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**URBAN TRAILS COMMITTEE AGENDA
CITY HALL AUDITORIUM, 250 N 5th STREET**

WEDNESDAY, JULY 13, 2022 - 5:30 PM

Call to Order/Announcements

1. Reminder for August - Policy Priorities List Discussion
2. Reminder July 27 New Member Workshop/Departing Members Happy Hour

Approval of Minutes

1. Approval of the June 8, 2022 minutes.

Action Items

1. Ped & Bike Master Plan Steering Committee Nomination

Discussion Items

1. 4th & 5th Street Project Discussion
2. SRTS Project + Bike Month

Updates

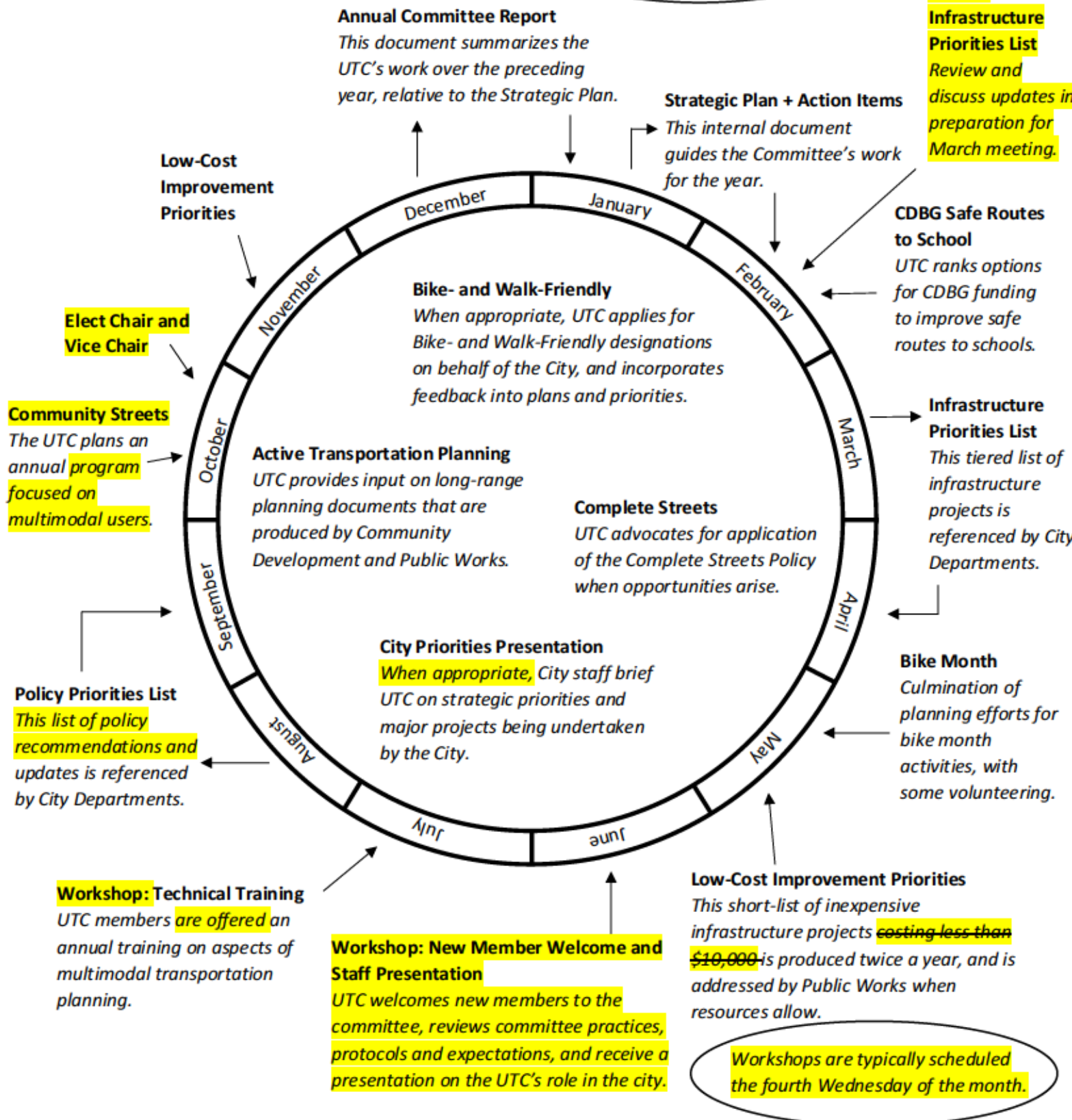
1. Bike Month (Sarah Brooks)
2. Shared Micromobility Pilot - [GJ Speaks Pilot Page](#)

Other Business/Public Comment

Adjournment

Urban Trails Committee Annual Roadmap

Some UTC Projects are produced annually, while other responsibilities are handled on an as-needed basis.





City of Grand Junction Urban Trails Committee
250 N 5th St.
Grand Junction, CO
81501

November 17, 2020

City of Grand Junction City Council
250 N 5th St.
Grand Junction, CO
81501

Mayor Wortmann and Members of Council,

The Urban Trails Committee (UTC) is fortunate to focus its attention on multimodal transportation in our community, which is the passion of its nine members. Over the last four months, the Committee has developed policy and program ideas aimed at addressing the City's identified needs and stated goals for bicycle and pedestrian transportation.

As stated in our bylaws, the UTC focuses on ensuring "safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities throughout the community." This document encompasses all aspects of this mission.

The UTC regularly advises staff and Council on priority routes and needed improvements for infrastructure. This is the first time the UTC has put forth a document of policies and programs aimed at complimenting the City's investment in infrastructure.

These recommendations are presented with the understanding that the City government must make difficult choices with limited resources. We are providing these to you for your review, to determine which are the most applicable to your priorities, and in the hope that, where possible, steps may be taken towards implementation.

We have broken our ideas and recommendations into the following categories:

- Code Updates
- Policy Development
- Strategic Planning
- Community Projects and Outreach



These multimodal policy and program recommendations are provided as proposals which could be incorporated into future city plans, adopted as new or updated policy, inform timely action, and become the catalyst for new relationships with community members.

These are challenging issues which require time, attention, and discussion among City Staff, City Council, and the UTC. The UTC is available to provide our continued support as needed. We welcome your feedback and look forward to continuing the dialogue.

Sincerely,

City of Grand Junction Urban Trails Committee

A handwritten signature in brown ink that reads "Shana Wade". The signature is written in a cursive style and is positioned above a horizontal line.

Chair, Shana Wade

A handwritten signature in blue ink that reads "Diana L. Rooney". The signature is written in a cursive style and is positioned above a horizontal line.

Vice Chair, Diana L. Rooney

Multimodal Policy & Program Recommendations - November 2020

Code Updates

Off-Site Improvements – Increase the extent of roadway improvements required to occur with private development to serve multimodal users on rural road sections when new development occurs.

Connectivity Improvements Associated with Development – Develop and adopt updates to the Zoning and Development Code to reduce fragmentation of trails, sidewalks, bike lanes, and other multimodal improvements associated with new development. The challenges of this issue are particularly applicable to infill development.

Wayfinding with New Infrastructure Development – Incorporate appropriate wayfinding signage into the set of improvements required by projects in conjunction with complete streets and multimodal policy.

Wayfinding – Establish a formal and ongoing wayfinding policy including signage, pavement markings, and online and paper maps. Coordinate this policy throughout the Grand Valley so that wayfinding signage is consistent. Develop review procedures so wayfinding best reflects the changing needs of Grand Junction and surrounding areas.

TEDS Review – Review the City's TEDS (Transportation Engineering Design Standards) to identify means of improving the bike and pedestrian environment through better development standards (street connectivity, sidewalks, transit stops, etc.).

Policy Development

Social Equity Policy for Multimodal – Develop a policy highlighting the importance of cycling infrastructure for low-income residents. Identify action items which will have the most effect, such as by focusing improvements on multimodal routes which are specifically known to serve a high proportion of low-income residents.

Neighborhood Services and Multimodal Needs – Develop a policy position relating the provision of accessible neighborhood services, such as grocery stores, to the viability of multimodal transportation.

Set Goals for Multimodal Improvements – Continue to encourage portions of funding sources, including Impact Fees and Capital Funds to be dedicated toward multimodal and active transportation projects.

Fee-Free Trails – Formalize a permanent agreement ensuring free continuous access and connectivity along trails such as Riverfront and Connected Lakes Trails. Work to ensure Valley-wide cooperation among all stakeholders along Riverfront and Connected Lakes Trails.

Strategic Planning

Area-Specific Connectivity Planning – Develop detailed area-specific plans for multimodal connections in areas such as Colorado Mesa University, North Avenue, 24 Road Corridor, Downtown, and rural roads serving greenfield development such as Northwest Grand Junction.

Expand Trail Network – Continue to work with stakeholders to promote development of irrigation rights-of-way for multimodal transportation. Capitalize on current interest to implement a pilot project and develop a model for improvements which respects the function and current use of the right of way.

Centralized Community Feedback Process – Expand the “Fix It” online reporting to create a centralized community feedback function. Develop a mobile app and website page eliciting constructive community feedback in the form of comments, photo uploads, and geolocation of observations on a map.

Dedicated Staff Position – Create or assign an active transportation position within the City. This person would address multimodal concerns including design, engineering, future planning, education, outreach, maintenance protocols, seeking multimodal grants, application to and reapplying for certifications, creating and implementing Comprehensive Bike/Ped Strategic Plan, and reviewing projects from a complete streets perspective.

Develop a Comprehensive Bike and Pedestrian Plan – Undertake a comprehensive planning process, likely with support of an outside consultant, to create a comprehensive plan for bicycle and pedestrian infrastructure and programming. At present, multimodal improvements are guided by a range of land-use plans, the Active Transportation Corridors Plan (a component of the Circulation Plan), and recommendations put forward by the UTC, but would benefit substantially from a public planning process and the resulting plan document.

