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The place of the bicycle in micromobility: a mobility challenge

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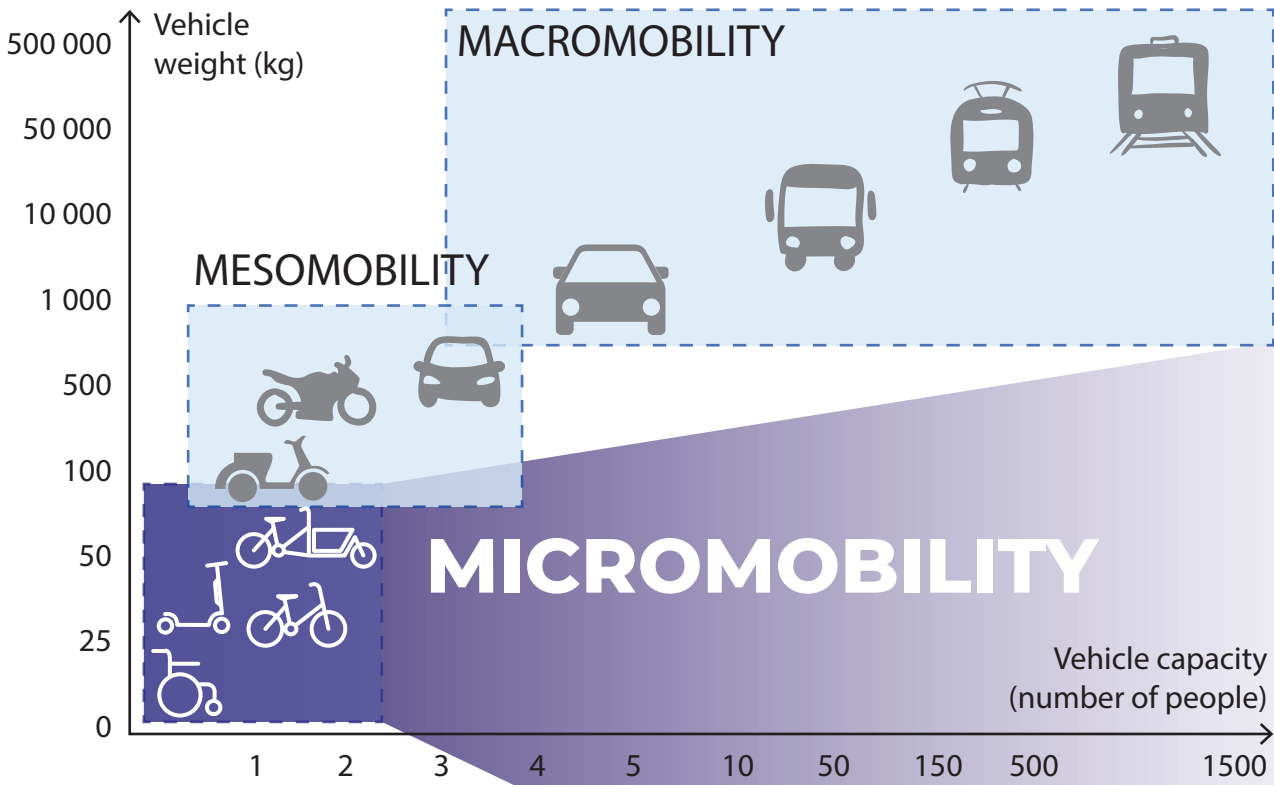
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Question



