AGENDA

Transportation Committee

Tuesday, April 7, 2026
7:00 PM
Temporary Village Hall
1000 E. Woodfield Rd.
Schaumburg, IL 60193

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

A G E N D A

I. CALL TO ORDER

II. APPROVAL OF MINUTES

A. March 3, 2026

III. NEW BUSINESS

A. Recommendation to Accept the Findings of the 90 North Mobility Study

B. Recommendation to Approve an Increase to the Hourly Rate for the Dial-A-Ride Transportation (DART) Service

C. Recommendation to Approve Lead-Lag Traffic Signal Operations on Meacham Road and Direct Staff to Implement the Signal Operations

D. Del Lago Subdivision Parking - Discussion (Referred from the January 10, 2026, Coffee with the Council Meeting)

E. Illinois 104th General Assembly House Bill 4840: E-Mobility Legislation - Informational

IV. CONTINUING ITEMS

A. Bikeways Advisory Committee (Verbal Report)

B. Road Construction Update (Verbal Report)

V. COMMENTS FROM THE PUBLIC

VI. ADJOURNMENT

VII. NEXT VILLAGE BOARD MEETING

A. April 14, 2026

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Manager's Office at 847.923.4705, preferably no later than five days

before the meeting.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

March 3, 2026
04/07/26
Transportation Committee

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 3.3.2026 Minutes.pdf

I have reviewed the minutes, and this accurately represents the actions taken by the Transportation Committee.

Sidney Kenyon
Director of Transportation

TRANSPORTATION COMMITTEE
Minutes of March 3, 2026

CALL TO ORDER

The Transportation Committee meeting was called to order at 7:00 PM by Chairman LaRosa.

Members Present:	Chairman Michael LaRosa Trustee Brian Bieschke Trustee Mark Madej
Member(s) Absent:	None
Staff Present:	Brian Townsend, Village Manager Sidney Kenyon, Director of Transportation Marisa Krawiec, Transportation Program Manager
Others Present:	Bryan Sill, Pilot's Technical Advisory Committee (PTAC) Chairman Rich Witt, Resident

APPROVAL OF MINUTES

A motion was made by Trustee Madej, seconded by Trustee Bieschke to approve the minutes of January 6, 2026, as presented.

All ayes.

MOTION CARRIED 3-0

CONSENT AGENDA: None

NEW BUSINESS:

1. **Recommendation to Approve an Intergovernmental Agreement with the Schaumburg Township District Library Regarding Library Locker Installation and Operation at the Schaumburg Metra Station.**

   Ms . Krawiec said the Village was approached by the Schaumburg Township District Library for installation of the library locker at the Schaumburg Metra Station. The locker would serve as a kiosk for individuals to pick up reserved library materials, as well as a

drop box for returning library materials. This library kiosk would have 18 lockers and would be located inside the Metra station. A floor plan has been included in the packet, which shows the precise location of the proposed locker along the wall adjacent to the coffee vendor. As a result, this would require the existing plaques to be relocated outside. The plaques would be visible and protected from the elements as they would be located under a canopy. The Library approved the agreement at their Board meeting on February 16, 2026. The Intergovernmental Agreement identifies maintenance responsibilities for both the Library and the Village. The Village's Engineering and Public Works Department would install an electrical connection to allow the kiosk to operate. The system would utilize the existing Metra Station Wi-Fi.

Trustee Bieschke asked where the three benches highlighted in the floor plan will be relocated. Ms. Krawiec replied they would be relocated inside the station. Trustee Bieschke asked to clarify if the relocation of the benches and plaques are included in the Library's scope of responsibility. Ms. Krawiec said the Village would relocate the benches and the plaques. She advised that staff spoke with Engineering and Public Works, who agreed to the installations. Trustee Bieschke asked if anything in the future would be relocated back to their original destinations, such as relocating the plaques back inside the station. Ms. Krawiec said the relocation of the plaques and benches can be revisited if the Library kiosk is removed.

Chairman LaRosa asked the time length of the agreement. Ms. Krawiec stated five years, but that it could be extended upon mutual agreement. Chairman LaRosa asked if the Library would have the option of terminating the agreement early if the situation is not working out. Ms. Krawiec said the Library would be allowed to do so.

A motion was made by Trustee Bieschke, seconded by Trustee Madej, to recommend the Village Board authorize the Village Manager to execute an Intergovernmental Agreement with the Schaumburg Township District Library Regarding Library Locker Installation and Operation at the Schaumburg Metra Station and approve the required Resolution.

MOTION CARRIED 3-0

2. **Pace I-290/I-88 Express Bus Study – Informational**

Mr. Kenyon said that Pace conducted an I-290/I-88 Express Bus Study in 2025. The goal of the study was to identify concepts for bus-on-shoulder services on I-290 and I-88. The study also included service recommendations between Forest Park Transit Center and Northwest Transportation Center. One of the pretexts of the study was that there was funding programed with IDOT to make shoulder improvements on I-290 from Schaumburg to Des Plaines Avenue, which would facilitate future bus-on-shoulder services. Mr. Kenyon said the strongest fit for future service was identified between Schaumburg and Forest Park. The study team identified 10 future station locations that can be served by a bus-on-shoulder service with 7 new stations in between. He further

explained the geometry of the expressway was studied on whether it could serve those future stations.

Mr. Kenyon explained there are two station locations which would be most beneficial to the Village. He mentioned the existing Northwest Transportation Center and a future station recommended in Elk Grove Village near Biesterfield Road. The parking lot at Woodland Meadows Park on the east side of Rohlwing Road could be an option for a future station.

Mr. Kenyon said with the existing bike and pedestrian networks, there are some needed improvements, especially refuge islands and crossing visibility. He explained that the station in Elk Grove would not have an immediate impact on the Village of Schaumburg. Since there are improvement recommendations for Northwest Transportation Center, Pace has included the location in the plan to enhance their competitiveness for future grant funds. It may be up to the Village to apply for grant funds to make improvements in state right-of-way areas. He said that if staff choose to pursue grant funds, an application would be competitive because the areas are included in an existing plan.

Trustee Bieschke asked if each municipality who has a station would be responsible for improvements, or if it would be through Pace. Mr. Kenyon said it depends and advised the in-line stations on I-290 are dependent on the location. Trustee Bieschke asked if the high visibility cross walks for pedestrians are the responsibility of the Village to maintain. Mr. Kenyon said if the Village were to install those on State right-of-way locations, it would typically require maintenance by the Village.

Mr. Kenyon said the project would take approximately eight years to complete. Trustee Bieschke suggested Pace may need to add routes to the Northwest Transportation Center.

A motion was made by Trustee Bieschke, seconded by Trustee Madej, to accept the Pace I-290/I-88 Express Bus Study as Informational.

MOTION CARRIED 3-0

3. Quarterly Transit Update- FY26 Quarter 3 – Informational

Ms. Krawiec said as of February 2, 2026, the DART service area has been expanded to additional locations, including the hospitals in Elk Grove Village and Hoffman Estates. Average monthly ridership for DART is about 2,700.

Trolley ridership is 17,800 year to date. She said ridership is on track to exceed fiscal year 2024's highest peak ridership of 20,469.

Ms. Krawiec said the Schaumburg Metra Station is continuing to exceed the number of daily permits that are sold. There are about 13 bike lockers that are currently vacant.

Ms. Krawiec mentioned the Pace On Demand service in Arlington Heights and Rolling Meadows has expanded to include Harper College and locations in Schaumburg that are North of Algonquin Road. The expansion was official as of March 2, 2026.

Ms. Krawiec said Metra has reassigned their customer service agents, and Schaumburg no longer has an agent at the station.

A motion was made by Trustee Madej, seconded by Trustee Bieschke, to accept the Quarterly Transit Update- FY26 Quarter 3 as Informational.

MOTION CARRIED 3-0

UNFINISHED BUSINESS: None.

CONTINUING ITEMS:

1. **Road Construction Updates (Verbal Report)**

Mr. Kenyon said the project taking place on Route 53 had been previously coordinated monthly with IDOT in 2025. IDOT has decided to accelerate the project and is now meeting on a bi-weekly basis. Bridge work was expected to extend into 2027, however, IDOT has met with their contractors and they feel they can complete the job in 2026. This will result in more impacts north of Schaumburg. This year, the Village is not directly impacted. He said there will be more lane reductions than originally anticipated. Trustee Bieschke asked if these lane closures will be temporary throughout the day. Mr. Kenyon said it will be continually shifting. He said a lot of the pavement, asphalt and shoulder work was already completed last year. There will be long workdays to ensure completion of bridge repairs. Mr. Kenyon said there will also be ramp work taking place, so there will be detours for weeks or months at a time. It will be a constantly shifting dynamic North of I-90.

Mr. Kenyon said the Village will not be significantly impacted this year for construction South of I-90. The mainline work will not take place until next year. All three bridges at Golf Road, Higgins Road, and Woodfield Road will be rehabilitated at that time. Mr. Kenyon said East and West Frontage Road improvements will be completed this year between Golf Road and Higgins Road. He said the target start date is August with an expected completion date at the end of October.

Trustee Bieschke asked for a construction update on Meacham Road. Mr. Kenyon said Cook County is still working on the bridge, and staff meet with them weekly for updates.

2. **Schaumburg Regional Airport Advisory Commission (Verbal Report)**

Mr. Kenyon said updates at the SRAAC meeting included fuel pump and security gate projects, and the status of the Airport Hazard Plan. Staff is coordinating with Risk Management and Emergency Management to finalize the content of the plan, which will be shared with the Police and Fire Departments. Coordination will occur with the Airport tenants and businesses to review procedures in the event of an incident. He continued that coordination with the Airport's Fixed Base Operator (FBO) will occur as well.

DEFERRALS: None.

COMMENTS FROM THE PUBLIC:

Rich Witt, representing the Del Lago II Homeowner's Association, expressed concerns about students parking on the streets in his neighborhood. He said he would like a resolution on the matter. He feels there are a lack of stop signs that would help with safety, because there are blind turns off Thacker Street. He said the intersections of Verde Dr. and Emerald Dr. and Verde Dr. and Casa Dr. have blind spots as well, and that stop signs would ensure safety. He recommended residents be able to obtain permits to park on the streets, and restricting students from parking at certain times. He feels students parking on the streets is an ordinance issue as it makes it difficult for people who live there to park. He said Plumwood Estates restricted parking in their neighborhood, which pushed the parking issue to Del Lago. He said another solution could be to monitor bad behavior by students on the streets rather than restrict parking for them altogether.

Trustee Bieschke stated that the parking issue on Del Lago has been discussed in previous years by the Village Board. Mr. Kenyon stated that staff has been coordinating with Police to enforce parking setbacks from stop signs. He said if an amendment is recommended to the parking ordinance, staff may also recommend signage to advise motorists of parking setback restrictions. Chairman LaRosa advised that this issue would be discussed at an upcoming Transportation Committee meeting.

ADJOURNMENT: A motion was made by Trustee Bieschke, seconded by Trustee Madej to adjourn the meeting of the Transportation Committee at 7:36 PM.

MOTION CARRIED 3-0

Respectfully Submitted,

Kristena Rose
Recording Secretary

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Accept the Findings of the 90 North Mobility Study
04/07/26
Transportation Committee

Presenter: Sidney Kenyon, AICP, Director of Transportation
Lead Department: Transportation

Executive Summary:

The 90 North District is a mixed-use district with a variety of office, residential, entertainment, and commercial uses. The area is currently undergoing extensive redevelopment. In order to offset future traffic impacts and create a true multimodal district, the 90 North Mobility Study was completed to evaluate microtransit and micromobility solutions. The 90 North Mobility Study evaluates alternative transportation options to connect residents, employees, and visitors within 90 North and to/from 90 North.

The goals for micromobility and microtransit in 90 North are to allow people to travel to, from, and within the district without requiring a personal vehicle. An additional goal of the Mobility Study is to increase transportation options between the convention center and hotels, shops, and restaurants outside the 90 North District.

The 90 North Mobility Study evaluates alternative transportation options to connect residents, employees, and visitors within the 90 North District and to/from the 90 North District. The Study summarizes existing conditions, explains ridership trends, projects ridership demand, summarizes stakeholder interviews, evaluates mobility service types, and provides recommendations for various service models, including estimated cost and an implementation plan.

Recommended Action:

The Village Manager recommends that the Transportation Committee accept the findings of the 90 North Mobility Study.

ATTACHMENTS:

- Mobility Study Memo
- 90 North Mobility Study

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: March 23, 2026

TO: Transportation Committee

FROM: Marisa Krawiec, AICP, Transportation Program Manager

SUBJECT: Recommendation to Accept the Findings of the 90 North Mobility Study

Introduction

The 90 North District is a mixed-use district with a variety of office, residential, entertainment, and commercial uses. The area is currently undergoing extensive redevelopment. In order to offset future traffic impacts and create a true multimodal district, the 90 North Mobility Study was completed to evaluate microtransit and micromobility solutions. The 90 North Mobility Study evaluates alternative transportation options to connect residents, employees, and visitors within 90 North and to/from 90 North.

The goals for micromobility and microtransit in 90 North are to allow people to travel to, from, and within the district without requiring a personal vehicle. This approach helps reduce traffic, improves sustainability, and makes for a quieter street environment. Additional transportation options are vital to prevent parking constraints and support the economic vitality of the new shops, restaurants, and entertainment venues. An additional goal of the Mobility Study is to increase transportation options between the convention center and hotels, shops, and restaurants outside the 90 North District. Schaumburg also seeks to improve its standing as a conference destination and currently experiences challenges with hotel availability near the convention center in 90 North East.

Micromobility is typically defined as small, low-speed human-or electric-powered devices, including bicycles, scooters, electric-assist bikes (e-bikes), electric scooters (e-scooters), and other small lightweight wheeled conveyances. Microtransit is defined as small, multi-passenger vehicles that operate on fixed or variable routes to provide on-demand transit service. Examples of microtransit options may include an on-demand shuttle, ride-hailing partnerships, flexible route buses or shared vanpools.

Service Potential

Existing Conditions

There is a large amount of shopping, restaurants, jobs, and services south of the district. These amenities are difficult to access from 90 North without a car due to the barrier created by Interstate 90 (I-90). Meacham Road, the only street that crosses I-90 within the 90 North area, experiences high traffic volumes and congestion. Schaumburg currently has a multi-use path that supports walking and biking along the east side of Meacham Road to access destinations

south of I-90. This multi-use path can support future micromobility riders; additional transit services could help alleviate current traffic congestion.

Those visiting 90 North are most likely to drive into the district. Ideally, effective micromobility or microtransit options will allow those visitors to park once and utilize alternative transportation modes for any movement within the district. Depending on the success of initial micromobility or microtransit services, expansion could allow more Schaumburg residents to access the 90 North area without needing a car at all.

Schaumburg currently has two transit routes that serve the area:

- Woodfield Trolley (Pace Route 905) - Operates on weekends year-round and daily during the summer months and Christmas holiday. Service connects the Convention to various locations in the Woodfield Regional Center, including Woodfield Mall.
- Pace Route 697 – Connects Harper College with the Northwest Transportation Center and operates weekday service to support student access to the community college campus.

Ridership Projection

Demand estimates for both micromobility and microtransit were calculated based on two methods. Method 1 used existing travel mode share data to create high and low estimates of the percentage of trips that could be taken by micromobility and microtransit. Method 2 evaluated ridership of peer communities that provide micromobility or microtransit services and calculated an estimate of ridership per 1,000 residents. Due to variability in ridership across this sample, low and high estimates were generated. Phase 1 Development projects estimates within 5 years of development and Phase 2 Development represents development after 5 years.

	MONTHLY MICROMOBILITY TRIPS		ANNUAL MICROMOBILITY TRIPS	
	Low	High	Low	High
Potential Existing Trips	212	821	2,548	9,852
Phase I Additional Trips	187	723	2,242	8,670
Phase II Additional Trips	389	1,503	4,664	18,037

Stakeholder Feedback

During the data collection process, a variety of stakeholders, including major employers, development partners, residential developments, and hospitality providers were consulted in one-on-one interviews. Some of the insights revealed in those interviews included:

- Interstate-90 is a barrier that separates 90 North from the rest of the Village, and Meacham Road is a big barrier in traveling between 90 North District West and 90 North District East.
- The Trolley route should be adjusted to connect the east and west halves of 90 North. It needs to better serve area hotels that have guests visiting the convention center or employers who have visitors or employees staying at the Renaissance Hotel.
- The abundance shops, restaurants, and entertainment after 90 North is fully built-out will entice residents and employees. The size of 90 North is ideally suited to walking, biking,

or microtransit trips. A circulator transit service is likely to be well understood and appealing to a wide range of residents and visitors. While micromobility may be attractive to some, utilization may be lower during inclement weather or over the winter.

- Micromobility appeals to younger residents, visitors, and employees. Micromobility could be well utilized for recreational, social, and entertainment trips.

Recommendations

Each suite of recommendations was grouped together by transportation type. Mobility options were comparatively evaluated for best-fit for 90 North. While there are some differences between each scoring matrix, they generally sought to capture the following factors:

- Ease of access
- Rider experience
- Ability to get around 90 North
- Ability to get to 90 North from other locales

The Study includes a scoring matrix that evaluates micromobility service models and ranks them based on operations, rider experience and transportation to/from or within the 90 North District. The Study includes a scoring matrix that evaluates a range of microtransit service models and ranks them based on operations, rider experience and transportation to/from or within the 90 North District.

Micromobility

Micromobility is typically defined as small, low-speed human-or electric-powered devices, including bicycles, scooters, electric-assist bikes (e-bikes), electric scooters (e-scooters), and other small lightweight wheeled conveyances. The evaluation included a total of 6 different types of micromobility. E-bikes and e-scooters ranked highest as these models are established systems and have abundant market availability.

In addition to model type, The Study included a scoring matrix that evaluated docking options (docked, dockless or a hybrid of docked and dockless). From this evaluation, the best docking model was determined to be a fully docked model, meaning that vehicles will need to be rented from, and returned to a station for each trip. Vehicles will be required to be picked up from docking stations or docking areas. Geofencing could be used to ensure that the vehicles are parked and operated within the designated area and can be as specific as delimiting a parking area.

The Study identifies potential population and land use ratios as a mechanism to launch and expand station sites. The Study also potentially identifies station sites within 90 North and to destinations within the Woodfield Regional Center and Busse Woods. Further evaluation, coordination and design could be needed to advance station sites.

For operations, costs could range between $3,000 and $4,000 per vehicle. Cost estimates for the purchase of vehicles and stations are as follows:

- Station - $30,000-$65,000
    - For 10 stations, the cost could range between $300,000 and $650,000
- E-bike - $1,500-$4,000
    - For 30 e-bikes, the cost could range between $45,000 and $120,000
- E-scooter - $800-$2,000
    - For 40 e-scooters, the cost could range between $32,000 and $80,000.

The consulting team used information from other existing micromobility systems to help develop the cost estimates. Station costs are influenced by the number of docking slots, signage at or surrounding the station, payment technology, or other station amenities provided, and whether the station is electrified to support in-dock vehicle charging. Vehicle costs depend on the vehicle type, with e-scooters being the cheaper option and e-bikes being more expensive. Different vendors provide vehicles of varying quality, which is also reflected in the range of costs.

Grant funding opportunities Micromobility grant opportunities could include funding sources such as the Illinois Transportation Enhancement Program (ITEP) and Congestion Mitigation & Air Quality (CMAQ) Improvement Program. The Village could also solicit sponsorship opportunities to offset these costs.

It should be noted that the Study began prior to the Village adopting codes related to e-bikes and e-scooters. If these models are advanced, compliance with village code would be required.

Microtransit
For the purposes of the Study, microtransit is defined as small, multi-passenger vehicles that operate on fixed or variable routes to provide on-demand transit service. The evaluation included a total of 8 different types of microtransit options. Of these options, on-demand point to point and ride hailing partnerships ranked highest for the following reasons:

- Easily understood service models for users.
- Positive rider experience in terms of schedule flexibility and direct access to their destination.
- Existing services in adjacent peer communities demonstrate successful implementation.
- Greatest ability to support the mobility needs of key stakeholders

The ridehailing partnership option scored slightly higher than on-demand point-to-point primarily due to the potential of having lower administrative costs and a better user experience due to being an established and well-understood service. Costs are dependent on the size of the service area and the number of microtransit vehicles needed to provide service with the desired frequency and quality. Microtransit grant opportunities could include funding sources such as the Illinois Transportation Enhancement Program (ITEP) and Congestion Mitigation & Air Quality (CMAQ) Improvement Program.

- Ridehailing Partnerships
  Ridehailing partnerships are a collaboration between public transit agencies and private ride-hailing companies like Uber or Lyft to fill gaps in the public transportation system.

These partnerships often provide subsidized rides within specific areas or during certain times of day, such as late-night hours when traditional public transit may not be available. Passengers can book these rides through the ride-hailing company's app, and the cost is typically shared between the municipality and the rider, making it an affordable and flexible transportation option.

The cost of this service could be determined based on the subsidy amount that the Village wants to provide. The Study includes a potential service area that identify destinations, including the Woodfield Regional Center

- On-Demand Point to Point
  On-demand shuttles are shared ride services designed to operate without a fixed route or schedule. Passengers can book rides through a mobile app, website or call center, and the shuttle adjusts it route based on real time demand. The Village's Dial-A-Ride Transportation Service (DART) is considered an on-demand service.

  The cost of this service ranges between $180,960 ($40/hour) to $452,400 ($100/hour). The costs provided contemplate providing microtransit service in-house as part of a transit fleet or hiring a third-party vendor. It should be noted that the cost to provide DART is currently $114.25 per hour.

- Circulator
  A circulator service runs on a fixed route with a fixed schedule within a designated area. It should be noted that the circulator was the most requested microtransit option by stakeholders and the service type scored third highest in the evaluation. The Mobility Study includes a recommendation that Schaumburg should consider implementing this service in the future when more of the planned development is completed.

  The cost of this service ranges between $389,376 ($96/hour) to $770,640 ($190/hour). The costs provided contemplate providing microtransit service in-house as part of a transit fleet or hiring a third-party vendor.

Recommendation

Staff recommends that the Transportation Committee accept the findings of the 90 North Mobility Study.

VILLAGE OF SCHAUMBURG

90 NORTH MOBILITY STUDY

AUGUST 2025



ELECTED OFFICIALS

VILLAGE PRESIDENT, TOM DAILLY
TRUSTEE, BRIAN BIESCHKE
TRUSTEE, MARK MADEJ
TRUSTEE, MICHAEL LAROSA
TRUSTEE, ESHA PATEL
TRUSTEE, JACK SULLIVAN
TRUSTEE, JAMIE CLAR
VILLAGE CLERK, JANE LENTINO

VILLAGE TEAM

DIRECTOR OF TRANSPORTATION, SIDNEY KENYON
TRANSPORTATION PROGRAM MANAGER, MARISA KRAWIEC

CONSULTANT TEAM

EPSTEIN
HNTB

90 NORTH MOBILITY STUDY

ACKNOWLEDGEMENTS

THIS DOCUMENT IS INTENDED FOR DOUBLE-SIDED PRINTING ON LETTER-SIZED PAPER.

90 NORTH MOBILITY STUDY

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90 NORTH
MOBILITY STUDY

1 INTRODUCTION



PROJECT INTRODUCTION

The Village of Schaumburg is actively working to develop a new district in the northeast corner of the village, aiming to create a vibrant live-work-play neighborhood. The district plan is split into two halves, with the eastern half, 90 North District East (90 NDE) poised as an entertainment hub for the region and the western half, 90 North District West (90 NDW) becoming a new paradigm for a global place of business in a suburb. Together, the 90 North District (90 ND) aims to become a renowned example of mixed-use, walkable development in a suburban context.

With a vision of providing residents, visitors, and employees within the 90 ND area access to daily amenities and entertainment within a walkable and bikeable neighborhood, the Village of Schaumburg is considering the variety of transportation modes that can help people move within the district as well as travel to and from the surrounding area without requiring the use of a personal car.

This mobility plan presents a variety of shared mobility options that can support the vision of a vibrant, modern district that moves beyond the traditional auto-oriented transportation that has been the default in suburban communities for decades. This plan investigates shared micromobility and microtransit options for their benefits in achieving Schaumburg's mobility goals, as well as making recommendations for the implementation of either service, in terms of vehicle types, service model, and service area.

Micromobility is defined by the Federal Highway Administration (FHWA) as small, low-speed, human- or electric-powered transportation devices, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Examples of micromobility vehicles and service models are described in Chapter 3.

For the purposes of this study, microtransit is defined as small, multi-passenger vehicles that operate on fixed or variable routes to provide on-demand transit service. Examples of microtransit vehicles and service models are described in Chapter 3.



90 North Park. Located along Progress Parkway in 90 ND West.
Source: Epstein



Aerial of 90 ND Redevelopment. Source: Urban Street Group



Bikeshare riders in Philadelphia, Pennsylvania. Source: Visit Philadelphia

SYSTEM GOALS

The Village of Schaumburg's goals for micromobility and microtransit in the 90 ND are to allow people to travel to, from, and within the district without requiring a car. This approach helps reduce traffic, improves sustainability, and makes for a quieter street environment. Schaumburg seeks to move beyond traditional suburban development patterns and has reduced the amount of required parking for development in the district, so additional transportation options will be vital to prevent parking constraints and support the economic vitality of the new shops, restaurants, and entertainment venues.

While the 90 ND area seeks to provide residents and employees access to most of their daily needs within 90 ND, there is a large amount of shopping, restaurants, jobs, and services south of the district. These amenities are difficult to access from 90 ND without a car due to the barrier created by Interstate 90 (I-90). Meacham Road, the only street that crosses I-90 within the 90 ND area, experiences high traffic volumes and congestion. Schaumburg currently has a multi-use path that supports walking and biking along the east side of Meacham Road to access destinations south of I-90. This multi-use path can support future micromobility riders and additional transit services could help alleviate current traffic congestion.

Schaumburg also seeks to improve its standing as a conference destination and currently experiences challenges with hotel availability near the convention center in the eastern part of 90 ND. An additional goal of the mobility study is to increase transportation options between the convention center and hotels, shops, and restaurants outside the 90 ND district.

Intended Trip Types

- Travel to shops, services, and entertainment
- Commuting
- Accessing the convention center
- Recreation

Intended Micromobility & Microtransit Users

- Residents of 90 ND
- Employees within 90 ND
- Schaumburg visitors and hotel guests

Mobility Plan Goals

- Allow 90 ND residents to access shops, jobs, and services within and beyond the 90 ND area without the use of a private car.
- Allow employees within the district access to shops and services within and beyond the 90 ND area without needing to move their car from their workplace parking space.
- Allow visitors to the district to access the convention center, the 90 ND amenities, and the shops and restaurants south of I-90 without requiring the use of their own or a rented vehicle.

PROJECT BACKGROUND

Schaumburg has been working to develop the 90 ND since 2014, when a Tax Increment Financing (TIF) district was established to invest in a new vision for the former Motorola property.

A 2015 Land Use Plan created the foundation for a dense, vibrant, mixed-use district while maintaining the suburban context, which was utilized to initiate development of a regulatory framework to create a new zoning district for the area. To achieve multiple goals within the project area, Schaumburg split the district into two distinct segments, the West District (90 NDW) and the East District (90 NDE.)

The development vision of these districts was further outlined in the 90 North District West Regulatory Framework Plan and the 90 North District East Regulatory Framework Plan, created for the two districts in 2018. 90 NDW is intended to focus on residential, shopping, dining, and office development, while 90 NDE is intended to prioritize entertainment and hospitality development. Further information on the existing village plans and their connection to this mobility study is provided on page 9.

EXISTING CONTEXT

Schaumburg has been a leader amongst Chicago area suburbs in promoting active transportation, with over 100 miles of bikeways throughout the village. The 90 ND Plan built on the existing network and recommended additional multi-modal improvements to further Schaumburg's sustainable transportation goals. Because 90 ND is separated from the rest of the village by I-90, prospective developers have previously considered the area to be on the "wrong side" of the interstate, limiting their interest in investing in the area. The 90 ND Plan created the opportunity for development and the vision for a semi-self-contained neighborhood that could overcome the barrier of I-90.

In addition to providing amenities and services for its own residents, 90 ND also seeks to become a destination for Schaumburg residents and the region. The majority of residential areas in Schaumburg are further separated from 90 ND by the auto-oriented Woodfield Regional Center. This separation means Schaumburg residents visiting 90 ND are most likely to drive into the district. Ideally, effective micromobility or microtransit options will allow those visitors to park once and utilize alternative transportation modes for any movement within the district. Depending on the success of initial micromobility or microtransit services, expansion could allow more Schaumburg residents to access the 90 ND area without needing a car at all.



Zurich American Insurance Company. Located along Meachem Road in 90 NDW
Source: Clayco

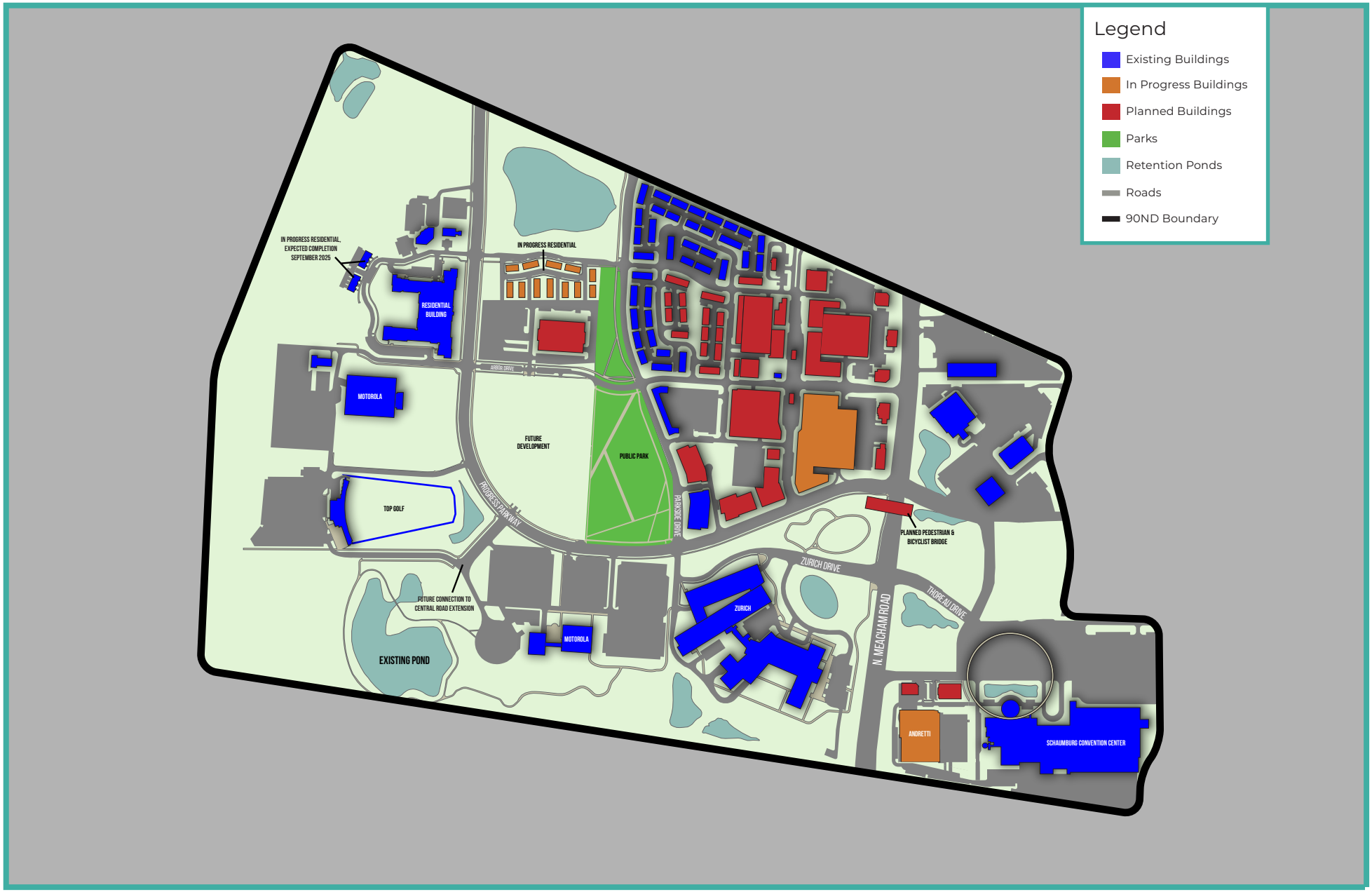


Harper College. Located near 90 ND. Source: Wikimedia Commons



The Boler Company. Located on Parkside Drive in 90 NDW. Source: Epstein

FIGURE 1: STUDY AREA



TRAVEL TRENDS

Mode Split

Based on data from Replica, a data company that provides anonymized travel data, there are approximately 7,350 trips taken within 90 ND per month. These trips are primarily taken in a car, either driving or as a passenger. However, walking makes up a significant trip percentage as well.

