



## **Minutes (Draft) Motorized and Electric Device Safety Council Subcommittee Jan. 7, 2026**

**Minutes of the Motorized and Electric Device Safety Council Subcommittee meeting held on Jan. 7, 2026, 2 p.m., Hybrid Meeting- Tempe City Hall, 31 E. 5<sup>th</sup> St. and virtually through Microsoft Teams.**

**Members Present:**

Councilmember Jennifer Adams – Chair  
Councilmember Berdetta Hodge

**City Staff Present:**

Quincy Carrillo, Council Assistant  
Tanya Chavez, Mayor and Council Relations Director  
Keith Burke, Deputy City Manager  
Lisette Camacho, Deputy City Manager  
Eric Anderson, City Attorney  
Kyle Carman, Assistant Fire Chief  
Kim Hale, Tempe Police Department Commander  
Greg Bacon, Police Department Lieutenant  
Jonathan Shuffield, Government Relations Director  
Shauna Warner, Neighborhood Services Director  
Craig Hayton, Community Services Director  
Eric Iwersen, Transportation & Sustainability Director  
Rebecca Strisko, Human Resources Director  
Alex Jovanovic, Community Services Deputy Director  
Shawn Wagner, Community Services Deputy Director  
Shelly Seyler, Transportation & Sustainability Deputy Director  
Chase Wallman, Principal Transportation Planner  
Lindsay Post, Senior Transportation Planner  
Mary Kate Nacke, Public Information Office  
Kim Moncayo, Customer Relations Supervisor  
Monique Perry, ADA Coordinator  
Melissa Westbrook, Council Assistant  
Ty Lee, Council Assistant  
Keaton Hill, Council Assistant

Mariana Pena, Council Assistant  
Kimberly Sotelo, Senior Management Assistant

**Public/ Stakeholders:**

Ashlie Rodriguez, Fox 10  
Laura Hess, Fox 10  
Dawn Collins, AZ State Parks and Trails  
Kylee Floodman, Bird  
Channa Phillips, DTA  
Anthony Strait, DTA  
Nathan Kinkel  
Molly Olsen, Goodman Schwartz  
Ignacio  
Rachelle Giles, Goodman Schwartz  
Jennifer Hill  
Dustin  
June Bronson  
Edward Seiler  
Hayl Daugherty  
Alec Wilcox  
Kim Gaffney-Loza  
Erin Boyd  
James Graef

**Agenda Item 1 – Public Appearances**

Public Comment- Kylee Floodman, Director of Government Partnership at Bird

Floodman thanked Council for its support of safe and equitable transportation and reaffirmed Bird's commitment as a Shared Active Transportation Program partner. She highlighted Bird's role in advancing Tempe's Vision Zero and 20-Minute City goals, noting over 3 million trips taken in Tempe, reduced car use, and associated emissions savings. Floodman emphasized that most riders are local residents and use Bird for commuting, transit connections, and accessing local businesses. She also outlined Bird's safety initiatives, declining complaint rates, and new AI-based parking compliance tools. She expressed appreciation for collaboration with City staff and community partners and offered continued partnership and data sharing to support safe, accessible, and reliable micromobility in Tempe.

**Agenda Item 2 – Welcome and Introductions**

**Agenda Item 3 – Overview of Subcommittee Goals**

The subcommittee will evaluate and recommend strategies to enhance safety and public awareness for electric bicycles, scooters, and other micromobility devices in the City of Tempe. This includes collaborating with city departments, schools, businesses, and community partners to:

1. Analyze local injury and crash data involving e-bikes and scooters
2. Review best practices from comparable cities

3. Identify opportunities to strengthen safety regulations
4. Enhance existing education and outreach efforts for riders and motorists

### **Agenda Item 5 – Local and Federal Legislation Update**

Government Relations Director, Jonathan Shuffield, reviewed legal frameworks surrounding micromobility use at both the local and federal levels, including recent legislative updates.