Community Projects and Outreach

GJPD Collaboration – Work with Grand Junction Police Department to implement such programs as relevant trainings and relationship-building practices for police bike and pedestrian units, as recommended in Bike and Walk-friendly Report cards received from the League of American Bicyclists.

Multimodal Awareness Education – Encourage education and outreach efforts in collaboration with the Parks and Recreation Department, School District 51, Colorado Mesa University, and the Grand Junction Police Department to promote bike/pedestrian safety and education. Examples could include developing and implementing an education program for cyclists from youth through adults.



Outreach to Support Low-Income Multimodal – Improve and formalize relationships with non-profit organizations that advocate for multimodal improvements and serve low-income communities. Conduct outreach to those that serve low-income users and collaborate so that route information can better serve those who rely on multimodal transportation for daily use.

Bicycle Maintenance and Service – Support development of a program to provide a bike repair, maintenance, and building to low-income residents and university students. This effort could be undertaken with City support of a coalition of local experts, bike shops, and volunteers.

Urban Trails Committee – Minutes – June 8, 2022

UTC Members present: Steve Meyer, Diana Rooney, Orin Zyvan, Athena Fouts, Ross Mittelman, Andy Gingerich.

Staff in attendance: Eric Mocko, Trent Prall, and Dani Acosta, Greg Caton

Public in Attendance: Mike Holt

Call to Order/Announcements

The meeting was called to order at 5:36 pm by Diana R. and the group went through introductions.

Diana R. informed the group about a public meeting on June 20th for the S Broadway Shoulder Improvements project (Mesa County). The public meeting was to discuss the proposed improvements to the road and sidewalk as part of the upcoming South Broadway shoulder replacement project.

Staff will be scheduling a new member workshop at the end of July to welcome new members, review committee practices, protocols and expectations.

Staff informed the group about three public listening sessions to gather community input regarding the proposed micromobility pilot study and e-scooter/shared micromobility device ordinance.

Approval of Minutes

The committee voted to approve the minutes from the May 11th meeting.

Agenda items

Athena Fouts was appointed as Vice Chair.

Agenda items

Vara Kusal (Executive Director at Horizon Drive BID) gave a presentation on the project updates on the Horizon Drive Parklets, bus stop kiosk art and other Horizon BID Projects.

Staff provided an update on the Ped/Bike Plan Master Plan and gave updates on the City Priorities Staff shared that the City will be hiring a dedicated Mobility Planner.

Diana R. and Eric M. provided an update on the bike/ped counts project.

Meeting adjourned at 7:00 PM



Grand Junction City Council

Regular Session

Item #3.a.i.

Meeting Date: July 20, 2022
Presented By: Daniella Acosta, Senior Planner
Department: Community Development
Submitted By: Dani Acosta, Senior Planner

Information

SUBJECT:

An Ordinance Amending Title 10 Chapter 10.04 of the Grand Junction Municipal Code to Bring the Traffic Code Up to Date, Adding Chapter 10.14 Regulating the Operation of Shared Micromobility Devices, and Amending Section 9.04.2000 for Clarification

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

Shared micromobility devices that are part of a commercial fleet, particularly dockless devices, have gained popularity with their ability to support first-and-last mile connectivity. Since most devices do not require a fixed parking station when not in use, they are also less resource intensive and more agile to deploy. The benefit of these devices is being able to conveniently park the device anywhere at the conclusion of a trip. While the agility does make it easier for cities and companies to redirect devices to different service areas, the advantage of these devices is also its greatest weakness. Examples from other cities show that these dockless devices are often parked in a manner that obstructs the public right-of-way, blocking the travel path of sidewalks, curb cuts and driveways.

Nevertheless, best practices have emerged in recent years to help mitigate and prevent the negative impacts of shared micromobility devices. Advancements in geofencing technology and data sharing standards have given cities and commercial operators stronger tools to regulate and monitor the operations of these shared devices. Additionally, there is evidence suggesting an increase in consumer demand for privately-owned micromobility devices, such as electric scooters (e-scooters). A national study by the consulting firm McKinsey reported that 64 percent of consumers preferred private ownership. As such, there is a need to define new regulations for

these emerging modes of transportation to prepare for their introduction into the City's multimodal transportation system.

BACKGROUND OR DETAILED INFORMATION:

Title 10 of the Grand Junction Municipal Code addresses traffic regulations for the operation of bicycles, electrical assisted bicycles (e-bikes) and other human-powered devices, as well as sanctions for reckless and careless driving for these modes. Currently, language around e-scooters is not included. Furthermore, the code does not differentiate between privately-owned devices and shared devices that are part of a commercial fleet. To account for the introduction of both privately-owned e-scooters and shared micromobility devices, staff has prepared an ordinance to amend Title 10 of the Grand Junction Municipal Code to regulate the operations of these emerging modes in the public right-of way and to provide law enforcement with the ability to cite both users and companies for any offenses committed.

Additionally, the City is planning to launch a Shared Micromobility Pilot Study. In recent years, the City of Grand Junction has been approached by several commercial operators interested in deploying shared micromobility devices within the City. Shared micromobility refers to a system of either docked or dockless devices that are part of a commercial fleet and that are available to multiple users for short-term rental. Users are able to locate, reserve, and unlock devices for use and pay for and conclude trips via a smartphone application on their personal mobile device.

Companies selected to participate in the pilot study will be subject to additional requirements to ensure that public health, safety and welfare are maintained. The City will solicit up to three companies through the Request for Proposals (RFP) process. Companies who are selected for the pilot study will be required to provide dedicated parking and to share data with the City via a third-party data aggregator. The pilot study will have a one-year performance period and will be governed by a Pilot Agreement. Regulations related to sidewalk and trail usage, parking, speed limits, data sharing are included in the proposed Title 10 amendments.

Both the RFP and the Pilot Agreement will define additional operator-specific requirements not outlined in the ordinance to allow for the study of different policy decisions. These include programmatic elements related to device caps, deployment minimums, service areas, fleet make-up, and additional safety requirements and features, such as helmet usage incentives and minimum wheel sizes. The pilot study design emerged from researching best practices from other cities around the State of Colorado and cities with mature shared micromobility programs like the District of Columbia and Baltimore City. Staff has also conducted outreach and solicited feedback from the Downtown Development Authority, the Horizon Business Improvement District (BID), the Colorado Mesa University, the One Riverfront Commission and the Urban Trails Committee.

Staff has written a moderately open-ended RFP designed to allow the commercial operators to propose service areas, device rebalancing plans, fleet size, device

composition, and user safety education plans. Staff will rely on the pilot study as a way to determine if the program needs more defined policies. Staff recommends this approach to ensure that any future regulations are data-based and market feasible. Furthermore, this approach will reduce the barriers to entry for smaller-sized commercial operators.

PROPOSED REGULATIONS AND ANALYSIS

The proposed ordinance amends the Grand Junction Municipal Code to amend Title 10, to amend section in Chapter 10.04 to bring the traffic code up to date with the recent changes made to Colorado State Statute, and to amend sections of 9.04.200 for clarification. The proposed ordinance also adds a new chapter, Chapter 10.14.010, which specify additional regulations applicable to the use of shared micromobility devices that are part of a commercial fleet and not those that are privately-owned.

The regulations in Chapter 10.14.010 include provisions for shared micromobility operator requirements, identification of shared micromobility devices (devices), communications to users/customers, use, parking requirements for shared devices, areas of operations for shared devices, speed limits for shared devices, safety, advertising, customer privacy, device maintenance, data sharing, and indemnification. The rationale for codifying some of these provisions are discussed below.

Shared micromobility commercial operator requirements

Staff recommends that commercial operator requirements related to pilot criterion, application process, and pilot operational requirements be defined through the RFP process and pilot agreements to allow flexibility and experimentation in the initial pilot and, if needed, subsequent pilots.

Device identification

Staff recommends that the City require a unique ID number to identify and track devices as necessary. This recommendation is consistent with existing regulations, which currently require that businesses selling bikes or e-bikes and distributors of new e-bikes display a unique identifying number for each device. Staff recommends this for all devices that are part of a shared micromobility fleet.

Device Area of Operation

Sidewalk usage: Staff recommends allowing shared micromobility devices, including e-scooters, to operate in vehicle travel lanes, bike lanes, and on sidewalks except in some areas around the central city. Staff recommends sidewalk access for both privately owned and shared e-scooters even if there is a bike lane present. In recent years, e-scooters have been recognized as a gateway active transportation mode for individuals who typically travel by car, or who do not frequently use other active transportation modes like cycling. These users might lack the comfort levels to ride alongside vehicles in the travel lanes and, as a result, might refrain from using the e-scooters all together. Allowing sidewalk use will help expand access of this mode to different user groups.

This recommendation by staff is consistent with current rules for privately-owned bicycles and e-bikes, where the aforementioned devices may be ridden on sidewalks unless otherwise posted to the contrary. The RFP and Pilot Agreement will further define for commercial fleets the precise locations of these “No Sidewalk” zones. Only commercial fleets will be subject to enforcement by geofencing (virtual perimeters that control how and where devices can and cannot operate). The initial pilot study will prohibit sidewalk usage on both Main Street and Colorado Ave between 1st Street and 7th Street, as well as along 7th Street between Grand Avenue and Colorado Avenue (Main Street Corridor, Exhibit 2), due to heavy pedestrian traffic and active storefronts that have high volumes of patrons entering and existing the businesses. This recommendation is consistent with existing rules that prohibit the use of privately-owned bikes, e-bikes and other skate devices within this corridor. Users entering the corridor will be required to dismount and walk their devices.

