Charles Okoli   
Institute for Sustainability, Energy, and Environment  
Micromobility Report – Plans and Policies at College Campuses: Insights for Illinois  
May 5th, 2025

**Executive Summary**

Several U.S. universities have adopted comprehensive micromobility programs, particularly docking/dockless e-bike and e-scooter sharing, to complement sustainable campus transportation. For example, UC Davis and the City of Davis partnered with Spin to deploy up to 1,000 shared e-bikes and e-scooters with strict parking rules (devices must be locked to bike racks) and safety features (speed limits, geo-fencing). Similarly, the University of Michigan also launched Spin e-scooters and e-bikes, integrating them via a mobile app and bike racks; speed-restriction software and daily staff sweeps enforce safe use. Indiana University–Bloomington and Boise State have vendor partnerships with Lime to operate fleets of ~200 scooters and dozens of e-bikes on and around campus, with clear parking rules (e.g. “park at bike racks”) and affordable pricing including reduced fares for low-income riders. Other peers emphasize bicycle infrastructure: Stanford, a four-time Bicycle Friendly University, focuses on bike lanes and parking (22% commute by bike) and has piloted e-scooters/e-bikes in research settings, while UW–Madison relies on the city’s BCycle e-bike share (≈500 e-bikes) and has detailed campus scooter rules (company scooters only under university agreement; must park in designated zones. Harvard takes a restrictive approach: scooters and bikes are *forbidden* on the historic Yard and in buildings, and parked devices must not block walkways.

In aggregate, the peer strategies share common elements: sustainability goals (reducing car use and emissions via active modes), infrastructure investment (expanding bike lanes/racks), safety regulations (helmets, UL certification, geo-fences to keep devices off sidewalks/zones), equity measures (discounted fares or access programs), and vendor partnerships. For Illinois, which already has a robust campus bike plan and is piloting Cosmo and Class 2 e-bikes with Veo, these examples suggest opportunities. The 2025 Illinois Climate Action Plan (iCAP) stresses reducing single-occupancy vehicle trips and implementing the campus bike master plan, goals well aligned with micromobility. However, UIUC’s current micromobility infrastructure is limited to the Veo bike-share and campus regulations (scooters allowed only in streets/bike lanes, not on sidewalks). Compared to peers, UIUC could further promote micromobility by adopting best practices such as providing abundant rack parking; enforcing geofencing; and offer subsidized fares (e.g. Lime Access or Spin Access programs) for low-income users. These measures would support iCAP’s sustainable transportation targets and reduce campus car use. Recommendations are given below for Illinois to align its micromobility approach with successful peer examples.

**University of Michigan**

The University of Michigan (UM) has integrated dockless micromobility through a partnership with Spin. Beginning with electric scooters, UM’s *Let’s Go* program later added ~100 Spin e-bikes in 2023. Riders use the Spin app; devices are stationed at bike racks across campus and the city. Key features include geofenced speed limits (e.g. slower zones on the Diag) and app-based no-ride zones. University staff conduct daily “sweeps” to re-locate improperly parked bikes and scooters back to approved racks. UM’s Planet Blue sustainability site notes that “SPIN electric bike and scooter rentals” support sustainable travel around campus, alongside bus-tracking and bike parking maps.

* **Sustainability & Integration:** Spin devices complement UM’s extensive bike network. The program encourages commuting without cars, linking campus and city areas
* **Infrastructure:** UM has hundreds of bike racks; Spin e-bikes can only be parked at racks. Racks are plentiful so users “are never too far from a spot”. LTP (transit) staff provide online maps of bike rack locations for convenience.
* **Safety & Regulations:** Spin e-bikes are programmed with speed limits, and riders are urged to wear helmets. (UM offered free helmets after an online safety module.) The system enforces no-go areas via software. Both scooters and e-bikes reduce speed over crosswalks and Diag areas for pedestrian safety.
* **Equity:** While not explicitly detailed, UM’s partnership is open to all, and campus shuttle alternatives (buses, walking) are promoted for lower-income students. UM also connects Spin use with its sustainability initiatives.
* **Implementation:** UM’s Office of Campus Sustainability and LTP department negotiated with Spin. Communication through UM web pages and signage (e.g. “park bikes properly”) guides user behavior. Planet Blue ambassadors highlight the program in sustainability tips for students.

**Stanford University**

Stanford University emphasizes cycling infrastructure but has no large-scale scooter sharing program. The Transportation Services office reports over 10,000 bikes on campus and grants a *Platinum Bicycle Friendly University* rating (for high bike mode share: ~22% of commuters). Rather than deploying dockless scooters, Stanford conducted research pilots: a 2015 TomKat Center study provided employees with e-bikes and e-scooters to test travel patterns. That study found e-scooters used mainly for very short trips (<2 mi) and e-bikes for longer commutes. However, no citywide scooter-share operator is active on Stanford’s own campus. The City of Palo Alto (adjacent to Stanford) has studied shared micromobility in partnership with Stanford and municipalities (a 2024 feasibility study discusses potential programs and community goals).

