

On Micromobility

Bryant Walker Smith

University of South Carolina

University of Michigan

Stanford University

law of the
newly
Possible
newlypossible.org

***Legal Frameworks
for Shared
Micromobility Systems***

**JOURNAL OF LAW AND
MOBILITY (forthcoming)**

law of the
newly
Possible
newlypossible.org

Technology

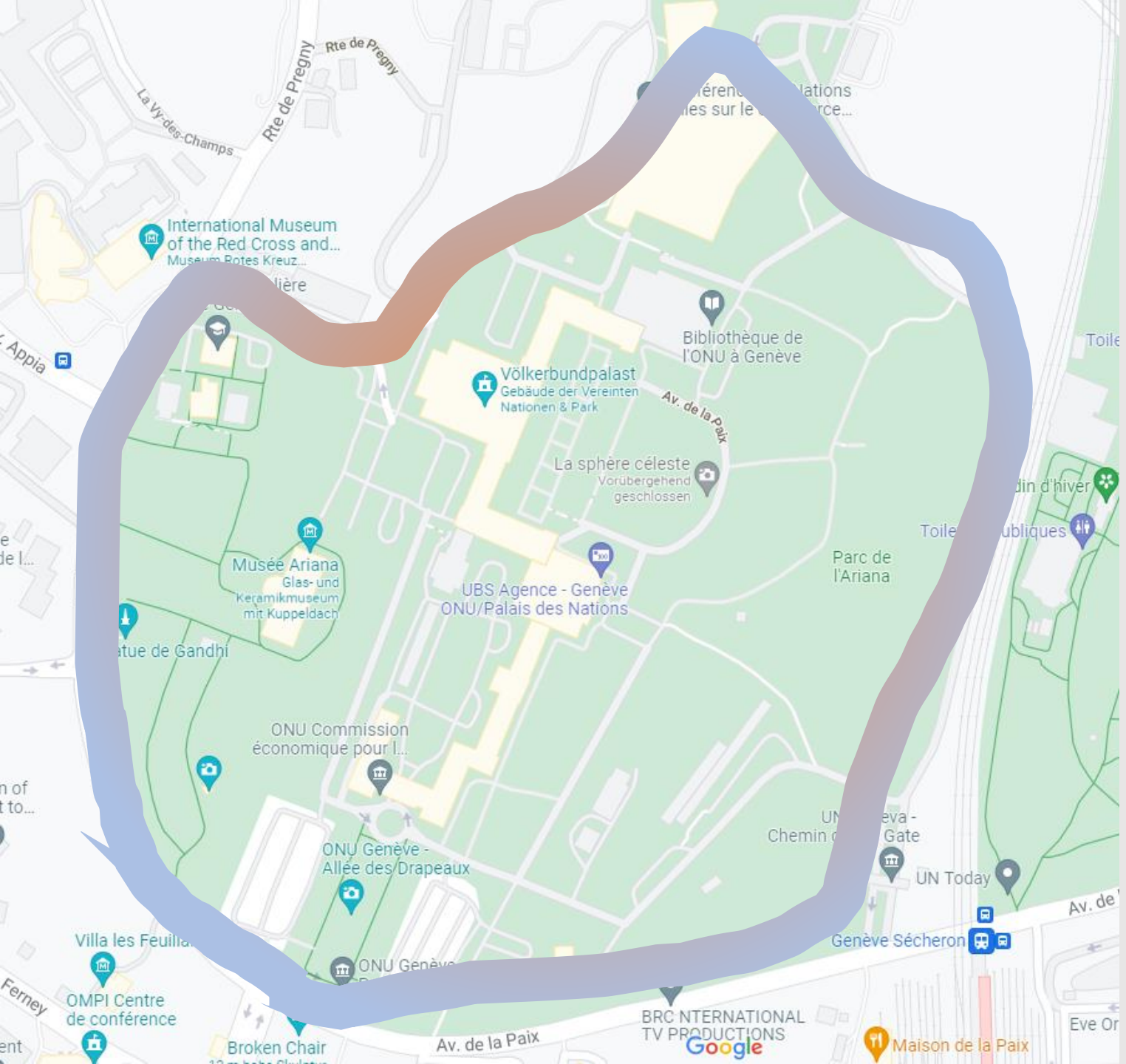
Regulation

