
Minutes of the Arlington Heights Bicycle and Pedestrian Advisory Commission
Tuesday, August 5, 2025 in the Community Room at Village Hall

COMMISSION MEMBERS IN ATTENDANCE:

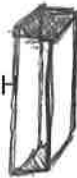
Richard Lenski
Charlotte Obodzinski
Paul Danko
Dr. Jay Virchow
Juergen Juffa
Lyn Sakata

MEMBERS ABSENT:

David Easley

STAFF PRESENT:

Daniel Hoscilo, Public Works & Engineering Liaison, VAH



OTHERS PRESENT:

Pete Schmelzer, Arlington Heights Bike Club
Ford Sakata, Arlington Heights Bike Club

RESIDENTS IN ATTENDANCE:

Martin Bauer
Keith Moon
Michael Viccori
Unnamed Female
Unnamed Male
Tom (?)
Dr. A. Bennet (?)
Robert (?)

CALL TO ORDER:

A quorum being present, R. Lenski called the meeting to order at 7:09 p.m.

APPROVAL OF MINUTES:

REPORTS:

CHAIRPERSON'S REPORT:

STAFF REPORT:

D. Hoscilo explained that there were multiple Construction projects going on, but none were affecting Bicyclists or Pedestrians, and all should be completed by September/October. 2026 Euclid Resurfacing Project and Waterman/Kensington Traffic Signal Replacement Project will impact Bike/Peds, as well as the future Windsor Road Diet. There is no new report of the ComEd project.

OLD BUSINESS:

Bike Arlington Community Bike Ride 2025, May 10, 2025

Discussion followed on the highlights of the 2025 Bike Ride: Route, Street construction, Swing into Spring partnering, Police assistance.

Suggestions for 2026 Ride: Sag vehicle for assistance, continue to partner with Swing into Spring, possible earlier date for 2026.

Russel Mandel's recent retirement was discussed. Daniel Hoscilo introduced Timothy Scanlan as the PD staff liaison. Richard Lenski said he sent thank you letters to the AH Bike Club and VAH Police Department for their involvement and support.

NEW BUSINESS:

Electric Bike Activity (E-Bikes):

R. Lenski has been contacted by residents, etc. in regard to E-Bikes. He advised that the BPAC come up with some Village recommendations on rules/regulations to present to the Village Board. He then explained the different classes of E-Bikes and E-Scooters.

In Illinois there are four classes of E-Bikes:

- Class 1 E-Bike – pedal assisted, max of 750-watt motor and assist while pedaling up to 20 mph (mountain bikes, hybrids) Good on low hills and long distances.
- Class 2 E-Bike – pedal assisted, or throttle assisted, pedal assisted up to 20 mph, but the throttle can push more than 20 mph, less than 750-watt motor, considered low-end motor scooters
- Class 3 E-Bike - Greater than 750-watt motor, mostly throttle assist and can assist up to 28 mph, may be pedal assist.
- Class 4 E-Bike - Mini-Motorcycles or Pocket Bicycles, pedals/pegs that do not turn

Also, regulations needed for E-Scooters:

There are three types recognized: Stand up, Sit down and Monocycle. All range in speed from 5 mph to 55 mph and there are three different categories that are 1) 10 mph 2) under 15 mph 3) above 15 mph.

In R. Lenski's research he stated that the items to regulate or recommend are

- 1) helmets by class
- 2) age restrictions
- 3) location they can be driven (street, sidewalk, etc)
- 4) whether a driver's license is needed 5) time of day they can be driven.

R. Lenski researched Illinois law for E-Bikes and summary is as follows: Illinois recognizes the three classes of E-Bikes. Per Illinois state law E-Bikes are prohibited on sidewalks, unless designated bike path. Riders must be at least 16 y/o to operate a Class 3 E-Bike and there are no age restrictions on Class 1 or 2 in Illinois. Helmets are not required by state law. They must be equipped with a white front light and red reflector while riding at night. E-Bikes cannot exceed 20 mph on any road, street or highway.

R. Lenski researched Illinois law for E-Scooters and summary is as follows:

IL state law requires riders to be 18 y/o or older to operate an electric scooter. E-scooters are generally permitted on roads where the speed limit is 30 mph or less, but not on roads with four or more lanes. E-Scooters should be equipped with working brakes, a white front light and red reflector when riding at night. Helmets are not mandatory.

A gray area is that it states, "Sidewalk riding is often prohibited or discouraged by local ordinances."