* **Sustainability & Integration:** Stanford’s bike plan focuses on infrastructure: multiple Class I bike paths and bike lockers support cycling. Pedestrian zones (like the "Experiment") restrict vehicles.
* **Infrastructure:** Aside from thousands of bike racks, Stanford limits non-bike devices: Skateboards and scooters are not tracked as transit options in official planning
* **Safety & Regulations:** Stanford’s policy (Cam. Admin. Manual FO-35) technically bans motorized vehicles on bike paths; e-scooters are to follow bike rules. Riders must obey street laws and yield to pedestrians. The 2022-23 student handbook explicitly prohibits “micromobility devices” (bikes, scooters, etc.) on sidewalks and indoor areas
* **Equity:** Stanford provides bike share memberships (via local Bay Area systems) and rents pedal bikes cheaply. A 2023 Crimson article notes tension as undergraduates must park devices “in an appropriate location” outside Yard, but no mention of scooter discounts or similar programs
* **Implementation:** Stanford Transportation continues to expand bike lanes and storage (e.g. implementing the 2014 Bicycle Master Plan). The university is “developing” a dedicated micromobility policy, per administrators. So far, most emphasis remains on encouraging cycling (e.g. Bike To Work Day events) rather than scooter-share

Stanford’s planning prioritizes traditional bicycles and is cautious about scooters. There is no large dockless scooter or e-bike share on Stanford campus, and use of micromobility devices is tightly regulated.

**UC Davis**

The University of California, Davis has one of the most comprehensive campus micromobility programs. In partnership with the City of Davis, UC Davis Transportation Services works with Spin to offer a fleet of up to 1,000 shared devices. This includes both electric bikes and electric scooters for campus and local trips. Key features of the UC Davis/Spin program:

* **Vendor Partnership and Fleet:** UC Davis explicitly partnered with Spin to launch e-bikes and e-scooters on campus. The shared fleet is substantial (the program’s website cites up to 1,000 devices) and available for students, staff, and city residents. Adaptive devices (e.g. a seated scooter) are also available
* **Equity & Pricing:** Spin’s pricing includes a special “Spin Access” option for users who qualify by income. For example, the basic unlock rate is $1, while Spin Access riders pay $0.50 unlock and $0.10/minute. UC Davis promotes free helmets after a short safety course, addressing equity in safety equipment.
* **Parking & Infrastructure:** Riders must park all Spin devices at bike racks or designated parking areas on campus. The site boasts over 32,000 bike racks on campus, making parking ample. Unauthorized parking triggers fines. Clear signage and bike maps (brochures, apps) guide users to approved racks
* **Safety & Regulation:** Spin scooters/e-bikes at UC Davis are geo-fenced and speed-regulated. Devices “do not exceed speed limits” on campus and automatically slow in “slow zones” or disable in “no-ride zones”. The program strongly encourages helmets – UC Davis calls their free helmet initiative “Helmet Hair Don’t Care”. Users must obey traffic signals and routes; for instance, scooters must stay off sidewalks and are treated akin to bicycles.
* **Sustainability:** The UC Davis micromobility program is framed as reducing vehicle miles and carbon. Spin’s presence complements the already bike-friendly campus. Spin staff regularly rebalance the fleet and ensure devices are charged at Spin hubs off-campus, minimizing any infrastructure footprint on UC Davis grounds.

Overall, UC Davis integrates micromobility into its transportation plan by providing a large, safe, and inclusive bike/scooter share, tightly connected to campus infrastructure and city planning

**University of Wisconsin–Madison**

UW–Madison’s approach combines reliance on a city bike-share system with strict campus scooter regulations. The City of Madison operates *Madison BCycle*, an electric bike-share (over 500 e-bikes at ~90 stations in the metro area). UW–Madison has partnered informally with BCycle, hosting new stations on campus (14 total as of 2022) and offering student discounts. In contrast, UW–Madison’s own policies for e-scooters are mostly regulatory:

* **Bike-Share Integration:** BCycle (with e-bikes) provides sustainable mobility around Madison and on campus periphery. UW Transportation expanded BCycle docks on campus in 2022, adding dozens of bike docks. The UW website describes BCycle as “urban bike sharing” with hundreds of electric bikes available. Students and staff can use BCycle memberships (often at a university-subsidized rate) for last-mile trips.
* **Scooter Policy (Regulation):** UW–Madison’s campus policies strictly control e-scooters. According to UW’s policy library: *Company-owned* e-scooters (i.e. dockless scooters) may only operate on campus “under an agreement with the university”. All e-scooters (including personal ones) must follow UW parking rules. A 2019 campus scooter map mandated that “all e-scooters must have a valid UW permit” to park (7 AM–4:30 PM) and may only park in marked yellow scooter stalls. Private scooters are treated like bikes: they can be ridden on bike paths and roads, but must be parked at bike racks after use.
* **Infrastructure & Enforcement:** The university created numerous special scooter parking zones (painted stalls near buildings) and prohibits scooters from sidewalks or obstructions. Violations (improper parking, riding on walkways) result in impoundment. UW–Madison’s Transportation Services may impose “dismount zones” where even riding on sidewalks is disallowed.
* **Safety Measures:** UW policy requires scooter riders to obey traffic laws, yield to pedestrians, and not exceed 20 mph (e-scooters are defined with 20 mph cap). Helmets are strongly recommended. Charging of e-scooters or e-bikes indoors is prohibited, as is bringing them into buildings

