



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Monday, March 10, 2025
6:00 PM
Glen Ellyn Civic Center, Room 301

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

- 1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, their topic and the group, if any, they are representing prior to addressing the Village Board.

Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting.

Public officials are not obligated to respond to questions.

- E. Presentation**
 - 1) Micromobility Devices/Electric Bicycles and Scooters Discussion (Police Chief - Phil Norton)
- F. Reminders**
 - 1) Village Board Workshop, Monday March 17, 2024, Board Room, 7:00 PM
- G. Adjourn**



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 3/10/2025 6:00 PM
Department: Police
Department Head: Phil Norton
Category: Presentation
Prepared By: Phil Norton

**AGENDA ITEM (ID
2025-205)**

DOC ID: 2025-205

Micromobility Devices/Electric Bicycles and Scooters Discussion (Police Chief - Phil Norton)

Statement of the Issue:

Micromobility devices and electric bicycles and scooters are becoming more prevalent and lack regulation. The Village Board is allowed by state statute to regulate much of the use of these items for the public health, safety and welfare.

Analysis:

INTRODUCTION

There has been a recent proliferation of electronic mobility devices of various types in Glen Ellyn and many other communities. Many of these devices are unregulated by local ordinances because of their newer technology and their use has not been previously experienced. Illinois state law provides some statutory direction for regulation and also allows local municipalities to regulate some of these devices, with certain limitations.

Village Attorney Paul Stephanides produced a comprehensive memo entitled “Micromobility Devices/Electric Bicycles and Scooters” dated December 5, 2024, which is attached to this item. In addition, attached to this item are the results of a survey of e-bike regulations from surrounding communities. This memorandum addresses the Village's possible regulation of such devices and matters the Village Board may consider to be contained in a potential ordinance. In this memo, micromobility devices refer to low-speed electric bicycles, low-speed electric scooters, low-speed gas bicycles, and other micromobility devices not currently defined by Illinois law.

DISCUSSION

The Illinois Vehicle Code specifically defines low-speed electric bicycles (625 ILCS 5/1-140.10) and low-speed gas bicycles (625 ILCS 5/1-140.15). The equipment requirements and rules of operation are also detailed in the Illinois Vehicle Code (625 ILCS 5/11-1517 and 625 ILCS 5/11-1516).

Municipalities can further regulate the operation of low-speed electric bicycles and low-speed gas bicycles. The Village has previously adopted the Illinois Vehicle Code in its entirety without additional regulation.

Low-speed electric bicycles (625 ILCS 5/1-140.10). A bicycle with fully operable pedals and an electric motor of less than 750 watts that meets the requirements of one of the following classes:

Class 1 e-bike – Low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches speeds of 20 mph.

Class 2 e-bike – Low-speed electric bicycle equipped with a motor that can be used exclusively to propel the bicycle and cannot provide assistance when the bicycle reaches speeds of 20 mph.

Class 3 e-bike – Low-speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 mph.

Illinois Operating Rules for Low-speed electric bicycles (625 ILCS 5/11-1517).

1. Except as otherwise provided in this Section, the provisions of this Chapter that apply to bicycles also apply to low-speed electric bicycles.
2. 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.
3. 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:
 - a. a classification number for the bicycle that corresponds with a class under Section 1-140.10 of this Code;
 - b. (2) the bicycle's top assisted speed; and
 - c. (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).

4. 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.
5. 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.
6. 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.
7. A person may not operate a low-speed electric bicycle on a sidewalk.

8. 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.

In August 2024, Public Act 103-0899 became effective, providing a definition for low-speed electric scooters and rules for their operation.

Low-speed electric scooters (625 ILCS 5/1-140.10).

- Device weighing less than 100 pounds;
- With 2 or 3 wheels;
- Handlebars;
- Floorboard that can be stood upon while riding;
- Powered only by an electric motor and human power;
- Whose maximum speed, with or without human propulsion, is no more than 10 miles per hour; and
- Does not include moped or motor-driven cycle.
-

Illinois Operating Rules for low-speed electric scooters (625 ILCS5/11-1518).