R. Lenski researched local municipalities for their laws/ordinances and summary is as follows:

Hanover Park- Age limit is 16 y/o for all E-Bike riders, prohibits E-Bikes on any Village path, bans E-Scooters from the Village entirely, Class 3 E-Bikes are banned.

Highland Park- Age limit is 16 y/o for all E-Bike riders, and they must have a driver's license, and helmets are required for all riders. E-Bike riding is permitted only on roads, not sidewalks or bike paths.

Schaumburg- Age limit is 16 y/o for all E-Bike riders. All E-Bikes and E-Scooters can be driven on paths or streets unless otherwise indicated. E-Scooters that go no faster than 10 mph are banned from Village streets. E-Bikes and E-Scooters are prohibited on sidewalks. Helmets are mandatory.

Roselle- Age limit is 16 y/o for all E-Bike riders. Bicyclists under 16 y/o can ride Class 1 & 2 E-Bikes as long as they use pedal power only. E-Scooters are only allowed on streets with a speed limit of 35 mph or less.

Elk Grove- Age limit is 16 y/o for all E-Bike riders, and they must have a driver's license. E-Bikes can be ridden on local paths with pedal power only. E-Bike riders can only go on roads that have a 35 mph or less speed limit. E-Scooters may be ridden on public sidewalks in a safe manner following all signs and yielding to all vehicles and pedestrians.

Streamwood- Motorbikes/mini motorcycles/pocket bikes are prohibited in the Village unless rider/owner is at least 16 y/o and licensed.

Hinsdale-Does not permit E-Bikes on sidewalks and following the IL state laws.

(Extensive discussion on E Vehicles followed, in Public Comment section of minutes)

Motion made by P. Danko to table E Vehicle discussion until next meeting. Seconded. Motion carried unanimously.

Based on the discussion and prior to next BPAC meeting, R. Lenski will come up with a matrix and framework for the BPAC recommendations on this matter.

Bike Parking in Downtown Arlington Heights:

R. Lenski wanted to discuss the poor parking available downtown. Discussion followed. D. Hoscilo mentioned Village has secured a grant for the project "Vail Promenade" whose scope will be rethinking Downtown in general.

PUBLIC COMMENT:

E-Bike Discussion

-Discussion followed on what the BPAC should recommend for E-Bike / E-Scooter rules/regulations to present to the Village Board.

- A question was asked by an unnamed person on why they felt the need to come up with these recommendations. R. Lenski and D. Hoscilo shared the concerns they have heard about safety issues and accident numbers involving E-Bikes and E-Scooters.
- D. Hoscilo shared on one accident involving a Police Officer and an E-Bike rider going over 20 mph on a sidewalk, whereas the E-Bike T-boned the side of the vehicle and flew over the vehicle hood. Child was not wearing a helmet.
- BPAC members also shared similar experiences they have had with E-Bikes/Scooters.
- Unnamed Female spoke about her young children riding their regular bicycles slowly on a sidewalk and almost getting run down by children on E-Bikes and E-Scooters. She explained that her children are no longer safe walking or riding their bicycles on the sidewalks. She believes we need to create appropriate riding spaces for these E vehicles.
- D. Hoscilo talked about a traffic speed study on Happfield Drive and their radar clocked a E-Scooter at 37 mph.

