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# Micromobility in Illinois

The Benefits of Sensible Regulation



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# Agenda

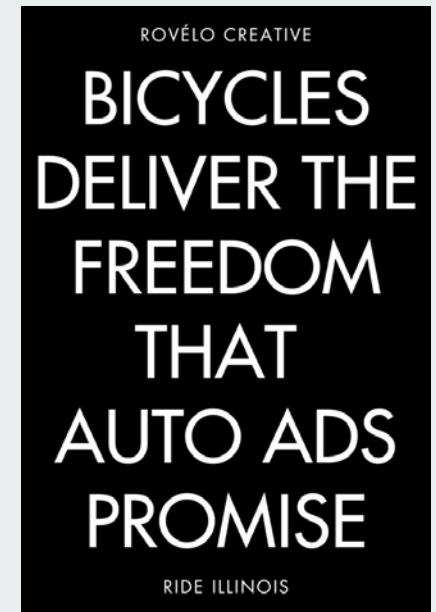
- Ride Illinois intro
- Overview of Micromobility
- Relevant Illinois laws
- 2025: The rise of e-motos
- Integrating new mobility modes

# Welcome

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Dave Simmons  
Executive Director  
**Ride Illinois**  
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# Mission and Vision

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**Ride Illinois' mission is to make Illinois better through biking!**

Ride Illinois strives to be the organization that is:

- Leading bicycle advocacy, education, and awareness efforts in Illinois
- Leading efforts to greatly reduce, and ultimately eliminate, bicyclist fatalities in Illinois
- Helping Illinois become a top-5 Bicycle Friendly State
- Making a bicycle an everyday option for personal mobility



# Ride Illinois Staff

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**Dave Simmons**  
Executive  
Director



**Savannah Curry**  
Development &  
Membership  
Coordinator



**Jessica Nooney**  
Ride Illinois Safely  
Coordinator



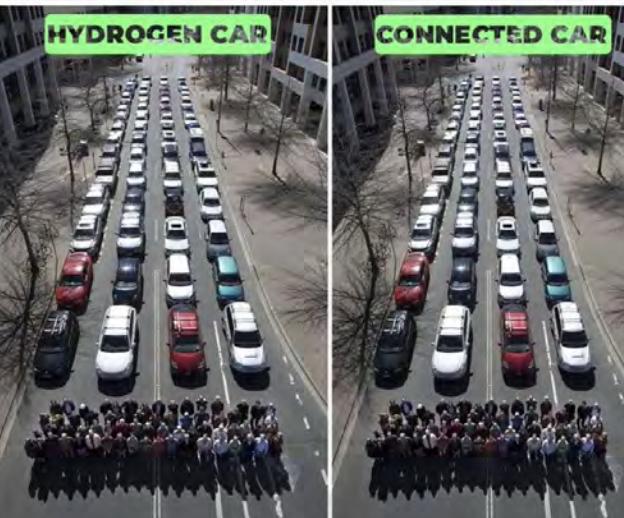
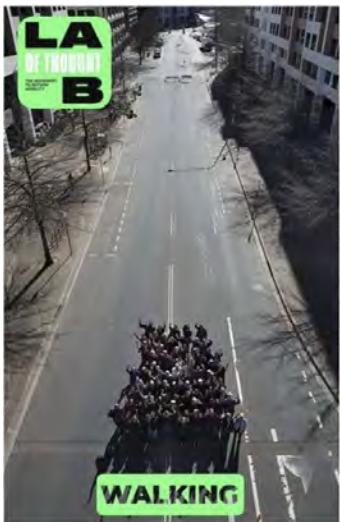
**Ben Harris**  
GIBT Tour  
Director



**Elizabeth Adamczyk**  
Organizational LCI  
Coach

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# Setting the tone: *It's not all doom and gloom!*



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# Overview of Micromobility

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## Relevant Facts & Figures

### Cars are expensive

**\$50,326**: average cost of a new vehicle

**\$27,000**: average cost of a used vehicle

**\$11,577**: average annual cost to own and maintain a vehicle (**\$965** / month)

### New modes are here

**Micromobility modes** have **rapidly proliferated**

**New modes** are a popular option for everyday trips

**Reduced transportation costs** and **less polluting** than cars and trucks

### Less interest in driving

**22%** of teens have **no foreseeable plans** to get a driver's license because:

- They're too busy
- Cars cost too much
- **There are other options**

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# Examples of Micromobility and Personal Mobility

## Bicycles and Bike Share



## Segways



## e-scooters



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## More Examples

### Onewheels



### e-skateboards



### e-motos



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## Recently Announced: Also Quad



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# Relevant Illinois Laws

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## Low-Speed e-bikes

### Class 1 e-bike

Is equipped with a motor that provides assistance **only when the rider is pedaling** and ceases to provide assistance when the bicycle reaches a speed of **20 mph**.