1. A person may not operate a low-speed electric scooter on a highway with a posted speed limit in excess of 35 mph.
2. A person may not operate a low-speed electric scooter unless he or she is 18 years of age or older.
3. A low-speed electric scooter may be parked in the same manner and at the same locations as a bicycle may be parked.
4. Every low-speed electric scooter when in use at nighttime shall be equipped with a lamp on the front that emits a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear that is visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle, except that a lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be SB1960 Enrolled LRB103 26928 MXP 53292 b Public Act 103-0899 used in addition to or instead of the red reflector.
5. A low-speed electric scooter shall not be equipped with nor shall any person use upon a low-speed electric scooter any siren. This subsection does not apply to a low-speed electric scooter that is a police vehicle or fire department vehicle.
6. Every low-speed electric scooter shall be equipped with a brake that will adequately control movement of and stop and hold the low-speed electric scooter.
7. A person may not operate a low-speed electric scooter while carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.

8. A person may not use a low-speed electric scooter to carry more than one person at a time. A person operating a low-speed electric scooter may not attach himself or herself or the scooter to any other vehicle being operated on the public right-of-way.
9. A person may not operate a low-speed electric scooter upon any public highway in the State while under the influence of alcohol or any drug.
10. The use of low-speed electric scooters is not permitted on State highways.
11. Every low-speed electric scooter shall be well-maintained and in good operating condition.

Under Section 11-1518(a) of the Illinois Vehicle Code, *“The use of low-speed electric scooters within any municipality, park district, forest preserve district, or conservation district is allowed only if authorized by the municipality.”* Currently, no allowances have been made for the operation of low-speed electric scooters in the Village.

There are several “other micromobility devices” that the Police Department has observed being operated in the Village that do not meet the definitions of low-speed electric bicycles or low-speed electric scooters. These devices, such as hoverboards, e-skateboards, e-dirt bikes, and e-unicycles, are not regulated by the Illinois Vehicle Code. Currently, the Village Code generally prohibits the use of motorized skateboards and scooters in areas open to the public, but the Village Code does not contain a definition of electric mobility devices outside the Illinois Vehicle Code definition of low-speed bicycles and low-speed scooters.

CONCLUSION

The Illinois Vehicle Code defines low-speed electric bicycles and low-speed electric scooters and applicable operating rules if they are allowed to be used in a municipality. The operating rules outlined above for low-speed electric bicycles and low-speed electric scooters are enforceable under the Village Code due to the Village’s adoption of the Illinois Vehicle Code. **The operation of low-speed electric scooters is currently prohibited in the Village unless the Village Board decides to authorize their use.** The Illinois Vehicle Code and the Village Code do not specifically define the category of devices referred to as “other micromobility devices” which may create issues with enforcement.

Budget Impact:

There is no budget impact to the Village.

Contribution to Strategic Plan

N/A

Action Requested:

ACTION REQUESTED

The Police Department requests the Village Board review and provide guidance on the use of low-speed electric bicycles, low-speed electric scooters, and “other micromobility devices” within the Village. The Village’s Board’s feedback will be used to create a draft ordinance for the Board’s review and possible adoption at a later date. The Department asks the Board to consider the following questions in its review of this matter.

1. Does the Village wish to allow the use of low-speed electric scooters in the Village?

If the Village Board decides to authorize their use, the following requirements apply to their operation under the Illinois Vehicle Code:

- They may be operated on any highway, street, or roadway; however, low-speed electric scooters may not be operated on a highway with a posted speed limit more than 35 mph or on any State highway.
 - **The Village may authorize or prohibit them to be driven on sidewalks.**
 - Illinois Secretary of State registration is not required.
 - Insurance is not required.
 - A driver's license is not required.
 - Must be 18 or older to operate.
2. Does the Village Board wish to include parental responsibility for the use of low-speed electric bicycles, low-speed electric scooters, or "other micromobility devices"? This would provide an alternative to issuing a ticket to minors.
 3. Does the Village Board wish to define and/or allow the use of "other micromobility devices" within the Village?
 4. Does the Village Board wish to restrict the use of low-speed electric bicycles within the Village?

Incidentally, the Department has learned that Cushman manufactures a golf cart-like vehicle that is technically allowed to be operated by Illinois statute. The city of Warrenville recently moved to prohibit the use of such vehicles in Warrenville for safety reasons.