Key Points:

- Federal Regulations-
  - Mostly limited to manufacturing and consumer protections through the Consumer Product Safety Commission (CPSC) or access to federal lands
  - CPSC has a tiered system which most states follow:
    - Class 1: Pedal only (20 mph max)
    - Class 2: Throttle-controlled (20 mph max)
    - Class 3: Pedal only (28 mph max; may require licenses, helmets, be limited to roads, and other restrictions)
  - Access varies by agency directives
  - National Parks allow for e-bikes where bicycles are permitted
  - U.S. Forest Service treats them as motorized vehicles, banning them from non-motorized trails unless the actual national forest explicitly allows them
  - Regulations vary through local land management plans for the Bureau of Land Management
- State Legislation 2026
  - SB1008 (Kavanaugh)
    - Electric bikes, standup/mini scooters, assistive mobility devices or skateboards may not:
      - Exceed 15 mph on a clear bike/multiuse path
      - Exceed 5 mph when passing another person on a path on an e-bike/scooter
      - A municipality may limit these speeds further
      - Same requirements would apply to bicycles
  - SB1073 (Kavanaugh)
    - Electric bikes, standup/mini scooters, assistive mobility devices or skateboards may not:
      - Exceed 15 mph on a sidewalk
      - Exceed a “reasonable and prudent speed” on a bicycle/multiuse path
      - Exceed 5 mph over the speed of another person while passing on a sidewalk or path
      - If possible, provide an audible warning before passing

- A municipality may limit these speeds further
  - Same requirements would apply to bicycles
- Other state laws/ regulations:
  - Class 3 sometimes require registration or license to operate
  - Helmets for younger riders - some states require for adults too (CT, LA, MA, MD, WV)
  - Class 1 and 2 typically allowed on bike paths, while Class 3 may be restricted to roads only
  - Generally, no age restrictions on Class 1 and 2 operations, but 16+ is the standard in most states for Class 3
  - Some states allow 1000W max power motors (GA, KS, MN, OK, OR, VA), while MD limits to 500W

#### **Agenda Item 4 – Overview of Current Ordinance**

Building on the broader legislative context, City Attorney, Eric Anderson, provided an overview of Tempe’s existing regulatory framework and highlighted the key provision currently in effect.

Key Points:

- State Definitions:
  - Multiple Definitions- hard for legislation to keep up with technology
    - Bicycles
    - Electric bicycles (class 1-3)
    - Electric miniature scooter (>30#, floorboard/handlebars)
    - Electric personal assistive mobility device (segway)
    - Electric standup scooter (<75#, 2-3 wheels)
    - Moped (bicycle w/ motor <25 mph but not electric bicycle)
    - Motorized skateboard (no handlebars, 2 tandem wheels)
    - Motorized wheelchair
- State Regulation:
  - An operator of an electric bicycle or an electric standup scooter is granted all the rights and privileges and is subject to all of the duties of a person riding a bicycle
  - General Rule: “A person riding a bicycle on a roadway or on a shoulder adjoining a roadway is granted all of the rights and is subject to all of the duties applicable to the driver of the vehicle”
- Tempe City Code:
  - State regulatory scheme leaves room for further City regulation
  - Tempe Code has minimal regulation
  - Not up to date with state definitions
  - Electric Personal Assistive Mobility Devices
    - Treated as pedestrians, but permitted on sidewalks, paths, bicycle lanes
  - Generic referenced to “non-human powered vehicles”

- Prohibits parking bicycles, etc. on paths, sidewalks
- Electric Bicycles/non-human powered must:
  - Yield right of way to pedestrians on sidewalks/paths
- Equipment Regulations - Electric Bicycles
  - Must have speedometer
  - Under 16 years old require parental/guardian consent
  - Max 28 mph on streets
  - Max 20 mph on paths
  - No gas-powered vehicles on trails/paths

### **Agenda Item 6 – Enforcement Education**

Tempe Police Lieutenant, Greg Bacon, shared information on incident data, current enforcement efforts, and educational approaches related to motorized and electric mobility devices.