MODE	APPROX. # OF TRIPS PER MONTH	% OF TOTAL TRIPS
Car	5,742	78.2%
Transit	150	2.0%
Bike	44	0.6%
Walk	1,409	19.2%
TOTAL	**7,345**	**100%**

EXISTING TRANSIT SERVICE

Schaumburg currently has two transit routes that serve the area:

- Woodfield Trolley (Pace Route 905) - Operates on weekends year-round and daily during the summer months and Christmas holiday, and connects the Convention Center with the Woodfield Mall
- Pace Route 697 – Connects Harper College with the Northwest Transportation Center and operates weekday service to support student access to the community college campus

According the the Village of Schaumburg, the Woodfield Trolley sees approximately 20,000 trips annually, despite the limited operating hours. Trip volume is greatest during the holiday shopping season and summer months when the service operates daily. Schaumburg staff have also received requests for daily Trolley service year round. This indicates that there is demand for increased transit service within the 90 ND area to access the shopping and services south of I-90.

Pace operates an express bus (Route 603) from the Elgin Transportation Center to the Rosemont Blue Line station that runs on I-90 along the south edge of 90 ND, but there is not a stop within Schaumburg to serve the 90 ND area. Routes 600 and 606 provide Schaumburg residents with access to the Rosemont Blue Line station via the Northwest Transportation Center. Metra stations in south Schaumburg and Palatine provide transit access to the City of Chicago.

Schaumburg provides Dial-a-Ride Transportation (DART) service weekdays throughout the village and to select regional destinations. The service is discounted for seniors, persons with disabilities, students through Grade 12 to and from school, and children ages 7 to 11.

EXISTING BIKE INFRASTRUCTURE

In accordance with its Complete Streets Policy, the Village has constructed paths along the roads in 90 North that have already been reconfigured. New streets will include paths and sidewalks, and will ultimately connect to the existing path along Meacham Road that facilitates biking and walking across I-90. While this infrastructure is a great first step, the low number of bike trips within 90 ND suggest that there are limited destinations in the area that are better served by biking than walking, and that biking to destinations south of I-90 via the Meacham Road path may still feel uncomfortable despite the separation from traffic the path provides.

FIGURE 3: EXISTING TRANSIT

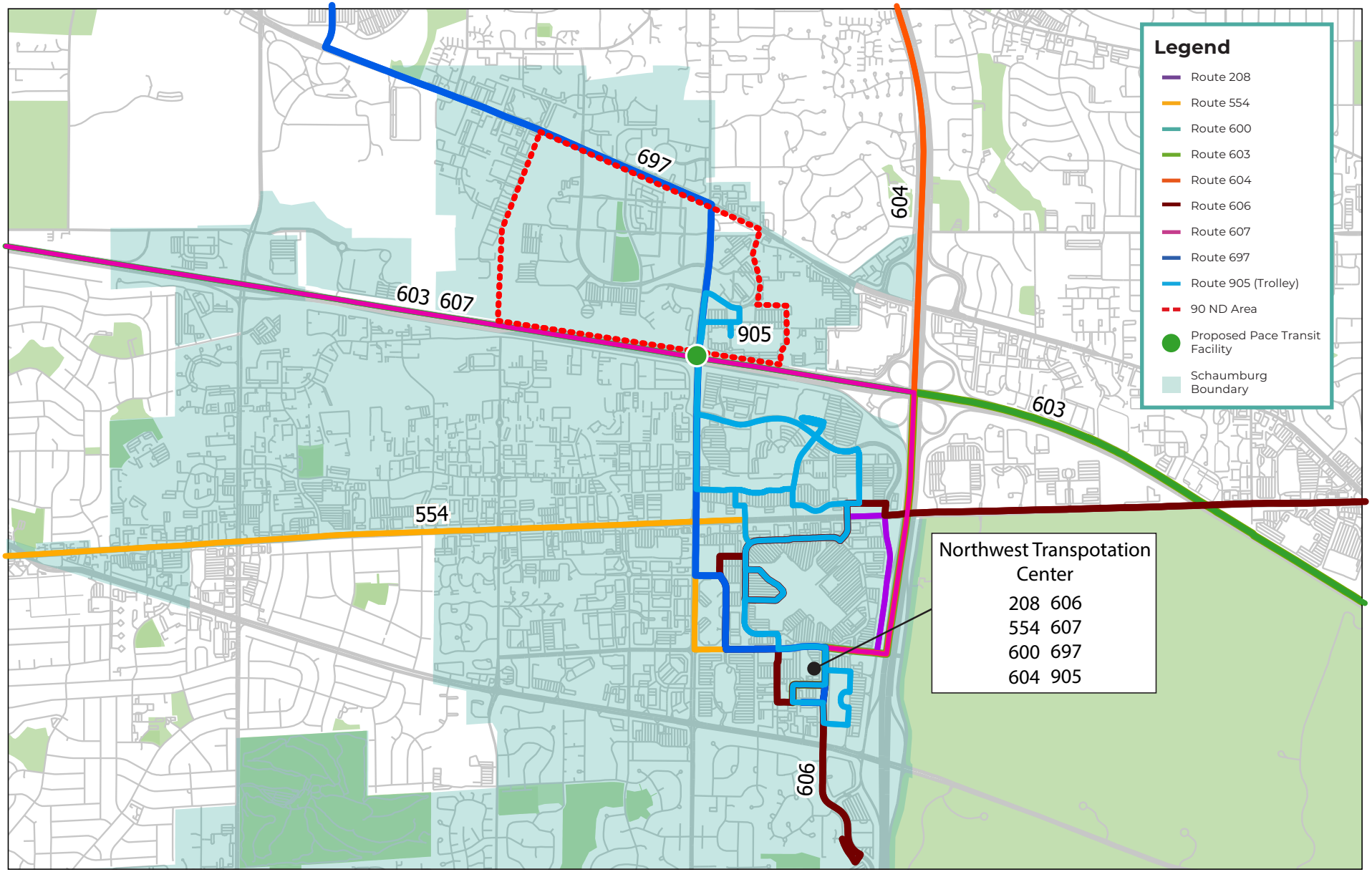
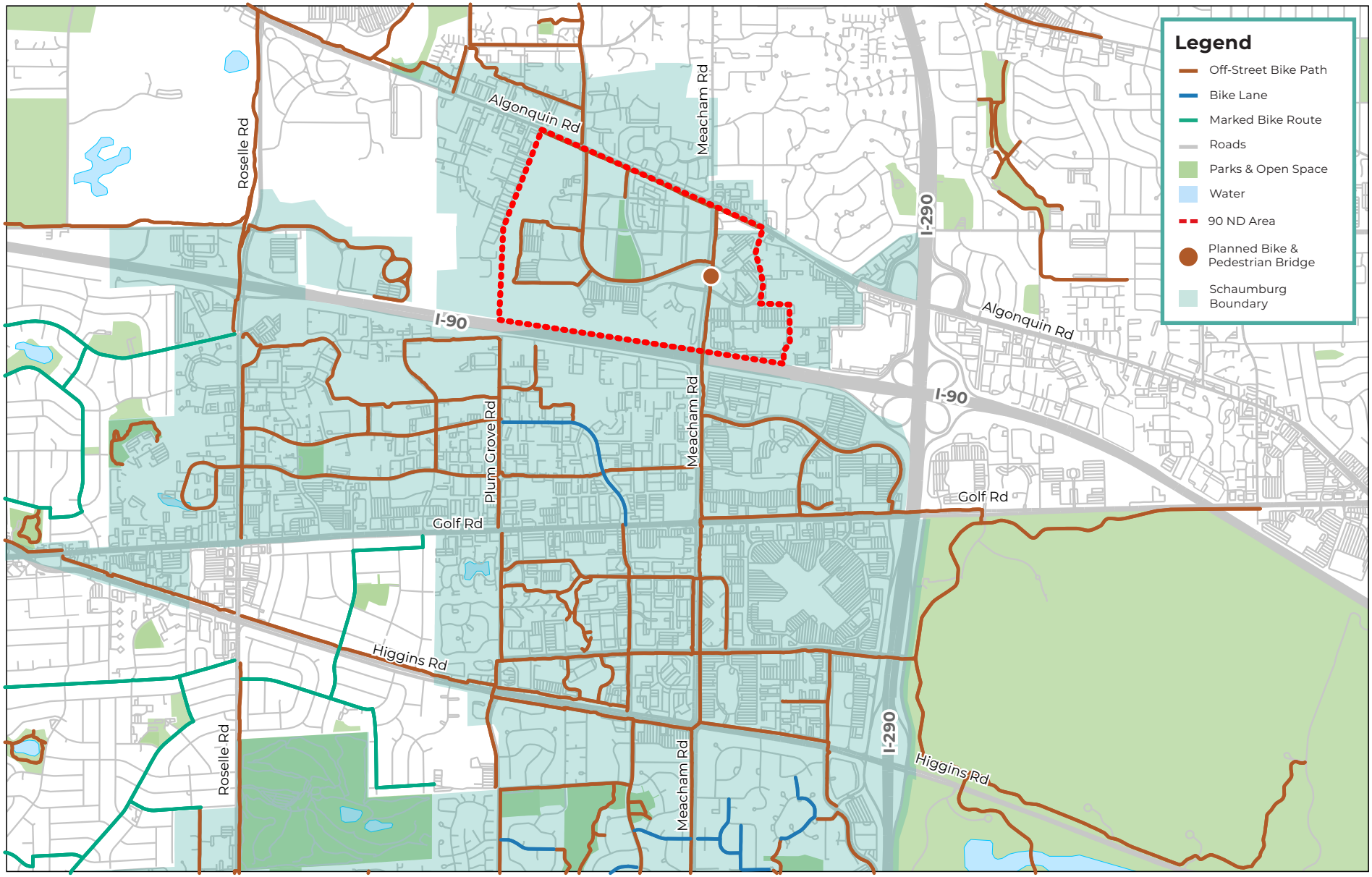


FIGURE 4: EXISTING BIKE INFRASTRUCTURE



DATA COLLECTION & ANALYSIS

The foundation of this mobility plan is based on a solid understanding of existing plans and policies, local demand for biking and transit services, and a review of micromobility and microtransit trends across the country.

POLICY AND PLAN REVIEW

There are four key plans adopted by the Village of Schaumburg that guide the development of the 90 ND: The Schaumburg Comprehensive Plan, the North Meacham Road Corridor Plan, the 90 ND West Plan, and the 90 ND East Plan. Two additional plans from coordinating jurisdictions also influence future potential for the area.

1. SCHAUMBURG COMPREHENSIVE PLAN

The Schaumburg Comprehensive Plan (adopted 2018) is the village's primary document for evaluating new development proposals. The Comprehensive Plan outlines a vision for future growth within Schaumburg and proposes projects to realize this vision.

A micromobility service supports the Comprehensive Plan goal #4: Multi-mobility

> *Support a multi-modal transportation system that provides safe and efficient access and mobility that ensures roadways, transit, and bicycle and pedestrian facilities connect people throughout the community and the region.*

🔗 LINK TO SCHAUMBURG COMPREHENSIVE PLAN

2. 90 NORTH DISTRICT WEST REGULATORY FRAMEWORK PLAN

The 90 North District West Regulatory Framework Plan (adopted 2018) provides a redevelopment vision for the former Motorola campus, transforming the area into a denser mixed use development that can serve the needs and preferences of modern office workers. A combination of office space and housing, along with shops, restaurants, and services, aims



Roosevelt Collection. Example of a mixed-use development in Chicago. Source: Choose Chicago



Meacham Ave Bridge Concept. Source: INFORM



Scooter Share riders in Seattle, Washington. Source: SDOT

to create a walkable development that attracts younger professionals who seek this style of housing and work place.

🔗 **LINK TO 90-NORTH DISTRICT WEST PLAN**

3. 90 NORTH DISTRICT EAST REGULATORY FRAMEWORK PLAN

The 90 North District East Regulatory Framework Plan (adopted 2018) is a complement to the 90 ND West Plan focusing on the area surrounding the Schaumburg Convention Center and the Renaissance Hotel. It promotes additional restaurants and entertainment venues to create an "entertainment district for the region".

A micromobility service supports both the 90 ND plans by providing additional sustainable transportation modes for residents and visitors to utilize. Both plans encourage the Village of Schaumburg to pursue micromobility for the district.

🔗 **LINK TO 90-NORTH DISTRICT EAST PLAN**

4. NORTH MEACHAM ROAD CORRIDOR PLAN

The North Meacham Road Corridor Plan (adopted 2023) sets a clear expectation for the future development around North Meacham Road between I-90 and Algonquin Road. The Plan focuses on enhancing the pedestrian realm through landscaping and safety improvements, while also supporting biking throughout 90ND with additional trail connections and safer crossings. A key goal of the plan is to facilitate movement across North Meacham Road so that residents may enjoy the amenities of the district without the use of a car, and anyone driving to the district can park once and walk or bike to multiple destinations. One major proposed project is a pedestrian bridge across North Meacham Road, situated between Progress Parkway and Zurich Way to link the two halves of the district.

While this plan doesn't explicitly discuss micromobility, the proposed improvements will support a variety of mobility services by creating an environment that is friendly to pedestrians and cyclists, accessible to transit, and potentially suitable for other means of getting around.

🔗 **LINK TO NORTH MEACHAM ROAD CORRIDOR PLAN**

5. COOK COUNTY BIKESHARE STUDY

Cook County is investigating the feasibility of a county-wide bikeshare program to support increased access to biking throughout the county, and is exploring system styles, funding options, and ownership structures. Schaumburg staff and the consultants for this plan have been in contact with the Cook County staff working on this study to facilitate potential colaboration.

6. 90 ND TRANSIT FACILITY FEASIBILITY STUDY

The village completed a feasibility study in 2022 to evaluate the addition of a new interstate express bus station on Meacham Road to serve the 90 ND area. The preferred design includes a westbound station on the Meacham Road exit ramp and an eastbound station in the center of I-90 with a vertical connection to Meacham Road. Currently, Pace Route 603 connects the Elgin Transportation Center to the Rosemont Transportation Center and the CTA Blue Line, but does not stop within Schaumburg. Schaumburg continues to support the concept of a new I-90 express bus station at Meacham Road.

PROJECTED DEMAND

Demand estimates for both micromobility and microtransit were calculated based on two methods. Method 1 used existing travel mode share data from Replica to create high and low estimates of the percentage of trips that could be taken by micromobility and microtransit. Method 2 evaluated ridership of peer communities that provide micromobility or microtransit services and calculated an estimate of ridership per 1,000 residents. Due to variability in ridership across this sample, low and high estimates were generated.

Population and employment growth estimates for development phases 1 and 2 (Figure 5). Development Phase 1 includes the existing and in progress and planned development shown on the map on page 8 (Figure 1) and coincides with Schaumburg's current five year Capital Improvement Plan (CIP). Phase 2 includes future development that will be part of future CIPs past the 5 year planning horizon. Both demand estimate methods used these population numbers to estimate potential ridership. Additional details about the demand estimate methodology is provided in Appendix B.

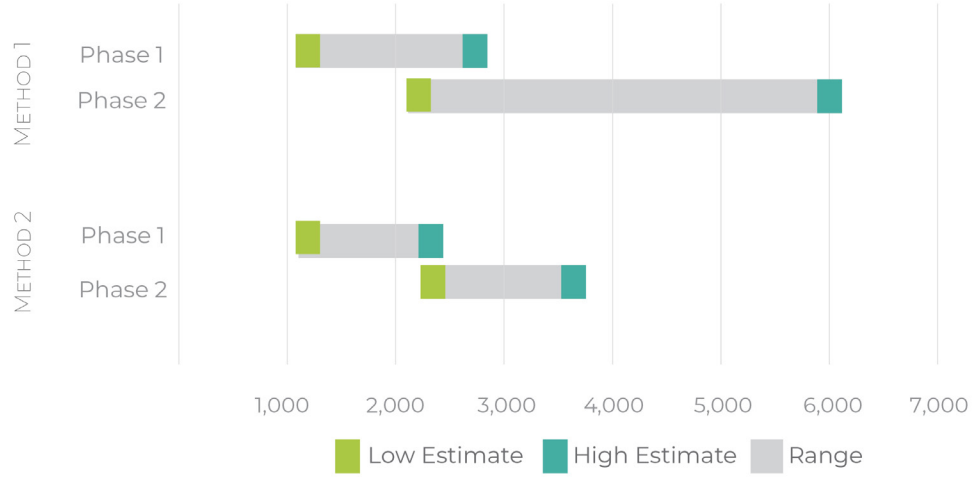
FIGURE 5: DEVELOPMENT PHASE GROWTH ESTIMATES

	TODAY	PHASE 1	% INCREASE	PHASE 2	% INCREASE
Residential Population	1,040	1,814	74%	2,764	230%
Visitors	967,400	2,753,080	185%	6,657,116	142%
Hotel	684	684	0%	884	29%
Overall Growth			**83%**		**127%**

Micromobility Demand

Demand for micromobility services was based on the estimated number of trips that would be taken if service existed (FIGURE 6). Based on the population and employment projections for 90 ND, a micromobility system could provide over 2,000 trips per month one Phase 1 development is complete and fully occupied. Trip estimates following Phase 2 development has a wider range, as the exact development types are yet to be determined. A detailed methodology for calculating potential trip demand can be found in Appendix B.

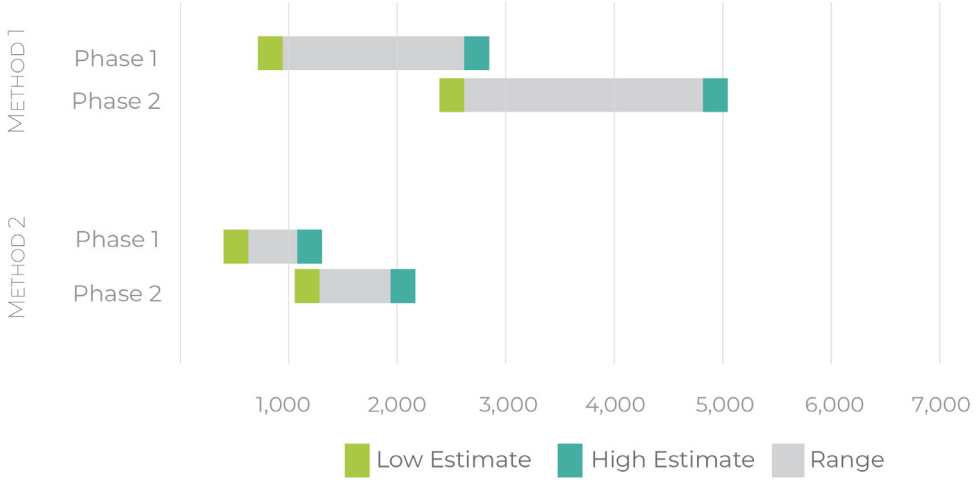
FIGURE 6: PROJECTED MONTHLY MICROMOBILITY TRIPS



Microtransit Demand

Demand for a point-to-point microtransit service was calculated in the same manner as micromobility demand. The 90 ND area could see over 1000 microtransit trips following the completion of Phase 1 development.

FIGURE 7: PROJECTED MONTHLY ON-DEMAND MICROTRANSIT TRIPS



NATIONAL MICROMOBILITY RIDERSHIP TRENDS

RIDERSHIP

Micromobility services have been growing in number of systems and ridership across the country since their introduction to the United States. Many communities of varying sizes and densities have successfully deployed micromobility to serve their mobility goals. Understanding current trends will allow Schaumburg to design a system that can best support their own goals.

Shared micromobility usage has rebounded and surpassed its pre-COVID ridership numbers. According to the North American Bikeshare & Scootershare Association's (NABSA) "5th Annual Shared Micromobility State of the Industry Report," in 2019, there were 157 million shared micromobility trips across the United States, Canada, and Mexico. The types of vehicles included dockless bikes, docked bikes, and e-scooters. Bikes included both pedal bikes and e-bikes. The total number of trips decreased in 2020 to 83 million due to the COVID-19 pandemic. By 2023, total ridership surpassed the 2019 total by 9% with 172 million trips.

In 2023, 102.4 million trips (60%) were taken on bikes and 69.8 million trips (40%) were taken with e-scooters. Breaking down the bike trips, 62.7 million (61%) were with pedal bikes, while 39.7 million (39%) were with e-bikes. E-bike ridership rose 26% between 2022 and 2023. The use of e-bikes has grown significantly since 2019, when only 7 million trips (10%) were taken across North America.

FIGURE 8: TOTAL RIDERSHIP IN NORTH AMERICA

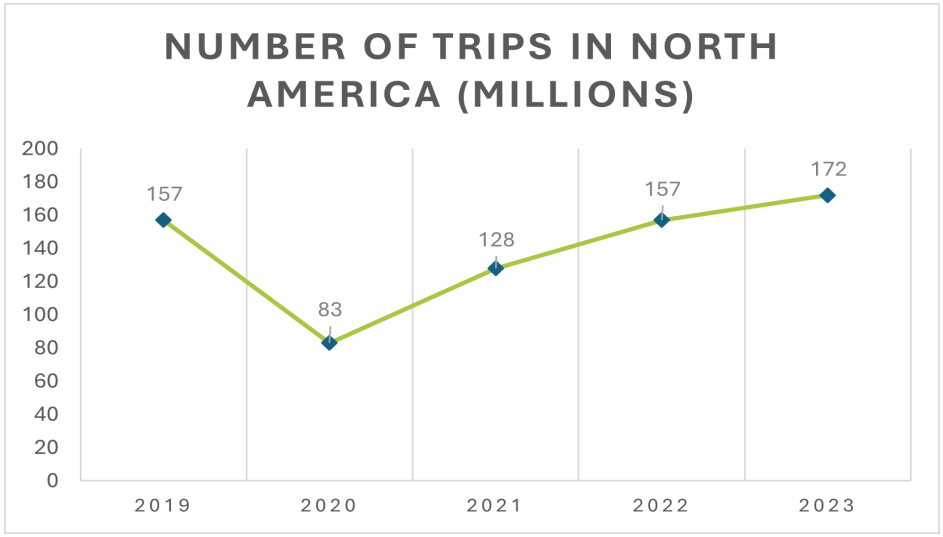
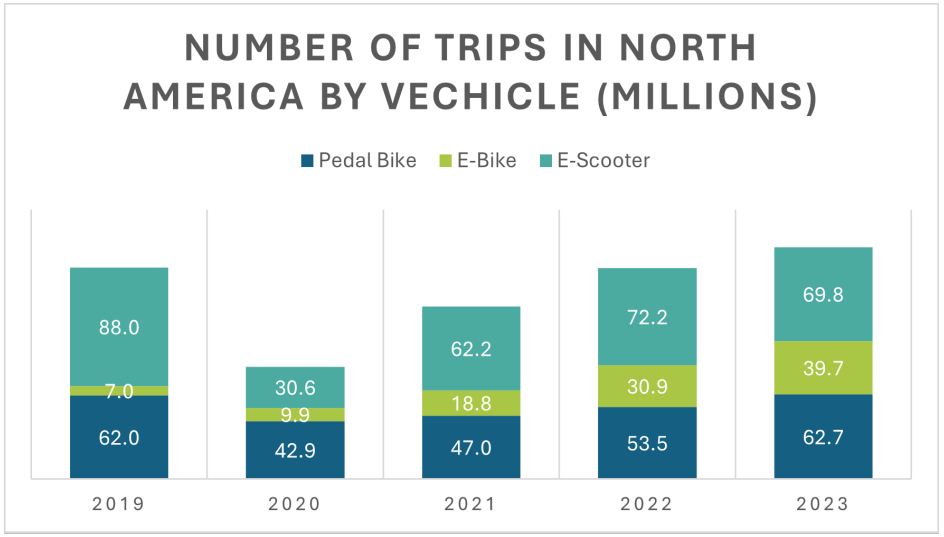


FIGURE 9: TOTAL RIDERSHIP BY VEHICLE TYPE IN NORTH AMERICA



VEHICLE UTILIZATION

Vehicle Utilization measures the number of trips individual vehicles take per day. While usage of different vehicle types has fluctuated over the years, in 2023, the average utilization (trips/vehicle/day) for all types of micromobility vehicles in North America was 2.7 daily uses. When broken down by vehicle type, e-bikes had the highest average utilization of 3.9 daily uses, followed by pedal bikes at 3.4 daily uses and e-scooters at 1.4 daily uses as shown in FIGURE 10.

Since 2020, average bike utilization has seen moderate growth, while e-scooter usage has fluctuated and declined overtime (FIGURE 11). While e-scooters saw a surge in popularity when they first entered the market, public backlash and increased regulation of shared scooter fleets has likely contributed to their decline in utilization. This historic data showcases the consistent use of bikeshare, and the 2023 data (the first year NABSA tracked bike and e-bike utilization separately) indicates that e-bikes are slightly more popular than pedal bikes for bikeshare users.

FIGURE 10: 2023 AVERAGE VEHICLE UTILIZATION

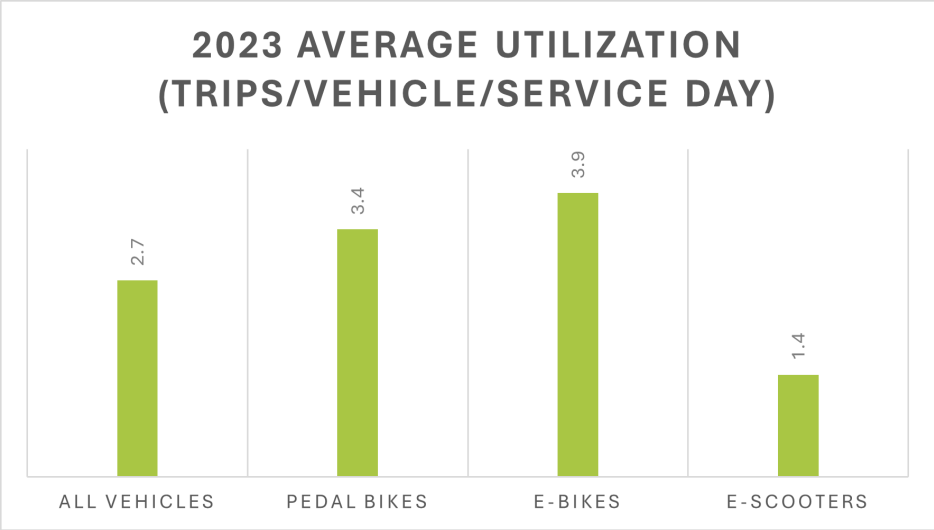
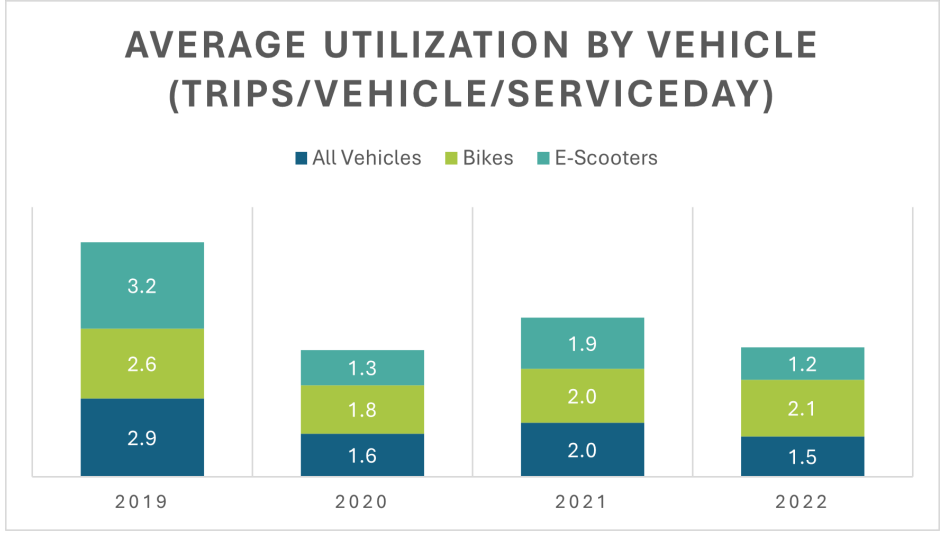


FIGURE 11: 2019-2022 AVERAGE VEHICLE UTILIZATION



DEMOGRAPHIC REPRESENTATION

When looking at demographic representation in 2023 across North America, people with an annual household income of more than $100,000 USD and people with an annual household income of less than $15,000 are overrepresented (by 5% and 8% respectively) in micromobility ridership, while earners in between are underrepresented, as seen in FIGURE 12. Riders who have household incomes of less than $50,000 were found to be more likely to be considered “super users”, with 25% using bikeshare or scootershare at least five times per week. This may be due to popularity of low-income fare programs among both bikeshare providers and riders, paired with low-income people having reduced access to a vehicle. Micromobility also tended to be more popular with younger riders. According to NABSA, in 2023, ridership was overrepresented in populations aged 18-24 (by 10%) and 25-44 (by 16%). Meanwhile, older riders were underrepresented with riders aged 45-64 underrepresented by 12% and riders 65 and older underrepresented by 13%.

Historically, micromobility ridership tends to be overrepresented by white riders, with people of color riding less than their white peers. There have been improvements in recent years due to greater access in locating bikeshare services in places where people of color make up a larger portion of the population. Based on current NABSA data, white ridership is still overrepresented by 16%, and black ridership continues to lag behind other demographic groups as shown in FIGURE 13.

FIGURE 12: 2023 MICROMOBILITY RIDERSHIP BY HOUSEHOLD INCOME

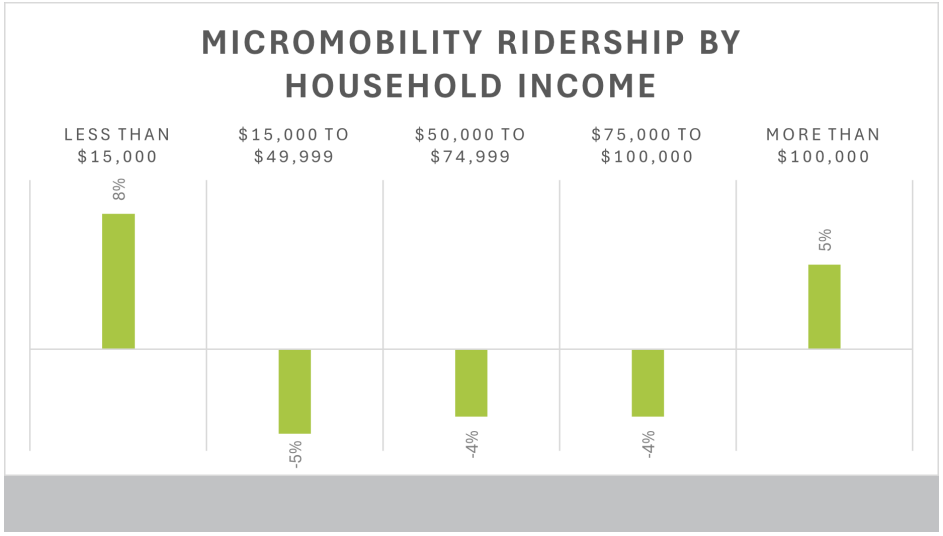


FIGURE 13: MICROMOBILITY RIDERSHIP BY AGE

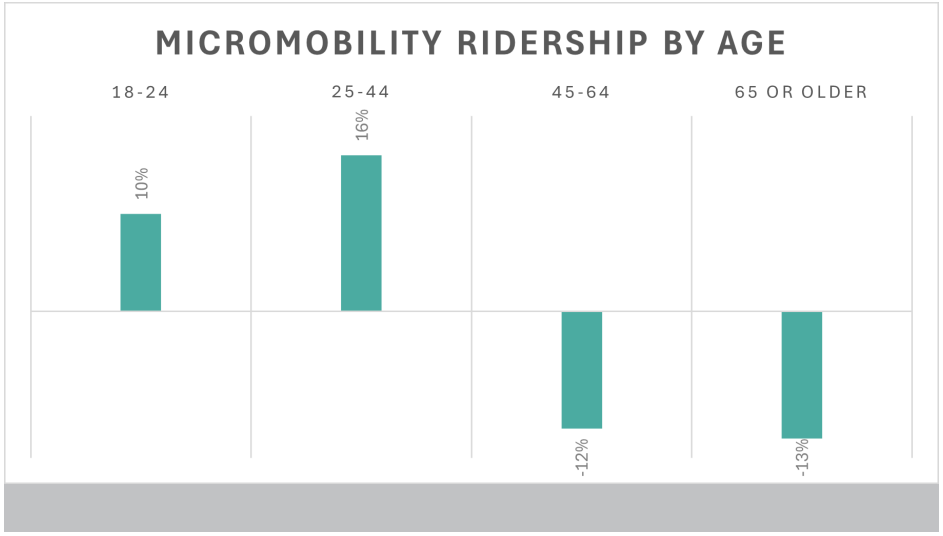


FIGURE 14: 2023 MICROMOBILITY RIDERSHIP BY RACE AND ETHNICITY

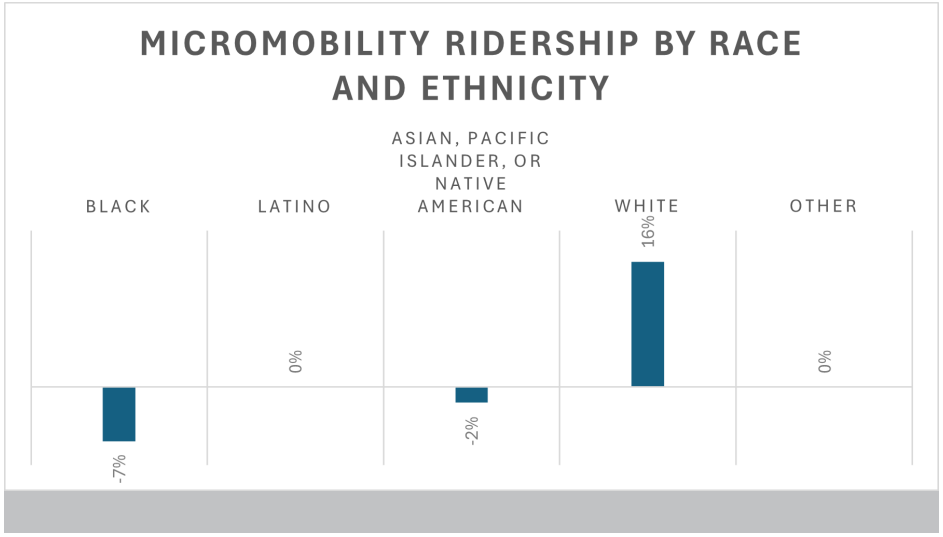
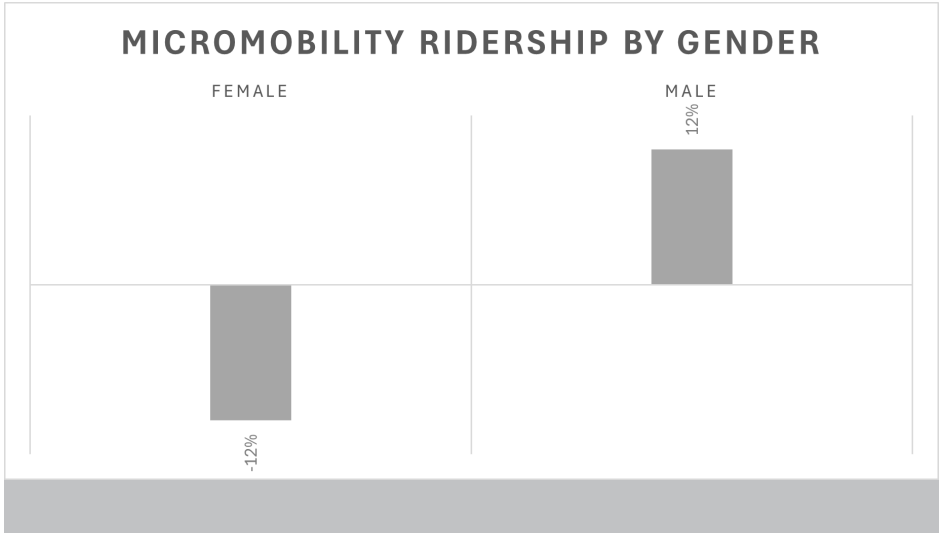


FIGURE 15: MICROMOBILITY RIDERSHIP BY GENDER



BICYCLE & MICROMOBILITY REGULATIONS

The State of Illinois regulates all vehicles using public roads through the Illinois Vehicle Code. Bikes, e-bikes, and e-scooters are clearly defined with variations in their allowed use set in statute (Appendix A).