UW–Madison heavily regulates scooters to prevent sidewalk clutter and conflicts, while relying on the Madison BCycle e-bike network for shared micromobility. The emphasis is on orderly parking and pedestrian safety.

**University of Kentucky (Lexington)**

The University of Kentucky (UK) has an active scooter-share program and comprehensive rules. UK Transportation has designated Bird as the preferred on-campus e-scooter vendor. The Bird scooters, distributed around campus, are promoted as a “cost-effective” transit mode ($1 unlock + $0.39/min). Key elements of UK’s micromobility plan:

* **Vendor Partnership:** Bird scooters operate on campus, with UK doing outreach on safe use. There is no official UK e-bike share, but Bird did introduce electric scooters around 2021.
* **Parking & Infrastructure:** UK requires all e-scooters to be parked at bike racks or designated “shared mobility areas”. Bike racks are plentiful (nearly every building) and clearly marked. Shared-mobility signage indicates approved parking zones. Scooters improperly parked (blocking sidewalks, entrances, ADA ramps) are subject to impoundment. UK advises users to walk scooters if necessary to find a rack (and to report any need for more racks via an online form).
* **Safety & Rules:** UK’s official “Motorized Personal Mobility Vehicle” policy (approved university-wide) imposes strict safety rules. Scooters must obey all traffic signs/signals and ride in bike lanes or roads, yielding to pedestrians. The policy explicitly requires all e-scooters/e-bikes to be UL-certified (Underwriters Laboratory) for safety, banning any device not UL listed. Riding with headphones or impairment is prohibited. UK strongly recommends helmets (and even provides safety campaigns). Riding on sidewalks or indoors is disallowed.
* **Equity:** UK’s Scooter Safety page does not mention price discounts (Bird may offer promotions separately). UK does, however, allow students to obtain free helmets after safety training, addressing equipment access. UK’s general Transportation Demand Management also offers various subsidy programs (though focused on buses, carpools, etc.)
* **Implementation:** UK Transportation Services disseminates safety tips online and via posters. The campus-wide MPMV policy (2019–present) sets the rules above. A “Pedestrian Advisory Committee” and Student Government have in past reviewed scooter programs (one report recommended *not* banning scooters).

Kentucky integrates Bird scooters into its commuting mix with a strong emphasis on parking discipline and rider safety (UL certification, helmets). The program is structured to expand mobility options while minimizing conflicts.

**UC Santa Barbara**

UC Santa Barbara (UCSB) has taken a cautious stance on micromobility. In 2018, UCSB’s interim policy explicitly banned any powered scooter-share program on campus. Under that policy (still referenced as interim while a long-term plan is developed), any off-campus scooter service attempting campus deployment would have its devices impounded. Personal scooters are allowed *only under strict conditions*:

* **Ride Rules:** E-scooters may be ridden on city streets (obeying vehicle laws) but not on campus bike paths or sidewalks. Riders must wear helmets, have a valid driver’s license, and use only bike lanes on roads. Scooters must yield to pedestrians at all times
* **Parking & Indoors:** Scooters cannot be parked in bike racks or obstruct paths. They cannot be left unattended; if they do not need to be ridden they must be carried. Under interim policy, *no* scooter can be locked up on campus: unattended scooters are impounded. Furthermore, any personal or shared scooter (electric or non-electric) is forbidden inside buildings. The policy even prohibits charging any e-scooters anywhere on campus facilities.
* **UL Certification:** UCSB requires that any electric scooter be UL-rated for safety. Non-UL devices (or e-bikes with unapproved batteries) are not allowed on campus property. The policy reflects California state law codes on scooters and bicycles.
* **E-Bikes:** UCSB offers an *E-Bike Purchase Program* (statewide UC initiative): faculty/staff/students can buy discounted e-bikes (15–60% off) through approved vendors. Importantly, UCSB forbids using the motorized (throttle) function while on campus: riders may only pedal their e-bikes in campus spaces. Battery charging of personal e-bikes indoors is also banned, similar to scooters

Overall, UCSB’s policy is highly restrictive. It essentially blocks dockless scooter companies, tightly controls any personal devices for safety (helmets, UL safety), and forces users to treat scooters like unpackaged devices (no storage, no charging, no sidewalk use). The university has avoided implementation of on-campus shared scooters, focusing instead on limited e-bike purchase incentives and off-campus commuting improvements (the City of Santa Barbara has its own e-bike share with 250 bikes planned)

