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Managing the Impact of E-Bikes and E-Scooters on Pedestrian Safety on University Campuses

Texas Pedestrian Safety Forum 2026

Moderated by **Tracy McMillan, PhD, MPH,** *Nelson\Nygaard*
Jackson Archer, AICP, *Nelson\Nygaard*
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NELSON NYGAARD TEXAS

The Team

Moderated by:

Tracy McMillan, PhD, MPH
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Panelists:

Sarah Hyden
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Veronica Castro de Barrera
The University of Texas at Austin

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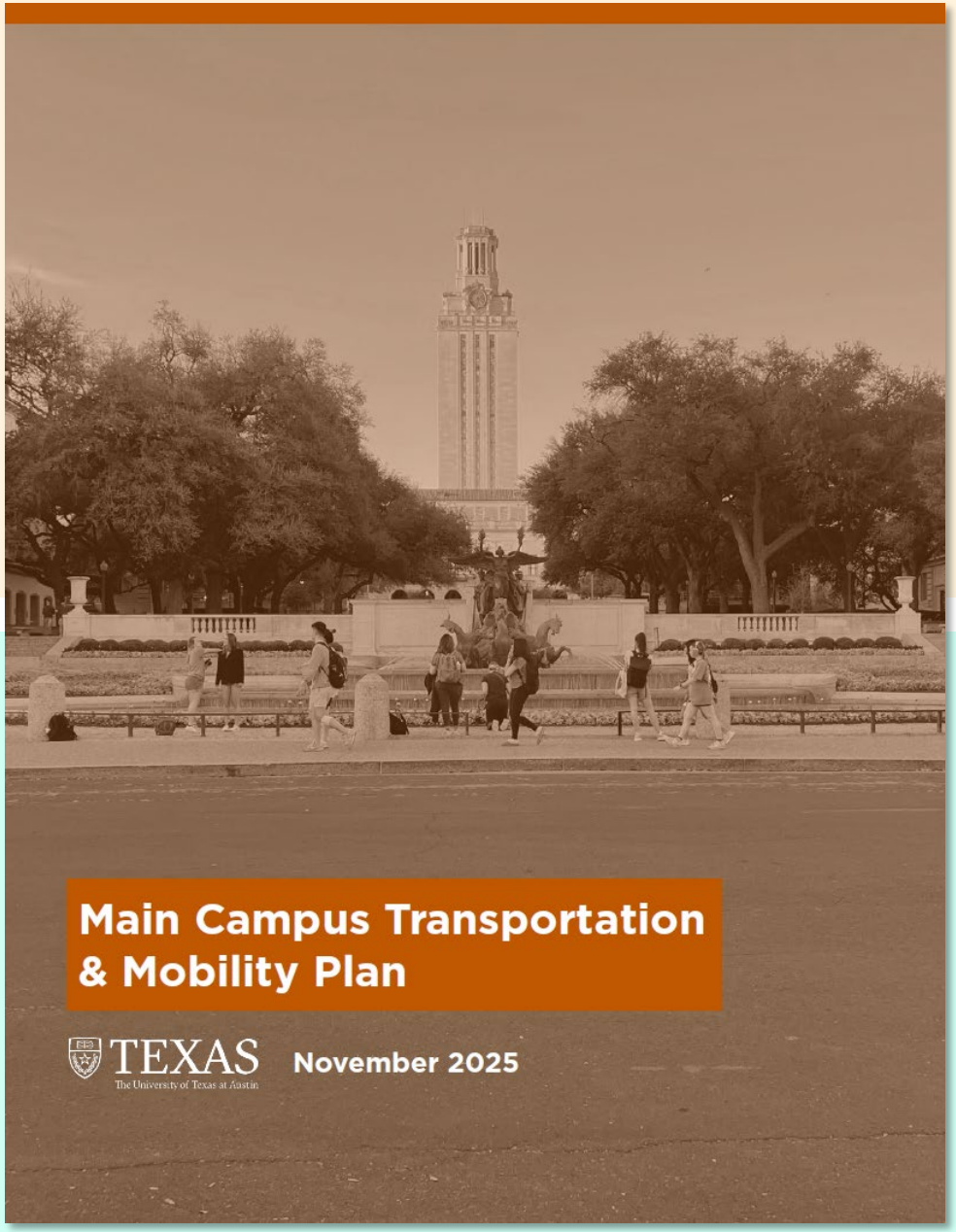
Case Study

Background:

- Nelson\Nygaard teamed with UT Austin to create the Campus Transportation & Mobility Plan, completed in late 2025.
- Developed program, policy, and infrastructure recommendations to help reduce car-reliance at UT and improve pedestrian safety.