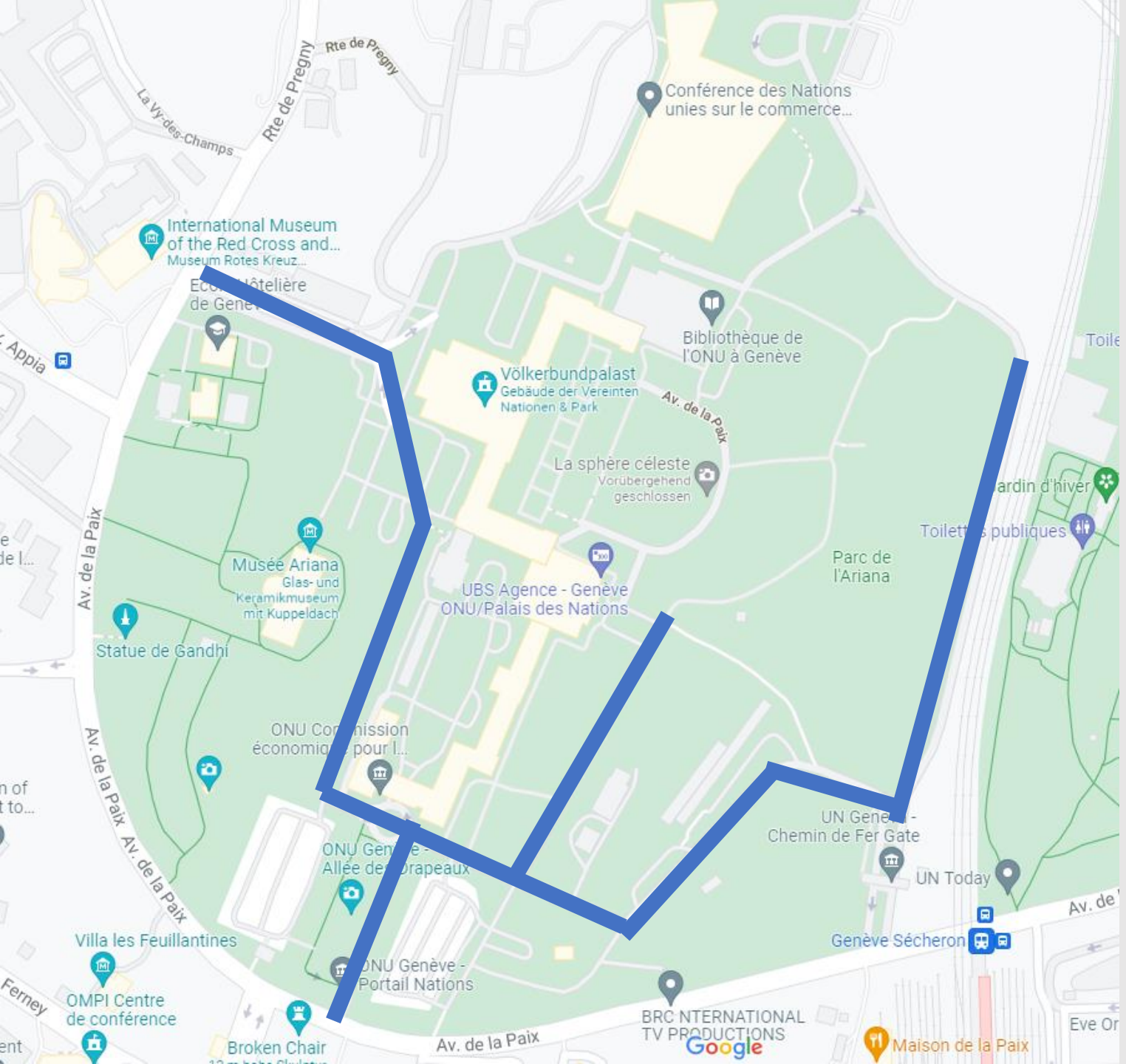
Impact

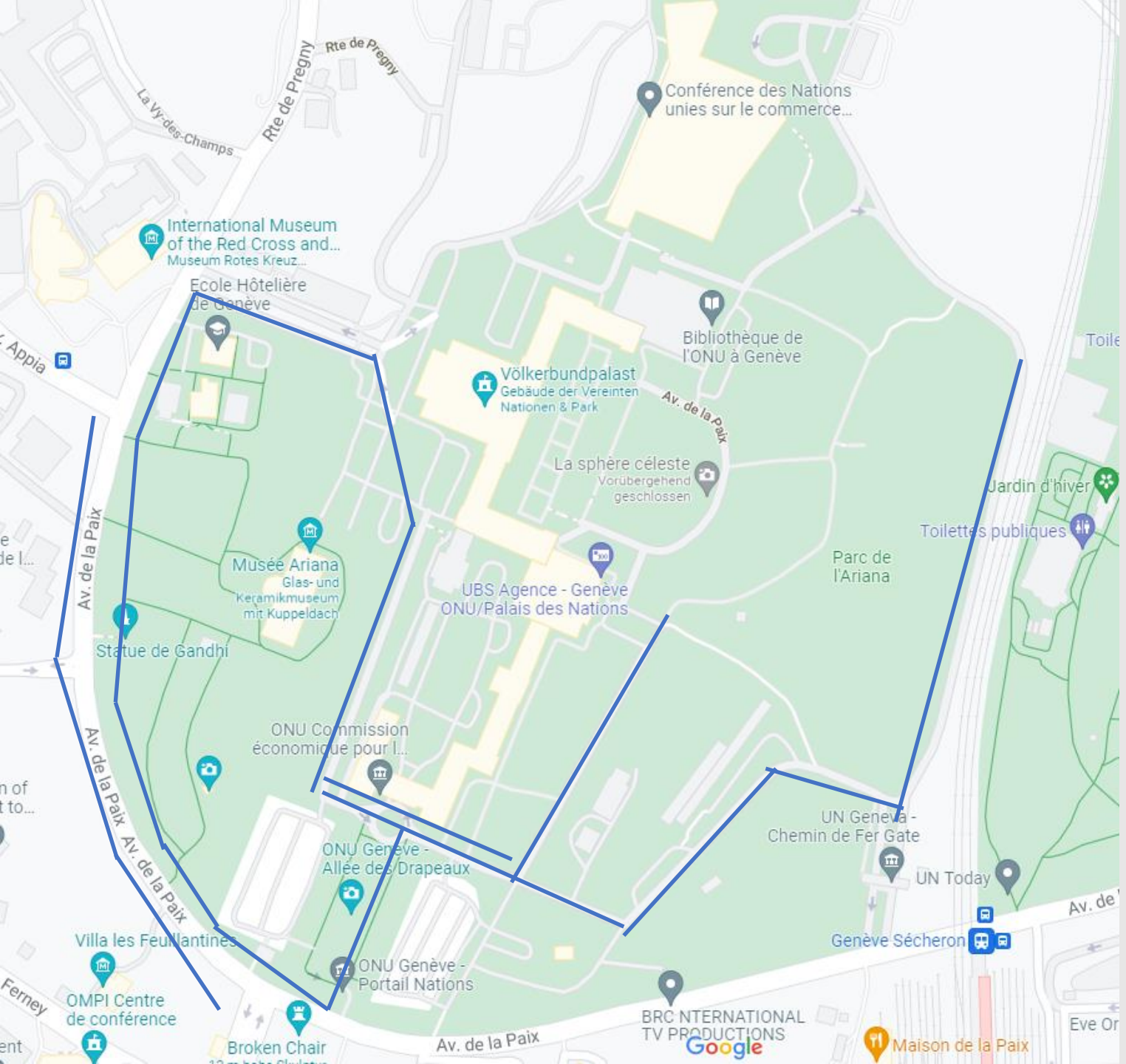
Technology

Recognize the
opportunities and
challenges of
new modes,
better sensors,
and more robust
communications







