



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

**BARTLETT MUNICIPAL CENTER  
228 S. MAIN STREET  
March 26, 2026  
3:00 PM**

1. Roll Call
2. Approval of September 25, 2025 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 Update
5. Adjournment



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Bike and Run Committee Minutes  
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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, J. Goetz, B. Krall, R. Fletcher

Absent: D. Palmer

ALSO PRESENT: A. Barna, Associate Planner, B. Krause, Associate Planner, N. Talarico, Village Engineer, A. Saravanpandian, Civil Engineer, Kimberly Dasbach, Superintendent of Recreation, Ricci Lucas, Community Engagement Coordinator

**APPROVAL OF MINUTES**

A motion was made to approve the minutes of the June 26, 2025 meeting.

Motioned by: A. Hopkins

Seconded by: B. Krall

**ROLL CALL**

Ayes: J. Goetz, B. Krall, R. Fletcher

Nays: None

Abstain: A. Hopkins

Motion carried.



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**PUBLIC COMMENT:**

**A. Hopkins** asked if there were any comments from the public. **Laura Winters** 1309 Highpoint Ct, Bartlett asked if there was an update on a crosswalk at Lake Street and Naperville Road. **N. Talarico** said that he did not have an update for a crosswalk at Lake Street and Naperville Road. We have been working with IDOT on the Bartlett Road and Oak Street project. That will include a bike path on the south side. I know that is not the crosswalk at the location you are asking about, but I will look into that. **A. Hopkins** is that part of the plan to connect Oak Street with Naperville Road with a bike path? I have not seen the IDOT proposal, but I know they want to take those easements. **N. Talarico** further west, along Shales Parkway, that project is being designed and IDOT should include that in their complete streets. There is a multi-year plan on the IDOT website with the projects for the next 4 to 5 years to get an idea about which projects are upcoming. **J. Goetz** could you follow up to see if IDOT is doing anything with that intersection? **N. Talarico** yes, we can follow up on that. **L. Winters** are we ever going to connect to the new subdivision on Naperville Road? **N. Talarico** that is in the design process. There will be a bike path that will run through the Grasslands subdivision. The path will cross underneath Route 59, go along the railroad tracks, under the bridge and then come out at the Maryville entrance near the new lift station. There will be crossing there to take an alternative route across Route 59, which would then link up with the new bike path on Naperville Road. Metra is still designing the at-grade crossing there. Eventually, it will all be connected.

**A. Barna** we also received an email from Ana C at 201 W Country, Bartlett that stated, "My family and I use our bikes to commute to and from the Metra train station and to run errands in the downtown area. The biking infrastructure when going to the downtown area from S. Bartlett Rd. is lacking. There are no bike lanes and the trail ends half a mile before downtown. We ride either on the narrow sidewalk or on Bartlett Rd. (not safe). I have not heard any plans to add bike lanes or extend the path on S Bartlett Rd, and yet it is sorely needed. Please prioritize the downtown and surrounding communities!" **A. Hopkins** staff is working on the downtown area. Last year and into this year, we have made quite a bit of progress with bike paths.

**OLD BUSINESS/NEW BUSINESS**

**PROPOSED COMMUNITY AND ECONOMIC AFFAIRS COMMISSION**

**A. Barna** just as a reminder, please respond to the letter from the mayor with regards to your participation in the Community and Economic Affairs Commission. **A. Hopkins** said at the last Village Board meeting I made note that I was against this. Ultimately, I do not get to make this decision. It is the Village President's decision. I do not see the connection between the Economic Development Commission and the Bike and Run Commission. It also would add a burden to the Bike and Run Commission. I encourage this commission, if you agree or do not agree, to reach out to the mayor or staff and voice your concerns or if you would like, say something now to be added to the record. **J. Goetz** I am against it. I think that 2 commissions are needed and I do not think they blend well together. On this commission, we are passionate about bike paths and there is a slight overlap with economic development. I do not have any concerns about the frequency of the meetings it is just that I am not as passionate about economic development as some people probably are. I am more passionate about bike paths. To merge them and to make me have a say in economic development, I feel that there are other people who could speak better to that. **B. Krall** I am in agreement. These are 2 separate entities in my opinion and 11 members on any commission is just not constructive. It is too many. **R. Fletcher** I am not in favor of moving forward with this because to go from 4 meetings a year to 12 is a lot to ask of us. To say this is just what we want, the mayor wants it and thinks it will work, but I do not think it will work because economic development is different from what we are doing and



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I would not want to jump into that. I think that the Economic Development Commission does an excellent job. I would let them continue to do what they do and let us continue to do what we do.  
**A. Hopkins** those are all good points.