Attachments:

1. Memo - Electronic Transportation Devices
2. E-Bike Regulations Survey Results - 12.18.2024 DMMC



MEMORANDUM

TO: Acting Village President Donna Jean Simon and Board of Trustees
FROM: Paul L. Stephanides, Village Attorney *Paul L. Stephanides*
COPY: Mark Franz, Village Manager
Phil Norton, Police Chief
DATE: December 5, 2024
RE: **Micromobility Devices/Electric Bicycles and Scooters**

INTRODUCTION

This memorandum summarizes the laws concerning the operation of various forms of low-speed, alternative forms of transportation including low-speed electric bicycles, low-speed gas bicycles, and low-speed electric scooters, which are collectively referred to as "micromobility devices" in this memorandum. The Illinois Vehicle Code provides local governments limited authority to regulate the operation of micromobility devices within their corporate limits. This memorandum also provides background on the treatment of micromobility devices by other jurisdictions.

DISCUSSION

Illinois Vehicle Code Treatment of Micromobility Devices

The Illinois Vehicle Code sets forth definitions and laws relative to various micromobility devices which may be operated by way of human-powered propulsion and a small motor mounted to the micromobility device. A summary of the definitions and laws pertaining to the different forms of micromobility devices may be found below.

1. Low-Speed Electric Bicycles

A low-speed electric bicycle is defined by the Illinois Vehicle Code as follows:

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.

625 ILCS 5/1-140.10. The required equipment and rules for the operation of low-speed electric bicycles are set forth in Section 11-1517 of the Illinois Vehicle Code, 625 ILCS 5/11-1517, and are summarized as follows.

- Low-speed electrical bicycles can be operated on roadways, including but not limited to bicycle lanes and bicycle paths.
- They are not permitted on sidewalks.
- Illinois Secretary of State Registration is not required.
- Insurance is not required.
- A driver's license is not required.
- Must be 16 or older to operate.

625 ILCS 5/11-1517. Low-speed electric bicycles may be driven on any bicycle path unless the local authority with jurisdiction prohibits their use. 625 ILCS 5/11-1517(f). Therefore, whether they can be used on the Prairie Path is a matter for DuPage County to determine.

Municipalities can further regulate the operation of low-speed electric bicycles. The Village Code does not currently have any provisions that regulate their operation beyond that of which is contemplated by the Illinois Vehicle Code other than prohibiting the operation of bicycles on sidewalks by persons in the central business district per Section 9-1-11(D) of the Village Code. The Village has adopted the Illinois Vehicle Code in its entirety pursuant to Section 9-1-12 of the Village Code meaning that the above regulations are applicable in the Village. Section 9-1-12 of the Village Code provides as follows:

9-1-2. Adoption of Illinois Vehicle Code.

(A) The Illinois Vehicle Code, 625 Illinois Compiled Statutes 5/1-100 et seq., as amended from time to time, is hereby adopted by reference to be applied within the corporate limits of the Village to the extent permitted by law and to the extent that its subject matter is not regulated by the Village Code or inconsistent with any lawful provisions of the Village Code. All actions or failure to act made unlawful in the Illinois Vehicle Code shall be made unlawful events under the provisions of the Village Code.

(B) All references in sections of the Illinois Vehicle Code to a state employee or official may be to a corresponding village employee or official where such a reference is applicable or necessary. Any provisions of the Illinois Vehicle Code adopted herein may be cited by placing "9-1-2" before the appropriate Illinois Vehicle Code Section (i.e. 9-1-2 5.0/11-501, Glen Ellyn Traffic Code).

(C) Citations for violations of the Illinois Vehicle Code adopted by reference herein may be issued by authorized personnel of the Village, using the appropriate Illinois Vehicle Code section which shall, by the effect of this section, represent identically and specially numbered sections of the Village Code.

2. Low-Speed Gas Powered Bicycles

A low-speed gas powered bicycle is defined by the Illinois Vehicle Code as “a 2-wheeled or 3-wheeled device with fully operable pedals and a gasoline motor of less than one horsepower or 15 cubic centimeter displacement that is operated at speeds of less than 20 miles per hour.” 625 ILCS 5/1-140.15. The following requirements are applicable to low-speed gas powered bicycles per the Illinois Vehicle Code:

- They may be operated on any highway, street, or roadway; however, they may not be operated at a speed greater than 20 miles per hour.
- They are not permitted on sidewalks.
- Illinois Secretary of State Registration is not required.
- Insurance is not required.
- A driver’s license is not required.
- Must be 16 or older to operate.