Recently, the State of Illinois amended its Vehicle Code to include e-bikes in the definition of "Bicycles," therefore making the bicycle sections in the Illinois Vehicle Code applicable to e-bikes. The State also passed legislation defining the different classes of low-speed e-bikes:

- Class 1: Pedal-assist only, with assist stopping when a rider reaches 20 mph. No age restrictions.
- Class 2: Have a throttle and allow for motor power without the rider pedaling. Max speed is 20 mph. No age restrictions.
- Class 3: Offer pedal-assist with no throttle, but are able to reach speeds of 28 mph. Riders of Class 3 e-bikes must be at least 16.

Additionally, e-bikes may be operated upon any highway, street, or roadway authorized for bicycles. Riders may ride e-bikes on bike paths unless otherwise stated by the agency with jurisdiction over the path.

Schaumburg adopted new regulations which state users of e-bikes and e-scooters must be at least 16 years of age and that helmets, headlights, and tail lights, are required to be used. E-bikes and e-scooters are not allowed on sidewalks, but Class 1 and 2 devices are allowed on bike paths.

As it pertains to a future micromobility system, Schaumburg has the authority to establish rules for where micromobility devices can be operated. It is recommended that micromobility devices be regulated in a similar way to traditional pedal-operated bikes, and if speed disparities are a concern, certain vendors have the capability of limiting operating speeds to below the vehicle's technical capabilities. If conflicts continue, Schaumburg could consider additional markings on shared use paths to separate faster moving e-mobility devices from slower speed walkers or pedal bike riders.



Example of Class 2 E-Bike.
Source: Velotric



Example of seated e-scooter.
Source: Razor



Example of E-Scooter
Source: City of Cranbrook

90 NORTH
MOBILITY STUDY

2 STAKEHOLDER ENGAGEMENT



STAKEHOLDER CONVERSATIONS

PACE SUBURBAN BUS

Pace currently services the 90 ND with Route 697 and the Woodfield Trolley (Route 905). Route 697 connects Harper College to the Northwest Transportation Center and operates along Algonquin Road and Meacham Road. With the additional development in 90 ND there is an opportunity to add new bus stops to serve the new residences and provide access to the new amenities, especially the grocery store that is planned to be built at the southwest corner of Algonquin Road and Meacham Road. Pace expressed support for adding new stops to Route 697 as part of the development, and agreed to work with Schaumburg to coordinate their construction. Infrastructure improvements may be needed to provide adequate space and ensure ADA access.

MAJOR EMPLOYERS

90 ND employers expressed a strong desire for increased shuttle service between nearby hotels and their offices, as non-local employees and global visitors often do not rent cars during their stays. Meacham Road was noted as a barrier, due to the safety challenges of crossing the eight-lane road. It was noted that signal timings do not allow a pedestrian to fully cross during a single signal cycle, and they can get stuck out in the road when the light changes. Some employers have their own fleet of pedal bikes available for staff to use but also felt employees may be interested in a public system if it offered electric vehicles.

DEVELOPMENT PARTNERS

90 ND Development partners were supportive of additional transportation options within 90ND, with one developer noting the district is the same size as the Chicago Loop, but that few people would consider walking across the Loop to get lunch or run an errand. They felt this highlighted the need for options beyond walking or driving.

The development partners felt a shuttle would be the type of service that visitors and residents would be most likely to utilize. People living in or visiting 90 ND would be unlikely to use a public bikeshare system, though one developer shared that they are planning to provide a shared bike fleet as an amenity in their residential developments. They felt people would be most likely to use bikes for recreation



Woodfield Mall Trolley in Schaumburg.
Source: Village of Schaumburg



Zurich American Insurance Company, a major employer within 90 ND West.
Source: V3 Companies



The District at Veridian, planned development by Urban Street Group

rather than transportation, mostly due to the infrastructure barriers posed by the high-volume streets of Algonquin Road, Meacham Road, and I-90 that surround the 90 ND district. They also felt it was unlikely that people would choose to bike on a whim, that most people who drive to 90 ND wouldn't be dressed appropriately or have the correct safety gear to use a shared bike for traveling between destinations within the district. They felt a small, frequent, circulator shuttle would be most likely to be used, but questioned whether it would see enough rider demand to make it financially worthwhile. Development partners felt that pickup and dropoff zones for rideshare or delivery vehicles would be a more impactful use of space in the commercial and dining areas of the district, as they expect to see these services utilized frequently.

EXISTING RESIDENTIAL DEVELOPMENTS

Several recently constructed residential developments in 90 ND already have residents occupying their rented or owned units. Conversations with these developments highlighted that people moving to 90 ND tend to either be young professionals, families, or downsizing retirees who are looking for an active lifestyle in a walkable neighborhood. Property managers felt their tenants would be likely to utilize both micromobility and microtransit services if they were offered, and felt these additions would be a great amenity to help market their properties to eco-concious residents.

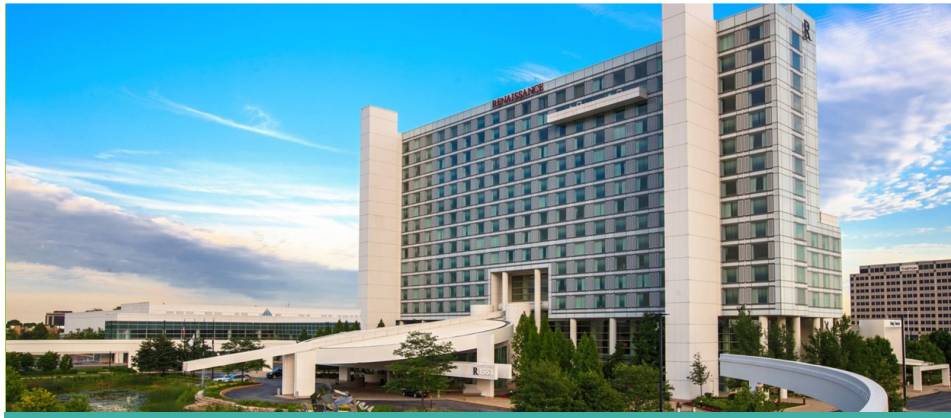
HOSPITALITY

Schaumburg has a significant hospitality industry due to the convention center and Woodfield Mall. The organization representing hotels and the convention center, Meet Chicago Northwest, indicated that they are attempting to grow utilization of the convention center but have some difficulty due to the lack of destinations within walkable distance of the convention center and the attached Renaissance Hotel. Overflow hotels south of I-90 are not walkable to the convention center, and even the Embassy Suites which is just north of the convention center has noted people have issues navigating from their location to the convention center due to lack of wayfinding signage. Private shuttles are sometimes used for large groups at the convention center, but noted the expense is significant. If they are going to attract national organizations to the convention center there needs to be more options to access entertainment and restaurants without needing a car.

The feedback from Convention Center managers added that some conventions may have large groups who want to travel out to dinner together, and that a shuttle would accomodate these visitors. They felt the current Trolley route was too long



Element at Veridian Apartments
Source: Element at Veridian



Rennaissance Hotel & Convention Center
Source: Choose Chicago



Embassy Suites
Source: TripAdvisor

and visitors didn't utilize it often due to infrequent service. They felt a transit option that could get these visitors directly to more restaurants quickly and reliably would be more popular than the current Trolley.

The Convention Center managers also expressed concern over disorganized bike or e-scooters on the sidewalk, but were open to a system that would use docked stations or some level of parking control to reduce the risk of sidewalk clutter. They noted they previously offered a small number of bikes for rent but that it saw limited use. They did think a system that could serve families riding together may see more use.

KEY TAKEAWAYS

- The Trolley should be modernized and the route should be adjusted to connect the east and west halves of 90 ND. It needs to better serve area hotels that have guests visiting the convention center or employers who have visitors or employees staying at the Renaissance Hotel.
- Once more development occurs, there will be abundant shops, restaurants, and entertainment that 90 ND residents and employees will want to access, and the size of the district is ideally suited to making those trips by walking, biking, or microtransit service.
- A circulator transit service is likely to be well understood and appealing to a wide range of residents and visitors. While micromobility may be attractive to some, utilization may be lower during inclement weather or over the winter.
- Stakeholders with younger residents, visitors, or employees understand the appeal of micromobility and believe it would be well utilized for recreational, social, and entertainment trips.
- The planned bike & pedestrian bridge over Meacham Road is a vital connection to support safe, comfortable movement between the east and west portions of the district.



Shared use path in Schaumburg
Source: Village of Schaumburg



Woodfield Trolley outside AMC Theater
Source: Village of Schaumburg



Family on Schaumburg shared use path
Source: Village of Schaumburg

90 NORTH
MOBILITY STUDY

3 MOBILITY SERVICE PROVIDER EVALUATION



MICROMOBILITY & MICROTRANSIT
VEHICLE OVERVIEW

The micromobility and microtransit industry has evolved continuously since the first bikeshare systems launched around twenty years ago. These systems are designed to enhance mobility by providing flexible, sustainable, and convenient alternatives to traditional car travel, addressing the last-mile connectivity challenges often faced in urban and suburban environments. New vehicle types, service models, and vendors continue to enter the microtransit and micromobility space every year.

Evaluating the full range of potential vehicle types allowed the project team to identify the ones that would fit the context of Schaumburg, meet the needs of the community, and align with the goals of the 90 ND development. Certain vehicles have seen more success in existing micromobility and microtransit systems than others, and can be looked at as examples from both the local and national level. Some vehicles feel more modern and approachable, while others feel dated or pose too many unknowns to the public. Each vehicle type is evaluated for its potential to successfully support mobility in 90 ND later in the study.

By addressing the diverse mobility needs of all users, the micromobility and microtransit system aims to support the 90 North District's vision of becoming a dynamic, accessible, and sustainable destination within Schaumburg, enhancing the quality of life for all who live, work, and visit there.







MICROMOBILITY

FIGURE 16: MICROMOBILITY VEHICLE BREAKDOWN

VEHICLE TYPE	DESCRIPTION	TOP SPEED (MPH)	IDEAL TRIP DISTANCE	EXAMPLE SYSTEMS IN OPERATION
Standard Bicycle	Traditional pedal-operated bicycles with 1-6 speeds.	15 mph	Up to 5 miles	Widely available in bike-share systems like Citi Bike (New York) and Divvy (Chicago).
Electric Bicycle (E-Bike) Class 1 or Class 2	Bicycles with battery-powered electric assist.	20 mph	Up to 20 miles	Available in systems like Divvy, Lime, and Bublr.
Electric Scooter (E-Scooter)	Two-wheeled personal transportation device powered by an electric motor	15 mph	Up to 5 miles	Available in systems like Bird and Lime.
Sit-Down Scooter	Seated version of an e-scooter	15 mph	Up to 5 miles	Most systems that offer e-scooters have sit-down versions available to improve accessibility
Cargo Bicycle	Bicycles with large cargo baskets, often with electric assist.	20 mph	Up to 20 miles	Rare. Available in select locations like Cargo Bike Share (Portland, OR).
Electric Tricycle (E-Trike)	Three-wheeled vehicles with electric assist.	20 mph	Up to 20 miles	Rare. Sometimes used in specific shared systems for cargo or deliveries, like Veemo (Vancouver).

STANDARD PEDAL BICYCLE

SPEED: 10-15 MPH | DISTANCE: UP TO 5 MILES

Standard bicycles are traditional pedal-operated vehicles that have long been a staple of micromobility systems worldwide. They come in various models, generally ranging from three to nine speeds, allowing users to adjust to different terrains and personal fitness levels. As the most familiar form of micromobility, standard bikes offer a straightforward and low-cost way to navigate short distances, making them accessible to a broad range of users. These bikes are popular for their simplicity, requiring no batteries or charging infrastructure, and promote physical activity, which adds health benefits to their appeal. However, they do require regular maintenance to ensure their mechanical parts function well, and they can be susceptible to theft, especially in urban environments.

Bicycles are most suitable for users who are comfortable with physical exertion and who enjoy a more active form of transportation. They are an excellent option for short to medium trips, particularly in areas with dedicated bike lanes that provide safe and direct routes to key destinations. Because they do not rely on any external power source, bikes are highly sustainable and offer a zero-emission alternative to motorized forms of transport, aligning well with green planning initiatives.

PROS:

- Affordable and widely accessible.
- Promotes physical exercise and health benefits.
- Environmentally friendly with zero emissions.
- Simple maintenance compared to electric options.

CONS:

- Requires physical exertion, limiting accessibility for some users.
- Higher risk of theft and vandalism.
- Regular maintenance needed for tires, chains, and brakes.

CASE STUDY

In Carmel, Indiana, the city's bike-share system allows residents and visitors to rent standard bicycles to navigate the Monon Trail and access suburban parks and shops. The initiative has enhanced local mobility and provided a healthy, enjoyable way to explore the community.







ELECTRIC BICYCLE (E-BIKES)

SPEED: UP TO 20 MPH | DISTANCE: 20-50 MILES

Electric bicycles, or e-bikes, feature battery-powered motors that provide assistance while pedaling, offering a more convenient and effortless riding experience. They allow users to cover longer distances or tackle hills without arriving sweaty or fatigued, making them an attractive option for commuting or leisurely rides. With reduced physical effort, e-bikes appeal to a wide range of riders, including those who may find traditional biking too strenuous, while still providing the benefits of an active lifestyle and a smooth, quicker ride. These bikes still require some pedaling, allowing users to maintain an active lifestyle while benefiting from the electric boost that makes the ride smoother and faster.

However, e-bikes are generally more expensive than standard bicycles, both in terms of initial cost and maintenance. The batteries need regular charging, and the added weight can make handling the bikes more difficult when they are not in use, such as parking, and can be challenging for new users to handle. Despite these drawbacks, e-bikes remain a popular choice in micromobility systems due to their ability to cover longer distances efficiently and provide a comfortable, accessible alternative to traditional cycling.

PROS:

- Reduces physical effort, making cycling accessible to more users.
- Extended range compared to standard bicycles.
- Environmentally friendly, supporting sustainable urban transport goals.

CONS:

- Higher maintenance due to battery and motor components.
- Heavier and harder to maneuver, especially when not in use.
- More expensive than traditional bicycles.

CASE STUDY

In Boulder, Colorado, the BCycle program has transitioned to an all e-bike fleet, making it even easier for residents to navigate the city's extensive network of bike paths. This shift has been especially popular among commuters and older residents, who value the electric assist for longer rides or uphill routes.







ELECTRIC SCOOTER (E-SCOOTER)

SPEED: 10-15 MPH | DISTANCE: UP TO 5 MILES

Electric scooters are an increasingly popular option in many micromobility systems due to their ease of use and low physical effort requirements. These scooters are particularly effective for short, last-mile trips, connecting users to local transit stations, schools, and shopping centers. In suburban environments, e-scooters can fill gaps in the transportation network where public transit may be less frequent or less accessible. Their compact size and lower speeds make them ideal for riding in bike lanes and multi-use paths, ensuring users can navigate suburban landscapes safely and efficiently.

E-scooters are popular among younger demographics and casual users who appreciate the convenience of a quick, on-demand transport solution. While they require regular charging and maintenance, their relatively low cost and straightforward operation make them an attractive addition to suburban mobility offerings. However, safety concerns and the need for suitable infrastructure, such as dedicated lanes or parking areas, are important considerations for successful implementation.

PROS:

- Easy to use with no physical exertion required.
- Portable and low maintenance compared to other electric vehicles.
- Efficient for short trips, making them ideal for last-mile connectivity.
- Found to be more equitable, with people of color and women more likely to use than bicycles.

CONS:

- Stability issues, especially on uneven terrain.
- Limited range and battery life.
- Safety concerns, particularly for inexperienced riders.
- Less sustainable than pedal bicycles or e-bikes due to shorter life span.

CASE STUDY

In Columbus, Ohio, the city introduced e-scooters through partnerships with companies like Lime and Bird, providing residents with a convenient way to travel around downtown and suburban areas. The e-scooters have been particularly successful in connecting neighborhoods to key destinations such as parks, shopping districts, and local transit hubs, reducing short car trips and easing traffic congestion across the city.







SIT-DOWN SCOOTER

SPEED: 10-20 MPH | DISTANCE: 20-30 MILES

Sit-down scooters offer a more comfortable alternative to stand-up scooters, providing a seated position that appeals to users seeking a less physically demanding ride. These scooters are particularly well-suited for suburban settings where trips may be longer or involve varying terrain. Sit-down scooters combine the convenience of e-scooters with added comfort, making them an attractive option for commuters, older adults, and those with mobility challenges.

While they are more expensive and bulkier than stand-up models, sit-down scooters fill an important niche in the suburban micromobility landscape, offering a practical, all-weather transport option that can handle more challenging commutes. They are particularly effective in communities with dedicated bike lanes or low-speed roads that support safe scooter travel.

PROS:

- Comfortable, seated design reduces fatigue.
- Suitable for longer trips than stand-up scooters.
- Versatile and accessible for a wider range of users.

CONS:

- Larger, heavier, and more expensive than stand-up scooters.
- Requires larger storage space and infrastructure.
- Higher maintenance costs due to additional components.

CASE STUDY

In Scottsdale, Arizona, sit-down scooters are available through local mobility programs, offering residents a comfortable, easy way to travel between suburban destinations.







CARGO BICYCLE

SPEED: UP TO 15 MPH | DISTANCE: 15-30 MILES

Cargo bicycles are an innovative solution in suburban micromobility systems, offering substantial load capacity for families, small businesses, and delivery services. These bikes come with large baskets or cargo areas and are often equipped with electric assist to make transporting heavy loads more manageable. Cargo bikes are particularly useful in suburban environments where residents might need to carry groceries, tools, or other items that are too bulky for standard bikes. They offer a sustainable alternative to cars for short-distance errands and deliveries, helping to reduce traffic congestion and carbon emissions.

In suburban settings, cargo bikes can connect residential neighborhoods with local markets, schools, and recreational areas, providing a convenient way to complete everyday tasks without a car. While they require more space and maintenance than standard bikes, their versatility and ability to accommodate larger loads make them a valuable addition to a micromobility fleet.

PROS:

- High load capacity, ideal for transporting goods or passengers.
- Electric assist makes carrying heavy loads manageable.
- Reduces the need for car trips, supporting sustainability goals.

CONS:

- Heavy and difficult to maneuver, especially when loaded.
- Higher maintenance and operational costs.
- Requires more parking space compared to standard bikes.

CASE STUDY

CargoB recently launched the first cargo e-bike sharing program in the nation in the Boston area, offering a practical alternative to car use with bikes that can carry groceries, goods, or even passengers. The service operates in Jamaica Plain, Cambridge, and Somerville, providing a cost-effective and sustainable transportation option. With a range of about 30 miles on a single charge and pedal-assist features, CargoB's bikes are designed to make longer trips and heavy loads more manageable.







ELECTRIC TRICYCLE (E-TRIKE)

SPEED: 8-15 MPH | DISTANCE: 15-25 MILES

Electric tricycles, or E-Trikes, are three-wheeled vehicles that offer added stability and are often equipped with electric assist to reduce the physical effort required. E-Trikes are particularly popular among older adults, individuals with mobility challenges, and small business owners who need a reliable way to transport goods. In suburban environments, E-Trikes provide a safe and accessible option for those who may not be comfortable on traditional bikes or scooters.

E-Trikes can be a great addition to suburban micromobility systems, particularly for individuals with disabilities or low mobility, as their stable design offers enhanced balance and ease of use. With a smooth ride and potential weather protection, E-Trikes provide a comfortable alternative for personal transportation or light cargo delivery, reducing the reliance on cars for short trips. Their accessibility and versatility make them a great asset in creating more inclusive and user-friendly transportation networks.

PROS:

- Stable and accessible for users with balance or mobility issues.
- Suitable for light cargo transport.
- Electric assist reduces physical effort.

CONS:

- Larger and heavier, making them harder to store and park.
- Slower than other electric vehicles.
- Higher cost and maintenance requirements.

CASE STUDY

The Electric Tricycle program in The Villages, Florida, provides a safe, reliable transport option for the community's active older adult population, supporting their independence and mobility.







MICROTRANSIT

FIGURE 17: MICROTRANSIT VEHICLE BREAKDOWN (FULL DESCRIPTIONS IN APPENDIX 2)

VEHICLE TYPE	DESCRIPTION	VEHICLE TYPES	IDEAL USE CASES
On-Demand Shuttle	A shared ride service without a fixed route or schedule, booked via app, website, or call center.	Vans, small buses (6-12 passengers)	First-mile/last-mile, low-density areas, senior/disability transport
Ride-Hailing Partnerships	Partnerships with companies like Uber or Lyft to provide rides for first- and last-mile solutions.	Private vehicles via ride-hailing platforms	First-mile/last-mile, late-night service, underserved areas
Flexible Route Buses	Semi-fixed routes with flexibility to deviate within a defined area for pickups/drop-offs.	Small buses	Business parks, campuses, residential complexes
Shared Autonomous Vehicles (SAVs)	On-demand, small self-driving electric vehicles for controlled environments.	Small autonomous shuttles (4-6 passengers)	Downtowns, business districts, campuses
Shared Vanpool	A shared commuting service where multiple passengers share a van for regular trips, often organized by employers or transit agencies.	Vans (8-15 passengers)	Suburban to urban commutes, long-distance travel, corporate campuses, and carpool lanes
Neighborhood Electric Vehicles (NEVs)	Low-speed electric shuttles for short trips within localized areas.	Electric NEVs	Residential areas, downtowns, resort areas

ON-DEMAND SHUTTLE SERVICE

CAPACITY: 6-12 PASSENGERS | SERVICE AREA: 10-15 MILES | OPERATIONAL MODEL: REAL-TIME ROUTING

On-demand shuttles are shared ride services designed to operate without a fixed route or schedule. Passengers book rides through a mobile app, website, or call center, and the shuttle dynamically adjusts its route based on real-time demand. This model is particularly effective in areas with low population density, or where public transit options are limited. On-demand shuttles can accommodate a range of vehicles, typically from vans to small buses, that hold between 6-12 passengers. The service is also well-suited for specific community needs, such as transportation for seniors or individuals with disabilities, providing a more personalized and flexible transit option.

The flexibility of on-demand shuttles makes them ideal for first-mile/last-mile connections, bridging the gap between a rider's origin or destination and traditional public transit hubs. By reducing the need for personal vehicle use, these shuttles help decrease traffic congestion and lower emissions in urban and suburban areas. As they adapt in real-time to demand, they can efficiently service areas where a fixed-route system would be less effective or economically viable.

PROS:

- Flexible routing reduces wait times and adapts to demand.
- Cost-effective in underserved or low-density areas.
- Personalizes transit for specific community needs, such as senior transport.

CONS:

- Higher operational costs due to real-time routing requirements.
- Reliant on technology for efficiency, which can be a barrier for some users.
- Potential for long wait times if demand is not properly managed.

CASE STUDY

The City of Arlington, Texas, implemented an on-demand shuttle service called "Via Arlington," which allows residents to book rides to key destinations within the city. The service complements the limited public transit options and provides an essential connection to the regional rail network.







RIDE-HAILING PARTNERSHIPS

CAPACITY: 1-6 PASSENGERS | SERVICE AREA: 5-10 MILES | OPERATIONAL MODEL: ON-DEMAND

Ride-hailing partnerships involve collaboration between public transit agencies and private ride-hailing companies like Uber or Lyft to fill gaps in the public transportation system. These partnerships often provide subsidized rides within specific areas or during certain times of day, such as late-night hours when traditional public transit may not be available. Passengers can book these rides through the ride-hailing company's app, and the cost is typically shared between the municipality and the rider, making it an affordable and flexible transportation option.

These partnerships are particularly beneficial for addressing first-mile/last-mile challenges, ensuring that riders can easily connect from their homes or workplaces to major transit hubs. By leveraging the existing infrastructure and popularity of ride-hailing services, cities can extend the reach of public transit without the need for significant investment in new infrastructure. This model also provides a convenient option for areas that are underserved by traditional public transit, improving overall accessibility and mobility for residents.

PROS:

- High flexibility and ease of use, integrating seamlessly with existing apps.
- Reduced operational costs for municipalities.
- Extends the reach of public transit to underserved areas.

CONS:

- Reliance on private companies can lead to inconsistencies in service.
- Cost-sharing complexities between municipalities and ride-hailing companies.
- Limited to areas where ride-hailing services are available.
- Contribute to greenhouse gas emissions.

CASE STUDY

In Pinellas County, Florida, the Pinellas Suncoast Transit Authority (PSTA) partnered with Uber, Lyft, and United Taxi to provide subsidized rides for first-mile/last-mile trips through the "Direct Connect" program. This initiative helps residents connect with bus stops and transit hubs that might otherwise be inaccessible.







FLEXIBLE ROUTE BUSES

CAPACITY: 15-30 PASSENGERS | SERVICE AREA: 10-15 MILES | OPERATIONAL MODEL: SEMI-FIXED ROUTES

Flexible route buses operate by following a pre-determined route but are equipped to deviate within a defined geographic zone to pick up or drop off passengers. Riders typically request a deviation in advance through a phone call, mobile app, or online booking system, specifying their pick-up or drop-off location within the allowable deviation area. These deviations are managed by the bus driver, who receives real-time updates on the requested stops, adjusting the route accordingly.

While maintaining the main route's schedule, the bus can temporarily leave the fixed path to service these off-route locations, then return to the primary route. The system balances flexibility with punctuality by limiting the number of deviations per trip and setting a maximum distance for deviations, ensuring that the core schedule remains efficient while enhancing service for passengers in areas that aren't directly along the fixed route.

PROS:

- Provides predictable yet flexible service.
- Increases accessibility with minimal deviation from established routes.
- Reduces the need for extensive fixed-route networks.

CONS:

- Balancing fixed and dynamic demands can be challenging.
- Deviation limits can cause longer travel times for other passengers.
- Requires careful scheduling and route management.

CASE STUDY

The Emory University Shuttle System in Atlanta uses flexible route buses to serve students, faculty, and staff. The shuttles operate on predictable schedules but can adjust routes to meet the dynamic needs of the campus community.







SHARED AUTONOMOUS VEHICLES (SAVS)

CAPACITY: 4-6 PASSENGERS | SERVICE AREA: 5-10 MILES | OPERATIONAL MODEL: ON-DEMAND OR FIXED-ROUTE

Shared Autonomous Vehicles (SAVs) are an emerging microtransit option that leverages self-driving technology to provide on-demand transportation. These small, electric vehicles are designed to carry a limited number of passengers (typically 4-6) and operate in low-speed, controlled environments such as downtown areas, business districts, or university campuses. SAVs represent a futuristic approach to microtransit, reducing operational costs by eliminating the need for drivers while providing safe, efficient, and sustainable mobility solutions.

As autonomous technology advances, SAVs are expected to play an increasingly significant role in urban mobility, offering a seamless and user-friendly transit option. They are especially effective in areas with high pedestrian traffic or where traditional transit might be difficult to implement. These vehicles contribute to reducing congestion and emissions, offering a forward-thinking alternative that aligns with smart city initiatives.

PROS:

- Reduces operational costs by eliminating drivers.
- Provides a sustainable, emission-free transportation option.
- Enhances safety and efficiency with autonomous technology.

CONS:

- High upfront costs and ongoing maintenance of advanced technology.
- Regulatory hurdles and safety concerns in mixed traffic environments.
- Limited to controlled or geofenced areas.

CASE STUDY

The City of Las Vegas has been piloting SAVs in the downtown area as part of a larger smart city initiative. The autonomous shuttles provide on-demand services within a controlled loop, offering a glimpse into the future of urban transportation.







SHARED VANPOOL

CAPACITY: 7-15 PASSENGERS | SERVICE AREA: 15-50 MILES | OPERATIONAL MODEL: SCHEDULED SHARED RIDES

Shared vanpools are organized carpooling services that allow a group of people to commute together in a shared van. Typically sponsored by employers, transit agencies, or regional transportation organizations, vanpools are designed for longer commutes, often between suburban residential areas and urban job centers. Participants share the cost of the service, which can include vehicle leasing, fuel, maintenance, and insurance, making it an affordable alternative to driving alone. Vanpooling is especially beneficial for employees who live far from their workplaces or in areas not well-served by traditional public transit.

Shared vanpools help reduce traffic congestion, lower commuting costs, and minimize environmental impact by reducing the number of vehicles on the road. They can use High Occupancy Vehicle (HOV) lanes, providing faster travel times compared to single-occupancy vehicles. Vanpools often operate on a set schedule and route, but they can be flexible to accommodate the needs of the group. This system supports commuters by providing a reliable, comfortable, and cost-effective alternative to driving alone.

PROS:

- Reduces individual commuting costs and lowers environmental impact.
- Provides access to HOV lanes, reducing travel time.
- Enhances social interaction and networking among commuters.

CONS:

- Requires coordination among users, which can limit flexibility.
- Fixed schedules may not accommodate unexpected changes in commute times.
- Limited to specific routes and pick-up/drop-off points, which may not serve all potential users.

CASE STUDY

King County Metro's VanPool program in Seattle, Washington, is one of the largest and most successful vanpool programs in the United States. It provides commuters with a cost-effective and convenient way to travel from suburban areas to urban job centers, using dedicated HOV lanes to reduce travel time. Participants can sign up through their employer or directly through the program.







NEIGHBORHOOD ELECTRIC VEHICLES (NEVS)

CAPACITY: 4-8 PASSENGERS | SERVICE AREA: 2-5 MILES | OPERATIONAL MODEL: SEMI-FLEXIBLE ROUTES

Neighborhood Electric Vehicles (NEVs) are small, low-speed electric shuttles designed for short trips within localized areas such as residential neighborhoods, downtowns, or resort areas. These eco-friendly vehicles are typically restricted to lower speeds (up to 25 mph), making them ideal for navigating pedestrian-friendly zones or areas with speed restrictions. NEVs offer a sustainable and convenient alternative to personal car use for short-distance travel, often operating on-demand or within a fixed route system.