PARK DISTRICT UPDATES

**K. Dasbach** stated that the renovations at Sunrise Park continue to move along and there are new paths and the inner path is being re-asphalted and as of yesterday there is new asphalt down. **J. Goetz** asked, when will that project be completed? **K. Dasbach** it should be done this fall. Some of the playground has been completed, but that is still blocked off because the other construction. There is going to be a shelter, a pump track and basketball court, but it should be completed this fall.

BIKE PATH MAINTENANCE UPDATE

**A. Saravanapandian** the Naperville Road bike path and the bike path under Route 59 are still in the design and permitting phase. This summer, we completed the 2025 resurfacing project. There is a new on-street bike path on Fairfax Lane between Schick Road and Army Trail Road. Also, included in the 2025 resurfacing project, we repaved the multiuse path on Struckman Boulevard just north of Schick Road. We also did North Avenue re-striping and next month there will be a proposed ordinance amending code for on-street parking. Staff plans to continue repaving Struckman Boulevard between S. Bartlett Road and Route 59. That work will be finished at the end of September. Staff will look into the possibility of adding on-street bike routes for future resurfacing and striping projects.

**A. Hopkins** I am sure you have all seen the North Avenue striping that has been done at Bartlett Elementary School to Prospect Avenue. I do not know if this commission is aware, but currently, we allow parking on North Avenue. The amendment to the ordinance would restrict parking so that people can utilize the bike lanes. A couple of people have approached me about North Avenue where the work was done. There are more weeds than grass growing. Are we doing anything to address that? **N. Talarico** yes, we have been in contact with the engineers and they will reach out to the landscapers and the general contractor.

PUBLIC AWARENESS CAMPAIGN

**B. Krause** certainly this has been the hot topic of the summer. I am a member of the American Planning Association and that was listed as one of their topics of the year. Over the past couple of months since we have last met, we have met with our Administration Department as well with K. Dasbach from the Bartlett Park District, with Deputy Chief Sweeney at the Bartlett Police Department, and we attended events hosted by the Active Transportation Alliance and Ride Illinois, which are 2 very big bike advocacy groups. All of those groups of people have come to very similar conclusions as to the best ways forward regarding E-bikes, how to keep people safe and regulate E-bikes more responsibly. These conclusions are a little bit different than how we have talked about it in the past. The big take away from the events that we attended is there are huge misunderstandings from both the municipality's standpoint and the public's understanding between E-bikes and E-motos. That might not be a familiar term to everybody and that misnomer leads to municipalities adopting E-bike regulations that cover a much broader spectrum than what is necessarily intended. There are a lot of unintended consequences from the regulations local municipalities have adopted in the Chicagoland area. There are major problems in the retail and manufacturing of E-bikes and E-motos that cause a lot of problems for consumers and for riders and for other users of the paths. The ordinances themselves are also causing more problems than they are trying to solve. In order to define what an E-moto is, we have to start by looking at the E-bike. If an E-bike is not within 1 of the 3 classes,