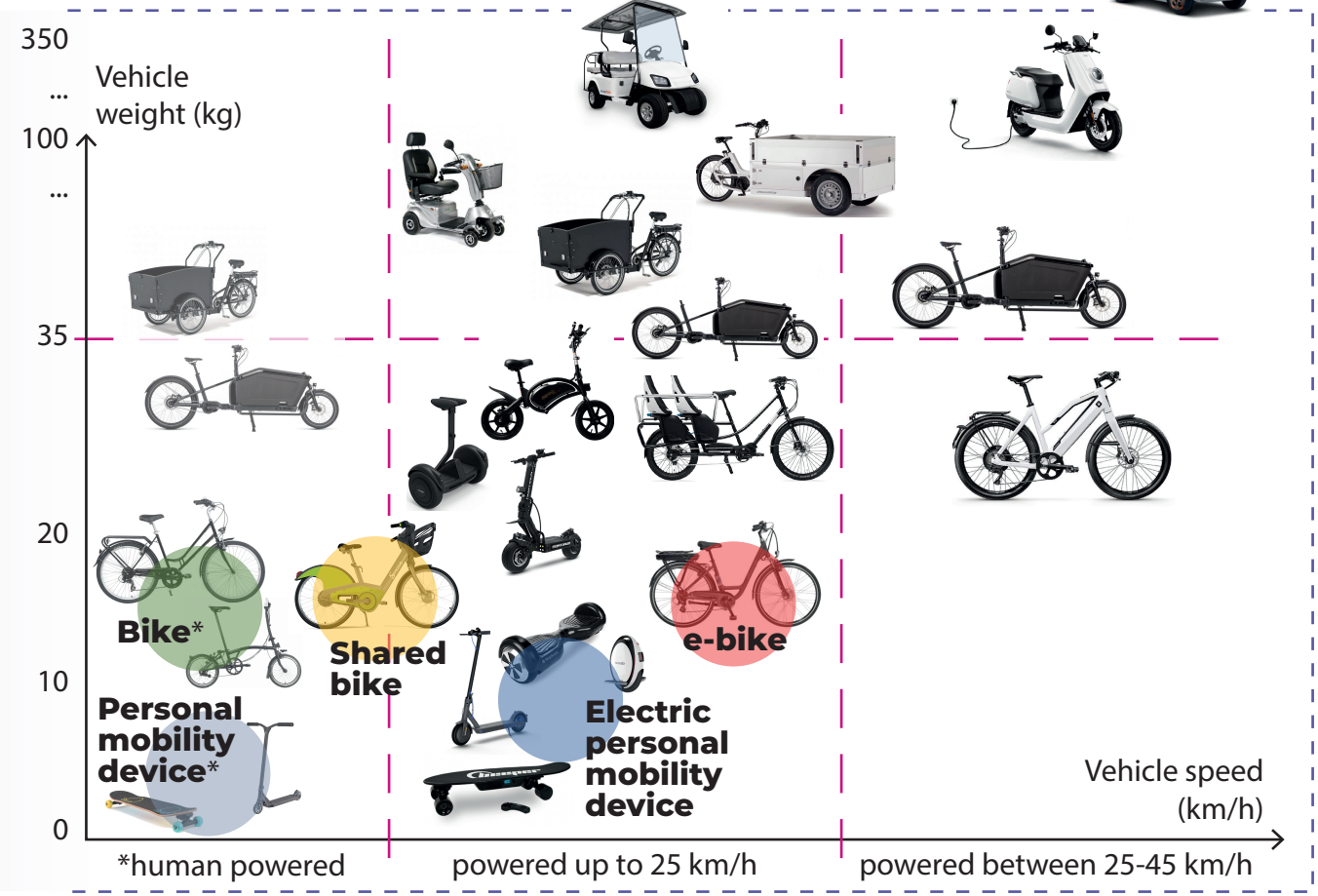
The three scales of mobility as a function of vehicle weight and capacity (Cristoforou et al, 2021)

Cities are becoming more and more multimodal as the diversity of transport modes increases (Amar, 2010). In particular, the field of **micromobility** has been disrupting urban travel. Micromobility involves the ability to move using minimalist means, typically referring to small, lightweight vehicles (Ki Eom et al. 2023), such as bicycles, e-bikes, and e-scooters (Boglietti et al., 2021), possibly shared. This diversity of efficient modes for short-distance mobility or first-to-last-mile service has the potential to overcome the shortcomings of the existing automobile-dependent transportation system.

Are these micro-vehicles modes **competing** against each other or are they **complementary** ?

