



**VILLAGE OF BARTLETT  
BIKE AND RUN PLAN ADVISORY COMMITTEE  
AGENDA**

**BARTLETT MUNICIPAL CENTER  
228 S. MAIN STREET  
January 30, 2025  
3:00 PM**

1. Roll Call
2. Approval of October 17, 2024 meeting minutes
3. Public Comment (may be emailed in advance to [planningdivision@bartlett.il.gov](mailto:planningdivision@bartlett.il.gov))
4. Old Business / New Business
  - a. Park District Update
  - b. Bike Path Maintenance Update
  - c. E-Bike Regulations
5. Adjournment - Next meeting March 27, 2025



Village of Bartlett  
Bike and Run Committee Minutes  
October 17, 2024

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**CALL TO ORDER**

Chairman Adam Hopkins called the regular meeting of the Bike and Run Committee to order at 3:00 p.m.

**ROLL CALL**

Present: A. Hopkins, D. Palmer, J. Goetz, B. Krall

Absent: J. Doherty

ALSO PRESENT: A. Barna, Associate Planner, B. Krause, Associate Planner, N. Talarico, Village Engineer, A. Saravanapandian, Civil Engineer

**APPROVAL OF MINUTES**

A motion was made to approve the minutes of the June 27, 2024 meeting.

Motioned by: A. Hopkins

Seconded by: D. Palmer

**ROLL CALL**

Ayes: A. Hopkins, J. Goetz, D. Palmer, B. Krall

Nays: None

Abstain: None

Motion carried.



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**PUBLIC COMMENT:**

**Chairman A. Hopkins** asked if there were any comments from the public. **Terry Witt** 471 S Western Avenue, Bartlett spoke to the committee about how they can all participate in Safe Travel for All website, take a survey, pin the map, and add comments. He stated that he has added comments to install a crosswalk at Route 25, a crosswalk at Lake Street and Naperville Road, a speed table on S. Bartlett Road at the stables for the ComEd crossing so that people in wheelchairs and with strollers can push across at the same level to let cars know to slow down. He also said that we can put our bike plan ideas on the Safe Travel for All website to help move that along with the county to help us. They are putting the grant for the path down Stearns Road in the spring if that passes. The Village, the Park District and community organizations sent letters of support. The path that goes along Munger Road, but at the intersections, the cars do not stop at the stop signs. I would like to see more visibility of the crosswalk with a white stop line and a sign for the trail crossing. A couple of the ADA ramps at the crossings are not flush to the road. There is a 2" to 4" drop. **N. Talarico** said, we just finished that work yesterday. The whole area has been ground out and all of the drop offs are gone. The crosswalks will be striped at Schiferl Road and Brewster Creek Blvd. We will look into the additional bike path signage.

**Laura Winters** 1309 Highpoint Ct, Bartlett said that the intersection at Lake Street and Naperville Road needs a crosswalk, ideally a bridge. Last year, we spoke about how to get from my house to downtown Bartlett. Now we have the issue of 200 plus homes being built on Munger Road. They have built a sidewalk to the train tracks. What are the plans for the future of connecting all of us from Lake Street to Stearns Road to get the Fox River Trail? The main issue is how do we get across Lake Street safely and connecting us? We have to go through Villa Olivia down Spaulding Road and across Stearns Road to get to the Fox River Trail. We like to bike to destinations and would like to bike to downtown Bartlett, but it is a safety hazard. **A. Hopkins** staff can contact you and let you know what is in the works for that. **J. Goetz** there is a Lake Corridor Street plan with bike paths included. **N. Talarico** between Spaulding and Highpoint Court, I do not believe that the bike path is going to be extended north of Spaulding as part of the Grasslands development. **D. Palmer** I live near Villa Olivia and I am very familiar with the area. I know of plans for the railroad crossing, but I do not know how quickly the bike paths will come on either side. That is an ongoing issue for me and a lot of people who live on either side of Naperville Road. There are a couple of different versions for Route 20. I do not know if there is a final design. Any of those designs would include the ability to get west by bike, which is good. I do know that the plans contain eastbound Route 20 dual turn lanes onto Naperville Road.

