





Memorandum

TO: Kevin J. Jackson, Village Manager 

FROM: Shatonya Johnson, Chief of Police 

FOR: Village President and Board of Trustees

DATE: June 5, 2026

SUBJECT: **Update on E-Bike, E-Scooter, and Motorized Mobility Device Regulations**

Purpose

This memorandum provides an update to the Village Board on current legal regulations, community education efforts, and the enforcement strategy related to e-bikes, e-scooters, and motorized mobility devices within the Village of Oak Park and provides an update on legislation in the General Assembly regarding e-bikes and other micro-mobility devices.

There is a study session scheduled on e-bikes and micro-mobility devices with the Village Board on July 14, 2026.

Background

The Village has seen an increase in the use of e-bikes and other devices such as electric scooters and micro-mobility devices. This has led to increased constituent complaints about their use in the downtown areas, on sidewalks, and on the roads.

On October 29, 2025 Trustee Taglia made, and Trustee Wesley seconded, a Motion for a study session to review e-bike/scooter regulations in the Village with the goal of receiving recommendations on how our ordinances can be strengthened and improved for the safety of the riders as well as residents. Trustee Leving-Jacobson also asked to receive feedback from the Board of Health and Transportation Commission before Village Board review. In September 2025, Chief Johnson submitted a memorandum for the benefit of the Village Manager and the Board of Trustees regarding the regulation of these devices and enforcement by the Oak Park Police Department. A copy of this memo is attached.

Statewide, the rise in ridership and associated injuries has intensified calls for enhanced regulatory standards. In the Illinois General Assembly, Senate Bill 3336 passed in the Senate and in the House of Representatives addressing E-Bikes and Micro-Mobility Devices (due to a procedural matter, Senate Bill 3484 was used to cast the final vote in the House and Senate). A summary of the Bill from Village Attorney Elrod Friedman LLP is attached. The Bill has been sent to the Governor for his review. The General Assembly has 30 days to send to the Governor, who then has 60 days to act on the Bill. The Bill creates state-wide regulations and classifications for e-bikes and micromobility devices. Of particular significance, the Bill would preempt local government regulation of e-bikes, scooters, and other devices. If signed by the Governor, the Bill will become law and take effect January 1, 2027.

Comparison of Current State Law and Senate Bill 3484

Below is a comparison of current State law and regulations proposed in the Bill. Items marked with an asterisk (*) in the Senate Bill summary are those which are more restrictive than current State law.

Scooters & Electric Micromobility Devices (“EMDs”)

State Law Currently	State Law as of Jan. 1, 2027 per SB 3484
Labeled “low-speed electric scooters”	Included within definition of EMDs along with other similar devices which are light-weight, low-speed, electric-powered devices primarily used for personal transportation and operated at speeds up to 28 mph
Operators must be 18+ years old	* EMD operators must be 16+
< 10 mph scooters prohibited on sidewalks, unless the Village adopts an ordinance to allow them on sidewalks	* EMDs prohibited on sidewalks
Allowed on streets with speed limits up to 35 mph	EMDs allowed on streets with speed limits up to 35 mph and in bicycle lanes on streets up to 55 mph
No equipment requirements	* EMDs must have functioning brakes and a light at night
No impoundment authority	* Village may confiscate or impound EMDs that violate or are used in a manner that violates the Illinois Vehicle Code
Village may regulate low-speed electric scooters and other electric micromobility devices	Village is preempted from regulating EMDs

Low-Speed Electric Bicycles

State Law Currently	State Law as of Jan. 1, 2027 per SB 3484
Three classifications: Class 1 – Pedal assist <20 MPH Class 2 – Motor < 20 MPH Class 3 – Pedal-assist <28 MPH	Same as current
Class 1, no minimum age Class 2, no minimum age Class 3, operators must be 16+ years old	* Class 1, operators must be 15+ years old Class 2, operators must be 15+ years old Class 3, operator must be 16+ years old
Prohibited on sidewalks	Same as current
Village may regulate low-speed electric bicycles	Village is preempted from regulating low-speed electric bicycles

