



Alex Perez, Advocacy Manager, Communities Embracing Micro Mobility May 29, 2025



ACTIVE
TRANSPORTATION
ALLIANCE

Who is Active Transportation Alliance?





Our mission

The mission of Active Transportation Alliance is to advocate for walking, bicycling, and public transit to create healthy, sustainable and equitable communities.



Four decades of
mobility reimaged.

STREET TEAM ADVOCATES



Our Vision



TRANSIT

We need world-class transit that connects people with jobs, services and businesses.



BICYCLING

Riding a bicycle should be safe and easy — no matter your age, ability or where you live.



WALKING

We want walkable communities where people can get active as they get around.



Membership & Events

- Over 20,000 members and supporters
- Individual membership (\$35)
- Support our work and get perks!
- Annual Member Party
- Fifth Third Bike the Drive- Aug 31
- Chicago Bike Month- May
- Bike to Work Challenge - May
- Movers and Shakers Ball



Plug into our Campaigns



2025 Priority Campaigns:

Equitably focus on the needs of people who walk, bike, and ride transit through policy change at the state and local level



Transit That Works

Financial stability of the system, bus rapid transit and bus priority streets, affordable fares, accessible system



Safe Streets for All

Make streets safer for people, including citywide protected bike lane network, connected regional trail network, slower car speeds



Clean & Equitable Transportation

Push for ambitious state and regional goals and investments to lower emissions through shift to active modes



E-bike Incentive Program in Illinois



Support for E-bike Incentive Program

- Worked with Ride Illinois to advocate for establishing a program in Illinois.
- Support E-bike incentive program article:
<https://rideillinois.org/support-ebike-incentive-programs/>
- [People for Bikes](#) states that “electric bicycles reduce barriers to bicycling by helping people ride more often and for longer distances. Electric bicycle incentive programs offer a low-cost, accessible and efficient solution for achieving our nation’s climate, sustainability, health and transportation goals.”



Existing e-Bike Incentive Programs

A Bird's Eye View

	Denver	Vermont	Connecticut
<i>Launch date</i>	April 2022	July 2022	Q1 2023
<i>Program Administrator</i>	APTIM	Center for Sustainable Energy	<i>RFP happening now</i>
<i>Incentive Amounts</i>	\$400 for non income-qualified \$1,200 for income-qualified +\$500 for e-cargo	Income Tier 1: \$400 or 50% of price Income Tier 2: \$250 or 30% of price	At Least \$500 Likely +\$500 for income-qualified
<i>Eligibility</i>	Denver resident. Income: 200% FPL, 60% CO median, 80% AMI, enrolled in existing programs: Medicaid, SNAP, TANF, SSDI etc	VT resident, max one bike Income Tier 1: < \$50K Income Tier 2: \$50K - \$100K	Income < 300% FPL, or State/fed assistance program, or Live in Environmental Justice Community
<i>Structure</i>	Point-of-sale only at participating retailers	Point-of-sale (participating retailers) or post-sale rebate (w/in 2 months)	<i>Tentative</i> - Point-of-sale (participating retailers) or post-sale rebate
<i>Retailer Eligibility</i>	Intake survey; req'd to have brick and mortar in Denver and repair	Online or in-store	Bike price <\$3K



Organizational Support

Organizations that Support e-Bike Incentives

- [Ride Illinois](#)
- [Active Transportation Alliance](#)
- [American Planning Association – Illinois Chapter](#)
- [Environmental Law & Policy Center](#)
- [Equiticity](#)
- [Illinois Environmental Council](#)
- [Illinois PIRG](#)
- [Metropolitan Planning Council](#)

