



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
September 23, 2021
3:00 P.M.**

1. Roll Call
2. Approval of June 24, 2021 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@vbartlett.org)
4. Northwest Municipal Conference Multi-Modal Plan Presentation
5. Old Business / New Business
 - a. DuPage Forest Preserve District Update
 - b. Park District Update
 - c. Grant Updates
 - i. Bartlett & Streamwood Bicycle & Pedestrian Plan
 - ii. W. Bartlett Road bike path
 - iii. Bike shelter/racks
 - d. Bicycle Project Update
 - e. Council of Government Update
 - f. Low Speed Electric Bicycles
6. Adjournment - Next meeting January 6, 2022



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CALL TO ORDER

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

ROLL CALL

PRESENT: Chairman A. Reinke, B. Krall, D. Palmer, B. Hendricks, and J. Goetz,

ABSENT: None

ALSO PRESENT: K. Stone, D. Kamperschroer, D. Dinges, T. Isham, K. Dasbach, K. O'Brien and M. Decker

APPROVAL OF MINUTES

A motion was made to approve the minutes of the March 25, 2021 meeting.

Motioned by: J. Goetz

Seconded by: B. Hendricks

ROLL CALL

Ayes: B. Krall, B. Hendricks, D. Palmer, J. Goetz, and A. Reinke

Nays: None

Abstain: None

Motion carried.



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PUBLIC COMMENT:

A. Reinke asked if there were any comments from the public.

T. Witt there is a movement across the world regarding safety called Vision Zero with the idea of zero people dying. I was watching a webinar from Central and South America and the planners there in Mexico City and Bogota are building networks of protected bike lanes because they have so many bicycle riders. Next is Bartlett and that is really exciting. I do a lot of walking now and I see a lot of bicycles hanging in garages. I ask my neighbors why they do not ride their bikes. They are afraid of cars. That is a common thing. We need to get people comfortable by slowing the cars down. I think it is neat that we are going to have a really cool bike plan coming up. We cannot do everything at once, but there are a lot of grants out there and having a bike plan shows that we have an idea about what we want to do. That is what the agencies look for because if they are going to give somebody money, they want them to spend it. They look at our history and see that Tyler has had a lot of grants, spent the money and built the projects. That is a big plus. We have a lot of things going for us. There are 3 areas that I am going to look at. Schools; we have 3 schools that if the kids miss the late bus they have to walk down a road in the gutter to get home. A bike lane would fix that. Intersections; the cars want to turn and are looking for other cars. We have to do a good job on intersections. Railroad crossings; bicycle riders have a target on their back when they go to cross the railroad tracks. The shoulders end short of the railroad tracks. All of the debris clutters there and the bicycle riders have to get to the road to get across the tracks, and the cars are trying to beat the train. We have at least a dozen railroad crossings in Bartlett. There are a lot of things we can do. **D. Palmer** I saw your Letter to the Editor about the O'Hare project. That was a good idea. Have you had any feedback? **T. Witt** No.

T. Witt the tunnel under Rout 59, IDOT volunteered to build a side path north from W. Bartlett Road and the railroad track. **A. Reinke** I was the only one that voted in favor of that. **T. Witt** at the time, it was a bike path to nowhere, but now it would be connected to the underpass. The trail along Route 59 is dangerous. Cars are going 50 to 60 miles per hour. When you are going to Lake Street towards the new onramp there is a green arrow and the cars only slow to 40 miles an hour to get onto the on ramp and if you get hit by a car at 40 miles an hour you only have a 1 in 10 chance of survival. I would recommend a sign cautioning bicycle riders and runners to stop at the onramp, push the button, wait for the cars to stop and then cross because you will not see the car coming. Maybe there needs to be something on the on ramp for the cars that says there is a trail crossing, be prepared to stop. It is very dangerous. **A. Reinke** that makes sense. Thank you.