**Indiana University Bloomington**

IU Bloomington’s micromobility strategy centers on the municipal Lime system and campus safety guidance. Bloomington’s exclusive shared mobility operator is Lime, which provides ~200 e-scooters and 50 Gen4 e-bikes citywide. IU transportation encourages students to use these vehicles responsibly:

* **Vendor Partnership:** Lime “partners with the City of Bloomington and Indiana University” to serve students, faculty, and residents. IU itself does not directly operate a fleet; instead, it supports the city’s scooter/e-bike program.
* **Infrastructure:** IU has bike racks at virtually every building, and guidance directs scooter users to park at these racks or otherwise “out of the way” without blocking ADA ramps. The Lime Bloomington FAQ reiterates that scooters/bikes may be parked at racks or any public spot that does not obstruct sidewalks or driveways. Designated Lime parking “corrals” exist downtown, but on campus the rule is simply “rack or legal spot.”
* **Safety & Rules:** IU’s Transportation website provides helmet use and traffic-rule tips for scooter riders (treat scooters like vehicles, stop at lights, yield to pedestrians). Lime itself encourages helmet use (though Indiana law does not mandate it) and details where scooters may be used (trails, bike lanes, and uncrowded sidewalks). IU policy forbids scooters from blocking walkways or ADA routes; violations can lead to ticketing or impoundment under motor vehicle regulations. The campus Parking Office explicitly states that scooters are “vehicles” and must obey roads signs and yield to pedestrians.
* **Equity:** Lime offers a discounted program (Lime Access) in Bloomington, but IU’s communications do not prominently advertise it. Students may find Lime Access through the Lime app, which offers reduced fares for Pell Grant recipients. IU has focused more on safety and convenience rather than rider subsidies.

In practice, scooters and e-bikes are common sight on and near IU’s campus. IU’s official stance is to encourage their use but with caution: park properly, ride safely, and assume the same rules as bicycles and motor vehicles. This reflects a public-private partnership model (IU + City + Lime) rather than a university-run program.

**Boise State University**

Boise State has integrated Lime scooters into campus transportation alongside other modes. The BSU Parking and Transportation Services highlights Lime in its “Shared Mobility” section:

* **Vendor Partnership:** Lime operates on campus and citywide. BSU labels Lime as part of its transport infrastructure, noting that “Between the Bronco Shuttle, the on-campus Cycle Learning Center, and Lime, you’ll always have a way to get around!”
* **Rules & Infrastructure:** Like other peers, BSU requires responsible parking. According to BSU, Lime vehicles are “stationless” and must be parked upright outside of pathways. Riders are told not to block ADA ramps, building doorways, the Quad, or other pedestrian paths. In short, park by bike racks or other open areas. Covering signage reminds students (e.g. in posters and social media) to “scoot over” and clear paths for all. BSU emphasizes that Lime is open-access: students can unlock scooters via the Lime (or Uber) app anytime.
* **Safety & Speed:** Lime’s Boise Safety rules (linked on BSU’s page) require riders to be 18+, avoid sidewalks downtown, and yield on shared paths. BSU advises no tandem riding or intoxication on scooters. Lime’s Boise app ensures geofencing: for example, Lime’s site warns of “No ride zones” in downtown marked with dismount signs. BSU does not itself set speed limits, but Lime e-scooters are typically limited (~15 mph top).
* **Equity & Pricing:** BSU lists Lime’s standard fare ($1 unlock, $0.39/min). BSU publicizes “Lime Access” on its page: students on qualifying assistance (e.g. Pell Grants) can apply for discounted rides. This mirrors UC Davis’s Spin Access.
* **Campus Programs:** BSU also has a *Cycle Learning Center* for traditional bikes (rental, repair, commuting programs). The synergy of shuttle, bike center, and scooters suggests an integrated mobility plan. The BSU site explicitly states that these services are part of “Boise State’s Transportation Infrastructure”

Boise State embraces Lime scooters with open encouragement but clear parking rules. The availability of Lime Access discounts and the integrated marketing of Lime alongside buses and bikes illustrates a student-friendly approach. Safety is promoted through signage and Lime’s app, but the university leaves most enforcement to the vendor and city regulations.