NEVs are especially useful in environments that prioritize pedestrian access and low-speed traffic, such as tourist areas, large residential communities, or university campuses. Their small size and maneuverability allow them to operate in spaces where larger vehicles may struggle, providing a flexible and accessible microtransit option. NEVs contribute to a reduction in emissions and traffic congestion while promoting a cleaner and quieter mode of transportation.

PROS:

- Eco-friendly and sustainable, reducing emissions compared to traditional vehicles.
- Suitable for short-distance, low-speed areas where larger vehicles are impractical.
- Enhances mobility within pedestrian-friendly zones.

CONS:

- Limited range and speed make them unsuitable for longer trips.
- Requires specific infrastructure, such as charging stations.
- Weather and road conditions can impact their usability.
- May not integrate with existing arterial roads.

CASE STUDY

Coronado, California, utilizes Neighborhood Electric Vehicles (NEVs) as a primary mode of local transportation, especially for short trips around its densely populated downtown, beaches, and residential areas. The city has embraced NEVs as an eco-friendly alternative to traditional vehicles, with designated parking spots and charging stations that make it easy for residents and visitors to travel sustainably.







SERVICE MODEL ASSESSMENT

There are a variety of service models for both micromobility and microtransit that have been successfully implemented across the country. These models are differentiated by the type of vehicles in the system, ownership structure, and maintenance/operation responsibility.



Example of bikeshare docking station. Source: Lyft Urban Solutions



Example of on-street shared micromobility parking in Arlington County, Virginia. Source: Arlington County



Family biking on a shared use path in Schaumburg
Source: Village of Schaumburg

MICROMOBILITY OPERATIONS

Micromobility operations includes the following:

- Maintenance – Repairing or replacing damaged parts to ensure vehicles can be ridden safely. This also includes station maintenance to ensure locking mechanisms are functioning correctly.
- Rebalancing – Ensuring vehicles are distributed across the system to meet demand. This may include a regular movement of vehicles to accommodate commute patterns, but also includes real time monitoring of vehicle locations to ensure there are enough vehicles and docking spaces at each station.
- Customer Service and Enforcement – Responding to customer issues or complaints and enforcing the rules and regulations of the system.
- Marketing and Engagement – Marketing the system via social media, newsletters, or public events. This could involve collaboration with both public and private events to provide transportation options or bike parking.
- Data Analysis – Analyzing ridership and trip data to evaluate the successfulness of the system in achieving desired goals, to identify locations to invest in active transportation infrastructure, and determine the potential for system growth over time.
- Fare and Fee Collection - Collecting ridership fares and fees accurately and fairly, and distributing any revenue to program partners as required by any contract agreements.
- Sponsorship Management – Pursuing sponsorship opportunities and upholding the terms of any sponsorship agreements including logo or advertising placement on vehicles or stations.

The Village of Schaumburg could establish a micromobility program through different ownership and operating models as outlined below:

VILLAGE OWNED ASSETS		VENDOR OWNED ASSETS
Village Operated	Contracted Operations	Vendor Operated
The village owns and operates the micromobility system. This is uncommon as most municipalities are not interested in managing micromobility operations.	The village contracts out operations. The operations contractor could be a private company or a nonprofit organization. The village pays a set amount (usually per vehicle) to the operator to handle the full suite of operations activities. Rider revenue is then either paid to the village or kept by the operator depending on the contract structure. This is the most common system model and has shown to support long term micromobility system viability.	A private vendor can own and operate a micromobility system under a public-private partnership. An operating contract stipulates service area, performance metrics, and can set fare levels. Depending on the amount of control the village desires to have, the contract may include the payment of subsidies to the vendor in order to achieve the desired public goals while allowing the operator to maintain financial viability.

Micromobility assets include the micromobility vehicles and docking stations, including any signage or kiosks.

MICROMOBILITY STATION TYPES

Micromobility stations are designated locations where micromobility vehicles are parked and locked.

Electrified Stations – These stations are connected to electricity to power either a payment kiosk or locking mechanism on the specialized parking docks. For systems with electric vehicles, vendors have started to design docks that also charge the vehicle batteries to reduce the amount of time the maintenance team needs to spend swapping out batteries.

Non-electric Stations – These stations still have specialized docks to secure the parked vehicles but are not connected to electricity.

Pop-Up/Painted Stations – These stations utilize traditional bike racks or pavement markings to designate a location to park or lock vehicles. Painted stations are particularly useful for dockless micromobility systems to help control parking behavior and reduce sidewalk clutter.

MICROMOBILITY IMPLEMENTATION

MICROMOBILITY FUNDING AND SPONSORSHIP

Micromobility systems are able to fund ongoing operations costs through a variety of means:

Title Sponsor – Generally funds the majority of operating costs, in exchange for naming/branding rights for the entire system. There is a risk of sudden system closure if the title sponsor ever ends sponsorship. (See Case Study: Minneapolis.)

Station sponsor – A sponsor covers the operating costs of a station and the associated vehicles, in exchange for advertising on the station and/or bikes.

Amenity Sponsorship – Businesses or residential buildings sponsor a system on their property as an amenity for their residents or employees. It is up to the amenity provider to decide how to pass on the cost of the sponsorship to the users, if they choose to do so.

Supporting Sponsor– Sponsorship of the system generally, in exchange for featuring the sponsor's name and logo on the system's website, signage, and/or the corresponding phone application.

Rider Fees and Memberships – A portion of operations funding can be recuperated through rider fees or membership passes. Similar to a bus fare, riders can pay per ride, or can purchase memberships or passes that allow discounted or free rides, depending on how the memberships are structured. As an alternative to amenity sponsorship, residential buildings or employers could establish special memberships for their residents/employees as a way to participate in funding the system.

Grant Funding – Some federal grants can be used to fund bikeshare capital purchases, though they are often limited in ability to fund operations. Private grant funding can be used for operations but is generally only available to non-profit operators.

Title Sponsor Case Study: Minneapolis, MN

Minneapolis' Nice Ride system launched in 2010, one of the country's first bikeshare systems, with sponsorship from Blue Cross Blue Shield of Minnesota. The system was successful and continued to grow over time, eventually adding dockless bikes and e-bikes to the system. In 2023, the title sponsor abruptly ended sponsorship, resulting in the sudden closure of the system. This example is not meant to discourage the pursuit of title sponsorship for Schaumburg, but it does highlight the risks of primarily relying on a single sponsor to fund the system.

MICROMOBILITY STATION DENSITY TARGETS

Most micromobility studies catered to dense urban environments recommend high station density to ensure a rider can easily reach a nearby station if their preferred station is empty when looking for a bike, or can quickly find an open dock if their destination station is full when they arrive. Many large urban bikeshare systems have stations no further than 300 yards apart (appoximately one station every 3-6 blocks). However, improved station status information has reduced this uncertainty to a degree, and station densities that work for cities will not be effectively utilized in a more suburban context like Schaumburg.

For the 90 North context, placing stations no further than a quarter-mile apart should allow residents, employees, and visitors to have access to a station within a reasonable walking distance from both their origin and destination. Ideally, the system should be designed so a rider will not need to walk longer than 5 minutes to reach their nearest station.

MICROTRANSIT OPERATIONS

Microtransit operates as a hybrid between traditional transit and ride hail services, serving to supplement or fill gaps in the transit network. Microtransit operation responsibilities include:

- Vehicle maintenance
- Ride reservation software
- Route generation software
- Fare collection
- Anonymized ridership data collection and analysis
- Driver management
- Customer service
- Marketing and engagement

Many microtransit systems across the country operate in a public-private-partnership model, the prefered option for 90ND. A municipality sets operational expectations in terms of service area and operating hours, and contracts microtransit services from a private operator for a set fee per service hour. The municipality often sets the fare amount, usually at an amount similar to other transit services within the area.

Microtransit Case Study: Petaluma, CA

In 2024, Petaluma, CA launched LumaGo, a microtransit pilot that takes users to and from major destinations and transit hubs across a roughly 4 square mile service area which includes many of the major destinations in the community. Since launch, the service has seen over 37,000 trip requests—with nearly 6 rides completed per hour with an average wait time between 10 and 15 minutes. Operating from 7am to 8pm on weekdays and until 10pm on weekends, users hail rides via a phone application that provides passengers with an estimated pick-up time, real-time tracking, and alerts riders when their ride is arriving. Due to the pilot's success, an additional vehicle was added to increase the frequency, with discussions for further expansion underway.

MICROTRANSIT IMPLEMENTATION

MICROTRANSIT FUNDING AND SPONSORSHIP

Grant Funding – Some federal and state transit grants can be used to fund microtransit services. Often these grants fund pilot programs to show proof of concept for targeted transportation goals, such as a connection to an area with high job density, or a first-last mile connection from a high capacity fixed-route transit station.

Employer Sponsorship – Microtransit services that are meant to provide connections to jobs may be able to form a partnership with the benefiting employers to subsidize ongoing operation of the service.

Tourism and Hotels – Microtransit services that aim to boost tourism by providing connections between hotels and key tourist destinations could be funded through partnerships with tourism boards and major hotels. Hotels that currently provide shuttle services individually may find cost savings by participating in a municipal microtransit program collectively.

Economic Development – Funding partnerships may be possible with economic development agencies or chambers of commerce to provide microtransit services to entertainment districts or commercial areas.

MICROTRANSIT SERVICE AREAS

Microtransit becomes more efficient as more trips include shared rides. Shared rides are more likely to occur if microtransit serves higher density areas. However, a microtransit service often strives to achieve goals beyond maximizing ridership or the service efficiency. The service area should be designed to efficiently cover locations that achieve the goals of the microtransit system, such as filling gaps in fixed-route service, or creating connections for people who otherwise wouldn't be able to access certain locations or services.



Example of an on-demand shuttle. Source: Pace Suburban Bus



Example of a neighborhood electric vehicle

90 NORTH
MOBILITY STUDY

4 RECOMMENDATIONS



SERVICE MODEL AND VEHICLE TYPE EVALUATION

In evaluating the best type of micromobility and microtransit system for 90 ND, three scoring categories were utilized.

- System Goals: How well the system achieved the goals of the Mobility Plan in supporting movement to and through 90ND for residents, employees, and visitors.
- Rider Experience: How well the system or vehicle type provides a positive user experience that would encourage repeated use as a preferred transportation option.
- Operations: Whether the operations of the system would impact public space or staff time.

Each scoring category included multiple scoring metrics, detailed in FIGURE 18 and FIGURE 30. Service models and vehicle types were scored 1 through 3, with 3 indicating greater potential for positive outcomes for 90 ND. Because the Rider Experience and Operations categories included more metrics, the System Goals category was weighted to make sure it had an equal impact on the overall score as the other two categories.

MICROMOBILITY RECOMMENDATIONS

MICROMOBILITY EVALUATION

To evaluate the best type of micromobility system for 90ND, the project team first evaluated the docking model, followed by evaluating potential vehicle types. Some scoring metrics, such as parking organization, were only relevant to the docking model and thus were not given scores for the vehicles.

From this evaluation, the best docking model for 90ND was determined to be a fully docked model, meaning that vehicles will need to be rented from, and returned to a station for each trip. Vehicles will not be allowed to be left at non-station bike racks or on the sidewalk for extended periods of time. This model will not require that all stations include physical docks. Stations that are designated by painted pavement markings for parking vehicles can be

What is Geofencing?

Geofencing uses the GPS data from micromobility vehicles to ensure they operate within the correct area and can also be used to enforce proper parking placement. Geofencing allows the micromobility device to slow down and cease operating when outside the destinated service area, and allows the app to alert riders when they end a ride at an improper location while instructing them on where they can properly park. Due to improvements to geofencing accuracy in recent years, this technology can even be used to ensure micromobility vehicles are parked on a specific portion of a sidewalk. Geofencing combined with painted pavement markings has shown to be an effective way of controlling parking behavior without requiring vehicles to be locked to a dock or rack. This allows micromobility systems to install more stations at lower cost.

included in this system. Geofencing can be used to enforce proper vehicle placement.

- The top scoring system model was docked, due to the clarity of where vehicles can be parked and the reduced liklihood of sidewalk clutter.
- The top scoring vehicle types were e-bike and e-scooters. These vehicle types were preferred because they are established technology with abundant market availability and have existing sustainable system examples within the region.
- Electrification allows for longer trip ranges which is beneficial considering Schaumburg's low density development patterns outside 90ND.
- E-bikes and e-scooters have shown to be fun and attractive to use by a wide range of demographics according to national ridership data.

Figure 18:Micromobility Scoring Matrix

Description	Score 1	Score 2	Score 3	All docked	Dockless	Hybrid	Standard Bicycle	Electric Bicycle	Electric Scooter	Sit-down Scooter	E-Cargo Bicycle	Electric Tricycle
Goals (Max score = 6)				0	0	0	4	6	6	6	6	6
Transport through 90 North	Has limited potential to reduce vehicle trips *within* 90ND and is unlikely to reduce parking demand	Has some potential to reduce some vehicle trips *within* 90ND and may reduce parking demand	Has strong potential to reduce vehicle trips *within* 90ND and is likely to reduce parking demand	-	-	-	2	3	3	3	3	3
Transport to 90 North	Has limited potential to reduce vehicle trips *to* 90ND and is unlikely to reduce parking demand	Has some potential to reduce some vehicle trips *to* 90ND and may reduce parking demand	Has strong potential to reduce vehicle trips *to* 90ND and is likely to reduce parking demand	-	-	-	2	3	3	3	3	3
Rider Experience (Max score = 15)				8	5	7	11	14	13	12	9	10
Rider Flexibility	Service only provides viable transportation options to 1 user group (residents, visitors, or employees)	Service provides viable transportation options to 2 user groups	Service provides viable transportation options for all 3 groups	0	0	0	2	3	3	1	2	1
Ease of Use	Dependent on physical fitness levels or physical ability	Somewhat supportive of all fitness levels	Fully supportive of all fitness levels	-	-	-	1	3	2	3	2	3

Description	Score 1	Score 2	Score 3	All docked	Dockless	Hybrid	Standard Bicycle	Electric Bicycle	Electric Scooter	Sit-down Scooter	E-Cargo Bicycle	Electric Tricycle
Flexibility	Limited flexibility for where vehicle can be ridden/ parked and/or duration	Some flexibility for where vehicle can be ridden/ parked and/or duration	Wide flexibility in where vehicle can be ridden/parked and/or duration	2	3	3	3	3	3	3	2	3
Attractiveness	Riders are unfamiliar with the service/ vehicle type or the service type is dated; unlikely to draw excitement	Riders may be familiar with the service/ vehicle type, and are likely to be receptive to its potential	Service or vehicle type is exciting or comfortable. Riders are likely to be excited about using it	-	-	-	2	3	3	3	2	1
Findability	Requires an app to locate the vehicles and they may be hard to find if the previous rider parked them in confusing or inaccessible locations	Some certainty that vehicles will be in set locations, may need the app to find vehicles at times	Vehicles can be located without needing an app, and there is strong confidence that vehicles will be where they are expected	3	1	2	-	-	-	-	-	-
Cost to the Rider	Has a high cost to the rider, and/or is unpredictable	Has a moderate cost to the rider, slight fluctuation in pirce range	Has a low cost to the rider that is predictable and clear at all times	3	1	2	3	2	2	2	1	2
Operations (Max score = 21)				19	13	15	17	16	17	14	10	12
Ease of Maintenance	Maintenance needs are high, unpredictable, and incur regular additional costs and staffing needs	Maintenance needs fluctuate and may incur additional costs and staffing needs	Minimal maintenance needs that are predictable across the course of the year	3	1	2	3	3	3	3	2	2

Description	Score 1	Score 2	Score 3	All docked	Dockless	Hybrid	Standard Bicycle	Electric Bicycle	Electric Scooter	Sit-down Scooter	E-Cargo Bicycle	Electric Tricycle
Parking Organization	Higher likelihood for disorganized storage	Moderate organization, may have some disorganized parking behavior	Vehicles are consistently parked neatly and minimal complaints are generated	3	1	2	-	-	-	-	-	-
Scalability	Does not have ability to scale or expand services, or there are no successful examples from other locations	Has potential ability to scale or expand services, limited or no examples in doing so in other locations	Has the ability to readily scale or expand services, and has example in doing so with similar projects in the region or elsewhere	2	3	3	2	3	3	3	2	3
Space	Station dimensions require a larger space; dimension requirements preclude locating station or parking vehicles many locations	Station dimensions require coordiantion in siting; some locations are precluded due to size	Station dimensions can be flexible and relatively easy to install; very few areas are precluded from locating due to station size	2	3	2	3	3	3	3	2	2
Operations Costs	Higher operational costs, or costs that have high potential for unpredictable fluctuations	Moderate operational costs, or costs that may fluctuate regularly	Minimal operational costs, or costs that are predictable and consistent	3	1	2	3	2	2	2	1	2
Vendor vs. Village Support	Requires dedicated Village staff, limited support from vendor and/or unpredictable tracking abilities; risk of generating complaints, questions, or comments	Requires some support from Village staff, vendor support is unclear and/or unpredictable	No dedicated Village staff required, vendor support readily and easily accessible; lower risk of generating complaints, questions, or comments	3	1	2	3	2	2	1	2	2
Market Availability	Not readily available to procure and implement	Limited ability to procure; implementation unpredictable	Readily available to procure and implement; clear and predicatble path toward implementation	3	3	2	3	3	3	2	1	1
		TOTAL SCORE		**27**	**18**	**22**	**32**	**36**	**36**	**32**	**25**	**28**

MICROMOBILITY IMPLEMENTATION

As the 90 North area continues to develop, the population and employment density will reach a point where a micromobility system will become viable. Once the area reaches 4,000 residents or 5,000 employees it is expected that trip demand will be high enough to support the operation of a shared bike or scooter system. With the main portion of 90ND Phase 1 development upcoming, the area will soon achieve these targets. It is recommended that within the next 1-5 years, Schaumburg can prepare an RFP for a micromobility system provider that will launch with at least 10 stations.

In the meantime, there is additional work Schaumburg can start sooner to improve walking and biking conditions that will later benefit the micromobility system. Adding wayfinding signage to existing bike paths can increase understanding of which destinations are currently accessible by bike. Improving crossing markings where paths cross vehicle lanes can enhance visibility of cyclists and help them feel more safe at crossings. While Schaumburg has extensive bike facilities throughout the village, travel mode data suggests it is underutilized. Enhancing existing facilities will promote greater success for any micromobility system in the future.

For many stakeholders, travel across Meacham Road was seen as a challenge due to the width of the roadway, the number of travel lanes, and the volume of traffic, so the planned pedestrian and bicycle bridge is an important step in improving biking and walking conditions for 90 ND.

As Cook County is currently evaluating the potential for a county-wide bikeshare system, there is potential for participation in this regional effort rather than establishing a separate system unique to 90 ND. However, the Cook County concept is still in early planning phases, and there is no guarantee a county system will be recommended for implementation. Therefore, Schaumburg can also continue exploring potential local partners and sponsors to move a 90 ND micromobility system forward.



Suisun Microtransit in Suisun City, California.
Source: Solano Transportation Authority



Bikeshare in Washington D.C. Source: DCist



Parked scooter share vehicles. Source: The Urbanist

MICROMOBILITY IMPLEMENTATION PHASING

FIGURE 19: MICROMOBILITY PHASING

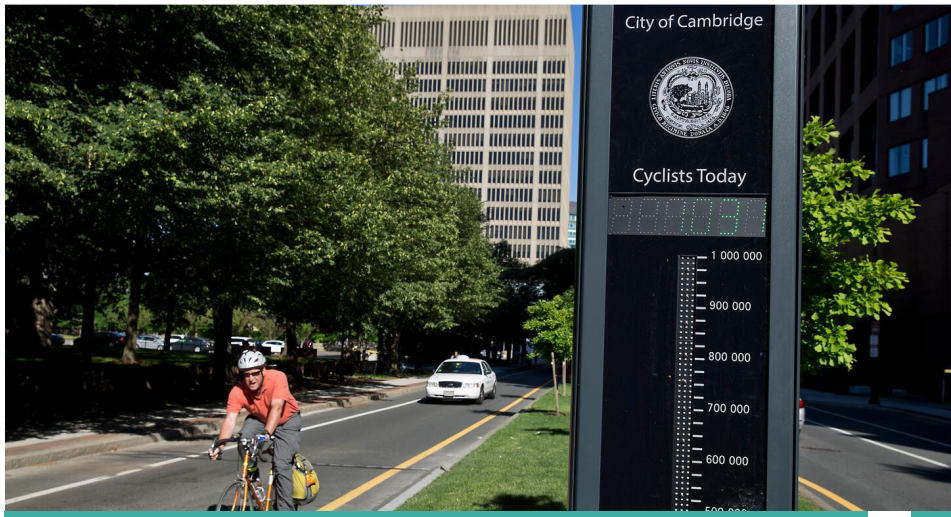
PHASE	RECOMMENDATIONS
Phase A (0-5 Years)	➔ Continue regional micromobility conversations with Cook County ➔ Prepare sites for micromobility stations ◊ Identify potential sites for micromobility stations on existing and upcoming developments ◊ Sign agreements with property owners where necessary ◊ Locate/add electrical service as needed ◊ Preliminary station design work ➔ Improve signage and markings on existing trails within and connecting beyond 90ND to make the existing multimodal networks easier to use and more visible to the general public. Suggested improvements include: ◊ Enhanced crosswalks at path crossings to increase visibility ◊ Wayfinding signage improvements ➔ Begin to seek sponsorship or partnership opportunities
Phase B (5-10 Years)	➔ Evaluate Cook County plans to determine regional partnership opportunities. ◊ Join regional micromobility system if goals align ➔ Upon reaching 4,000 residents and 5,000 employees within 90ND, initiate an RFP for micromobility services if not partnering with Cook County ➔ Implement 90 ND micromobility system (see implementation timeline in FIGURE 20) ➔ Following implementation, work with the micromobility provider to monitor system usage and trip locations for future infrastructure or service expansion needs. ◊ Evaluate bike facility access to/from 90ND ◊ Install bike counters on key trails to track current bike ridership and evaluate any future investments in bikeshare and its impact on trip numbers.
Phase C (10+ Years)	➔ Continuously evaluate ridership and travel patterns to determine system growth, explore potential of adding stations outside of 90 North to further connect the area across I-90. ➔ Continue to seek sponsorship/partnership opportunities



Docked Bike Share. Source: VPM



Wayfinding signage . Source: Cloud Gehshan



Bike counter in Cambridge, Massachusetts. Source: The Boston Globe

FIGURE 20: MICROMOBILITY IMPLEMENTATION TIMELINE

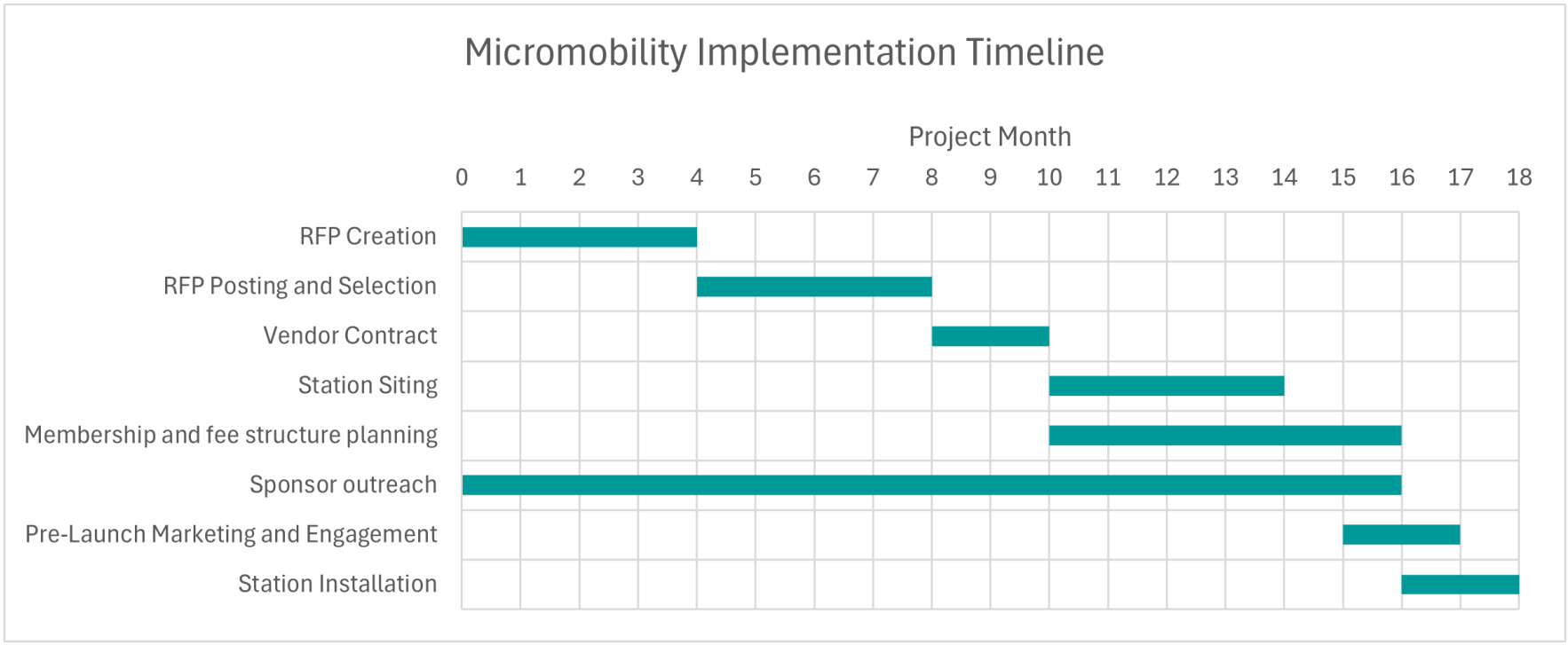


FIGURE 21: IMPLEMENTATION THRESHOLDS

STATION AND VEHICLE DENSITY	
TYPE	**RECOMMENDATIONS**
Population and Land Use Ratio	➔ Stations based on context of residential and commercial growth: ◊ 1 station per 400-500 residents; and ◊ 1 station per 600-750 employees. ➔ System launch with 8 stations in 90N, plus one station at the Northwest Transportation Center and at least one station at Woodfield Mall, resulting in 10-11 stations total at launch ◊ Target launch at 4,000 residents + 5,000 employees ◊ Proximity Goal: Stations should ensure no area is more than 0.25 miles from the nearest station in 90N.
Electrified Docking Stations	➔ Have 8-12 docking slots per station. Target 70% of stations to be electrified to charge e-bikes and scooters batteries while docked. All stations should have utility access for future electrification.
Geofenced Stations - Vehicle parking locations marked with paint and managed through geofencing technology. No docking infrastructure is required, though the use of bike racks can improve parking organization.	➔ In addition to the recommended electrified dock station, geofenced stations could be included to increase system reach without committing to installing electrified stations at locations that may not see frequent use. ◊ Woodfield Mall outlots ◊ Hotels, offices, and restaurants south of I-90 ◊ Roosevelt University ◊ Village or regional parks outside of 90ND ➔ Include flexible zones for scooters and pedal bikes at publicly accessible bike racks within 90ND, reducing demand on the electrified docking stations in busy areas.

FIGURE 22: PROPOSED MICROMOBILITY STATIONS IN 90ND

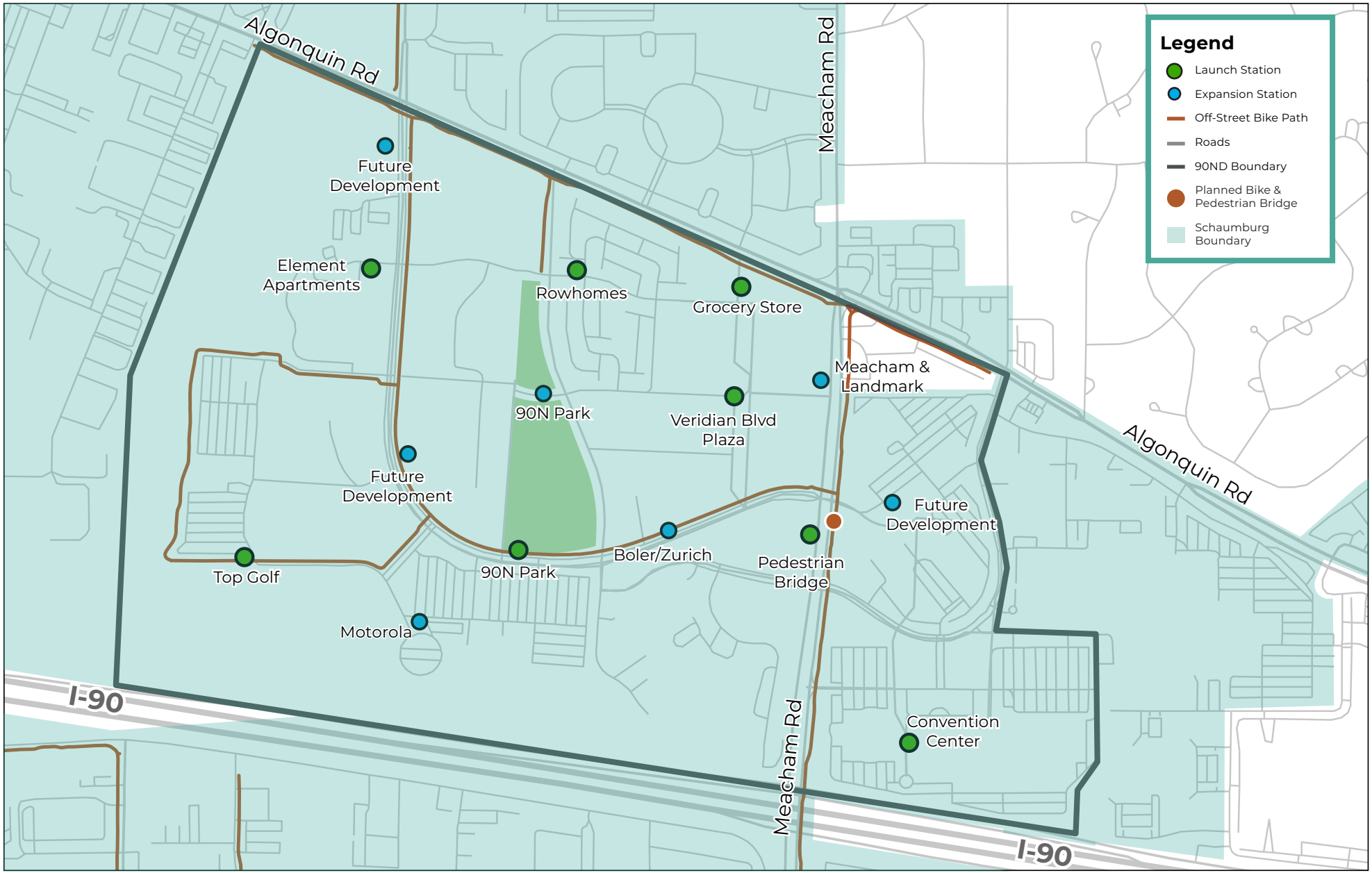


FIGURE 23: MICROMOBILITY STATIONS NEAR WOODFIELD MALL AND NORTHWEST TRANSPORTATION CENTER

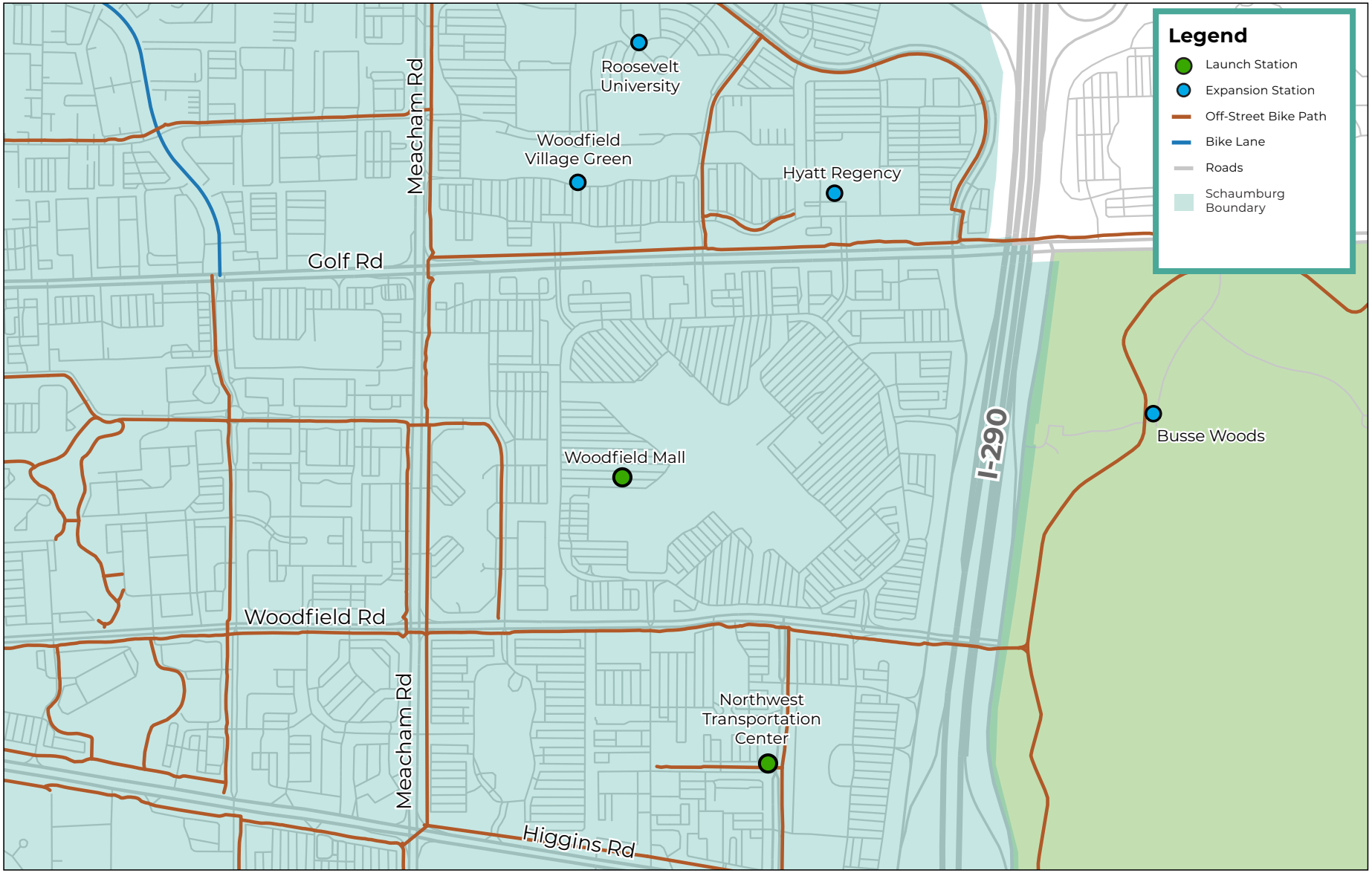


FIGURE 24: IMPLEMENTATION THRESHOLDS

GROWTH PLAN INDICATORS	
TYPE	**RECOMMENDATIONS**
Population and Employment Growth	➔ Based on context of residential and commercial growth: ◊ 1 station per 400-500 residents; and ◊ 1 station per 600-750 employees. ➔ Expand fleet size by 10 e-bikes/e-scooters per new station. ➔ If private developments want to provide their own station/program separate from Schaumburg's system, divide growth index by 50%.
Expansion of Geofenced Stations	➔ Future locations can target additional businesses, apartment complexes, transit hubs or park-and-ride facilities. ➔ Gradual introduction based on demand and operational efficiency. Geofenced stations can be tried first to test station use before permanent station installation. ➔ Encourage private businesses to sponsor additional locations. ➔ Exclusion factors: ◊ Not adjacent to low stress bicycle facility ◊ Too far from other stations o Beyond 5 miles of 90N area o Beyond 1 mile of another station
Electrified Stations for Fleet Sustainability	➔ Target 70% of permanent stations to be electrified for battery charging, but ensure all docked stations have utility access for future electrification. Use geofenced stations as temporary or test locations.