DuPage Forest Preserve District Update

K. Stone I received an email from Jessica Ortega and she stated that she did not have anything new to report. They are still working on the bike path along Munger Road. Everything is still on schedule. **A. Reinke** has she said anything about a parking area off of Struckman Boulevard? **K. Stone** she said that is not something that the Forest Preserve District is looking at doing at this time. There had been suggestions of just doing gravel, but the Village does not allow gravel parking lots. To do it to our standards would increase the cost. We were hopeful that by adding the parking lanes along Mayflower Lane that would encourage people to park there and utilize on street parking. **A. Reinke** I would like to have a follow-up conversation about that. **B. Krall** Ruzicka Park has a gravel lot, is that in conflict? **K. Stone** part of the Ruzicka parking lot is unincorporated and is in the ComEd right-of-



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way. **A. Reinke** the Village Board looked at using about \$600,000 of MFT funds to pave it and that did not pass given the public roads and parking lot. It is not an easy issue, but I think we can work with them.

Park District Update

K. Obrien I do not have any updates on behalf of the Park District at this time.

Grant Updates

T. Isham I have attached a memo with the grant updates and I am happy to answer any specific questions. **B. Hendricks** it looks like they are getting a lot work done in front of the Village Church.

T. Isham they have been great to work with. I just asked for an update right before coming to get the most recent news and the plan is to start paving mid next week. It will be 2 to 3 more weeks and then it will be done.

BICYCLE PROJECT UPDATES

B. Hendricks we have had some suggestions for in-house repairs to the damaged paths. Roots get underneath the path and create speed bumps. It almost ruins your experience on those paths. If we ever re-do the paths it would be nice to be able to avoid that from happening again. **T. Isham** we are experimenting with seal coating some of the paths and the would kill the weeds. We have never done it on paths, but we figured it is worth a shot. We will be doing the paths off of Stearns Road, this path, and a couple of other paths. **B. Hendricks** not to be overly critical, but a seal coating is not going to do anything about the bumps. I do not know if we can lease a roller and bang the bumps down and then sealcoat to maybe kill the growth underneath. I do not know if it is a tree root. **A. Reinke** what is your best example of that? **B. Hendricks** the path that runs from S. Bartlett Road to Ruzicka. All of the paths that are asphalt have those bumps. **T. Isham** things like that would have to be patched or redone. That is more than seal coating. **B. Hendricks** is that something we are planning on doing on an ongoing basis as we maintain these things? **T. Isham** yes, we just did that off of Harmony Grove on that portion of Struckman Boulevard and that was done in-house. We saved money by having it done in-house. It went very well and everybody is happy with it. We are going to keep pushing to do that as much as possible. **A. Reinke** we are going to have signs along the path on Stearns Road instead of striping west of Munger Road and Route 59. **T. Isham** we reached out to them because they are resurfacing. It would be a perfect time to put a stripe down. Apparently, the MUTCD does not allow for that as they stated. They recommended putting up bike route signs because apparently, it is deemed unsafe to put a bike lane on the shoulder. **J Goetz** although that is where they ride. **B. Hendricks** I thought they were on board with this. **T. Isham** we thought they would be okay with it, but they talked to others in their agency and that is the answer we got. We were a little surprised. **A. Reinke** have we doubled checked? **T. Isham** yes. **A. Reinke** that is unfortunate. **T. Isham** it is an update to the standard manual that everyone follows. **A. Reinke** we will just start thinking more about an off-road path, which was the committee's preference anyway. **K. Stone** right, we were just hoping to get something in the short term. I think long term, the goal has always been to have a side path. **J. Goetz** that goes through a lot of Forest Preserve land. Would we work with the Forest Preserve to do that? **K. Stone** we would work with the Forest Preserve as well as DuPage County. **J. Goetz** west of the tracks to the State Park it is Forest Preserve land. **K. Stone** correct, but if you do it in the right-of-way that is the County. **A. Reinke** I am a big fan of getting it off the right-of-way. **A.**



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Reinke hopefully, this will be part of the CMAP process and part of a good solid plan where we can start looking for some money. **K. Stone** the timing is fantastic for this. **A. Reinke** I think it is a good narrative for the grant application.