625 ILCS 5/11-1516. Similar to low-speed electric bicycles, the Village may further regulate the operation of low-speed gas bicycles beyond that of which is imposed by the Illinois Vehicle Code.

3. Low-Speed Electric Scooters

In August of this year, the Illinois legislature passed Public Act 103-0899, which amended the Illinois Vehicle Code to provide regulations specifically covering the use of low-speed electric scooters in Illinois. Public Act 103-0899 became effective on August 9, 2024. A low-speed electric scooter is defined by the Illinois Vehicle Code as “a device weighing less than 100 pounds, with 2 or 3 wheels, handlebars, and a floorboard that can be stood upon while riding, that is solely powered by an electric motor and human power, and whose maximum speed, with or without human propulsion, is no more than 10 miles per hour.” 625 ILCS 5/1-140.11.

The use of low-speed electric scooters within the Village is allowed only if authorized by the Village. 625 ILCS 5/11-1518(a). As such, absent such explicit authorization, electric scooters may not be operated in the Village. The Village currently does not allow the operation of low-speed electric scooters in the Village per Section 9-1-11(C) of the Village Code, and should the Village decide to authorize their use, the following Illinois Vehicle Code requirements are applicable to their operation:

- They may be operated on any highway, street, or roadway; however, low speed electric scooters may not be operated on a highway with a posted speed limit more than 35 mph or any State highway
- The Village may authorize or prohibit them to be driven on sidewalks.
- Illinois Secretary of State Registration is not required.
- Insurance is not required.
- A driver’s license is not required.
- Must be 18 or older to operate.

Low-speed, motor powered devices are not mopeds or motor-driven cycles, which are subject to the regulations set forth in the Illinois Vehicle Code.

4. Electric Motorcycles

Unlike the micromobility devices addressed above, there are no provisions in the Illinois Vehicle Code that specifically address the operation of electric motorcycles (“E-Motorcycles”). E-Motorcycles are vehicles with two (2) or three (3) wheels that are equipped with an electric motor that may be operated at speeds which exceed that established by the Illinois Vehicle Code for similar vehicles such as low-speed electric bicycles and low-speed electric scooters.

All E-Motorcycles are regulated in a manner that is consistent with that of regular motorcycles, motor-driven cycles and mopeds, which are defined by Sections 5/1-147, 5/1-145.001 and of the Illinois Vehicle Code, respectively. As such, the following requirements are applicable to E-Motorcycles:

- They may be operated on any highway, street, or roadway.
- They cannot be driven on sidewalks.
- Illinois Secretary of State Registration is required.
- Insurance is required.
- A driver’s license is required.
- Must be 16 to operate with supervision, 18 without supervision.

The following charts summarizes the Illinois Vehicle Code regulations regarding bicycles, micromobility devices and E-Motorcycles:

Type	Human Powered Propulsion	Max Assisted Speed	< 750 Watts	Follow Rules of Road	Min. Age	Driver’s License	License Plate & Equipment
Bicycle	Yes	N/A	N/A	Yes	N/A	No	No
Class 1 E-Bike	Yes	20 mph	Yes	Yes	N/A	No	No
Class 2 E-Bike	Yes	20 mph	Yes	Yes	N/A	No	No
Class 3 E-Bike	Yes	28 mph	Yes	Yes	16	No	No
Low-Speed Gas Bicycle	Yes	20 mph	N/A	Yes	16	No	No
Low-Speed E- Scooter	Yes	10 mph	Yes	Yes	18	No	No
E-Motorcycle	Yes/No	N/A	No	Yes	16	Yes	Yes

5. REGULATION OF MICROMOBILITY DEVICES IN OTHER JURISDICTIONS

The City of Chicago Municipal Code 9-52-120 provides that low-speed electric bicycles shall be operated in the same way as bicycles are operated. Accordingly, low-speed electric bicycles are permitted to be operated only on the City's bike lanes or paths. Except as otherwise provided in Section 9-52-020 of Chicago's Code, low-speed electric bicycles cannot be operated on sidewalks. Riders of Class 3 electric bicycles are prohibited from riding in bike lanes per Section 9-40-060 of Chicago's Code. Below is a summary of Chicago's regulations:

Figure 1: Chicago Micromobility Regulations

	Defined Name in MCC	Specs	Ride in a Bike Lane?	Pass on the Right?	Need a Drivers License	Registered Vehicle	Park on Sidewalk/ Bike racks	Minimum age to ride	Children under 12 rider on sidewalks
Bike	Bicycle	100% human powered	✓	✓	✗	✗	✓	none	✓
Electric scooter or elec. skateboard	Low Speed Electric Mobility Device	<=26" wide No more than 15 mph	✓	✓	✗	✗	✓	Personal: none Shared: 18 or 16 w/ guardian	✓
Class 1 eBike	Low-Speed Electric Bicycle	Pedal-assist up to 20 mph	✓	✓	✗	✗	✓	none	✓
Class 2 eBike	Low-Speed Electric Bicycle	Throttle-assist up to 20 mph	✓	✓	✗	✗	✓	none	✓
Class 3 eBike	Low-Speed Electric Bicycle	Pedal-assist up to 28 mph	✗	✗	✗	✗	✓	16	n/a
Moped / Vespa	Motor-Driven Cycle	May have speed limitation	✗	✗	✓	✓	✗	16	n/a
Motorcycle	Motorcycle		✗	✗	✓	✓	✗	16	n/a

The City of Carbondale has enacted an ordinance that allows for both the operation of low-speed electric bicycles and micromobility devices. The ordinance prohibits the use of micromobility devices on sidewalks unless the operator is under the age of 16. *Carbondale City Code* at Sec. 18-14-10(A).

The City of Evanston enacted an ordinance in 2019 that allows for the operation of low-speed electric bicycles, including on Evanston sidewalks "to the extent permitted by Illinois law." *Evanston City Code* at Sec. 10-9-4(N). Evanston's ordinance prohibits the operation of any motorized or motor-assisted skateboard, motorized or motor-assisted roller skates, motorized scooter, or motor-assisted pedicycle, or motor-assisted bicycle upon any sidewalk, street, or public way or in or upon any municipal parking area, parking lot, or upon any street, roadway, or public way within the corporate limits of the City. *Evanston City Code* at Sec. 10-1-9-6(B).

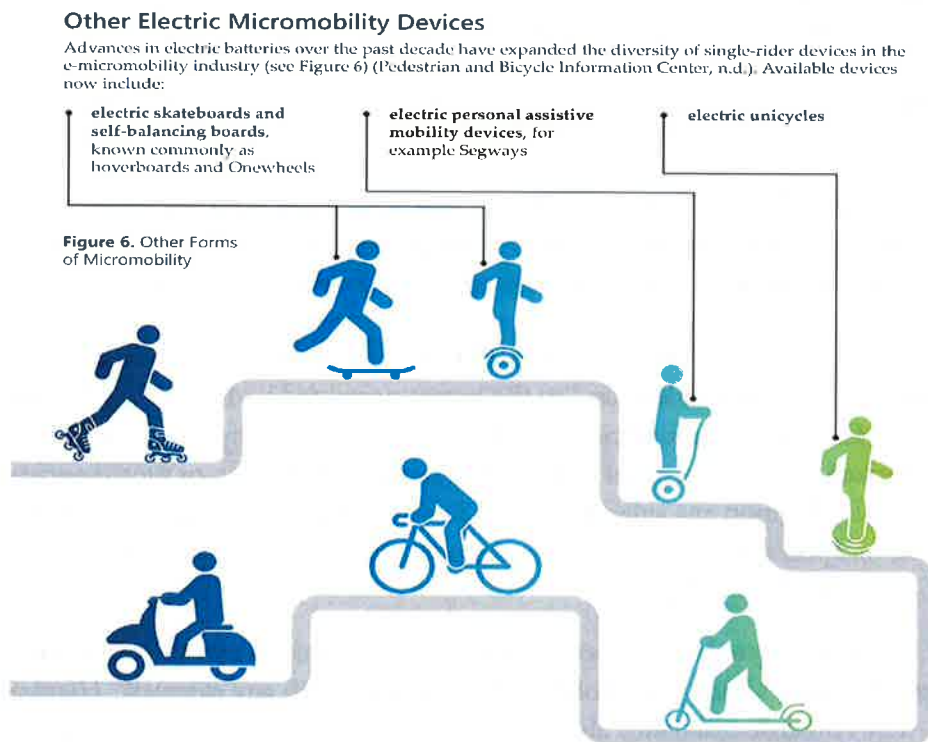
The Village of Hinsdale enacted an ordinance on July 16, 2024 that allows the operation of low-speed electric bicycles on Village streets and prohibits their operation on any sidewalk. *Hinsdale Village Code* at Sec. 6-13-5. The Hinsdale ordinance also addresses "personal mobility devices," which are defined

