



Village of Bartlett
Bike and Run Committee Minutes
March 27, 2025

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, N. Talarico, Village Engineer

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 30, 2025 meeting.

Motioned by: D. Palmer

Seconded by: J. Goetz

ROLL CALL

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

Nays: None

Abstain: None

Motion carried.



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PUBLIC COMMENT:

Chairman A. Hopkins asked if there were any comments from the public. No one from the public came forward.

OLD BUSINESS/NEW BUSINESS

PARK DISTRICT UPDATES

Kelly O'Brien stated that we have a big project at Sunrise Park that will hopefully start soon. A big part of that project is connecting the bike trail that runs along the pipeline. The residents in that area that utilize that park will be able to connect with that bike path. We are finalizing permitting and that construction will start this summer.

BIKE PATH MAINTENANCE UPDATE

N. Talarico said that not much has changed since the January meeting. The Brewster Creek paths are all completed. For the Naperville Road bike path, we are waiting for tree clearing west of the bridge so that we can get close to the bridge for soil borings for the path under Route 59. That tree clearing should be done in mid-April. We are still on pace for the 2025 resurfacing project. We will be putting in the on-street bike lanes down Fairfax and then will continue once the asphalt plants open and as time allows and we will continue to pave in-house. We will start on Struckman Boulevard this year from S. Bartlett Road going west to Route 59. **A. Hopkins** asked if staff could look into the cost for Streamwood to install the overpass. We are putting in an underpass on W. Bartlett Road under the railroad tracks, but what about the south end of town? Could we get some prices? Did Streamwood use grant money or get a loan? **J. Goetz** I know that Streamwood planned that overpass for years and it cost about 6 million dollars.

E-BIKE REGULATIONS

B. Krause stated that staff spent the last couple of months preparing a public awareness campaign and have materials to share with you. We have Deputy Chief Sweeney here from the Bartlett Police Department to answer questions about regulations and how we enforce activities on the bike paths. **Deputy Chief Sweeney** stated that we do have a state law that regulates e-bikes. Basically, it has to be a pedal ridden bicycle. Some of the main issues are that when people attach motors to bicycles that are not electric and those would be in violation. Those would fall under motor-driven cycles and have additional restrictions that are not currently in the Illinois State Law. The state law is just 3 types of e-bikes that all require pedals to be on the bicycles. Those have a certain wattage and have to be labeled with the type that they fall into so that if a police officer saw a bike that they thought was in violation, it would be easy to identify what type of e-bike it is. Those regulations are not mandatory for motor-driven cycles. There is also already currently a restriction on sidewalks. No e-bikes can be ridden on sidewalks, they can only be ridden on roadways and on designated bike paths. The issue with towns that have additional restrictions and ordinances for e-bikes is that bike trails are all connected and the trails connect towns from Wisconsin to Iowa. If a person is riding an e-bike and they are perfectly legal by state law, but they go through a jurisdiction that restricts that, now they are unfortunately in violation without even knowing it because they have gone through 50 jurisdictions on their bike ride. Some cyclists ride 100 to 200 miles on their routes and they like to be connected so that, if at all possible, they do not have to go onto the roadways. E-bikes are allowed on roadway and are also allowed on bike paths. There are restrictions for the type 3 e-bike that go 28 miles per hour. You need to be at least 16 years old to ride that. Type 1 and 2 e-bikes have no age restrictions, but those top out at 20 miles per hour. The difference between type 1 and type 2 is that type 1 is a pedal-assist and type 2 has a throttle that can be used to go up to 20 miles per hour. The people that