**OLD BUSINESS/NEW BUSINESS**

**D. Palmer** stated he would like to have a discussion about the recommendation for different classes of E bikes for the Village Board. The pedal assists are very different from the 25 to 30 mile an hour fully-powered bicycles. I would like to see that on the agenda for discussion at our next meeting. **A. Barna** staff can add that to the agenda. **A. Hopkins** we can see what other communities are doing too. **D. Palmer** the warning crossing light on Prospect Avenue was installed in the last 3-4 months. Are there other locations being considered for that? **N. Talarico** those signs were a few thousand dollars. That came about through discussions with the Village Board for traffic calming. ComEd would not allow the Village to put a raised median there. We chose that intersection first because it is in the Bartlett right-of-way. The next location we are looking into is the ComEd bike path at S. Bartlett Road. We just need the approval from the County to install those. **D. Palmer** Schick Road and Fairfax Road would be a prime location for that. We could make recommendations and requests to the Village Board.



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PARK DISTRICT UPDATES

**Kim Dasbach** said, we are going into discussions for capital projects for the next physical year. We are working with Village staff to see what we need to budget for the next year.

BIKE PATH MAINTENANCE UPDATE

**N. Talarico** stated that we just finished the Munger Road path yesterday and will continue with the striping. Village staff is currently repaving the bike path on the north side of Stearns Road to Newport Avenue going west. We did Newport Avenue up to Ruzika Park over the last couple of years and now we will continue down Newport Avenue to Bittersweet Road where we started to install the new path a few years ago. That whole stretch will be completed possibly by the end of this year, depending on the weather. Those are done in-house. We have a grinder and a paver, and they are turning out pretty nice. We also did S. Bartlett Road to Mayflower Road this year. We received the IDOT grant for the bike path under route 59. We are still trying get access for soil borings. METRA is still in the design phase for the crossing on Naperville Road. In the next couple of weeks, the bike paths that we have recently paved will be sprayed with a paving preserver to help prolong the life of the new pavement. We plan to incorporate on the on-street bike path along Fairfax Avenue from Schick Road to Army Trail Road. We will stripe that next year with our road project and will resurfacing Gatewood and portion of Fairfax Road. It looks wide enough and we should be able to do something similar to what we did on Spaulding Road with the double-yellow lines and bike lines on each side. **J. Goetz** asked, what are the plans for next year? **N. Talarico** the Streets Department tries to complete a certain amount of footage every year as time allows. I see us continuing through town and if there are any recommendations for stretches that you would like us to look into, we will put those on the list. This is all down in-house and we can be flexible. We have a maintenance table that we use in Public Works and keep track of when the paths were paved and when they were sprayed. **B. Krall** asked, does the Village encourage comments from the public for this resurfacing project on social media? **N. Talarico** no, not typically, these are in-house projects and are part of our general maintenance program. We are continuing to spread the word on these projects using social media for notifications.

WAYFINDING SIGNAGE UPDATE

**B. Krause** presented the final draft of the Bartlett Wayfinding Signage Plan. Staff has been working with the committee and members of the public for about a year or so to install signs that do a good job of convincing people that there are many assets in the community that are very accessible via bike and we want to show that not just for users that are on the trails, but also people driving by. At our last meeting in June, we presented a draft of the plan. The biggest change from the draft and the final plan is the addition of corridor wayfinding signage. The bicycle signs are intended for the shared use paths and the corridor signs are for intersections where there is a key decision point or entrances into the community. We felt it was important to combine these into one signage plan. A lot of problems that other towns run into is they have a disjointed plan. We wanted to make sure that we had one style and policy guide for future signage installations. The map shows the destinations that the signs are pointing users towards. On the west side, Kohler Fields and the State park are not currently accessible to the rest of the Village via bike, but when they do eventually become accessible, those are the first signs that we want to make sure are included as future signs. All 6 of the locations were presented in June. On the corridor plan, the signs will be located at the entrances of the Village as well as key intersections pointing users to the major destinations within the Village. Only one sign would be in the Village right-of-way and the rest of the sign are not. Installation of those could take much longer based on the intergovernmental agreements that those signs will need.