Low-Speed Gas Powered Bicycles

State Law Currently	State Law as of Jan. 1, 2027 per SB 3484
Operators must be 16+ years old	Same as current
Maximum speed 20 mph	Maximum speed 28 mph
Prohibited on sidewalks	Same as current
Village may regulate low-speed gas powered bicycles	Village is preempted from regulating low-speed gas powered bicycles

Toy Vehicles

State Law Currently	State Law as of Jan. 1, 2027 per SB 3484
Not regulated	Defined as a battery powered ride-on toy that designed to not exceed 10 mph, and includes any number of wheels or handlebars or a steering wheel, and a seat or platform, and is designed for children under 8 years of age, including products marketed under the brand names of "Razor" or "Power Wheels" and other similar products
Not regulated	* Only allowed on sidewalks and bicycle paths, and not on streets and highways
Not regulated, Village may regulate toy vehicles	Village is preempted from regulating toy vehicles in a less restrictive manner

Motor Driven Cycles

State Law Currently	State Law as of Jan. 1, 2027 per SB 3484
Not regulated	Defined as any device that does not qualify as an electric micromobility device or low-speed electric bicycle because it goes more than 28 mph or has an engine with a nominal power rating of greater than 750 watts but less than or equal to 8,000 watts
Not regulated	* Prohibited on interstate highways, streets with speed limits greater than 55 mph, sidewalks, bicycle lanes and paths, public property when prohibited by the government
Not regulated	* Operators must have a driver’s license or be 16 or 17 years old and have an instructional permit
Not regulated	* Operators must have insurance for motor driven cycles purchased after January 1, 2027 along with title and registration from the State
Not regulated, Village may regulate motor driven vehicles	Village is preempted from regulating motor driven vehicles

Staff will continue to review the new legislation regarding any helmet requirements before the Village Board’s Study Session in July.

Other Municipalities

Several Illinois municipalities have adopted more restrictive local ordinances before passage of Senate Bill 3484. Examples include:

- Complete prohibitions on motorized devices on bike paths (Carol Stream, Riverside, Evergreen Park)
- Escalating fine structures, including potential confiscation for repeated violations

Following a fatal e-bike crash involving a teenager, Arlington Heights adopted a comprehensive ordinance emphasizing:

- Speed-based device classes
- Age limits and requires on-line safety class for those under 16
- Required safety equipment
- Location-based restrictions
- A progressive enforcement model beginning with education and warnings

All Illinois municipalities will be required to follow the State law on January 1, 2027, if the Governor signs it into law.

Staff Recommendation and Alternative

Staff recommends the Village Board amend the Village Code to incorporate the portions of Senate Bill 3484 which provide for a greater degree of regulation than what is currently in effect. Overall, the Bill is more restrictive and provides a statewide framework for safety, education, and enforcement. The benefit of doing so is that the more restrictive regulations would take effect in the Village sooner than January 1, 2027, should the Bill become law. For example, currently there are no age restrictions for e-bikes under 28 mph. The new law requires riders to be at least 15 years old, which the Village could adopt early.

As an alternative, the Village Board could defer on amending the Village Code in anticipation of Senate Bill 34894 becoming law and taking effect on January 1, 2027.

Education

The Village will bring awareness and educate the residents and visitors of the new legislation through community engagement such as at Oak Park Police Department Community Policing Unit monthly meetings and through Inter-Governmental partnerships. Before the Village Board Study Session, staff will meet with the Transportation Commission, Community Relations Commission, and the Board of Health to obtain feedback on the recommendation. The campaign is supported by all Village Departments to ensure a coordinated Village-wide approach involving the Health Department, Neighborhood Services, and DEI. Voluntary compliance is the goal of the strategy.

Education continues by ensuring the Village communication includes QR codes linked to www.RidellIllinois.org, which emphasizes safe mobility with practical resources based upon best practices, knowledge of traffic laws, and safety.

Collaboration with D97 and D200 school districts and the Park District before the start of the school year is another opportunity. Village communication materials could be placed in and around all schools and at Park District facilities.