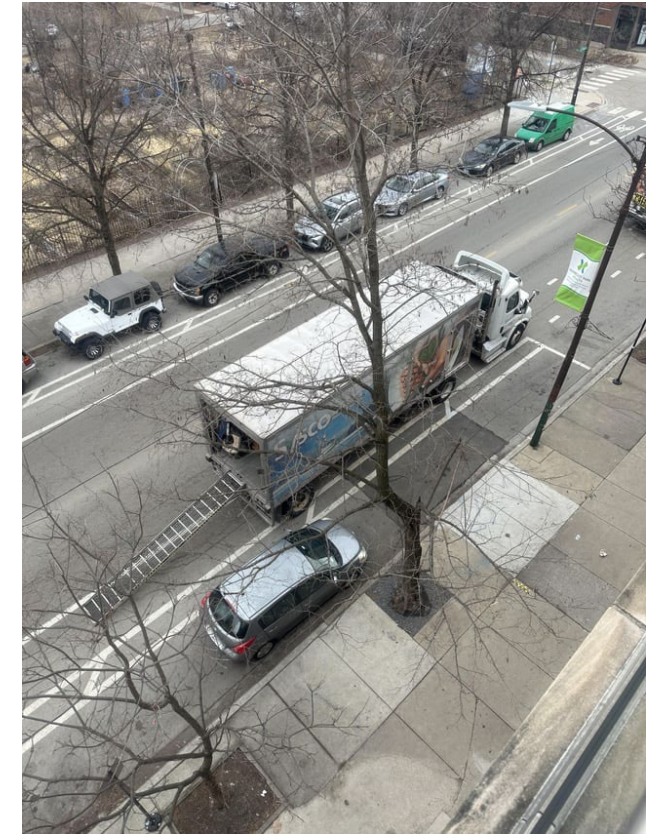


Safe Streets for All



Promoting Safe Streets for All

From potholes to lack of safe infrastructure to cars parked in the bike or bus lanes, Safe Street for All is personal!



Movement building tip: It goes a long way when you listen to people's stories, stories can be very powerful advocacy tools

Being involved in the micro mobility space

- ATA has been involved since year 1 of the scooter pilot program in Chicago in 2019
- ATA has been advocating for more micro mobility options and more bike lane infrastructure to keep people safe when riding on the road
 - Micro mobility devices being ridden in the sidewalks has been a major concern
 - Dedicated bike lanes encourages people to not ride in the sidewalks



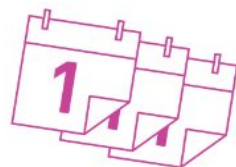
Safe Streets for All: Issue overview

The issue: Streets are designed to move cars as quickly as possible, and the results are deadly.

- Traffic crashes are second only to gun violence as the leading cause of death in the U.S. (2021)



