



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
March 27, 2025
3:00 PM**

1. Roll Call
2. Approval of January 30, 2025 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@bartlett.il.gov)
4. Old Business / New Business
 - a. Park District Update
 - b. Bike Path Maintenance Update
 - c. E-Bike Regulations
 - d. Public Relations Campaign for E-Bike Safety
 - e. May is National Bike Month
5. Adjournment - Next meeting June 26, 2025



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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, R. Fletcher

Absent: None

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

APPROVAL OF MINUTES

A motion was made to approve the minutes of the October 17, 2024 meeting.

Motioned by: A. Hopkins

Seconded by: D. Palmer

ROLL CALL

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

Nays: None

Abstain: R. Fletcher

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 came forward and said we need to let the residents know what we did and the best way to do that is to sponsor a monthly bike ride with the committee. You can show people where they can ride safely and can get feedback from those people. Why not celebrate all of the work that you are doing and continuing to do to build crosswalks. Only a few of us come to the meetings to give our opinions and I would like to encourage you to have community bike rides. One could be to collect donations for Jay Doherty to go towards ALS. There are so many things we can accomplish with the community. I would also like to add as a reminder that there are 3 classes of e-bikes and I also see electric motorcycles on the paths. Those are not e-bikes, those are motorcycles driven by electricity and they are going 40 miles an hour on our paths and when they bounce on a path that is not smooth, they go airborne and have no control. When you are 14 years old on a bike path out of control that is scary. As we decide how to consider their use, please keep in mind that there is a class that is not even e-bikes.

Laura Winters 1309 Highpoint Ct, Bartlett said we need a way to get across Lake Street by Naperville Road so that we can get to Streamwood to eventually get to the path to get to downtown Bartlett. Last time, we talked about connecting to the new subdivision on Naperville that is going to go through to Lake Street. **A. Hopkins** Public Works has meetings with IDOT and in the next couple of years, they are going to be updating the plans for Lake Street. Maybe they can look at adding a crossing at Naperville Road and Route 20. **D. Palmer** the State of Illinois has plans mostly west, but I think it would eventually involve Naperville Road to the point where there would be a dual right turn for eastbound Route 20, but I do not know how fast that is going to happen. I would think that when they do that, they would install bike and walk lanes. I have the same issue getting out of my subdivision with Naperville Road access to downtown Bartlett. There is just no way to get there.

OLD BUSINESS/NEW BUSINESS

A. Hopkins we have a new Committee member, Rita Fletcher. Thank you for volunteering for this committee. I know you bring a wealth of knowledge being part of the Park District for years.

J. Goetz said, I feel like we leave every meeting with take-aways. Do we have updates for those from the last meeting? **D. Palmer** my item is on the agenda. **A. Hopkins** suggested that at the next meeting, we can review our old meetings, compile some of the questions and add that to our agenda items to follow up on to get answers to the questions that we have asked.

L. Winters asked, where are the meeting minutes posted? I found out about the meeting on the What's Happening in Bartlett Facebook page. **A. Hopkins** stated that all public meetings are posted on the Village website, all meetings are recorded and are public knowledge. The Village of Bartlett is very transparent.

PARK DISTRICT UPDATES

Kelly O'Brien said there was not an update at this time, but could answer any questions. **A. Hopkins** asked, does the park district plow and maintain the trails in the winter? **K. O'Brien** we typically focus on the Bartlett Bike Trail for snow removal.

BIKE PATH MAINTENANCE UPDATE



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A. Saravanapandian summarized the bike path updates highlighted in the Public Works Bike Path Maintenance Memo including the Brewster Creek paths completion, completion of paving for Stearns Road from Ruzicka Park to Bittersweet drive, on-street bike path striping along Fairfax between Schick Road and Army Trail Road, continued paving for Struckman Boulevard between S. Bartlett Road and the Route 59 and the Naperville Road Bike Path, which is still in the permitting phase.

J. Goetz asked if there was an update on the wayfinding signage. **B. Krause** the wayfinding plan has been passed by the Village Board and is now an official policy. I spoke with Public Works and they will include that in their budget so that we do not have to do separate financing and the signs are relatively affordable. We do have to wait until spring when the ground thaws to install the signs in April or May. Our next meeting is March 27 and we hope to have another update at that meeting. **A. Hopkins** asked, have the signs been made yet? **B. Krause** not yet. **A. Hopkins** suggested posting a YouTube video of the signs being made and installed as a promotion and marketing campaign. People like to see things like that. **B. Krause** for the marketing suggestions, we will loop in the Administration Department, as they would be more helpful with that.

E-BIKE REGULATIONS

B. Krause said, at the last meeting we were asked to look into e-bike regulations and what other municipalities have done to regulate e-bikes. The Village of Bartlett does not currently have a locally-passed policy regarding e-bikes. All of the riders that use our paths are required to follow State Laws. E-bikes are separate from what are called personalized-motor vehicles. Anything above the 3 classifications of e-bikes, which the State of Illinois designates are not considered e-bikes and therefore banned from bike paths. The key points of the Illinois Bike Law are that e-bikes are treated as regular bikes. All of the policies that concern regular bikes including riding on the right side of the path and not driving recklessly also apply to e-bikes. Also, e-bikes are not allowed to be ridden on sidewalks. The distinction between sidewalks and bike paths is not always as clear as we would like it to be, but just like bikes, e-bikes are not allowed to be driven on sidewalks. The 3 different classes of e-bikes are pedal-assisted bikes where the motor only kicks in as you are pedaling and is capped off at 20 miles an hour. Class 2 e-bikes are also capped at 20 miles an hour, but are throttle-assisted and not an automatic motor that kicks in while pedaling, you are able to ride the bike without pedaling through the throttle. Class 3 only activates the motor while you are pedaling. The motor does not work unless you are also pedaling, but that has a higher cap at 28 miles an hour. Anything that does not fall into 1 of these 3 categories is a personalized motor vehicle and is not allowed on paths. **A. Hopkins** asked, is it hard to distinguish between these 3 classes? **B. Krause** State Law requires that every e-bike is properly labeled. You are not allowed to remove the manufacturer's label that says which class of e-bike you are riding so that it is clear for the rider and law enforcement which class of e-bike it is and if it does not have that classification, it is not an e-bike. **R. Fletcher** said, she had just bought an e-bike a year ago and there is not sticker on it. **D. Palmer** if it is a new law, it has not gotten to the manufacturers yet. **B. Krause** said he believed the law was passed in 2018. There should be something on the e-bike that designates which class of e-bike it is. For all of the Village of Bartlett trails, we follow the State Law. That also applies DuPage, Cook and Kane County trails. The regional trails, which includes the trails maintained by the DuPage County Forest Preserve have an additional regulation that bans class 3 bikes. In fact, they are banned by classifying class 3 as a personalized motor vehicle like the examples mentioned earlier. DuPage County Forest Preserve trail includes the trails on the southeast side of Bartlett near Bartlett High School. The Illinois Prairie Path, which is a major thoroughfare going across our region does not have any additional standards other than clarifying aspects of the State Law under trail etiquette.



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To learn more about what other municipalities have done, we sent out 2 different surveys, 1 to the DuPage Mayors & Managers Conference and the Northwest Municipal Conference. The memo includes a detailed summary of the survey. I think it was a successful survey with a good representative group for our area. There was a variety of answers. The municipalities that have passed e-bike laws, of which there are only 6 out of 27, it was rare to find 2 that had similar policies and of all of the municipalities, whether they have passed e-bike regulations or not, just about all of them mentioned enforcement as being the primary issue when trying to regulate e-bikes. Some municipalities share DuPage County Forest Preserve's policy that bans class 3 e-bikes that can go up to 28 miles per hour, and some had a complete ban on all classes of e-bikes adding them to the definition of personalized motor vehicles. Some of the municipalities did this by age expanding the State's Law that 16 and under cannot ride class 3 to include all classes so that no one under age 16 could ride any class of e-bikes, but there are others that completely banned all e-bikes. This was the most severe of all of the policies. Another municipality banned the use of electric motors so that you are able to ride any class of e-bike, but you are not allowed to turn the motor on. The enforceability of that is dubious and I am not sure how that would be monitored or enforced in my opinion. Lastly, another municipality had a 20 mile per hour speed limit for all classes of e-bikes.

Problems with enforcement that were mentioned in the survey include the difficulties with informing the public. As local policy writers, we would never want to make a policy that puts a whole group of people in a position where they are unwittingly breaking the regulations. We would have to make sure that if something were to be passed that everyone is fully aware of it. This could include a digital footprint online and in print, and at what point would be liable to install signs on the trailheads to make sure that it is abundantly clear that when you are on that trail, these are the regulations to be followed. The Village of Burr Ridge wrote in their survey response that many people do not realize that there is a blanket ban of e-bikes on sidewalks and it is not a local law, it is a State Law. If they are having trouble enforcing what is already the law, how much more difficult would it be to enforce their locally passed policies? Particularly pertinent to Bartlett are the cross-municipal borders. Our neighbors including Carol Stream, Hanover Park, Streamwood, Elgin, South Elgin and Wayne do not have locally-passed e-bike regulations. If we were the only municipality that had e-bike regulations and you were coming from one of those other municipalities with different rules than ours, it would be very difficult to monitor that and keep people informed. Hinsdale brought this up in their response and said that "each community is enacting regulations to address the issues that face each individual community. Challenges involve riders from other communities who are not familiar with our ordinance." This is particularly important for our relationship with Streamwood. We passed the Bike and Pedestrian Plan with Streamwood to encourage a network of bike plan. That plan does not mention e-bikes. If we were to do anything, we would want to make sure that we update that plan and communicate with Streamwood and the entire region and that goes for any transportation planning. Both of those 2 bullet points do not actually get down to the realities of what it is like to actually track and catch riders who are not following the laws on the trails. For the most part, this is a right time and right place issue for law enforcement. For the most part, roadside paths would be the best way to do that, but we have many paths that do not go alongside roads. Itasca brought this up. They have a ban on class 3 e-bikes that they just passed recently in 2023. Itasca says that their biggest challenge has been enforcement. This brings up 2 important issues, infrastructure and cultural infrastructure. With automotive policy, we have infrastructure dedicated to enforcement like plate readers, speed cameras and patrols and an understanding of the rules of the road. With bikes, that does not exist.

In our research, we came across a few problems with enforcement on bike paths, one of which is speed compatibility, not incompatibility. The standard bike goes 14-18 miles an hour in general, a



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more casual pace would be 10-13 miles an hour and a faster pace for a more athletic individual might be pushing 20 miles an hour, but 14-18 miles an hour is the average. Class 1 and class 2 are maxed out at 20 miles an hour. If you are riding your bike on the path, there might be a noticeable difference as someone moves around you on a class 1 or class 2 bike at 20 miles an hour, but to an outside observer, we do not know if that is the case. Those speeds seem close together to actually be enforceable, but that is not the case for class 3. If a rider is traveling 10 miles an hour faster than you or faster if they are riding a personalized motor vehicle that is not one of the classes e-bikes, that is an egregious act of speed incompatibility that certainly would be a violation and would be reckless. That level of incompatibility of speeds is reckless behavior bordering on reckless endangerment. Someone could be seriously hurt with a large gap in how fast a rider is going and that is already enforceable under State Law. We do not need an additional regulation for officers to be able to do something about folks that are riding their bikes at the large of a gap under the State's current e-bike policy.

E-bikes can do a lot of good in terms of bringing people from far away into the community promoting a sense of regionalism for people outside of Bartlett to visit our parks, trails and businesses, but many of the issues that we are seeing like the speed incompatibility can already be enforced under the existing State Law without additional regulations and do not necessarily need any additional regulations, which we can see from the other municipalities that have tested this. It can be very difficult to enforce when there are already problems enforcing the existing State Laws. E-bike regulations are an enforcement issue and not necessarily a regulatory issue.

B. Krall obviously enforcement would be difficult. Is there a plan for marketing and public relations? **B. Krause** that is something as planners, we do not have expertise in. I think that would be a Police Department issue. If they are seeing an influx of complaints about people riding unsafely on the bike paths, that would be something the Police Department would be responsible for. The Police Department should be getting out the word about what the State Laws are for e-bikes and making that as well known to the public as possible. **A. Hopkins** asked if we could have a representative from the Police Department at the next meeting on March 27 to share their experiences dealing with e-bikes from their standpoint. We do not know if it is a problem. I would like to hear from the Police Department. **B. Krause** we did reach out to the Police Department ahead of time, but we were not able to get in contact to the person close to this, but I think that is a great idea. **R. Fletcher** added, that she would also like to know if the Police Department has had any complaints? My bike is a pedal-assist. I have talked to several people that have motor-assist with a motor and they feel that because they are older, for them to start to cross Route 59 to Stearns Road is when they use the motor. They throttle it up so that they can get across. The bigger concern for me is the size of the bikes. There are mountain bikes designed for people of different heights. I have an extra small bike. Some people are riding extra-large bikes and I meet them on the Prairie Path. That is the incapability; not so much the speed, but the size. I do not see anything that would stop me from saying they should enforce e-bike regulations. Kane County Forest Preserve feels that they are not going to enforce anything because we are happy that people are getting outdoors and that is what e-bikes are allowing people to do.

B. Krause in my conversations with the Forest Preserve, I did not get a great clarification about how their regulations are being enforced. It just has to be right place and right time. If a ranger sees something, they will say something, other than that, I do not know how enforcement is happening.

J. Goetz asked, what do we want to accomplish with this discussion? **D. Palmer** I asked that we get a discussion going. I do not want to do a ban on e-bikes and I do not think we can. I think ADA would argue otherwise. I bought a pedal assist bike that is a class 1 bike. I do not want bikes flying by me at



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28 miles an hour and if there are no regulations and the police say you are driving recklessly, you can say tough, there are no rules or laws and I can do it. The purpose of the getting this on the agenda was to hopefully make some kind of recommendation to the Village Board or decide that we are not going to make a recommendation. Do we propose a speed limit of 15 miles per hour? Most of us are reasonable and slow down accordingly and some do not. If there is an ordinance, you have the ability or tool for the police to say "no, actually, you cannot drive like that." I do not expect the police to sit on the bike paths with radars, that is not the point. As with speeding automobiles, the police are not there when the offense is going on and a lot of it happens to do with people behaving themselves when the police are there. The few cases versus blanket enforcement is not what I am looking for. I am just looking for education and a way to articulate reasonableness. Does anyone else think this is worth pursuing on some level? **A. Hopkins** I would like to hear what the Police Department has to say. I think they could shine some light on this. I just would like the bike paths to be safe. I think that is what we all expect. I think most people are reasonable, but some people are not. If there are oversized bikes going 20 to 28 miles an hour and not be respectful, that is a problem. Some of these problems fall under the State Laws and police could enforce those, but how do they enforce that? **D. Palmer** I do think there should be something to give the ability to the officers if they are called or if there is an incident where someone is run over by a bike or they have been warned before, which is important and then you are talking about reckless conduct under criminal law. **A. Hopkins** if we did regulate e-bikes, maybe that can be processed through our local adjudication. I do not know what the current rules are for enforcement and if it could even be brought to local adjudication. Maybe that needs to be looked into just to see what we could do for enforcement. **B. Krall** going back to my comment, the critical part of this is the public relations campaign. Most people are reasonable, but if we do not let them know and are consistent with it, not just the first month, but for years. **R. Fletcher** to say no to e-bikes, you will catch a lot of grief. There is a difference between saying it is not allowed and just reminding people to be reasonable on the bike paths. **D. Palmer** do we write an ordinance for this? What does this committee recommend? I brought this up because I thought we needed something. **A. Hopkins** I think it is important that we try to make our bike and running paths safe. I think marketing and getting information out there is key. If we could enforce it in local adjudication the way it stands, I think we are fine, but if we need to recommend something to the board then that is what we need to do. I know we had to pass an ordinance to get something on local adjudication in the past. **D. Plamer** would it be based on a speed limit? **A. Hopkins** I cannot answer that. I would like the Police Department's opinion to see what they are up against currently. **D. Palmer** I would be happy to talk to the Police Department's representative. I can make sure that the information is delivered properly and that we are not wanting them to police the bike paths. **A. Hopkins** I think this would be complaint driven.

L. Winters if you want to get information out there, could we do a Bartlett Bike Day? There could be representatives with the with the rules and information about the bike paths. **A. Hopkins** yes, that is a good idea. Staff can look into that. **B. Krause** it sounds like there are 2 things that we want to talk with the Police Department about. The first is the Public Relations information and making sure that everyone knows what the current rules are. Second, is that we want to know how laws are currently being enforced and possibly exploring an additional regulation for speed limits. **A. Hopkins** I do not think we can make a decision until we hear from the Police Department and see what they are up against. I do not want to set regulations just to set them unless there are reasons to do that. It sounds like this committee is not against e-bikes in any way shape or form. **D. Palmer** a public relations campaign is a way to get the information out there and calls people's attention to this. An ordinance would seem like overkill. My main driving force on this is the class 3 e-bikes. Letting the public know what they can and cannot do would be a good first step. Getting this out to the public for summer



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would be good. We just have to make sure it is articulated well. **A. Hopkins** it is a good idea to have a campaign to get the information out. There are 2 separate issues; the information and the enforcement. These are separate. We should have the Police Department here at our next meeting on March 27, 2025 to discuss this, but I think we can go ahead with the campaign and get staff working on that.

D. Palmer made a motion that the Bike and Run Committee and the Police Department create a public relations campaign for safety and reasonableness for the community through the various media outlets.

Motioned by: D. Palmer
Seconded by: R. Fletcher

Roll Call

Ayes: A. Hopkins, J. Goetz, D. Palmer, B. Krall. R. Fletcher
Nays: None

The motion carried.

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 3:47 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Ashwin Saravanapandian, Civil Engineer
Subject: **Bike Path Maintenance Update**
Date: March 27, 2025

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
25-07

DATE: March 20, 2025

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 Enforcement, Safety Awareness, and Bike Month Promotion**

Background

At the January 30, 2025 Bike & Run Plan Advisory Committee Meeting, Committee members received information from staff on the policies and regulations of electric bicycles (e-bikes) of the communities surrounding Bartlett. Committee members then discussed whether or not to pursue enacting e-bike regulations within the Village, and more information regarding current enforcement policies was requested.

Reminder of Current E-Bike 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.

Discussion

At the March 27 Bike & Run Committee meeting, An officer from the Bartlett Police Department will be attending to answer the Committee's questions regarding the enforcement of e-bike policies on the Village's trails.

Planning and Development and Administration staff created preliminary drafts of public awareness materials to inform the public of e-bike regulations. Promotional materials have also been gathered to promote the month of May as Bartlett Bike Month, corresponding with the National Bike Month. These will be presented and discussed at the March 27 meeting.