as an electric powered or electric-assisted device that travels at a speed of 15 miles per hour or less, “such as a motor-assisted scooter, motorized or motor-assisted skateboard, or any other similar devices.” *Hinsdale Village Code* at Sec. 6-13-1. Such devices may be operated on any sidewalk in Hinsdale, except in Hinsdale’s downtown business district, and they are prohibited from being operated “on any public street, roadway, or alley” unless they are being used to cross a street at a designated crosswalk. *Hinsdale Village Code* at Sec. 6-13-5(C). It unlawful for any parent or guardian to permit their minor child to violate these provisions and subjects them to a fine of not less \$20 nor more than \$750 for a violation. *Hinsdale Village Code* at Sec. 6-13-7; Sec. 6-13-9.

The Village of Carol Stream has adopted a ban on their operation except on private property with the permission of the property owner. *Carol Stream Village Code* at Sec. 8-7-1. Carol Stream has also adopted a parental responsibility provision similar to Hinsdale’s. *Carol Stream Village Code* at Sec. 8-7-2. Carol Stream’s Code contains an exemption for personal assistive mobility devices defined as motorized wheelchairs, power chairs or scooters for persons with limited mobility. *Carol Stream Village Code* at Sec. 8-7-3.

6. Other Micromobility Devices

“Other Micromobility Devices” describes an array of personal transportation devices, including hoverboards, e-unicycles, e-dirt bikes, e-skateboards, and e-roller skates, are not explicitly regulated by the Illinois Vehicle Code. The Village has the authority pursuant to its home-rule powers to regulate the operation of other micromobility devices on Village roadways, sidewalks, rights-of-way, and other property owned or operated by the Village.



CONCLUSION

The above summarizes existing law concerning micromobility devices/electric bicycles and scooters. The Police Department will provide a further presentation on this topic in the near future and staff will seek further Board direction at that time.

DMMC Survey - E-Bike Regulations		
12/18/2024		
	<i>For communities with e-bike regulations:</i>	
Municipality:	1. What are your community's regulations for e-bikes on bicycle and multi-use paths?	2. What challenges, if any, have arisen in implementing and enforcing these regulations?
<i>Village of Burr Ridge</i>	Prohibited at this time.	Numerous. Many people, including mainly kids and families, don't realize that there is a blanket ban of these uses on sidewalks.
<i>Village of Hinsdale</i>	e-bikes are not allowed on the sidewalks and any device with an electric motor greater than 750w is prohibited in the public way. Scooters must be under 750w and are only allowed on sidewalks. Electric standup scooters are not allowed on the sidewalks in the Central Business District nor allowed in the roadway.	The following was provided by the Village's Police Department – The State law fails to address the diversity of devices (devices without pedals, devices over 750w, devices with 1 wheel, etc.). Each community is enacting regulations to address the issues that face each individual community, which means regulations change from community to community. The Village of Hinsdale's implementation and enforcement has been effective due to the public outreach and education regarding the Village's regulations. The challenges involve riders from other communities that enter Hinsdale (usually middle school aged) who are not familiar with our ordinance.
<i>Village of Itasca</i>	In 2023, the Village of Itasca updated its traffic code to define various types of unlicensed motorized vehicles and regulate their use. The <i>*attached*</i> ordinance outlines these changes. Our Police Department is currently working on proposed amendments to this ordinance.	
	According to the ordinance, electric bicycles are classified as Class 3 personal motorized vehicles, capable of exceeding 10 miles per hour. They are only allowed to operate on public streets within the Village of Itasca.	Our biggest challenge has been enforcement. Many riders do not stop for officers, and without observing where the rider starts or ends their journey, identifying them becomes difficult as there are no visible identifiers to track.
<i>Village of Oak Brook</i>	We are presently in the in-between, the proposed E-bike (in fact all vehicle) regulation is on for adoption tomorrow evening. We are proposing a 20 mph speed limit for all devices (manual, electric, gas) on bike paths. We have had a only a small handful of complaints, focused more on incompatibility of speeds more than the devices themselves. The Park District and Village have been collaborating on the new proposal.	