Trail usage: Staff recommends that both privately-owned and shared e-scooters be allowed to operate on trails that already permit bikes and e-bikes, since these trails offer a safer and lower stress connection. Unlike bikes and e-bikes, e-scooters offer less stability due to their smaller wheel size and a higher center of gravity. The distribution of weight on an e-scooter may also compromise a user’s balance when using hand signals to communicate with cars if they are limited to traveling in vehicle travel lanes. On a trail, users have the advantage of giving vocal signals to other trail users, which does not compromise steering control. A user would generally incur less injury falling off an e-scooter on a slow speed trail compared to falling off an e-scooter amidst vehicular traffic. Prohibiting e-scooter users from trails would prohibit access to these lower-stress and safer routes.

Speed Limits

At this point in time, staff does not recommend codifying speed restrictions for shared micromobility devices operating on roadways or on-street bike lanes that are more stringent than what the State has adopted. Instead, staff will use the data from the pilot study to inform whether or not more stringent speed limits in these facilities are warranted in the future. This approach is taken from precedents established in other cities in Colorado with active shared micromobility programs.

However, staff recommends limiting the speeds of shared devices to 15 mph on multiuse paths to ensure safe interactions with other users on busy recreational trails. This maximum speed for multiuse paths is specific only to shared devices that are part of a fleet owned by a commercial operator selected and participating in the pilot study. The City of Fort Collins, City of Colorado Springs, City of Boulder and City and County of Denver have all instituted a 15 mph on multiuse trails, which is viewed as best practice for trails.

Current State Statute does not specify speed limits for e-scooters or other micromobility devices on roadways. State law does use maximum speeds to define and differentiate between different classes of micromobility devices. Additionally, State Statute requires devices like e-scooters to operate at speeds that are reasonable and prudent under the

conditions of a roadway like other vehicles and to not exceed a speed limit designated by an official traffic control device. The amendment to Chapter 10.04 will bring the traffic code up to date with the State Statute to include e-scooters.

Therefore, staff recommends allowing e-scooters, class 1 and class 2 e-bikes that are part of a commercial fleet to operate to their maximum speed, which is 20 mph, when riding on roadways or on-street bike lanes if there is no posted speed limit. The City currently follows Colorado State Statute, which requires a default 25 mph speed limit in central business districts (CBD) if no speed limit is posted. Allowing e-scooters and class 1 and class 2 e-bikes to operate to their maximum speed limit would not exceed the default speed limit and therefore would comply with this law. If the City receives proposals for the deployment of class 3 e-bikes, which have a maximum speed of 28 mph, commercial operators will be required to use speed limiter and geofencing to limit device speed to 25 mph in the CBD. Enforcement through geofencing will not be codified but rather handled through the Pilot Study requirements to allow for flexibility.

For sidewalk usage outside of the Main Street Corridor (Exhibit 2), staff recommends limiting the speed limits for e-scooters to 6 mph. A more conservative sidewalk speed limit will help to preserve pedestrian safety and comfort, particularly that of children, senior citizens and individuals who use mobility aids. A 6-mph sidewalk speed limit is what has been adopted by City and County of Denver. As such, staff recommends that the City of Grand Junction follows suit.

Parking

Staff recommends limiting the parking of shared dockless devices to dedicated parking corrals (Exhibit 3) established by the companies themselves. Photographic evidence from other cities in Colorado shows that shared dockless devices will be littered throughout a city that does not require dedicated parking. Exhibit 4 provides recent examples of how these devices block sidewalks and curb cuts, exposing other users to tripping hazards and potential injury, as well as potentially compromising ADA access. Dockless device parking continues to be an ongoing challenge for many cities as they attempt to define different zones of a sidewalk, such as a furniture zone or specific widths for the parking of dockless devices. These regulations are challenging to enforce and monitor, since sidewalks throughout a city may differ significantly from each other, either in terms of width, existing street furniture or landscaping, or local street context. This makes it extremely difficult to develop sidewalk parking regulations for each type of sidewalk typology. All dedicated parking in the public right-of-way will require a revocable permit and be approved by the City's Public Works Department. On-sidewalk parking corrals may be approved on a limited basis by the City depending on special circumstances.

Data Sharing

Data sharing is at the heart of shared micromobility. There are approximately 36 cities within the United States that require data sharing as a condition for companies to operate within their jurisdiction. Data is user-generated and therefore extremely granular, offering cities detailed insight into where there is a demand for service and an

ability to better manage the public right-of-way. Furthermore, the benefits of data sharing extend to other modes due to the robustness of the data generated. For example, the data can inform where to place new protected bike lanes or identify where curbside management is needed.

FISCAL IMPACT:

There is no fiscal impact related to the traffic code update. However, the City anticipates incurring costs on the administration, monitoring, assessment, and enforcement of the pilot study with each selected operator. Staff will include a fiscal analysis of the annual cost of overseeing the pilot program and the revenue generated as part of the end of pilot study retrospective.

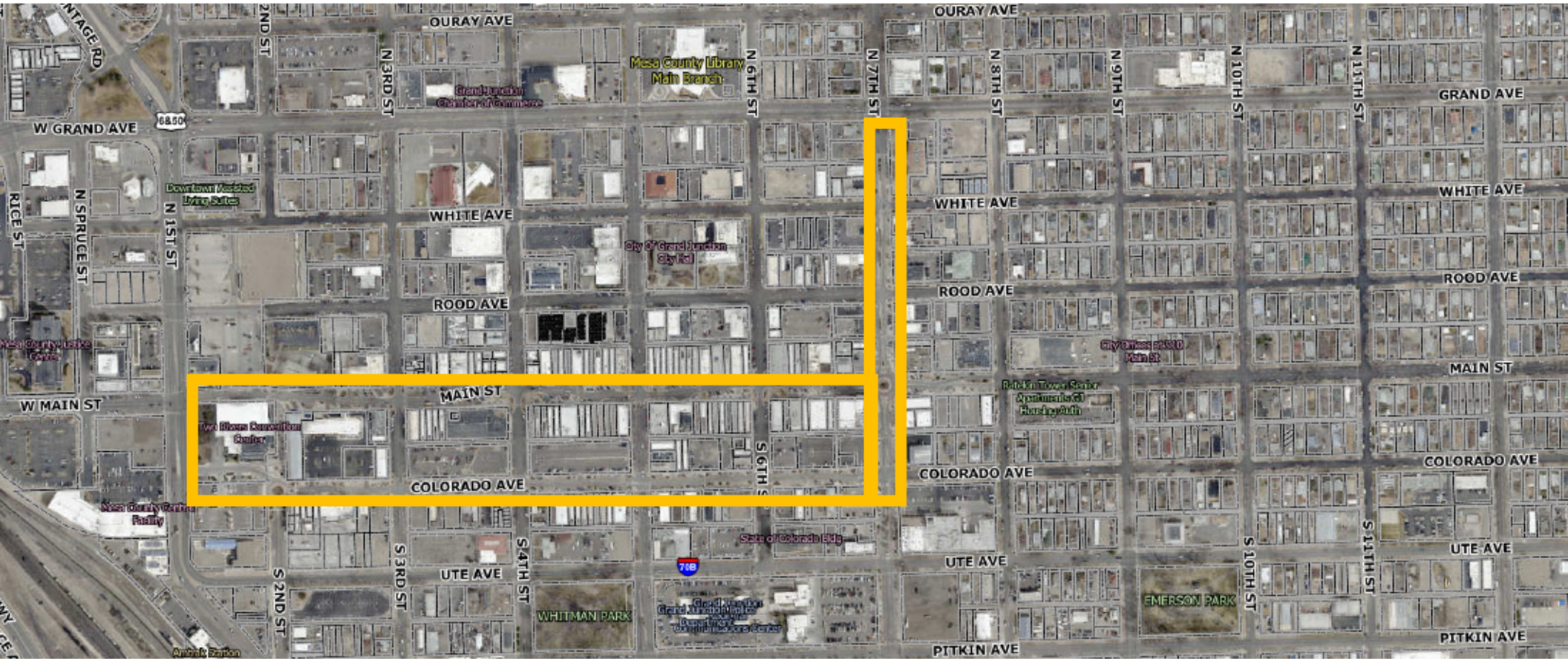
SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5084, an ordinance amending Title 10 Chapter 10.04 of the Grand Junction Municipal Code to bring the traffic code up to date to account for the introduction of e-scooters, adding Chapter 10.14 regulating the operation of shared micromobility devices, and amending Section 9.04.200 for clarification.

Attachments

1. Exhibit 2 - Main Street Corridor
2. Exhibit 3 - Dockless Vehicle Parking Corral
3. Exhibit 4 - Examples of dockless vehicles blocking sidewalks
4. Exhibit 5 - PD & EMS Comments
5. Exhibit 6 - Public Comments
6. ORD-E Scooter Shared Micromobility 062822

Main Street Business Corridor



Dockless Vehicle Parking Corral



Example dockless vehicle parking corral (District Department of Transportation, Washington, D.C.)

Examples of dockless vehicles blocking sidewalks (Denver, Colorado – April 13, 2022)



EMS Comments – Submitted by Chief Mark McIntire

1) Sidewalks--while I love that you have deemed some sidewalks as off limits for usage, there are still others where usage would be allowed. I have a real concern about any sidewalk usage. Even with the legal penalties noted and the rule about pedestrian right of way, I still see a real probability of pedestrian vs scooter accidents if they are allowed to operate on any sidewalks. I would personally suggest that scooter usage on any sidewalk be banned.

2) Helmets--while it is mentioned that companies providing the scooters need to have a plan for helmets, nowhere in the documents does it specifically address helmet usage. With untrained operators using these scooters, accident probability is high. Multiple studies have shown that the use of helmets greatly reduces the risk of debilitating head injuries and death. That being said--I am also realistic and know that mandating usage would probably not be feasible--nor would I particularly want to wear a used sweaty helmet. I think helmet use is a good idea and am sure other cities have found a way to tackle this problem and I feel it should be included in your documents.

