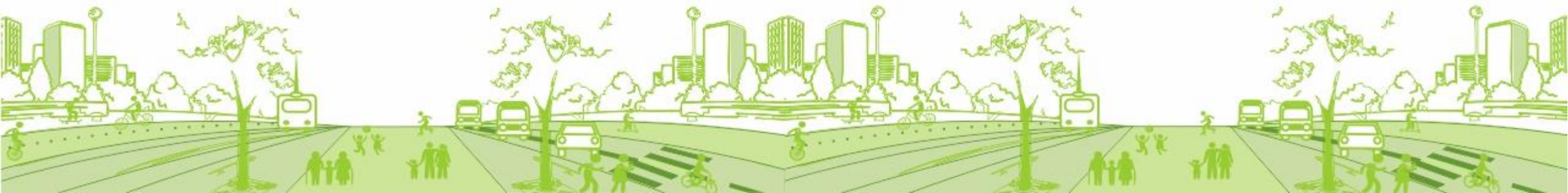
Operators voluntarily adopting parking allowance and restriction zones defined by the city and by themselves



# 1b. dangerous behaviour

Should/can operator's apps enforce other behaviour?

Which and how?

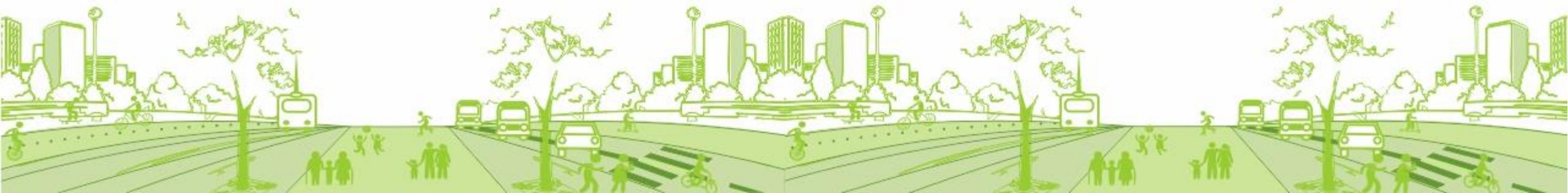


## 2. manage space scarcity

**expand** parking spots for vehicle parking

**match** supply and demand

- at **each** spot
- in the city as a **whole**





## 2. manage space scarcity

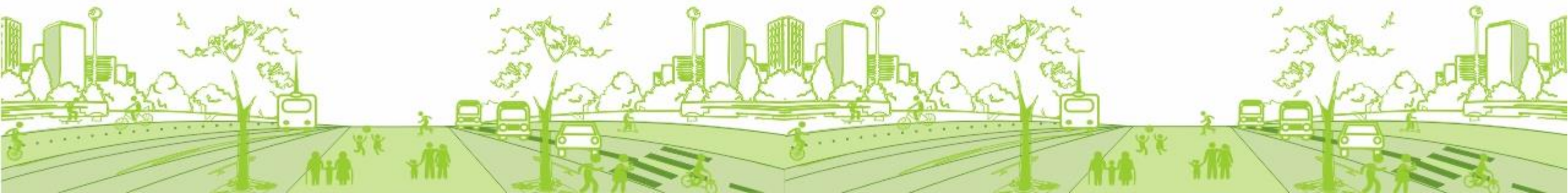
Big challenge:

**How to match space supply and demand in an open market?**

Possible solutions:

limit **number of vehicles**? How?

equilibrium dynamic **price/tariff**?



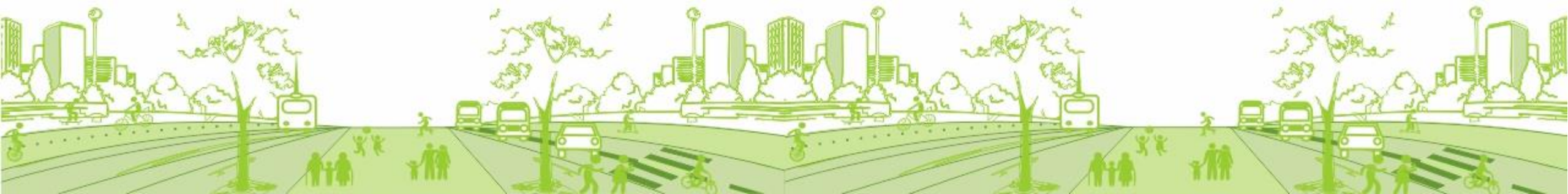
# 3. Continuously monitor and evaluate

Lisbon early data own-built visualization tool - MiMoGG

Limited features, maintenance issues

Next step

Internal **pilot** to test micromobility management applications available in the market (early 2023)