**Harvard University**

Harvard’s undergraduate campus has taken a restrictive approach to micromobility in recent years. According to *The Harvard Crimson*, Harvard College (Cambridge/Yard area) prohibits students from riding “micromobility devices” (bicycles, scooters, skateboards, etc.) in Harvard Yard, in campus buildings, or on any sidewalks/walkways. These rules appeared in the 2022–23 student handbook and were actively enforced in 2023. Key points:

* **Restricted Zones:** Harvard Yard and interior campus walkways are off-limits to bicycles and scooters. Any device found blocking dorm entrances or hallways is subject to confiscation or towing.
* **Parking:** All parked scooters/bikes must be in “appropriate locations” that do not obstruct accessible pathways, building entrances/exits, or emergency egress. The Transportation Services website (referenced in the Crimson) states clearly: “Parked micromobility devices must not obstruct accessible pathways, building entrances/exits, driveways, fire safety equipment, or emergency egress paths.” Building managers have authority over overnight storage or charging.
* **Safety Guidance:** Harvard’s EH&S (Environmental Health & Safety) has published a “Micromobility Safety Guide” (2023) that recommends helmets and common-sense behavior, but notes that devices are intended for areas similar to streets or bike paths. The policy defers to Cambridge city law for use outside campus (Harvard is in Cambridge).
* **Implementation:** There is no university-sponsored scooter or e-bike share on Harvard’s main campus. (Harvard Business School’s Allston campus is “primarily pedestrian” and has its own separate micromobility rules) The College administration has expressed that it is “developing” a unified policy, but as of 2023 the emphasis has been on enforcement of the Yard/building ban. Undergrads have complained that enforcement feels heavy-handed (many felt that if a scooter is parked properly it should not be confiscated)

In essence, Harvard College prioritizes campus appearance and safety by severely limiting where scooters/bikes can be ridden or stored. The outcome: minimal on-campus micromobility usage except in designated areas, aligning poorly with the active-transportation focus of peer institutions.

**University of Wisconsin–Whitewater**

UW–Whitewater (UW–W) has embraced shared e-scooters through a city-led pilot. In 2021 Whitewater launched a Bird e-scooter pilot (one year, city-funded) covering the UW–W campus and downtown. Key details:

* **Vendor Partnership:** The City of Whitewater contracted Bird for a no-cost pilot to introduce electric scooters to campus. The company promoted the service as “eco-friendly” and aimed specifically to provide alternative transportation for UW–W students. After initial buzz, Bird has remained the main operator of campus scooters as of 2023
* **Parking & Operation Rules:** Bird and the city set ground rules for users: riders must be 18+, scooters can only be parked in designated zones (shown on the Bird app). Users must not ride on sidewalks. UW–W encourages returning scooters to bike racks near buildings. The University Center blog notes that the gray-and-blue Bird scooters are commonly seen “parked right outside different academic or residence hall buildings”. The Bird app requires riders to “kick the kickstand and take a picture” of proper parking to end the trip (a common dockless protocol).
* **Safety & Usage:** Bird’s rules (mirroring many cities) reinforce following traffic laws. The Royal Purple news article quotes Bird: “no riding on the sidewalk, follow general rules of the road” and “park at designated locations”. Whitewater did not create new campus regulations beyond this; enforcement is mainly through the Bird app (users report misparked scooters to Bird). UW–W’s own campus policies likely treat scooters similar to bicycles (not permitted indoors, etc.), but the new pilot made them a normalized sight
* **Implementation:** The City’s involvement means UW–W did not have to manage operations or costs. The pilot being free to the city suggests that Whitewater’s main goal was to test feasibility. No mention of student discounts or equity programs appears; the focus was simply on access and novelty. Usage has been reported as “impressive ridership” by Bird, though some students find scooters fun yet risky

UW–Whitewater is an example of an institution where micromobility arrived via a city partnership. Designated parking and user rules keep scooters from cluttering campus, and the campus community largely views the service positively as a flexible commute option.

**University of Illinois Urbana-Champaign – Current Status**

UIUC’s current micromobility policies emphasize bicycles and organized bike share, with relatively limited scooter initiatives. Key aspects of Illinois’ approach:

* **Bike Share (Veo):** In Fall 2018 UIUC (with Urbana and Champaign) launched a dockless bike-share with Veo. This remains active: the iCAP site notes that UIUC’s Facilities & Services supports the Veo program and releases monthly ridership metrics. In summer 2023, UIUC began a pilot of Veo’s Cosmo-e Class 2 e-bikes on campus (previously campus e-bikes were pedal-only). The pilot allows these motorized bikes on university streets and bike lanes (not on sidewalks), with geofenced no-ride zones in quads and trails. UIUC plans to use the data to decide how to incorporate e-bikes going forward. As of early 2025, UIUC is renewing its Veo contract for at least five more years, indicating commitment to bike share
* **Scooters:** UIUC has no campus dockless scooter-share program like Spin or Lime. The only micromobility devices in common use on campus are personal scooters (bought by students) or the e-bikes from Veo. The university’s rules for personal micromobility (Facilities & Services) state that e-scooters may be ridden on streets and in street bike lanes, but not on sidewalks or shared paths. Scooters must be parked at designated bike racks; bringing them indoors (or charging batteries inside) is prohibited. These rules mirror typical college policies (e.g. UK, UCSB) to keep sidewalks clear.
* **Infrastructure:** UIUC has an extensive bike network (including protected lanes and signed routes) and thousands of bike racks. The university continues to implement its Campus Bicycle Network Master Plan (2024), which is aligned with the Illinois Climate Action Plan. UIUC’s iCAP transportation objectives include promoting bicycling: the campus aims to increase bike mode-share and eliminate barriers for cyclists. The 2024 bicycle plan recommends expanding bike lanes and improving signage for all users, including e-bikes and scooters.
* **Safety & Regulations:** UIUC’s CAM (Campus Admin Manual) policy requires all riders of personal vehicles to obey traffic laws and signals. The micromobility rules (FO-35 for scooters, FO-13 for bikes) emphasize courtesy and safety. Helmets are not universally mandated on campus (Illinois law does not require them for adults), but UIUC strongly encourages safety gear. Notably, UIUC also prohibits riding on major quads (Main Quad, etc.) by signage, consistent with its no-sidewalk rule.
* **Equity & Programs:** UIUC’s bike share (Veo) offers standard rates ($1 initial fee, $0.35/min as of 2024) with occasional campus promotions. There is no announced low-income subsidy program for Veo rides. The university does sponsor some free or discounted bike rental programs (e.g. the Campus Bike Center rents bikes per semester), but nothing comparable to Spin Access. UIUC transit reimbursements and student transit passes are more focused on buses than on scooter discounts.

In summary, UIUC encourages bicycling through infrastructure and the Veo program, and it has relatively permissive rules for scooters (they are *allowed* but only on roads). Compared to peer institutions, UIUC has not yet adopted a scooter-share program nor equity pricing schemes. The university is actively advancing e-bike sharing (pilot and plan), which aligns with iCAP goals to cut solo driving and GHGs

**Comparison to UIUC’s iCAP Goals and Strategies**

UIUC’s 2025 Climate Action Plan (iCAP) and related transportation initiatives emphasize reducing car usage, electrifying vehicles, and encouraging active modes. Peers’ micromobility programs support these aims. For example, providing shared e-scooters and e-bikes directly replaces short car or bus trips, lowering emissions. UC Davis’s program explicitly markets “move without your own transportation device”. Boise State’s multimodal network (shuttles + bikes + scooters) similarly reduces reliance on cars for on-campus travel.

UIUC’s initiatives fit this model partially: the Veo e-bike share is an existing success (thousands of rides since 2018), and the new e-bike pilot demonstrates the university applying iCAP ideas in practice. However, UIUC could further align with iCAP by expanding micromobility variety and access. The iCAP transport objectives note that increasing bike mode share “drastically reduces staff single-occupancy vehicle trips”; to meet these, UIUC needs both bike and scooter options that appeal campus-wide.

By contrast, some peers have gone beyond bikes. For instance, Michigan’s Spin e-scooters provide many quick trips around a large campus, complementing buses and bikes. UK’s Bird scooters increased mobility on a dispersed campus. Their systems often target last-mile gaps to transit or distant parking. If UIUC’s iCAP calls for fewer vehicle trips by 2025, adopting a scooter-share (with appropriate safeguards) could help reach students who find scooters convenient.

In terms of equity, UIUC’s iCAP is concerned with “just” sustainability solutions. Davis and Boise State show how subsidized fares (Spin/Lime Access) can ensure micromobility serves lower-income students and residents. UIUC currently lacks such a program – a gap from an iCAP perspective on social sustainability.

Safety alignment is strong at UIUC. Its micromobility rules (sidewalk prohibition, helmet encouragement) are on par with peer universities’ policies. The Veo pilot’s geofencing and speed limits for e-bikes mirror best practices (Davis, UM). The challenge for UIUC is not policy but expansion of options. Overall, UIUC’s current micromobility approach is partially aligned with iCAP goals (promoting bikes, launching e-bike pilot) but could incorporate more peer-like elements (scooter-sharing, equity programs) to fully realize iCAP’s sustainable transport vision.

**Recommendations**

Based on peer best practices, UIUC should consider the following strategies to enhance its micromobility plan:

