FORWARD PINELLAS

Integrating Land Use & Transportation

A Guide to Micromobility in Pinellas County

Angela Ryan

Principal Planner

The Knowledge Exchange Series

Overview

- State Statutes
- Literature & Definitions
- Detailed tables for classifications
- Overall benefits
- Overall challenges
- City of St. Petersburg case study
- City of Tampa case study
- Practical application to address common questions

KES Process:

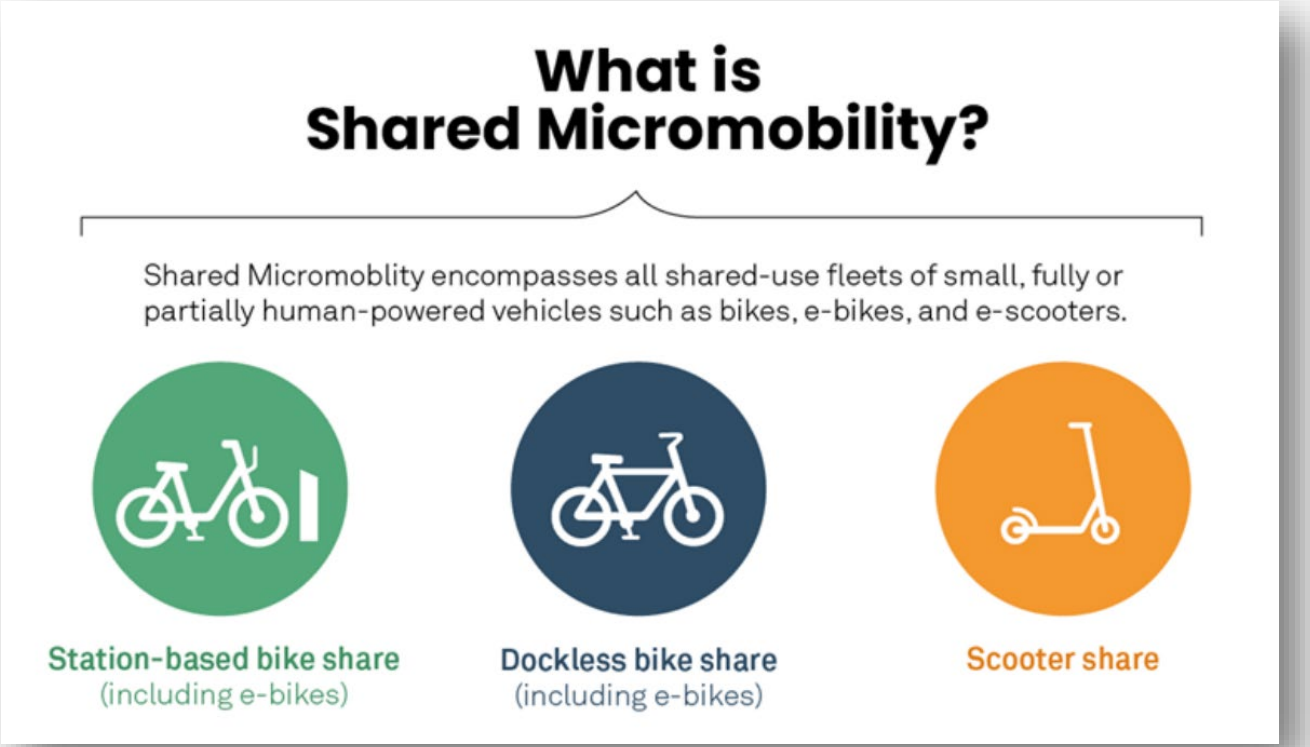
- ✓ Literature Review
- ✓ Local Coordination
- ✓ National Coordination
- ✓ Research
- ✓ Interviews
- ✓ Report Development
- ✓ Multiple Jurisdictions Collaboration