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Design specifics as well as cost estimations are in the plan. We have a sign sample that was made by Public Works that is to scale so that you can see what the signs will look like. This was a true collaboration between PDS staff and Public Works for design input and we are very happy with the outcome. These will be single-post double signs where applicable with an element of modularity where each green section is intended to be separatable for when more locations become accessible and we will be able to add those rather than printing a new sign. **A. Hopkins** I am pleased with the sign. **B. Krall** asked, what is the schedule for the installation of the signs? **B. Krause** this plan will need approval from the Village Board. We will need a formal recommendation to the Village Board from this committee. The earliest that could happen is at the November 19 Village Board Meeting where this plan would actually need to be adopted as an official policy if the Board chooses to do so. **N. Talarico** I do think it is possible to get some of the signs installed before the end of the year. **D. Palmer** said, I like that the standardized green signs are the final product. That is universal instead of just unique to Bartlett. **A. Hopkins** I think it is great and maybe some of the signs will be installed before the end of the year. **N. Talarico** said it is possible that some of the signs will be installed before the end of the year. **A. Hopkins** that would be something exciting to post on social media to promote it a little bit. **N. Talarico** yes, we could do that.

**A. Hopkins** made a motion to pass on a positive recommendation to the Village Board to adopt and implement the Bartlett Wayfinding Signage Plan.

**Motion passed by unanimous voice vote.**

**A. Hopkins** asked for a motion to adjourn.

**Motioned by: D. Palmer**

**Seconded by: B. Krall**

**Motion passed by unanimous voice vote.**

**The meeting adjourned at 3:34 p.m.**

# Memo

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**To:** Bike and Run Committee Chairman and Members  
**From:** Ashwin Saravanapandian, Civil Engineer  
**Subject:** **Bike Path Maintenance Update**  
**Date:** January 30, 2025

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Each fiscal year, the Village allocates a grand total of \$40,000 to bike path repairs, maintenance and other projects; \$30,000 from the Village and \$10,000 from the Park District. Staff utilizes past projects and the Bike and Run Committee (BARC) recommendations to plan for the fiscal year.

The updated list of planned projects in 2025 are below:

- Brewster Creek paths have been completed. Crosswalks have been striped, and the final county inspection will be scheduled for the springtime.
- Staff completed paving of the final stretch along Stearns Rd. Over the past three years staff has repaved the entire path from Ruzicka Park to Bittersweet Dr.
- The Naperville bike path and the bike path under Route 59 are still in the design and permitting phase.
- The on-street bike path striping along Fairfax between Shick and Army Trail will be included in 2025 Resurfacing Project.
- Staff plans to continue repaving Struckman Blvd between S Bartlett Rd and Route 59. This work will take place as time allows during the warmer months.

## **PLANNING & DEVELOPMENT SERVICES MEMORANDUM**

**25-02**

DATE: January 23, 2024

TO: The Chairman and Members of the Bike and Run Plan Advisory Committee

FROM: Brian Krause, Associate Planner, Andrew Barna, Associate Planner 

RE: **E-Bike Regulations**

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### **Background**

At the October 17, 2024 Bike & Run Plan Advisory Committee Meeting, Committee members requested information on the policies and regulations of electric bicycles (e-bikes) of the communities surrounding Bartlett. A survey was sent through the DuPage Mayors and Managers Conference and the Northwest Municipal Conference, yielding 27 results from municipalities. The results were then compiled by Staff, and further research was done to assess the effectiveness and enforceability of these regulations.

The Village follows the state's regulations of e-bikes on bike paths. These include a ban on riding e-bikes on sidewalks, and users under 16 from riding Class 3 e-bikes. (There are three classes of e-bikes designated in Illinois, with Class 3 having the fastest maximum of 28 miles per hour). Within the Village, the DuPage County Forest Preserve and Illinois Department of Natural Resources trails have additional regulations of e-bikes. On these trails (which include the North Central DuPage Regional Trail), Class 3 bikes are prohibited entirely. Just outside of Bartlett, the Illinois Prairie Path does not regulate e-bikes except to say that e-bikes should be no faster than other bikes.