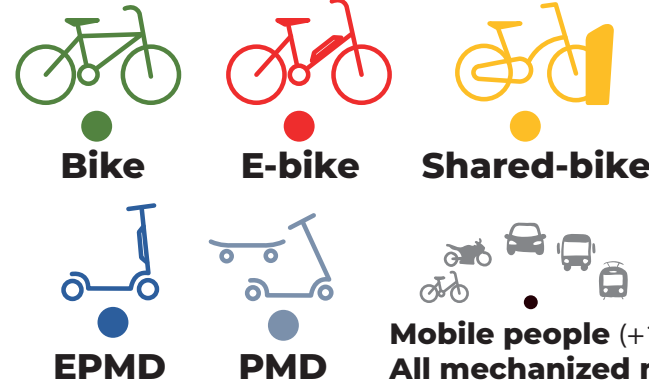
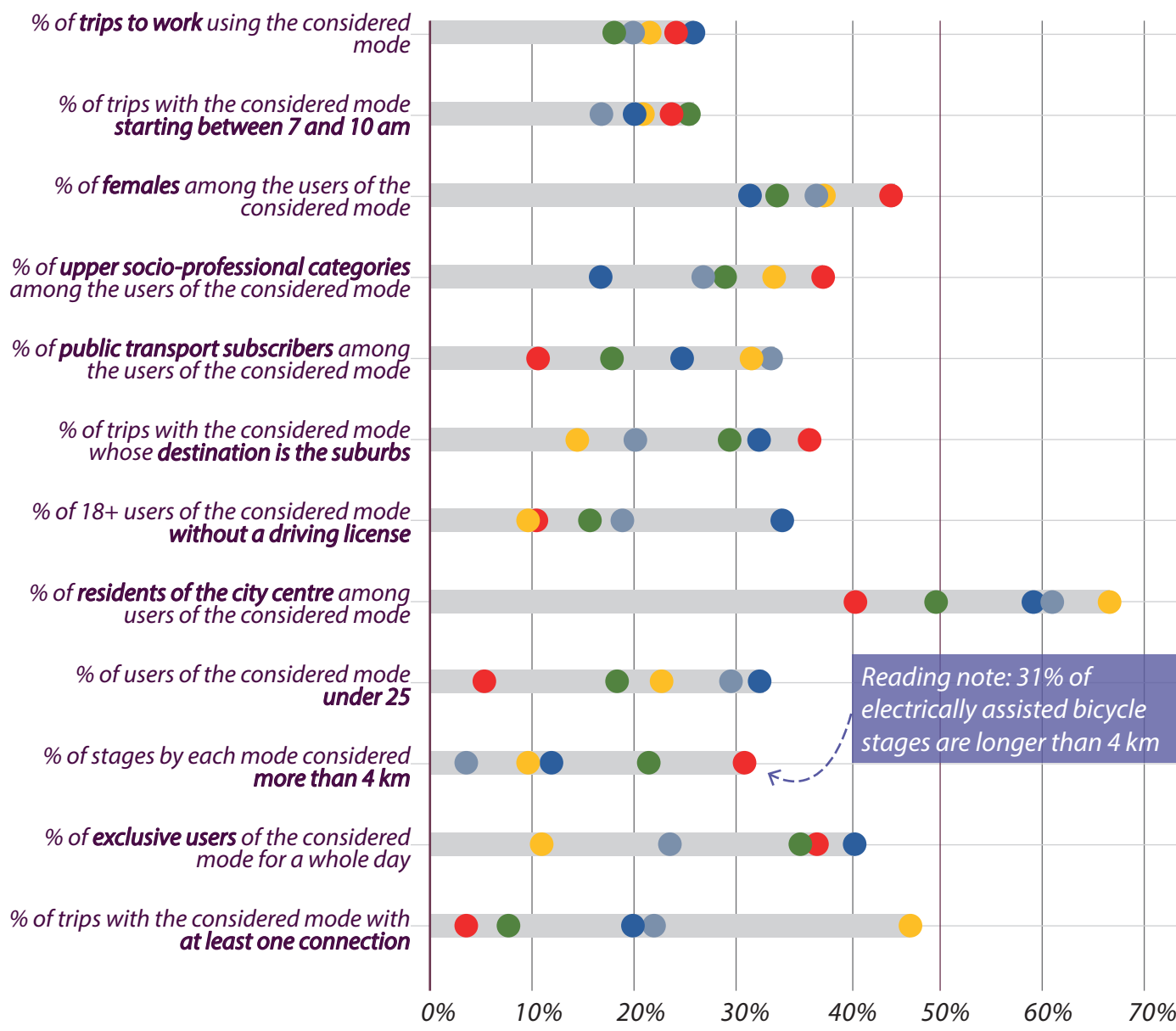
What can we say about the issues of intermodality? In particular, it is a question of understanding whether the development of cycling is impacted by the growth of e-scooters and other light transport vehicles.