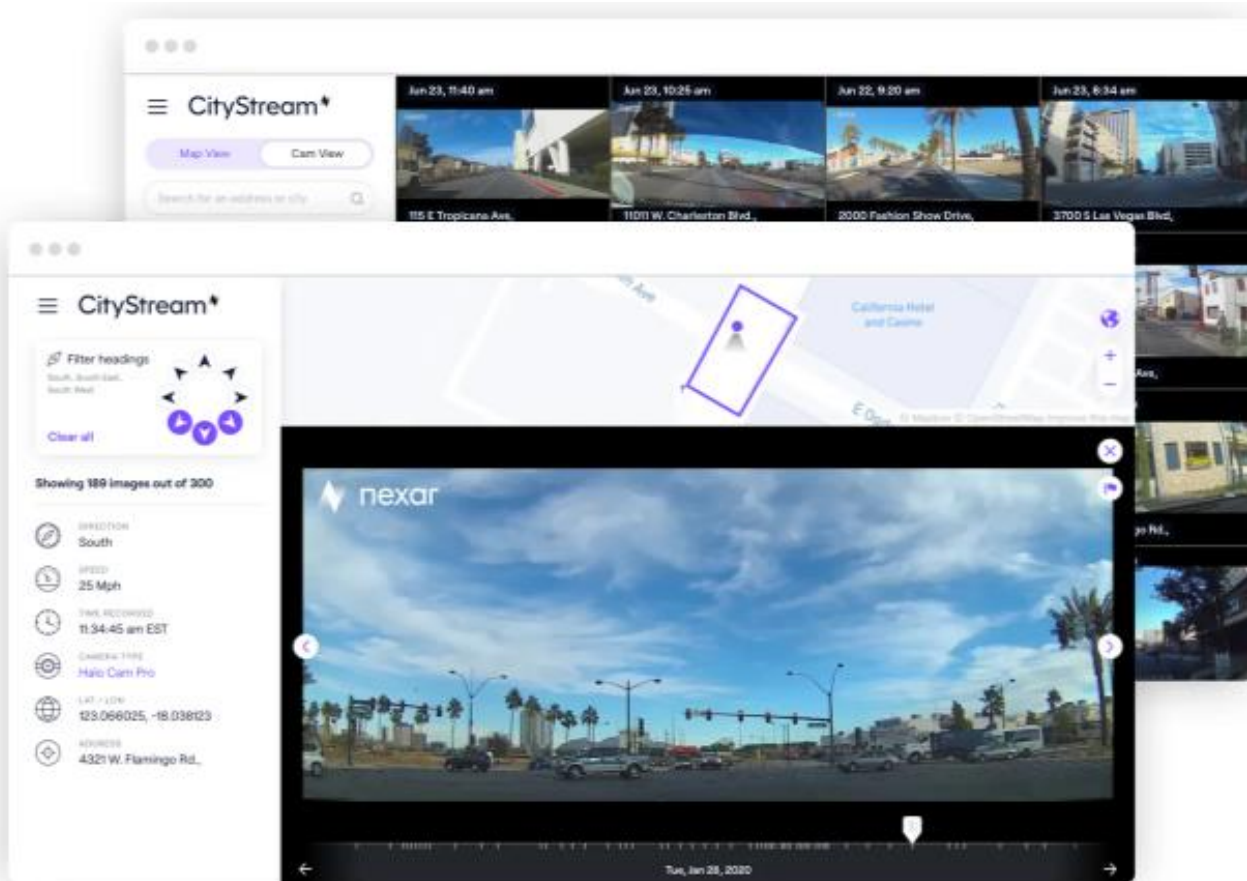




Virtual Camera

“pick any location of interest [in the network] and place a ‘virtual camera’ around it so you can monitor it remotely”