# City intervention mechanisms



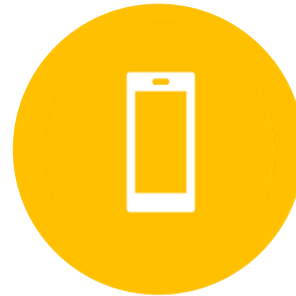
MEMORANDUM OF  
UNDERSTANDING



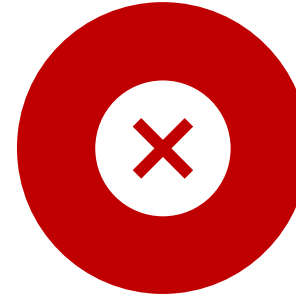
REGULATION



PERIODIC  
MEETINGS  
WITH  
OPERATORS



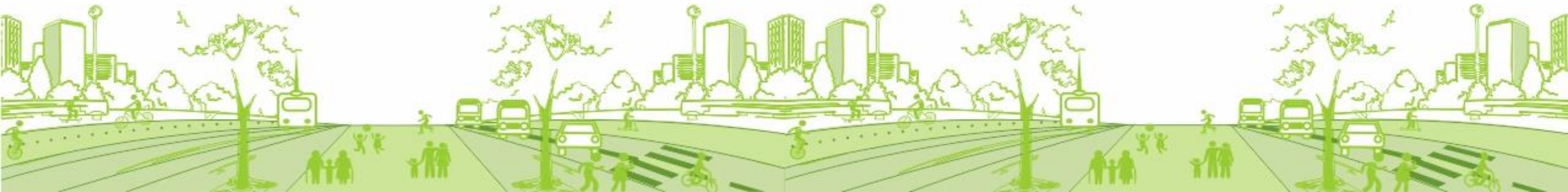
MONITORING  
PLATFORM



PARKING  
ZONES



ENFORCEMENT

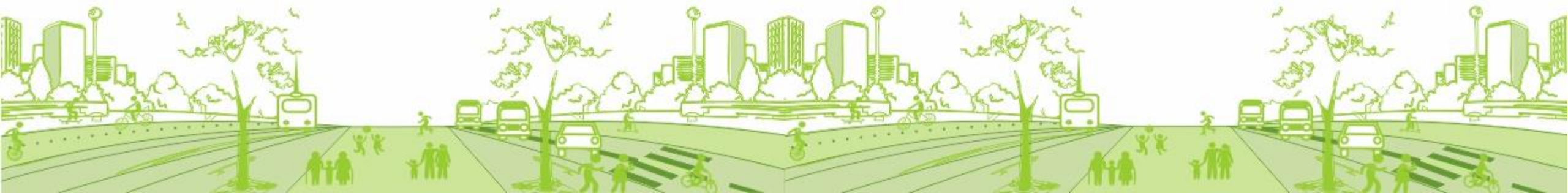




# vision

...a city that offers you,  
any time, anywhere,  
a vehicle that you can pick  
and travel wherever you like  
just with a tap on your phone

with **safety** and **respect** for all public space uses



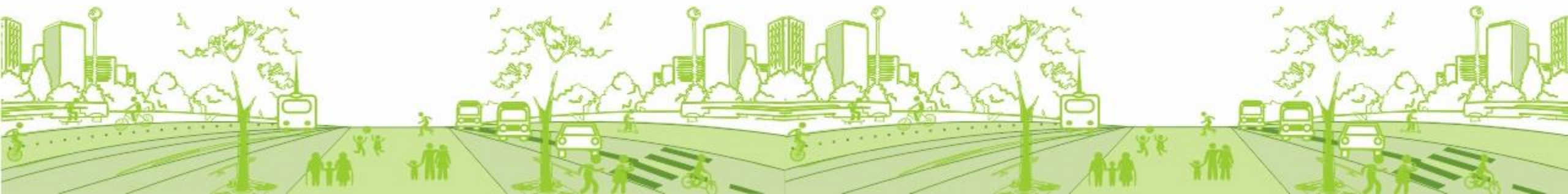


GABINETE DO VEREADOR ÂNGELO PEREIRA

DIREÇÃO MUNICIPAL DA MOBILIDADE

# THANK YOU!

[joao.p.bernardino@cm-lisboa.pt](mailto:joao.p.bernardino@cm-lisboa.pt)



# Talk

## Micromobility booming... except in rural areas?

Johannes Rodenbach (PhD) is active at Autodelen.net, the network for car sharing in Belgium, since 2017. As policy and research officer he advises local authorities on the implementation of car sharing and coordinates the tasks from Autodelen.net within the European STARS (H2020) and ART-Forum (Interreg NSR) projects.





**AD**  
AUTODELEN.NET

# Micromobility booming ... except in rural areas?

Lessons learned from bike  
sharing schemes in Belgium

**TRA**  
TRANSPORT RESEARCH ARENA  
**LISBON 2022**

DREEM Flashtalk  
TRA Conference 2022 Lisbon  
15-11-2022

**Interreg**   
North-West Europe  
**eHubs**  
European Regional Development Fund

Johannes Rodenbach  
[Autodelen.net](https://autodelen.net)



## Content

1. Why shared (micro)mobility?
1. Shared micromobility in Belgium
1. Implementation logics for shared bikes
1. Shared bikes in rural areas in Belgium
1. Policy recommendations - shared bikes in the countryside: it can work, but ...

## Policy



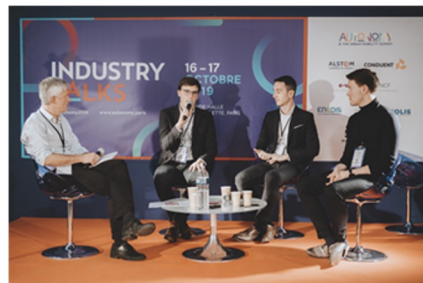
## Network



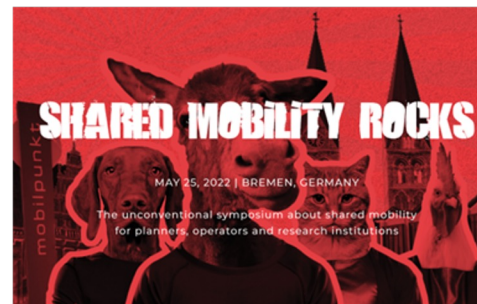
## Innovation & experiment



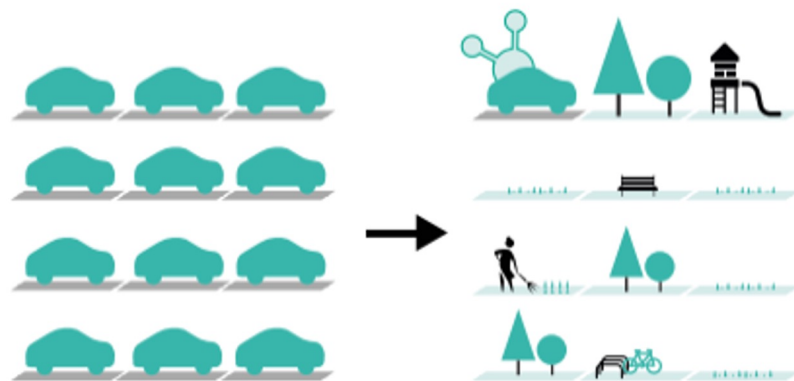
## Communication



Art-Forum - Automated Road Transport Forum for the North Sea Region



# Why car sharing?



→ Reducing car ownership



# Why shared micromobility?



→ Reducing car trips

# Shared micromobility in Belgium

## Back to one shared bikes



cargoroo

Dégage!

(p2p bike sharing)

MONKEY DONKEY CARGO BIKE SHARING

BAQOME

cozy wheels

(p2p bike sharing)

## Free floating shared bikes



DONKEY  
REPUBLIC

mobit

dott

TIER

Bolt

## Back to many shared bikes



## Free floating shared kickscooters and mopeds

POPPY

dott



Hoppy

pony

voi.

Bolt

TIER

Shared kickscooters

felyx!