### **Regulations**

The survey resulted in 27 responses:

Of municipalities that do not currently have e-bike regulations:

- 15 municipalities do not have plans to adopt any
- 4 municipalities are in preliminary discussions to adopt some
- 2 municipalities are set to adopt some imminently (as of 12/18/2024)

### Status of E-Bike Regulations for Municipalities That Do Not Currently Have Them

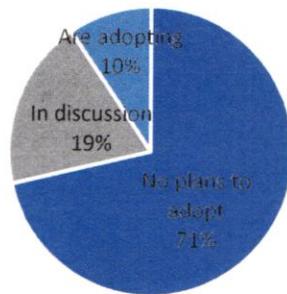


Figure 1: 12/18/2024 Municipal Survey Results

Of the municipalities that did adopt e-bike regulations (of which there were 6, or 22% of responses), there was a lack of uniformity in the e-bike regulations that have been adopted.

- Two municipalities enacted blanket bans for all classes of e-bikes on trails
- Two municipalities expanded the state's ban on riders 16 or younger from riding Class 3 e-bikes to include Classes 1 and 2
- One municipality enacted a blanket 20 mph speed limit on bike paths
- One prohibited the use of the electric motor on bike paths, without banning e-bikes entirely

Notably, none of the municipalities immediately bordering Bartlett have adopted e-bike regulations. This includes Streamwood, with which the Village of Bartlett published a Bike and Pedestrian Plan in 2022 that does not mention the regulation of e-bikes.

Responses indicated that complaints from officials and internal staff discussions prompted the larger discussion and/or adoption of these regulations. These complaints received were usually centered around the incompatibility of speeds between e-bikes and manual bikes.

### **Enforcement**

Of the municipalities that do currently have e-bike regulations, 3 have reported major problems with enforceability. Reported issues include difficulties with information sharing, the lack of knowledge held by the riders from out-of-town, drawing distinctions between different path jurisdictions (both within the municipality and at the borders), tracking and catching offenders, and determining how to manage children that do not follow the regulations. While there were some responses that did not report these issues, a majority mentioned enforcement as a primary concern during discussions of e-bike policy adoption.

## **Recommendation**

PDS Staff recommends that the Committee reviews and discusses the attached survey results.

## DMMC Survey - E-Bike Regulations

12/18/2024

**For communities with e-bike regulations:**

Municipality:	1. What are your community's regulations for e-bikes on bicycle and multi-use paths?	2. What challenges, if any, have arisen in implementing and enforcing these regulations?
<b>Village of Burr Ridge</b>	Prohibited at this time.	Numerous. Many people, including mainly kids and families, don't realize that there is a blanket ban of these uses on sidewalks.
<b>Village of Hinsdale</b>	e-bikes are not allowed on the sidewalks and any device with an electric motor greater than 750w is prohibited in the public way. Scooters must be under 750w and are only allowed on sidewalks. Electric standup scooters are not allowed on the sidewalks in the Central Business District nor allowed in the roadway.	The following was provided by the Village's Police Department – The State law fails to address the diversity of devices (devices without pedals, devices over 750w, devices with 1 wheel, etc.). Each community is enacting regulations to address the issues that face each individual community, which means regulations change from community to community. The Village of Hinsdale's implementation and enforcement has been effective due to the public outreach and education regarding the Village's regulations. The challenges involve riders from other communities that enter Hinsdale (usually middle school aged) who are not familiar with our ordinance.
<b>Village of Itasca</b>	In 2023, the Village of Itasca updated its traffic code to define various types of unlicensed motorized vehicles and regulate their use. The <i>*attached*</i> ordinance outlines these changes. Our Police Department is currently working on proposed amendments to this ordinance.	
	According to the ordinance, electric bicycles are classified as Class 3 personal motorized vehicles, capable of exceeding 10 miles per hour. They are only allowed to operate on public streets within the Village of Itasca.	Our biggest challenge has been enforcement. Many riders do not stop for officers, and without observing where the rider starts or ends their journey, identifying them becomes difficult as there are no visible identifiers to track.
<b>Village of Oak Brook</b>	We are presently in the in-between, the proposed E-bike (in fact all vehicle) regulation is on for adoption tomorrow evening. We are proposing a 20 mph speed limit for all devices (manual, electric, gas) on bike paths. We have had a only a small handful of complaints, focused more on incompatibility of speeds more than the devices themselves. The Park District and Village have been collaborating on the new proposal.	