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it is not an E-bike, it is something different. The 3 classes are very well defined and very well regulated. They have wattage limits on the electric motors and have built in speed limits. They cannot go that much faster than any serious manual biker. They are all required to have a label. The labels are not aesthetically regulated and are not standardized in any way, but if a bike does not have that label, it is not considered an E-bike, no matter if it has pedals or an electric motor. Properly applied, the label is the only real distinguisher between an E-bike and anything else. The summary from the other municipalities that have received complaints from their residents about E-bikes, of which we have received none according to Deputy Chief Sweeney, are very rarely complaints about E-bikes. E-bikes are well regulated, cannot go that fast and are just as safe as regular bikes, because ultimately, they are going to be just as safe as the person riding them when they are riding them safely. E-motos is a term for out-of-class electric vehicles are 2-wheeled electric vehicles that do not fit into the standard definition of E-bikes. They might look like a bike, but they do not have regulations for the wattage of the motor, they have no speed limiters on the motor and most importantly, are not permitted on our bike paths. That is what current state law states. Current state law excludes E-bikes (class 1, 2 and 3) from the laws regarding E-motos in that they are allowed on bikes paths as long as they have the label. Anything that is not an E-bike is not permitted on any bike path and are only allowed to be driven on designated trails or on the road. When municipalities receive complaints, E-motos are almost always the culprit. I have shared these images with some of our staff members who have also complained about E-bikes and when people know the difference, they know that is not an E-bike. These are dirt bikes and mopeds, they are much larger and have no speed limiters. The problem with these E-motos is that they are almost always marketed as an E-bike. When you search on Google for an E-bike, the results can be E-motos or E-bikes. These are not distinguishable. Even today, I did a search on Amazon for an E-bike and the top 4 sponsored ads are for E-motos, but they all have "E-bike" in the title of the advertisement. Regulators do not understand that the term E-bike is being used to describe vehicles that are much more dangerous than what E-bikes actually are. E-bikes are safe and just as usable as a regular bike. The E-motos are not in the same category. The Active Transportation Alliance also points out that E-bikes largely are only available in adult sizes. If you are a parent looking to buy your child an E-bike, you are going to be hard pressed to find an E-bike to buy for a child. There are vehicles marketed for children as E-bikes that are instead E-motos and those are not permitted on bike paths. The aesthetics of these bikes is not an accurate way to distinguish between E-motos and E-bikes. Plenty of actual legal E-bikes have the fat tires and are collapsable and plenty of E-motos have a sleeker design and detachable batteries. The key distinguishing factor is the manufacturer's label. That is the only way to know what is permitted on the bike path and what is not permitted on the bike path. In terms of solutions, the Active Transportation Alliance believes that local ordinances are not well suited to address this issue no matter how they are written. When it comes to retail and manufacturing, municipalities are not equipped and do not have that power. The survey results from the surrounding municipalities that have adopted regulations do not have any type of distinction between E-bikes and E-motos and when those municipalities adopted ordinances called "E-bike Regulations", people assume more about the ordinance, which just adds to the public's confusion when there are already plenty of misunderstandings about E-bikes.

We have talked about enforcement before when Deputy Chief Sweeney was at the last meeting. We talked about how difficult the current laws are to enforce. The other municipalities that have adopted ordinances do not address the enforcement challenges and how that just adds more to the plate of the police officers who already find it very difficult to enforcement the existing laws. Also, there is no collaboration between municipalities. We want to be part of the network and as soon as we start to distinguish ourselves from other municipalities, it makes it even more confusing and more difficult.



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The Active Transportation Alliance does give recommendations. The first recommendation is education as the best way for a municipality to help. We want to make sure that people understand the distinction between E-motos and E-bikes and to make sure that especially if you are about to buy a bike, you are buying the right bike. When most people are buying a bike, they are assuming that they can ride that bike on the bike trails and when they see something advertised as an E-bike they might not know that "E-bike" is not actually permitted on the bike paths by state law. We want to make sure that is as clear as possible. **Ricci Lucas** is our Community Engagement Coordinator and is going to be helping us to move forward with public education using social media.

The second recommendation from the Active Transportation Alliance is that municipalities do not adopt E-mobility ordinances because that just adds more confusion, it does not clarify anything and does not address the root causes. This is not seen as a failing of local municipalities being able to catch up with the current regulations, but is more for the State of Illinois to step in.

The Alliance does recommend that the state updates the Illinois Vehicle Code. E-motos currently exist in a gray area between E-bikes on one end and mopeds or other personalized motor vehicles on the other end. They are recommending that the state classify E-motos similarly to mopeds because those can go just as fast. The Alliance would like the state to require driver's licenses and insurance for E-motos. That is not something that the Village is equipped to regulate. Those regulations have to be made at the state level as part of the State Vehicle Codes. The alliance is also advocating that the State of Illinois take a more active role working with retailers to make sure that what is being advertised is what people are purchasing and to make sure that E-motos are following safety standards.

We met with Aaron at Spin Doctors Cyclewerks and he told us that many times, he sees parents bringing in their children with what they think is an E-bike, but it is an E-moto and those do not have the same safety standards as an E-bike because they are largely unregulated.

The advocacy groups are recommending that the state intervene on those 2 fronts. This is best addressed at the state level as opposed to the local level.