Proposed Enforcement

- Before issuing citations, Community Policing Unit officers and Community Service Officers can focus on explaining the new rules and hand out QR-coded materials. This

helps build voluntary compliance—especially since many residents may have no knowledge that the law has changed.

- Community Service Officers will assist with enforcement in Downtown Oak Park and the Hemingway Business District. Community Service Officers will be deployed daily to the sidewalks along Lake Street, focusing on sidewalk riding, equipment violations, and minors on e-bikes with speed above 10 MPH.
- When an e-bike rider is identified as the at-fault party in a traffic accident, Patrol Officers and Community Service Officers will issue a citation.
- Staff is researching an appropriate fine structure for violations.
- OPPD officers will focus on the most egregious violations, including riding e-bikes on sidewalks, high-speed e-bikes, unsafe high-speed riding, and nighttime riding without front lights. The violations will be strictly enforced for the stated violations.
 - The e-bike can be impounded for reckless or repeated violations and include an impoundment fine.
- The Strategic Intelligence Manager within the OPPD will track data and send out weekly reports identifying the locations of reported unsafe riding and accidents involving e-scooters and e-bikes; Patrol officers and Community Service Officers will be deployed according to the data.

Next Steps

Staff will meet and discuss with the Transportation Commission, Board of Health, and Community Relations Commission during the month of June in preparation for a Village Board Study Session on July 14, 2026.

For questions, please contact Shatonya Johnson, Chief of Police, via email at sjohnsonemail@oak-park.us or by phone at 708-358-5503.

Attachments:

Elrod Friedman Bill Summary

September 2025 IO Memo

cc: Lisa Shelley, Deputy Village Manager
Ahmad Zayyad, Deputy Village Manager
Jack Malec, Assistant to the Village Manager
Rob Sproule, Public Works Director
Roderick Robison, Deputy Police Chief
Jonathan Burch, Neighborhood Services Director
Greg Olsen, Public Health Director
Kellye Keyes, Chief DEI Officer
Christina M. Waters, Village Clerk
All Department Directors



UPDATED CLIENT ALERT

The Illinois General Assembly Passes Comprehensive Legislation Governing Electric Bicycles, Electric Scooters, and Other Types of Micromobility Devices

By [Benjamin Schuster](#)

On May 28, 2026, the Illinois General Assembly passed Senate Bill 3484 to create a comprehensive State-wide set of regulations on e-bikes, e-scooters, and other similar types of battery and gas-powered vehicles. The bill now heads to the Governor's desk for signature.

Senate Bill 3484 was backed by Secretary of State Alexi Giannoulias and is intended to close existing gaps and establish uniform, State-wide regulations on e-bikes, e-scooters, and other similar types of battery and gas-powered vehicles instead of allowing municipalities to adopt their own patchwork of differing regulations.

The bill creates the following five broad categories of mobility devices and adopts a comprehensive set of regulations on each:

- (i) low-speed electric bicycles;
- (ii) low-speed gas powered bicycles;
- (iii) electric micromobility devices;
- (iv) motor driven cycles; and
- (v) toy vehicles.

Here is a summary of the new regulations that will apply beginning on January 1, 2027, should the Governor sign the bill into law.

Low-Speed Electric Bicycles

The bill keeps the current regulations regarding the three classes of low-speed electric bicycles but would add a new age requirement for Class 1 and Class 2 e-bikes.

A Class 1 e-bike is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance once the bicycle reaches a speed of 20 miles per hour. A Class 2 e-bike is an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable

of providing assistance once the bicycle reaches a speed of 20 miles per hour. A Class 3 e-bike is an 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.

The bill would require riders of Class 1 and Class 2 e-bikes to be at least 15 years old. Under current law, the age requirement for Class 3 e-bikes is 16 years old, which would remain unchanged.

If a rider of a Class 1, Class 2, or Class 3 e-bike is under the age of 18, the rider may not operate the e-bike with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator.

Low-Speed Gas Powered Bicycles

The bill defines a low-speed gas powered bicycle 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 up to 28 miles per hour.”