15 people walking or biking are injured every day in Illinois



Every other day, a person is killed while walking or biking in Illinois



3 motorist deaths every day in Illinois

IDOT 2021 Crash Data

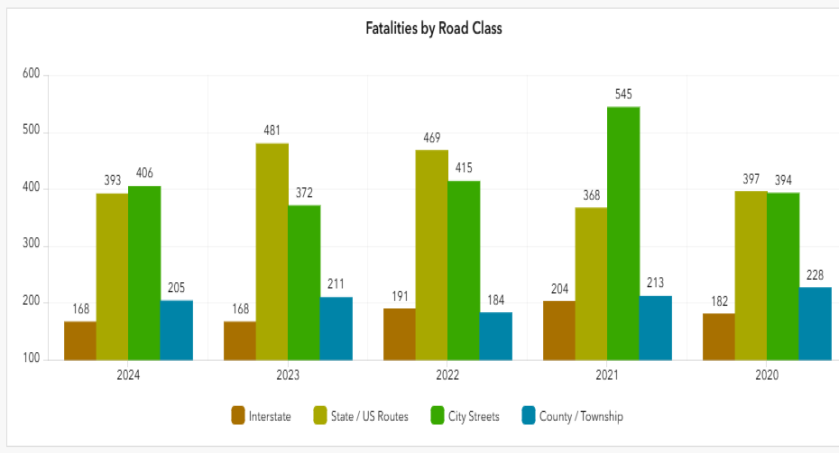
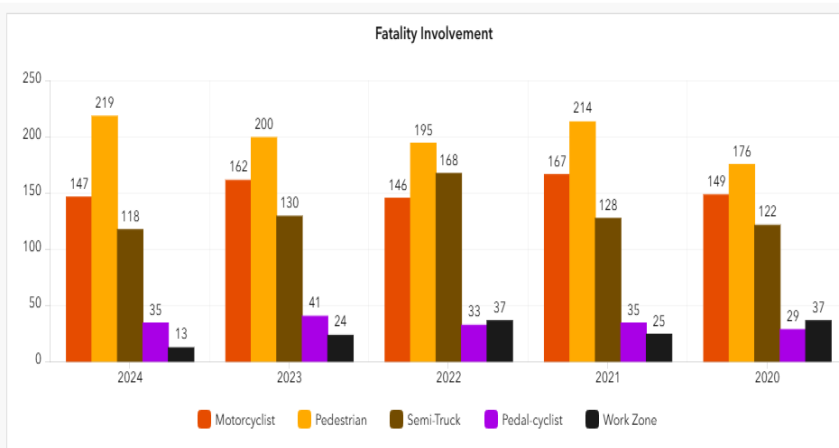
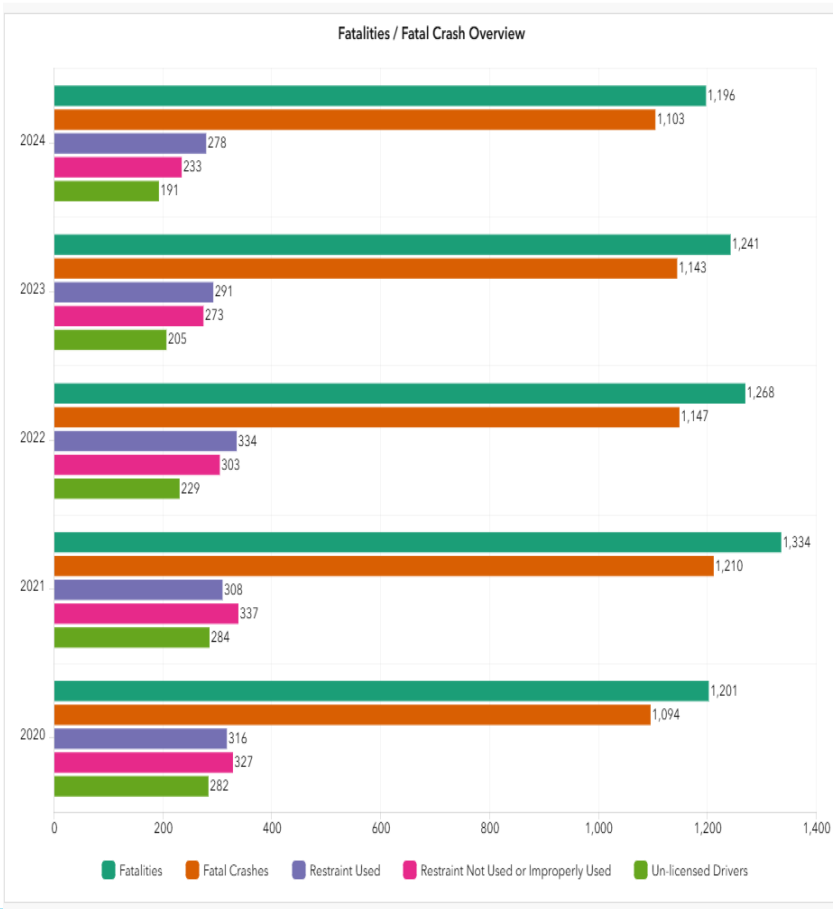
Safe Streets for All: Issue overview

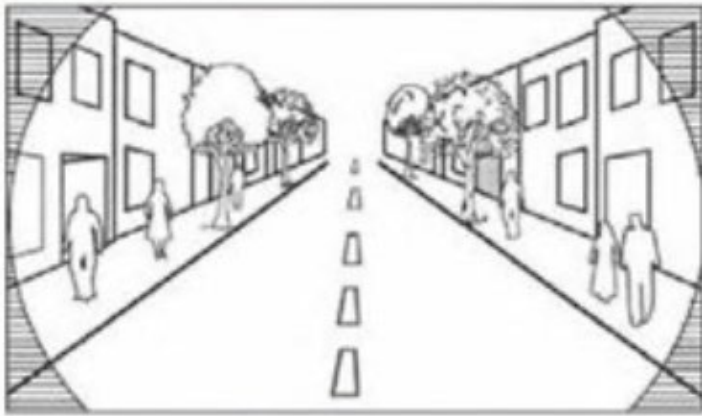
Traffic violence

- **Spiked** during the pandemic.
 - IL had 1,196 traffic fatalities in 2024
 - Pedestrian fatalities have continued to rise in IL
- More likely to **impact people of color + low income people**
- Traffic fatalities are almost always **predictable** and **preventable**