MEMBERSHIP STRUCTURE

Most micromobility systems charge riders a fee for use as a way to cover a portion of the operating costs (similar to how transit agencies collect fares) and many systems offer memberships that provide savings to riders who utilize the system frequently or recieve discounts through employers or social benefit systems. The micromobility system's membership fees and usage costs should be tied to an inflation index to ensure long-term financial sustainability while maintaining affordability for users. This approach allows pricing to adjust annually in line with the Consumer Price Index (CPI) or another relevant inflation measure, reflecting changes in operational costs such as maintenance, staffing, and equipment upgrades. By linking costs to inflation, the system ensures predictable and equitable pricing for users without the need for sudden, significant fee increases. Additionally, this mechanism provides transparency and fosters trust, as users can understand that cost adjustments are based on broader economic factors rather than arbitrary decisions.

FIGURE 25: MEMBERSHIP OPTIONS

FEATURE	PAY AS YOU GO	GENERAL MEMBERSHIP	CORPORATE PLAN*	EQUITY PLAN**
Target Audience	Visitors and occasional users.	Residents and occasional commuters.	Employers and employees.	Low-income residents, seniors, and individuals with disabilities who pre-qualify with the village.
Pros/Cons	Pros: Flexible pay-as-you-go model appeals to visitors and occasional users; no commitment required, making it easy for one-time use. Cons: High unlock and per-minute costs make it less appealing for frequent or long-term users; no guarantee of vehicle availability.	Pros: Unlimited rides for shorter trips with affordable overage rates; ideal for residents with consistent transportation needs. Cons: Higher monthly cost than Casual Plan; overages can add up for longer trips beyond 45 or 60 minutes.	Pros: Cost-effective for businesses to provide micromobility access for employees; promotes eco-friendly commuting and employee satisfaction. Cons: Overages can add up for longer trips beyond 45 or 60 minutes.	Pros: Highly affordable rates and free unlocks make it accessible for low-income users, older adults, and individuals with disabilities; inclusive features like adaptive bikes. Cons: Limited availability during high-demand periods may restrict access; subsidized rates may not fully cover operational costs for equity-focused users.
Fee Structure	Unlock fee plus per minute charge.	Unlimited 45-min rides. Additional charge per min for all rides lasting longer than 45 minutes.	Unlimited 45-min rides. Additional charge per min for all rides lasting longer than 45 minutes.	Unlimited 45-min rides.
Day Pass (24 hours)	Unlimited rides on all vehicles for a fixed fee.	Discounted day passes added to membership to support riding with guests or introducing friends to the program.	Discounted day passes added to membership to support riding with visitors or introducing new staff to the program.	N/A
Cost Model	Pay-as-you-go	Monthly or annual fee	Monthly or annual fee. Price in comparison to the general membership is dependent on the subsidy provided by the employer.	Discounted general memberships to be accessible to low-income riders.
Cost	Pay-as-you-go.	$5-15/month depending on subsidy provided by Schaumburg/system sponsors.	Price dependent on subsidy provided by employer.	$10/month or $100/year.

* Offered through sponsorship with participating businesses/companies

**To become eligible for the Equity Plan, users must apply and provide proof of an active RTA Access Pilot Program card or RTA Ride Free or Reduced Fare Program Card.

ADAPTIVE BIKE SHARE PROGRAM

Though federal law does not require bikeshare programs to provide ADA accomodations or complimentary service, many bikeshare systems strive to make their services as accessible as possible. Because the Schaumburg Convention Center often hosts accessibility conferences and events, an adaptive bikeshare station could be made available as part of the system. The proposed adaptive bikeshare station would serve individuals with disabilities by offering a variety of adaptive bicycles tailored to different needs. If constructed, the station would be strategically located near the Convention Center to ensure high visibility, convenient access, and enhanced monitoring and maintenance capabilities. This station would be a supplement to the standard bikeshare station proposed at the Convention Center rather than a replacement.

FIGURE 26: ADAPTIVE BIKE SHARE STATION FEATURES

FEATURE	DETAILS
Location	Adjacent to the Schaumburg Convention Center. ➔ Proximity to the convention center allows for regular maintenance and oversight by the operator, as well as ease of access for accessibility conferences and events that often take place at the convention center.
Fleet Composition	➔ Handcycles: For users with limited lower-body mobility. ➔ Recumbent Bikes: Providing additional support and comfort. ➔ Tandem Bikes: Allowing a guide or caregiver to assist. ➔ Tricycles: For increased stability and balance.
Sizing and Fitting Services	➔ Partner with a local bike shop to offer pre-ride fittings. ➔ Riders can schedule a fitting session ahead of their first reservation to ensure safety and comfort.
Reservation System	➔ The operator will develop a user-friendly online and app-based reservation system. ➔ Features include: ◊ Real-time availability tracking. ◊ Advance booking options. ◊ Ability to select bike type and schedule fittings.



Example of adaptive bicycling in Reno, Nevada.
Source: League of American Bicyclists



Example of adaptive bike share in Oakland, California. Source: City of Oakland



Example of an adaptive bicycle in Seattle. Source: SDOT Blog

SPONSORSHIP OPTIONS

FIGURE 27: SPONSORSHIP OVERVIEW

STRUCTURE	TARGET SPONSORS	KEY BENEFITS
Station Sponsorship	Local businesses, real estate developers	Branding in high-traffic locations
Vehicle Branding	Regional and national brands	Mobile advertising across the district
Geofencing Station Request	Local businesses and property managers	Additional stations outside of the 90-N District
Naming Rights/Title Sponsor	High-profile regional or national brands	Comprehensive branding and visibility

STATION SPONSORSHIP LEVELS

Businesses or organizations could sponsor individual bike share stations for branding and visibility.

FIGURE 28: SPONSORSHIP LEVELS

TIER	BENEFITS TO SPONSOR	WHAT DOES IT COVER?
Platinum	Exclusive branding on kiosks, signage, docking units, and app station icons.	➔ 3 e-bikes; ➔ 2 e-scooters; and ➔ Operational/branding costs.
Gold	Branding on kiosks and station signage.	➔ 2 e-bikes; ➔ 2 e-scooters; and ➔ Operational/branding costs.
Silver	Logo on station signage only.	➔ 1 e-bike, ➔ 3 e-scooters; and ➔ Operational/branding costs.
Bronze	Recognition in marketing materials and app.	➔ 3 e-scooters; and ➔ Operational/branding costs.

VEHICLE BRANDING LEVELS

Businesses or organizations sponsor individual bike share vehicles for branding and visibility.

FIGURE 29: BRANDING LEVELS

STRUCTURE	BENEFITS TO SPONSOR	WHAT DOES IT COVER?
Platinum	Logo placement on 100% of the vehicle fleet.	Covers approximately: 5 e-bikes, 4 e-scooters, and operational/ branding costs.
Gold	Logo placement on 75% of the vehicle fleet.	Covers approximately: 3 e-bikes, 3 e-scooters, and operational/ branding costs.
Silver	Logo placement on 50% of the vehicle fleet.	Covers approximately: 2 e-bikes, 2 e-scooters, and operational/ branding costs.



Example of Bike Branding
Source: Innovation Origins

GEOFENCING STATION REQUEST

Businesses can sponsor a geofenced micromobility parking location where users are allowed to park bikes, e-bikes, or e-scooters for up to 3 hours at no cost.

Annual Flat Fee:

- This fee ensures the costs of free parking for micromobility users accessing the business are fully covered.
- Includes setup and maintenance of the geofenced area within the micromobility system.

NAMING RIGHTS

The Naming Rights Sponsor option offers exclusive rights to name the entire micromobility system, such as "[Sponsor Name] Micromobility System." This premium opportunity ensures the sponsor's name is central to all branding, marketing, and public recognition. The annual fee should start at a set amount which increases for every additional 10 stations or 50 vehicles added. Contracts require a three-year minimum, guaranteeing consistent branding visibility.

- Naming Rights Sponsor Highlights
  - Full system named after the sponsor.
  - Minimum three-year contract with exclusive branding.

The Title Sponsor option provides high-level branding by integrating the sponsor's name into the system's title, such as "90-N Micromobility System Presented by [Sponsor]." This option starts with an annual fee, and increases for every 10 stations or 50 vehicles added. Contracts are reviewed bi-annually, allowing flexibility with system growth.

- Title Sponsor Highlights
  - "Presented by" branding integrated into the system title.
  - Bi-annual contract review for flexibility.



Example of Station Branding
Source: Lyft Urban Solutions

STATION SITING GOALS

MATERIAL AND DESIGN BEST PRACTICES

- Surface Compatibility:
  - Hard, level surfaces like asphalt, concrete, or brick are preferred.
  - For grassy areas, use raised platforms or pads to prevent sinking.
- Safety Enhancements:
  - Employ bollards or planters to protect stations from vehicle damage.
  - Use reflective paint or delineators to improve station visibility.
- Utility Access:
  - Avoid placing station plates over utility covers but allow bikes to rest over them.
  - Incorporate gaps or bridging plates to accommodate utilities.

OPERATIONAL INSIGHTS

- Station Density:
  - High-density areas such as commercial centers or mixed-use neighborhoods require more frequent stations to ensure user convenience.
  - Maintain a consistent distance between stations, avoid isolated stations.
- Community Engagement:
  - Solicit input from residents and stakeholders to ensure station placement meets local needs.
  - Conduct outreach in underrepresented communities to promote equitable access.



Example of bikeshare docking station. Source: Lyft Urban Solutions



Example of on-street shared micromobility parking in Arlington County, Virginia. Source: Arlington County



Example of scooter share station in Boulder, Colorado. Source: City of Boulder

MICROMOBILITY COST ESTIMATES

CAPITAL COSTS

Micromobility system capital costs include the docking stations, the vehicles, and any infrastructure improvements that need to be made to accommodate the stations. Because infrastructure improvements are site dependent, this memo focuses on the station and vehicle costs.

Station costs are influenced by the number of docking slots, signage at or surrounding the station, payment technology, or other station amenities provided, and whether the station is electrified to support in-dock vehicle charging. Vehicle costs depend on the vehicle type, with e-scooters being the cheaper option and e-bikes being more expensive. Different vendors provide vehicles of varying quality, which is also reflected in the range of costs.

FIGURE 30: CAPITAL COST RANGE PER STATION OR VEHICLE

ITEM	LOW COST ESTIMATE	HIGH COST ESTIMATE
Station	$30,000	$65,000
E-Bike	$1,500	$4,000
E-Scooter	$800	$2,000

FIGURE 31:SYSTEM CAPITAL COST ESTIMATES AT LAUNCH

TYPE	RECOMMENDED LAUNCH AMOUNT	LOW COST ESTIMATE	HIGH COST ESTIMATE
Stations	10	$300,000	$650,000
E-Bike System	30	$45,000	$120,000
E-Scooter System	40	$32,000	$80,000
TOTAL COST		$377,000	$850,000

This estimate does not include any site improvements that may be needed to install stations, such as pouring concrete pads or running electrical service.

OPERATING COSTS

Operating costs include vehicle maintenance, system rebalancing (ensuring vehicles are adequately spread across the system to match demand), vehicle battery monitoring and charging, operating software costs, customer service, marketing, usage monitoring, and growth planning. The 90 North Mobility Plan recommends Schaumburg pursue a vendor which either provides these operating services as a turn-key operation or partners with a non-profit or secondary company as the operating entity. The plan does not recommend the Village of Schaumburg provide operating functions in-house.

In a turn-key system, operating costs are generally paid per vehicle as a monthly or annual fee. As with capital costs, operating costs depend on the quality of services provided. Frequency of rebalancing, maintenance, battery charging, and vehicle condition checks can range from daily to up to two weeks, with higher service frequency resulting in higher costs to the system. Because the quality and functionality of the micromobility system is likely to be viewed as a reflection of the 90 North District, it is recommended that Schaumburg pursue an operating agreement that prioritizes more frequent servicing of the vehicles and the system.

FIGURE 32:OPERATING COST RANGE

OPERATING COSTS	LOW COST ESTIMATE	HIGH COST ESTIMATE
Per Vehicle	$3,000	$4,000
TOTAL ANNUAL COST	$180,000	$240,000

To launch a micromobility system, Schaumburg can expect to pay between $557,000 and $1,090,000 for the first year, not including any infrastructure improvements at station locations, with ongoing expenses of $180,00 to $240,000 per year.

MICROMOBILITY PUBLIC GRANT OPTIONS

A sustainable micromobility system will need to cover both the initial capital costs of installation, as well as the ongoing operating costs. This memo outlines the potential federal and state funding sources that can cover capital expenses. Methods of covering capital and operating costs beyond public grants are outlined in more detail within Chapter 4 of the 90 North Mobility Plan.

Public grant funding can be utilized for costs associated with the docking stations of a micromobility system as part of bicycle supportive infrastructure, transportation electrification, or innovative mobility goals. There is currently no public grant funding available which covers the cost of the micromobility vehicles. A full list of potential funding opportunities is provided in Figure 33 below. It should be noted that these programs were identified and researched in December of 2024; some programs may be paused or modified due to ongoing administration changes since that time.

FIGURE 33: POTENTIAL FUNDING SOURCES TABLE

PROGRAM/FUNDING	FEDERAL,STATE, LOCAL	FUNDING AGENCY	FORMULA OR DISCRETIONARY	ELIGIBLE ACTIVITIES	LAST OFFERED
Illinois Transportation Enhancement Program (ITEP)[1]	State	IDOT	Discretionary	Bicycle Facilities/ Streetscaping	2024
Recreational Trails Program[2]	State	IDNR	Discretionary	Development of facilities along the trail. Does not include equipment purchase or activities related to motorizing a trail[3]	2025
Motor Fuel Tax (MFT)	State	IDOT	Formula	Bicycle Parking Facilities (for purchase of a bicycle rack to be used as a dock)[4]	2020
Accelerating Innovative Mobility[5]	Federal	FTA	Discretionary	Shared use mobility providers are eligible recipients for innovative mobility projects[6]	2020
Active Transportation Infrastructure Investment Program (ATIIP)[7]	Federal	USDOT - FHWA	Discretionary	Bike share Stations[8]	2024

PROGRAM/FUNDING	FEDERAL,STATE, LOCAL	FUNDING AGENCY	FORMULA OR DISCRETIONARY	ELIGIBLE ACTIVITIES	LAST OFFERED
Advanced Transportation Technologies & Innovative Mobility (ATTIMD)[9]	Federal	USDOT	Discretionary	Shared mobility entities to access transit[10]	2024
Carbon Reduction Program (CRP)[11]	Federal	USDOT allocations to CMAP	Formula	Capital, charging infrastructure[12]	2024
Climate Pollution Reduction Grant[13]	Federal	EPA	Formula and Discretionary	Activities that lower GHG emissions[14]	2024
Congestion Mitigation & Air Quality Improvement Program (CMAQ)[15]	Federal	USDOT allocations to CMAP	Formula	Capital projects and planning[16]	2024
National Highway Performance Program (NHPP)	Federal	USDOT	Formula	Bicycle Transportation	2018

MICROTRANSIT RECOMMENDATIONS

The microtransit evaluation considered a range of service models, with less emphasis on vehicle type. Some service models, such as autonomous vehicles (AVs) or neighborhood electric vehicles (NEVs) have unique vehicle types that set their service model apart from the other models which utilize could utilize either traditional passenger vehicles, vans, shuttles, or buses.

This evaluation resulted in an on-demand point-to-point system as the top scoring service model, either when operated through a dedicated microtransit provider or through a ridehail partnership. A circulator service also scored highly, and given the popularity of this service model among stakeholders, a circulator is recommended for implementation in a future phase.

The primary reasons that on-demand point-to-point service and a ridehail partnership scored highly were:

- Easily understood service models for users.
- Positive rider experience in terms of schedule flexibility and direct access to their destination.
- Existing services in adjacent peer communities demonstrate successful implementation.
- Greatest ability to support the mobility needs of key stakeholders

The ridehail partnership option scored slightly higher than on-demand point-to-point through a dedicated provider primarily due to the potential to have lower administrative costs and a better user experience due to being an established and well understood service.

FIGURE 34:MICROTRANSIT SCORING MATRIX

	Description	Score 1	Score 2	Score 3	**Circulator** Runs on a fixed route with a fixed schedule	**Fixed Point to Point** Flexible operating time, fixed stops, rides can be scheduled	**On-demand Point to Point** Flexible operating time and pickup/ dropoff	**Ride-Hailing Partnership** Ridehail company to provide point to point service	**Flexible Route Buses** Fixed bus routes deviate to pickup from nearby locations	**Autonomous Shuttle** Driverless shuttles	**Shared vanpool** Program for people to share rides in a vanpool	**Neighborhood Electric Vehicles (NEVs)** Like Naperville Tuk Tuk
	Goals (Max score = 6)				4	4	5	3	6	4	2	4
1	**Transport through 90 North**	Has limited potential to reduce vehicle trips *within* 90ND and is unlikely to reduce parking demand	Has some potential to reduce some vehicle trips *within* 90ND and may reduce parking demand	Has strong potential to reduce vehicle trips *within* 90ND and is likely to reduce parking demand	3	2	2	1	3	3	1	2
2	**Transport to 90 North**	Has limited potential to reduce vehicle trips *to* 90ND and is unlikely to reduce parking demand	Has some potential to reduce some vehicle trips *to* 90ND and may reduce parking demand	Has strong potential to reduce vehicle trips *to* 90ND and is likely to reduce parking demand	1	2	3	2	3	1	1	2

Description	Score 1	Score 2	Score 3	**Circulator** Runs on a fixed route with a fixed schedule	**Fixed Point to Point** Flexible operating time, fixed stops, rides can be scheduled	**On-demand Point to Point** Flexible operating time and pickup/ dropoff	**Ride-Hailing Partnership** Ridehail company to provide point to point service	**Flexible Route Buses** Fixed bus routes deviate to pickup from nearby locations	**Autonomous Shuttle** Driverless shuttles	**Shared vanpool** Program for people to share rides in a vanpool	**Neighborhood Electric Vehicles (NEVs)** Like Naperville Tuk Tuk
Rider Experience (Max score = 21)				17	15	16	16	14	14	10	14
Accessibility	Not equipped to accomodate ADA users	Has some accomodations for ADA users, or does not currently but could add the option upon request for an additional fee	Can readily and conveniently provide access to individuals with all forms of disabilities	3	3	3	1	3	3	2	1
Rider Flexibility	Service provides viable transportation options to 1 user group(residents, visitors, or employees)	Service provides viable transportation options to 2 user groups	Service provides viable transportation options for all 3 user groups	3	2	3	2	2	1	1	1
Schedule Flexibility	Pre-determined schedule; charges fee for cancellation or ride alternations	Options for pick-up or drop-off (not both); charges fee for cancellation or ride alternations based on time or distance	Ability to shift pick-up/drop-off locations, times, and/or distance; cancellation without fee	1	2	3	3	1	2	1	2
Attractiveness	Riders are unfamiliar with the service/ vehicle type or they seem dated; unlikely to draw excitement	Riders may be familiar with the service/ vehicle type, and are likely to be receptive to its potential	Service/vehicle type is exciting or comfortable; riders are likely to be excited about using it	2	2	2	2	2	3	1	3
Cost to the Rider	Has a high cost to the rider, and/ or the cost is unpredictable	Has a moderate cost to the rider or there is a potential for unpredictable costs	Has a low cost to the rider or the cost is predictable and clear when the ride is scheduled/taken	3	2	1	2	2	1	1	3

Description	Score 1	Score 2	Score 3	**Circulator** Runs on a fixed route with a fixed schedule	**Fixed Point to Point** Flexible operating time, fixed stops, rides can be scheduled	**On-demand Point to Point** Flexible operating time and pickup/ dropoff	**Ride-Hailing Partnership** Ridehail company to provide point to point service	**Flexible Route Buses** Fixed bus routes deviate to pickup from nearby locations	**Autonomous Shuttle** Driverless shuttles	**Shared vanpool** Program for people to share rides in a vanpool	**Neighborhood Electric Vehicles (NEVs)** Like Naperville Tuk Tuk
Hailing Experience	No app tracking is offered, or wait time fluctuates and is unpredictable	Service app has limited functions, or wait time fluctuates minimally	Comprehensive app that can be easily installed by users and provides real-time arrival tracking, minimal wait times or schedule is predictable and easy to find	2	2	2	3	2	2	2	2
App/Payment Experience	Limited payment options, not compatible with other payment systems; not able to access transit without payment	Includes payment options; potential to integrate with other apps upon request	Includes multiple payment options, integrates with other payment systems such as Ventra	3	2	2	3	2	2	2	2
Operations (Max score = 24)				16	15	17	22	15	9	20	16
Regional Experience/ Application	Similar systems have not been deployed in the region	Similar systems have been deployed within the region but were unsuccessful or success was unclear	Similar systems have been deployed within the region and seen success	2	1	3	3	2	1	2	2
Ease of Maintenance	Maintenance needs are high and incur regular additional costs and staffing needs	Maintenance needs fluctuate and may incur additional costs or staffing needs	Minimal maintenance needs with minimal additional costs	2	2	2	3	2	1	3	2
Scalability	Does not have ability to scale or expand services	Potential ability to scale or expand services, limited or no examples in doing so in other locations	Ability to readily scale or expand services, has example in doing so with similar projects	1	2	3	3	1	1	2	2

Description	Score 1	Score 2	Score 3	**Circulator** Runs on a fixed route with a fixed schedule	**Fixed Point to Point** Flexible operating time, fixed stops, rides can be scheduled	**On-demand Point to Point** Flexible operating time and pickup/ dropoff	**Ride-Hailing Partnership** Ridehail company to provide point to point service	**Flexible Route Buses** Fixed bus routes deviate to pickup from nearby locations	**Autonomous Shuttle** Driverless shuttles	**Shared vanpool** Program for people to share rides in a vanpool	**Neighborhood Electric Vehicles (NEVs)** Like Naperville Tuk Tuk
Space	Vehicles require additional space on key roadways, or the service is unable to run due to space limitations; requires capital expenses to implement	Vehicles require some additional space on roadways; may require some capital expenses to implement	Vehicles do not requires additional space on most roadways; easy to implement without significant capital expenses	2	2	2	3	1	1	3	2
Operations Costs	Higher operational costs to achieve adequate service, or costs are unpredictable with potential for large fluctuations	Moderate operational costs with the potential for some fluctuations	Minimal operational costs, or the cost is predictable based on evidence from similar projects	1	2	1	3	2	1	3	2
Vendor vs. Village Support	Requires dedicated Village staff due to limited support from vendor; unpredictable tracking; potential to generate service questions	Requires some support from Village staff; vendor support is unclear and/or unpredictable	No dedicated Village staff required; vendor support readily accessible; low potential to generate service questions	3	2	2	3	2	1	2	2
Market Availability	Not readily available to procure and implement	Limited ability to procure; implementation unpredictable	Readily available to procure and implement; clear and predicatble path toward implementation	2	2	3	3	2	1	3	2
Vehicle Capacity Potential	Limited vehicle capacity, low likelihood of shared rides	Potential for vehicle capacity changes, moderate liklihood of shared rides	Higher vehicle capacity, high likelihood of shared rides for larger numbers of people	3	2	1	1	3	2	2	2
		TOTAL SCORE		**37**	**34**	**38**	**41**	**35**	**27**	**32**	**34**

MICROTRANSIT IMPLEMENTATION

While sharing the concept of micromobility or microtransit services with 90 ND stakeholders, a strong preference emerged for microtransit in the form of a circulator shuttle. Reasons for preferring this type of mobility option centered around travel distance; most stakeholders felt their residents or employees would primarily walk to destinations within 90 ND and would only seek other options for longer trips where a transit shuttle would be more appropriate, or when the weather discouraged walking. However, operating a fixed route circulator at frequencies that provide adequate convenience to riders results in high operating costs that may not be feasible until 90 ND is fully built out.

In the near term, adjusting the existing Woodfield Trolley service to facilitate movement across Meacham Road and expanding service to be more frequent during commuting and lunch times will improve connections within 90 ND and to the shops and restaurants south of I-90. Additionally, an on-demand point-to-point system can be started to provide additional transit service to and through 90 ND.

Because a circulator was the most requested microtransit option by stakeholders and the service type scored highly in the evaluation, Schaumburg should consider implementing this service in the future when more of the planned development is completed.

FIGURE 35:MICROTRANSIT PHASING

PHASE	RECOMMENDATIONS
Phase A (0-5 Years)	**Trolley Expansion** ➔ Expand Woodfield Trolley route west of Meacham Road to serve key employers ➔ Expand to year-round weekday service and add morning commute hour service ➔ Increase frequency to 10-15 minute headways during morning commute, lunch hour, and evening commute times. **On Demand Point-to-Point Systen** ➔ Release an RFP for on-demand point-to-point microtransit service covering the area shown in FIGURE 32. ➔ Explore funding partnerships with 90 ND employers and Meet Chicago Northwest ➔ Implement service and monitor to evaluate ridership trends and opportunities for expansion
Phase B (5-10 Years)	**Add Circulator Route** ➔ Add a new fixed route service that circulates between the east and west sides of 90 ND, linking the major destinations throughout the entire district ➔ Circulator should have convenient frequency and a schedule that connects conveniently to the trolley **Evaluate Trolley Service** ➔ Evaluate if trolley service can return to its original schedule and route with the circulator serving as the connection between the east and west districts. ➔ Determine whether on-demand service provides equivalent service to the trolley and whether ridership numbers support continued weekday trolley service
Phase C (10+ Years)	**Expand On-Demand System** ➔ Evaluate the feasibility and use case for expanding the on-demand system service to other parts of Schaumburg, or to the Metra stations in south Schaumburg and Palatine

FIGURE 36: ON-DEMAND MICROTRANSIT SERVICE AREA

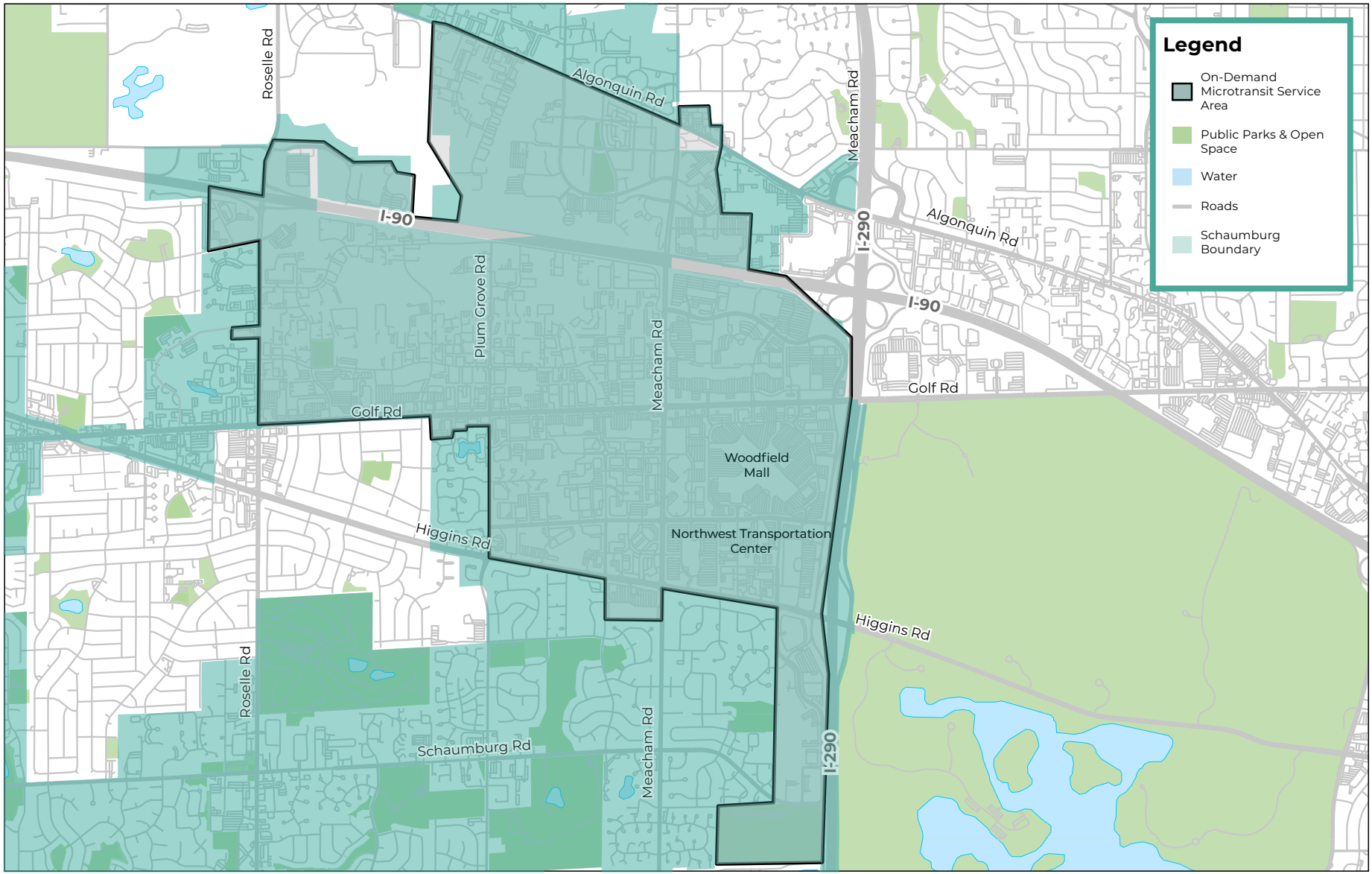
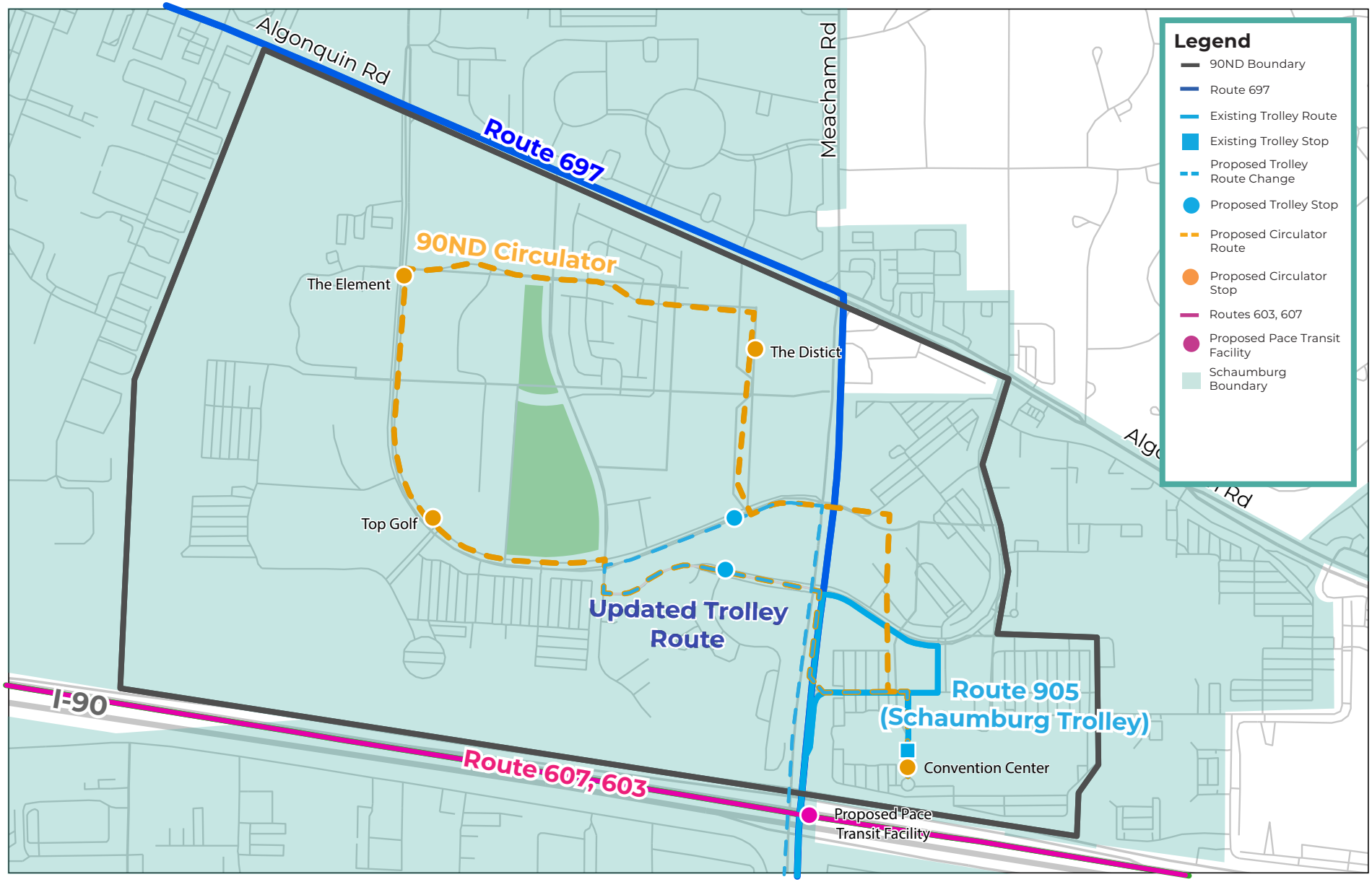


FIGURE 37: PROPOSED FIXED-ROUTE TRANSIT CHANGES



MICROTRANSIT COST ESTIMATES

Microtransit costs are dependent on the size of the service area and the number of microtransit vehicles needed to provide service with the desired frequency and quality. Schaumburg can specify a maximum wait time that a rider will experience when using the service that the vendor will strive to achieve. While some jurisdictions choose to operate microtransit services in-house as part of their transit fleet, many others choose to use a third-party vendor where the vendor is responsible for providing and maintaining the microtransit vehicles in addition to operating the service. This type of turn-key solution is what is recommended for Schaumburg. For this reason, cost estimates are provided per service hour and are not broken out into capital and operating costs.