**B. Krall** we started talking about this in January and the conversation was to let the other villages and cities do a 6–9-month trial. We should probably start moving. We have the sign machine. We have people that we can call and ask what has gone well and what has gone horrible. We know that the enforcement is going to be horrible, but at least we would get a good idea about what our statute should be and set a goal for December 31 to be done with it and have a sign production schedule for spring. Does that make sense? **B. Krause** what are you recommending for signs? **B. Krall** I think simple signs that show what an E-moto is and that those should not be on sidewalks or bike paths. You cannot go faster than X miles an hour. We could see what other villages have done that seems to have slowed down the issues that are out there. We had the first death in Rolling Meadows a couple of weeks ago. It is going to happen. We need to start making regulations for the Village of Bartlett. **B. Krause** what regulations are you proposing? **B. Krall** regulations for what types of bikes you can ride and what the speed limits are and common sense usage of the bicycles, the best ways to deal with walkers, people that are jogging and exercising, and to understand that you have a moving vehicle and you can hurt other individuals whether they are walking or on an E-bike. That needs to be made clear. Obviously for fines and fees, that would be something for the Village would discuss. I know other villages are charging and issuing citations. **A. Hopkins** we have talked about this at the Village Board level about trying to pass an ordinance and looking at different things. I think that something



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has to be done and if it works, it works, if it doesn't, it doesn't. Obviously, we cannot put up signs at every bike path entrance, but we can start somewhere. **J. Goetz** the presentation about E-bikes and E-motos is extremely informative. Could we modify that? In the prohibited vehicle section, we could put E-moto. We could put that on the Facebook page. We could promote these difference between E-bikes and E-moto so that people could understand that. Let's get that out for education. **A. Hopkins** how many school children are riding E-bikes or E-motos to school? Obviously, we want people to be safe and we want people to be able to get to school. Should we be partnering with the school district about education? This is not something that we want to just write tickets for. We want to inform people and we want people to be safe. That is the ultimate goal. **B. Krause** the educational approach is definitely one of the two approaches; social media and reaching out to other public entities. We have talked with the park district and we will reach out to the school district. **R. Lucas** we have opened the line of communication with School District U-46 about getting to the schools. Their stance is that they would not want something done district wide. They would rather we communicate with Bartlett schools for anything educational. We are starting to talk about that with our school resource officers. We will reprise you once we have more information about that. **A. Hopkins** we could collaborate with the other municipalities that serve U-46 to see what those municipalities are doing to be cohesive with our messaging. I think that is important.

**R. Fletcher** asked, are the E-motos only allowed on streets? **B. Krause** yes, E-motos are only allowed on streets. E-bikes are not allowed on sidewalks, but are allowed on bike paths. Anything that is not under the classification of an E-bike is not permitted on any bike path. **R. Fletcher** your information about E-motos was very good because I did not know some of the differences and want to thank you for that information. **B. Krause** that is the main point, the public does not understand that a lot of the manufacturers are making the E-motos that look like E-bikes and it is not clear. The label is the main thing that we need to focus on. **J. Goetz** can you clarify where E-motos are allowed? **B. Krause** E-motos are not allowed on sidewalks or bike paths. They are allowed on roads. The vehicle code is pretty wide in terms of what is allowed on the street. That is not what we were focusing on as well with the Active Transportation Alliance, we are much more focused on where pedestrians are because those are most vulnerable users of the multiuse paths. We focus more on bike paths and sidewalks where more modes are interacting. I can be more specific for the next meeting looking at on-street travel. **J. Goetz** the E-motos are not registered and not required to have license plates, but they can be driven on the street? **B. Krause** yes, just like a regular bike. Those can be ridden on the street. Anything can be on the street. That is the gray area, mopeds are required to have license plates and insurance and the rider needs a driver's license, but there is this bike that is slower than moped, but faster than an E-bike that the Illinois State Vehicle Code does not account for and that is why the advocacy groups are pushing for intervention at the state level to clear that up and classify E-motos the way they do mopeds.

#### 2026 BIKE MONTH EVENT

**A. Barna** last week, there was a meeting between Bartlett staff, **K. Dasbach** from the Park District and Aaron from Spin Doctors Cyclewerks regarding planning a bike event in May 2026 for Bike Month. Bartlett's staff presented a proposed bike route for a possible event in May 2026. It would start at the Community Center. There are 2 possible routes, a longer route that is 4.8 miles and a route that is 4.1 miles. The goal of the proposed route is to show the bike paths in the Village. There is just a small section on the route from the horse stables north to Devon Avenue on Bartlett Road that is sidewalk. We spoke with the police department and Deputy Chief Sweeney and he said that he could commit officers there and they are fine with the proposed route. Spin Doctors is in communication with the Village and is looking into the logistics of putting on and marketing this event. Staff is committed to



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assisting with the promotion of this proposed event as well as possibly coordinating with other public entities like the park district and school district to send out similar promotions.