DMMC Survey - E-Bike Regulations		
12/18/2024		
	For communities without e-bike regulations:	
Municipality:	1. Have there been discussions about implementing e-bike regulations? If so, how were these discussions received by officials?	2. Have challenges related to implementation and enforcement been raised during these discussions? If so, how were they addressed?
Village of Burr Ridge	Yes. Officials continue to want them banned wherever possible. Some discussion about appropriateness of letting kids use sidewalks.	Yes. We will need to create very clear and specific policies, such as a total ban on pursuit, warnings, education, etc.
City of Darien	The City of Darien does not have an ordinance on e-bikes and/or scooters.	
	Yes from the PD to Elected Officials. Willing to hear options.	No, just wanted details on the extent of the problem.
Village of Glen Ellyn	Regulations for e-bikes/micromobility devices were discussed collaboratively at a recent Village Board workshop. A draft ordinance may be considered in the near future.	Concerns regarding enforcement options and what elements to include in a potential ordinance have been discussed. One of the items to consider is the element of parental responsibility. Ordinances from various communities have been reviewed to determine what options may be available.
City of Naperville	No separate regulations.	
Village of Schaumburg	We are currently working on drafting a code amendment to regulate the use of e-bikes. Those discussions have been among staff and nothing has been presented to our board yet.	We are working through those challenges. In coordination with our police department we've identified a few potential stumbling blocks that would make enforcement difficult, namely how we classify an intended versus an unintended user of a bike facility (who's prohibited and who isn't). It seems to be easiest to regulate based on e-bike classes because they are required by State law to have a sticker on their frame identifying class, top speed, and wattage. Thus we are pursuing an amendment to our code to enforce based on that criteria. That remains with staff at this point and has not yet been presented to our board.
City of West Chicago	WC officials have had no public discussions about e-bike regulations.	
Village of Willowbrook	N/A	N/A
City of Wood Dale	We don't have anything on books, nor have we had any issues or complaints.	

ORDINANCE NO. 2050-23

**AN ORDINANCE AMENDING TITLE VII OF THE TRAFFIC CODE,
CHAPTER 80 UNLICENSED PERSONAL VEHICLES**

WHEREAS, the Village Board wishes to amend Title VII: TRAFFIC CODE to include Chapter 80, to regulate the use of unlicensed personal vehicles within the Village of Itasca at all times.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Itasca, DuPage County, Illinois, as follows:

SECTION ONE: Itasca Code of Ordinances Title VII, Chapter 80 Unlicensed Personal Vehicles, is amended as shown in Exhibit A, which is attached hereto and incorporated herein by reference.

SECTION TWO: SEVERABILITY. The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION THREE: REPEAL OF PRIOR ORDINANCES. All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

SECTION FOUR: EFFECTIVE DATE. This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

	Trustee Aiani	Trustee Daly	Trustee Gavanes	Trustee Leahy	Trustee Madaras	Trustee Powers	Mayor Pruyn
Aye	☒	☒	☒	☒	☒	☒	☐
Nay	☐	☐	☐	☐	☐	☐	☐
Absent	☐	☐	☐	☐	☐	☐	☐
Abstain	☐	☐	☐	☐	☐	☐	☐

APPROVED and ADOPTED by the Village President and Board of Trustees of the Village of Itasca this 7th day of February, 2023.

ATTEST:


Village Clerk Jody Conidi

APPROVED:


Village President Jeffery J. Pruyn



VILLAGE OF ITASCA ORDINANCE

TITLE VII TRAFFIC CODE

Chapter 80 UNLICENSED PERSONAL VEHICLES

Chapter §80.01 Definitions:

- a. An unlicensed personal motorized vehicle is defined as any wheeled vehicle which is operated by a rider in any position thereon and for which the State of Illinois does not issue a title document, license plates, or registration documents.
- b. For the purposes of this Chapter, unlicensed “personal motorized vehicles” includes any motor driven scooter, mini-bike, pocket bike, mini-motorcycle, hoverboard, electric or gas-powered bicycle, electric skateboard, golf cart, all-terrain-vehicle, and go-cart, all of which are subject to the classifications of Chapter §80.01(c).