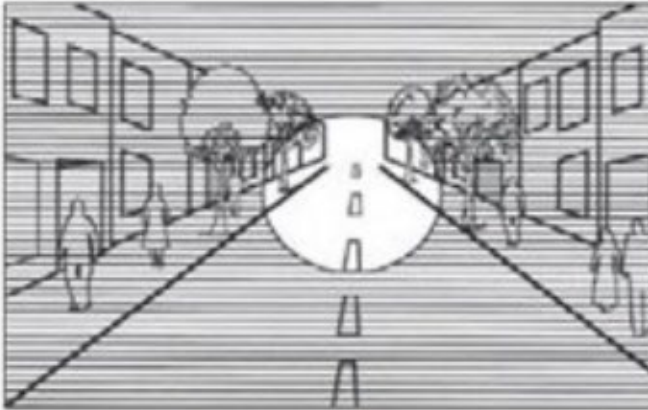
Illinois Fatal Crash Historic Data

Current Snapshot



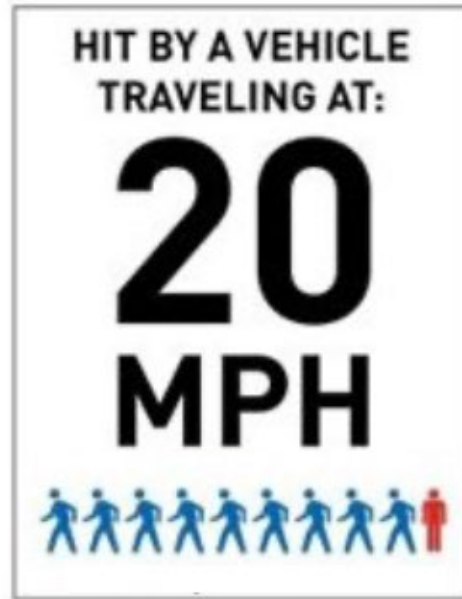


Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

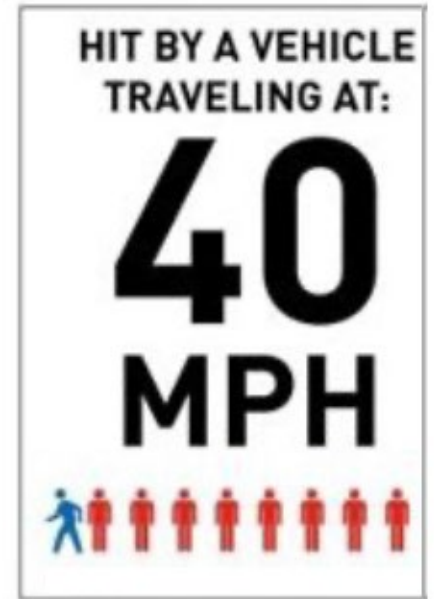
Safe Streets for All: Why speed matters



9 out of 10
pedestrians survive



5 out of 10
pedestrians survive

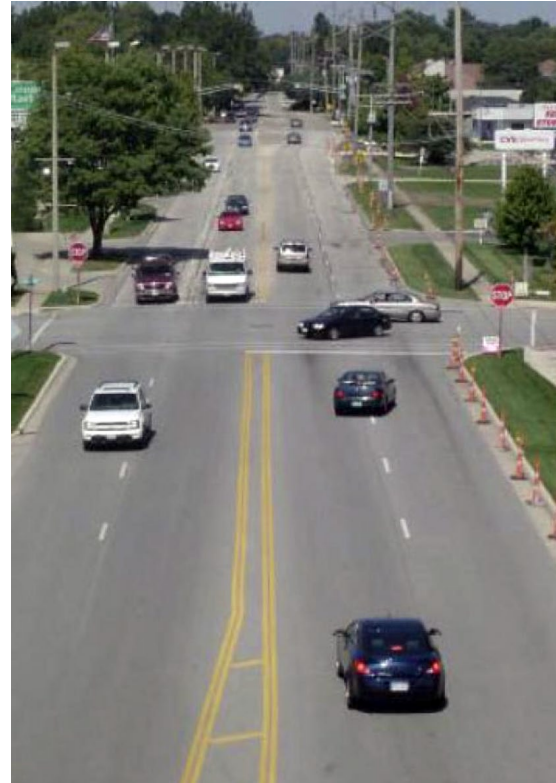


Only 1 out of 10
pedestrians survive

Safe Streets for All: What we need

What we need: Safe streets designed for/with:

- Slow speeds with narrow travel lanes
- Short crossing distances
- Dedicated space for people to walk, biking, and take transit



Safe Streets for All: What we need

Less of this



More of



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Safe Streets for All: Past campaigns

- **Chicago:** Chicago Works + Protected Bike Lanes
- **Illinois:** \$50 million in annual funding for walking, biking, and trails

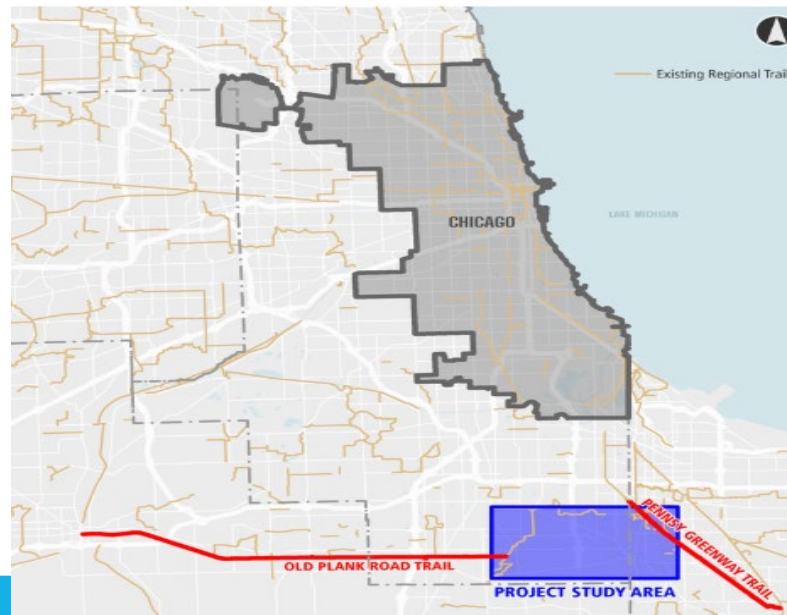


Movement building tip: It's important to connect with local businesses to hear their concerns about new infrastructure



Safe Streets for All: Trail projects

- Lake Calumet Trail
- Des Plaines River Trail
- Old Plank Road Trail
- Burnham Greenway Trail
- 606 extension
- Englewood Nature Trail
- Bronzeville Trail
- Weber Spur Trail
- El Paseo Trail



Bike The Drive



Bike The Drive: 40th Anniversary

Sunday, August 31, 2025

Start time: 6:30am

End time: 12pm

30-mile course (15miles each way)
from Hollywood Avenue on the
north side to 57th Street on the
south side

BTD registration is now open!
<https://bikethedrive.org/event/>



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Bike The Drive: 40th Anniversary

E-bikes are allowed;
however, only Class 1 and 2
e-bikes are permitted.

Divvy e-bikes are allowed.

25 miles per hour speed
limit.



Bike The Drive: 40th Anniversary

Growth in e-bikes at Bike the Drive

[Article by the Chicago Tribune](#) in 2022:
“Cyclists riding electric models at Bike the Drive swore by them, saying the bikes have allowed them to keep up with faster spouses or go for longer rides without growing weary.”



Getting Involved



Other ways to stay involved with us

- **Sign up for our advocacy emails!**
 - www.activetrans.org/advocacysignup
- **Volunteer or participate in an ATA event**
 - e.g. Bike the Drive, Bike Month, Bike to Work Challenge, Movers and Shakers Ball
- **Follow us on social media**
 - @activetrans (Facebook, X/Twitter, Instagram, LinkedIn)
- **Become an ATA member**
 - www.activetrans.org/membership

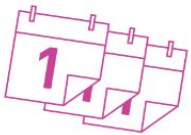


Thank you!

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