FIGURE 38:MICROTRANSIT OPERATING COST/VEHICLE SERVICE HOUR

SERVICE TYPE	LOW ESTIMATE - COST/VEHICLE SERVICE HOUR	HIGH ESTIMATE - COST/VEHICLE SERVICE HOUR
On-Demand Point-to-Point	$40	$100
Circulator	$96	$190

FIGURE 39:SYSTEM ASSUMPTIONS AND ANNUAL COSTS

SERVICE TYPE	OPERATING HOURS	HOURS PER YEAR	LOW ESTIMATE - ANNUAL COST	HIGH ESTIMATE - ANNUAL COST
On-Demand Point-to-Point	M-Th: 7am-8pm F: 7am – 10pm Sat: 10am – 10pm Sun: 10am – 6pm	4524	$180,960	$452,400
Circulator	M-F: 8am-8pm Sat: 10am – 8pm Sun: 10am – 6pm	4056	$389,376	$770,640

Cost estimates above assume the turn-key provider will provide vehicles and that Schaumburg will not need to make a capital purchase of vehicles to begin service.

MICROTRANSIT PUBLIC GRANT OPTIONS

Microtransit service is often eligible for the same federal and state funding sources as traditional transit service, with some additional innovation grants available for micromobility programs. Some jurisdictions have also been able to make use of local funds of public-private partnerships. TABLE X lists potential grant sources for micromobility systems, as of the time when this plan was developed.

PROGRAM/FUNDING	FEDERAL,STATE, LOCAL	FUNDING AGENCY	FORMULA OR DISCRETIONARY	ELIGIBLE ACTIVITIES	LAST OFFERED
Integrated Mobility Innovation (IMI)	Federal	FTA	Discretionary	Supports the adoption of innovative transit mobility solutions. [17]	2019
Accelerating Innovative Mobility (AIM)	Federal	FTA	Discretionary	All activities to test and develop innovative transit mobility.[18]	2020
Enhancing Mobility Innovation (EMI)	Federal	FTA	Discretionary	Improve transit rider through experience software innovations to provide mobility for all.[19]	2025
Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Federal	FTA	Discretionary	To advance technology for mobility and access solutions; dynamic ride sharing.[20]	2020
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310	Federal	FTA allocations to RTA[21]	Formula	Mobility management services that support seniors and individuals with disabilities.[22]	2025
Innovative Coordinated Access and Mobility Grants	Federal	FTA	Discretionary	Improve transportation access to seniors, individuals with disabilities and low-income individuals.[23]	2024

PROGRAM/FUNDING	FEDERAL,STATE, LOCAL	FUNDING AGENCY	FORMULA OR DISCRETIONARY	ELIGIBLE ACTIVITIES	LAST OFFERED
Congestion Mitigation & Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP)	Federal	USDOT allocations to CMAP	Formula	First three years of transit operations.[24]	2025
Ballot Measures	Local	-	Discretionary	Austin, TX passed Proposition A to secure microtransit funding in November 2020.[25]	-
Public-Private Partnerships	Local	-	Discretionary	Partnering with organizations like Uber or Lyft can leverage operational costs – found in a case study by CMAP.[26]	-

90 NORTH
MOBILITY STUDY

5 APPENDICES



APPENDIX A
IL VEHICLE CODE

(625 ILCS 5/1-106)

Sec. 1-106. Bicycle.

Every device propelled by human power upon which any person may ride, having two tandem wheels except scooters and similar devices.

(Source: P.A. 85-951.)

(625 ILCS 5/11-1517)

Sec. 11-1517. Low-speed electric bicycles.

(a) Except as otherwise provided in this Section, the provisions of this Chapter that apply to bicycles also apply to low-speed electric bicycles.

(b) Each low-speed electric bicycle operating in this State shall comply with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission under 16 CFR 1512. Each Class 3 low-speed electric bicycle shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.

(c) Beginning on or after January 1, 2018, every manufacturer and distributor of low-speed electric bicycles shall apply a label that is permanently affixed to the bicycle in a prominent location. The label shall contain, in Arial font in at least 9-point type:

(1) a classification number for the bicycle that corresponds with a class under Section 1-140.10 of this Code;

(2) the bicycle's top assisted speed; and

(3) the bicycle's motor wattage.

No person shall knowingly tamper or modify the speed capability or engagement of a low-speed electric bicycle without replacing the label required under this subsection (c).

(d) A Class 2 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. A Class 1 low-speed electric bicycle and a Class 3 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling.

(e) A person may operate a low-speed electric bicycle upon any highway, street, or roadway authorized for use by bicycles, including, but not limited to, bicycle lanes.

(f) A person may operate a low-speed electric bicycle upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on that path.

(g) A person may not operate a low-speed electric bicycle on a sidewalk.

(h) A person may operate a Class 3 low-speed electric bicycle only if he or she is 16 years of age or older. A person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers.

(Source: P.A. 100-209, eff. 1-1-18.)

(625 ILCS 5/11-1518)

Sec. 11-1518. Low-speed electric scooters.

(a) Subject to the restrictions of this Section, a municipality, park district, forest preserve district, or conservation district may authorize and regulate the operation of low-speed electric scooters within the unit of local government on any or all highways under their respective jurisdiction, sidewalks, trails, or other public right-of-way where the operation of bicycles is permitted. The use of low-speed electric scooters within any municipality, park district, forest preserve district, or conservation district is allowed only if authorized by the municipality, park district, forest preserve district, or conservation district under this Section. Any authorization or regulation by a park district, forest preserve district, or conservation district applies only on property owned, managed, or leased by the park district, forest preserve district, or conservation district.

(a-5) Subject to the restrictions of this Section, the Department of Natural Resources may authorize and regulate the operation of low-speed electric scooters on any or all properties owned, managed, or leased by the Department of Natural Resources including, but not limited to, sidewalks, trails, or other public rights-of-way where the operation of bicycles is permitted. The use of low-speed electric scooters within any property that is owned, managed, or leased by the Department of Natural Resources is allowed only if authorized by the Department of Natural Resources. The Department of Natural Resources is authorized to adopt administrative rules for the regulation of low-speed electric scooters on any and all properties owned, managed, or leased by the Department of Natural Resources.

(b) A person may not operate a low-speed electric scooter on a highway with a posted speed limit in excess of 35 mph.

(c) A person may not operate a low-speed electric scooter unless he or she is 18 years of age or older.

(d) A low-speed electric scooter may be parked in the same manner and at the same locations as a bicycle may be parked.

(e) Every low-speed electric scooter when in use at nighttime shall be equipped with a lamp on the front that emits a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear that is visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle, except that a lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be used in addition to or instead of the red reflector.

(f) A low-speed electric scooter shall not be equipped with nor shall any person use upon a low-speed electric scooter any siren. This subsection does not apply to a low-speed electric scooter that is a police vehicle or fire department vehicle.

(g) Every low-speed electric scooter shall be equipped with a brake that will adequately control movement of and stop and hold the low-speed electric scooter.

(h) A person may not operate a low-speed electric scooter while carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.

(i) A person may not use a low-speed electric scooter to carry more than one person at a time. A person operating a low-speed electric scooter may not attach himself or herself or the scooter to any other vehicle being operated on the public right-of-way.

(j) A person may not operate a low-speed electric scooter upon any public highway in the State while under the influence of alcohol or any drug.

(k) The use of low-speed electric scooters is not permitted on State highways.

(l) Every low-speed electric scooter shall be well-maintained and in good operating condition.

(Source: P.A. 103-899, eff. 8-9-24.)

APPENDIX B
PROJECTED DEMAND METHODOLOGY

To best estimate potential ridership of both micromobility and microtransit trips, two distinct methodologies were pursued to better compare and identify a potential range of users for both modes as the 90 ND anticipates significant growth in population from residents, employees, and visitors alike. Considering the major expansion efforts across the 90 ND campus, future growth was split into two phases and across major user groups (residential, employee, visitor, etc.). Data from the CIP (Capital Improvement Plan) was leveraged to estimate growth factors for different land uses and populations, with Phase I assumptions including a one-to-five year time horizon for 90 ND development and Phase II including a five-year plus time horizon.

With the same set of population and development growth assumptions, two distinct ridership estimate methodologies were applied to verify results and confidence in outputs. The first method leverages data from Replica, a national data set that scrapes data to identify ridership estimates across varying modes including bike, bus, auto, and walk. Replica data was used to identify existing trip volumes across modes. The assumed growth factors provided by the Village of Schaumburg were then applied to these modes to arrive at an estimated ridership.

The second method leverages research from similar mobility programs across the country, compares the population and growth estimates to the Village, and estimates the potential ridership. Programs for micromobility programs and microtransit were identified, with a focus on applications that are similar in character to Schaumburg. The below appendix details the approaches and assumptions used for each methodology.

METHODOLOGY 1: REPLICA DATA ANALYSIS

HNTB obtained detailed Replica data regarding the total estimated number of trips within the 90 ND. Replica has estimates of average daily trips volumes, which was used for this study. Replica sources data from a variety of public and private sources to provide insights into transportation, land use, and economic activity. It aggregates information from parcel-level land use data, point-of-interest (POI) databases, building footprint data, and census housing unit data. Additionally, Replica collects traffic datasets, including Annual Average Daily Traffic (AADT) data, hourly auto volume profiles, turning movement counts (TMCs), and speed profiles.

To capture a small-scale area of potential micromobility and/or microtransit riders, a buffer of a quarter (1/4) mile was applied to the study area. The borders of the 90 ND area are roughly defined by Algonquin Rd, Hammond Dr, I-90, and parallel to the eastern boundary of the Schaumburg Convention Center. Research on transit users finds that people are less likely to walk beyond a quarter mile to get to a micromobility station or transit station, which equates to a five-minute walk. For these reasons, a buffer of a quarter-mile was used to estimate potential micromobility trips.

To capture the area of potential microtransit riders, the proposed microtransit service area was used to model potential microtransit ridership. The microtransit boundary was created to represent the potential distance and key destinations a point-to-point microtransit provider would serve.

Based on the boundaries as described, the below daily trips within each analysis area were identified.

FIGURE 41:REPLICA ESTIMATED TRIPS PER MODE BY ANALYSIS AREA

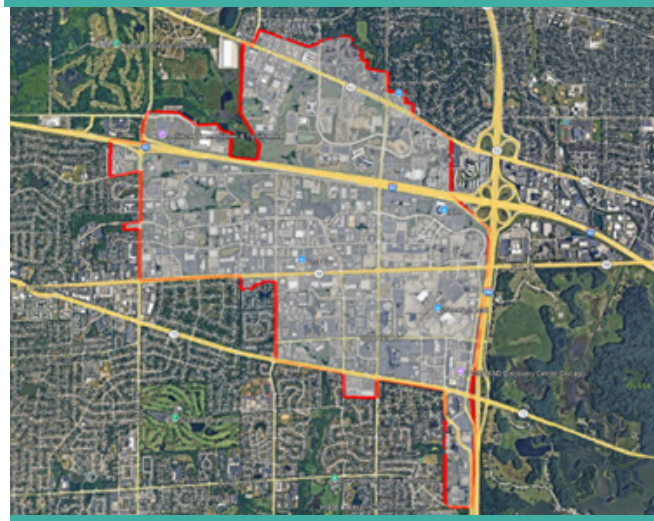
MODE	QUARTER MILE RADIUS		MICROTRANSIT SERVICE AREA	
	Daily Trips	Percent	Daily Trips	Percent
Auto	93	18%	855	52%
Auto-Passenger	18	4%	218	13%
Commercial Vehicle	18	4%	69	4%
Taxi/TNC	0	0%	5	0.3%
Public Transit	0	0%	0	0%
Biking	10	2%	37	2%
Walking	297	59%	421	26%
Other	0	0%	47	3%
TOTAL	435	100%	1,651	100%

Details regarding the assumptions associated with each mode are detailed below.

- The Replica module highlights the mode split for all trips originating in a selected geography on a typical weekday in each week.
- Each mode option is defined below:
  - Private Auto: Trips made by drivers in private auto vehicles. This is equivalent to the number of private auto vehicle movements.
  - Auto Passenger: Trips made by passengers in private auto vehicles. Sum Auto Passenger and Private Auto trips to get the total number of people who traveled in private autos.
  - Transit: Trips that primarily used public transit, such as buses, light rail, and subways. Because Mode Split is based on trip origin, it should be evaluated for an Metropolitan Statistical Area (versus a city) to capture all commuters.
  - Walking: Trips made by walking. As with all other modes, Replica only counts trips made to a destination (does not include walks around the block, etc.) that did not include a sustained stop.
  - Biking: Trips made by bicycle. These trips include trips made using micromobility bicycles, but do not explicitly model location of micromobility infrastructure.
  - Other: Trips made by all other modes. While rideshare, delivery, and long-haul freight are included in total trip volumes, we do not track them individually and do not recommend using Trends data to analyze them at this time.



Quarter Mile Buffer Around Study Area



Proposed Microtransit Service Area

FIGURE 42: PERCENT OF POTENTIAL TRIP MODE SHIFT BY CURRENT MODE TYPE

MODE	PERCENT OF TRIPS SHIFTED TO MICROMOBILITY		PERCENT OF TRIPS SHIFTED TO MICROTRANSIT	
	Low Estimate	High Estimate	Low Estimate	High Estimate
Auto	5%	10%	0.5%	1%
Auto-Passenger	5%	15%	1%	2%
Transit	2%	30%	5%	15%
Walk	5%	15%	2%	10%
Bike	30%	90%	5%	20%

The number of trips within 90 ND were then assessed to identify the potential range of these trips that could be converted to micromobility and microtransit, respectively. Since bikers and walkers are more likely to use micromobility, a higher portion of trips were applied to micromobility use shift; and because a higher percentage of autos and passenger modes are likely to use microtransit, a higher portion of potential microtransit users were shifted in these categories. The shift range for micromobility and microtransit were determined based on research on micromobility and microtransit systems across the country. The range identified is related to several key factors, including active transportation infrastructure, education campaigns, and associated promotion/marketing.

FIGURE 43: DEVELOPMENT PHASE GROWTH ESTIMATES

	TODAY	PHASE 1	% INCREASE	PHASE 2	% INCREASE
Residential Population	1,040	1,814	74%	2,764	230%
Visitors	967,400	2,753,080	185%	6,657,116	142%
Hotel	684	684	0%	884	29%
Overall Growth			**83%**		**127%**

The portion of potential trips shifting toward these modes were then applied to both the micromobility and microtransit boundaries specified above, as well as phase I and phase II of the 90 ND area's development.

To determine the potential growth for both micromobility and microtransit trips at 90 ND, a growth factor was applied to the existing trip numbers above. The growth factor was identified after accounting for projected growth in numbers of visitors, residents, and hotel rooms for the Phase 1 and Phase 2 of development. A summary of the growth factor applied for each phase is outlined below.
These growth factors were then applied to the volume of potential trips for micromobility and microtransit services. For microtransit, the analysis assumes a "point to point" microtransit model, in which a potential rider hails a microtransit service (typically an individual vehicle or van) that picks up the rider at that specific location and takes them to their desired terminus location as this was the preferred microtransit model following the service evaluation.

FIGURE 44: ESTIMATED MONTHLY MICROMOBILITY TRIPS

MODE	PHASE 1 DEVELOPMENT		PHASE 2 DEVELOPMENT	
	Low	High	Low	High
Auto	204	407	461	923
Auto-Passenger	40	119	90	269
Transit	0	0	0	0
Walk	653	1,959	1,479	4,438
Bike	132	369	299	898
TOTAL	**1,028**	**2,882**	**2,330**	**6,528**

FIGURE 45: ESTIMATED MONTHLY MICROTRANSIT TRIPS

MODE	PHASE 1 DEVELOPMENT		PHASE 2 DEVELOPMENT	
	Low	High	Low	High
Auto	188	376	426	852
Auto-Passenger	98	196	222	444
Transit	0	0	0	0
Walk	370	1,852	839	4,194
Bike	82	330	187	747
TOTAL	**739**	**2,753**	**1,674**	**6,237**

METHODOLOGY 2: PEER RIDERSHIP ANALYSIS

While 90 N has distinct characteristics and land use patterns, other communities across the country have pursued and adopted micromobility and/or microtransit services. Accordingly, the second methodology identified communities of similar sizes, land use, or mobility service characteristics, and evaluated their ridership patterns, and applied them to the 90 N population and growth factors.

MICROMOBILITY TRIP ESTIMATES

Data from the Institute for Transportation & Development Policy (ITDP) on micromobility ridership, coverage area, and population was analyzed to identify the trips per 1,000 residents for several cities across the country that share some micromobility characteristics to Schaumburg, including land use patterns, lower density volumes, and access to transit.

FIGURE 46:RATIO OF MICROMOBILITY TRIPS PER 1,000 RESIDENTS FOR SELECT MICROMOBILITY SYSTEMS

CITY, STATE	TRIPS PER 1,000 RESIDENTS
Boulder, CO	15.9
Minneapolis, MN	10.5
Detroit, MI	7.49
San Antonio, TX	4.00
Chicago, IL	3.75
Milwaukee, WI	2.00
Kane County IL	0.05

Data from the Fox Valley Micromobility System (Kane County) was specifically gathered as a local peer to Schaumburg given the low-density land use patterns, population, and potential service area.

Given the wide range in trips per 1,000 residents, a 'high' and 'low' range was identified, which could be applied to Schaumburg and the 90 ND development. The 'low' range used the average of the bottom four micromobility networks trips per 1,000 residents: 2.4; and the 'high' range used the average of the top four micromobility network trips per 1,000 residents: 9.5.

The existing population and phase I and II growth factors were applied to the 'low' and 'high' range of micromobility trips per 1,000 residents for annual and monthly ridership.

FIGURE 47: ESTIMATED VOLUME OF MICROMOBILITY TRIPS UNDER A LOW AND HIGH SCENARIOS

	MONTHLY MICROMOBILITY TRIPS		ANNUAL MICROMOBILITY TRIPS	
	Low	**High**	**Low**	**High**
Potential Existing Trips	212	821	2,548	9,852
Phase I Additional Trips	187	723	2,242	8,670
Phase II Additional Trips	389	1,503	4,664	18,037

MICROTRANSIT TRIP ESTIMATES

To estimate potential microtransit trips in 90 ND, the service area size, employment, population, and ridership were researched and collected for select peer microtransit services across the country. The majority of these programs are "point to point" microtransit services, in which a potential rider will hail a microtransit service (typically an individual vehicle or van) that picks up the rider at that specific location and then takes them to their desired location. This is similar to first/last mile microtransit service in which a rider hails the microtransit service from a transit station or other center to another location within a service area (office, residence, entertainment facility, etc.).

FIGURE 48: COMPARATIVE COMMUNITY TRANSIT SYSTEM TRIPS

JURISDICTION, STATE	SQUARE MILES	POPULATION ESTIMATE	EMPLOYMENT ESTIMATE	ANNUAL RIDERSHIP	RIDES PER PERSON	RIDES PER EMPLOYEE
Schaumburg, IL	19.5	75,750	41,000	27,800	0.37	0.68
Arlington Heights, IL	16.6	74,495	40,000	7,800	0.10	0.20
Snellville, GA	10.5	22,067	9,930	1,500	0.07	0.15
Lawerenceville, GA	13.5	31,015	14,500	1,600	0.05	0.11
Norcross, GA	6.2	18,043	9,600	2,844	0.16	0.30
Chandler, AZ	42.0	250,000	130,000	7,530	0.03	0.06
St Lucie County, FL	100	390,000	77,483	12,000	0.03	0.15
Decatur, IL	21.2	35,000	43,000	1,106	0.03	0.03
City of Santa Clarita, CA	70.8	230,000	92,000	31,500	0.14	0.34
Roseville, CA	44.1	165,000	78,000	36,251	0.22	0.46
Petaluma, CA	14.0	60,000	30,000	12,900	0.22	0.43

Data from Arlington Heights, IL was specifically gathered as it is often used as a peer community to Schaumburg and can provide critical insight travel behaviors and preferences. Similarly, Chandler, AZ was specifically targeted because like Schaumburg, the microtransit service will include trips for an Andretti's Indoor Karting & Games center, providing insight into the behaviors and preferences of people making entertainment trips. As of the date of this report, Andretti's in Schaumburg is currently under construction and is expected to open in Fall of 2025.

The existing population and Phase 1 and 2 growth factors identified in Figure 43 were applied to the average resident ride per person and employee ride per person to arrive at a low and high estimate. The high estimate used the entire dataset specified above and the low estimate did not include the top five high performing systems.

FIGURE 49:ESTIMATED MICROTRANSIT TRIP VOLUMES

DEVELOPMENT PHASE	POPULATION	EMPLOYMENT	TRIPS PER RESIDENT		TRIPS PER EMPLOYEE		ESTIMATED TRIPS	
			LOW ESTIMATE	HIGH ESTIMATE	LOW ESTIMATE	HIGH ESTIMATE	LOW ESTIMATE	HIGH ESTIMATE
90 ND, Phase 1	1,907	2,274	0.11	0.13	0.22	0.26	634	846
90 ND, Phase 2	4,320	5,150					1,621	1,916

The above micromobility and microtransit ridership numbers were used as high-level estimates to understand the potential ridership for new mobility services within the90 ND development. A higher micromobility ridership volume can be expected with more bike-supportive infrastructure, a higher density of stations, a larger service area, a diversity of equipment types and effective communication/education with the public about the program. A higher microtransit ridership volume can be expected with more vehicles, a higher frequency of service, longer hours of operation, and effective communication/education with the public about the program.

APPENDIX C
REFERENCES

1 https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/planning/active-transportation-projects/funding-memo-2024.pdf
2 https://dnr.illinois.gov/aeg/federalrecreationaltrailsprogram.html
3 https://il.amplifund.com/Public/Opportunities/Details/6530a519-d347-4a69-b4ca-210fc4fab521
4 https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/planning/active-transportation-projects/funding-memo-2024.pdf
5 https://www.transit.dot.gov/AIM
6 https://www.govinfo.gov/content/pkg/FR-2020-03-18/pdf/2020-05611.pdf
7 https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
8 https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
9 https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment
10 https://www.grants.gov/search-results-detail/351055
11 https://www.fhwa.dot.gov/environment/crp/
12 https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf
13 https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants
14 https://www.epa.gov/system/files/documents/2024-01/cprg-general-competition-correction.pdf
15 https://nabsa.net/knowledge-share/us-funding-resources/
16 https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf
17 https://www.transit.dot.gov/IMI
18 https://www.transit.dot.gov/AIM
19 https://www.transit.dot.gov/research-innovation/enhancing-mobility-innovation#Selected-Projects
20 https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm
21 https://www.rtachicago.org/region/section-5310
22 https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
23 https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants
24 https://cmap.illinois.gov/wp-content/uploads/CMAQ-Program-Description.pdf
25 https://www.austintexas.gov/2020PropA
26 https://cmap.illinois.gov/news-updates/how-public-private-partnerships-can-fill-transportation-gaps/

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve an Increase to the Hourly Rate for the Dial-A-Ride Transportation (DART) Service
04/07/26
Transportation Committee

Presenter: Marisa Krawiec, AICP, Transportation Program Manager
Lead Department: Transportation

Account(s):	Budget:	Expense Request:
2104762-7238 (FY27)	$1,940,000	$1,901,932.80

The budget status for this request is: Under Budget

Amount Under Budget: $38,067.20

Executive Summary:

The Village of Schaumburg contracts for operation of the Dial-A-Ride Transportation (DART) service, which is an on-demand bus service that provides approximately 36,000 rides per year. The Village has an established agreement with MV Transportation, Inc., who has been operating the service since 2013.

The agreement terms consist of three base years with an option to extend for two additional one-year terms. FY25 was the first base year of the agreement in the amount of $1,801,254; FY26 was the second base year of the agreement in the amount $1,864,560, and FY27 will be the third base year of the agreement. Per the agreement, subsequent year amounts are to be determined by performance-based merit increases in per-hour price determined by the Consumer Price Index (CPI) for All Urban Consumers, as published by the US Department of Labor, Bureau of Labor Statistics. The CPI is calculated 3 months prior to the contract start. The current index amount is 2%, which would increase the hourly service rate from $114.25 to $116.54.

In order to qualify for the full CPI increase, the service provider also needs to be eligible for the increase based on a Performance Evaluation. The Performance Evaluation measures how service is being provided from an operational perspective, how customers view the service, and helps determine if there will be a contract rate change for the service provider for the next contract year. Historically, the DART index score has been composed of four equally weighted service-related categories (each valued at 25% of the total score; or 100 points possible cumulatively) including:

- Adherence to the 90-minute advance reservation time
- On-time pick-up performance
- Ride length and accuracy of quoted pick-up times
- Customer satisfaction as measured by rider survey responses

Each category has a possible maximum value of 25 points. A minimum of 80 points is required for eligibility to receive a merit increase in the hourly service rate. Based on Staff's evaluation, MV scored 99.6 points, well above the threshold required to receive a merit increase.

MV Transportation, Inc. has a proven history of successfully operating DART. Based on the proposed increase hourly rate, the agreement amount for DART service would increase from $1,864,560 to $1,901,932.80. It should be noted that this amount does not include additional transportation services MV Transportation provides for the village, including Take Your Child to Work Day and Septemberfest. At this time there are no proposed changes in service, and DART will continue to operate Monday through Friday from 6 am to 9 pm.

Recommended Action:

The Village Manager recommends that the Transportation Committee recommend the Village Board approve an hourly rate increase to $116.54 for MV Transportation for Dial-A-Ride Transportation (DART) Service with a total agreement amount not to exceed $1,901,932.80.

ATTACHMENTS:

- FY26 Performance Evaluation Summary

FY 2025-26 Performance Evaluation Summary
MV Transportation, Inc.
Village of Schaumburg Dial-A-Ride Transportation (DART) Operations

This evaluation is a summary of the four performance metrics outlined in the service contract. These metrics are of equal weight and assigned a value of 25 points per metric with a maximum possible score of 100 points. The minimum score required to be eligible for a merit increase is 80 points. The four criteria for this performance evaluation as stated in the service contract are:

- Adherence to the 90-minute advance reservation time
- On-time pick-up performance
- Ride length and accuracy of quoted pick-up times
- Customer satisfaction as measured by rider survey responses

Evaluation Results by Category:

90-Minute Maximum Advance Reservation
All rides (100%) have a maximum time limit from call to pick-up of 90 minutes. For example, if a passenger calls at 11 a.m., it is anticipated that a pick-up will be quoted at approximately 12:30 p.m.

Reservations may be accepted more than 90 minutes in advance of the requested pick-up time. If, due to capacity restraints, a ride cannot be scheduled within the 90-minute window dispatchers may make a reservation in the next available time slot even if that reservation is more than 90 minutes in advance. This caveat prevents riders from having to call back repeatedly looking for subsequent time slots to schedule a ride when they were only denied due to service constraints. Reservations may also be made up to 2.5 hours in advance for specific trips including medical appointments, other appointments, or work.

Due to the above exceptions to the 90-minute advance reservation policy, the achievement of a 95% rate of 90 ≥ minutes from call to pick up will be considered satisfaction of the established contract standard.

- **90-Minute Advance Reservation Rate – 98.57%**
  - **Minimum Performance Requirement: 100%**
  - **Score: 24.6 out of a maximum of 25 points.**

On-Time Pick-Up Performance
Ninety percent of all pickups shall be on time, allowing for a 15-minute pick-up window. For example, if a pick-up time is quoted at 12:30 p.m., the pickup window shall be between 12:30 p.m. and 12:45 p.m.

DART dispatchers give each caller an estimated time for pick-up. An on-time pick-up is defined as one arriving anywhere within the 15-minute time quote.

- **On-Time Pick-Up Performance Rate – 98.2%**
    - **Minimum Performance Requirement: 90%**
    - **Score: 25 out of a maximum of 25 points.**

Ride Length

Ninety percent of travel times will be less than 45 minutes. For example, if a pick-up time occurs at 12:30 p.m., the passenger should be dropped off by 1:15 p.m. and no later than 1:30 p.m. The ride length for each ride is the difference in time between when a passenger is picked and when they are dropped off. The agreement states that the maximum 45-minute length of a DART ride must be achieved 90% of the time, with the goal of achieving all rides within 60 minutes.

- **Ride Length Performance Rate – 97.06%**
    - **Minimum Performance Requirement: 90%**
    - **Score: 25 out of a maximum of 25 points.**

Passenger Survey Response

MV shall achieve an average rating of 3 on a scale of 5 which indicates an acceptable level of service.

The Transportation Department has largely migrated to digital methods for collecting surveys, including QR codes posted in each DART vehicle and a link on the Village of Schaumburg website. Hard copies of surveys are distributed to DART riders upon request either via direct mailing or aboard DART vehicles to help determine customer satisfaction with MV's services. Transportation staff also updated the DART survey to gather more accurate and actionable feedback from passengers. Categories evaluated by riders include, but are not limited to:

- Overall satisfaction with DART
- Satisfaction with Dispatcher, Driver, and MV management staff performance
- Arrival Time
- Length of Ride
- Driver Safety

- **Average Survey Rating – 4.6/5.0**
    - **Minimum Performance Requirement – 3 out of 5**
    - **Score: 25 out of a maximum of 25 points.**

Total Score

Based on the criteria above, MV is eligible for an increase.