The bill leaves in place the current age restriction on the use of low-speed gas powered bicycles. A rider must be at least 16 years of age to ride a low-speed gas powered bicycle.

Low-speed gas powered bicycles may be operated on any highway, street, or roadway authorized for use by bicycles.

Electric Micromobility Devices

The bill adds to the Vehicle Code “electric micromobility devices” as a new category of vehicle. An electric micromobility device is defined as follows:

A light-weight, low-speed, electric-powered device primarily used for personal transportation and operated at speeds up to 28 miles per hour. "Electric micromobility device" includes electric skateboards, electric unicycles, low-speed electric scooters, and high-speed electric scooters. For purposes of this Code, an electric micromobility device shall be considered a motor vehicle. "Electric micromobility device" does not include an electric personal assistive mobility device or a toy vehicle.

The purpose of this definition is to capture most types of electric vehicles that go under 28 miles per hour and do not qualify as a low-speed electric bicycle or toy vehicle.

Under the bill, riders of electric micromobility devices must be at least 16 years of age. The bill would also require all electric micromobility devices to have functioning brakes or a mechanism that allows for deceleration of the device and, if used at night, a lamp on the front and a reflector on the rear.

Electric micromobility devices would be allowed to use roads with speed limits of up to 35 miles per hour and roads with higher speed limits if there is a bike lane, provided that they do not impede or obstruct traffic. However, they would be banned on sidewalks, interstates, divided highways, and roads with speed limits over 55 miles per hour.

Riders of electric micromobility devices will be allowed to park their devices in the same locations as they are allowed to park bicycles. However, they cannot park micromobility devices in a manner that obstructs a sidewalk or pedestrian right-of-way.

The bill would also prohibit individuals from tampering with or modifying the speed capabilities of the device, whether by changing the device's software or physically modifying the device.

The bill includes express authority for police departments to confiscate or impound micromobility devices that violate or are used in a manner that violates the Illinois Vehicle Code.

Motor Driven Cycles

Senate Bill 3484 defines a "motor driven cycle" as any device that does not qualify as an electric micromobility device or low-speed electric bicycle because it goes more than 28 miles per hour or has an engine with a nominal power rating of greater than 750 watts but less than or equal to 8,000 watts.

Riders of motor driven cycles will be required to have (i) a driver's license; or (ii) be 16 or 17 years old and have an instructional permit.

The bill also would require riders of motor driven cycles to have insurance, and for vehicles purchased after January 1, 2027, to have title and registration from the Secretary of State.

The bill would prohibit the operation of motor driven cycles on:

- interstate highways;
- highways with speed limits in excess of 55 miles per hour;
- sidewalks;
- bicycle lanes;
- bicycle paths;
- shared-use paths;
- off-road bicycle trails or natural surface trails designed for bicycle use;
- any other bicycle-specific facility established under State or local law; and
- public land where expressly prohibited by the State governing body, department, or agency having jurisdiction.

Municipalities would need to post signs or install pavement markings on any highway, bicycle lane, bicycle path, shared-use path, off-road bicycle trail or natural surface trail designed for bicycle use, and any other bicycle-specific facility established under State or local law for which use of motor driven cycles has been prohibited.

Drivers of motor driven cycles will be prohibited from carrying passengers unless the motor driven cycle was specifically manufactured to carry a passenger. However, a motor driven cycle that is manufactured to carry a passenger will not be allowed to be driven by someone under 18 while transporting a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the driver.

Motor driven cycles will need to be equipped with a speedometer and have a vehicle identification number (VIN number).

The bill also provides police departments with express authority to confiscate or impound motor driven cycles that are used in any manner that violates the Vehicle Code.

Toy Vehicles

The bill creates a new category of vehicles called “toy vehicles,” which is defined as follows:

Any battery powered ride-on toy that (i) is designed to not exceed 10 miles per hour, (ii) includes any number of wheels or handlebars or a steering wheel, and a seat or platform, and (iii) is designed for children under 8 years of age, including, but not limited to, products marketed under the brand names of "Razor" or "Power Wheels" and other similar products.