### Class 2 e-bike

Is equipped with a motor that **may be used exclusively to propel the bicycle** and that is not capable of providing assistance when the bicycle reaches a speed of **20 mph**.

### Class 3 e-bike

Is equipped with a motor that provides assistance **only when the rider is pedaling** and ceases to provide assistance when the bicycle reaches a speed of **28 mph**.

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## Comparison of Low-Speed e-bike Classes



	CLASS 1	CLASS 2	CLASS 3
Pedal Assist	✓	✓	✓
Throttle		✓	
Max Speed	20 mph	20 mph	28 mph

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## Illinois Law: Low-speed e-bikes

- Must have a **permanently affixed label** stating class
- **Cannot** be operated on sidewalks
- Are allowed on **bike paths** and **bike infrastructure** unless restricted by local authority
- One must be **age 16 or older** to operate a **Class 3 e-bike**
- One must not **knowingly tamper or modify** the speed capability or engagement

Ride Illinois: “existing law is sufficient for low-speed e-bikes”



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## Illinois Law: Low-speed e-scooters

- Must weigh less than **100 pounds**
- **2 or 3 wheels, handlebars, and a floorboard**
- Solely powered by an **electric motor** and **human power**
- Can carry only **one person** at a time
- Maximum speed of **10 mph**
- User must be **18 years of age** or older
- Not permitted on **state highways**
- Must be equipped with an **adequate brake**
- **White light** on front and **red light** on rear when used **at night**



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# 2025: The rise of e-motos

## New Devices: e-motos

- Term developed by **People For Bikes**
  - aka Out-of-Class Electric Vehicles (OCEVs)
  - Aka electric Motor Driven Cycles
- Industry is moving faster than regulators
- Key Characteristics:
  - Built on a bicycle-style frame
  - Has an electric motor **greater than 750 watts**
  - Capable of **exceeding 20 mph without pedaling**
- Includes many devices market to teens
- Challenges and safety concerns
- We **sympathize** with those who have had close calls



## Problem: Confusion

- Lack of understanding between **e-bikes** and **e-motos**
- Any device with electric motor is called an **e-bike**
- Retailers and manufacturers are culpable
  - Google search for **e-bike** is eye-opening!
  - Preying on public's lack of knowledge
  - Deals too good to pass up
  - **Note:** with few exceptions, legal **e-bikes** are only available in adult sizes
- Use of legal e-bikes is being restricted



## Problem: Flurry of Local Ordinances

- Mostly confined to **suburban Chicagoland** (for now)
- Well-meaning, but **short-sighted** and often **misinformed**
- Adding to the **public's confusion**
- Media is quick to publish mis-informed content
- Developed quickly **without** public input or research
- Unnecessarily cracking down on legal **e-bikes**
- Focus should be **e-motos**, not legal **e-bikes**
- **E-bike** should not be included in title of e-ordinance
- Wide variation – even between **adjacent** communities!



Park Ridge e-Bike/e-Scooter Ordinance Clears First Reading After Re-Vote



Village of Evergreen Park

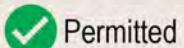
August 19, 2025

New Regulations for E-Bikes & E-Scooters

## Where to Ride & Roll



	Sidewalks	Bike Lanes	Side Paths	Shared-Use Paths	Multi-Use Trails	Roads
Bicycles	✓*	✓	✓	✓	✓	✓
Class 1 e-Bikes	✗	✓	✓	✓	✓	✓
Class 2 e-Bikes	✗	✓	✓	?	?	✓
Class 3 e-Bikes	✗	?	?	?	?	✓
Low-Speed e-Scooters & Micromobility Devices	✓*	✓	✓	✓	✓	✗
Other e-Scooters & Micromobility Devices	✗	?	?	?	?	✓
e-Motos (aka OCEVs)	✗	✗	✗	✗	✗	✓



Permitted



Determined after judicious discussion



Not permitted

\* Unless restricted by local ordinance, such as the City of Chicago.