GO  
sharing

Shared mopeds

# Implementation logics for shared bikes

## Network logic



© Blue-bike

## Proximity logic



© Donkey Republic



# Shared bikes in rural areas in Belgium

## Veurne, De Panne, Koksijde



© HLN

- 3 SMALL MUNICIPALITIES
- BACK-TO-MANY
- SEASIDE
- TOURISTS & INHABITANTS

## Region of Kortrijk



© cd&v Deerlijk

- 13 (VERY) SMALL MUNICIPALITIES
- BACK-TO-MANY
- VISITORS - INHABITANTS



## Essen



© HLN

- 19K INHABITANTS
- BACK-TO-ONE
- LOCAL TRAIN STATION

## Leuven



© Groen Leuven

- 30 SHARED E-CARGO BIKES
- REPLACE CAR TRIPS

# Policy recommendations

Are shared bikes the solution for the problem you want to solve?

## What goal do you want to achieve?

- Extra mobility offer?
- Modal shift?
- Visibility of bikes?
- Image of city?

## What are the target groups?

- Citizens? Visitors?
- Commuters? Students?
- Poorly served people?

Fietsberaad (2018)



# Policy recommendations

**No shared micromobility without  
excellent bike and PT infrastructure**



© Fietssnelwegen



# Policy recommendations

Communication is key!  
Engage local ambassadors





# Policy recommendations

Guarantee revenue for operators



© Lantis

# JOHANNES RODENBACH

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[linkedin.com/in/johannes-rodenbach](https://www.linkedin.com/in/johannes-rodenbach)

# Talk

## Micromobility for all: yes we can

**Camille Krier** is an urban planner and project manager at 6t, an independent consultancy specialised in mobility.

At 6t, she works in particular on the issues of active and shared mobility, especially micromobility, in France and in England. She explores micromobility through different angles, including inclusivity, and has conducted a study on this topic.







# MICROMOBILITY FOR ALL: YES WE CAN

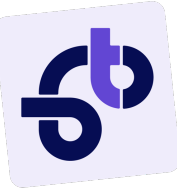
Micromobility Flashtalks  
Transport Research Arena 2022, Lisbon  
15 November 2022

**6t-bureau de recherche**

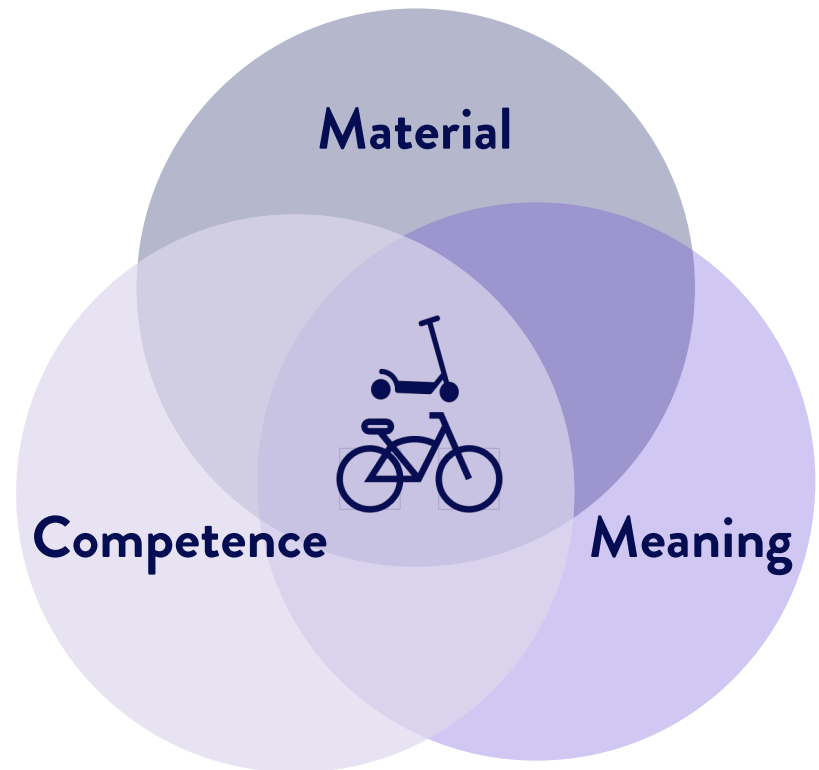
58, rue Corvisart | 75013 Paris  
[info@6-t.co](mailto:info@6-t.co) | [www.6-t.co](http://www.6-t.co)  
+33 (0) 1 53 09 26 36

**Camille Krier**  
Urban planner  
Project manager at 6t(France)

# 1. Micromobility use: how?



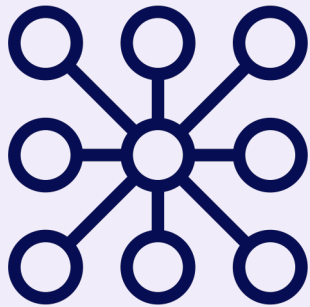
- A threefold practice



## 2. What does it mean to be inclusive?



- A look at the literature



**Accessibility**



**Capabilities**



**Mobility justice**

### 3. Is (micro)mobility inclusive?



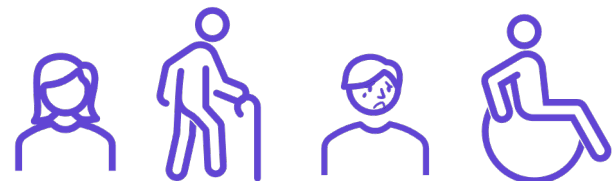
- “Typical” micromobility users are...

- More frequently men
- More frequently upper-class
- Shared micromobility: even less inclusive profile

Photo by Varla Scooter on Unsplash

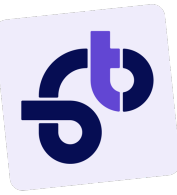
- Less represented profiles

- Women
- Elderly people
- Disadvantaged people
- People with disabilities





# 4. Ways forward to inclusive micromobility



## 1 ACCESS TO ALL

*Spatial accessibility*

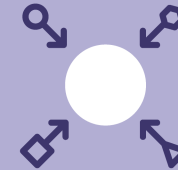
Minimal number of vehicles / fleet share or lower fees in 'priority areas'

*Affordability*

Social pricing

*Improved access to opportunities*

Issue addressed through spatial distribution



## 2 TAILORED SERVICE

*Understanding specific needs*

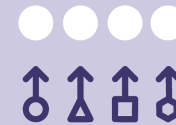
Focus groups, surveys and interviews

*Adapting commercial offers*

Adaptation kits to motorise wheelchairs, website accessibility options, cash-payment and non-smartphone options

*Developing capabilities*

Communication



## 3 MEANINGFUL INVOLVEMENT

*Empowering grassroots associations*

Partnership with charities or organisations

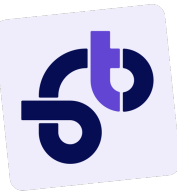
*Inclusion within advisory and performance monitoring committees*

Setting up a grassroots advisory committee



Pictogram credits: Brandon Shields and Sumit Saengthong for the Noun Project.