- An unnamed man spoke on there being no place for these E riders, that VAH is 99.9 percent road and sidewalk, no interim spot for E-Riders. He also asked if anyone from BPAC had reached out to the Youth Commission to get their input on this. R. Lenski said he would reach out to them, as it was a valid idea.
- D. Hoscilo said he was unaware of any stance taken from VAH Police Department. He said the new Village Board is looking for recommendations on this matter.
- Resident, M. Viccori expressed his opinion in favor to prohibit E vehicles.
- D. Hoscilo spoke on the danger involved with riding E Vehicles.
- Tom (?) commended R. Lenski in gathering the data for other municipalities, but wondered if he found out how they were enforcing it. R. Lenski said it was through fines and enforcement through Police monitoring and that some Villages were "going after kids, some the parents and some both." Tom (?) wondered how they were ever going to enforce given the different classes etc.
- D. Hoscilo said that he believes the goal is not to prohibit E Vehicles but to have standards on how and where they can be ridden safely.
- Tom (?) gave suggestions.
- Unnamed Female gave suggestions.
- L. Sakata expressed her opinion on unlicensed drivers being able to drive something that is only a throttle, that that is a motorcycle.
- Dr. A. Bennet (?) stated she had a lot to share. She stated first that she is not speaking on pocket bikes, that those are motorcycles as far as she is concerned. She stated she was passionate against the ban of E-Bike and E-Scooters for kids under the age of 16 y/o and that it was an overreaction. She explained the following three benefits. 1) They promote physical activity and independence 2) They are not unreasonably dangerous for kids 3) there are environmental benefits and potential solutions. She spoke in length on all three benefits and quoted national statistics. She feels regulations and trainings is the solution to this concern. L. Sakata interjected and a discussion was had on skateboarding vs. E-Bike use.
- Rob (?) Spoke on lower injury statistics. Believes a designated riding space needs to be planned on roads etc. and at a faster planning rate as in past VAH projects. He believes reasonable regulations should be adopted.
- C. Obodzinski said this is an opportunity to do tactical pilots.
- Discussion followed on registration.
- Unnamed male spoke and expressed dangers involved.
- D. Hoscilo explained that he believed that creating rules and enforcement of them could be the solution for the safety concerns.
- P. Schmelzer spoke as the President of the VAH Bike Club. He explained that within their Bike Club they have their own riding rules and encourage E-Bikes with power assist, but prohibit throttled E-Bikes. He said they would not favor a ban on E-Bikes, but instead some prohibition on the throttled class.
- Unnamed male spoke and said we need to take note on locations of violations and then focus on construction of E-Bike routes there.
- Group discussion on website that you can log incidents. D. Hoscilo to provide more details on that in the future.
- K. Moon asked the BPAC to approach this without the hassle of an ordinance which creates a burden on the Police Department. He wants a calm approach to this matter and feels that everyone is overreacting.
- F. Sakata made a suggestion for a voluntary registration for kids who are operating E Vehicles and promote through schools and Park District.
- Discussion followed on riding bikes under the influence of drugs/alcohol and whether that is against the law. BPAC confirmed that it was.
- Unnamed female spoke on registrations pros/cons and how she was in favor of educating the kids.
- Robert ? agreed on some points on training and educating. He said he and others present were part of the Safe Streets Alliance of Arlington Heights and their focus is on these types of topics. He

spoke on strengthening the infrastructure, reaching out to schools about creating a program, educating kids and parents, registration, training.

- D. Hoscilo agreed that there needs to be a multilayer approach to this topic, 1) Regulation 2) Addressing Infrastructure 3) Education (Village staff and Police have annual meetings with School Districts and Park Districts, with a possible school class or course)
- Discussion followed on Police Department education and enforcement.
- Unnamed female spoke passionately about children's current recklessness and not following the rules of the road while riding.
- Discussion followed by all about current safety trainings in place for biking in general and ideas on what could be put in place.
- J. Juffa spoke and thanked everyone for being there today and sharing. He said he was very much in favor of E-Bikes, that they are an important active mode of transportation and does not want any kind of ban and believes other communities have gone to far in banning and regulating. He does believe they need to be regulated to some extent, but need to be careful, as a Commission, on how we do that. He said we need to keep the benefits in mind and to be inclusive for all age group riders. He believes that the discussions and regulations must be separate for E-Transportation and with different classes etc. as a matrix.
- Unnamed male then spoke about speed limits, registration, safety requirements, age requirements etc.
- Discussion followed by all.
- Unnamed female explained her intent on suggesting registration was so the rider understands the education required, responsibilities and risks involved. Discussion followed by all.
- Unnamed male spoke on gathering info from other communities that have passed ordinances and their feedback on the results.
- D. Hoscilo suggested reaching out to the Northwest Municipal Conference to send out a survey that he can create to be sent out to multiple municipalities, with results of survey coming back to him in a reasonably small amount of time.
- Unnamed male brought up reaching out to Bike Shops and enlist their support of this matter.
- Unnamed male suggested contacting the Active Transportation Alliance and Ride Illinois.
- Unnamed male asked what the regulations were in place on Mopeds. R. Lenski stated that they were considered Motorcycles and therefore a registered, licensed vehicle.
- Discussion followed on gas powered bikes.
- L. Sakata mentioned how hard it was to find an insurance company for the VAH Bike Club due to E-Bikes in club.
- Discussion followed on registration.
- R. Lenski wanted to go over the points he had in mind to discuss tonight
 - Class 1 E-Bikes
 - Class 2 E-Bikes
 - Class 3 E-Bikes
 - E-Scooters

