



# E-BIKES, E-SCOOTERS, AND MICRO-MOBILITY ON CAMPUS

## A ROUNDTABLE DISCUSSION

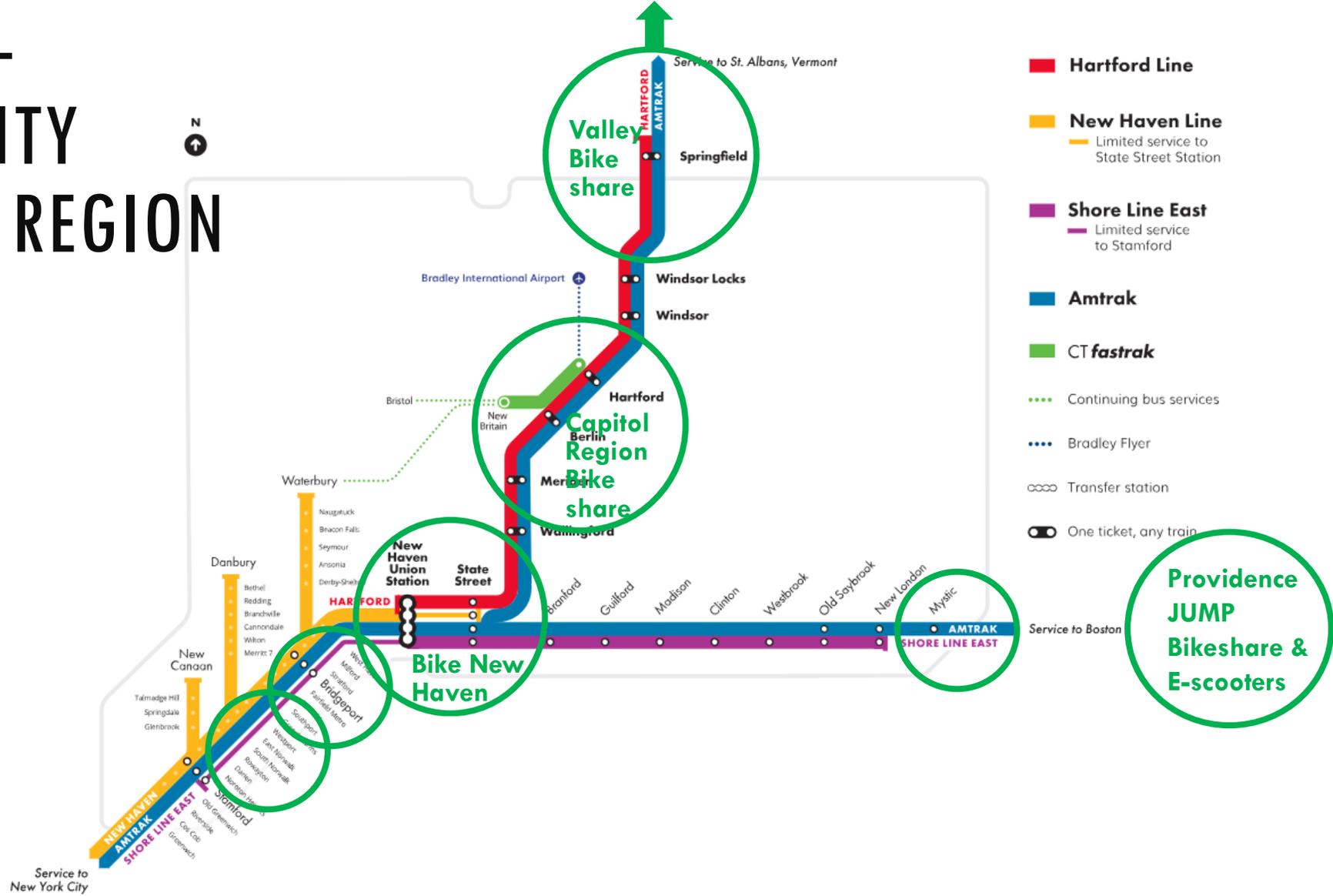
Charles Brown, Rutgers  
Nestor Tkachenko, Harvard  
Carl Larson, Boston University  
Coryn Clark, UConn  
Lisa Fernandez, Yale  
Matthew Tyksinski, Yale  
Laura Baum, Wesleyan

MODERATED BY HOLLY PARKER, LESS ROAD TRAVELED

NOVEMBER 25<sup>TH</sup> | 11:30AM - 7:30PM | NEW HAVEN, CT

# MICRO-MOBILITY IN THE REGION

Brookline, MA Blue Bikes Bikeshare + E-Scooter Pilot



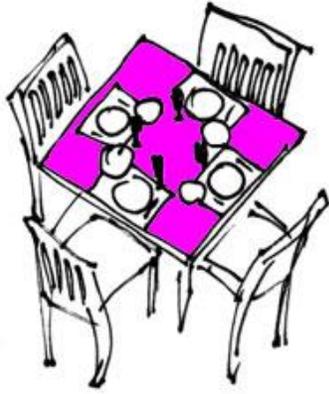
## **SESSION NOTES FROM HOLLY PARKER:**

Shared bikes have been operating in the state of CT for over a decade now, and shared e-bikes and e-scooters have also debuted in the region. These “micro-mobility” solutions have proven their ability to shift up to roughly a third of trips from personal cars, uber & lyft, and taxis - to more sustainable and space-saving travel modes.