Key Findings:

- Plenty of infrastructure that supports low-speed travelers (sidewalks, ped paths) and high-speed travelers (roadways), but mid-speed infrastructure is a gap.
- Role of mid-speed infrastructure on campuses is more important than ever with growing use of e-micromobility as convenient travel option.



What We Learned

- The rapid rise of e-scooter usage is a new transportation paradigm, requiring creative planning to manage as the new trend evolves
- The prevalence of e-micromobility has helped campus-goers shift away from driving
- E-micromobility users, particularly e-scooter users, have more difficulty managing speed than other mid-speed modes
- Widespread, connective pedestrian infrastructure and limited car infrastructure on campuses means that e-micromobility users tend to ride in pedestrian walkways rather than on roadways
- E-micromobility sharing infrastructure with pedestrians creates major pedestrian safety implications

A Massive Campus with Many Entry Points

A Diverse Mobility Ecosystem

Streets

Transit

Bike

Pedestrian

Accessibility

Parking

Fleet

Sustainability

TDM

Safety

Coordination

It’s audience participation time

Q&A! Submit questions for the panel.

Vote for your favorite. The highest rated questions will be addressed by the group.

Join at

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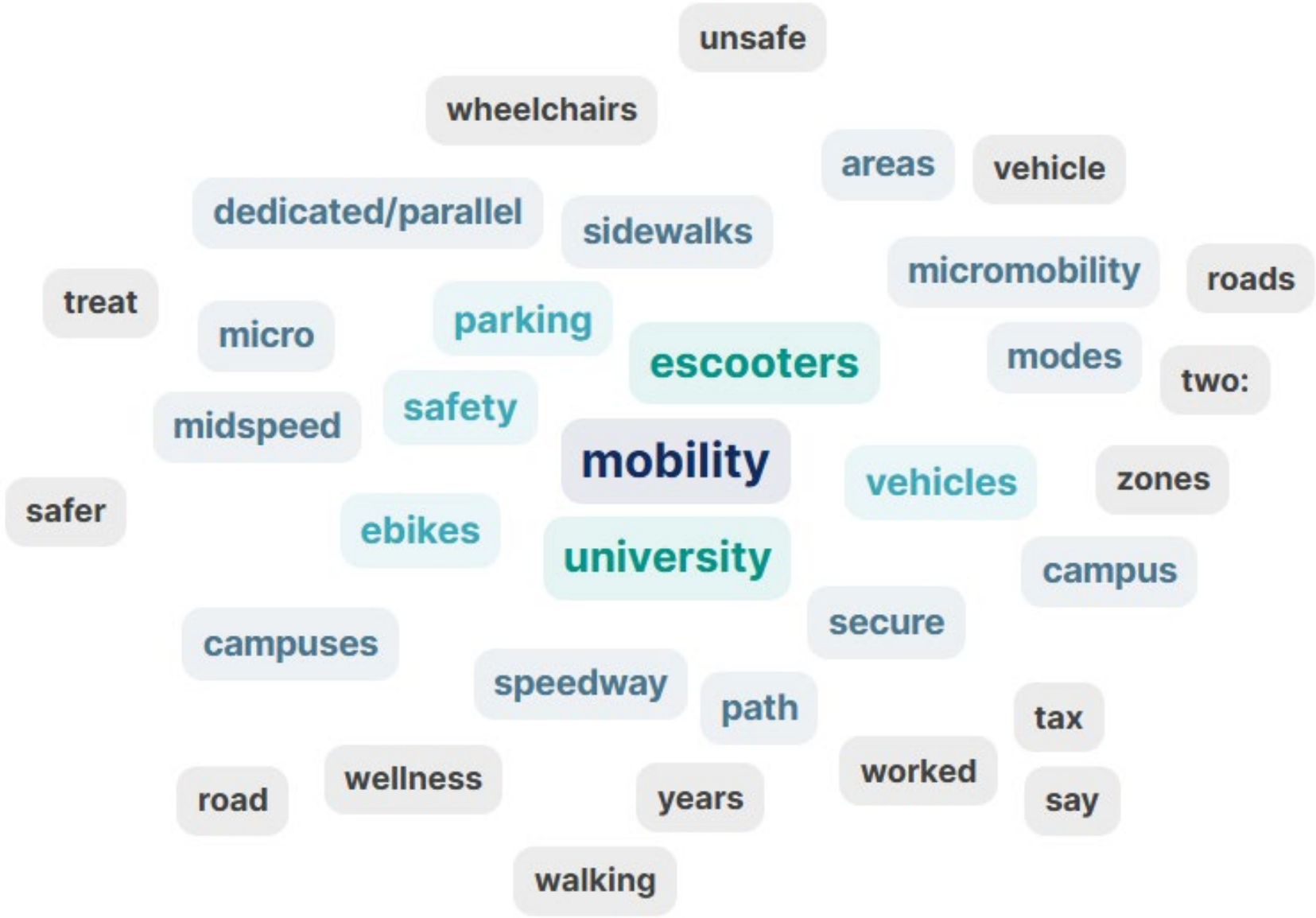
Q&A Results – Question Word Cloud