He recommends the following:

- Require helmets for all Bike, E-Bike, Scooter and E-Scooter riders
- Require all E vehicle riders to adhere to all driving regulations such as speed, traffic signs/signals, general rules of the road.
- Prohibit cell phone or device usage while riding.
- No regulations on Class 1 E-Bikes
- Prohibit other classed E-Bikes to be rode on sidewalks
- Discussion followed about the BPAC's role in recommending or suggesting these requirements to the Village Board for review. D. Hoscilo explained that this is an initial discussion, a step one in this discussion. He believes that whatever they end up recommending it should be subject to consultation with various bodies and then revisit, etc. These would be BPAC's initial thoughts on the

subject. R. Lenski recommended they come up with framework that he can write up to discuss at next BPAC meeting to finalize what they would like to recommend to the Village Board.

- R. Lenski suggests Class 1 & Class 2 (pedal only) no regulations besides helmet. He suggests for Class 2 (throttle) he suggests riders be at least 16 y/o and licensed. For Class 3 he suggests banning in Arlington Heights. D. Hoscilo's opinion is not to ban them, but to put an age and license requirement on them to at least 16 y/o and to treat them like motor bikes on the street. All in agreement.
- Unnamed female asked if there was any indication if the State of IL was going to step in with regulations. Discussion followed on State regulations.
- J. Juffa said the definition of E-Bikes describes a certain frame size that the average 8 y/o body size would not be able to ride. He claimed there were no kid sized E-Bikes. Multiple comments said there in fact were.
- D. Hoscilo said in his opinion banning anything would not work as it was unrealistic and not enforceable. All commented in agreement.
- Discussion in length on E-Bike/Scooter speeds.
- Dr. A. Bennet brought up areas where it is unsafe for riders to ride on streets and asked for BPAC to spend time researching areas and time thinking on appropriately banning sidewalk use if the decision is made to ban them from sidewalks. Discussion followed. L. Sakata brought up state law of no sidewalk bike riding unless safety merits it. Unnamed male discussed the need to build a space for riders, that many of AH sidewalks end abruptly. D. Hoscilo supports and spoke on educating, addressing and regulating all the areas mentioned as an easier and quicker solution and stated that building spaces or infrastructure requires time, money and resources to do so.
- R. Lenski started discussion on E-Scooters. His recommendation is as follows: Helmet required for all use, he does not want to ban them, no regulations on 15 mph max speed type, allow this type on the sidewalks Discussion followed about speed in general for E-Bikes and E-Scooters. All in agreement getting Police input on subject and also current protocol on enforcement of sidewalk rules etc.

Miscellaneous Public Discussion

K. Moons stated he wanted the BPAC to revisit and take another look at Mount Prospect's Friendly Neighborhood Streets Program that would address speed, risk and sets a definite criterion to fix speed issues. R. Lenski said he spoke with a Police Officer regarding this, and it would mean lower AH speed limits where not posted otherwise to 25 mph. K. Moons said that this was not about speed limits but instead about speeding in general. D. Hoscilo commented and said that the MUTCD (Manual on Uniform Traffic Control Devices) does not allow blanket speed limits, other than statutory speed limits and that in order to make a speed limit enforceable you have to have a sign and an ordinance. If there is no sign or ordinance, it is 30 mph on residential streets. K. Moon interjected and said that he is not talking about speed limits but addressing the speeding issue with drivers going well over the current speed limits. R. Lenski said he looked into traffic calming measures ex. speed humps/bumps/tables/cushions/rumble strips, etc. and the process to get these are very difficult. D. Hoscilo then stated that speed humps/bumps are prohibited by the International Fire Code which pertains to emergency response and the code has been adopted by VAH. Discussion followed about other traffic calming measures that could be used. Unnamed male said C. Papierniak, Director of Public Works told him that someone from Public Works was looking into Friendly Neighborhood Streets Program. D. Hoscilo told him that it was himself who was actively looking into it, that it was in the process, no timeline.

PROJECT UPDATES:

See Staff Report section

PUBLIC COMMENT:

OTHER BUSINESS:

Proposed date for next meeting is September 11, 2025, 7:00 pm.

ADJOURNMENT:

R. Lenski moved to adjourn the meeting, seconded and the motion carried unanimously, the meeting adjourned at 9:26 p.m.

APPROVED:



Secretary



Date