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put motors onto bicycles are not covered under the e-bike regulations. Those are covered under motor-driven cycles and the Village does have an ordinance that has restrictions for those. You cannot ride those anywhere in the Village that is not private property and have written consent from the owner of that property. **A. Hopkins** asked, are those easy to identify? **R. Sweeney** yes, they are. They have mufflers and are louder. When we do stop one that we thought was motorized and turned out to be an e-bike, that would be easy to identified because all e-bikes are required to have the type of e-bike that they are on the bicycle. **D. Palmer** stated that we know that the legislature and ordinances have not caught up with the realities of this and there is only so much the police can do, but the police department can help increase awareness about the class 3 e-bikes. Nobody riding a bicycle, walking their dog or with a small child expects someone to go by them at 20 miles an hour and that can be dangerous. People on the path do not pay attention. They do not stay to the right. **R. Sweeney** even though we do not restrict e-bikes, reckless behavior is restricted. **D. Palmer** in your social media if you could help with that, it would be greatly appreciated. **A. Hopkins** do officers pay attention to e-bikes and do you give out a lot of citations? **R. Sweeney** e-bikes are not illegal on bike paths and that is Illinois State Law. Currently, we would not issue citations for e-bikes on bike paths. Some jurisdictions have enforced restrictions because e-bike riders were acting irresponsibly and doing burn outs and damaging the trails. We can cite them for that. If they are intentionally causing damage to the bike path, we can cite them. We can regulate specific actions and not just the entirety of e-bikes on bike paths. **B. Krall** stated that the survey done for the metropolitan area was enlightening. Most areas do not have a way to monitor e-bikes. Is there a method for a pedestrian to possibly use social media to take enforcement action? **R. Sweeney** we never encourage citizens to take enforcement action into their own hands. We want them to do what they can to try to identify people. It is legal to take a picture of a person that someone believes is acting recklessly and they can make a report. We can try to investigate that and take enforcement action for things outside of the regulations. In Bartlett, we take a proactive approach to the bike paths because we know our squad cars are not going to be on the paths. In March, we started bicycle patrols and that enforcement area is the parks, bike paths and neighborhoods. We do not put those patrols out on Route 59 or W. Bartlett Road, that is for cars. We put those patrols in the neighborhoods and park areas that are less seen by motor vehicles. **R. Fletcher** asked, has the police department run into problems with e-bikes? Is this an ongoing problem that you are seeing as officers? Are your officers reporting to you that they are seeing a lot of kids or adults zipping down the sidewalks or bike paths? **R. Sweeney** the only complaints we have received are for motorized vehicles other than e-bikes. We get complaints about quads and mini motorcycles. It is mostly children in Park District areas and open fields. When we do find those vehicles, we have the option to either issue a local adjudication ordinance to the juvenile or to the parent if the parent is allowing the juvenile to act in a negligent manner. We have had no incidences with e-bikes. Our only incident was an elderly gentleman riding an e-bike on a roadway who lost control and crashed into a light pole and was injured, but there was no motor vehicle involved. It was just the rider that could not control the bike. We have had no complaints that we have been able to validate as far as e-bike violations on sidewalks. I am not saying that it never happens, but people are not calling the police about it. **R. Fletcher** are there age restrictions for e-bikes for class 1 or class 2? **R. Sweeney** no, there is not. **R. Fletcher** an 8-year-old could ride a class 1 or 2 e-bike if the parents allow it. **R. Fletcher** yes, according to state law. For class 3 the rider must be at least 16 years old.

A. Hopkins asked the committee, is the consensus to not regulate e-bikes and just continue to follow the state laws that are already in place? **D. Palmer** yes, I do not think it is really doable. It is too complicated to try to write rules and expect everyone to know them. **A. Hopkins** does staff have clarification on that? **B. Krause** yes.



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B. Krause I have the list of items from our last meeting. First, we wanted the Administration Department; the social media manager and event manager to connect with Public Works to make sure that the bike path updates, specifically the wayfinding sign installation are marketed and that has been done. When springtime comes around, those posts will be made. We had a pamphlet made by the Administration Department to be posted on the Village website and on social media that outlines the e-bike regulations that could perhaps go out physically either here at Village Hall or other public spaces and when we post things on social media, we want to have this on different formats. The first section of the pamphlet refers to bike safety for e-bikes reminding people to drive safely and drive slowly. Next, making sure that all safety features are working properly and simple things like wearing a helmet and tips to use to ride your bike more safely at night. Another section has information about what to do when approaching a pedestrian from behind, staying on the right side, and obeying traffic laws. The pamphlet also has a link to the Secretary of State Website for more details about bike safety. The last section on the pamphlet shows the 3 classes of e-bikes and what those look like and calls attention to the labeling of e-bikes. There is also a list of examples of prohibited vehicles.