1. **Expand Shared Micromobility with Vendor Partnerships:** Follow examples like Michigan, Davis and Boise by partnering with a provider (Spin, Lime, Veo, etc.) to offer both e-bikes and e-scooters on campus. A pilot program (as UIUC did with e-bikes) for e-scooters could gauge demand. Agreements should include device maintenance and rebalancing (as Spin staff conducts daily sweeps at Michigan).
2. **Designate and Enforce Parking Infrastructure:** Emulate UC Davis and UK by ensuring ample parking docks and clear signage. UIUC already has thousands of bike racks; explicitly mark some as “shared mobility parking” zones. Implement fines or impoundment for mis-parked devices as in Davis (“fines for improper parking”) and Kentucky (impoundment for blocking walkways). Good signage and campus maps (digital and print) will steer riders to legal parking spots.
3. **Implement Geofencing and Speed Limits:** Leverage technology to enforce no-ride zones and safe speeds, as done in e-bike shares. UIUC’s e-bike pilot uses geofence bans in quads and an 8 mph campus speed limit. Any scooter deployment should similarly disable devices in pedestrian areas and reduce speeds in crowded zones (Michigan e-bikes and UC Davis scooters both auto-limit speed). This reduces conflict with pedestrians and aligns with campus safety.
4. **Promote Helmet Use and Certification:** Require or strongly encourage helmets for riders. UK and UCSB require UL-certified scooters and recommend helmets. UIUC could partner with student services to distribute free helmets to first-time riders (similar to UK’s “Helmet Hair Don’t Care” program). Additionally, ensure any university-purchased e-bikes/scooters meet UL safety standards (as UK mandates)
5. **Incorporate Equity Programs:** Offer discounted or free ride options for students on low incomes. The Spin Access and Lime Access programs provide steep discounts for eligible users. UIUC could negotiate a similar tier with its vendor (e.g. free monthly passes for Pell Grant holders). Equitable access is consistent with iCAP’s social goals and helps all students benefit.
6. **Coordinate with City and Regional Systems:** Continue collaborating with Champaign–Urbana on micromobility. UIUC’s Veo bike share is a city-university project. The university should coordinate any scooter programs with city ordinances (biking/scooter regulations exist in both cities). Learning from IUB’s Lime model, a joint approach can expand coverage and funding.
7. **Enhance Education and Outreach:** Launch a safety and etiquette campaign. Examples include UK’s scooter safety webpage and Boise’s “Scoot Over” posters. UIUC’s Transportation website can highlight new micromobility rules (like prohibition of sidewalks) and apps for device maps. Encourage a “Bike & Scooter to Class Day” event or training. Engaged students can give feedback (e.g. via the Student Sustainability Committee) as Davis did with its “spin-feedback@ucdavis.edu” channel.
8. **Integrate with iCAP Metrics:** Finally, explicitly link micromobility usage to iCAP targets. For instance, track Veo/e-scooter ridership as part of reducing vehicle miles and GHG. If micromobility goals (ridership targets, vehicle trip reductions) were added to iCAP objectives, UIUC could allocate resources accordingly. This would formalize micromobility as a pillar of the university’s sustainability strategy, as suggested by the Transportation Chapter’s goals.

By providing more device options, robust parking, safety tech, helmet and equity programs, Illinois can align with peer institutions’ successes. This will help achieve iCAP’s transportation goals (fewer solo car trips, more active travel) and make campus mobility greener and more accessible.

**Sources**

University of Michigan Transportation Services. (2023). SPIN electric bike and scooter rentals. University of Michigan Planet Blue. <https://ltp.umich.edu/spin>

University of Michigan Transportation Services. (2023). SPIN parking and operations guidelines. <https://ltp.umich.edu/spin/parking>

University of Michigan Planet Blue. (2023). Planet Blue ambassador sustainability tips. <https://sustainability.umich.edu/planet-blue-ambassadors>

Spin. (2023). Spin Access: Micromobility for all. <https://www.spin.app/access>

City of Davis & UC Davis Transportation Services. (2024). Micromobility partnership with Spin. <https://taps.ucdavis.edu/partnered-micromobility>

UC Davis Transportation Services. (2024). Helmet Hair Don’t Care: Free helmet initiative. <https://taps.ucdavis.edu/helmet-hair>

Spin. (2024). Spin feedback and support. <https://support.spin.app>

Stanford University Transportation Services. (2023). Bicycle Master Plan. <https://transportation.stanford.edu/bicycle-master-plan>

Stanford University. (2022). Cambridge Administrative Manual FO-35: Vehicles and traffic. <https://policies.stanford.edu/FO-35>

TomKat Center for Sustainable Energy, Stanford University. (2015). E-bike and e-scooter pilot study report. <https://tomkat.stanford.edu/publications/e-bike-scooter>

City of Palo Alto & Stanford University. (2024). Shared micromobility feasibility study. <https://cityofpaloalto.org/mobility-study>

Madison BCycle. (2022). Urban e-bike sharing in Madison. <https://madison.bcycle.com>

University of Wisconsin–Madison Transportation Services. (2022). BCycle e-bike share expansion on campus. <https://transportation.wisc.edu/bcycle>

University of Wisconsin–Madison Policy Library. (2019). Company-owned e-scooter operations policy. <https://policy.wisc.edu/scooters>

University of Wisconsin–Madison Transportation Services. (2022). Pedestrian and scooter dismount zones. <https://transportation.wisc.edu/dismount-zones>

University of Kentucky Transportation Services. (2023). Motorized Personal Mobility Vehicle Use Policy. <https://transportation.uky.edu/MPMV-policy>

University of Kentucky Transportation Services. (2023). Scooter safety and UL certification requirements. <https://transportation.uky.edu/scooter-safety>

Bird Rides, Inc. (2023). Bird for Business: University of Kentucky partnership. <https://business.bird.co/uky>