- **Minimum score required to be eligible for a rate increase = 80**
- **Total Score- 99.6 out of a possible total of 100**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Lead-Lag Traffic Signal Operations on Meacham Road and Direct Staff to Implement the Signal Operations
04/07/26
Transportation Committee

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

Meacham Road is a main north-south artery in the Village of Schaumburg. Beginning in 2026, the Advanced Traffic Management System (ATMS) project will be fully operational and allow for improved signal coordination at fiber-connected signals. To promote improved signal coordination and efficient traffic flow, staff is recommending implementing Lead-Lag traffic signal operations at 7 Village-owned signals on Meacham Road. Lead-Lag operations will improve traffic progression, reduce vehicle emissions, and reduce travel times for residents, commuters, and shoppers in Schaumburg.

For more information, please review the attached memorandum.

Recommended Action:

The Village Manager recommends that the Transportation Committee approve Lead-Lag traffic signal operations on Meacham Road and direct staff to implement the signal operations.

ATTACHMENTS:

- Lead Lag Memo
- Lead Lag Example

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: March 27, 2026

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Recommendation to Approve Lead-Lag Traffic Signal Operations on Meacham Road from Algonquin Road to Higgins Road**

Introduction

In 2024, the Village partnered with the Illinois Department of Transportation (IDOT) to implement the Advanced Traffic Management System (ATMS) traffic signal interconnect project on arterials in the Schaumburg area. In addition to other Village-owned signals in northeastern Schaumburg, ATMS will provide new fiber optic connections on Meacham Road to improve signal coordination and timing. Now that ATMS connections have been completed on the State roads that are part of the project, IDOT has begun implementing signal timing improvements in connected corridors.

Lead-Lag Signal Operations

Traditionally, protected left turn traffic signal phases provide a left turn arrow while opposing traffic is stopped—thus "leading" the phase. "Lagging" left turn phases, by contrast, are provided after opposing traffic is stopped. A Lead-Lag phase combines them both in the same cycle: a leading protected left turn is followed by an overlapping through green, which is then followed by a lagging left turn. This combination allows through movements and left turns to proceed together in each direction. At the corridor level, Lead-Lag signal operations improve signal coordination and timing. More green time is provided for through movements, resulting in more efficient traffic progression and reduced travel times for motorists.

Beginning in March of 2026, IDOT implemented a Lead-Lag pilot for signals on Golf Road (IL 58) from Wilkening Road to Gallagher Way. The 2.9-mile pilot area crosses Schaumburg and Rolling Meadows, carrying between 28,000 and 32,000 vehicles per day through 12 interconnected signals. Prior to the Golf Road pilot, IDOT also implemented a Lead-Lag pilot on North Avenue (IL 64) from IL 53 to Swift Road in Lombard. That stretch of North Avenue carries 40,600 vehicles per day and crosses two on-ramps for I-355.

Staff's on-call traffic signal consultant, Iteris, supported IDOT's implementation of both signal coordination pilots. The North Avenue pilot began in January of 2026, and with 3 months of data Iteris' analytics report that average speeds have improved 12-18%. So far on Golf Road, average speeds have increased 12% in the eastbound direction and 3% going westbound. Staff performed an independent interconnect timing run on Golf Road to confirm Iteris' results, and since November average speed increased by 5 MPH.

Discussion

In 2024 the National Community Survey (NCS) was completed for the Village of Schaumburg. Survey respondents indicated that they were less satisfied overall with traffic signal timing and coordination in the Village than they were in 2021. With 61% of respondents rating Schaumburg's traffic signal timing as excellent or good, that represented a 12-point drop from the 73% satisfaction rating that was reported in 2021. While global circumstances have changed since the last survey was conducted, staff remains committed to ensuring that the Village maintains a high level of performance with its traffic signal network.

Based on the outcomes demonstrated by signal operation improvements on North Avenue and Golf Road, staff is recommending implementation of Lead-Lag for signals on Meacham Road. Meacham Road's characteristics are directly comparable to North Avenue and Golf Road. The proposed pilot area would cover the seven signals owned by the Village between Algonquin Road (IL 62) and Higgins Road (IL 72). The proposed 2.1-mile pilot area on Meacham Road carries between 24,100 and 25,100 vehicles per day, and has a cross section of 3 lanes in each direction. Both Golf Road and North Avenue have similar cross sections in their pilot areas.

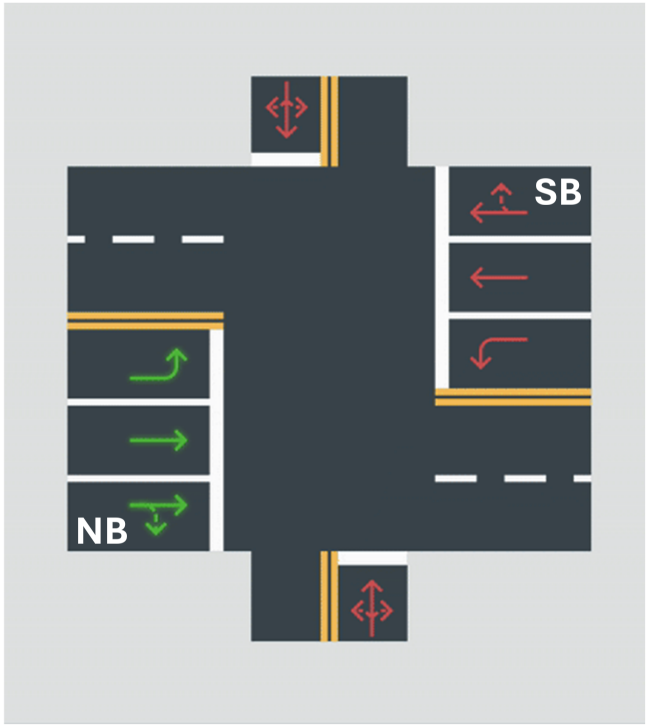
If the Village Board approves staff's recommendation, staff will work with our traffic signal consultant to schedule implementation approximately 30 days from approval. Leading up to the implementation date, Transportation would work with Engineering and Public Works to place dynamic messaging signs notifying he public of the start date. IDOT provided advance notice on Golf Road for a two-week period; staff is recommending providing dynamic messaging signs for at least two weeks. In addition, Transportation would work with Communications to provide informational graphics and video to demonstrate how the new signal operations would work. Those materials would be made public in advance of implementation, and would run concurrently with the start of the pilot. Staff will monitor the new signal timings and work with their traffic signal consultant to make any adjustments as needed to ensure motorists can proceed safely along Meacham Road.

Recommendation

The Village Manager recommends that the Transportation Committee Approve Lead-Lag traffic signal operations on Meacham Road and direct staff to implement the signal operations.

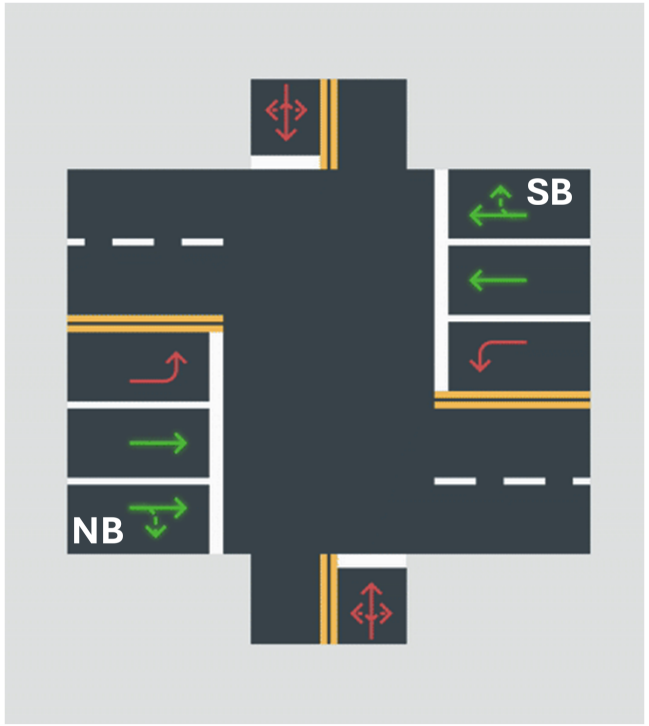
Lead-Lag Operations Example

Meacham Road



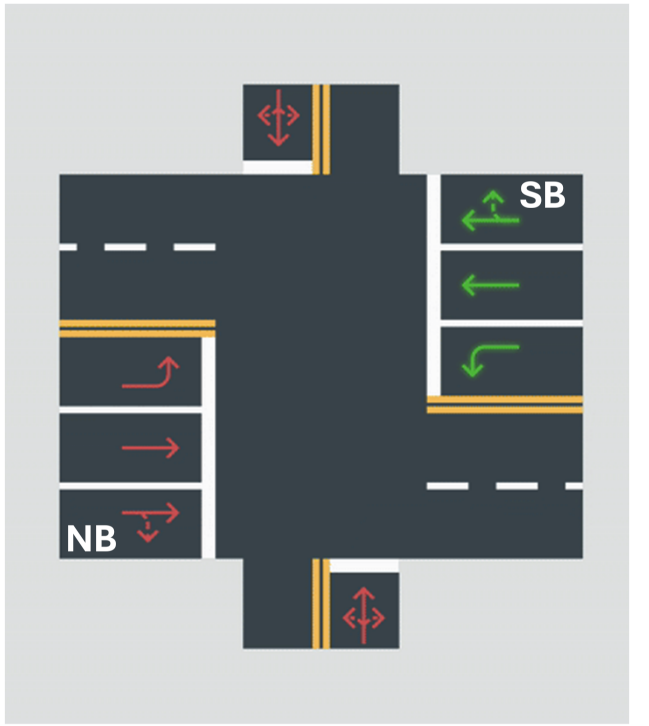
Leading Phase

Southbound Through
Southbound Left Turn
All Northbound Stopped



Through Phase

Southbound Through
Northbound Through
All Left Turns Stopped



Lagging Phase

Northbound Through
Northbound Left Turn
All Southbound Stopped

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Del Lago Subdivision Parking - Discussion (Referred from the January 10, 2026, Coffee with the Council Meeting)
04/07/26
Transportation Committee

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

Staff has been coordinating with residents of the Del Lago II and Tuscany on the Pond subdivisions regarding parking availability concerns. Since representatives first engaged with the village in May of 2025, staff has undertaken follow up actions to address residents' concerns. The attached memorandum summarizes discussions and actions that have taken place to-date.

Recommended Action:

For Information Only

ATTACHMENTS:

- Del Lago Parking Discussion
- Del Lago Map - HOA Borders
- Del Lago Map - Existing Parking Restrictions
- Del Lago Parking Utilization 2026
- Del Lago Parking Utilization 2019

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: March 27, 2026

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Del Lago Subdivision Parking Update**

Introduction

In May of 2025, Transportation was contacted by representatives of the Del Lago II and Tuscany on the Pond subdivisions regarding concerns about parking issues. After initial conversations between Transportation staff and representatives of the homeowner's associations (HOAs), staff determined residents were concerned about Conant High School students parking on Del Lago Drive and Verde Drive. Following up on those conversations, staff investigated the history of parking regulations in Del Lago, Tuscany on the Pond, surrounding subdivisions, and at Conant High School. In addition, Transportation discussed these matters with Police and engaged further with the HOAs.

Conant High School, which is projected to become the most populous high school in Township High School District 211, has insufficient parking to meet the demand for eligible students. Presently Conant's high school senior classes are between 675 and 700 students. The on-site Conant surface lot has approximately 275 total spaces for students, and Conant has entered into an agreement with Schaumburg Park District to utilize the 80-spot parking lot at Polk Brach Park. To manage access to those 355 spaces, Conant conducts a lottery system for interested seniors. On-street permit parking is available in the subdivision on the west side of the school property, though this program is administered by the Village of Hoffman Estates.

Background

At the June 25, 2019 meeting of the Village Board, the Board approved an amendment to the parking code that added a 2-hour parking restriction on school days on the west side of Verde Drive between Casa Drive and Thacker Street. This was the culmination of efforts by the homeowner's associations of Del Lago Villas I, Del Lago Villas II, and Tuscany on the Pond to address their concerns about providing sufficient on-street parking for residents. Residents have assigned spaces for their units on private property, though many units do not have enough assigned spaces for multiple cars.

Prior to the parking code amendment, overnight parking was unrestricted throughout the subdivision. Residents were concerned that no spaces would be available for them after Conant students occupied on-street spots. Staff conducted a parking utilization study and recommended that a 2-hour parking restriction be implemented on school days to provide sufficient parking for Del Lago residents.

In March of 2026, staff conducted another parking utilization count on Verde Drive and Del Lago Drive. Similar to the 2019 count, staff counted the number of spots that were occupied at 7:40 AM and then again at 8:30 AM on two days that school was in session. Classes at Conant begin at 8:15 AM. The total number of vehicles was nearly identical to the 2019 count, with the exception of the 2-hour-restricted stretch of Verde Drive. Staff concluded that the restriction succeeded at freeing up on-street spaces for Del Lago residents but it did not reduce overall parking utilization.

Other concerns that were discussed with Del Lago and Tuscany representatives focused on students' interactions with residents, safety, and parking enforcement. Representatives indicated that they and others had observed littering and disrespectful interactions. Staff followed up with Conant High School to make them aware of these reported issues with student interactions. Residents reported that vehicles were encroaching on stop signs at the intersections with Thacker Street, limiting visibility at intersections. The Illinois Vehicle Code (IVC) prohibits vehicles from parking within 30 feet of a stop sign. Residents also reported having difficulty parking in the subdivision during school days in a way that would avoid them receiving a citation. Transportation discussed the encroachment and parking issues with Police, who had already been coordinating with the HOAs regarding enforcement. Ultimately, Police agreed to monitor the situation and continue focusing on enforcing parking violations in the 2-hour restriction area. Staff is agreeable to installing "No Parking Here to Corner" signs to prevent encroachment.

Representatives of Del Lago and Tuscany on the Pond have requested to be authorized to operate their own permit program, whereby residents displaying parking permits would be granted the ability to park vehicles without receiving citations. In this scenario, the Village would establish a 2-hour parking restriction that applies to the general public but not to residents of Del Lago or Tuscany. The Village cannot grant such an authority to regulate parking on public streets. To establish a permit program, the Village would need to transfer ownership of Del Lago streets to the homeowners association. The Village could also establish its own parking permit program, but that would require the Village to offer such a program Village-wide. Additional staff would be needed to administer and enforce the program.

Recommendation

For Discussion.

Del Lago I, Del Lago II, Tuscany on the Pond - Borders



VILLAGE OF SCHAUMBURG

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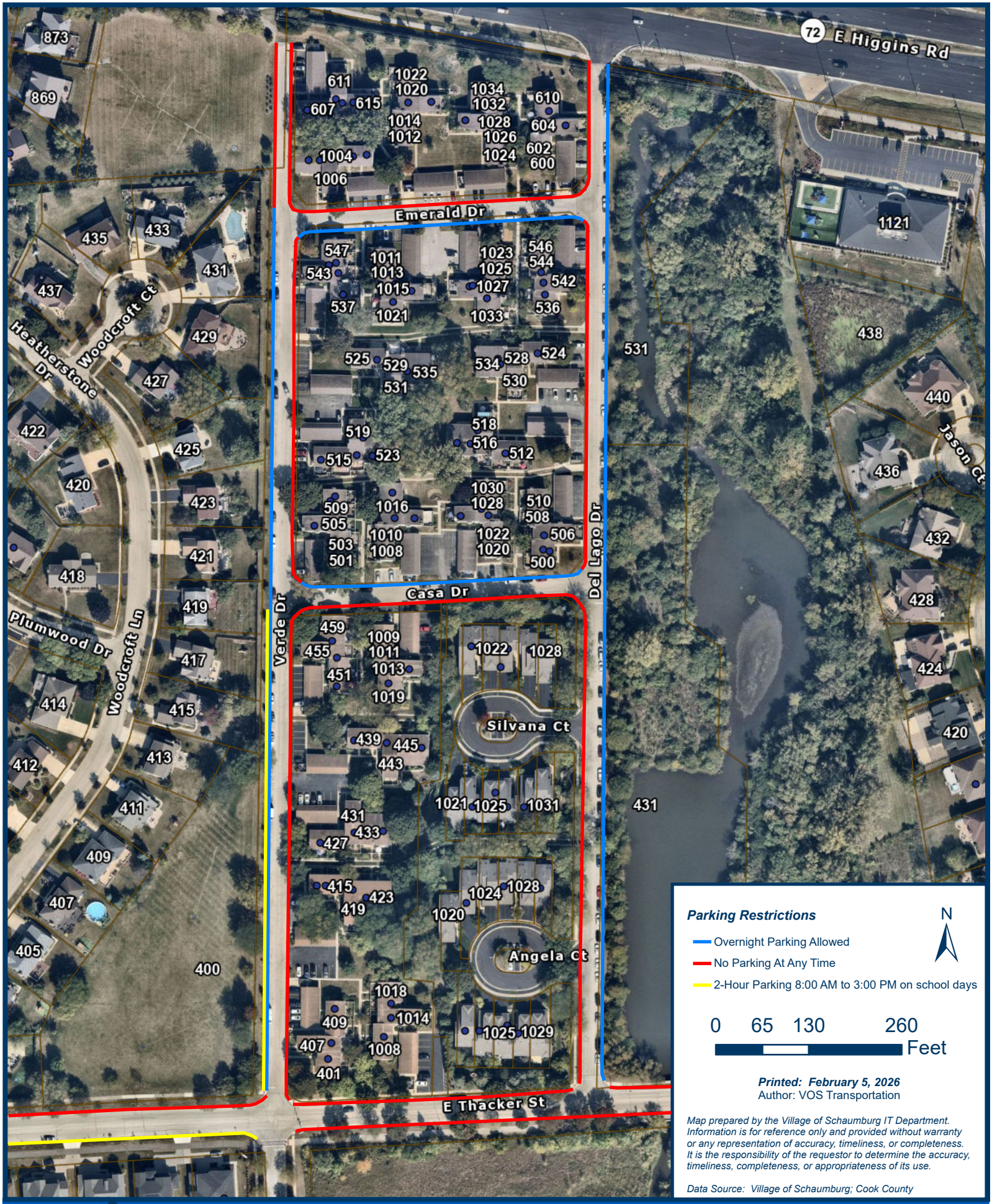
VOSGIS
Date: 10/20/2016


72 E Higgins Rd
Emerald Dr
Casa Dr
Verde Dr
Del Lago Dr
E Thacker St
Silvana Ct
Angela Ct
Woodcroft Ct
Heatherstone Dr
Plumwood Dr
Woodcroft Ln
Jason Ct
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420
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433
427
415
423
419
1024
1028
1020
1018
1014
409
407
401
1008
1025
1029
N
Parking Restrictions
Overnight Parking Allowed
No Parking At Any Time
2-Hour Parking 8:00 AM to 3:00 PM on school days
0 65 130 260
Feet
Printed: February 5, 2026
Author: VOS Transportation
Map prepared by the Village of Schaumburg IT Department. Information is for reference only and provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the requestor to determine the accuracy, timeliness, completeness, or appropriateness of its use.
Data Source: Village of Schaumburg; Cook County

Parking Utilization Count
Verde Drive and Del Lago Drive

Verde Drive Observation (2026)			Leg			
Date	**Time**	**Vehicles**	**Time**	**Thacker to Casa**	**Casa to Emerald**	**Emerald To Higgins**
3/11/2026	7:40:00 AM	20	7:40:00 AM	0	15	5
3/11/2026	8:30:00 AM	36	8:30:00 AM	21	11	4
Date	**Time**	**Vehicles**	**Time**	**Thacker to Casa**	**Casa to Emerald**	**Emerald To Higgins**
3/12/2026	7:40:00 AM	26	7:40:00 AM	5	15	6
3/12/2026	8:30:00 AM	40	8:30:00 AM	23	13	4
Del Lago Drive Observation (2026)			**Leg**			
Date	**Time**	**Vehicles**	**Time**	**Thacker to Casa**	**Casa to Emerald**	**Emerald To Higgins**
3/11/2026	7:40:00 AM	22	7:40:00 AM	6	16	0
3/11/2026	8:30:00 AM	22	8:30:00 AM	7	15	0
Date	**Time**	**Vehicles**	**Time**	**Thacker to Casa**	**Casa to Emerald**	**Emerald To Higgins**
3/12/2026	7:40:00 AM	24	7:40:00 AM	9	15	0
3/12/2026	8:30:00 AM	26	8:30:00 AM	10	16	0

EXHIBIT B

Verde Drive Vehicle Observations

Date	Time	# Vehicles	Observation Notes
4/2/2018	7:40 AM	21	
4/2/2018	8:30 AM	39	1st Period starts at 8:15 AM. Between 7:40 AM and
# vehicles departed		3	8:30 AM, I witnessed high school 21 student vehicles
# Students Parked		**21**	park then walk towards Conant High School.
4/5/2018	7:41 AM	21	
4/5/2018	8:30 AM	38	16 student vehicles parked between Thacker St &
# vehicles departed		2	Casa Dr. 3 parked north of Casa Dr. A follow up check
# Students Parked		**19**	at 1:15 pm - 27 vehicles parked on Verde Drive.
4/17/2018	7:45 AM	19	
4/17/2018	8:30 AM	37	
# vehicles departed		3	17 student vehicles parked between Thacker St &
# Students Parked		**21**	Casa Dr. 4 vehicles parked north of Casa Dr
4/12/2019	6:45 AM	22	
4/12/2019	8:30 AM	28	
# vehicles departed		6	All student vehicles parked between Thacker St and
# Students Parked		**12**	Casa Dr.
4/17/2019	7:40 AM	19	
4/17/2019	8:35 AM	27	
# vehicles departed		3	All student vehicles parked between Thacker St and
# Students Parked		**11**	Casa Dr.


VERDE DRIVE LOOKING
NORTH - 4/12/19 6:40 AM


VERDE DRIVE LOOKING
NORTH - 4/12/19 8:30 AM
SPEED LIMIT
25
120

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Illinois 104th General Assembly House Bill 4840: E-Mobility Legislation - Informational
04/07/26
Transportation Committee

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

The Illinois General Assembly is considering a bill that would reclassify electric scooters and e-bikes, along with other devices of similar capabilities. House Bill 4840 proposes to reclassify them generally as "personal mobility devices" under four different categories based on top speed capability. The legislation intends to bring clarity to device types while introducing licensing and insurance requirements for certain classes of device.

For more information please consult the attached memorandum.

Recommended Action:

For information only.

ATTACHMENTS:

- HB 4840 Memo.docx
- HB 4840.pdf

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: March 27, 2026

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Illinois 104th General Assembly House Bill 4840: E-Mobility**

Introduction

On June 10th, 2025, the Village Board enacted ordinance number 25-063: An Ordinance Amending Title 7, Chapter 71 and 73 with Regard to the Regulation of Electric Bikes and Electric Scooters. This ordinance enacted regulations on where electric bicycles (e-bikes) and electric scooters (e-scooters) could ride, what types of devices were allowed, who could ride them, and penalties for non-compliance. Meanwhile, other communities in the northwest suburbs were rapidly enacting policies to regulate the use of e-bikes and e-scooters (hereinafter also referred to as e-mobility devices) to promote public safety. Unfortunately regulatory inconsistencies arose among neighboring municipalities, making it difficult for riders to determine how and where they can ride.

Recognizing that more coordination was needed, the Northwest Municipal Conference (NWMC) convened multiple efforts to spread awareness and foster discussions about how to regulate e-mobility devices in a consistent manner. In September of 2025, NWMC convened an E-Mobility Summit panel that consisted of municipal, public safety, legal, and advocacy perspectives. Elected officials, public administrators, and various members of the public were in attendance to observe the discussion. In short, the panelists generally agreed that the State would need to assist local governments to regulate the use of e-mobility devices.

NWMC followed up by convening a workgroup consisting of municipal administrators, public safety leaders, advocates, and legislators to craft a legislative framework to submit for consideration by the General Assembly in the upcoming session. The legislative framework that was agreed to by the workgroup was completed in January of 2026 and was thereupon drafted into language to be submitted to the Legislative Reference Bureau for further refinement into workable legislation. The resulting legislation was submitted to the General Assembly as HB 4840 by Representative Mary Beth Canty, and to-date has amassed 14 co-sponsors.

HB 4840 has three overarching aims:

- Eliminate confusion between devices of similar speed capabilities regardless of power type (e.g. gas powered versus battery powered vehicles)
- Bring clarity to device types, licensing, and insurance requirements
- Provide standard definitions of e-mobility devices

The devices are generally defined as "personal mobility devices," which have definitions encompassing a scooter, moped, or bicycle equipped with an electric motor. They are further divided into four categories:

- Low speed micromobility device
  - Top speed of 10 MPH using motor or throttle
- Low speed personal mobility device
  - Top speed of 10-20 MPH using motor or throttle
  - Includes low speed e-bikes (classes 1 and 2)
- Moderate speed personal mobility device
  - Top speed of 20-30 MPH using motor or throttle
  - Includes motor-driven cycles and mopeds
  - Same rules as mopeds (license, registration, and insurance required)
- High speed personal mobility device
  - Top speed exceeding 30 MPH
  - Includes motor-driven cycles and e-motos of these capabilities
  - Same rules as motorcycles (license, registration, and insurance required)

Below are some additional highlights of interest included in the bill

- Misleading advertisement of devices by retailers is prohibited
- Municipalities have the authority to regulate where devices up to a top speed of 20 MPH may travel
- Public agencies and public employees are exempted from liability for an injury involving a low, moderate, or high speed personal mobility device unless "guilty of willful and wanton conduct."
- Local governments allowed to post signage to regulate personal mobility devices

Discussion

The proposed legislation intends to distinguish between top speed capabilities above and below 20 miles per hour. Devices above 20 MPH are subject to licensing, registration, and insurance requirements. Devices incapable of exceeding 20 MPH are not required to abide by those requirements. This differs from the framework submitted by NWMC somewhat in that the State has chosen to subject higher speed devices to the same rules and regulations as mopeds, motorcycles, and motor scooters. That legislative intent is consistent with the Illinois Vehicle Code (IVC), and while it means

that Class 3 e-bike will need a driver's license to ride, it provides consistency in a way that can be built upon with future updates to the IVC. The Village's e-bike and e-scooter ordinance has already relegated Class 3 e-bikes to on-street use only; but for the licensing requirements, this is not a functional impact to the Village.

One confounding issue that has hindered law enforcement and clouded the public's understanding about e-mobility devices is false advertising. Devices that are not truly e-bikes are sometimes marketed as though they are, despite having top speed capabilities in excess of 28 MPH—the present top speed of a legally recognized e-bike in Illinois. False advertisements blur the line between devices that are "bicycles" and those that are akin to a motorcycle with an electric motor. HB 4840 would create class distinctions that make it easier for police officers and the public to properly identify devices that are not abiding by the law.

NWMC's framework intended to preserve the flexibility for communities to determine where devices were allowed to be operated. For low speed micromobility and low speed personal mobility devices, that ability has been afforded to local governments in HB 4840. However, as a consequence of creating the regulatory consistency between electric devices and similarly capable existing gas-powered devices, the State has effectively tightened restrictions on devices in the moderate speed category. Nonetheless moderate speed personal mobility devices are controversial to allow on paths and sidewalks, and their complete prohibition from bicycle and pedestrian facilities is only somewhat stricter than the Village's existing ordinance.

Staff will continue to monitor the advancement of HB 4840 and evaluate its impacts on the Village. However, NWMC and DuPage Mayors and Managers Conference have both taken positions in support of the bill, and if it fails to be signed into law the village will continue to enforce its existing ordinance to prioritize public safety.

Recommendation

For information only.

LRB10418109LNS31548b

104TH GENERAL ASSEMBLY

State of Illinois

2025 and 2026

HB4840

by Rep. Mary Beth Canty

SYNOPSIS AS INTRODUCED:

See Index

Amends the Illinois Vehicle Code. Exempts low-speed personal mobility devices and low-speed personal micromobility devices from registration and certificate of title requirements. Prohibits high-speed mobility devices and moderate-speed mobility devices from being marketed, sold, or advertised as low-speed personal mobility devices or low-speed micromobility devices. Exempts persons operating low-speed personal mobility devices and low-speed micromobility devices from driver's license or permit requirements. Provides that high-speed personal mobility devices are subject to the rules and requirements that apply to motorcycles and moderate-speed personal mobility devices are subject to the rules and requirements that apply to mopeds. Requires a person to be covered by a liability insurance policy to operate, register, or maintain registration of a high-speed personal mobility device or moderate-speed personal mobility device. Allows a municipality or local unit of government to install signage clearly indicating the regulation of personal mobility devices. Sets forth prohibited operations of a high-speed personal mobility device, moderate-speed, and low-speed personal mobility device. Provides that traffic laws apply to persons riding low-speed personal mobility devices. Sets forth equipment requirements on low-speed personal mobility devices and moderate-speed personal mobility devices. Sets forth the operation standards for low-speed personal mobility devices, low-speed personal micromobility devices, high-speed personal mobility devices, and moderate-speed personal mobility devices. Repeals provisions regarding low-speed electric scooters and low-speed gas bicycles. Makes conforming and other changes. Amends the Local Governmental and Governmental Employees Tort Immunity Act. Provides that neither a local public entity nor a public employee is liable for an injury related to the use of a high-speed personal mobility device, moderate-speed personal mobility device, personal mobility device, or low-speed personal mobility device unless the local public entity or public employee is guilty of willful and wanton conduct. Makes conforming changes in the Micromobility Fire Safety Act and the Consumer Fraud and Deceptive Business Practice Act.

LRB104 18109 LNS 31548 b

A BILL FOR

AN ACT concerning transportation.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

Section 5. The Illinois Vehicle Code is amended by changing Sections 3-402, 6-102, 7-601, 11-1403.2, 11-1502, 11-1503, 11-1507, 11-1507.1, 11-1516, and 12-201 and by adding Sections 1-125.2, 1-140.8, 1-140.9, 1-144.06, 1-159.4, 5-111, 6-111, 11-307.1, 11-1519, 11-1520, and 11-1521 as follows:

(625 ILCS 5/1-125.2 new)

Sec. 1-125.2. High-speed personal mobility device. High-speed personal mobility device means a personal mobility device capable of speeds greater than 30 miles per hour using only the motor or throttle. "High-speed person mobility device" includes, but is not limited to, motor-driven cycles capable of speeds greater than 30 miles per hour.

(625 ILCS 5/1-140.8 new)

Sec. 1-140.8. Low-speed personal micromobility device. Low-speed personal micromobility device means a personal mobility device capable of speeds less than 10 miles using only the motor or throttle.

(625 ILCS 5/1-140.9 new)

Sec. 1-140.9. Low-speed personal mobility device. Low-speed personal mobility device means a personal mobility device capable of speeds equal to or greater than 10 miles per hour but not in excess of 20 miles per hour using only the motor or throttle and all low-speed electric bicycles.

(625 ILCS 5/1-144.06 new)

Sec. 1-144.06. Moderate-speed personal mobility device. Moderate-speed personal mobility device means a personal mobility device capable of speeds equal to or greater than 20 miles per hour but not in excess of 30 miles per hour using only the motor or throttle. "Moderate-speed personal mobility device" includes, but is not limited to, motor-driven cycles and mopeds capable of speeds up to 30 miles per hour.

(625 ILCS 5/1-159.4 new)

Sec. 1-159.4. Personal mobility device. Personal mobility device means a motorized device with at least one wheel, with or without handlebars, and:

(1) a permanent seat or saddle, which requires the operator to straddle or sit astride it; or

(2) a floorboard or self-balancing platform that can be stood upon while riding.

(625 ILCS 5/3-402) (from Ch. 95 1/2, par. 3-402)

Sec. 3-402. Vehicles subject to registration; exceptions.