The League of American Bicyclists designates May as National Bike Month. We thought this would be a great time for us to launch the bike safety campaign in correlation with that. The first post was made about e-bikes and regular bikes with basic safety information. We had started this project with the intention of informing people about e-bikes regulations specifically, but we made the decision that including posts like this is still appropriate and to have it all tied together. The second post is about e-bikes, specifically, about riding slowly and that riding recklessly makes for an uncomfortable and unwelcoming environment; to stay off the sides walks and lists the prohibited vehicles. Both of these posts will go out in May accompanied by additional text with more detail and a link to our website and a map to show where people can ride their bikes. The League of American Bicyclists provided a packet of promotional material for Bike Month in 2024. We thought that using their materials would be better than creating our own because that would instill a sense of community for anyone taking part in activities for Bike Month as part of a larger movement. Some examples of the events from last year were a National Bike Day on a Sunday, Bike to Work Week and Bike to Work Day encouraging people to use alternate modes of transportation to show that it is not always as impossible as it seems and it is very doable, especially in the summertime. The league has not released their May 2025 Bike Month materials yet, but we will share that when they do release that packet.

B. Krall asked, how can the Village have a gathering here and maybe have 100 people ride over to Spin Doctors? **B. Krause** the Administration Department would need about 2 months to create materials and advertising with a date and a route. They would need those details ahead of time to advertise an event properly. **A. Hopkins** we will see what staff has to say and make sure it is doable. I think that it is a good idea. **B. Krause** the Administration Department would be responsible for advertising an event. This event has been given the green light. **A. Hopkins** could the information for this event make it into the next Bartletter? **B. Krause** we wanted to bring this before this committee first and the deadline for the April/May Bartletter was before this meeting. I did submit an item for e-bike safety for the April/May Bartletter. In the future, if we do decide to have an event, we can certainly advertise that the next Bartletter if the timing works out. **A. Hopkins** asked, is there an email blast that we send out? **B. Krause** that would be the Administration Department. I am not sure what their methods would be for advertising an event like this. I do know that it would be on social media and our website. **N. Talarico** I know there is a monthly newsletter that is sent out every month. **B. Krause** we would need a date and a route. **A. Hopkins** I think that something is better than nothing. We want to get people involved. **B. Krall** we have to start somewhere. **R. Fletcher** a real simple ride



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would be to start at the State Park. There is parking. The Park District would be who you would contact for the State Park. **B. Krause** I am not sure what that process looks like as opposed to doing something on our trails. That would be something that we could coordinate ourselves.

J. Goetz asked, would it make sense to make signs from this pamphlet? **B. Krause** that was not the initial thought. We are more focused on digital marketing. Physical signs might be problematic because there are talks about changing e-bike regulations. This is still a relatively recent development and some things could change as opposed to wayfinding signs where things will not change for a while. Putting anything specific on those signs might change. If the committee is interested, would could look into a new round of signs with more general information that is always going to be applicable. I would recommend that we wait until the wayfinding signs are in the ground before we do a new round of signs.

B. Krall asked, can you look into have the Administration Department making the poster into a rack card or something that can be carried on a bike? **B. Krause** we could probably do that by condensing the information. I will look into that. **B. Krall** we need to promote this because if it does not get out there and people do not understand what the rules are and what they should be doing it might make it easier to enforce. Someone is going to get hurt and then it is already too late. **B. Krause** if this committee is happy with what we have made with the changes that were suggested, we will start posting this in May. We will ask the Administration Department about increased engagement and they will post the poster and we can create a smaller handout, post on social media and when bike month comes around, we will have promotional materials for that. **A. Hopkins** I know that the Economic Development Coordinator, Tony Fradin is in and out of businesses all the time. Could we make posters or cards for him to leave at those businesses? **B. Krause** sure, also a great idea.

J. Goetz would we be able to coordinator the installation of the wayfinding signs with Bike Month? **N. Talarico** I will look into that with the sign shop. **A. Hopkins** the Police Department also has a following on social media. Can they do something for Bike Month? **B. Krause** we can communicate with the Police Department about that.

A. Hopkins asked for a motion to adjourn.

Motioned by: A. Hopkins

Seconded by: J. Goetz

Motion passed by unanimous voice vote.

The meeting adjourned at 3:35 p.m.