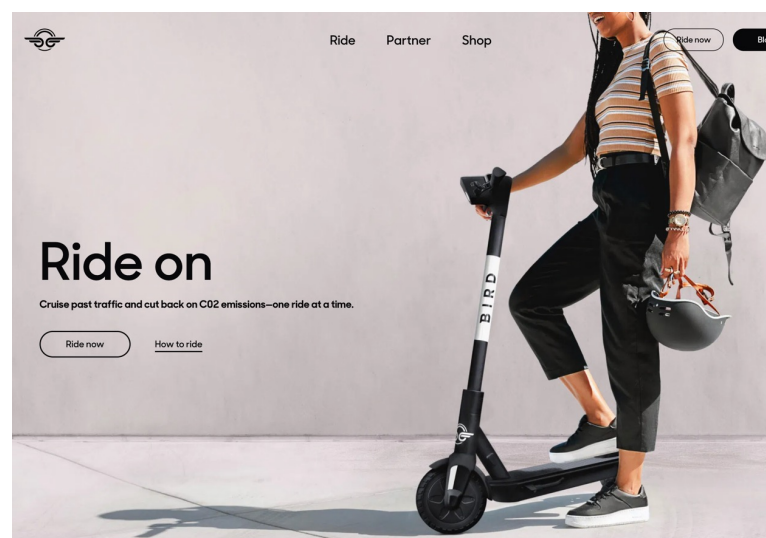
# 5. Roadmap towards inclusive micromobility



# 6.A few examples



As part of the E-Scooter Pilot Program, scooter companies are required to offer discounted pricing for Tucsonans living on low incomes. **WHO QUALIFIES?** Anyone currently enrolled in a state or federal assistance program - like AHCCCS, SNAP, or discounted utility bills. Find information about each company's discounted pricing plan and how to apply below:



# The need for inclusivity, a blessing rather than a curse



The opportunity to develop an inclusive mode by design



# Talk

## More micromobility. Ok. But what about safety?

Mert Yaman is an urban planner. Areas of expertise are transportation, mobility, and accessibility in both the private and public sector for over 10 years. He has designed hundreds of streets, avenues, and various public spaces and has received awards for his work.

He is currently a project manager for the municipality of Kadıköy (Istanbul) in the working on urban mobility, new mobility, accessibility, and logistics.



# Micro-mobility safety



The Kadikoy Experience

# E-Scooters, an opportunity or a threat?

— — —

In recent years, e-scooters have taken over the streets all over the world. These vehicles appeared suddenly and unexpectedly and have become a reliable means of transportation for millions of people.

Early data suggests most scooter trips are **between one and two miles long. Scooters, like bikes, help with the “last-mile” problem—connecting parts of the city** to public transport that were previously beyond reach—and expand access for residents who live in areas under serviced by public transit.

While there are undoubtedly numerous benefits, shared e-scooters also present various problems. Because there are many people who do not know how to use them safely. This puts the lives of both users and pedestrians at risk. What's more, sidewalks and bike lanes become inaccessible, as users often park their vehicles in inappropriate places.



**Some, however, have raised concerns about scooters' safety, given their small size, lower center of gravity than bikes, relatively high speeds, some cases of scooters breaking unexpectedly and exposure to conflicts with vehicles or pedestrians.**

# E-Scooters, an opportunity or a threat?

— — —

According to the recent studies in the U.S., **riding a scooter does carry some risks. However, they generally indicate that scooters are no more dangerous in terms of risk of serious injury or death than other modes of transport.** While more data is needed to fully understand relative risks across modes, we do know cities are becoming deadlier for all non-motorized users—that cars are hitting and killing pedestrians, cyclists and others at unacceptable rates. **The arrival of scooters only lends more urgency to the effort to make it safer for people to move around cities without relying on cars.**

- The public sector can push for policies that enable the benefits of scooter programs while preventing safety risks. The evidence suggests protected, high quality bike lanes can protect scooter users.
- Companies can also do their part by sharing data with cities and even helping cities develop or test needed infrastructure that makes scooters safer.



**Two (or sometimes even three) people on the same scooter is a very common sight in recreational areas and pedestrian paths in all of Istanbul, and even more so in Kadikoy, the newly emerging social center of Istanbul.**



# Concerns for Safety

— — —

## Collisions with Cars

It is not specified which speed limits should be followed in which road hierarchy or road networks with which road users. The regulation only states that e-scooters will not be used on highways, intercity highways and roads where the maximum speed limit is over 50 kilometers per hour. **On the other hand, the regulation creates a serious risk of conflict in terms of traffic safety by stating that pedestrians can use the bicycle lane provided that it does not interfere with bicycle traffic or where there is no pedestrian path.**



# Concerns for Safety

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## Collisions with Pedestrians

**The current regulations** does not specify at which speed limits e-scooters will operate on pedestrian infrastructure or pedestrianized roads, or it does not introduce a control mechanism. We saw some examples in France, but geofencing isn't still exactly there.

This is a sign that current pedestrian and e-scooter conflicts and the resulting traffic collisions with injuries and deaths cannot be prevented in terms of traffic safety. This is a **geofencing** issue on pavements.

**GPS technology** is not only for user and operator - oriented operational and user experience; speed limits in different road hierarchies and should be used for control purposes to prevent conflicts and should also be regulated by the relevant law.

This is of course very applicable to bicycles too. There's no **proper limit to speeds** of bicycles in most of the bicycle friendly countries.

# Concerns for Safety

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E-scooter users will no longer be able to carry personal items that can be carried on the back, external cargo and passengers. In the current situation, it is really impossible to find a user traveling on an e-scooter alone and with a personal load that can be carried on the back.

Groups of 2-3 people are placed on a single e-scooter, the grocery bags are stacked on top of each other and stacked so that there is no room for the user's hands. There are also those who talk on their cell phones and take pictures while riding a scooter. As appropriate as the regulation is, it requires **strict supervision**.