Key Findings

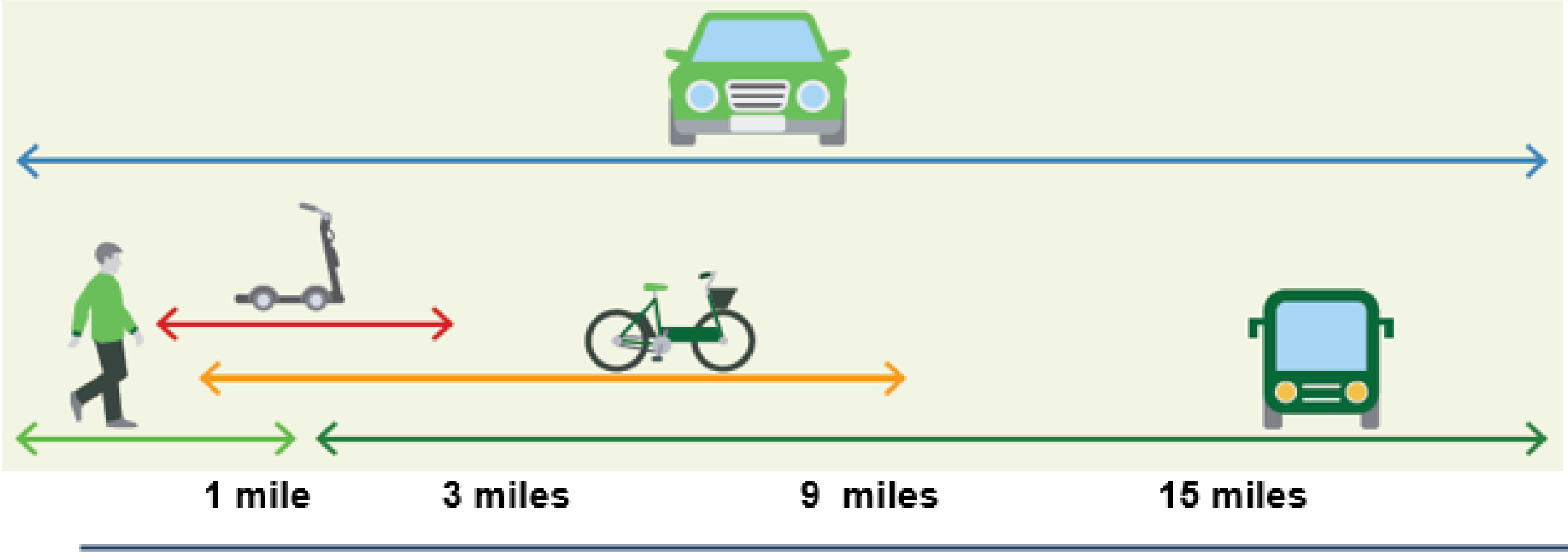
Classifications

Top needs:

- Detailed delineation between micromobility devices and share programs
- Delineation between small vehicles and micromobility devices
- Source for micromobility device classifications
- Practical applications for ordinances and share programs