**B. Krall** this is an excellent start, thank you. Do you envision other vendors participating in this event, maybe at the finish line? Obviously, Spin Doctors is going to be there. We have chiropractors in the Village and other vendors that would be more than happen to donate things like Gatorade and things that are bike related. I already told you what I would do with the bike bells. **A. Barna** yes, we are looking into that. We do not have a date yet. We suggested the first weekend in May. That could be a good Bike Month kick off. Mother's Day is later in that month and then there is Memorial Day weekend. We would like to avoid those 2 weekends. **J. Goetz** would it be a race like the Apple Orchard Run? **A. Barna** it could be. **J. Goetz** Active Trans did that race about 10 years ago and it was great.

**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 3:37 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 22, 2026

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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 2026 are below:

- The Naperville bike path and the bike path under Route 59 is still progressing in the design and permitting phase.
- Staff has completed repaving Struckman Blvd between S Bartlett Rd and Route 59.
- Staff will look into the possibility of adding on-street bike path striping for future Resurfacing/Striping projects.

Additional items:

- Wayne Township is proposing a bike path crossing at the intersection of Army Trail Rd and Petersdorf Rd. The Village of Barlett has written a letter of support for this project.
- Preliminary plans for Shales Pkwy/Lake St project include a pedestrian crossing at Lake St and Naperville Rd.
- The pedestrian crossing at the railroad on Naperville Rd is expected to start sometime this spring/summer.
- The last stretch of bike pike path on the east side of Naperville Rd will be done by the developer.
- The Streamwood pedestrian bridge over Route 59 costed over \$12,000,000, which was funded majorly from grants.

**PLANNING & DEVELOPMENT SERVICES MEMORANDUM**  
**26-001**

DATE: January 15, 2026

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 – Bike Month Event**

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**E-Bike Regulations Updates**

In conversations between the Planning & Development, Police, and Public Works departments, the issue of updating the Village's vehicle code or updating bike path signage to include e-motos has been tabled until policy talks at the state level are concluded. The following is a message from Deputy Chief Rob Sweeney:

"There is currently talk downstate about updating e-bike regulations, so we would like to hold off on updating any of our ordinances until we have clearer direction. Being that winter is upon us I think we have some time until we start seeing any e-bikes again, so hopefully by spring we can re-evaluate."

For a reminder on the differences between e-bikes and e-motos, see the regulations summary below, which was included in last meeting's memo.

**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).

There are many concerns with adopting additional regulations that have been discussed at previous Bike and Run Committee meetings. Confusion for riders travelling in and out of town, discouraging appropriate e-bike usage, and making safety enforcement on Village bike paths more difficult are all unintended side effects of passing an e-bike ordinance.

One important distinction that needs to be emphasized in the Village's public outreach is the difference between an e-bike and an e-moto (or an out-of-class electric vehicle). The State of Illinois defines an e-bike as any bike that falls into one

of the three classes listed above. Any vehicle that is not categorized as an e-bike, is considered an e-moto, and is prohibited on Village bike paths and sidewalks. When municipalities receive complaints about reckless driving, more often than not, the complaints are for e-motos, which do not have speed or wattage restrictions. In an effort to address e-motos, many municipalities in suburban Chicago have adopted major restrictions on e-bikes, when the distinction between the two is not addressed.

According to the Active Transportation Alliance and Ride Illinois, there are three problems to address to meet the concerns of the rise in popularity with e-motos.

- **Confusion:** There is a large lack of understanding the public has on the distinction between e-bikes and e-motos. Any regulations regarding e-bikes would not address this problem, this should be addressed through education.

Not an E-Bike



Class 1 E-Bike



Class 2 E-Bike



Class 3 E-Bike



### Not an E-Bike



### Not an E-Bike



- **Local Ordinances:** The high increase in suburban municipalities adopting regulations has added to the public's confusion and are often mis-informed regarding the distinction between e-motos and e-bikes.
- **Inconsistency:** The wide variation between municipalities adds the most amount of confusion and enforcement challenges. Besides the education that can be done at a local level, the Active Transportation Alliance recommends that the State, not local municipalities, addresses these issues. Their recommendations include updating the Illinois Vehicle Code to better distinguish between e-bikes and e-motos (and establish restrictions like driver's license requirements for e-motos) and to prohibit retailers from advertising e-motos as e-bikes.

### **Bike Month Event**

Staff does not have any updates regarding the proposed May 2026 Bike Month event.