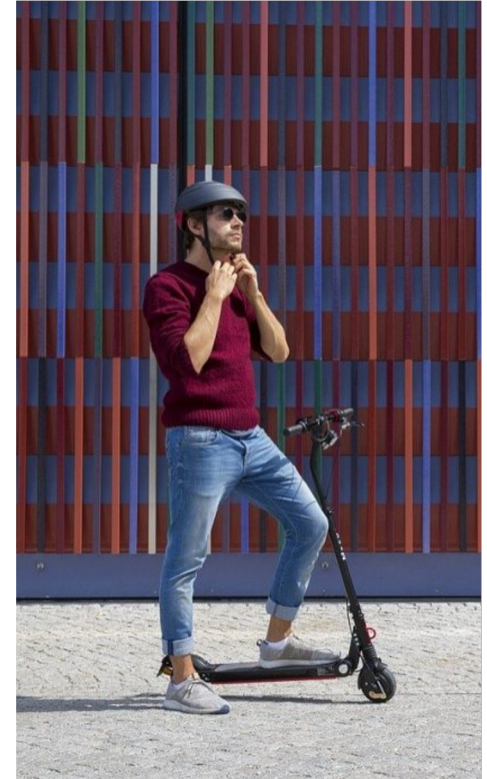


# Notes on Safety

## Desirability, Regulations & User Experience

— — —

- A helmet, if not provided with the e-scooter, will make it less desirable compared to car/taxis. Not everyone will carry around a helmet.
- Half of all the incidents are made by first timers, but necessary tutorials are not provided. Rules over rules makes it undesirable.
- Riding on pavements creates huge risks, yet in most of the countries it is allowed. Pedestrian safety is a much more essential factor for a good street.
- Riding with one hand is very risky.
- Insufficient tutorials; for example “**left/right foot forward depending on the side the cars are on**” rule isn’t in any manual, which if not done right, can cause huge problems when breaking
- Leaves, wet surfaces, gravel, etc., causes extra loss of traction compared to bicycles(slick tires.)
- A road-worthiness – lowest standard should be defined. This comes with creating a better product on many aspects.



Img credit: ETSC Online Event

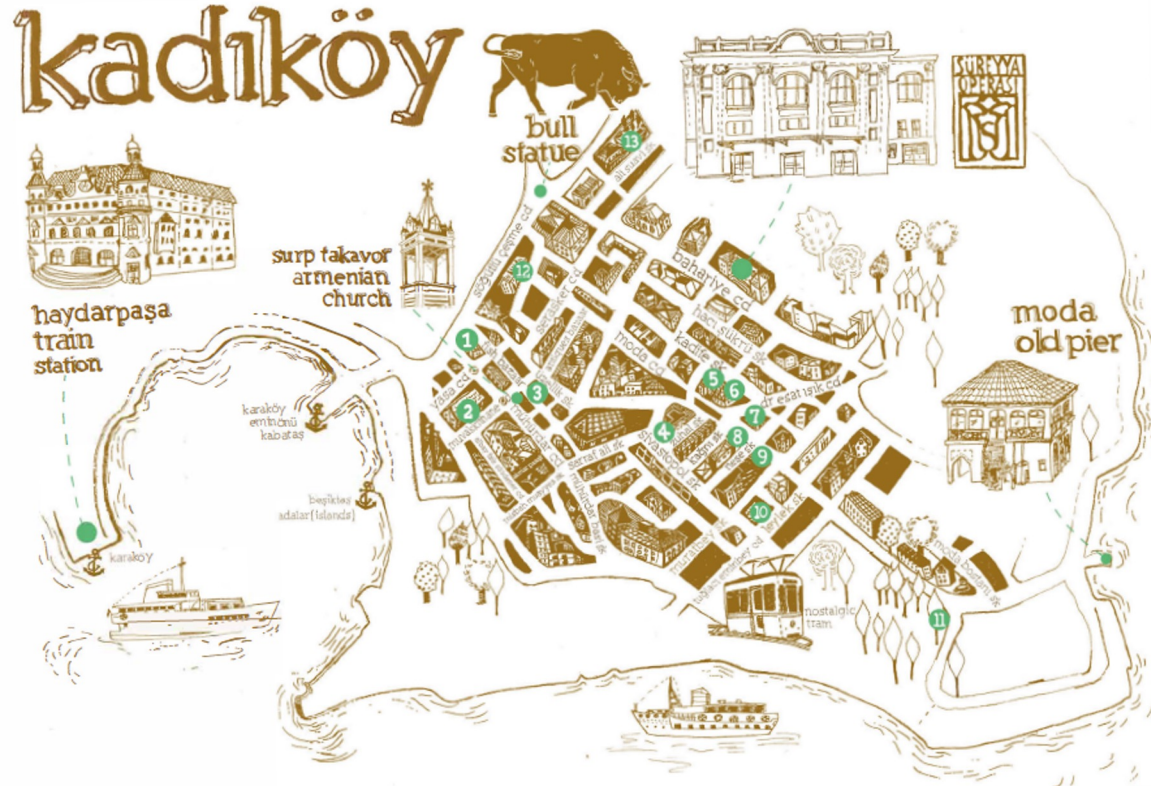


# Kadıköy



- is located near the historical peninsula, on the Asian side of Istanbul,
- has a multi-cultural, multi-ethnic, multi-lingual, multi-religious society structure and urban sub-culture
- is considered the new urban activity center; social, cultural and sports as well as entertainment, recreation and shopping, serving almost 2 million people daily.
- has multi-modal public transport systems such as ferry, bus, high-speed railway, subway access
- is considered the most walkable district in Istanbul
- has an increasing traffic congestion rate, even during and after the pandemic
- is a district municipality so it is dependent on the metropolitan municipality on large scale solutions
- has a population of 476,020 (19,149/km<sup>2</sup> population density)

# The Core



Kadıköy has an educated and elderly population in terms of its demographic structure. (Kadıköy's population over 65 is 19%, Istanbul's 7%)

According to the 'average years of schooling' research conducted by Pamukkale University in 2017, which shows the average number of years of education for people over the age of 25 in districts, Kadıköy has been the district with the highest education level in Turkey. **Those with at least a university degree constitute 41% of Kadıköy's population. (Istanbul 16%, Turkey 13%)**

Kadıköy, which has hosted Turkish, Armenian, Greek and Jewish residents in the past, has many historical mosques, churches and synagogues. Today, it is a very interesting place for domestic and foreign population with its cosmopolitan structure and central location.

**According to the Human Development Index-Districts Report prepared by the Human Development Foundation (İNGEV) in 2018, Kadıköy ranked first in the field of health.**

# BRIEF INFO: The State of Mobility in Kadikoy

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Kadıköy, which is one of the central districts of the metropolitan city of Istanbul, with its cosmopolitan structure and central location, is very attractive for the national and foreign population. There is **a wide range of urban activities** in Kadıköy, including social, cultural and sports as well as entertainment, recreation and shopping. Kadıköy is home to numerous authentic sidewalk cafés, bars, pubs and restaurants for this purpose. **While walkability can be considered above average, the urban center of Kadıköy, is one of the areas in İstanbul with highest traffic congestion ratings.** However, the area also has **multi-modal public transport systems such as ferry, bus, high-speed railway, subway access.** Vehicle density has been drastically increasing in İstanbul, especially in the past few years, so it is an essential task to create feasible alternatives to the ever-increasing traffic problems that the ongoing Covid-19 pandemic further amplifies and embrace the environmentalist, healthy approach on the matter. Creating ease of access between present transport nodes while promoting walkability and last mile alternatives to diminish the dependence on cars when trying to access the cultural city center, will be the positive impact of the project when implemented on a larger scale after a successful learning period.