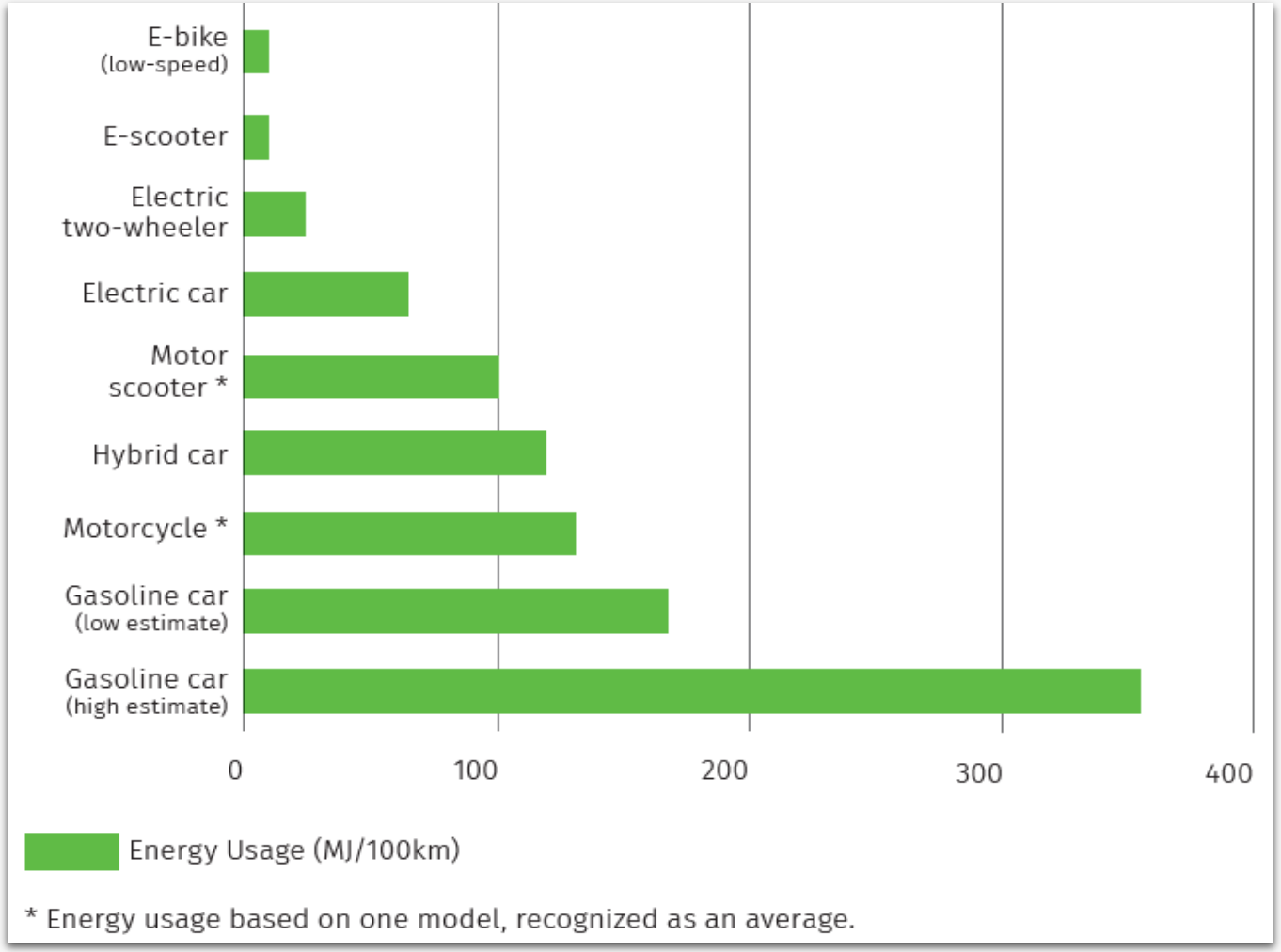
First-mile/Last-mile Solutions



Increased network connectivity and increased biking and walking

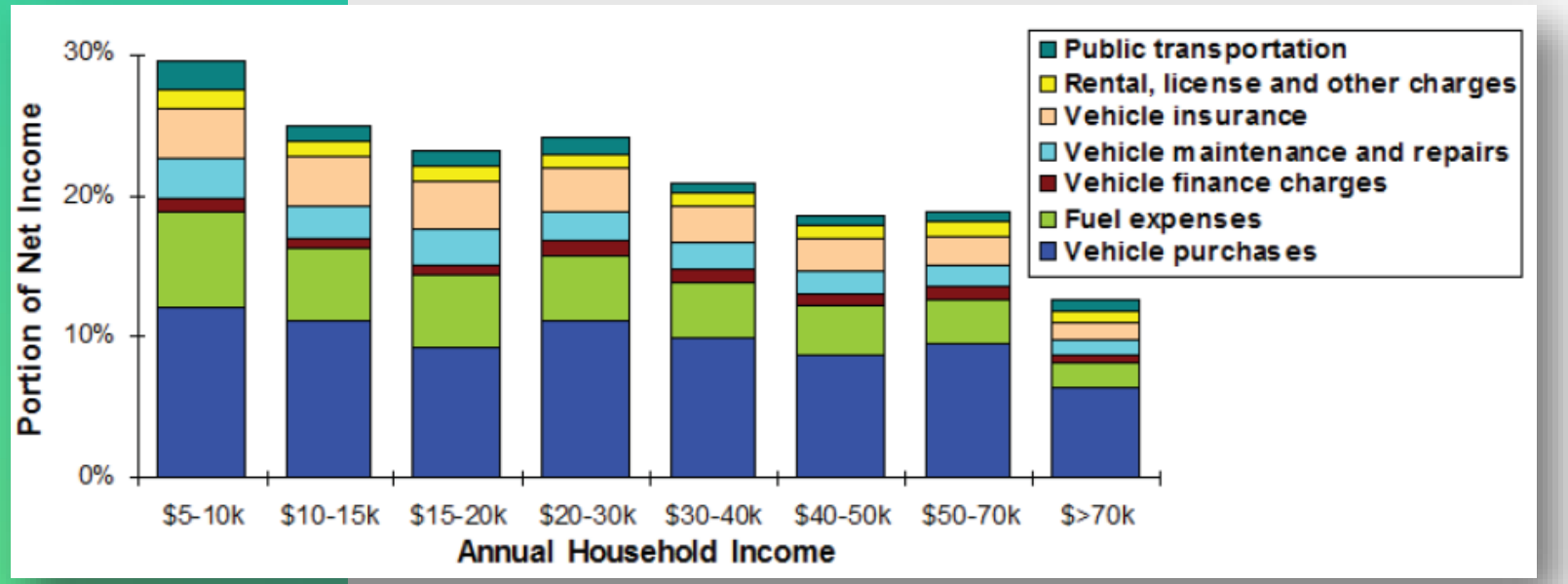
Environmental Benefits

- Low energy consumption
- Sustainable transportation mode
- E-scooter study in Portland: 1-year pilot prevented 122 metric tons of carbon dioxide emissions = removal of 300,000 vehicle miles
- Manage batteries and disposal of devices through waste management



Resource Efficiency

- In Pinellas County, households spend an average of **24% of their budget on transportation costs**
- Ability to reduce household costs for vehicle purchase, maintenance, fueling and insurance
- Connection is key!
  - Example: University of Tampa and nearby Walmart corrals
  - The Future: TOD and Micromobility



Equity

- Incorporate equity policies, goals and objectives in share programs
- Equity zones
- Cash options
- Discounted memberships
- Free training and inexpensive gear
- Promotion and education
- Three-wheel scooters and bikes, cargo bikes, as well as ADA cycle options
- Continual data collection and analysis

"Transportation is the single strongest factor in the odds of escaping poverty. The longer an average commute in a given country, the worse the chances of low-income families there moving up the ladder." – Harvard, 2015

Health and Quality of Life

- CDC: QUALITY OF TRANSPORTATION INFRASTRUCTURE IMPACTS QUALITY OF LIFE
- 74% OF E-SCOOTERS USERS REPORTED NEVER USING A BIKE SHARE SYSTEM
- 42% OF E-SCOOTER USERS REPORTED NEVER BICYCLING
- LACK OF PHYSICAL = HIGH RATE OF HEALTH PROBLEMS
- MICROMOBILITY CAN INCREASE ACTIVE TRANSPORTATION AND TRANSIT

