Policy and Insurance Regulations need to
Build on solid ground

Year 2000

ZIPCAR: Is it like a fleet? Or Car rental? Commercial or personal plates? Can it park in loading zones? Is it an illegal "business" parked in residentially zoned areas?

Year 2007 Velib:
Are shared bikes public transportation? Stored in public ways? What if owned by a private company? Is my own bike as good as public transportation?

Year 2012
YEAR 2012
UBER/LYFT RIDE HAILING:
Are they taxis?
Are drivers employees? Require special inspections? Type of insurance?
Toggle between personal and commercial use?

YEAR 2017: Are they safe?

Streetsblog USA @StreetsblogUSA · Aug 20
The thing on the left is banned for the safety. The thing on the right is not.

This should help explain why our traffic safety outcomes in the US are by far the worst in the developed world.

💬 14   🔁 161   ❤️ 437   ✉️

Show this thread

Angie Schmitt @schmangee · Aug 21
But e-scooters!

💬 6   🔁 11   ❤️ 117   ✉️

33% of motor-vehicle fatalities are people outside the vehicle (has risen steadily since a low of 20% in 1996).

In cities, pedestrian fatalities have increased by 46 percent since 2008; and cyclist fatalities increased by 13 percent since 2008..

Year 202X?
When I rent out my own AV, is it a taxi?
Is it public transport if 4 people are in it?
How about if 1?

Shared Mobility Principles for Livable Cities

1 Plan cities and mobility together

2 Focus on moving people, not cars

3 Encourage efficient use of space and assets

4 Engage stakeholders in decision making
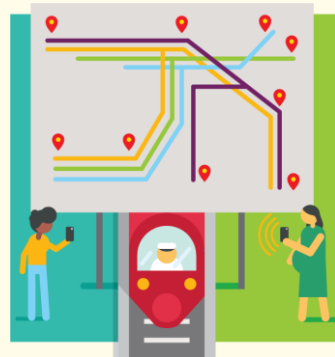
5 Design for equitable access

6 Transition toward zero emissions

7 Seek fair user fees

8 Deliver public benefits via open data

9 Promote integration and seamless connectivity

10 Automated vehicles must be shared

What matters is RISK & PUBLIC BENEFIT

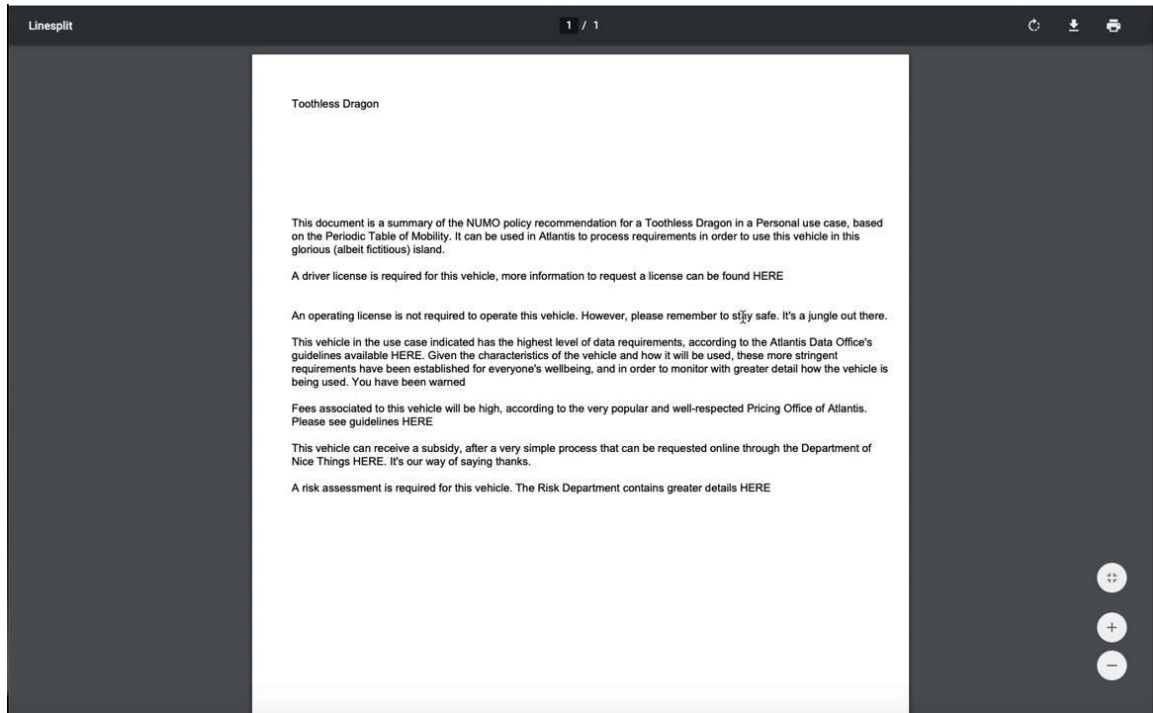~~Bicycle~~ ~~Taxi~~ ~~Personal Car~~ ~~Truck~~

etc.

Footprint Weight Speed Emissions etc.

A tool to address this: The Periodic Table of Mobility

Linesplit — 1 / 1

Toothless Dragon

This document is a summary of the NUMO policy recommendation for a Toothless Dragon in a Personal use case, based on the Periodic Table of Mobility. It can be used in Atlantis to process requirements in order to use this vehicle in this glorious (albeit fictitious) island.

A driver license is required for this vehicle, more information to request a license can be found HERE

An operating license is not required to operate this vehicle. However, please remember to stay safe. It's a jungle out there.

This vehicle in the use case indicated has the highest level of data requirements, according to the Atlantis Data Office's guidelines available HERE. Given the characteristics of the vehicle and how it will be used, these more stringent requirements have been established for everyone's wellbeing, and in order to monitor with greater detail how the vehicle is being used. You have been warned

Fees associated to this vehicle will be high, according to the very popular and well-respected Pricing Office of Atlantis. Please see guidelines HERE

This vehicle can receive a subsidy, after a very simple process that can be requested online through the Department of Nice Things HERE. It's our way of saying thanks.

A risk assessment is required for this vehicle. The Risk Department contains greater details HERE

What the tool has today

- Data from 40+ typical vehicles
- Algorithms for "NUMO recommendations"
- **Policy recommendations** for licensing, space allocation, fees/fines **based on risk assessment.**
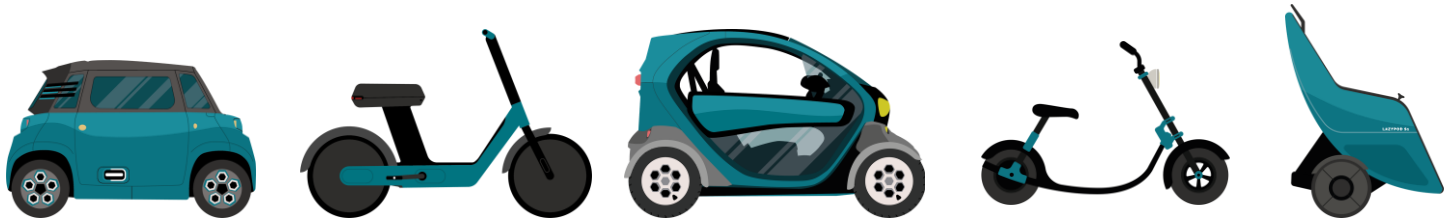
The way forward for this tool

- Improve usability (UI design), reporting, data from cities
- Integrate the tool into risk assessments
- Integrate the tool into curbside management tools

Interested in supporting? Write to carlos@numo.global

Resources