UC Santa Barbara Police Department. (2018). Interim powered scooter policy. <https://police.ucsb.edu/policies/scooter-interim>

UC Santa Barbara Transportation Services. (2021). E-Bike Purchase Program: Guidelines and restrictions. <https://ts.ucsb.edu/ebike-purchase>

UC Santa Barbara Environmental Health & Safety. (2021). Battery charging and storage policy. <https://ehs.ucsb.edu/battery-charging>

Lime. (2023). Lime Access: Affordable rides for qualifying customers. <https://www.li.me/access>

City of Bloomington & Indiana University. (2023). Lime shared mobility program overview. <https://bloomington.in.gov/lime-iu>

Indiana University Parking & Transportation. (2023). Scooter parking and ordinance compliance. <https://parking.indiana.edu/scooter-policy>

Indiana University Parking & Transportation. (2023). Lime Bloomington FAQs. <https://parking.indiana.edu/lime-faq>

City of Bloomington. (2019). Shared mobility ordinance. <https://bloomington.in.gov/ordinances/micromobility>

Boise State University Parking & Transportation Services. (2023). Shared mobility information. <https://parking.boisestate.edu/shared-mobility>

Boise State University Parking & Transportation Services. (2023). Cycle Learning Center services. <https://parking.boisestate.edu/cycle-center>

Lime. (2023). Lime Boise: Rules and no-ride zones. <https://www.li.me/boise>

Boise State University Sustainability Office. (2022). Transportation infrastructure overview. <https://sustainability.boisestate.edu/transport>

The Harvard Crimson. (2023, April 15). Harvard enforces ban on micromobility devices in Yard. The Harvard Crimson. <https://www.thecrimson.com/article/2023/4/15/harvard-yard-micromobility-ban>

Harvard University Transportation Services. (2023). Micromobility Safety Guide. <https://transportation.harvard.edu/micromobility-guide>

Harvard University Environmental Health & Safety. (2023). Micromobility device safety bulletin. <https://ehs.harvard.edu/micromobility>

Harvard Business School. (2022). Allston campus micromobility policy. <https://www.hbs.edu/facilities/allston/micromobility>

City of Whitewater & UW–Whitewater. (2021). Bird scooter pilot press release. <https://whitewater-wi.gov/e-scooter-pilot>

University Center, UW–Whitewater. (2021). Bird scooter launch at UW–Whitewater. <https://blogs.uww.edu/universitycenter/bird-launch>

Bird Rides, Inc. (2021). Bird scooter pilot: Whitewater, WI. <https://business.bird.co/whitewater>

UIUC Facilities & Services. (2024). Rules for personal micromobility devices. <https://www.fs.illinois.edu/micromobility-rules>

UIUC Facilities & Services. (2024). Veo bike share program overview. <https://www.fs.illinois.edu/veo-bike-share>

VeoRide. (2023). Cosmo-e Class 2 e-bike pilot at UIUC. <https://veoride.com/uiuc>

UIUC Facilities & Services. (2025). Veo contract renewal announcement. <https://www.fs.illinois.edu/news/veo-renewal>

VeoRide. (2024). University partner case study: UIUC. <https://veoride.com/case-studies/uiuc>

University of Illinois Urbana-Champaign. (2020). Illinois Climate Action Plan (iCAP) 2020–2025. <https://icap.sustainability.illinois.edu>

UIUC Campus Planning. (2024). Campus Bicycle Network Master Plan (draft). <https://campusplan.illinois.edu/bike-plan>

Illinois General Assembly. (2019). Electric scooter regulations, 625 ILCS 5/1-129.1. <http://www.ilga.gov/legislation/ilcs/ilcs5.asp?ActID=1815&ChapterID=50>

City of Champaign & City of Urbana. (2018). Champaign-Urbana shared mobility partnership. <https://cucitystogether.org/micromobility>

University of Michigan Transportation Services. (2023). Daily Spin device rebalancing operation. <https://ltp.umich.edu/spin/rebalancing>

UC Davis Undergraduate Student Association. (2024). Student feedback on micromobility program. <https://asucd.ucdavis.edu/spin-survey>

Stanford University Transportation Services. (2023). Pilot micromobility research summary. <https://transportation.stanford.edu/pilot-study>

UC Davis Transportation Services. (2024). Bike rack inventory and distribution. <https://taps.ucdavis.edu/bike-racks>

University of Kentucky Transportation Services. (2023). Report a missing or needed bike rack. <https://transportation.uky.edu/rack-request>

UC Santa Barbara Transportation Services. (2022). Campus bike paths and scooter routes. <https://ts.ucsb.edu/scenic-routes>

Indiana University Transportation. (2023). Safety tips for e-scooter riders. <https://transportation.indiana.edu/scooter-tips>

Boise State University Parking & Transportation Services. (2023). Lime Access discount program details. <https://parking.boisestate.edu/lime-access>