3) Alcohol usage--I do not see anything in the document that specifically addresses alcohol usage prior to riding the scooters. The number of alcohol serving establishments in the areas of frequent usage would lead to the assumption that alcohol usage prior to riding a scooter is probable. As you know, alcohol usage reduces coordination, reduces physical response times and increases reckless behavior. I foresee riding these scooters intoxicated will lead to a host of problems including reckless usage, accidents etc... I would like to see some sort of plan on how to limit scooter usage after alcohol consumption. This is another area that I am sure has been tackled by other cities.

4) Usage Training--I am not sure of how you would include this, but I still have a concern for untrained operators using these scooters. It is mentioned that users must acknowledge they have viewed a video before they are allowed to use one of the scooters. Since I am involved with training here at the department, I have personally witnessed how little attention is usually paid to this type of educational delivery. These scooters are fairly powerful, and I foresee untrained users getting themselves into trouble due to improper operation of the units. I would imagine there is a standard of training used by these companies, but this method seems like more of a liability coverage for them rather than a true safety adjunct. Like I said, I am not sure how you would tackle this issue--but it is a concern that I have.

PD Comments – Submitted by Commander Doug Norcross

- A review of calls for service for 2021 found the Grand Junction Police Department responded to 17 crash reports involving bicycles, low speed vehicles, motorized bicycles and other non-motorized vehicles. Crashes of this nature usually involve motorized/non-motorized bicycles, low speed vehicles, and other devices running into motor vehicles. Some involve motor vehicles running into bicycles. Based on this the Grand Junction Police Department can expect to see some increase in crash reports involving E-Scooters.

- GJPD also receives a small number of complaints from Main St. shoppers and business owners of bicycles or skateboards riding on the sidewalks where specifically prohibited. Unless there is specific technology available to restrict the use of E-Scooters from being utilized on Main St. GJPD does anticipate an increase in complaints regarding E-Scooters being used on Main St. sidewalks. Additionally, Main St. and Colorado Ave. have no established bicycle lanes that might accommodate bicycle or E-Scooter traffic.
- GJPD took 224 reports of stolen bicycles in 2021. It's difficult to estimate the number of E-Scooters which might be stolen after implementation, but we can safely predict a number of them will be reported as stolen or vandalized.
- GJPD does anticipate a number of E-Scooter reports of vandalism as we can expect them to be damaged by people who might find them annoying or by people who might attempt to subvert the paid activation system.
- GJPD may also respond to medical assist calls for service where someone may be injured as a result of an E-Scooter crash. The Grand Junction Fire Department would be a better source of estimating the number of these calls for service.
- Enforcement of E-Scooter speeds will most likely be initiated by E-Scooter speeding complaints. As priority service calls permit, GJPD will respond and follow up if there is an area where speeding complaints are received.
- The above information is simply an estimate of potential impacts the implementation of E-Scooters may have on GJPD calls for service.

From: [Ashley](#)
To: [Micromobility](#)
Cc: [Dennis Simpson](#)
Subject: future micro-mobility in the valley
Date: Friday, July 1, 2022 6:23:45 PM

**** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - ****

To Whom it may concern,

I feel like I need to share my opinion with you. Years ago the city was approached by a company asking them to buy into a micro-mobility program and it was put upon the Parks and Recreation department to study it. Fortunately the city Parks and Rec. Dept. reached out to the businesses that would potentially be effected by such a program and realized that a micro-mobility program would be harmful to our community and to local businesses.

Personally I am NOT in favor of a micro-mobility service in the Grand Jct area. I work the cycling industry here in Grand Jct as a retailer of bicycles, bicycle accessories and bicycle repair. My business has sold both analog and electric bicycles and accessories for over 20 years. My shop works on all makes and models of bikes. We are unique in that we do NOT rent bikes of any type. My opposition to a micro-mobility program in the Grand Jct. area is based on the issues that have arisen in other metropolitan areas that have allowed these programs into their respective communities. Every single bike shop close to these programs has seen a decline in their business revenues. Every single community has had to deal with the "dumping" of these vehicles in their water ways and parks and other random places around their cities. And, to my knowledge none of the cities have seen a profit from these services. Sure it's a novelty that would make Grand Jct look cool to outsiders. But who pays the price for the choice that our city council makes to show the people who visit Grand Jct that we're a cool and trendy. The biggest issues that I have with a micro-mobility service in Grand Jct is that we lack the infrastructure to accommodate more forms of transportation on our current bike lanes and sidewalks that start and end randomly. Each year the city does a little more to support alternatives to and we get a few more blocks of bike lanes here and there but not enough to handle the excess users and the speed of those novice users. I believe that the city would be opening itself up to a tremendous liability.

I ride a lot both on and off road and I've been commuting around Grand Jct. for the past 35 years and Fruita for 10 years before that. I've seen and enormous amount of change for the improvement of cycling routes and trail development in the Grand Valley of which I'm extremely thankful for. I believe that bikes are the best form of transportation that we have for our community and they make the world a better place to live and play.

Spend the money on improving infrastructure before you go out and spend a ton of cash on a trendy, fancy, hip micro-mobility program that lacks the necessary support to make it functional, safe and affordable for our community.

Thanks,

"Have a purpose that will outlive you!"

Ash "AJ" Jordan

The Bike Shop

950 North Ave, #108

Grand Jct CO 81501

970-243-0807

www.thebikeshopgj.com

From: [Tamra Allen](#)
To: [Daniella Acosta](#)
Cc: [Felix Landry](#)
Subject: FW: electric scooters
Date: Tuesday, May 17, 2022 9:45:08 PM
Attachments: [7C4D3ACFE12D410C81AFC083C52E022E.png](#)

FYI.

Tamra Allen, AICP
Community Development Director
City of Grand Junction, Colorado
tamraa@gjcity.org
970-256-4023

City Hall is open Monday through Friday 8 a.m. to 5 p.m. We also conduct business online, by phone or by appointment as needed.



From: Anna Stout <annas@gjcity.org>
Sent: Tuesday, May 17, 2022 8:26 PM
To: ejswarner@me.com
Cc: Greg Caton <gregc@gjcity.org>; John Shaver <johns@gjcity.org>; Tamra Allen <tamraa@gjcity.org>
Subject: RE: electric scooters

Hi Eileen,

Thank you for writing to express your concerns to Council. We do take them seriously.

We are taking a very cautious approach to a possible electric scooter program in the city by considering a small pilot program to start, which would allow us to essentially test drive (pun intended) the concept without writing it in stone and put strict controls in place to mitigate the impact of these devices. Anything we potentially explore would have a specified end date that will allow the city to evaluate the impact of e-scooters and e-bikes on mobility, quality of life, emergency services, etc. to decide whether a permanent program is appropriate for the community.

If you have any specific questions about what is being considered or what suggestions have been made to minimize conflicts between e-scooters/bikes and cars and pedestrians, please let me know

and I will connect you with the staff team that has been doing the research on a potential ordinance.

Respectfully,

Anna M. Stout

Mayor, City of Grand Junction

(970) 773-0456

From: [Council](#)

Sent: Tuesday, May 17, 2022 12:15 PM

To: [Abe Herman](#); [Anna Stout](#); [Belinda White](#); [Chuck McDaniel](#); [Council](#); [Dennis Simpson](#); [Greg Caton](#); [John Shaver](#); [Phillip Pe'a](#); [Randall Reitz](#); [Rick Taggart](#); [Anna Stout](#)

Subject: FW: electric scooters

FYI: Good afternoon Madame Mayor and Members of Council, the message below from Eileen Warner, was left on Council's email this morning:

Belinda White

Administrative Specialist

(970) 244-1508



From: Eileen Warner <ejswarner@me.com>

Sent: Tuesday, May 17, 2022 11:56 AM

To: Council <council@gjcity.org>

Subject: electric scooters

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Please do not allow electric scooters in GJ. We are not a big city and we do not want to become a big city. Electric scooters are a nuisance and as a pedestrian, they should not be on the sidewalks.

Stop changing Grand Junction to become another city. We all moved here for the ruralness of the area.

Eileen Warner
resident 10 years

From: [Jeremy Nelson](#)
To: [Daniella Acosta](#)
Subject: Lowell School: micro-mobility partner and possible site
Date: Sunday, April 24, 2022 11:09:10 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

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Hi Dani-

Thank you for the quick response.

This is all great information, I appreciate you taking the time to provide the additional detail.

REgeneration Development and the Lowell Village Metro District would definitely like to be added to the list of potential partners to the City and their selected mobility vendors for this pilot program.

We support bike/scooter share programs and would be eager to see a pod located at the Lowell School, whether that be in public ROW or on private property.

Let us know what we can do to support your efforts.

Best- Jeremy



Jeremy Nelson

place: San Francisco | Durango

e-mail: jnelson@REgenerationDevelopment.com

mobile: 415.425.9848

connect: [LinkedIn](#)

www: REgenerationDevelopment.com

The Lowell Village Townhomes – Phase 1 Sold Out – Now Taking Reservations for Phase 2 –

[LowellVillage.com](#)

The Historic Lowell School – Now Leasing Creative Office Space – Come Make History with Us –

[More Info](#)

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From: Daniella Acosta <daniellaa@gjcity.org>
Date: Friday, April 22, 2022 at 1:56 PM
To: Jeremy Nelson <jnelson@regenerationdevelopment.com>
Cc: Brandon Stam <brandon@downtowngj.org>
Subject: RE: Lowell School: 7th St curblin & micro-mobility pod

Hi Jeremy,

Thank you for your email and your thoughtful recommendations. We are looking into different metrics and characteristics to define priority zones. These include areas of high-density residential projects, areas with low or no vehicle ownership, and areas where there is a high concentration of jobs. I can explain more about how priority zones will be used in this initial pilot. As I mentioned at the meeting, we have been receiving several inquiries from companies to deploy both from the larger, more established companies and smaller enterprises. To reduce barriers to entry that some of the smaller companies might face, we designed priority zones to be an optional carrot incentive. If a company is able to provide service in underserved areas, we would factor this into the evaluation but not necessarily penalize the smaller companies that are only deploying a maximum fleet of 20 vehicles. Additionally, during the pilot, we would also give operators the opportunity to request a fleet expansion if they can demonstrate expansion into these priority zones. It will be at the discretion of the operators to use the priority zones if it works with their business models, but by tying it to a fleet-expansion incentive, we believe that more operators will want to take advantage of it.