data.getnexar.com/product/citystream



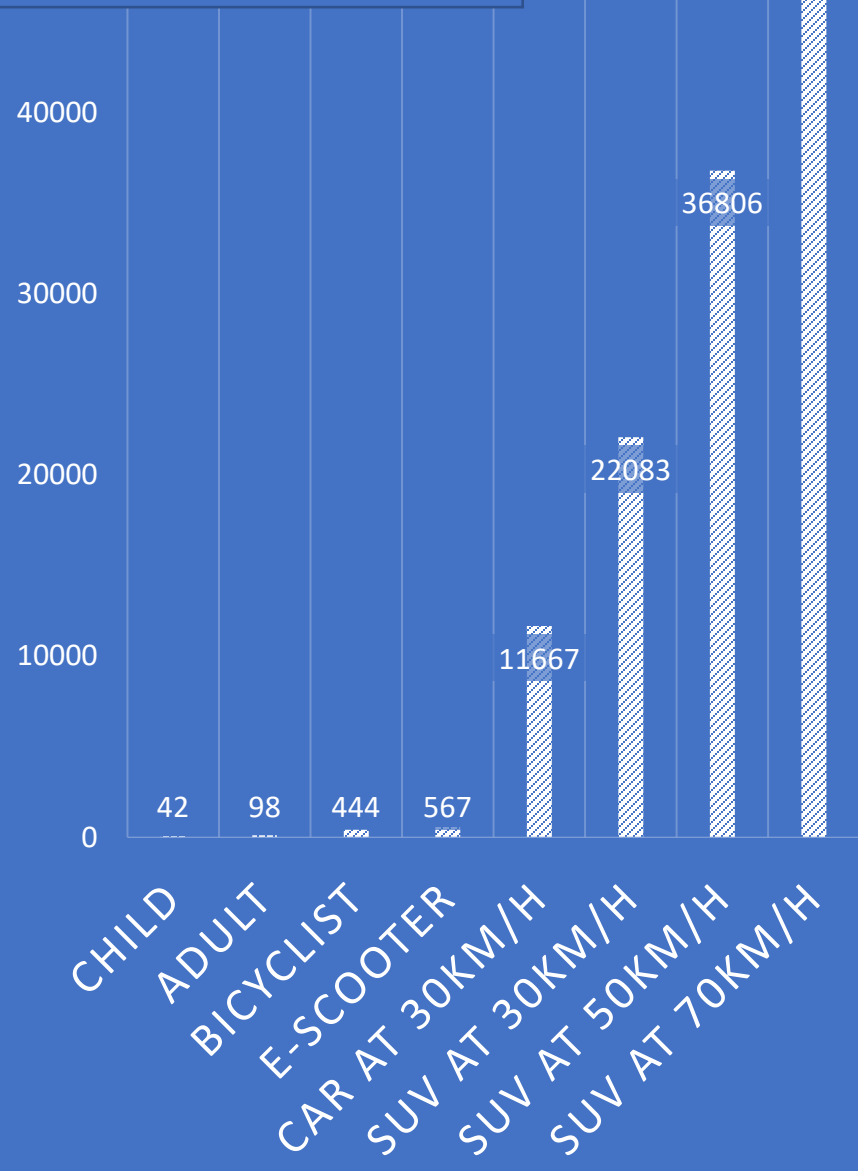
Regulation

Embrace

“*no less favorable*”

**treatment of
active mobility users**

Momentum (kg*m/s)



“No less favorable”

Treat
pedestrians
at least as well as
cyclists.

Treat
cyclists
at least as well as
motorized micromobilers.

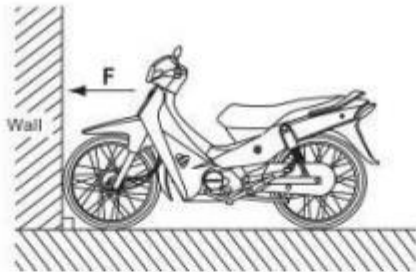
Treat
motorized micromobilers
at least as well as
motorists.

