



# E-SCOOTER FINAL REPORT

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# HIGH-LEVEL FINDINGS: RIDERSHIP

The 16-month pilot program reported:



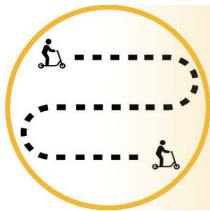
## Unique Users:

**25,030** unique users rode on e-scooters



## Total Number of Trips:

**91,400** trips made by e-scooter users in Lincoln



## Average Trip Distance:

**0.95 miles** was the average trip distance



## Average Trip Duration:

**12mins & 11 seconds** was the average trip duration



## Popular Day and Time:

**Saturdays and Evenings** were the most popular day and time



## Revenue:

The City made **\$13,710** in revenue from per-ride fees.

# HIGH-LEVEL FINDINGS: ENVIRONMENTAL IMPACT

- To calculate the amount of CO<sub>2</sub> emissions saved, 21% of the total miles ridden on Bird and Spin e-scooters were multiplied by the average tailpipe CO<sub>2</sub> emitted from driving a passenger vehicle for one mile. The average was obtained from the Environmental Protection Agency (EPA).

**10.7 metric tons** of CO<sub>2</sub>  
emissions saved



- E-scooter riders replaced 26,891 miles that would have been driven by a car. That is equivalent to a car making 224 round trips from Lincoln to Omaha.

# HIGH-LEVEL FINDINGS: OBSERVATIONS

In the summer of 2021, LTU Traffic Engineering staff conducted 15 hours of e-scooter observations at six different locations in the downtown area.

**70.4%** of users were seen riding in the street

**29.6%** of users were seen riding on the sidewalk

**1.3%** of e-scooters were  
observed improperly parked



# HIGH-LEVEL FINDINGS: INJURIES AND CRASHES

Of the 91,400 trips taken on e-scooters, LPD received **four** medical calls and has **one** documented crash between a motorized vehicle and an e-scooter.

LPD also received **30** miscellaneous calls for service pertaining to e-scooters.





# HIGH-LEVEL FINDINGS: USER SURVEY

A user survey was created and distributed by LTU Traffic Engineering. Some of the user survey findings were:

**59%** of users said they were “very supportive” of the pilot program continuing as is.

**88%** of users said they were “familiar” or “somewhat familiar” with the local operating and parking rules.

**39%** of users said they most often rode on the sidewalk.

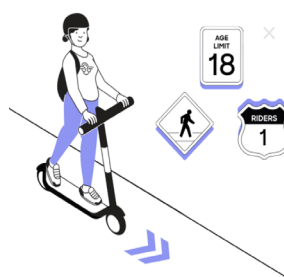
**45%** of users said they felt “very safe” or “safe” when riding an e-scooter.



# HIGH-LEVEL FINDINGS: SAFETY, EDUCATION, AND PUBLIC ENGAGEMENT

Our top priority for this pilot was the safety of e-scooter users and pedestrians. Coordination efforts with Bird and Spin were done to ensure safety was promoted through their messaging and educational efforts.

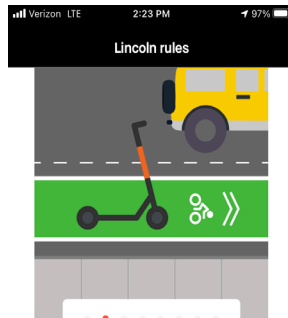
## E-scooter Companies:



Underage riding will result in a ban from the Bird platform

- Join our Rider Promise:
- Riders must be 18+ (underage riders will be fined & accounts terminated)
  - Do not block sidewalks or ramps
  - No riding on sidewalks
  - Do not ride impaired or distracted

I'M IN



### Follow the Rules of the Road

Ride in bike lanes and on low-traffic streets, in the direction of traffic. Riding on sidewalks is not allowed in your community.

OKAY



# HIGH-LEVEL FINDINGS: SAFETY, EDUCATION, AND PUBLIC ENGAGEMENT

## City Staff:

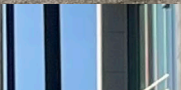
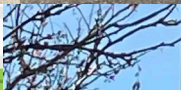


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BUSINESS & DEVELOPMENT



IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



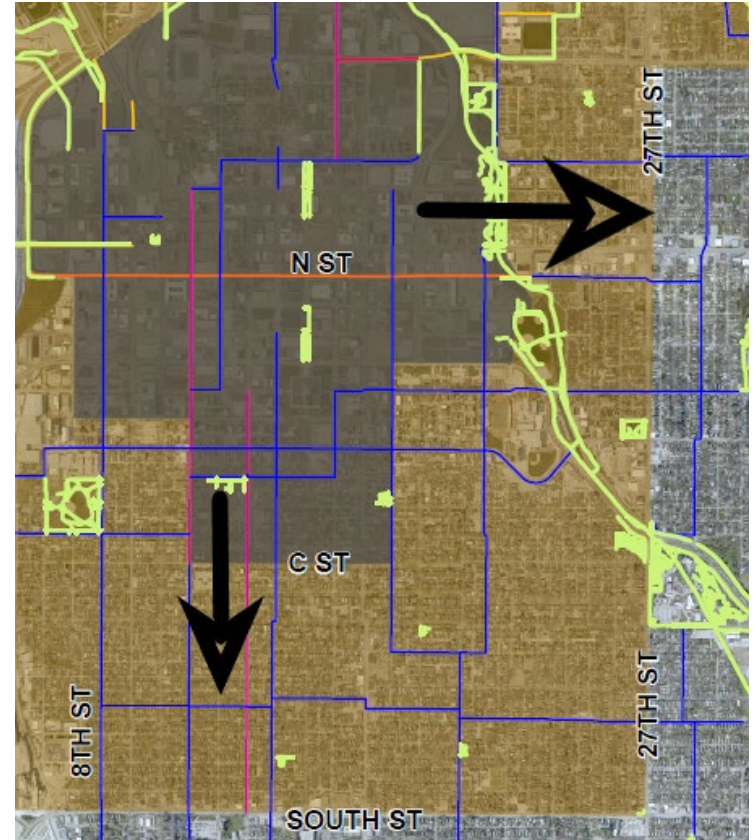
# CURRENT RECOMMENDATIONS

1. Transition from a pilot program to a long-term shared micromobility program.
2. Introduce revisions to e-scooter related municipal codes that reflect recommendations made by City departments and findings from the e-scooter pilot.
3. Introduce municipal code language specific to privately owned e-scooters.