As part of the RFP, we are requiring the companies to develop plans to partner with community partners and identify who those partners are. So, I think creating a short-list of community partners and including REgeneration Development and the Lowell Village Metro District is something that can get folded into the RFP and pilot study. Please let me know if you have additional questions or ideas.

Thank you,

Dani Acosta
Associate Planner
City of Grand Junction, Colorado
daniellaa@gjcity.org
(970) 256-4089

City Hall is open Monday through Friday 8 a.m. to 5 p.m. We also conduct business online, by phone or by appointment as needed.



From: Jeremy Nelson <jnelson@regenerationdevelopment.com>
Sent: Thursday, April 21, 2022 4:48 PM
To: Trenton Prall <trentonp@gjcity.org>; Daniella Acosta <daniellaa@gjcity.org>
Cc: Brandon Stam <brandon@downtowngj.org>
Subject: Lowell School: 7th St curbline & micro-mobility pod

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Hi Trent- Great presentation on the redesign/revitalization of 4th and 5th streets at the DDA board meeting today. We have a smaller but related “road diet” question: Can you let me know how a private property owner can request an original curbline be re-established? At some point a right turn was added to NB 7th onto EB Grand. Based on my background in transportation, it doesn’t appear that the turn volumes warrant this turn lane. Note the very light tire track marks shown in the Google Earth image below, suggesting very few right-turning vehicles compared to through vehicles and left-turning vehicles. The wider than necessary intersection profile on NB and SB 7th leads to: a) speeding (especially as vehicles rush to beat red lights) and b) reduced pedestrian safety and comfort (especially since most right turning vehicles don’t yield to pedestrians crossing the street). We’d understand how to request a mini road diet at this intersection that would remove the right-turn lane on NB 7th onto EB Grand and restore the original curbline consistent with the rest of the blocks on this corridor. This project would produce several public benefits: 1) improve the pedestrian experience, 2) allow for the installation of landscaping improvements to match the rest of the City’s landscaping scheme in the North 7th St. Historic District, and 3) create space on the north end of the block frontage to allow for either a micro-mobility pod (see below) or a few on-street vehicle parking spaces.

Hi Dani- I also was excited to hear your excellent presentation at the DDA board meeting today. Can you let me know how the Lowell School and the Lowell Village Townhomes can be included in the City’s priority zone as a location for a micro-mobility pod as part of the City’s pending RFP for a pilot program? REgeneration Development and the Lowell Village Metro District have previously considered starting a “loaner bike” program hosted on the lawn in front of the school (aka The Lowell School Commons) for the benefit of tenants/visitors to the Lowell School and residents of the Lowell Village Townhomes. But it would obviously make more sense for us to partner with the City on their program, rather than run a standalone DIY program. The Lowell School is a great location for a micro-mobility pod, given proximity to downtown as well as transit service. There are a number of destinations in west and south downtown that are “too close to drive, but too far to walk”, especially in hot weather.

Please let us know how we might be able to partner with the City on these 2 initiatives to help further our efforts to restore and reactivate the Lowell School.

Thanks- Jeremy



Jeremy Nelson

place: San Francisco | Durango

e-mail: jnelson@REgenerationDevelopment.com

mobile: 415.425.9848

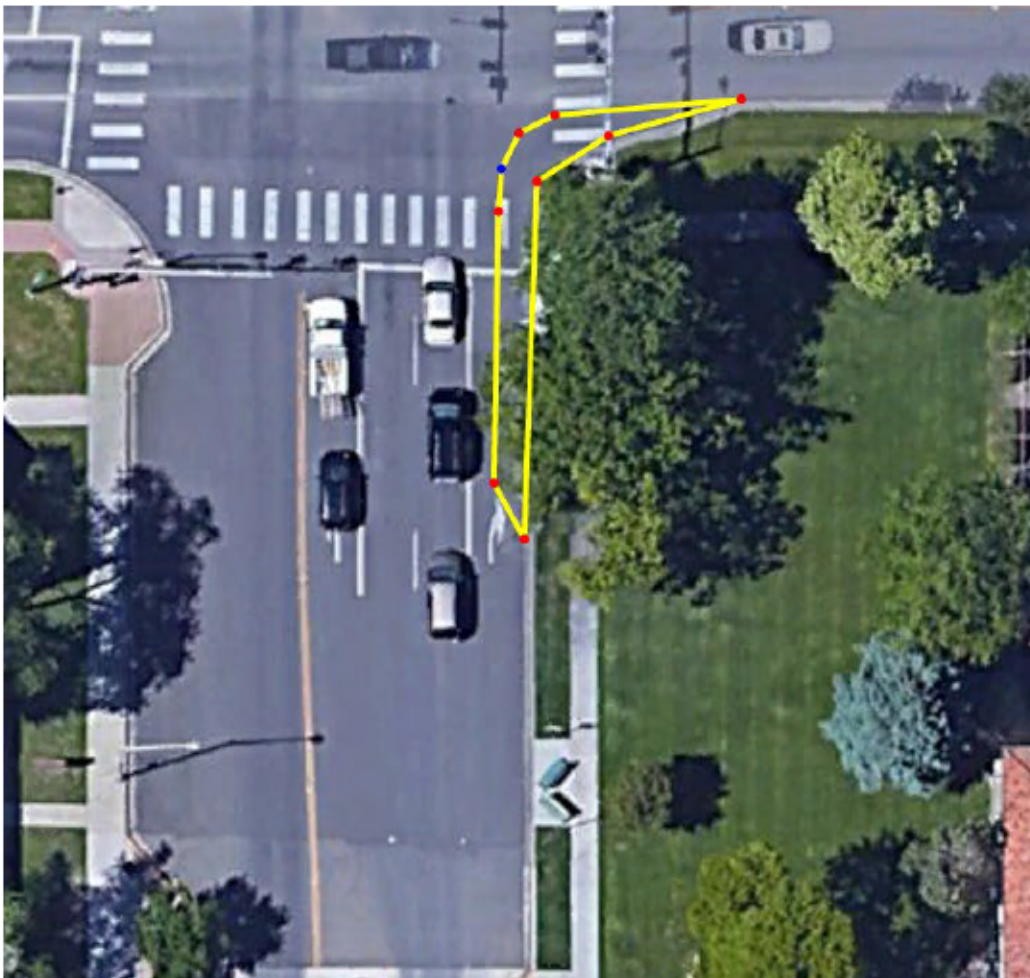
connect: [LinkedIn](#)

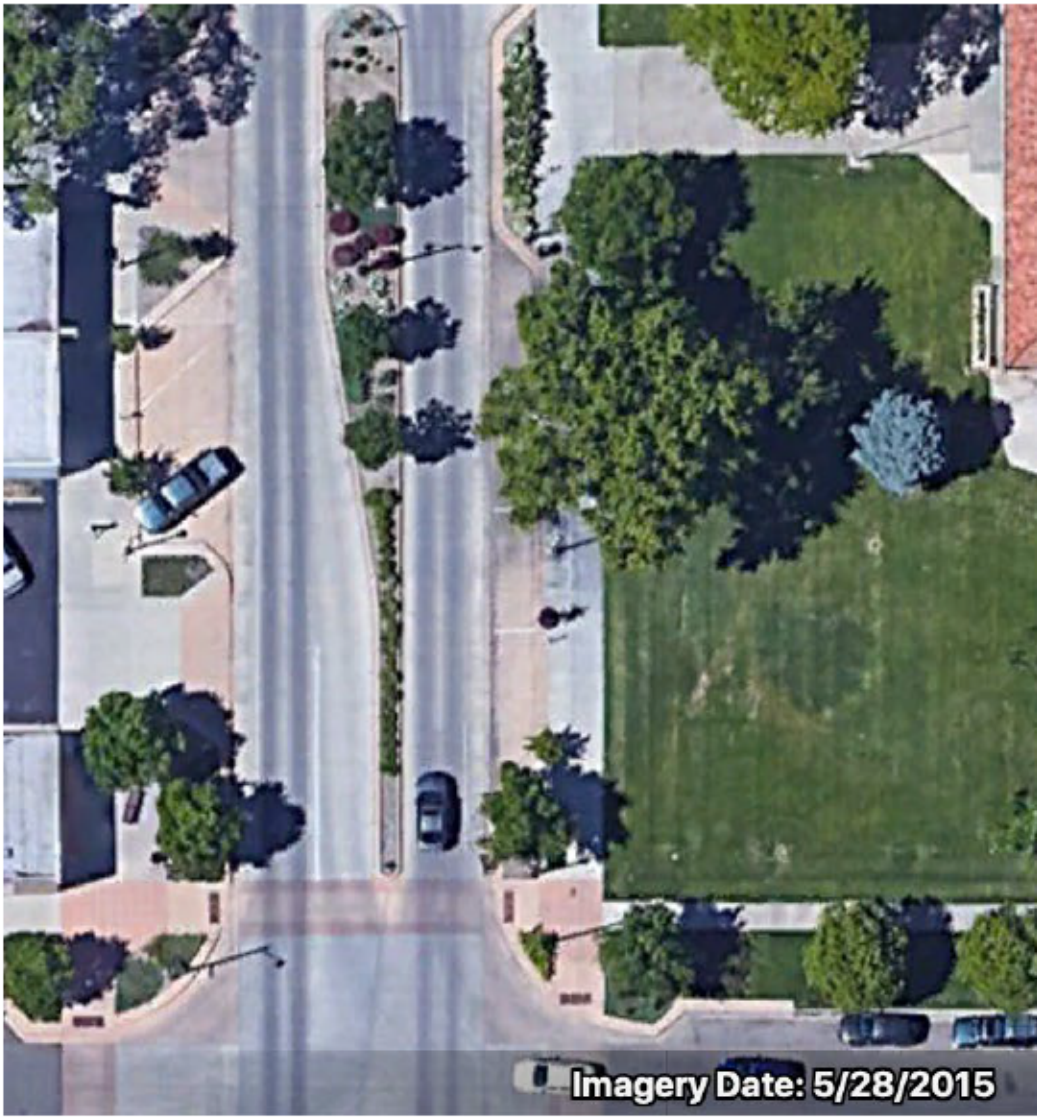
www: REgenerationDevelopment.com

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ORF Combined Micromobility questions/comments

Thank you for allowing us to provide comments on this pilot project. There are several questions or comments on this below. Feel free to reply all to this if you feel the need. Otherwise, we appreciate having our thoughts considered when making decisions about this. These are not collaborative comments, just a grouping so they only reflect the opinion of single board members.

