

VILLAGE OF HOMEWOOD



BOARD AGENDA MEMORANDUM

DATE OF MEETING: July 14, 2026

To: Village President and Board of Trustees

Through: Napoleon Haney, Village Manager

From: Thomas Johnson, Chief of Police

Topic: Amendment to Village Ordinance adding E-Scooter and E-Bike Language

PURPOSE

With the growing popularity of electric bicycles (e-bikes) and electric scooters (e-scooters) throughout the Village, staff believes it is appropriate to establish clear regulations governing their operation. This need has become even more apparent following the recent adoption of a similar ordinance by the neighboring Village of Flossmoor. While e-bikes and e-scooters provide an affordable, convenient, and environmentally friendly transportation option, their rapid growth has also been accompanied by an increase in crashes, injuries, and fatalities nationwide.

The Village's current Municipal Code does not specifically address the operation of these devices, creating a gap in the Village's ability to regulate their use and promote safe operation. Many reported incidents involving e-bikes and e-scooters stem from excessive speeds, riding on sidewalks, failure to yield to pedestrians, inexperienced operators, and conflicts with motor vehicles at intersections. Additionally, the emergence of higher-powered electric devices capable of traveling at speeds well above those of traditional bicycles has introduced new safety concerns for pedestrians, cyclists, and motorists.

Staff requests that the Village Board consider amending Section 40-36 of the Municipal Code, which currently regulates bicycles, motorcycles, and motor-driven scooters, to include provisions for e-scooters and e-bikes. Staff also recommends amending Section 40-251, relating to vehicles emerging from alleys, driveways, or garages, to ensure e-scooters and e-bikes are subject to the same safety requirements. These amendments will provide clear expectations for riders, improve public safety, and ensure the Village's ordinances keep pace with evolving transportation trends.

PROCESS

What is a E-Bike and E-Scooter?

E-bikes and e-micromobility devices are small, electric-powered transportation devices increasingly used on local roadways, bike lanes, and shared-use infrastructure. These devices include low-speed e-bikes (Class 1, Class 2 and Class 3), e-scooters, electric skateboards (e-skateboards), electric unicycles (e-unicycles) and other e-micromobility devices.

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This legislation classifies these devices based on factors including speed capability, motor wattage and device type. Devices capable of operating in excess of 28 miles per hour (mph) may be regulated as motor-driven cycles under the Illinois Vehicle Code.

Class 1: The motor provides assistance only while the rider is pedaling and stops assisting when the bicycle reaches 20 miles per hour (mph).

Class 2: The bicycle is equipped with a throttle that can propel the bicycle without pedaling, but motor assistance is limited to 20 mph.

Class 3: The motor provides assistance only while the rider is pedaling and stops assisting at 28 mph. Riders of Class 3 e-bikes must generally be at least 16 years old.

What goes into effect in 2027?

Senate Bill (SB) 3484, which takes effect in 2027 establishes a Statewide framework for the regulation of electric bicycles (e-bikes) and electric micromobility (e-micromobility) devices in Illinois.

The legislation creates clear statutory definitions for various types of electric micromobility devices, including Class 1, Class 2, and Class 3 electric bicycles, electric scooters, electric skateboards, electric unicycles, and high-speed electric bicycles. By distinguishing low-speed electric bicycles from higher-powered electric vehicles capable of operating at significantly greater speeds, the law ensures that each type of device is regulated according to its capabilities and associated safety risks.

A significant component of the legislation is the authority it grants to municipalities. SB 3484 expressly authorizes local governments to adopt ordinances regulating the operation of electric bicycles, electric scooters, and other micromobility devices within their jurisdictions. This allows municipalities to establish reasonable local regulations addressing issues such as sidewalk riding, speed restrictions, designated riding areas, parking, and other operational standards based on the unique needs of their communities, provided those regulations are consistent with State law.

What is the Police Department proposing?

Rather than waiting until the State law takes effect in 2027, staff believes it is important to proactively establish local regulations governing the operation of e-bikes and e-scooters. Adopting these regulations now will provide clear expectations for riders, improve public safety, and help protect pedestrians, motorists, and others who share the Village's streets and sidewalks. Establishing these standards in advance will also allow the Police Department to educate the public and consistently enforce the regulations before Statewide requirements become effective. The proposed amendments are outlined below.

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Section 40-36 (inclusion of the following language below)

(1) Low Speed Electric Scooter (as defined in 625 ILCS 5/1-140.11)

- a. There is no age restriction for the use of this class of electric scooter.
- b. Shall be allowed for operation on sidewalks and designated bike lanes in areas not restricted under Section C of this subsection.
- c. It shall be unlawful to operate in any business districts, manufacturing districts, or special districts as defined in section 44-02-01 of this code.
- d. All other restrictions and regulations pertaining to Low Speed Electric Scooters not listed in this section will be enforced pursuant to State statute 625 ILCS 5/11-1518

(2) Electric Scooter (any scooter described in 625 ILCS 5/1-140.11 but having a maximum speed greater than 10 MPH)

- a. Must be 18 years or older to operate within the village limits.
- b. Shall be allowed for operation on any roadway under 35 MPH or on any designated bike lane.
- c. It shall be unlawful to operate on any sidewalk with the Village limits.
- d. It shall be unlawful to operate in any business districts, manufacturing districts, or special districts as defined in section 44-02-01 of this code with the exception of designated bike lanes.

(a) E-Bikes (as defined in 625 ILCS 5/1-140.10)

All restrictions and regulations pertaining to the operation of E-Bikes within the Village limits are set forth by State statute in 625 ILCS 5/11-1517.

Section 40-251

Emerging from alleys, driveways or garages. (inclusion to mention E-Scooter and E-Bike)

The operator of a bicycle, E-Scooter, or E-Bike emerging from an alley, driveway or building shall, upon approaching a sidewalk or sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on the sidewalk area and upon entering the public street or roadway shall yield the right-of-way to all vehicles approaching on the street or roadway.

The proposed amendments mirror provisions authorized under the Illinois Compiled Statutes. Because Homewood is a non-home rule municipality, the Village may only exercise regulatory authority granted by State law. Adopting these provisions into the Municipal Code ensures the Village has clear legal authority to regulate and enforce e-bike and e-scooter operations within its jurisdiction.

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Education

To increase public awareness, staff will implement an educational outreach campaign to prepare residents and operators for the new regulations that will take effect on January 1, 2027. The campaign will focus on educating riders about the new rules, promoting safe and responsible operation, and ensuring they understand how the changes will affect them. Staff will also provide the Village Board and the general public with periodic updates on the outreach efforts, implementation timeline, and the regulations scheduled to take effect.

OUTCOME

By adopting an ordinance now, the Village can proactively establish reasonable safety standards rather than responding after collisions, complaints, or unsafe behaviors become more common. This approach helps ensure that e-bikes and e-scooters remain a safe and practical transportation option while protecting the health, safety, and welfare of all residents.

FINANCIAL IMPACT

- **Funding Source:** N/A
- **Budgeted Amount:** N/A
- **Cost:** N/A

LEGAL REVIEW

Completed

RECOMMENDED BOARD ACTION

Pass an ordinance amending Section 40-36 and Section 40-251 of the Municipal Code regulating the operation of Motor-Driven Scooters, E-Bikes, and E-Scooters.

ATTACHMENT(S)

- Draft amendments
- IML Fact Sheet
- Regulation Graphic
- Ordinance