Developed by Ride Illinois

## Guidance for Municipalities

- Developed by Ride Illinois
- States the problem
- Definitions of devices
- Where to Ride & Roll graphic
- Relevant media appearances
- Links and resources



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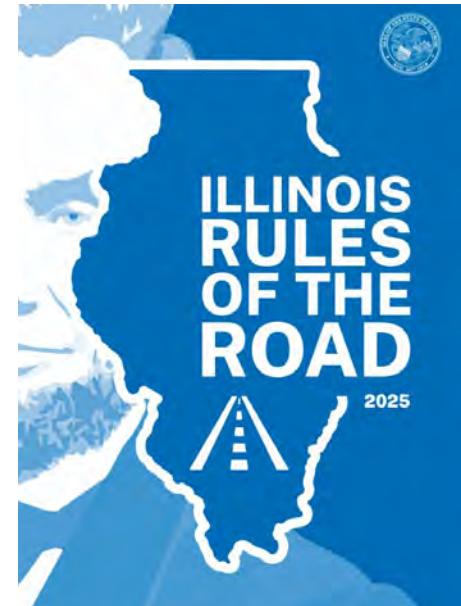
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# Integrating new mobility modes

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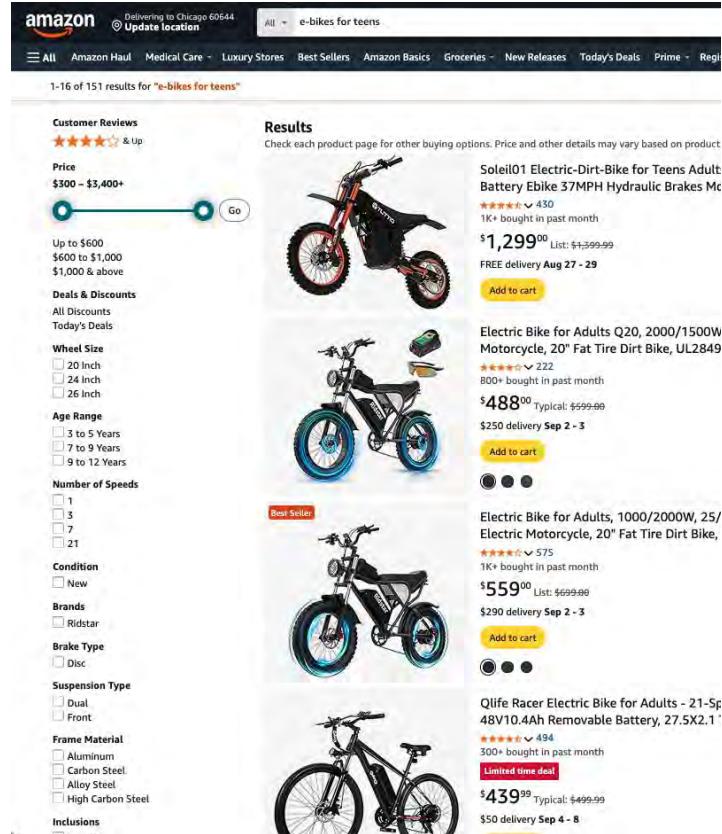
## Solution #1: Illinois Vehicle Code

- Pass **state legislation** in spring 2026 session
- **Clearly distinguish** between **e-bikes** and **e-motos**
- Leverage laws passed in **CA, MN, OR**, and **UT**
- Establish **driver's license** and **insurance** requirements for **e-motos** – similar to mopeds
- **Support advocacy orgs** in efforts to pass legislation
- If local ordinance has been adopted, **revise accordingly** upon passage of state law



## Solution #2: Rein in Retailers

- Given current federal climate, **state intervention** may be most effective in the near term
- Restrict **e-motos** from being advertised, sold, offered for sale, or labeled as **e-bikes** in Illinois
- Efforts to **educate consumers** are also needed
- Include **repercussions** for retailers and manufacturers that don't comply



The screenshot shows an Amazon search results page for "e-bikes for teens". The search bar at the top has "e-bikes for teens" typed in. Below the search bar, there are several filters on the left: Customer Reviews (4.5 stars & Up), Price (\$300 - \$3,400+), Deals & Discounts (All Discounts, Today's Deals), Wheel Size (20, 24, 26 inches), Age Range (3 to 5 Years, 7 to 9 Years, 9 to 12 Years), Number of Speeds (1, 5, 7, 21), Condition (New), Brands (Ridstar), Brake Type (Disc), Suspension Type (Dual, Front), Frame Material (Aluminum, Carbon Steel, Alloy Steel, High Carbon Steel), and Inclusions. The results section shows four products:

- Soleil01 Electric-Dirt-Bike for Teens**: Adult Battery Ebike 37 MPH Hydraulic Brakes. Price: \$1,299<sup>00</sup> (List: \$1,399.99). FREE delivery Aug 27 - 29. Add to cart.
- Electric Bike for Adults Q20, 2000/1500W Motorcycle, 20" Fat Tire Dirt Bike, UL2849**: Price: \$488<sup>00</sup> (Typical: \$699.99). \$250 delivery Sep 2 - 3. Add to cart.
- Electric Bike for Adults, 1000/2000W, 25/Electric Motorcycle, 20" Fat Tire Dirt Bike**: Price: \$559<sup>00</sup> (List: \$699.99). \$290 delivery Sep 2 - 3. Add to cart.
- Qlife Racer Electric Bike for Adults - 21-Sp 48V10.4Ah Removable Battery, 27.5X2.1"**: Price: \$439<sup>99</sup> (Typical: \$499.99). \$50 delivery Sep 4 - 8. Limited time deal.

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## Solution #3: Education

- **Strengthen legislation** that was passed in 2018
- Offer **incentives** to schools that participate
- **Goal:** students learn to safely navigate their community on foot and by bike
- Develop **curriculum and standards**
  - Leverage existing content and resources
  - Include content about **e-devices**
- Shift from **Driver's Ed** to **Mobility Ed**
- Aim for **generational behavior change!**



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## Planning for the Future

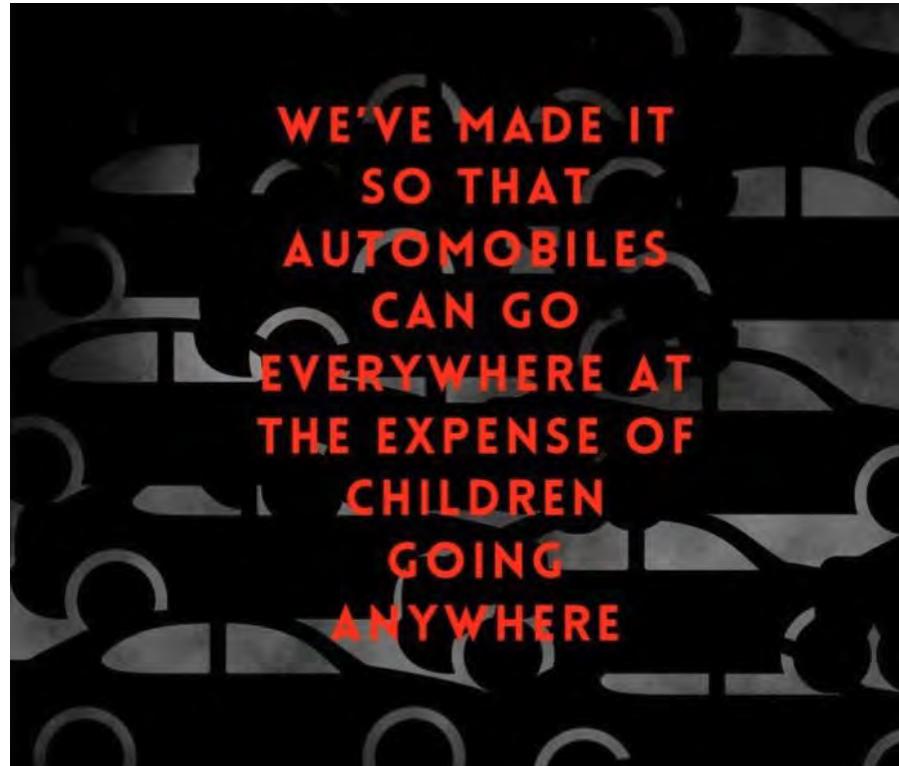
- The U.S. has passed “**Peak Car**”
- **Demand** for new mobility modes is **very high**
- New mobility modes offer **real benefits** to individuals, families, communities, and the planet
- Common sense **laws** and **regulations** are needed to catch up with industry
- Focus on **thoughtful integration of** new mobility modes
- **Infrastructure** must **safely accommodates** new modes
- **Advocacy orgs** are your partners in this **transition**



# Parting Thoughts



**Mobility lanes move more than just people on bikes**



# Contact Info

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