## DMMC Survey - E-Bike Regulations

12/18/2024

*For communities without e-bike regulations:*

Municipality:	1. Have there been discussions about implementing e-bike regulations? If so, how were these discussions received by officials?	2. Have challenges related to implementation and enforcement been raised during these discussions? If so, how were they addressed?
<b>Village of Burr Ridge</b>	Yes. Officials continue to want them banned wherever possible. Some discussion about appropriateness of letting kids use sidewalks.	Yes. We will need to create very clear and specific policies, such as a total ban on pursuit, warnings, education, etc.
<b>City of Darien</b>	The City of Darien does not have an ordinance on e-bikes and/or scooters.	
	Yes from the PD to Elected Officials. Willing to hear options.	No, just wanted details on the extent of the problem.
<b>Village of Glen Ellyn</b>	Regulations for e-bikes/micromobility devices were discussed collaboratively at a recent Village Board workshop. A draft ordinance may be considered in the near future.	Concerns regarding enforcement options and what elements to include in a potential ordinance have been discussed. One of the items to consider is the element of parental responsibility. Ordinances from various communities have been reviewed to determine what options may be available.
<b>City of Naperville</b>	No separate regulations.	
<b>Village of Schaumburg</b>	We are currently working on drafting a code amendment to regulate the use of e-bikes. Those discussions have been among staff and nothing has been presented to our board yet.	We are working through those challenges. In coordination with our police department we've identified a few potential stumbling blocks that would make enforcement difficult, namely how we classify an intended versus an unintended user of a bike facility (who's prohibited and who isn't). It seems to be easiest to regulate based on e-bike classes because they are required by State law to have a sticker on their frame identifying class, top speed, and wattage. Thus we are pursuing an amendment to our code to enforce based on that criteria. That remains with staff at this point and has not yet been presented to our board.
<b>City of West Chicago</b>	WC officials have had no public discussions about e-bike regulations.	
<b>Village of Willowbrook</b>	N/A	N/A
<b>City of Wood Dale</b>	We don't have anything on books, nor have we had any issues or complaints.	

1. For communities that currently have ebike regulations:		2. For communities that do not currently have ebike regulations:			
Municipality	a. What are the current regulations regarding ebikes on bicycle/multi-use paths in your community?	b. What challenges have there been in implementing and enforcing these regulations?	a. Have there been any discussions about implementing new regulations on ebikes, and how were these discussions received by officials?	b. In these discussions, have issues of implementation and enforcement arisen, and how were they addressed?	3. Comments
Bannockburn	We currently follow the State Statute.	None so far. But, we are seeing an increase in the use of electric bikes and scooters. If they are children we are notifying their parents.	We are in the discussion phase.	Not yet.	
Barrington	<p>No person shall operate a motor driven scooter or a snow removal vehicle upon any public street, sidewalk, walking path, parking lot, bike path, park or on any other public property.</p> <p>Motor driven scooter is defined as: an electric or gas driven wheeled scooter, motor driven cycle or other similar motor driven vehicle for which the state of Illinois does not issue a title document, and does not issue license plates or registration documents.</p> <p>There are various exemptions for Village-operated vehicles, motorized wheelchairs, etc.</p>				
Deerfield	None.	N/A.	Yes, Village Officials are in favor of regulations.	Implementation and enforcement are parts of the discussions but nothing is finalized.	

Municipality	1. For communities that currently have ebike regulations:		2. For communities that do not currently have ebike regulations:		3. Comments
	a. What are the current regulations regarding ebikes on bicycle/multi-use paths in your community?	b. What challenges have there been in implementing and enforcing these regulations?	a. Have there been any discussions about implementing new regulations on ebikes, and how were these discussions received by officials?	b. In these discussions, have issues of implementation and enforcement arisen, and how were they addressed?	
Evanston	At present, they more or less have the same rights and responsibilities as bicycles.	As bicycling becomes more popular, and our street infrastructure works to catch up, many people ride on the sidewalk. This is technically illegal in downtown Evanston where we have just installed new signage telling people to dismount.			You can read the relevant ordinance, 10-9-4 here:  <a href="https://library.municode.com/il/evanston/codes/code_of_ordinances?nodeId=TI10MOVETR_CH9BI_10-9-4OP">https://library.municode.com/il/evanston/codes/code_of_ordinances?nodeId=TI10MOVETR_CH9BI_10-9-4OP</a>
Highland Park	Currently, there are no regulations regarding ebikes on bicycle/multi-use paths.	There has been no implementation.	There have been no discussions. Our Move HP plan has a discussion on Micromobility/e-scooters, however, it was determined that a bike share/micromobility program was not feasible.	Have not had these discussions.	
Lake Zurich	None. Current regulations only allow the use of non-motorized (powered by humans) on bike paths.	N/A.	Initial discussions at staff level. The community does not have a preponderance of ebikes, requiring the need for regulation.	The discussions were general in nature.	
Lincolnwood	N/A.	N/A.	No, electric scooter regulations were adopted several years ago.		