# CURRENT RECOMMENDATIONS

4. Create a new request for qualifications (RFQ) for qualified e-scooter companies to submit offers to obtain operating permits.
5. Review and revise the existing terms and conditions of the e-scooter pilot permit.
6. Expand the operating area to include residential neighborhoods south and east of downtown. This could increase the number of e-scooter trips made by commuters.



# CURRENT RECOMMENDATIONS

7. Require a percentage of e-scooters to be deployed in identified zones to ensure equitable access to this mode of transportation.
8. Increase awareness around low-income discount programs to provide more opportunities for all Lincoln residents to utilize this mode of transportation.
9. Evaluate a requirement that e-scooter devices have contact information in braille and raised lettering to make it easier for residents with visual impairments to contact e-scooter companies.



# CURRENT RECOMMENDATIONS

10. Identify and designate e-scooter operating areas


11. LTU staff should monitor hours of e-scooter operation and understand

12. Continue utilizing e-scooter and ScooterLinx for engagement and operational

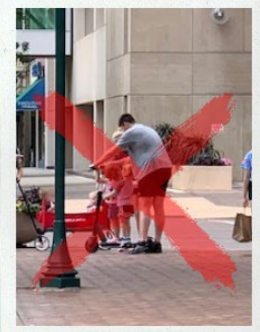

## E-Scooter Age Requirements

SHARED MICROMOBILITY IN DOWNTOWN LINCOLN

- An e-scooter user must be **18 years or older** to ride an e-scooter
- An e-scooter user must also have a **valid driver's license**
- Children **under no circumstance** are allowed on e-scooters

 **LTU**  
CITY OF LINCOLN  
TRANSPORTATION  
AND UTILITIES

*Stay Informed. Be Safe. Have Fun.*



#ScooterLNK

1:08 PM 94%

RIDE IN PROGRESS

00:09 4 mi

You're in a designated parking spot. Find your ride in one of the designated spots to help keep sidewalks clear for everyone.

ADD A RIDER

END RIDE

Apple Maps



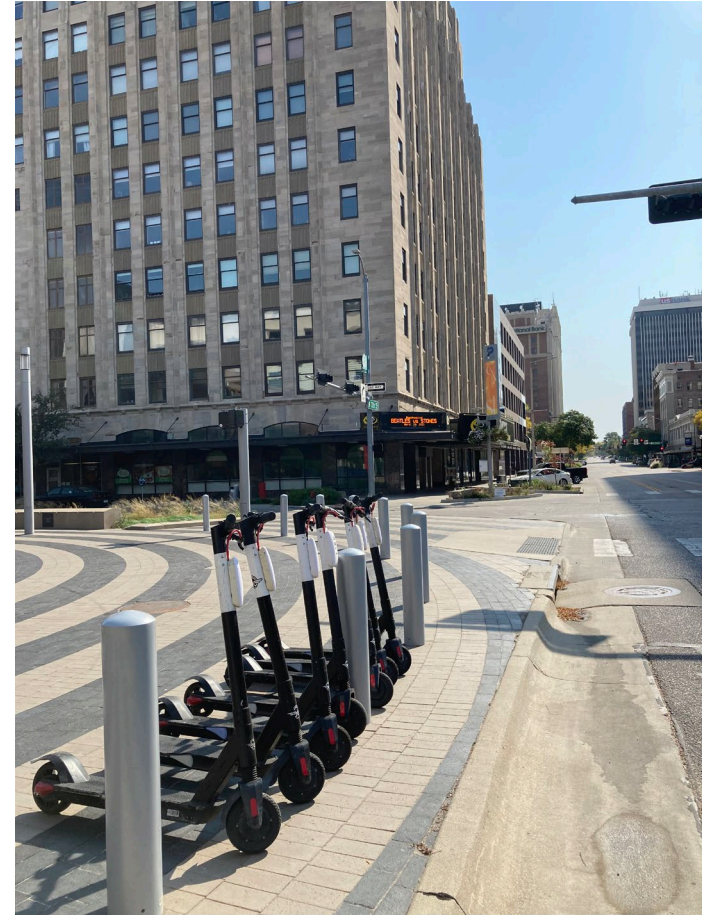
# PROPOSED MUNICIPAL CODE CHANGES

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1. A proposed ordinance change to establish a program governing the use of Shared Mobility Devices in the public right-of-way.
  - Maximum of two e-scooter operators given permits.
  - Permits shall be for one-year terms.
  - Operators who remain in good standing and in compliance with this ordinance and the terms of the permit may renew their permit for up to three additional one-year terms.

# PROPOSED MUNICIPAL CODE CHANGES

1. A proposed ordinance change for the definition of an electric foot scooter from a motorized vehicle to a “**transportation device.**”



# PROPOSED MUNICIPAL CODE CHANGES

1. Proposed ordinance revisions to make the rules and regulations for e-scooters consistent with the rules and regulations for bicycles.
2. This will also include a proposed new ordinance for privately owned e-scooters. The ordinance will mirror our existing rules and regulations set for bicycles.



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