The bill provides that toy vehicles may be operated only on sidewalks and bicycle paths, and not on streets and highways. It also prohibits people from tampering with or modifying a toy vehicle’s speed.

Municipal Preemption

In its effort to create a uniform set of regulations and to avoid the differing rules from one municipality to the next, Senate Bill 3484 would preempt municipalities, including home rule municipalities, from adopting their own regulations on e-bikes, e-scooters, and other similar types of battery and gas-powered vehicles.

If signed into law, starting on January 1, 2027, no municipality, including a home rule municipality, will be permitted to regulate e-bikes, low-speed gas bicycles, micromobility devices, or motor driven cycles.

Units of local governments, including home rule municipalities, will be able to continue to regulate toy vehicles, so long as they do so in a manner that is not less restrictive than the Illinois Vehicle Code.

Accordingly, if the bill becomes law, municipalities that adopted regulations on e-bikes, low-speed gas bicycles, micromobility devices, and motor driven cycles will need to repeal those regulations on or before the January 1, 2027, effective date of the new law.

Please contact Ben Schuster at benjamin.schuster@elrodfriedman.com or any Elrod Friedman attorney for questions or additional information.

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Memorandum

TO: Kevin J. Jackson, Village Manager

FROM: Shatonya Johnson, Chief of Police

FOR: Village President and Board of Trustees

DATE: September 19, 2025

SUBJECT: E-Bike, E-Scooter and Alternative Mobility Device Regulations

Purpose

The purpose of this memo is to inform the Village Board regarding current legal status and peer community regulations, as well as enforcement procedures, regarding e-bikes, e-scooters, and alternative mobility devices in the Village of Oak Park.

Background

There has been a proliferation of usage of e-bikes, e-scooters, and alternative mobility devices. State laws have not kept up with the pace of development of these devices, and there is a patchwork quilt of regulations at the state level. Current State regulations include:

- Requiring for brakes and lighting
- Limiting usage of e-scooters to persons 18 or older
- Limiting usage of class 3 e-bikes to persons 16 or older
 - State law defines three classes of e-bikes, with class 3 being the fastest at up to 28 miles per hour
 - There are also "out of class" e-bikes, which are faster than class 3 e-bikes and have larger motors, but do not fall within the definition of motorcycles or scooters required to obtain a State-issued title and registration
- Prohibiting e-scooter usage on sidewalks
- Prohibiting e-bike usage on sidewalks

At this time, the Village only imposes local regulations on bicycles and not e-bikes, e-

scooters, and other alternative mobility devices. Any limitations on usage of e-bikes, e-scooters, and other mobility devices in the Village at this time are limited to those in the Illinois Motor Vehicle Code.

Villages throughout suburban Chicago have adopted a range of policies around e-bikes, e-scooters, and alternative mobility devices, including bans on such vehicles on bicycle paths (Grayslake and Elk Grove Village).

The Village could consider adopting local regulations which go beyond the requirements of State law. Areas of potential regulation include adding age restrictions for all types of devices, prohibiting the usage of certain types of devices on sidewalks or streets, requiring riders to follow the Rules of the Road, requiring the usage of helmets by riders, prohibiting reckless operation of these devices, and so on.

Enforcement

The Police Department relies on the Motor Vehicle Code to enforce violations involving the use of these devices on public roadways. Enforcement of Illinois Motor Vehicle Code violations requires the issuance of a state citation. However, when appropriate in cases involving teenagers and children who do not hold a valid driver's license, officers may issue a warning instead of a state citation. In such cases, the Department views the encounter as an opportunity for education rather than strict enforcement.

For violations that occur on sidewalks, the Police Department generally enforces Village Ordinance, which does not require a state citation. As with roadway violations, officers may issue a warning instead of local ordinance citations when education is deemed the more appropriate response.

For questions, please contact Chief Johnson via email at sjohnson@oak-park.us or by phone at 708-358-5503.

cc: Lisa Shelley, Deputy Village Manager
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Christina M. Waters, Village Clerk
All Department Directors