B. Krall are the bike racks in yet? **T. Isham** they are not. I am not sure what the hold up is. I reached out to Elmhurst since they are the municipality leading that grant and in charge of it. The last thing I heard in between this meeting and last was that the contractor is having a hard time obtaining bike racks. The original plan was to get them in May or June. Unless we get a shipment in the next few days, I do not think June is going to happen. **B. Krall** if they get here in June, how would the installation be completed? **T. Isham** installation is going to be done with Public Works staff. **B. Krall** that should be pretty quick, within a week or two. **T. Isham** yes, once we get them, it should be pretty quick.

DEVELOPMENT UPDATES

K. Stone Crown Development has submitted a plan for a subdivision at the northwest corner of Route 59 and W. Bartlett Road. They are proposing to do a substantial bike path network within the subdivision which would include a railroad crossing along Naperville Road as well as a path that would go underneath Route 59 parallel to the railroad tracks. We are working on a development agreement with the developer to work on cost sharing because there are significant costs with that. Technically, those crossing are not within their development. It is something that we are looking at and they are looking at installing a path within the Park District property that they are planning to dedicate.

J. Goetz what would the railroad-crossing look like? Would it be striped or would they expand the asphalt? **K. Stone** it would be similar to what they did under Lake Street. It would be a separate pathway. We are looking at possibly putting in a retaining wall. It would not have to be quite as tall as what they have underneath Lake Street. It would be very similar. **J. Goetz** that is the tunnel under Route 59. **K. Stone** correct. **J. Goetz** there is a spur that goes south from there to get to W. Bartlett Road. Who owns that land? **K. Stone** they are in negotiations with the Park District to dedicate that land to them as well. **A. Reinke** there would be a crossing where it touches W. Bartlett Road? **K. Stone** there would be an at-grade crossing similar to what we have at the ComEd crossing on S. Bartlett Road where we have the bright yellow signs and a painted crosswalk. **J. Goetz** it looks like the proposed subdivision will go from Route 59 to Naperville Road. **K. Stone** correct. The crossing at Naperville Road would have to be separate in addition to what is already there because it is very narrow there. **K. Stone** correct. would it have a separate gate? **K. Stone** Metra has to determine whether or not gates are required. **A. Reinke** there are a lot of wetlands there. **K. Stone** there are, but you can do bike paths with some wetlands. There is some mitigation that is permitted. **J. Goetz** it looks like the path also goes from the railroad tracks south to the intersection of Naperville Road, Munger Road, and W. Bartlett Road. Would there be a crosswalk there? **K. Stone** yes. There will also be a sidewalk that will be along the north side of W. Bartlett Road from Naperville Road to Route 59. Because of this development, the IDOT plans are going to be changed slightly for the intersection with them putting in the pedestrian crossing. The timing has really worked out. **A. Reinke** this is fantastic. I have always wanted the path along Naperville Road to connect to the subdivision there because that subdivision is isolated. **K. Stone** we do not know when the railroad crossing and the bike path along the townhomes will be constructed because they do not have a builder currently for that part of the project. Pulte is looking at doing all of the single-family-homes on the south side. **J. Goetz** where is the underpass going to be? **K. Stone** the underpass will be under Route 59 next to the existing railroad tracks.



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Is there enough room for that? **K. Stone** yes, they will have to modify what was previously shown. It would be the same as what was done at Lake Street. **A. Reinke** at the concept stage, when this was before the Village Board, we were very clear that this is something that we wanted. I hope the final plan ends up looking like this. **B. Hendricks** will there be noise abatement with concrete walls along Route 59 for that community? **K. Stone** I do not think they are planning on putting up any sound walls as part of the intersection. There is not going to be anything additional to what is out there now. They are planning to do commercial at the corner so that are not any homes that directly back up to Route 59.