1. Will there be a public comment process for this pilot? And please share this info with us.
2. What do Mesa County SO and Grand Junction PD have to say about this proposal?
3. Who will be enforcing the speed limits?
4. Is there a plan for the boundary around Main Street, CMU campus, and GVT/Bus/Trail terminals for lots of scooter parking?
5. What is the plan for scooter pick up locations?
6. Can the scooters be ridden on the dirt trails adjacent to the Riverfront cement path? How would that impact the trail system?
7. Would scooters be left on the Riverfront Trail path? How would the company pick these up? (What vehicles would they drive on the path?)
8. If the scooters can travel up to 15 miles per hour, could they be regulated to only operate within the 6 mph range on the Riverfront Trail?
9. Will this accompany an effort to extend the parallel soft path running through part of Las Colonias along as much of the trail as possible, especially the most heavily used section such as Riverside to the Old Mill Bridge?
10. Will there be any proposals to try to separate trail users by speed i.e. all motorized vehicles should be banned from the soft path and a speed limit of 15 mph be applied (or at least prominently signed) for all vehicles including high speed road bikers; walkers, joggers, strollers, strider bikers, etc be strongly encouraged to use the soft path (once/if build) to separate slower from faster and younger from older users as our trail gets much more use.
11. How will designated places to leave rental scooters be determined, not just randomly all over the place as I see in Denver and SLC? Or how is this expected to be managed to prevent or mitigate scooters left randomly or in waterways?
12. Rental bikes and scooters should be picked up in person so the user gets educated as to the rules of the road and a return location or locations identified. If we don't do this they will litter the trail.
13. Who will monitor guidelines and enforce these on users?
14. Once guidelines are developed then it seems that signs would need to be installed on the trail announcing those guidelines. What is the plan for this education piece?
15. Since the scooters are silent, there is no warning to other users, so how will safety concerns be handled?
16. Can you provide information to the public with data for how these solve real transportation problems?
17. I'd encourage that these be kept off the trail, as there is no visible enforcement for motorized violators now.
18. I am in support of anything that gets more folks outside, on all our trails, and scooters open this opportunity up to many more people. This would also support a younger age demographic that sometimes lack in healthy activity choices.
19. Some regulations are needed on the companies about how soon they will pick up scooters, how they will keep the charging contractors safe if the scooters end up in sketchy places. As well as safety features need to be functioning: lights, horns, etc.
20. I don't think a speed limit is realistic, if I can safely go fast, I'm going to be fast, but I also am of an age and temperament to be more considerate of others I'm sharing space with. The river trails

ORF Combined Micromobility questions/comments

are generally wide enough that I don't foresee a problem there, the congestion and dropped scooter problems will be on Main Street and around the college.

21. To helpfully inform the City Council: put all of the details together to take as much of the decision process off their shoulders as possible, have a demonstration, and get these folks on a scooter before they vote.

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE GRAND JUNCTION MUNICIPAL CODE TO AMEND TITLE 10 TO ADD AND AMEND SECTIONS IN CHAPTER 10.04 TO BRING THE TRAFFIC CODE UP TO DATE, ADD CHAPTER 10.14 FOR THE OPERATION OF SHARED MICROMOBILITY DEVICES AND TO AMEND SECTIONS 9.04.200 FOR CLARIFICATION

RECITALS:

The Grand Junction Municipal Code (“GJMC”) currently permits the use of personal micromobility devices such as bicycles, electric bicycles (“E-bikes”), skateboards, etc., to be operated on certain trails and streets. In recent years, cities across the country have seen the introduction of shared micromobility devices as alternative transportation. Unlike personal micromobility, where an individual owns the device being operated, shared micromobility consists of transportation services and resources (e.g., vehicles, parking infrastructure, etc.) used by an individual on a temporary basis for a fee, and that are shared among multiple users. Shared micromobility has the potential to expand mobility choice for routine or special short-distance trips. (Shared micromobility is comprised of bicycles, E- bike, electric scooters (“E-scooters) or any other small, lightweight vehicles. (See CRS 42-4-1412.5 Low Speed Conveyance.) E-scooters in particular, have the potential to offer similar benefits as E-bikes by offering mobility options for the public, adding equity to service areas, and accommodating riders with a greater range of physical abilities. In addition, E-scooters may reduce the use of vehicles with higher emission rates.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

Title 10 shall be amended to add and amend definitions in Section 10.04.020, amend various sections in Chapter 10.04, include Chapter 10.14 with adding Section 10.14.010. In Title 9, Section 9.04.200 shall be revised. The changes are as follows (additions are shown in **bold print** and deletions marked with ~~strike-through notations~~):

10.04.020 Definitions.

Electric scooter also referred to as an e-scooter means:

(1) A device:

- (a) Weighing less than one hundred pounds;**
- (b) With handlebars and powered by an electric motor;**

(c) That has a maximum speed of twenty miles per hour on a paved level surface when powered solely by the electric motor.

(2) **Electric scooter does not include an electrical assisted bicycle, EPMAD, motorcycle or low-power scooter.**

Low-power scooter means:

(1) A self-propelled vehicle designed primarily for use on the roadways with not more than three wheels in contact with the ground, no manual clutch, and either of the following:

(i) A cylinder capacity not exceeding 50 cubic centimeters if powered by internal combustion; or

(ii) A wattage not exceeding 4,476 if powered by electricity.

(2) *Low-power scooter* **does** not include a toy vehicle, bicycle, electrical assisted bicycle, **electric scooter**, wheelchair, or any device designed to assist **people with mobility-impairments** who use pedestrian rights-of-way.

Motor vehicle means any self-propelled vehicle that is designed primarily for travel on the public highways and that is generally and commonly used to transport persons and property over the public highways or a low-speed electric vehicle; except that the term does not include electrical assisted bicycles, **electric scooters**, low-power scooters, wheelchairs, or vehicles moved solely by human power. For the purposes of the offenses described in GJMC [10.04.1401](#) for farm tractors and off-highway vehicles, as defined in § [33-14.5-101](#)(3), C.R.S., operated on streets and highways, *motor vehicle* includes a farm tractor or an off-highway vehicle that is not otherwise classified as a motor vehicle.

Plug-in electric motor vehicle means:

(a) A motor vehicle that has received an acknowledgment of certification from the federal internal revenue service that the vehicle qualifies for the plug-in electric drive vehicle credit set forth in [26 U.S.C. sec. 30D](#), as amended, or any successor statute; or

(b) Any motor vehicle that can be recharged from an external source of electricity and that uses electricity stored in a rechargeable battery pack to propel or contribute to the propulsion of the vehicle's drive wheels.

Toy vehicle means:

(1) Any vehicle that has wheels and is not designed for use on public highways or for off-road use.

(2) *Toy vehicle* includes, but is not limited to, gas-powered or electric-powered vehicles commonly known as mini bikes, “pocket” bikes, kamikaze boards, go-peds, and stand-up scooters.

(3) *Toy vehicle* does not include **electric scooters**, off-highway vehicles or snowmobiles.

Vehicle means a device that is capable of moving itself, or of being moved, from place to place upon wheels or endless tracks. *Vehicle* includes, without limitation, a bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD, but does not include a wheelchair, off-highway vehicle, snowmobile, farm tractor, or implement of husbandry designed primarily or exclusively for use and used in agricultural operations or any device moved exclusively over stationary rails or tracks or designed to move primarily through the air.

10.04.221 Bicycle, **electric scooter**, and personal mobility device equipment.

(1) No other provision of the GJMC [10.04.201](#) through [10.04.237](#) shall apply to a bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD or to equipment for use on a bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD except those provisions in this chapter made specifically applicable to such a vehicle.

(2) Every bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD in use at the times described in GJMC [10.04.204](#) shall be equipped with a lamp on the front emitting a white light visible from a distance of at least 500 feet to the front.

(3) While being operated every bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD shall be equipped with a red reflector of a type approved by the Department, which shall be visible for 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.

(4) Every bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD when in use at the times described in GJMC [10.04.204](#) shall be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for 600 feet when directly in front of lawful lower beams of head lamps on a motor vehicle or, in lieu of such reflective material, with a lighted lamp visible from both sides from a distance of at least 500 feet.

(5) A bicycle, electrical assisted bicycle, **electric scooter**, or EPAMD or its rider may be equipped with lights or reflectors in addition to those required by subsections (2) to (4) of this section.

(6) A bicycle, **electric scooter**, or electrical assisted bicycle shall not be equipped with while in use, nor shall any person use upon a bicycle, **electric scooter**, or electrical assisted bicycle, any siren or whistle.

(7) Every bicycle, electrical assisted bicycle, **or electric scooter** while in use shall be equipped with a brake or brakes that will enable its rider to stop the bicycle, electrical assisted bicycle, **or electric scooter** within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

(8) A person engaged in the business of selling bicycles, electrical assisted bicycles, **or electric scooters** at retail shall not sell any bicycle, electrical assisted bicycle, **or electric scooter** unless the bicycle, electrical assisted bicycle, **or electric scooter** has an identifying number permanently stamped or cast on its frame.

