Everything You Always Wanted to Know About Scooters* (*But Were Afraid to Ask)
Gratitude
Reimagining urban life

Lime is transforming urban mobility with affordable, clean, on-demand, and first- and last-mile mobility.
How Lime Works

1. Find scooter
   Search for a scooter in-app or on the streets

2. Scan to Unlock
   Scan QR code on the scooter to unlock & begin ride

3. Park & End Ride
   Park at your destination & take a photo of where you parked to end the ride via the app
How are scooters charged?
Lime is the world’s largest micromobility company

Total trips: **50+ million**
Total markets: **100+ cities** across **20+ countries** on **5 continents**
Lime is reaching communities that may not have had meaningful access to 2-wheeled transportation options before. Of the US-based Lime riders in our survey:

- Over 50% live in households earning less than $75,000 a year (Less than the $81,000 average household income in the US).
- 25% are 37 years old or older.
- 36% identify as people of color - in comparison, 27% of Americans identify as a person of color.
- 33% identify as female - in comparison, 28% of bike commuters in the US are women.
What to think about when Legislating Scooters

- Scooters (vehicle classification) vs Scooter sharing (Lime, Bird etc.)
- Vehicles of similar size and speed should be regulated in a similar manner (bikes, ebikes, scooters, etc.)
- Similar rules for owned or shared vehicles
Model Vehicle Definition

“Electric scooter” means a device weighing less than 100 pounds that (i) has handlebars and an electric motor, (ii) is solely powered by the electric motor and/or human power, and (iii) has a maximum speed of no more than 20 mph on a paved level surface when powered solely by the electric motor. An “electric scooter” does not include an [e-bike, EPAMD, motorcycle, or moped].
What to think about when Legislating Scooters

- Scooters (vehicle classification) vs Scooter sharing (Lime, Bird etc.)
- Vehicles of similar size and speed should be regulated in a similar manner (bikes, ebikes, scooters, etc.)
- Similar rules for owned or shared vehicles
Whats next:

- Responsible use (addressing the negative externalities)
  - Companies want to be good partners, but ultimately can’t be responsible for rider choices and all enforcement
  - Riders and cities have responsibilities as well
- Insurance and indemnification
- Data/Privacy
The micromobility industry’s first

Education & Safety Summit

San Francisco
July 11, 2019
Questions