COUNCIL OF GOVERNMENT UPDATE

D. Kamperschroer in the memo provided in the packet, I have outlined discussions from the most recent meetings with the Kane Kendall Council of Mayors Bicycle & Pedestrian Committee and the Northwest Municipal Council Bike & Pedestrian Committee. I have also included a press release from the NWMC about their new Multimodal Transportation Plan and the new Cook County Bike Plan. **K. Stone** the Northwest Municipal Council was hoping to come today and give you a brief presentation on the Multimodal Transportation Plan, but they ran into traffic and are hoping to reschedule for the September meeting. There will be a more formal presentation at that time. **A. Reinke** I spoke with Representative Lewis before the meeting today and he is having another meeting about Zoey's Path. Because of the intergovernmental nature of that issue it seems like the county, the township and the state are still talking about that and going back and forth. He also communicated that he is excited that it looks like IDOT is going to break ground at W. Bartlett Road and Route 59 hopefully next year with some improved designs and if there is ever an intergovernmental issue with these paths he wants to serve as a resource to the members of the committee. That was very nice to hear that we have allies to get these things done. Feel free to reach out to him. **J. Goetz** at the last meeting we asked about Zoey's Path and if the county would go right from Gulf Stream Drive to Schick Road. Did that phone call ever happen? **K. Stone** we decided to start small and really focus on Zoey's Path. I think if you ask for too much sometimes it is easier to say no. I think going in smaller is the right way to handle that, which is what we are doing. **J. Goetz** there was a big push to do directional and distance signage. What is the status on that? **K. Stone** typically, most towns create their directional sign plan as part of their bike plan. I think we are going to do that as part of the project with CMAP to determine what the key locations and destinations are. We do want to get public input on that. **A. Reinke** there was talk about striping the pavement on Struckman between S. Bartlett Road up to Sunrise Park and Sunset Park. Did that happen? **T. Isham** the bidding on that is not done yet. It is going out next Thursday with a bid opening and then up for Board approval the second week of July to award to the bidder and then get started in September because they will do grind and overlay for the road first. It is part of the road resurfacing. **A. Reinke** that is progress. **B. Hendricks** I have noticed a huge growth of electric vehicles in the Village with skateboards, scooters, and children's motorcycles. Could we have subcommittee to come up with some regulations or standing rules in the Village of Bartlett? **D. Palmer** they are not allowed on bike paths. I know there have been some changes including segways being allowed on bike paths. I think a lot of governments are going to be confronting this because there are battery bikes. Some of the bikes are self-propelled and some only react to pedal pressure. There is a definite difference. Some of the higher-end bikes look like motorcycles and ride like motorcycles and there are the entry-level pedal assist only bikes to help get up hills and ride in the wind for a wider age range group. I think they have to be allowed from an ADA standpoint. **B. Hendricks** would it be worthwhile to have recommendations from the Village of Bartlett for operating



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these electric vehicles rather than restricting them? The growth is phenomenal. The batteries have unbelievable endurance. I now see kids with electric skateboards that go uphill and are so fast. I think it should be looked at by our committee. I think somebody is going to get hurt. I do not think we have a helmet requirement. I think all of us on the Bike Committee should be geared up when we ride around to set an example that we are being cautious. There might be information on other areas that are being proactive. **B. Hendricks** it is a research project. There are going to be more battery-operated vehicles. It would be nice to stay ahead of this. I will research this deeper and find out what other cities are doing. **A. Reinke** I would think there would have to be some best practice out there. **K. Stone** I did research this a little bit and found that there is a business looking at opening an electric bike shop in town and they sent me a few different articles about what the regulations were to be considered a motorized vehicle. There are different classes. I can look that up as well and share that with you. **D. Palmer** I would be very interested in getting updated on that. **A. Reinke** hopefully, we will get an update from Northwest Municipal at the next meeting. **K. Stone** yes, you will get a Power Point presentation.