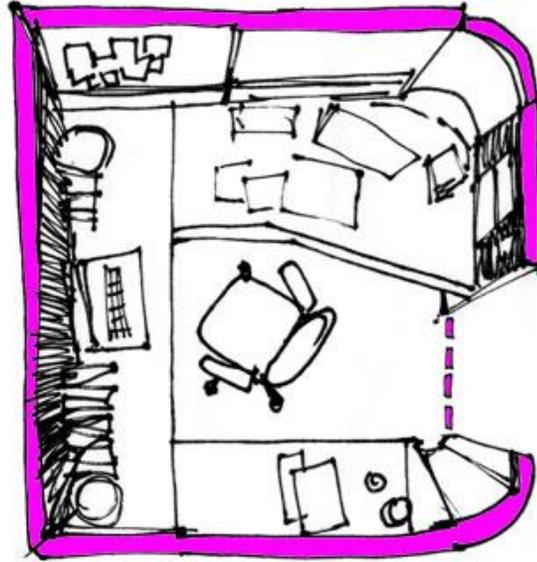
They are also making us more accustomed to electric-enabled transport and are expanding the distance radius around bus stops and train stations within which people are willing to travel without a car. Roughly a quarter of shared bike and scooter trips start or end at a transit stop – which is why it is important to consider micro-mobility in the context of our rail system.

In fact the Univ of Bridgeport’s president said in a recent interview that “an unexpected benefit of having e-scooters on campus was that students were much more mobile particularly when it came to catching trains.”

We are very lucky to have Carl Larson (BU) and Nestor Tkachenko (Harvard) on our panel today who have experienced bikes and scooters on their campuses. We are also fortunate to have Coryn Clark from UConn, Laura Baum from Wesleyan, Charles Brown from Rutgers and Lisa Fernandez and Matt Tsyksinski from Yale on the panel - whose campuses have some experience with bikeshare and are still pondering next steps for e-scooters.



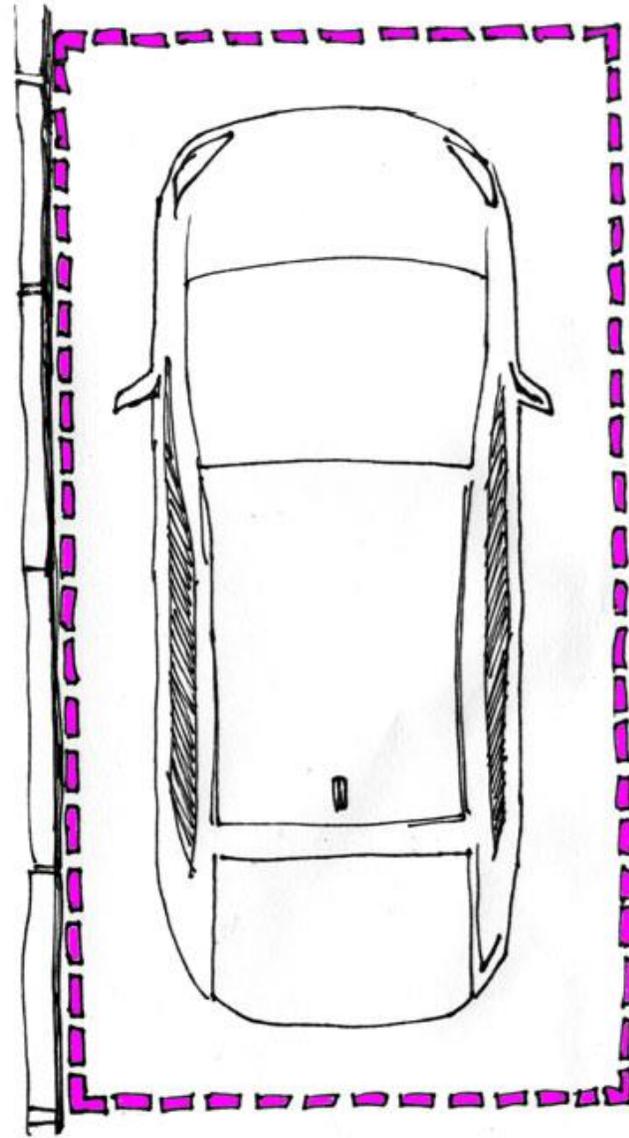
**25**  
square feet



**72**  
square feet

The argument that bikes and scooters take up precious space in the public right of way should be considered through the lens of car parking - which space requirements are exponentially more and which value is too often unquestioned.

Let's consider the design and allocation of space in our built environment provided for car storage. It is more than twice the space in which we spend 8 or more hours a day, and more than 8 times the amount of space dedicated to relaxing over a meal with family and/or friends.



**200**  
square feet