Micromobility as the use of micro-vehicles: vehicles with a mass of no more than 350 kilograms and a design speed no higher than 45 km/h (Safe Micromobility, OCDE/ITF, 2020).

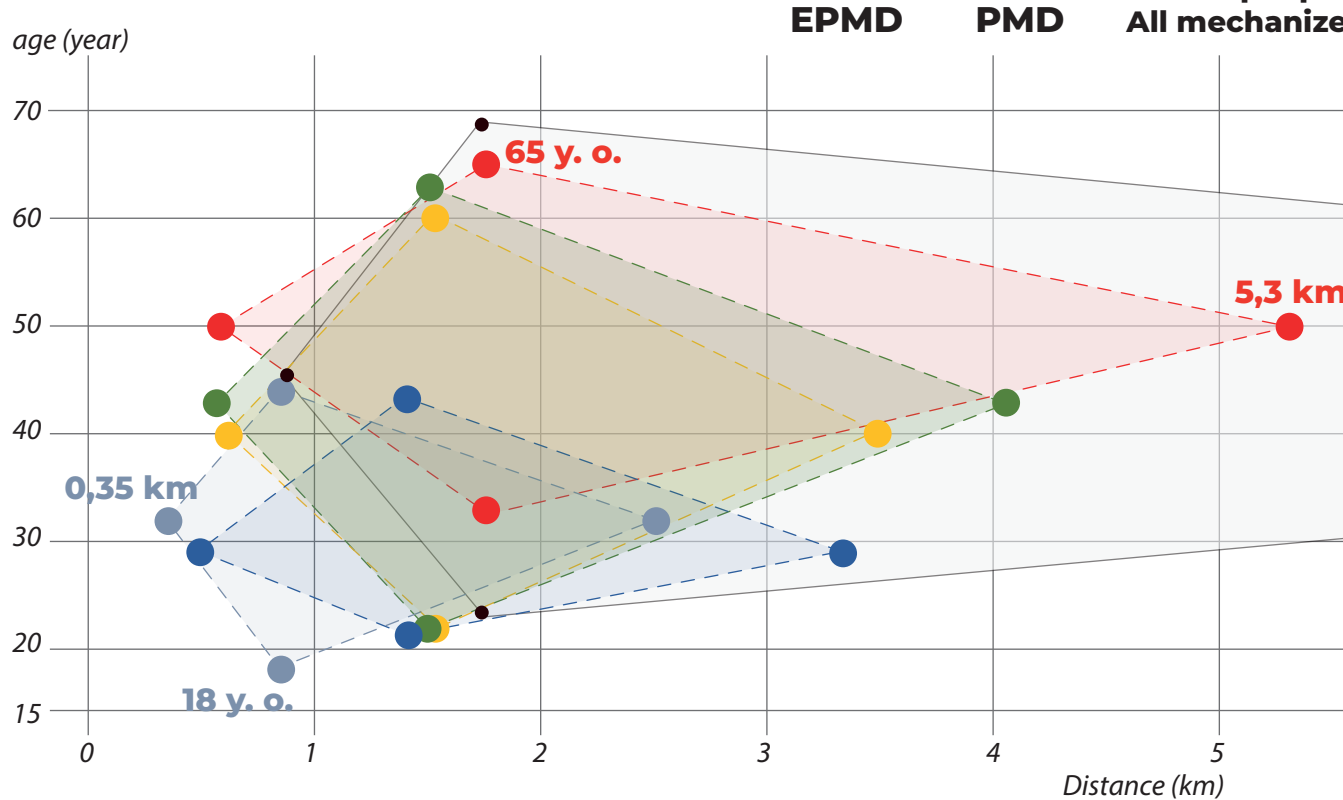


Results

Characteristics of trips and users of five types of micromobility



A socio-spatial representation of micromobility



Data

Household Travel Surveys map included in the unified database