Kadıköy, as a district municipality, is dependent on the metropolitan municipality on large scale decisions; yet many innovative mobility, accessibility and street renewal projects have been implemented in the past years.



We aim to address solutions for mobility problems of different sizes and at different development stages to close the implementation gap in **SUMPs and become accessible, green and livable places where people can easily go from point A to point B.** In line with this purpose, our projects develop new approaches and tools and uses them on the testbed.

# The Timeline for E-Scooters in Kadıköy

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Marti (Seagull) was the first to arrive in **2017**; presenting a micro-mobility solution, e-scooters were the first to appear. But they were starting to swarm the streets, riding on pedestrian paths, impairing the accessibility and causing safety concerns. Now there are various alternatives, since Kadıköy is the most popular district in Istanbul for both bicycles and e-scooters, thanks to its relatively flat topography.

**2018 - Micro-mobility Action Plan Kadikoy** - First regulation of commercial e-scooters bill was passed in Kadıköy. It consisted of **geo-fencing** for the **safety of both users and pedestrians**, especially in the city center and near the highway connection areas.

Kadikoy Municipality has announced that it has prepared new guidelines for the use of e-scooters in response to these problems. The first drafts of this plan defined geo-fencing areas, parking areas and areas where parking is prohibited to prevent e-scooters from interfering with walking and cycling. It would also aim to collaborate more with micro-mobility companies that offer these services to develop rules that guarantee the safety of all urban traffic.



# The Timeline for E-Scooters for Istanbul and Turkey

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2021 – Micro-mobility Solutions – First Regulation of E-scooters countrywide – E-scooters were categorized and regulated. This somehow annulled all our efforts on a safer micro-mobility.

2021 – İstanbul Metropolitan Municipality – this bill was very similar to Kadıköy's but it also limited the number of scooters in proportion with the population of districts.

**Lack of e-bicycle** alternatives is an issue which has been deeply concerning. However metropolitan municipality has been working on making a some of their rental bicycle systems e-bicycles. Even though they too are arguably eco-friendly, it is still a solution that many areas in Istanbul with high inclination will highly benefit.

A start-up from a distinctive university, who now operates the pilot for one of the autonomous delivery robots, made attempts in mass producing a high quality rental bicycle design, however it was not successful due to the deteriorating Turkish economy and increasing production costs.

## WHAT IS IN THE NEW REGULATION?

- Those are of 15 years of age on bicycle roads and lanes on roads will be able to use electric bicycles and e-scooters. Drivers will have to give the first right of way to cyclists and e-scooters on the bike lane and lane on right and left turns. If there is a separate bike lane or lane, e-scooters cannot be driven on the carriageway, and motor bikes cannot be driven on the bike lane.
- In addition, e-scooters, which will have to be driven with two hands, will not be able to carry cargo and passengers, except for personal items that can be carried on the back. E-scooters cannot be used on highways, intercity highways and highways with a maximum speed limit of 50 kilometers per hour. Pedestrians will be able to use the bike lane provided that it does not interfere with bicycle traffic or in places where there is no pedestrian path.
- Works related to the planning, design, construction, maintenance and repair of bicycle paths and lanes, bicycle and electric scooter parking and charging stations, pedestrian roads and noise barriers will be carried out by municipalities.

# The Timeline for E-Scooters

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## Wishful Thinking?

### 4 STREET PILOT AREA SELECTED IN KADIKÖY

After analyzing the data obtained from the companies operating throughout Istanbul to determine the parking areas, the district of Kadıköy, which is the most intensive use, was selected as the pilot region. As a result of the studies, 4 streets in Kadıköy, where scooter use is concentrated, were determined as pilot parking areas. In line with this planning, a total of 52 parking spaces will be built, 17 on Bağdat Street, 2 on Tütüncü Mehmet Efendi Street, 7 on Ethem Efendi Street and 26 on Fahrettin Kerim Gökay Street. The project will be developed and implemented in districts such as Beşiktaş, Fatih, Şişli, Üsküdar, Bakırköy and Beyoğlu, where electric scooters are most commonly used.

We saw it not work by itself, months ago around Europe.

Istanbul Metropolitan Municipality (IMM) has recently started the implementation of micro-mobility parking areas for electric scooters. Kadıköy, the district where scooters are used the most, was chosen as the pilot region. A total of 52 electric scooter parking areas will be built in Kadıköy. The project will also be implemented in districts such as Beşiktaş, Fatih, Şişli, Üsküdar, Bakırköy and Beyoğlu.

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# Preparing parking zones and new safety guidelines

With the advent of electric scooters on the streets, the debate over traffic safety and the use of streets has been revived. Our goal is to ensure that new modes of transport are functional and safe, and that they naturally relate to other transport options.

As municipalities, we urge residents to be careful when using e-scooters; It encourages users to ride in bike lanes, adjust their speed, and park in a way that doesn't interfere with traffic.

Istanbul Metropolitan Municipality, paints parking lots, develops parking forbidden zones, prepares guidelines for micro-mobility companies, and reminds residents to be careful, plans to launch a mobility campaign in the near future.



# E-scooter – Revised



## T.C. KADIKÖY BELEDİYE MECLİSİ KARARI

|                 |                            |
|-----------------|----------------------------|
| TOPLANTI DÖNEMİ | : 1                        |
| TOPLANTI GÜNÜ   | : 05.12.2019 (ARALIK 2019) |
| BİRLEŞİM        | : 2                        |
| OTURUM          | : 1                        |
| KARAR NO        | : 2019/130                 |

**GÖRÜŞÜLEN GÜNDEM MADDESİ 5:** Mali Hizmetler Müdürlüğünün, 05.11.2019 gün ve 32986462-622-E.409074 sayılı, kiralık Kick-Scooter ile ilgili teklifi.