Municipality	1. For communities that currently have ebike regulations: a. What are the current regulations regarding ebikes on bicycle/multi-use paths in your community?	b. What challenges have there been in implementing and enforcing these regulations?	2. For communities that do not currently have ebike regulations: a. Have there been any discussions about implementing new regulations on ebikes, and how were these discussions received by officials?	b. In these discussions, have issues of implementation and enforcement arisen, and how were they addressed?	3. Comments
Morton Grove	No persons shall operate a motor driven scooter (including "motor driven bicycles") upon any public street, sidewalk, parking lot, bike path, park, or on any other public property within the Village of Morton Grove, or on any private property without the express consent of the owner, or on any location prohibited by signs restricting such operation or use.	The Village has had very limited reports about this issue. Most of our e-bike traffic appears to occur on Forest Preserves paths/roads.			
Mount Prospect	The Village of Mount Prospect does not have any regulations regarding ebikes on bicycle/multi-use paths.	N/A.	No.	N/A.	
Niles	N/A.	N/A.	There has been very preliminary discussion in our Bicycle and Pedestrian Advisory Group about what the regulations are. There hasn't really been discussion about creating any.	N/A.	
Northbrook	No person under the age of 16 shall operate a motor driven scooter on any public street, parking lot, bike path, park, or on any other public property within the village, and such operation of a motor driven scooter by a person under the age of 16 is hereby declared to be a nuisance.	Unknown.			

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Municipality	a. What are the current regulations regarding ebikes on bicycle/multi-use paths in your community?	b. What challenges have there been in implementing and enforcing these regulations?	a. Have there been any discussions about implementing new regulations on ebikes, and how were these discussions received by officials?	b. In these discussions, have issues of implementation and enforcement arisen, and how were they addressed?	3. Comments
Northfield	No regulation.	No regulation.	There has not been any discussion on the regulation of e-bikes.		
Rolling Meadows	Allowed on bike paths and if operated at night a front and rear light are required.	None.			We currently use E-Bike with in our department and they have been of great use.
Schaumburg			We are currently working on drafting a code amendment to regulate the use of e-bikes. Those discussions have been among staff and nothing has been presented to our board yet.	We are working through those challenges. In coordination with our police department we've identified a few potential stumbling blocks that would make enforcement difficult, namely how we classify an intended versus an unintended user of a bike facility (who's prohibited and who isn't). It seems to be easiest to regulate based on e-bike classes because they are required by State law to have a sticker on their frame identifying class, top speed, and wattage. Thus we are pursuing an amendment to our code to enforce based on that criteria. That remains with staff at this point and has not yet been presented to our board.	

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Municipality	a. What are the current regulations regarding ebikes on bicycle/multi-use paths in your community?	b. What challenges have there been in implementing and enforcing these regulations?	a. Have there been any discussions about implementing new regulations on ebikes, and how were these discussions received by officials?	b. In these discussions, have issues of implementation and enforcement arisen, and how were they addressed?	3. Comments
Skokie	None.	This has been an ongoing discussion, and its not a simple ebike regulation without also addressing all electric cycles. Manufacturers are now making electric cycles that don't have pedals. These are not defined or addressed yet in state law nor our ordinance.	Conversations have been discussed internally among staff.	Enforcement concerns are one aspect of the conversation. The need to define what an E-bike is, speed limits that are allowed on certain type of classes of bikes, regulating all other forms of Electric transportation (scooters, boards, etc). Allowing them on roadways without bicycle facilities and ones that do etc...	
Streamwood			No.		
Wheeling	No regulations.	N/A.	No.	N/A.	