#### Key Points:

- Crash Data Collection:
  - Currently, crash reporting processes separate traffic units which are involved in a crash into four federally-defined categories:
    - Vehicle
    - Pedalcyclist (including e-bikes)
    - Pedestrian (most micromobility devices fall here)
    - Driverless
  - Statistics are not currently collected on specific categories of the involved conveyances when micromobility devices are involved.
- Crash Data:
  - Serious/Fatal Crashes (2021-2024)
    - 388 serious/fatal collisions
    - 118 involved pedestrian/bicycle units (30.4%)
      - Includes any micromobility devices
    - 66.1% of the time, the cyclist/pedestrian commits the primary causal violation
  - All Crashes (2021-2023)
    - 11,093 traffic collisions
    - 676 involved pedestrian/ bicycle units (6.1%)
      - Includes any micromobility devices
    - 54.8% of the time, the cyclist/pedestrian commits the primary causal violation
- Enforcement Efforts/Everyday Duties
  - Post-crash citations are issued to violators

- TPD investigates about 4,5000 collisions within a total workload of about 140,000 incidents per year
    - Currently staffed with 115 patrol officers, 7 traffic officers, and 6 traffic detectives
  - Proactive enforcement occurs when officers are available
  - Selective Enforcement Motor Squad (S.E.M.S.) complaints are assigned to traffic section officers
- Enforcement Efforts Through Grant Funding:
  - Tempe PD is awarded additional funding for enforcement efforts through grants provided by GOHS:
    - STEP
    - Occupant Protection
    - Buckle-Up AZ
    - DUI
    - Pedestrian/ Bicycle Safety
  - Total for 24/25 fiscal year: \$299,000
  - Resulted in 4,648 additional citations
    - 1,018 issued with ped/bike safety grant funds
- Enforcement Efforts/Internal Messaging
  - In 2020 during COVID, Detective Kasey Marsland undertook efforts to first create an enforcement flowchart for fellow officers
  - The chart was designed to assist officers in classifying micromobility devices into the legal categories defined in State and City laws, then identify what laws applied to the category
  - The chart was distributed to workgroups and remains in use today
  - Most of the classifications are defined in state law in 28-101
- Educational Efforts - Diversion Class:
  - After creating the flowchart, Det. Marsland created a diversion class (similar to defensive driving) where a person cited for a civil traffic offense may take the class instead of paying the citation
    - Class is free (Court charges \$50 diversion fee)
    - Video-based class, one hour long, available in English and Spanish
  - This course includes information about non-exempt devices (overpowered e-bikes, excessive bicycle helper motor sizes, etc.)
  - The class attracts approximately 100 attendees per year who were cited while traveling in a manner not requiring a driver's license
  - The videos remain accessible at all times to anyone who wishes to view them
  - Public feedback has been very positive, and the Department is considering updates in the future as laws evolve
- Educational Collaborations - Schools:
  - TPD has provided safety guidelines and a comprehensive list of "dos and don'ts to:

- Arizona State University
- Tempe Union High School District
- Kyrene School District
- Tempe Elementary School District
- Generally, at the start of every school year, a 2-week proactive enforcement campaign focuses on vulnerable road users in the City
  - Usually, the enforcement consists of a mixture of warnings and citations when appropriate
  - These are done from high-visibility locations adjacent to school crossings, bus stops, and similar areas

### **Agenda Item 7 – Data Collection Updates**

Assistant Fire Chief, Kyle Carman, provided an update on Tempe Emergency Medical Service's (EMS) data collection processes related to incidents and responses involving motorized and electric mobility devices.

Key Points:

- EMS Incidents with Motorized and Emergency Medical (EM) Devices
- Primary Impression: Paramedic/Emergency Medical Technician's (EMT) POV
- Incidents Requiring Transport
- Total EMS Incidents Heat Map

### **Agenda Item 8 – Future Agenda Items (Councilmembers Only)**

- From Tempe Transportation - review of survey comments from the new 2050 Transportation Plan
- An overview of Tempe's current scooter contract(s)
- Safety awareness presentation

**Meeting adjourned at 3:02 p.m.**

Prepared by: Quincy Carrillo, Council Assistant, (480) 350-8893

Reviewed by: Tanya Chavez, Mayor and Council Relations Director (480) 858-2215