A. Reinke asked for a motion to adjourn.

Motioned by: J. Goetz

Seconded by: B. Hendricks

Motion passed by unanimous voice vote.

The meeting adjourned at 4:09 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike/Ped Related Grant Updates**
Date: September 16, 2021

Village Staff continuously search for potential funding opportunities whenever they arise to allow our own dollars to stretch as far as possible. The list below details each of the awarded grants related to biking and walking.

CMAP's LTA Grant for a Bike/Pedestrian Plan:

Schwartz Engineering, continued to look at existing conditions in both Streamwood and Bartlett. The first virtual, public open house was June 24th, with the next being proposed around November. The open houses and stakeholder meetings allow the consultants to gain better insight from residents to be incorporated into the plan.

MWRD GI Grant:

MWRD is providing one-third of the funding for the project along West Bartlett Road adjacent to the Village Church of Bartlett. Construction is essentially complete with minor punchlist items remaining.

DMMC Bike Rack Grant:

Bike Shelter is being installed on the south side of the Metra Station along with 6 bike racks, the remaining 11 racks requested by the Village shall be installed at Glen Koehler Fields, Ruzicka Park and various areas Downtown. Village Staff is currently looking for contractor assistance on installation of the shelter.

Invest in Cook Grant:

The Village has applied for this grant every year since its inception, and was awarded the inaugural year for the design of the path and swale for the path being constructed on West Bartlett with the funding above. This year, the Village has applied for the renovation and rehabilitation of the sidewalks around the Metra Station to improve walkability and safety for commuters and visitors of the Downtown. Unfortunately, the Village was not selected for this grant funding.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Projects Update**
Date: September 16, 2021

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. Village staff, along with grant funding, are utilized whenever possible to push those dollars as far as possible. Staff utilizes past plans and the Bike and Run Committee (BARC) recommendations to plan for the fiscal year.

FY 2021 Planned Projects

- West Bartlett Rd/Devon Ave Path: (Grant funded)
 - Construction is essentially complete with minor punchlist items remaining.
- Signed Bike Route from Rt. 59 Path to Downtown Bartlett: (BARC Recommendation)
 - Completed in August.
- Striped Parking Lanes on Mayflower & E. Struckman: (BARC Recommendation)
 - Project initially awarded to contractor at the 9/7 Village Board Meeting, but the contractor canceled the contract due to a lack of material from shutdowns in Texas plants along the coast.
 - New contractor from joint bid through Northwest Municipal Conference (NWMC) has agreed to do the work, and the new contract is set to be approved at the 9/21 Village Board meeting.
- Patching of the Harmony Grove/Struckman Path: (Village Staff)
 - Completed Late Spring 2021.
- Resurfacing Newport Bike Path: (Village Staff)
 - Resurfacing approximately 500 feet of path along Newport starting from Chippendale Dr.
 - Estimated Start: End of September

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

21-95

DATE: September 17, 2021

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

FROM: Kristy Stone, Village Planner *KS*

RE: **Low Speed Electric Bicycles**

At the June 24, 2021 the topic of electric bicycles was raised and Staff was directed to research Illinois laws. The Illinois Vehicle Code was amended by Public Act 100-209 to define and regulate low speed electric bicycles. *The Public Act is attached for your reference.*

Per the attached state statute, low speed electric bicycles:

- may be operated on roads authorized for use by bicycles, including bicycle lanes
- may be operated on bicycles paths unless prohibited by the local authority
- are prohibited on sidewalks

The Bartlett Municipal Code does not have any provisions prohibiting low speed electric bicycles on bike paths; therefore they are permitted on village bike paths.



[Previous General Assemblies](#)

Public Act 100-0209

[Bill Status](#) [Printer-Friendly Version](#) [PDF](#)

Public Act 100-0209

SB0396 Enrolled

LRB100 04881 JWD 14891 b

AN ACT concerning government.