A. Exemptions and Policy. Every motor vehicle, trailer, semitrailer and pole trailer when driven or moved upon a highway shall be subject to the registration and certificate of title provisions of this Chapter except:

(1) Any such vehicle driven or moved upon a highway in conformance with the provisions of this Chapter relating to manufacturers, transporters, dealers, lienholders or nonresidents or under a temporary registration permit issued by the Secretary of State;

(2) Any implement of husbandry whether of a type otherwise subject to registration hereunder or not which is only incidentally operated or moved upon a highway, which shall include a not-for-hire movement for the purpose of delivering farm commodities to a place of first processing or sale, or to a place of storage;

(3) Any special mobile equipment as herein defined;

(4) Any vehicle which is propelled exclusively by electric power obtained from overhead trolley wires though not operated upon rails;

(5) Any vehicle which is equipped and used exclusively as a pumper, ladder truck, rescue vehicle, searchlight truck, or other fire apparatus, but not a vehicle of a type which would otherwise be subject to registration as a vehicle of the first division;

(6) Any vehicle which is owned and operated by the federal government and externally displays evidence of

federal ownership. It is the policy of the State of Illinois to promote and encourage the fullest use of its highways and to enhance the flow of commerce thus contributing to the economic, agricultural, industrial and social growth and development of this State, by authorizing the Secretary of State to negotiate and enter into reciprocal or proportional agreements or arrangements with other States, or to issue declarations setting forth reciprocal exemptions, benefits and privileges with respect to vehicles operated interstate which are properly registered in this and other States, assuring nevertheless proper registration of vehicles in Illinois as may be required by this Code;

(7) Any converter dolly or tow dolly which merely serves as substitute wheels for another legally licensed vehicle. A title may be issued on a voluntary basis to a tow dolly upon receipt of the manufacturer's certificate of origin or the bill of sale;

(8) Any house trailer found to be an abandoned mobile home under the Abandoned Mobile Home Act;

(9) Any vehicle that is not properly registered or does not have registration plates or digital registration plates issued to the owner or operator affixed thereto, or that does have registration plates or digital registration plates issued to the owner or operator affixed thereto but the plates are not appropriate for the weight of the

vehicle, provided that this exemption shall apply only while the vehicle is being transported or operated by a towing service and has a third tow plate affixed to it;

(10) Low-speed personal mobility devices and low-speed personal micromobility devices ~~electric scooters~~.

B. Reciprocity. Any motor vehicle, trailer, semitrailer or pole trailer need not be registered under this Code provided the same is operated interstate and in accordance with the following provisions and any rules and regulations promulgated pursuant thereto:

(1) A nonresident owner, except as otherwise provided in this Section, owning any foreign registered vehicle of a type otherwise subject to registration hereunder, may operate or permit the operation of such vehicle within this State in interstate commerce without registering such vehicle in, or paying any fees to, this State subject to the condition that such vehicle at all times when operated in this State is operated pursuant to a reciprocity agreement, arrangement or declaration by this State, and further subject to the condition that such vehicle at all times when operated in this State is duly registered in, and displays upon it, a valid registration card and registration plate or plates or digital registration plate or plates issued for such vehicle in the place of residence of such owner and is issued and maintains in such vehicle a valid Illinois reciprocity permit as

required by the Secretary of State, and provided like privileges are afforded to residents of this State by the State of residence of such owner.

Every nonresident including any foreign corporation carrying on business within this State and owning and regularly operating in such business any motor vehicle, trailer or semitrailer within this State in intrastate commerce, shall be required to register each such vehicle and pay the same fees therefor as is required with reference to like vehicles owned by residents of this State.

(2) Any motor vehicle, trailer, semitrailer and pole trailer operated interstate need not be registered in this State, provided:

(a) that the vehicle is properly registered in another State pursuant to law or to a reciprocity agreement, arrangement or declaration; or

(b) that such vehicle is part of a fleet of vehicles owned or operated by the same person who registers such fleet of vehicles pro rata among the various States in which such fleet operates; or

(c) that such vehicle is part of a fleet of vehicles, a portion of which are registered with the Secretary of State of Illinois in accordance with an agreement or arrangement concurred in by the Secretary of State of Illinois based on one or more of the

following factors: ratio of miles in Illinois as against total miles in all jurisdictions; situs or base of a vehicle, or where it is principally garaged, or from whence it is principally dispatched or where the movements of such vehicle usually originate; situs of the residence of the owner or operator thereof, or of his principal office or offices, or of his places of business; the routes traversed and whether regular or irregular routes are traversed, and the jurisdictions traversed and served; and such other factors as may be deemed material by the Secretary and the motor vehicle administrators of the other jurisdictions involved in such apportionment. Such vehicles shall maintain therein any reciprocity permit which may be required by the Secretary of State pursuant to rules and regulations which the Secretary of State may promulgate in the administration of this Code, in the public interest.

(3)(a) In order to effectuate the purposes of this Code, the Secretary of State of Illinois is empowered to negotiate and execute written reciprocal agreements or arrangements with the duly authorized representatives of other jurisdictions, including States, districts, territories and possessions of the United States, and foreign states, provinces, or countries, granting to owners or operators of vehicles duly registered or

licensed in such other jurisdictions and for which evidence of compliance is supplied, benefits, privileges and exemption from the payment, wholly or partially, of any taxes, fees or other charges imposed with respect to the ownership or operation of such vehicles by the laws of this State except the tax imposed by the Motor Fuel Tax Law, approved March 25, 1929, as amended, and the tax imposed by the Use Tax Act, approved July 14, 1955, as amended.

The Secretary of State may negotiate agreements or arrangements as are in the best interests of this State and the residents of this State pursuant to the policies expressed in this Section taking into consideration the reciprocal exemptions, benefits and privileges available and accruing to residents of this State and vehicles registered in this State.

(b) Such reciprocal agreements or arrangements shall provide that vehicles duly registered or licensed in this State when operated upon the highways of such other jurisdictions, shall receive exemptions, benefits and privileges of a similar kind or to a similar degree as extended to vehicles from such jurisdictions in this State.

(c) Such agreements or arrangements may also authorize the apportionment of registration or licensing of fleets of vehicles operated interstate, based on any or all of

the following factors: ratio of miles in Illinois as against total miles in all jurisdictions; situs or base of a vehicle, or where it is principally garaged or from whence it is principally dispatched or where the movements of such vehicle usually originate; situs of the residence of the owner or operator thereof, or of his principal office or offices, or of his places of business; the routes traversed and whether regular or irregular routes are traversed, and the jurisdictions traversed and served; and such other factors as may be deemed material by the Secretary and the motor vehicle administrators of the other jurisdictions involved in such apportionment, and such vehicles shall likewise be entitled to reciprocal exemptions, benefits and privileges.

(d) Such agreements or arrangements shall also provide that vehicles being operated in intrastate commerce in Illinois shall comply with the registration and licensing laws of this State, except that vehicles which are part of an apportioned fleet may conduct an intrastate operation incidental to their interstate operations. Any motor vehicle properly registered and qualified under any reciprocal agreement or arrangement under this Code and not having a situs or base within Illinois may complete the inbound movement of a trailer or semitrailer to an Illinois destination that was brought into Illinois by a motor vehicle also properly registered and qualified under

this Code and not having a situs or base within Illinois, or may complete an outbound movement of a trailer or semitrailer to an out-of-state destination that was originated in Illinois by a motor vehicle also properly registered and qualified under this Code and not having a situs or base in Illinois, only if the operator thereof did not break bulk of the cargo laden in such inbound or outbound trailer or semitrailer. Adding or unloading intrastate cargo on such inbound or outbound trailer or semitrailer shall be deemed as breaking bulk.

(e) Such agreements or arrangements may also provide for the determination of the proper State in which leased vehicles shall be registered based on the factors set out in subsection (c) above and for apportionment of registration of fleets of leased vehicles by the lessee or by the lessor who leases such vehicles to persons who are not fleet operators.

(f) Such agreements or arrangements may also include reciprocal exemptions, benefits or privileges accruing under The Illinois Driver Licensing Law or The Driver License Compact.

(4) The Secretary of State is further authorized to examine the laws and requirements of other jurisdictions, and, in the absence of a written agreement or arrangement, to issue a written declaration of the extent and nature of the exemptions, benefits and privileges accorded to

vehicles of this State by such other jurisdictions, and the extent and nature of reciprocal exemptions, benefits and privileges thereby accorded by this State to the vehicles of such other jurisdictions. A declaration by the Secretary of State may include any, part or all reciprocal exemptions, benefits and privileges or provisions as may be included within an agreement or arrangement.

(5) All agreements, arrangements, declarations and amendments thereto, shall be in writing and become effective when signed by the Secretary of State, and copies of all such documents shall be available to the public upon request.

(6) The Secretary of State is further authorized to require the display by foreign registered trucks, truck-tractors and buses, entitled to reciprocal benefits, exemptions or privileges hereunder, a reciprocity permit for external display before any such reciprocal benefits, exemptions or privileges are granted. The Secretary of State shall provide suitable application forms for such permit and shall promulgate and publish reasonable rules and regulations for the administration and enforcement of the provisions of this Code including a provision for revocation of such permit as to any vehicle operated wilfully in violation of the terms of any reciprocal agreement, arrangement or declaration or in violation of the Illinois Motor Carrier of Property Law, as amended.

(7)(a) Upon the suspension, revocation or denial of one or more of all reciprocal benefits, privileges and exemptions existing pursuant to the terms and provisions of this Code or by virtue of a reciprocal agreement or arrangement or declaration thereunder; or, upon the suspension, revocation or denial of a reciprocity permit; or, upon any action or inaction of the Secretary in the administration and enforcement of the provisions of this Code, any person, resident or nonresident, so aggrieved, may serve upon the Secretary, a petition in writing and under oath, setting forth the grievance of the petitioner, the grounds and basis for the relief sought, and all necessary facts and particulars, and request an administrative hearing thereon. Within 20 days, the Secretary shall set a hearing date as early as practical. The Secretary may, in his discretion, supply forms for such a petition. The Secretary may require the payment of a fee of not more than $50 for the filing of any petition, motion, or request for hearing conducted pursuant to this Section. These fees must be deposited into the Secretary of State DUI Administration Fund, a special fund that is hereby created in the State treasury, and, subject to appropriation and as directed by the Secretary of State, shall be used to fund the operation of the hearings department of the Office of the Secretary of State and for no other purpose. The Secretary shall establish by rule

the amount and the procedures, terms, and conditions relating to these fees.

(b) The Secretary may likewise, in his discretion and upon his own petition, order a hearing, when in his best judgment, any person is not entitled to the reciprocal benefits, privileges and exemptions existing pursuant to the terms and provisions of this Code or under a reciprocal agreement or arrangement or declaration thereunder or that a vehicle owned or operated by such person is improperly registered or licensed, or that an Illinois resident has improperly registered or licensed a vehicle in another jurisdiction for the purposes of violating or avoiding the registration laws of this State.

(c) The Secretary shall notify a petitioner or any other person involved of such a hearing, by giving at least 10 days notice, in writing, by U.S. Mail, Registered or Certified, or by personal service, at the last known address of such petitioner or person, specifying the time and place of such hearing. Such hearing shall be held before the Secretary, or any person as he may designate, and unless the parties mutually agree to some other county in Illinois, the hearing shall be held in the County of Sangamon or the County of Cook. Appropriate records of the hearing shall be kept, and the Secretary shall issue or cause to be issued, his decision on the case, within 30 days after the close of such hearing or within 30 days

after receipt of the transcript thereof, and a copy shall likewise be served or mailed to the petitioner or person involved.

(d) The actions or inactions or determinations, or findings and decisions upon an administrative hearing, of the Secretary, shall be subject to judicial review in the Circuit Court of the County of Sangamon or the County of Cook, and the provisions of the Administrative Review Law, and all amendments and modifications thereof and rules adopted pursuant thereto, apply to and govern all such reviewable matters.

Any reciprocal agreements or arrangements entered into by the Secretary of State or any declarations issued by the Secretary of State pursuant to any law in effect prior to the effective date of this Code are not hereby abrogated, and such shall continue in force and effect until amended pursuant to the provisions of this Code or expire pursuant to the terms or provisions thereof.

C. Vehicles purchased out-of-state. A resident of this State who purchases a vehicle in another state and transports the vehicle to Illinois shall apply for registration and certificate of title as soon as practicable, but in no event more than 45 days after the purchase of the vehicle. If an Illinois motorist who purchased a vehicle from an out-of-state licensed dealer is unable to meet the 45-day deadline due to a delay in paperwork from the seller, that motorist may obtain

an Illinois temporary registration plate with: (i) proof of purchase; (ii) proof of meeting the Illinois driver's license or identification card requirement; and (iii) proof that Illinois title and registration fees have been paid. If fees have not been paid, the motorist may pay the fees in order to obtain the temporary registration plate. The owner of such a vehicle shall display any temporary permit or registration issued in accordance with Section 3-407.

(Source: P.A. 103-209, eff. 1-1-24; 103-899, eff. 8-9-24; 104-417, eff. 8-15-25.)

(625 ILCS 5/5-111 new)

Sec. 5-111. Misleading advertising prohibited. Neither high-speed personal mobility devices nor moderate-speed personal mobility devices may be marketed, sold, or advertised as low-speed personal mobility devices or low-speed personal micromobility devices under State law.

Retailers, wholesalers, distributors, and manufacturers are prohibited from advertising, labeling, or offering high-speed personal mobility devices or moderate-speed personal mobility devices in a manner that would reasonably lead consumers to believe they are a low-speed personal mobility device or low-speed personal micromobility device.

A violation of this Section constitutes consumer fraud under the Consumer Fraud and Deceptive Business Practices Act and may be enforced by the Attorney General or a State's

Attorney.

(625 ILCS 5/6-102) (from Ch. 95 1/2, par. 6-102)

Sec. 6-102. What persons are exempt. The following persons are exempt from the requirements of Section 6-101 and are not required to have an Illinois drivers license or permit if one or more of the following qualifying exemptions are met and apply:

1. Any employee of the United States Government or any member of the Armed Forces of the United States, while operating a motor vehicle owned by or leased to the United States Government and being operated on official business need not be licensed;

2. A nonresident who has in his immediate possession a valid license issued to him in his home state or country may operate a motor vehicle for which he is licensed for the period during which he is in this State;

3. A nonresident and his spouse and children living with him who is a student at a college or university in Illinois who have a valid license issued by their home State.

4. A person operating a road machine temporarily upon a highway or operating a farm tractor between the home farm buildings and any adjacent or nearby farm land for the exclusive purpose of conducting farm operations need not be licensed as a driver.

5. A resident of this State who has been serving as a member or as a civilian employee of the Armed Forces of the United States, or as a civilian employee of the United States Department of Defense, outside the Continental limits of the United States, for a period of 120 days following his return to the continental limits of the United States.

6. A nonresident on active duty in the Armed Forces of the United States who has a valid license issued by his home state and such nonresident's spouse, and dependent children and living with parents, who have a valid license issued by their home state.

7. A nonresident who becomes a resident of this State, may for a period of the first 90 days of residence in Illinois operate any motor vehicle which he was qualified or licensed to drive by his home state or country so long as he has in his possession, a valid and current license issued to him by his home state or country. Upon expiration of such 90 day period, such new resident must comply with the provisions of this Act and apply for an Illinois license or permit.

8. An engineer, conductor, brakeman, or any other member of the crew of a locomotive or train being operated upon rails, including operation on a railroad crossing over a public street, road or highway. Such person is not required to display a driver's license to any law

enforcement officer in connection with the operation of a locomotive or train within this State.

9. Persons operating low-speed personal mobility devices and low-speed micromobility devices ~~electric scooters~~ in accordance with Sections 1-140.8 and 1-140.9 ~~Section 11-1518~~.

The provisions of this Section granting exemption to any nonresident shall be operative to the same extent that the laws of the State or country of such nonresident grant like exemption to residents of this State.

The Secretary of State may implement the exemption provisions of this Section by inclusion thereof in a reciprocity agreement, arrangement or declaration issued pursuant to this Act.

(Source: P.A. 103-899, eff. 8-9-24.)

(625 ILCS 5/6-111 new)

Sec. 6-111. Licenses issued to personal mobility devices.

(a) A high-speed personal mobility device shall be subject to the rules and requirements that apply to motorcycles under this Chapter.

(b) A moderate-speed personal mobility device shall be subject to the rules and requirements that apply to mopeds under this Chapter.

(625 ILCS 5/7-601) (from Ch. 95 1/2, par. 7-601)

Sec. 7-601. Required liability insurance policy.

(a) No person shall operate, register or maintain registration of, and no owner shall permit another person to operate, register, or maintain registration of, a motor vehicle, high-speed personal mobility device, or moderate-speed personal mobility device designed to be used on a public highway in this State unless the motor vehicle, high-speed personal mobility device, or moderate-speed personal mobility device is covered by a liability insurance policy.

The insurance policy shall be issued in amounts no less than the minimum amounts set for bodily injury or death and for destruction of property under Section 7-203 of this Code, and shall be issued in accordance with the requirements of Sections 143a and 143a-2 of the Illinois Insurance Code, as amended. No insurer other than an insurer authorized to do business in this State shall issue a policy pursuant to this Section for any vehicle subject to registration under this Code. Nothing herein shall deprive an insurer of any policy defense available at common law.

(b) The following vehicles are exempt from the requirements of this Section:

(1) vehicles subject to the provisions of Chapters 8 or 18a, Article III or Section 7-609 of Chapter 7, or Sections 12-606 or 12-707.01 of Chapter 12 of this Code;

(2) vehicles required to file proof of liability

insurance with the Illinois Commerce Commission;

(3) vehicles covered by a certificate of self-insurance under Section 7-502 of this Code;

(4) vehicles owned by the United States, the State of Illinois, or any political subdivision, municipality or local mass transit district;

(5) implements of husbandry;

(6) other vehicles complying with laws which require them to be insured in amounts meeting or exceeding the minimum amounts required under this Section; and

(7) inoperable or stored vehicles that are not operated, as defined by rules and regulations of the Secretary.

(c) Every employee of a State agency, as that term is defined in the Illinois State Auditing Act, who is assigned a specific vehicle owned or leased by the State on an ongoing basis shall provide the certification described in this Section annually to the director or chief executive officer of his or her agency.

The certification shall affirm that the employee is duly licensed to drive the assigned vehicle and that (i) the employee has liability insurance coverage extending to the employee when the assigned vehicle is used for other than official State business, or (ii) the employee has filed a bond with the Secretary of State as proof of financial responsibility, in an amount equal to, or in excess of the

requirements stated within this Section. Upon request of the agency director or chief executive officer, the employee shall present evidence to support the certification.

The certification shall be provided during the period July 1 through July 31 of each calendar year, or within 30 days of any new assignment of a vehicle on an ongoing basis, whichever is later.

The employee's authorization to use the assigned vehicle shall automatically be rescinded upon:

(1) the revocation or suspension of the license required to drive the assigned vehicle;

(2) the cancellation or termination for any reason of the automobile liability insurance coverage as required in item (c)(i); or

(3) the termination of the bond filed with the Secretary of State.

All State employees providing the required certification shall immediately notify the agency director or chief executive officer in the event any of these actions occur.

All peace officers employed by a State agency who are primarily responsible for prevention and detection of crime and the enforcement of the criminal, traffic, or highway laws of this State, and prohibited by agency rule or policy to use an assigned vehicle owned or leased by the State for regular personal or off-duty use, are exempt from the requirements of this Section.

(d) No person shall operate a motor vehicle registered in another state upon the highways of this State unless the vehicle is covered by a liability insurance policy. The operator of the vehicle shall carry within the vehicle evidence of the insurance.

(Source: P.A. 100-202, eff. 1-1-18; 100-828, eff. 1-1-19.)

(625 ILCS 5/11-307.1 new)

Sec. 11-307.1. Signage for personal mobility devices. A municipality or unit of local government with jurisdiction may install signage to clearly indicate the regulation of personal mobility devices.

(625 ILCS 5/11-1403.2) (from Ch. 95 1/2, par. 11-1403.2)

Sec. 11-1403.2. Operating a motorcycle, motor driven cycle, ~~or~~ moped, high-speed personal mobility device, or moderate-speed personal mobility device on one wheel; aggravated operating a motorcycle, motor driven cycle, ~~or~~ moped, high-speed personal mobility device, or moderate-speed personal mobility device on one wheel.

(a) No person shall operate a motorcycle, motor driven cycle, ~~or~~ moped, high-speed personal mobility device, or moderate-speed personal mobility device on one wheel.

(b) Aggravated operating a motorcycle, motor driven cycle, ~~or~~ moped, high-speed personal mobility device, or moderate-speed personal mobility device on one wheel. A person

commits aggravated operating a motorcycle, motor driven cycle, ~~or~~ moped, high-speed personal mobility device, or moderate-speed personal mobility device on one wheel when he or she violates subsection (a) of this Section while committing a violation of subsection (b) of Section 11-601 or Section 11-601.5 of this Code. A violation of this subsection is a petty offense with a minimum fine of $100, except a second conviction of a violation of this subsection is a Class B misdemeanor and a third or subsequent conviction of a violation of this subsection is a Class A misdemeanor.

(Source: P.A. 103-706, eff. 1-1-25.)

(625 ILCS 5/11-1502) (from Ch. 95 1/2, par. 11-1502)

Sec. 11-1502. Traffic laws apply to persons riding bicycles or low-speed personal mobility devices. Every person riding a bicycle or low-speed personal mobility device upon a highway shall be granted all of the rights, including, but not limited to, rights under Article IX of this Chapter, and shall be subject to all of the duties applicable to the driver of a vehicle by this Code, except as to special regulations in this Article XV and those provisions of this Code which by their nature can have no application.

(Source: P.A. 99-785, eff. 1-1-17.)

(625 ILCS 5/11-1503) (from Ch. 95 1/2, par. 11-1503)

Sec. 11-1503. Riding on bicycles or low-speed personal

mobility devices.

(a) A person on ~~propelling~~ a bicycle or low-speed personal mobility device shall not ride other than upon or astride a permanent and regular seat attached thereto.

(b) No bicycle or low-speed personal mobility device shall be used to carry more persons at one time than the number for which it is designed and equipped, except that an adult rider may carry a child securely attached to his person in a back pack or sling.

(Source: P.A. 82-132.)

(625 ILCS 5/11-1507) (from Ch. 95 1/2, par. 11-1507)

Sec. 11-1507. Lamps and other equipment on bicycles and low-speed personal mobility devices.

(a) Every bicycle and low-speed personal mobility device when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the Department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle, except that a lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be used in addition to or instead of the red reflector.

(b) A bicycle or low-speed personal mobility device shall

not be equipped with nor shall any person use upon a bicycle or low-speed personal mobility device any siren or whistle. This subsection (b) does not apply to a bicycle or low-speed personal mobility device that is a police vehicle or fire department vehicle.

(c) Every bicycle and low-speed personal mobility device shall be equipped with a brake which will adequately control movement of and stop and hold such bicycle or low-speed personal mobility device.

(d) No person shall sell a new bicycle or pedal for use on a bicycle that is not equipped with a reflex reflector conforming to specifications prescribed by the Department, on each pedal, visible from the front and rear of the bicycle during darkness from a distance of 200 feet.

(e) No person shall sell or offer for sale a new bicycle that is not equipped with side reflectors. Such reflectors shall be visible from each side of the bicycle from a distance of 500 feet and shall be essentially colorless or red to the rear of the center of the bicycle and essentially colorless or amber to the front of the center of the bicycle provided. The requirements of this paragraph may be met by reflective materials which shall be at least 3/16 of an inch wide on each side of each tire or rim to indicate as clearly as possible the continuous circular shape and size of the tires or rims of such bicycle and which reflective materials may be of the same color on both the front and rear tire or rim. Such reflectors

shall conform to specifications prescribed by the Department.

(f) No person shall sell or offer for sale a new bicycle that is not equipped with an essentially colorless front-facing reflector.

(Source: P.A. 100-359, eff. 1-1-18.)

(625 ILCS 5/11-1507.1) (from Ch. 95 1/2, par. 11-1507.1)

Sec. 11-1507.1. Lamps on mopeds and moderate-speed personal mobility devices. Every moped and moderate-speed personal mobility device, when in use at nighttime, shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front, and with a red reflector on the rear of a type approved by the Department which shall be visible from all distances from 100 feet to 600 feet to the rear when in front of lawful, low-powered beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(Source: P.A. 96-554, eff. 1-1-10.)

(625 ILCS 5/11-1516)

Sec. 11-1516. Low-speed personal mobility devices ~~gas bicycles~~.

(a) (Blank). ~~A person may operate a low-speed gas bicycle only if the person is at least 16 years of age.~~

(b) A person may not operate a low-speed personal mobility

device ~~gas bicycle~~ at a speed greater than 20 miles per hour using only the motor or throttle upon any highway, street, or roadway.

(c) A person may not operate a low-speed personal mobility device ~~gas bicycle~~ on a sidewalk.

(d) Except as otherwise provided in this Section, the provisions of this Article XV that apply to bicycles also apply to low-speed personal mobility devices ~~gas bicycles~~.

(Source: P.A. 100-209, eff. 1-1-18.)

(625 ILCS 5/11-1519 new)

Sec. 11-1519. Low-speed personal micromobility devices.

(a) A person may operate a low-speed personal micromobility device upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of a low-speed personal micromobility device on that path.

(b) A person may not operate a moderate-speed personal mobility device, low-speed personal mobility device, or low-speed personal micromobility device on a highway with a posted speed limit in excess of 35 mph.

(625 ILCS 5/11-1520 new)

Sec. 11-1520. High-speed personal mobility devices.

(a) A person may not operate a high-speed personal mobility device on a bicycle lane, bike path, shared-use

trail, or other bicycle-specific facility.

(b) Except as otherwise expressly provided in this Code, a person operating a high-speed personal mobility device shall be subject to the same rules of the road, operational requirements, and equipment requirements that apply to the operator of a motorcycle under this Chapter and Chapter 12.

(625 ILCS 5/11-1521 new)

Sec. 11-1521. Moderate-speed personal mobility devices.

(a) A person may not operate a moderate-speed personal mobility device on a bicycle lane, bike path, shared-use trail, or other bicycle-specific facility.

(b) Except as otherwise expressly provided in this Code, a person operating a moderate-speed personal mobility device shall be subject to the same rules of the road, operational requirements, and equipment requirements that apply to the operator of a moped under this Chapter.

(625 ILCS 5/12-201) (from Ch. 95 1/2, par. 12-201)

Sec. 12-201. When lighted lamps are required.

(a) When operated upon any highway in this State, every motorcycle and high-speed personal mobility device shall at all times exhibit at least one lighted lamp, showing a white light visible for at least 500 feet in the direction the motorcycle is proceeding. However, in lieu of such lighted lamp, a motorcycle or high-speed personal mobility device may

be equipped with and use a means of modulating the upper beam of the head lamp between high and a lower brightness. No such head lamp shall be modulated, except to otherwise comply with this Code, during times when lighted lamps are required for other motor vehicles.

(b) All other motor vehicles shall exhibit at least 2 lighted head lamps, with at least one on each side of the frontmost of the vehicle, which satisfy United States Department of Transportation requirements, as set forth in 49 CFR 571.108, showing white lights, including that emitted by high intensity discharge (HID) lamps, or lights of a yellow or amber tint, during the period from sunset to sunrise, at times when rain, snow, fog, or other atmospheric conditions require the use of windshield wipers, and at any other times when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 1000 feet. Parking lamps may be used in addition to but not in lieu of such head lamps. Every motor vehicle, trailer, or semi-trailer shall also exhibit at least 2 lighted lamps, commonly known as tail lamps, which shall be mounted on the left rearmost and right rearmost of the vehicle so as to throw a red light visible for at least 500 feet in the reverse direction, except that a truck tractor or road tractor manufactured before January 1, 1968 and all motorcycles need be equipped with only one such tail lamp.

(c) Either a tail lamp or a separate lamp shall be so

constructed and placed as to illuminate with a white light a rear registration plate when required and render it clearly legible from a distance of 50 feet to the rear. Any tail lamp or tail lamps, together with any separate lamp or lamps for illuminating a rear registration plate, shall be so wired as to be lighted whenever the head lamps or auxiliary driving lamps are lighted.

(d) A person shall install only head lamps that satisfy United States Department of Transportation regulations, as set forth in 49 CFR 571.108, and show white light, including that emitted by HID lamps, or light of a yellow or amber tint for use by a motor vehicle.

(e) (Blank).

(Source: P.A. 103-706, eff. 1-1-25.)

(625 ILCS 5/1-140.11 rep.)

(625 ILCS 5/1-140.15 rep.)

(625 ILCS 5/11-1518 rep.)

Section 10. The Illinois Vehicle Code is amended by repealing Sections 1-140.11, 1-140.15, and 11-1518.

Section 15. The Local Governmental and Governmental Employees Tort Immunity Act is amended by adding Section 3-111 as follows:

(745 ILCS 10/3-111 new)

Sec. 3-111. Personal mobile device liability. Notwithstanding anything to the contrary in this Act, neither a local public entity nor a public employee is liable for an injury related to the use of a high-speed personal mobility device, moderate-speed personal mobility device, or low-speed personal mobility device, as those terms are defined in the Illinois Vehicle Code, unless the local public entity or public employee is guilty of willful and wanton conduct.

Section 20. The Micromobility Fire Safety Act is amended by changing Section 10 as follows:

(815 ILCS 361/10)

Sec. 10. Definitions. As used in this Act:

"Accredited testing laboratory" means an independent third-party organization providing certification and testing for micromobility products, including low-speed electric bicycles and personal e-mobility devices, that has received ISO/IEC 17065 or ISO/IEC 17025 accreditation from an independent accreditation body that is a member of the International Accreditation Forum.

"Electric personal assistive mobility device" has the meaning set forth in Section 1-117.7 of the Illinois Vehicle Code.

"Lithium-ion battery" or "cell" means a rechargeable electrochemical cell or battery in which the positive and

negative electrodes are both lithium compounds constructed with no metallic lithium in either electrode. "Lithium-ion battery" or "cell" includes a lithium-ion polymer battery or cell that uses lithium-ion chemistries.

"Low-speed electric scooter" means a device weighing less than 100 pounds, with 2 or 3 wheels, handlebars, and a floorboard that can be stood upon while riding, that is solely powered by an electric motor and human power, and whose maximum speed, with or without human propulsion, is no more than 10 miles per hour. "Low-speed electric scooter" does not include a moped or motor-driven cycle ~~has the meaning set forth in Section 1-140.11 of the Illinois Vehicle Code~~.

"Moped" has the meaning set forth in Section 1-148.2 of the Illinois Vehicle Code.

"Motor-driven cycle" has the meaning set forth in Section 1-145.001 of the Illinois Vehicle Code.

"Off-highway motorcycle" has the meaning set forth in Section 1-153.1 of the Illinois Vehicle Code.

"Personal e-mobility device" means a consumer mobility device, other than a low-speed electric bicycle, intended for a single rider with a traction battery and electric motor or drive train that propels the device, which may be self-balancing and may be provided with a handle for grasping while riding, a seat for the rider, or operable pedals. "Personal e-mobility device" includes an electric personal assistive mobility device and low-speed electric scooter.

"Personal e-mobility device" also includes a skateboard, motor-driven cycle, moped, and off-highway motorcycle, if those vehicles are propelled by an electric motor.

"Recycling" means any process by which materials that would otherwise become waste are collected, separated, or processed for the purpose of returning the materials to the economic mainstream in the form of raw materials for new products.

"Traction battery" means a rechargeable lithium-ion battery used to power the electric drive motor of a low-speed electric bicycles or personal e-mobility devices.

(Source: P.A. 104-414, eff. 1-1-26.)

Section 25. The Consumer Fraud and Deceptive Business Practices Act is amended by changing Section 2Z as follows:

(815 ILCS 505/2Z) (from Ch. 121 1/2, par. 262Z)

Sec. 2Z. Violations of other Acts. Any person who knowingly violates the Automotive Repair Act, the Automotive Collision Repair Act, the Home Repair and Remodeling Act, the Dance Studio Act, the Physical Fitness Services Act, the Hearing Instrument Consumer Protection Act, the Illinois Union Label Act, the Installment Sales Contract Act, the Job Referral and Job Listing Services Consumer Protection Act, the Travel Promotion Consumer Protection Act, the Credit Services Organizations Act, the Automatic Telephone Dialers Act, the

Pay-Per-Call Services Consumer Protection Act, the Telephone Solicitations Act, the Illinois Funeral or Burial Funds Act, the Cemetery Oversight Act, the Cemetery Care Act, the Safe and Hygienic Bed Act, the Illinois Pre-Need Cemetery Sales Act, the High Risk Home Loan Act, the Payday Loan Reform Act, the Predatory Loan Prevention Act, the Mortgage Rescue Fraud Act, subsection (a) or (b) of Section 3-10 of the Cigarette Tax Act, subsection (a) or (b) of Section 3-10 of the Cigarette Use Tax Act, the Electronic Mail Act, the Internet Caller Identification Act, paragraph (6) of subsection (k) of Section 6-305 of the Illinois Vehicle Code, Section 5-111, 11-1431, 18d-115, 18d-120, 18d-125, 18d-135, 18d-150, or 18d-153 of the Illinois Vehicle Code, Article 3 of the Residential Real Property Disclosure Act, the Automatic Contract Renewal Act, the Reverse Mortgage Act, Section 25 of the Youth Mental Health Protection Act, the Personal Information Protection Act, or the Student Online Personal Protection Act commits an unlawful practice within the meaning of this Act.

(Source: P.A. 100-315, eff. 8-24-17; 100-416, eff. 1-1-18; 100-863, eff. 8-14-18; 101-658, eff. 3-23-21.)

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Bikeways Advisory Committee (Verbal Report)
04/07/26
Transportation Committee

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Road Construction Update (Verbal Report)
04/07/26
Transportation Committee

Presenter:
Lead Department: Transportation

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

April 14, 2026
04/07/26
Transportation Committee

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action: