

REPORT TO THE BOARD OF MAYOR & ALDERMEN

DATE: August 10, 2026

FROM: Jaime W. Groce, AICP, Town Planner

SUBJECT: Ordinance 2026-03 – **Second Reading and Public Hearing** – An Ordinance to Amend Title VII: Traffic Code, Chapter 71 Traffic Regulations, § 71.15 Bicycle Riders and the Like; Chapter 72 Stopping, Yielding, and Parking, § 72.37 Where Prohibited and § 72.38 Restricted Parking in Residential Zones; Chapter 73: Motorcycles, ATV, and Motor Driven Cycles, §§ 73.01 Scope and Purpose Through 73.04 Exceptions; Title IX: General Regulations, Chapter 90 Public Parks and Facilities, § 90.04 Skateboards and the Like and § 90.05 Damaging Town Property; Chapter 92: Streets and Sidewalks, § 92.39 Driveways and Curb Cuts; Chapter 95: Health and Sanitation, § 95.11 Presence of Vehicles on Lawn a Public Nuisance; Title XI: Business Regulations; and, Chapter 110: Temporary Sales, Door-To-Door Solicitations, and the Like, § 110.22 Mobile Food Vending; Related to Various Topics

INTRODUCTION:

The Board of Mayor and Aldermen (BMA) is considering, on Second Reading, Ordinance 2026-03 (Exhibit 3), staff-initiated amendments to the Town Code addressing a variety of topics.

BACKGROUND:

The BMA discussed the proposed amendments at separate non-voting meetings in January and April of 2026 and provided guidance to staff. In May 2026, the BMA adopted separate amendments to the Zoning Ordinance in a “companion” amendment (Ordinance 2026-01). Most of the changes proposed by Ordinance 2026-03 were preliminarily discussed during the adoption of the Zoning Ordinance changes. The BMA approved Ordinance 2026-03 on First Reading on July 27, 2026, making changes to Attachment C related to Micromobility Devices.

The revised version of Ordinance 2026-03 has been reviewed by the Town Attorney. Staff from the Parks Department, Police Department, and Development Department collaborated on these changes.

DISCUSSION:

1. Town Staff routinely prepare “cleanup” changes to the Town Code to address changes in State Law, changing technology, or enforcement concerns.

2. A summary of the proposed amendments can be found in Exhibit 1. Topics to be addressed by Ordinance 2026-03 include.

- Parking & Traffic;
- Emerging Trends; and,
- Strengthening Code Enforcement & Improving Consistency.

3. Recent state-level changes (Public Chapter 651) affect electric bicycles and allow local

governments to more closely regulate some classes of E-Bikes.

- E-bikes are divided into three classes (Class 1, 2, and 3) based on how the motor assists the rider.
 - All three classes will be banned on Town Greenbelts and the grounds of some public facilities (i.e. Town Parks, Town Hall, Town Library, etc.). eBikes will be regulated and defined under a new umbrella term “Micromobility Devices”. eScooters, e-unicycles, e-skateboards, and hoverboards will be considered Micromobility Devices and also not be allowed at those locations (see table in Exhibit 2).
 - Micromobility Devices will be allowed on public streets with a posted speed of 20 MPH or less; however, Class 1 e-Bikes will be allowed on residential public sidewalks. Class 2 and 3 e-Bikes will not be allowed on public sidewalks.
 - Riders of Class 3 e-Bikes must be 16 years of age or older (see table in Exhibit 2). Any rider of a Micromobility Device, regardless of age, must wear a helmet.
- Ordinance 2026-03 will also clarify private golf carts are not allowed on Town Greenbelts, public sidewalks, and public streets; however, if properly retrofitted and registered, golf carts can be made “street legal”.

4. Ordinance 2026-03 is intended to reduce high-energy collisions in the community, protecting both Micromobility Device riders and bystanders.

- Class 1 and 2 e-Bikes provide motor assist up to 20 mph, while Class 3 e-Bikes reach 28 mph, creating higher-energy crashes and reduced reaction time.
 - Sidewalks and greenbelt paths are designed for slow, predictable movement. High-speed e-Bikes reduce reaction time and increase collision risk.
 - Modified highspeed devices can conflict with pedestrians, joggers, and traditional cyclists.
- The National Electronic Injury Surveillance System (NEISS) has observed rapid growth in emergency department-treated e-Bike injuries. Injuries rose from 751 in 2017 to 23,493 in 2022.
- The Consumer Product Safety Commission estimated approximately 59,200 emergency room visits for e-Bike injuries in 2024, nearly double the approximate 26,800 visits in 2022.
- The American College of Surgeons has noted e-Bike injuries are more severe than their manual bicycle counterparts.
 - Head injuries occur most frequently, and only a third of injured patients are reported to wear helmets.
 - Some helmets for non-motorized bicycles are not rated for speeds greater than 20 mph.

NEXT STEPS:

- **BMA Review:** The BMA will consider Ordinance 2026-03 on three separate readings. If adopted on Third and Final Reading on August 24, 2026, Ordinance 2026-03 would become effective then.
- **Public Information:** As the Third Reading for Ordinance 2026-03 approached, Town Staff will provide information to the public about the changes, such as eBike regulations. Food truck vendors will be contacted with the latest regulations and residents will be informed about where vehicles can and cannot be parked in residential areas.

STAFF RECOMMENDATION: Approval of Ordinance 2026-03 is recommended.

ATTACHMENTS:

[Exhibit 1 - Edits Summary Table 7-27-26.pdf](#)

[Exhibit 2 - eBike Summary Table 7-27-26.pdf](#)

[Exhibit 3 - Ord 2026-03 - 7-27-26 with Attachments.pdf](#)

PROPOSED MOTION:

To approve Ordinance 2026-03 on Second Reading (Exhibit 3).

Board Action: Motion By_____ Seconded By_____

Vote Total	Hall	Jordan	Robbins	Marshall	Stamps	Fraser
Yes						
No						
Abstain						