Be it enacted by the People of the State of Illinois,
represented in the General Assembly:

Section 5. The Illinois Vehicle Code is amended by changing Sections 1-140.10, 11-208, and 11-1516 and by adding Section 11-1517 as follows:

(625 ILCS 5/1-140.10)

Sec. 1-140.10. Low-speed electric bicycle. A bicycle equipped with fully operable pedals and an electric motor of less than 750 watts that meets the requirements of one of the following classes:

(a) "Class 1 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.

(b) "Class 2 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.

(c) "Class 3 low-speed electric bicycle" means a low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour.

A "low-speed electric bicycle" is not a moped or a motor driven cycle.

The term "low-speed electric bicycle" has the same meaning ascribed to it by Section 38 of the Consumer Product Safety Act (15 U.S.C. Sec. 2085).

(Source: P.A. 96-125, eff. 1-1-10.)

(625 ILCS 5/11-208) (from Ch. 95 1/2, par. 11-208)

Sec. 11-208. Powers of local authorities.

(a) The provisions of this Code shall not be deemed to prevent local authorities with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power from:

1. Regulating the standing or parking of vehicles, except as limited by Sections 11-1306 and 11-1307 of this Act;
2. Regulating traffic by means of police officers or traffic control signals;
3. Regulating or prohibiting processions or assemblages on the highways; and certifying persons to control traffic for processions or assemblages;
4. Designating particular highways as one-way highways and requiring that all vehicles thereon be moved in one specific direction;
5. Regulating the speed of vehicles in public parks subject to the limitations set forth in Section 11-604;
6. Designating any highway as a through highway, as authorized in Section 11-302, and requiring that all vehicles stop before entering or crossing the same or designating any intersection as a stop intersection or a

yield right-of-way intersection and requiring all vehicles to stop or yield the right-of-way at one or more entrances to such intersections; Translate Website

7. Restricting the use of highways as authorized in Chapter 15;

8. Regulating the operation of bicycles, low-speed electric bicycles, and low-speed gas bicycles, and requiring the registration and licensing of same, including the requirement of a registration fee;

9. Regulating or prohibiting the turning of vehicles or specified types of vehicles at intersections;

10. Altering the speed limits as authorized in Section 11-604;

11. Prohibiting U-turns;

12. Prohibiting pedestrian crossings at other than designated and marked crosswalks or at intersections;

13. Prohibiting parking during snow removal operation;

14. Imposing fines in accordance with Section 11-1301.3 as penalties for use of any parking place reserved for persons with disabilities, as defined by Section 1-159.1, or veterans with disabilities by any person using a motor vehicle not bearing registration plates specified in Section 11-1301.1 or a special decal or device as defined in Section 11-1301.2 as evidence that the vehicle is operated by or for a person with disabilities or a veteran with a disability;

15. Adopting such other traffic regulations as are specifically authorized by this Code; or

16. Enforcing the provisions of subsection (f) of Section 3-413 of this Code or a similar local ordinance.

(b) No ordinance or regulation enacted under subsections 1, 4, 5, 6, 7, 9, 10, 11 or 13 of paragraph (a) shall be effective until signs giving reasonable notice of such local traffic regulations are posted.

(c) The provisions of this Code shall not prevent any municipality having a population of 500,000 or more inhabitants from prohibiting any person from driving or operating any motor vehicle upon the roadways of such municipality with headlamps on high beam or bright.

(d) The provisions of this Code shall not be deemed to prevent local authorities within the reasonable exercise of their police power from prohibiting, on private property, the unauthorized use of parking spaces reserved for persons with disabilities.