Chapter §80.02 Personal Motorized Vehicle Classes and Operation Restrictions:

- c. The operation of any personal motorized vehicle, as defined in Chapter §80.01(a), is prohibited on any walkways of the Springbrook Nature Center, located at 130 Forest Ave, Itasca, Illinois 60143
- d. Electric-assisted bicycles and gas-assisted bicycles, with assistance that supplements but does not supplant the primary motive force, shall be subject to the provisions of §§ 73.01 through 73.06, and §§ 80.01 through 80.04.
- e. Class 1 personal motorized vehicles are defined as any gas-powered vehicle and includes any golf cart, snowmobile, all-terrain-vehicle, or go-cart, regardless of whether such Class 1 vehicle is powered by gas or electricity.
 - i. No person shall operate a Class 1 personal motorized vehicle upon any public street, sidewalk, public parking lot, bike path, park, park path, reservoir, parkway, or any other public property in the Village of Itasca.
- f. Class 2 personal motorized vehicles are defined as any unlicensed personal vehicle, other than an electric bicycle, with a motorization capable of a maximum speed exceeding 10 miles per hour and not otherwise prohibited by Class 1.
 - i. No person shall operate a Class 2 personal motorized vehicle upon any public street, sidewalk, public parking lot, bike path, park, park path, reservoir, parkway, or any other public property in the Village of Itasca.
- g. Class 3 personal motorized vehicles are defined as electric bicycles which have the capacity to exceed 10 miles per hour and:

- i. shall only be permitted to be operated on public streets in the Village of Itasca, subject to requirements of safe operation that is not knowingly performed in an unreasonable manner as to alarm, endanger, or disturb another and to provoke a breach of the peace;
 - ii. shall be operated at all times with due care to avoid colliding with any pedestrian, any adjacent property, or any person operating a bicycle, personal vehicle, or other device propelled by human power, and shall give warning when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person;
 - iii. shall not be operated by a driver under the age of 16;
 - iv. and shall not be operated at a speed exceeding 20 miles per hour in the Village of Itasca.
- f. Class 4 personal motorized vehicles are defined as those that are not prohibited under Class 1 or Class 2 and are not capable of exceeding a speed of 10 miles per hour.
 - i. Class 4 personal motorized vehicles are only permitted to be operated subject to safe operation that is not knowingly performed in an unreasonable manner as to alarm, endanger, or disturb another and to provoke a breach of the peace.
 - ii. Class 4 personal motorized vehicles shall be operated at all times with due care to avoid colliding with any pedestrian, any adjacent property, or any person operating a bicycle, personal vehicle, or other device propelled by human power, and shall give warning when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person.
 - iii. Class 4 includes motorized slow-speed children's play vehicles, without any customary speed modifications of the manufacturer's settings, operated by toddlers and small children shall be operated only in the immediate vicinity and supervision of a parent or guardian.

Chapter §80.03 Exemptions and Additional Restriction:

The following shall be exempt from the restrictions contained in this Chapter unless otherwise stated:

- a. Any local, state, or federal police vehicle, fire vehicle, EMS vehicle, special district vehicle, County vehicle, Forest Preserve District vehicle, or official Village of Itasca vehicle including but not limited to public works that is operated by an employee in the course of his or her duties.

- b. Motorized wheelchairs, which for the purpose of this Chapter, means any motorized vehicle or power-driven mobility devices designated for and used by a person with disabilities.
- c. Electric personal assistance mobility devices, as defined in section 5/1-117.7 of the Illinois Vehicle Code (625 ILCS 5-100 et. Seq.).
- b. Personalized motorized vehicles used in areas that have been otherwise closed to normal public access for and during events that have been awarded a permit by the Village of Itasca, which remain subject to the following restrictions:
 - i. shall be subject to requirements of safe operation that is not knowingly performed in an unreasonable manner as to alarm, endanger, or disturb another and to provoke a breach of the peace;
 - ii. shall be operated at all times with due care to avoid colliding with any pedestrian, any adjacent property, or any person operating a bicycle, personal vehicle, or other device propelled by human power, and shall give warning when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person;
 - iii. shall not be operated by a driver under the age of 16;
 - iv. and shall not be operated at a speed exceeding 20 miles per hour in the Village of Itasca.

Chapter §80.04 Penalty

- a. Any person found guilty of violating any provision of this Chapter shall be fined not less than thirty dollars (\$30.00) and no more than seven-hundred fifty (\$750.00).
- b. An offense committed by a minor under the direct control of or with the consent of a parent or guardian may subject the parent or guardian to the penalties provided in this Section. The police shall have the authority to either impound or immediately release the personal vehicle to a parent or guardian.