(9) (a) Every manufacturer or distributor of new electrical assisted bicycles **or electric scooters** intended for sale or distribution in this State shall permanently affix to each electrical assisted bicycle **or electric scooter**, in a prominent location, a label that contains the classification number, top assisted speed, and motor wattage of the electrical assisted bicycle. The label must be printed in Arial font in at least nine-point type.

(b) A person shall not knowingly modify an electrical assisted bicycle **or electric scooter** so as to change the speed capability or motor engagement of the electrical assisted bicycle without also appropriately replacing, or causing to be replaced, the label indicating the classification required by subsection (9)(a) of this section.

10.04.224 Horns or warning devices.

(3) While in use no bicycle, electrical assisted bicycle, **electric scooter**, or low-power scooter shall be equipped with nor shall any person use upon such vehicle a siren or whistle.

10.04.234 Slow-moving vehicles – Display of emblem.

(1) (a) All machinery, equipment, and vehicles, except bicycles, electrical assisted bicycles, **electric scooters**, and other human-powered vehicles, designed to operate or normally operated at a speed of less than 25 miles per hour while operated on a public highway, shall display a triangular slow-moving vehicle emblem on the rear.

(b) Low-speed electrical vehicles while operated shall display on the rear of the vehicle a triangular slow-moving emblem designed as specified by the State Department of Transportation.

(c) Bicycles, electrical assisted bicycles, **electric scooter**, and other human-powered vehicles shall be permitted but not required to display the emblem specified in this subsection (1).

10.04.503 Projecting loads on passenger vehicles.

No passenger-type vehicle, except a motorcycle, a bicycle, **electric scooter**, or an electrical assisted bicycle shall be operated on any highway with any load carried thereon extending beyond the line of the fenders on the left side of such vehicle nor extending more than six inches beyond the line of the fenders on the right side thereof. Any person who violates this section commits a traffic infraction.

10.04.714 Bicyclist or other authorized user in bicycle lane.

(1) The driver of a vehicle shall yield the right-of-way to a bicyclist or other authorized user of a bicycle lane in a bicycle lane.

(2) (a) Except as provided in subsection (2)(b) of this section, any person who violates subsection (1) of this section commits a traffic infraction.

(b) (I) If a person violates subsection (1) of this section and the person's actions are the proximate cause of a crash, the person commits careless driving and shall be punished as described in [section 10.04.1402\(2\)\(a\)](#).

(II) If a person violates subsection (1) of this section and the person's actions are the proximate cause of bodily injury to another person, the person commits careless driving and shall be punished as described in [section 10.04.1402\(2\)\(b\)](#).

10.04.802 Pedestrians' right-of-way in crosswalks.

(3) No pedestrian shall suddenly leave a curb or other place of safety and ride a bicycle, ride an electrical assisted bicycle, **ride an electric scooter**, walk, or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.

10.04.1401 Reckless driving – Penalty

(1) A person who drives a motor vehicle, bicycle, electrical assisted bicycle, **electric scooter**, or low-power scooter in such a manner as to indicate either a wanton or a willful disregard for the safety of persons or property is guilty of reckless driving.

10.04.1402 Careless driving – Penalty

(1) A person who drives a motor vehicle, bicycle, electrical assisted bicycle, **electric scooter** or low-power scooter in a careless and imprudent manner, without due regard for the width, grade, curves, corners, traffic, and use of the streets and highways and all other attendant circumstances, is guilty of careless driving.

10.04.1407.5 Splash guards – When required.

(3) This section does not apply to:

(g) Bicycles, **electric scooter**, or electrical assisted bicycles.

Section 10.04.1412(1) is amended as follows:

(1) Every person riding a bicycle, electrical assisted bicycle, **or electric scooter** shall have all of the rights and duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, except as provided in section 10.04.1412.5, and except as to those provisions which by their nature can have no application. Said riders shall comply with the rules set forth in this section and GJMC 10.04.221.

(3) No bicycle, electrical assisted bicycle, **or electric scooter** shall be used to carry more persons at one time than the number for which it is designed or equipped.

(4) No person riding upon any bicycle, electrical assisted bicycle, **or electric scooter** shall attach the same or himself or herself to any motor vehicle upon a roadway.

(5) (a) Any person operating a bicycle, an electrical assisted bicycle, **or electric scooter (for this section referred to as "rider")** upon a roadway at less than the normal speed of traffic shall ride in the right-hand lane, subject to the following conditions:

(I) If the right-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a **rider** shall ride far enough to the right as judged safe by the **rider** to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.

(II) A **rider** may use a lane other than the right-hand lane when:

(A) Preparing for a left turn at an intersection or into a private roadway or driveway;

(B) Overtaking a slower vehicle; or

(C) Taking reasonably necessary precautions to avoid hazards or road conditions.

(III) Upon approaching an intersection where right turns are permitted and there is a dedicated right-turn lane, a **rider** may ride on the left-hand portion of the dedicated right-turn lane even if the **rider** does not intend to turn right.

(b) A **rider** shall not be expected or required to:

(I) Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or

(II) Ride without a reasonable safety margin on the right-hand side of the roadway.

(c) A person operating a bicycle, an electrical assisted bicycle, **or electric scooter** upon a one-way roadway with two or more marked traffic lanes may ride as near to the left-hand curb or edge of such roadway as judged safe by the **rider**, subject to the following conditions:

(I) If the left-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a **rider** shall ride far enough to the left as judged safe by the **rider** to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.

(II) A **rider** shall not be expected or required to:

(A) Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or

(B) Ride without a reasonable safety margin on the left-hand side of the roadway.

(6) (a) Persons riding bicycles, electrical assisted bicycles, **or electric scooters** upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(b) Persons riding bicycles, electrical assisted bicycles, **or electric scooters** two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

(7) A person operating a bicycle, electrical assisted bicycle, **or electric scooter** shall keep at least one hand on the handlebars at all times.

(8) (a) A person riding a bicycle, electrical assisted bicycle, **or electric scooter** intending to turn left shall follow a course described in GJMC [10.04.901\(1\)](#), [10.04.903](#), and [10.04.1007](#) or may make a left turn in the manner prescribed in subsection (8)(b) of this section.

(b) A person riding a bicycle, electrical assisted bicycle, **or electric scooter** intending to turn left shall approach the turn as closely as practicable to the right-hand curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the **rider** shall stop, as much as practicable, out of the way of traffic. After stopping, the **rider** shall yield to any traffic proceeding in either direction along the roadway that the **rider** had been using. After yielding and complying with any official traffic control device or police officer regulating traffic on the highway along which the **rider** intends to proceed, the **rider** may proceed in the new direction.

(c) Notwithstanding the provisions of subsections (8)(a) and (b) of this section, the City may cause official traffic control devices to be placed on roadways and thereby require and direct that a specific course be traveled.

(9) (a) Except as otherwise provided in this subsection (9), every person riding a bicycle, electrical assisted bicycle, **or electric scooter** shall signal the intention to turn or stop in accordance with GJMC [10.04.903](#); except that a **rider** may signal a right turn with the right arm extended horizontally.

(b) A signal of intention to turn right or left when required shall be given continuously during not less than the last 100 feet traveled by the bicycle, electrical assisted bicycle, **or electric scooter** before turning and shall be given while the bicycle, electrical assisted bicycle, **or electric scooter** is stopped waiting to turn. A signal by hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle, electrical assisted bicycle, **or electric scooter**.

(10) (a) A person riding a bicycle, electrical assisted bicycle, **or electric scooter** upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian. A person riding a bicycle, **electrical assisted bicycle, or electric scooter** in a crosswalk shall do so in a manner that is safe for pedestrians.

(b) A person shall not ride a bicycle, electrical assisted bicycle, **or electric scooter** upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk where such use of bicycles, electrical assisted bicycles, **or electric scooters** is prohibited by official traffic control devices or ordinances. A **rider** shall dismount before entering any crosswalk where required by official traffic control devices or ordinances.

(c) A person riding or walking a bicycle, electrical assisted bicycle, **or electric scooter** upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall have all the rights and duties applicable to a pedestrian under the same circumstances, including, but not limited to, the rights and duties granted and required by GJMC [10.04.802](#).

(11) (a) A person may park a bicycle, electrical assisted bicycle, **or electric scooter** on a sidewalk unless prohibited or restricted by an official traffic control device or ordinance.

(b) A bicycle, electrical assisted bicycle, **or electric scooter** parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.

(c) A bicycle, electrical assisted bicycle, **or electric scooter** may be parked on the road at any angle to the curb or edge of the road at any location where parking is allowed.

(d) A bicycle, electrical assisted bicycle, **or electric scooter** may be parked on the road abreast of another such **vehicle(s)** near the side of the road or any location where parking is allowed in such a manner as does not impede the normal and reasonable movement of traffic.

(e) In all other respects, bicycles, electrical assisted bicycles, **or electric scooters** parked anywhere on a highway shall conform to Chapter [10.08](#) GJMC regulating the parking of vehicles.

(12) (a) Any person who violates any provision of this section commits a misdemeanor; except that § [42-2-127](#), C.R.S. shall not apply.

(b) Any person riding a bicycle, electrical assisted bicycle, **or electric scooter** who violates any provision of this chapter **and chapter 10.14** other than this section which is applicable to such a vehicle and for which a penalty is specified shall be subject to the same specified penalty as any other vehicle; except that § [42-2-127](#), C.R.S. shall not apply.

(13) Upon request, the Police Department shall complete a report concerning an injury or death incident that involves a bicycle, electrical assisted bicycle, **or electric scooter** on the roadways of the State, even if such accident does not involve a motor vehicle.

(14) (a) (I) A person may ride a class 1 or class 2 electrical assisted bicycle, **or electric scooter** on a bike or pedestrian path where bicycles are authorized to travel.