(e) No unit of local government, including a home rule unit, may enact or enforce an ordinance that applies only to motorcycles if the principal purpose for that ordinance is to restrict the access of motorcycles to any highway or portion of a highway for which federal or State funds have been used for the planning, design, construction, or maintenance of that highway. No unit of local government, including a home rule unit, may enact an ordinance requiring motorcycle users to wear protective headgear. Nothing in this subsection (e) shall affect the authority of a unit of local government to regulate motorcycles for traffic control purposes or in accordance with Section 12-602 of this Code. No unit of local government, including a home rule unit, may regulate motorcycles in a manner inconsistent with this Code. This subsection (e) is a limitation under subsection (i) of Section 6 of Article VII of the Illinois Constitution on the concurrent exercise by home rule units of powers and functions exercised by the State.

(f) A municipality or county designated in Section 11-208.6 may enact an ordinance providing for an automated traffic law enforcement system to enforce violations of this Code or a similar provision of a local ordinance and imposing liability on a registered owner or lessee of a vehicle used in such a violation.

(g) A municipality or county, as provided in Section 11-1201.1, may enact an ordinance providing for an automated traffic law enforcement system to enforce violations of Section 11-1201 of this Code or a similar provision of a local ordinance and imposing liability on a registered owner of a vehicle used in such a violation.

(h) A municipality designated in Section 11-208.8 may enact an ordinance providing for an automated speed enforcement system to enforce violations of Article VI of Chapter 11 of this Code or a similar provision of a local ordinance.

(i) A municipality or county designated in Section 11-208.9

may enact an ordinance providing for an automated traffic law enforcement system to enforce violations of Section 11-1414 of this Code or a similar provision of a local ordinance and imposing liability on a registered owner or lessee of a vehicle used in such a violation.
(Source: P.A. 98-396, eff. 1-1-14; 98-556, eff. 1-1-14; 98-756, eff. 7-16-14; 99-143, eff. 7-27-15.)

[Translate Website](#)

(625 ILCS 5/11-1516)

Sec. 11-1516. Low-speed ~~gas~~ bicycles.

(a) A person may operate a ~~low-speed electric bicycle or~~ low-speed gas bicycle only if the person is at least 16 years of age.

(b) A person may not operate a ~~low-speed electric bicycle or~~ low-speed gas bicycle at a speed greater than 20 miles per hour upon any highway, street, or roadway.

(c) A person may not operate a ~~low-speed electric bicycle or~~ low-speed gas bicycle on a sidewalk.

(d) Except as otherwise provided in this Section, the provisions of this Article XV that apply to bicycles also apply to ~~low-speed electric bicycles and~~ low-speed gas bicycles.
(Source: P.A. 96-125, eff. 1-1-10.)

(625 ILCS 5/11-1517 new)

Sec. 11-1517. Low-speed electric bicycles.

(a) Except as otherwise provided in this Section, the provisions of this Chapter that apply to bicycles also apply to low-speed electric bicycles.

(b) Each low-speed electric bicycle operating in this State shall comply with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission under 16 CFR 1512. Each Class 3 low-speed electric bicycle shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.

(c) Beginning on or after January 1, 2018, every manufacturer and distributor of low-speed electric bicycles shall apply a label that is permanently affixed to the bicycle in a prominent location. The label shall contain, in Arial font in at least 9-point type:

(1) a classification number for the bicycle that corresponds with a class under Section 1-140.10 of this Code;

(2) the bicycle's top assisted speed; and

(3) the bicycle's motor wattage.

No person shall knowingly tamper or modify the speed capability or engagement of a low-speed electric bicycle without replacing the label required under this subsection (c).

(d) A Class 2 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. A Class 1 low-speed electric bicycle and a Class 3 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling.

(e) A person may operate a low-speed electric bicycle upon any highway, street, or roadway authorized for use by bicycles, including, but not limited to, bicycle lanes.

(f) A person may operate a low-speed electric bicycle upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on that path.

(g) A person may not operate a low-speed electric bicycle on a sidewalk.

(h) A person may operate a Class 3 low-speed electric bicycle only if he or she is 16 years of age or older. A person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers.

Effective Date: 1/1/2018

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