Q&A Results – Questions Asked

Anonymous 4

E-mobility devices can be shared or privately owned. You can control speed of shared, but not private. Also parking is different. How do you treat each?

Anonymous 4

Was there any education produced for safety around the usage of the e-scooters?

Anonymous 3

For this panel how do you foresee the university mobility in 10 years?

Q&A Results – Questions Asked

Anonymous 2

How do you approach a universally accepted/loved all-modes corridor such as speedway and propose mobility safety improvements to reduce conflicts?

Anonymous 2

Let's say The University is perfect, what does the mobility looks like?

Anonymous 2

Part two: How should universities think about the long-term health and wellness implications alongside mobility and safety goals?

Q&A Results – Questions Asked

Anonymous 2

How do you deal with ADA access? Are motorized wheelchairs seen as belonging on sidewalks or in mid-speed areas?

Anonymous 2

Are they any campus policies related to micromobility (no-wheel zones, geofencing, etc) that have worked well? How do you enforce new policies?

Anonymous 1

Do you think it's feasible to retrofit mid-speed infrastructure not only on places like university campuses but car-heavy areas in other parts of of a city?

Q&A Results – Questions Asked

Anonymous 1

Does UT encounter resistance from within (higher levels of governance) about accommodating non-car modes?

Anonymous 1

Is speedway safer bc of lack of signage? Or could it benefit from disaggregating modes of travel. Like are Woonerfs realistic in the era of 35+ mph scooters?

Anonymous 1

What about roads to campus, like Red River, where road feels unsafe for scooters/bikes and sidewalks can’t accommodate?

Q&A Results – Questions Asked

Anonymous 1

Part one: As campuses adapt to e-bikes and e-scooters, is there a risk that we unintentionally discourage walking?

D Dexter R. Handy 1

Can the University create a dedicated/parallel path for micro mobility vehicles?

Anonymous 1

What attitudes can pedestrians adopt that is more positive outlook in nature regarding E-scooters? Commonly, pedestrians have a negative outlook about these.

Q&A Results – Questions Asked

Anonymous 1

How is UT handling secure bike parking for e-bikes, given that people may feel uncomfortable leaving their expensive bikes during class?

Anonymous 1

Are there adequate #s of secure parking facilities for micro mobility vehicles ?

D Dexter R. Handy 0

Should we impose a vehicle tax on e-bikes and e-scooters to pay for a dedicated/parallel path for micromobility vehicles?

Thank you!

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