Impact

**Include/prioritize
lower- and middle-
income countries**

Policy Guidelines for Electric 2- & 3-wheelers for Southeast Asia

cleanairsolutions.asia/wp-content/uploads/ASEAN-E2-E3Vs-Policy-Guidelines.pdf



October 2020

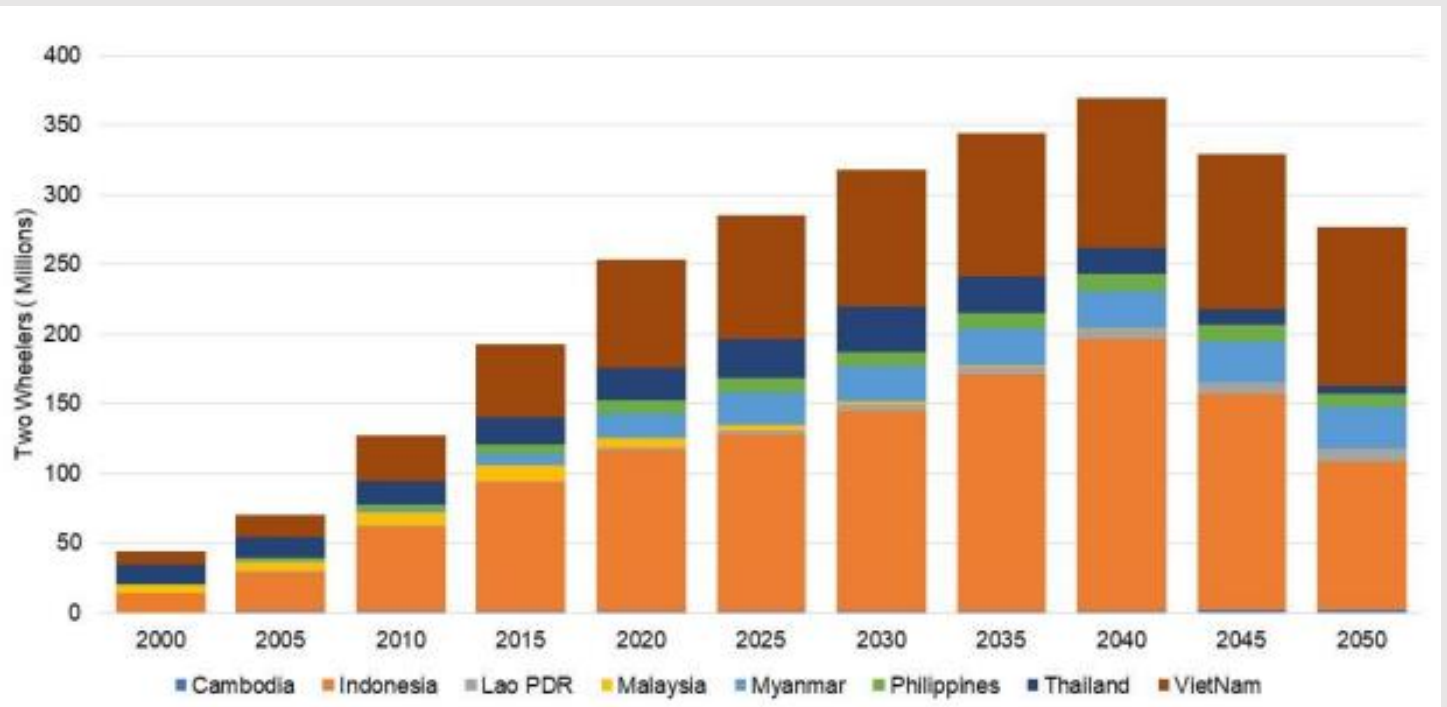


Figure 1. Growth of motorcycles and scooters in the ASEAN

Source: Data from ADB Transport Databank Model; compiled by Gota, S. (unpublished)

cleanairsolutions.asia/wp-content/uploads/ASEAN-E2-E3Vs-Policy-Guidelines.pdf

**(these could be gas)
(or these could be cars)**

**Consider both
“e-scooters” and electric
conventional scooters**

**Identify regional
*inflection points***

**Support
safe and sustainable
infrastructure broadly**

Technology: Prepare for new modes, better sensors, and more robust communications

Regulation: Embrace “no less favorable” treatment of active mobility users

Impact: Prioritize lower- and middle-income countries

law of the
newly
Possible
newlypossible.org