(II) The City may prohibit the operation of a class 1 or class 2 electrical assisted bicycle, **or electric scooter** on a bike or pedestrian path.

Chapter 10.14 Shared Micromobility Devices

10.14.010 Operation of shared micromobility devices.

(a) Definitions

As used in this Chapter, the following shall apply:

***Docked devices* consist of shared micromobility devices such as a bicycle, electrical assisted bicycle, electric scooter, or other City-approved vehicle that can be rented from an automated station or “docking station” or “docks” and can be returned at the same station or another station belonging to the same system.**

***Dockless device* means a bicycle, electric scooter, electrical assisted bicycle or other City-approved vehicle that does not require a fixed apparatus or infrastructure for its parking, receipt, or return.**

***Operator* is a person authorized by the City to own and operate a shared micromobility fleet and service integrating on-board technology allowing a user to utilize either docked or dockless devices remotely in designated right-of-way. The term includes any employee, agent or independent contractor hired by the operator.**

Pilot means a preliminary study governed by a pilot agreement and conducted to evaluate factors related to the operation of shared micromobility in the City that include but are not limited to feasibility, duration, cost and adverse events, and improve upon study design to prior to establishing a permanent permitting or licensing system.

Shared micromobility means a transportation option providing either dockless or docked devices for short term rental for point-to-point trips among multiple users where the devices are intended to remain in the public right-of-way, even when not being rented/used by a user; that are part of a shared fleet; and that uses smart-phone applications (“Apps”) to locate, reserve, checkout, and process payment for the use of those devices.

User is any person that uses, rents, or rides a docked or dockless device and/or is a customer of the shared micromobility operator.

Shared Micromobility Device (Device) means any lightweight, low-powered or human powered vehicular unit, including bicycles, electrical assisted bicycles and electric scooters, either dockless or docked, that is part of a shared fleet operating in the City.

(b) Shared micromobility operator requirements

- (1) The City Manager shall develop a shared micromobility operator pilot criterion, application process, and pilot requirements and define the period of performance to operate within the City’s right-of-way.**
- (2) The City Manager is authorized to review and approve operator’s deployment plans for qualified operator(s) who submit applications to participate in the pilot within the City.**
- (3) The City Manager shall promulgate additional regulations governing shared micromobility, which at a minimum requires operators to provide device safety features (such as lights and reflectors), follow established parking rules, meet operating and customer service performance standards, and perform data collection and reporting to the City that monitors performance and effectiveness of the pilot. Safety communication materials and application features must be preapproved by the City prior to launching.**
- (4) The City Manager shall set requirements for operators to remove shared micromobility devices that are parked in inappropriate areas, rebalance the devices, and similar operator obligations and responsibilities.**

- (5) Operators are required to provide proof of insurance of the types and at the levels determined by the City, indemnification, surety bonds, and cost recovery fees.**
- (6) A pilot shall be subject to termination for non-compliance, including but not limited to, operations that in the City's discretion constitute a nuisance, dangerous condition(s) or for repeated violation(s).**
- (7) The City Manager shall establish a process to determine well-planned, designated locations for dedicated parking spaces for shared micromobility devices in the City's right-of-way.**
- (8) The pilot is only valid for operations within designated City rights-of-way. An operator shall not restrict use of its fleet within certain geographical areas of the City unless approved by the City. Permission to operate devices outside the public right-of-way shall require advanced written permission of the property owner(s). Operators shall have a means of communicating to the user or customer when the device has been operated in non-permitted areas. The communication to the user shall be sent electronically at the conclusion of the trip.**

(c) Identification of devices

- (1) Devices are required to be individually numbered by the operator.**
- (2) Devices are required to use a unique identifier sticker that is clearly visible to the user and the City. Such identifier must:**
 - i. be affixed to the vehicle stem;**
 - ii. be at least 2 inches high**
 - iii. include that the particular device is allowed to be operated within the City;**
 - iv. include a toll-free telephone number and e-mail address so a user and/or the public can report issues or make relocation requests.**

- (3) Operators are required to provide an inventory list of device identification numbers to the City Manager prior to deployment within the City.**
- (4) Fleet inventory shall be audited through-out the City-approved period of performance to ensure fleet size requirements are respected.**
- (5) Operators are required to update the fleet inventory list monthly and are not allowed to deploy a device whose identification number is not filed with the City Manager.**

(d) Communications to users/customers

- (1) All operators shall conspicuously include in the operator's Apps information that:
 - i. educates users or customers about safe use of the devices that are in the operator's inventory; and**
 - ii. informs the users or customers of parking zones.****

(e) Use

- (1) Every user of a device shall have all the rights and duties applicable to a rider of the same type of vehicle not included in a shared fleet system under this Code, except as to special regulations in this chapter and except as to those provisions in which by their nature can have application.**
- (2) No device shall be used to carry more persons at one time than the number for which it is designed and equipped.**

(f) Parking requirements for devices

- (1) Devices shall be parked within dedicated parking zones which shall be adjacent to the curb in a parking lane of a roadway, and that are established and maintained solely at the cost of the operator. Dedicated parking zones shall be differentiated from other uses of the parking lane by pavement marking, delineators, wheel stops, flexible bollards or other City-approved material(s).**

- (2) Devices may not be parked on sidewalks, unless there is an on-sidewalk dedicated parking zone that is differentiated from other uses of the sidewalk by pavement markings, delineators, wheel stops, flexible bollards or other City-approved material(s).**
- (3) Devices shall be upright when parked.**
- (4) Operators shall inform users on proper parking of devices.**
- (5) Dedicated parking zones shall not impede access to utilities, or access from the street to the sidewalk.**
- (6) The City Manager reserves the right to reduce the number of devices allowed to operate in the City and revoke the operators ability to operate, if such devices are found to be consistently parked improperly.**
- (7) To maintain parking compliance, operators shall:**
 - i. Provide a single point-of-contact (telephone number and email address) customer service line, available 24 hours and answerable by the local representative of the operator, for complaints regarding improper parking;**
 - ii. List the contact information clearly on each device along with a unique identifying number as described in section (c);**
 - iii. Resolve complaints within one hour Monday through Friday, 7:00 a.m. to 6 p.m., and within four hours on Saturdays and Sundays and after the weekday hours listed herein;**
 - iv. Assign a unique complaint number for each issue to both the City and the person who reported the issue;**
 - v. When a complaint is closed provide a response to the City and the person who reported the issue; and**
 - vi. Provide sufficient operations and maintenance staff to address issues and remove improperly parked vehicles.**

(g) Areas of operations for devices

- (1) Devices may be operated in a designated bicycle lane if one is present, or in a vehicle travel lane except for circumstances described below and elsewhere in Chapter 10.04.**
- (2) Devices may be used on City sidewalks unless otherwise posted to the contrary.**

(3) Devices may be used in City parks or trails owned or maintained by the City unless otherwise posted to the contrary.

(h) Speed limits for devices.

(1) No user shall ride a device in excess of 15 miles per hour when riding on a multiuse path.

(2) No user shall ride a device in excess of a speed of 6 miles per hour when riding on a sidewalk.

(3) Where the posted speed limit is more than 35 miles per hour or more and there is no designated bike lane, the device shall be operated on a sidewalk if available.

(i) Safety

(1) A user of a device in any public place within the City shall use the same in a careful and prudent manner and at a rate of speed no greater than is reasonable and prudent under the conditions existing at the place and time of operation, taking into account any posted speed limits, the amount and character of pedestrian traffic, grade and width of path, trail or right-of-way and condition of the surface therefor.

(j) Advertising

Operators shall not display third party advertising on vehicles or parking zones without express approval from the City Manager.

(k) Privacy.

Each operator will be required to establish a privacy policy that safeguards user information and will be required to file a data privacy plan with the City. In addition, each operator shall be required to provide an electronic payment system.

(l) Device maintenance

Operator shall remove any inoperable device or any device that is not safe to operate as immediately as possible but no later than 24 hours after notification. Failure to do so may result in the revocation of the City's consent/authority to operate in the City.

(m) Data sharing

Each operator shall be responsible for providing quarterly reports to the City displaying trip information including, but not limited to, the following:

- (1) utilization rates**
- (2) total downloads, active users & repeat user information**
- (3) total trips by day of week and time of day**
- (4) origin and destination information for all trips**
- (5) trips per device**
- (6) average trip distance**
- (7) trips originating in or destined for designated opportunity areas**
- (8) parking compliance at designated zones and at transit and bus stops**
- (9) incidents of theft and/or vandalism**
- (10) complaints**
- (11) number of users participating in discount programs disaggregated by program type (low income, students, etc.)**
- (12) accident/crash information**
- (13) payment method information**

Complete data sharing requirements will be provided to approved operators. Operators shall comply with all data sharing requirements to remain in good standing. Failure to comply will result in termination of the pilot agreement.

(o) Indemnification.

Operators shall defend, indemnify, and hold harmless the City, its agents and employees for, from and against all liabilities, claims, judgments, suits or demands for damages to persons or property arising out of, resulting from, or relating to the services performed under the pilot, unless such claims have been specifically determined by the trier of fact to be the sole negligence or willful misconduct of the City. This indemnity shall be interpreted in the broadest possible manner to indemnify City for any acts or omissions of the permitted operator or its subcontractors either passive

or active, irrespective of fault, including City's concurrent negligence whether active or passive, except for the sole negligence or willful misconduct of City.

9.04.200 Skate devices, **electric scooters**, wheeled devices – Regulations.

(c) For this section, skate device(s) shall include and mean any skateboard(s), conventional or in-line roller skates, **bicycles, electrical assisted bicycles, electric scooters**, or other similar device or apparatus, all which may be collectively referred to as skate device or skate devices.

Introduced on first reading this 6th day of June 2022 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2022 and ordered published in pamphlet form.

ATTEST:

Amy Phillips
City Clerk

Anna M. Stout
President of City Council