**KOMİSYON İNCELEMESİ:** Kadıköy Belediye Meclisinin Aralık 2019 toplantılarının 02.12.2019 tarihli 1.Birleşiminin, 1.Oturumunda komisyonumuza havale edilen, 32986462-622-E.409074 sayılı yazısında;

### BAŞKANLIK MAKAMINA

"Kadıköy İlçesi dahilinde yayalaştırılmış sokaklar, parklar ve yaya yoğunluğunun fazla olduğu belirlenen tüm alanlarda kullanılmak üzere faaliyet göstermekte olan ve faaliyete başlayacak tüm scooter firmalarını kapsayacak teklifler;

-Kiralık kick-scooter tanımı, belediyece tanımlanmış plaka sistemine dahil olacak olan 2918 sayılı Karayolları Kanunu kapsamında 0.25kw/h altında güç ile çalışan, insan hamlesi ile hareketine başlayan elektrikli kayak, elektrikli bisiklet benzeri motorsuz taşıtları içerir. Bu nedenle trafikte işleyiş ve kiralık olarak işletilmesinin kontrol altında tutulması için belirli önlemler alınması gerekmektedir.

-İlçe genelinde yayalaştırılmış sokaklar, parklar ve yaya yoğunluğunun fazla olduğu belirlenen diğer tüm alanlarda scooterların aktif hareket edememesi için; ekteki haritada belirtilmiş olan ve firmalara GPS koordinatları biçiminde tebliğ edilecek olan "girişim bölgesi"ler oluşturulması ve bu sayede yaya güvenliğinin sağlanması;

-İlçe genelinde yer alan ve çevreyolu nitelikli yollara bağlanan, GPS koordinatları biçiminde tebliğ edilecek olan alanlara scooter girmesinin engellenmesi ve bu sayede scooter kullanıcılarının güvenliğinin sağlanması,

-Firmaya tebliğ edilecek her tür GPS koordinatının, kullanım eğilimleri, güvenlik vb. nedenler ile belediye tarafından veya belediye kontrolünde düzenli olarak güncellenmesi,

-Scooter kullanıcılarının kask ve eklem koruyucu ekipmanları olmadan yolculuk yapmaması,

-Karayolları Trafik Kanununda yer alan tüm kurallara uymaları,

-Kullanıcıların 3 şahıslara vereceği zarardan Scooter firmalarının sorumlu olacağı,

Konu ile ilgili yukarıda belirtilen başlıklara uygun firmalar ile sözleşme imzalamaya ekteki haritada belirtilen, GPS ile firmalara tebliğ edilecek ve yerinde işaretlenecek alanların tamamı için otopark işletmesi niteliğinde bulunan KASDAŞ Kadıköy Sağlık Turizm Eğitim Çevre Temizlik Otopark Hizmetleri İnşaat Yayın San.Tic.A.Ş.'nin ücretlendirme yapılabilmesi hususunda karar alınmak üzere yazımızın Belediye Meclisine havalesi hususunda olurlarınızı arz ederim." denilmektedir.

**KOMİSYON GÖRÜŞÜ:** 02.12.2019 tarihinde Meclis tarafından komisyonumuza havale edilen E.409074 sayılı Mali Hizmetler Müdürlüğü'nün scooter firmalarının teklifine ilişkin görüşüldü. Müdürlüğünden geldiği haliyle birliği ile uygun görüldü.

Yüce Meclise arz olunur şeklinde hazırlanan, Hukuk Komisyonunun 04.12.2019 gün ve 2019/18 sayılı raporu, Kadıköy Belediye Meclisinin Aralık 2019 toplantısının 05.12.2019 tarihli 2. Birleşiminin 1. Oturumunda görüşülerek komisyondan geldiği şekilde oy çokluğu ile (işaretle oylama) kabulüne karar verildi.

# Thank you

— — —



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# Talk

## The future of micromobility

Manuel Crespo, innovation technician at the EIT Urban Mobility, is a Civil and Transport Meng by the Technical University of Madrid. He worked for 5 years as a consultant for projects, construction works and design of sustainable mobility projects including active mobility for the Municipality of Barcelona. For two and a half years, he has been working for the EIT Urban Mobility as the coordinator of the micromobility and active mobility projects.





# Is micromobility here to stay?

*Manuel Crespo – Innovation Officer*



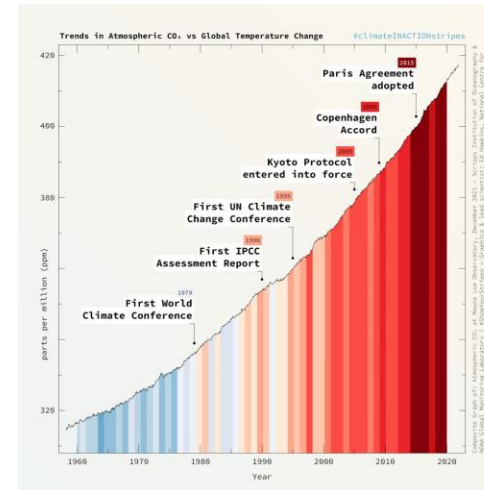
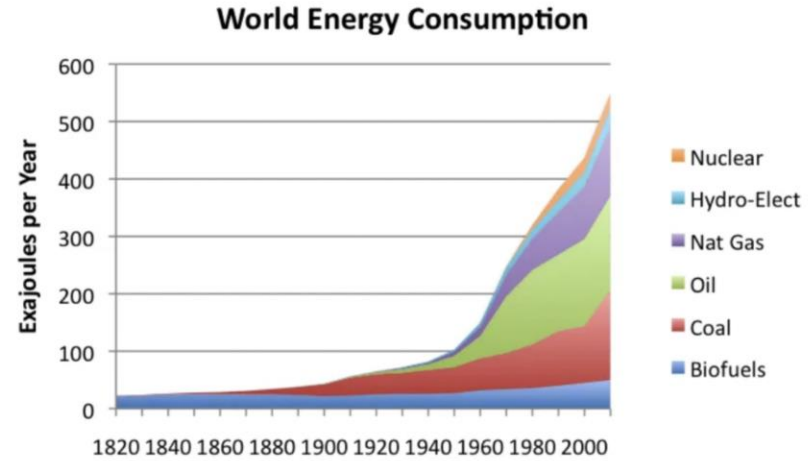