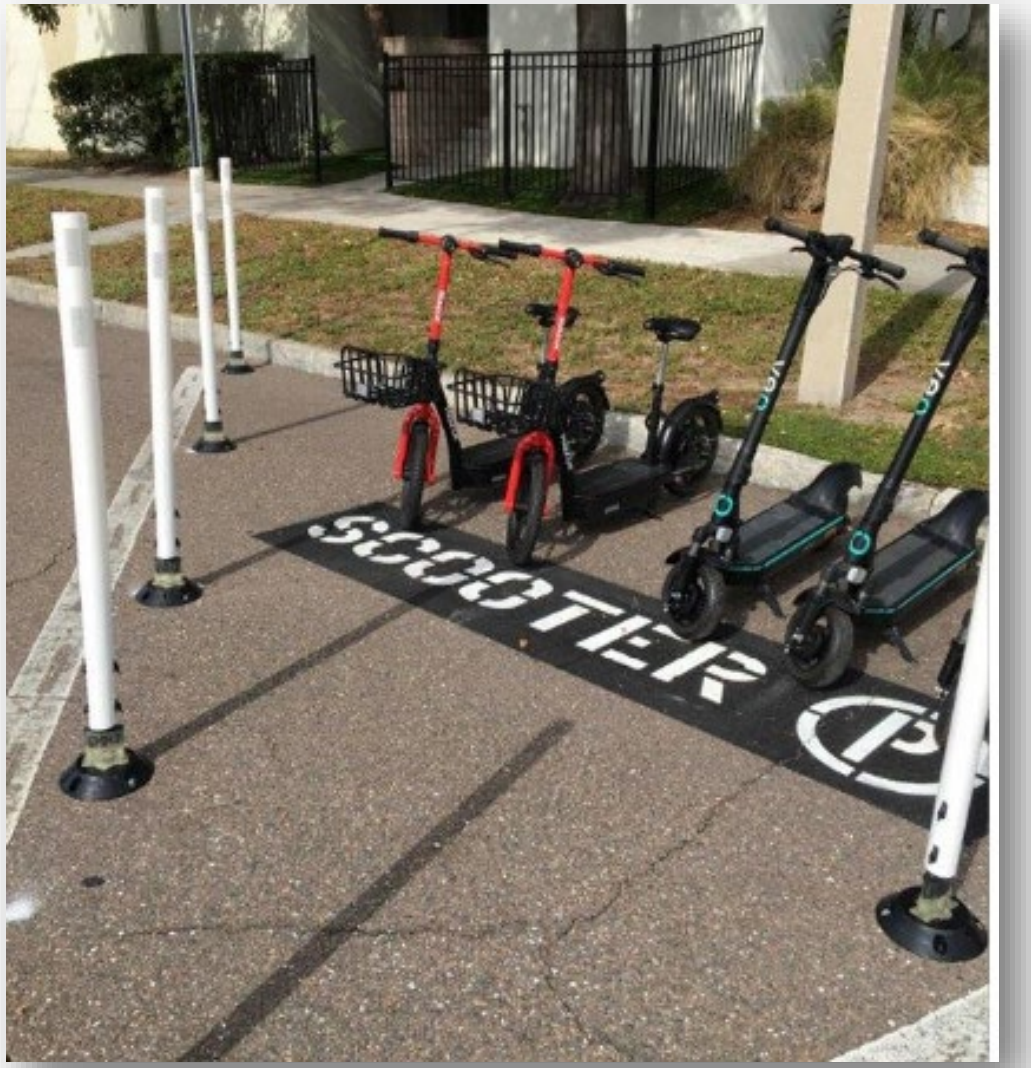
Safety Concerns

How do we address safety concerns?

- Safety regularly ranked as #1 public concern across the Nation
- Requirement for vendor crash reporting data
- Free gear, lights and reflective vests
- Education and training requirements for rental purchases
- Public training workshops
- Infrastructure:
  - Complete Streets
  - “Third-lanes”
- Micromobility share programs
  - Vendor staff support

Managing the Right-of-Way

- Parking Corrals in St. Petersburg
  - Exclusive for e-scooter, e-bike and/or pedal assist bikes
- Scooter bounty program in the City of Tampa
  - Monetary award system
- Exclusionary zones with access areas around heavily used pedestrian areas



Case Studies

Practical Application Section

- Where to establish micromobility programs?
- How do systems operate?
- What about personal transportation devices?
- How to get started?
- What is the future of micromobility in Pinellas County?

What's Next?

- Continual collaboration with county, state and federal partners
- Micromobility forum at GCSSS
- Micromobility Subcommittee – September 2021
- "Living document" as technology, data and laws evolve

FORWARD PINELLAS

View the Full Micromobility KES at:

ForwardPinellas.org/Micromobility

The Knowledge Exchange Series

Contact Me

Angela Ryan

aryan@forwardpinellas.org