

REPORT TO THE BOARD OF MAYOR & ALDERMEN

DATE: September 28, 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 has discussed the proposed amendments at separate non-voting meetings in 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). The BMA approved Ordinance 2026-03 on First Reading on July 27, 2026, making changes to Attachment C related to Micromobility Devices. The BMA held a Public Hearing with the Second Reading on August 17, 2026, but deferred the Second Reading and Public Hearing to allow for continued study and feedback on micromobility devices. Based on feedback at a BMA work session on September 14, 2026, changes have been made to the proposed regulations related to micromobility devices. The Town Attorney and 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 and 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.

- 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 (see table in Exhibit 2).
- Riders of Class 3 e-Bikes must be 16 years of age or older (see table in Exhibit 2) based on the new State Law.
- Any rider of a Micromobility Device, regardless of age, must wear a helmet.
- Micromobility Devices will be allowed on public streets regardless of the posted speed.
- Class 3 e-Bikes will not be allowed on Town Greenbelts, public sidewalks, or lawn areas and internal sidewalks of Town facilities, but Class 1 and 2 e-Bikes will be allowed in those locations.
- These new regulations will not apply to power-driven mobility devices used by individuals with disabilities. Micromobility Devices are considered by the Americans with Disabilities Act (ADA) as "other power-driven mobility devices" and will not be restricted where non-motorized bicycles are permitted.
- 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. Highspeed devices can conflict with pedestrians, joggers, and traditional cyclists.
 - The Town plans to implement a community education program focused primarily on minors ages 12 to 17 and their parents, informing them of the risks of eBikes and how to safely operate them in different contexts allowed by the Town's regulations.
- 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:** If adopted by the BMA on Third and Final Reading on October 12, 2026, Ordinance 2026-03 would become effective then. The BMA can make changes to a pending ordinance at any point in the process.
- **Public Information & Training:** 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. The Police Department will launch its safety training program on Micromobility devices after adoption.

STAFF RECOMMENDATION: Approval of Ordinance 2026-03 on Second Reading is recommended, based on the September 14, 2026, version of Attachments C and D. Attachment F has been updated to clarify appropriate food truck locations.

ATTACHMENTS:

[Exhibit 1 - Edits Summary Table 9-14-26.pdf](#)

[Exhibit 2 - eBike Summary Table 9-14-26.pdf](#)

[Exhibit 3 - Cover Ord - Ord 2026-03 - 9-14-26 with Attachments.pdf](#)

[Exhibit 4 - Micromobility Products-Related Deaths Injuries.pdf](#)

[Exhibit 5 - Public Comment Collierville Ordinance E- Bikes August 2026.pdf](#)

[Exhibit 6 - Public Comment E- Bikes 8-17-26.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						