An ever increasing part of world population lives in cities. Transporting all people to their exact destination is impossible, and the problem of distance between exiting the means of transportation and final destination in central business districts is unlikely to decrease. Meanwhile, in smart cities, mobility is being transformed by new micro-mobility technologies such as shared e-scooters and shared bicycles. Cities are also resource-constrained, and often improving situation of one group is possible only by worsening another's position. The main goal of the project is to assess the welfare impact of making shared mobility users walk to their destination from a parking with given distance from destination, obstacles from destination, and ease of finding. How is it different to status quo, with dockless e-scooters and relatively widely spaced bicycles?

E-scooters are growing rapidly. After introduction of shared e-scooters in the USA in 2017, research has immediately started on their consequences – such as environmental (un)friendliness or dangers caused to pedestrians and e-scooter users. Economics of e-scooters is an insufficiently researched topic with huge implications for cities, especially if the rate of growth of e-scooter market does not slow down.

The main research question is**: what is the difference in welfare increase for shared micro-mobility users between dockless and docked systems?** Valuations of walking short distances would be elicited from a discrete choice experiment, designed with help of data about e-scooter destinations, existing bicycle parkings, existing shared bicycle docks, and publicly available maps. Welfare impact can be measured combining these valuations with revealed data from bicycle and e-scooter usage: e-scooters' parking places represent exact destinations users want to visit. Constraining them to park in the designated spaces would force them to walk, and the surplus they currently achieve from being allowed to park anywhere can be calculated by adding the walk valuations together. Similarly, shared bicycle users could park closer to their destinations, which are unknown – but can be approximated by e-scooters' destinations close to the dock.

We expect to find valuations of characteristics of short walks often required by commutes in a micro-mobility context. When combined with real data, actual impact of e-scooters on consumer well-being will be measured. The project's findings should be of interest to policymakers. A price tag put on restrictions of e-scooter parking possibilities should be considered in a comprehensive examination of transportation policies, especially if combined with other studies – e.g. on health effects, city aesthetics, road valuation per square meter or traffic safety statistics. Valuations can also be used in ways unrelated to micro-mobility – if people would like to pay to avoid zebra crossing way more than traffic lights, traffic engineering can be adjusted to remove zebra crossings wherever possible.