# Is micromobility here to stay?

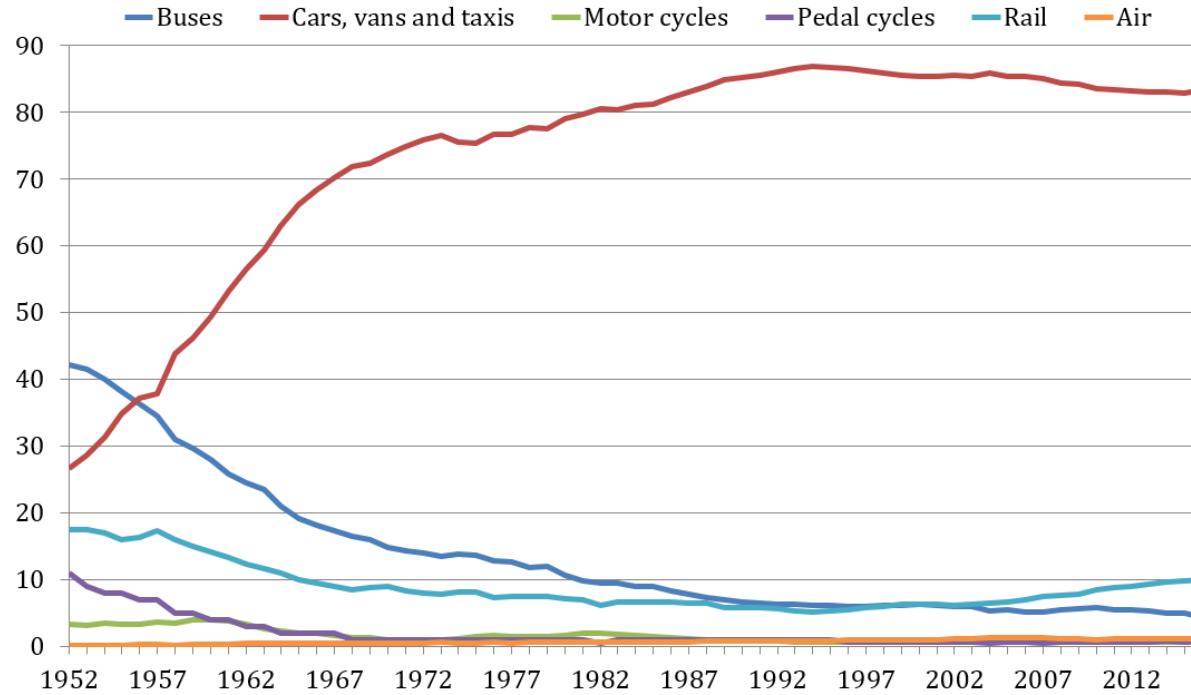
Manuel Crespo – Innovation officer

EIT Urban Mobility

# We are on a climate and energetic emergency

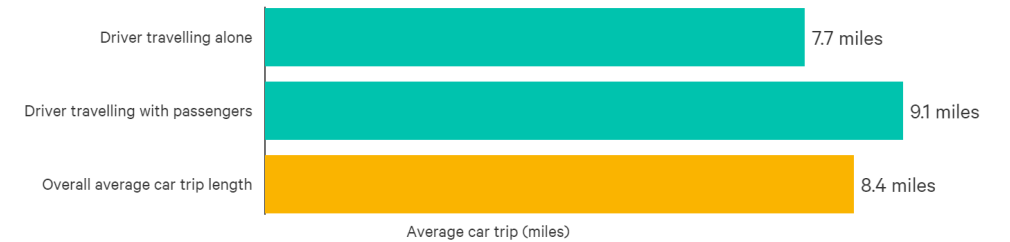


# What is there?



## Average Car Trip Distance in the UK

The average car journey in 2019 was 8.4 miles long. (During 2020 in the pandemic, this dropped to 7.9 miles.)



Source: Department for Transport Statistics. 2019 data.



# What are the benefits of micromobility?



Low energy consumption



Low public space occupancy



Positive externalities\*





# What are the tendencies?



Comply with regulations



Unify providers. Inclusivity.



Reward its sustainability



# Connecting movers and shakers



# What RideSafeUM wants



Improve **safety conditions** for micromobility riders  
(and pedestrians)



Increase **ridership** of these modes, making shared  
services feasible



Contribute to achieving **sustainable** mobility systems in  
cities

# How RideSafeUM works



## User solution

Warnings on speeding  
Warnings on access bans  
Identification of accidents



## City Dashboard

Easy update of regulations  
Data analytics  
Accident reaction



# Demo Sites of RideSafeUM

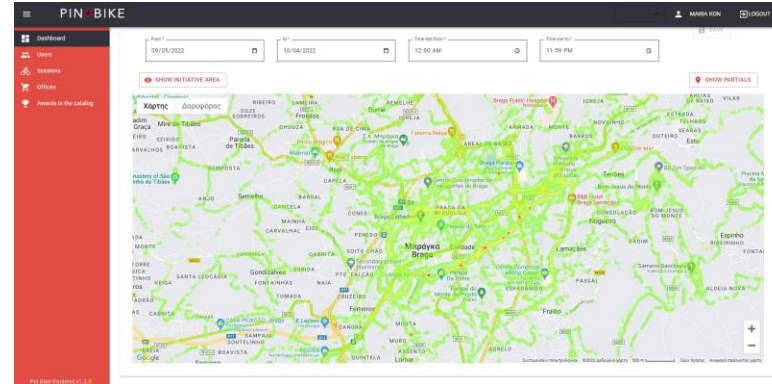


Pilot tests for RideSafeUM are taking place until December in Barcelona, Rome and Thessaloniki. Analysis of data, feedback and adoption rate will be undertaken to improve the solution during 2023.

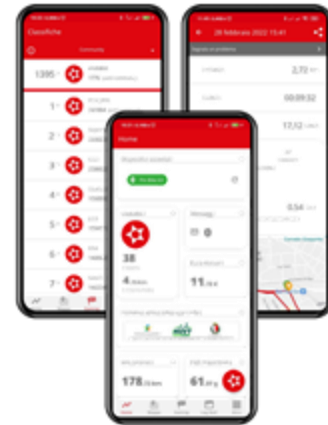
# How Bicification works



- ✓ PinBike hardware is connected to the dedicated **mobile app** recording the cycling routes.



- ✓ Municipality dashboard for monitoring the routes and defining the rewards.



- ✓ A guidebook for local authorities and **practionners** to be used as a roadmap towards the integration of bicycle trajectories data in cities planning strategies for a more active a shared mobility.





# Demo sites of Bicification



The first megacity



Developing a cycling culture for a multimodal city.



Active mobility for climate neutrality.



1,200+ users



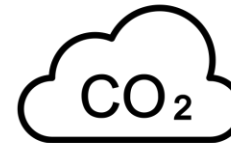
**Users**

560,000



**Total km travelled**

90 ton



**Total CO2 saved**

36,000+



**Total Euro earned**

Join us on December 5 2022 10:00-16:00 in the hybrid BICIFICATION final conference!!

For more information about BICIFICATION project and the event visit our website: <https://bicification-project.eu/>

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*Thank you!*



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