TRAFFIC SAFETY COMMITTEE
SEPTEMBER 2, 2026, 1:30 p.m.
10 SOUTH STATE STREET, GREENFIELD, IN 46140
RICHARD J. PASCO COUNCIL CHAMBERS

1. **ROLL CALL**
   a. New Member Introduction

2. **APPROVAL OF MINUTES:**
   a. Approval of August 5, 2026, Meeting Minutes*

3. **UNFINISHED ITEMS:**

   a. INDOT Corridor Study

   b. James Blvd. & E. New Road Status

   c. 20 mph City Wide Consideration*

4. **NEW ITEMS:**

   a. City Code on E-Bikes (e-micromobility) *
   b. 2026 ADA Update *

5. **MISCELLANEOUS ITEMS:**

   a. October Meeting Date. October 7 or 14, 2026

6. **ADJOURNMENT: Next Scheduled Meeting October ___, 2026, at 1:30 p.m.**

**Attachments provided*

Members

Name	Appointed By	Term Start Date	Term End Date
Amy Kirkpatrick	**City Council**	**01/28/2026**	**01/28/2027**
Tyler Rankins	**Street Department**	**01/01/2025**	**12/31/2027**
CW Murnan	**Police Department**	**01/01/2025**	**12/31/2027**
Glen Morrow	**Mayor**	**01/01/2025**	**12/31/2027**
Gary Pence	**Mayor**	**01/01/2025**	**12/31/2027**

City of Greenfield Traffic Safety Committee
DRAFT Regular Meeting Minutes

Wednesday, August 5, 2026 1:30pm
Richard J. Pasco Council Chambers, City Hall
10 S. State St, Greenfield, IN 46140

Chairman Glen Morrow called the meeting to order at 1:30pm.

Secretary Marie Persinger took roll call.

Members Present:
- Police Lieutenant Charles Murnan
- Street Commissioner Tyler Rankins
- Chairman City Engineer Glen Morrow
- Gary Pence

Members Absent: Councilwoman Amy Kirkpatrick

Approval of Minutes: A motion was made by Gary Pence, seconded by Tyler Rankins, to approve the July 1, 2026 minutes. Motion carried.

INDOT Corridor Study: Glen Morrow states the consultant is still working on this. There will be a stakeholder meeting in October. No action needed.

James Blvd & E New Rd: Glen Morrow updated that the assistant engineer, Josh Hogan has been working on creating a plan with the street department to show exactly what portion of the road needs widened and where, widening New Rd from SR 9 past James Blvd with the goal to widen the road to two through lanes next spring. No action needed.

20 mph City Wide Consideration: Ray Haggard shared his concerns regarding the 30mph speed limit in neighborhoods and requests it be lowered to 20mph to match the neighborhoods in the county. He feels that people drive too fast, especially delivery drivers and feels it would be safest for the residents, especially children if the speed limits were lowered.

Glen noted the state does allow this without a completed traffic study. He wonders if it would change much or if people would still continue to drive faster. He mentioned the organization Twenty is Plenty and their research done on this topic, noting that if someone is hit by someone going 20 mph, their chance of survival is much higher than if they were hit by someone going 30mph or higher. He also did research of the current speed limits in neighborhoods in the city and noted there are several 20mph signs and even some 25 mph signs. He would like to see consistency and feels raising the speed limit is not necessarily the best choice. Glen Morrow is open to taking the consideration to Council.

Tyler Rankins would like to see uniformity, whatever that may be.

Gary Pence thinks 20 mph is a good idea.

CW Murnan feels torn but thinks it is a good idea to ask Council for their thoughts. He noted that it would likely be $15-20,000 for the new signs.

A motion to take this to City Council for consideration was made by CW Murnan and seconded by Gary Pence. Motion Carried.

Miscellaneous: Ray Haggard is concerned about e-bikes riding fast down sidewalks and also riding on the road with traffic. He is concerned about the safety of pedestrians on the sidewalks and also of the young people on the e-bikes in traffic. He asked if there could be any education for the teenagers in school for proper street etiquette (what side of the street to be on while walking, biking, etc.

CW Murnan stated that education was done as a part of driver's education when that course was done by the school. Now that driver's education is no longer a part of the public education, he's not sure if it is still being taught, but he will reach out to the high school and ask if that education is still being taught and if it can be added if not.

No action needed.

Pedestrian Crossing on Davis Road: Marc Deslaureiers is requesting pedestrian crossings to cross Davis Road as there currently are none. He is concerned that anyone living south of Davis Rd is essentially cut-off from the rest of town unless they have a car.

Glen Morrow stated that a sidewalk study has been done this summer by our intern. The study has revealed there are several areas with missing or damaged sidewalks, with this being one. The report from the sidewalk study should be available sometime this fall and he will be sure to note the need for a sidewalk crossing over Davis Rd.

Tyler Rankins noted there are several places which would not be difficult to put in cross walks and suggested a good place might be at Orphant Annie Dr and Dream March Dr.

No action needed.

Whitcomb Village Neighborhood Traffic Safey and Speed Reduction Request: The traffic study on Orphant Annie Dr revealed that the 85th percentile of drivers are going 32 mph. This seems to be something the HOA needs to be putting out a notice for the people living in the neighborhood to slow down.

A motion to leave the speed as-is was made by CW Murnan and seconded by Gary Pence. Motion Carried.

E Fifth St and Berry 4-way Stop Request: CW Murnan noted that there were no crashes at this intersection.

Glen Morrow stated that this section of the street is always lined with cars which should slow down drivers, he is unsure why this was brought before the committee.

A motion to leave the intersection as-is was made by CW Murnan and seconded by Gary Pence.

Miscellaneous: Gary Pence thanked Ray Haggard for bringing the e-bike concern to the attention of the committee as he has noticed the issue as well.

Glen Morrow asked if there was a speed limit for the sidewalks.

Tyler Rankins stated the speed limit on the Pennsy Trail is 15 mph and believes there is an ordinance of no motorized vehicles on sidewalks.

Glen Morrow will research the city code on this topic and the committee will continue to discuss in September.

Adjournment: A motion to adjourn was made by Gary Pence, seconded by Tyler Rankins at 2:09pm. Motion carried.

GREENFIELD ENGINEERING

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Phone: (317) 477-4320
Fax: (317) 477-4321

August 12, 20226

Greenfield Common Council
10 S. State Street
Greenfield, IN 46140

Re: Consideration of reducing residential subdivision and residential local street speed limits from 30-mph to 20-mph

Dear Council,

The City of Greenfield Traffic Safety Committee is considering whether to recommend establishing a uniform 20-mph speed limit on residential subdivision streets and residential local streets. This would not include collector streets, arterial streets, state routes, or other higher volume through streets.

Currently, many residential local streets default to 30-mph because Indiana law establishes 30-mph as the speed limit in urban districts unless otherwise posted or lawfully modified. Greenfield's City Code does not clearly assign a uniform speed limit to many local subdivision streets. As a result, posted speeds vary across neighborhoods, with some streets signed at 20-mph, some at 25-mph, some at 30-mph, and some are non-posted relying on the statutory default of 30-mph. The exhibit shows the various speed limits as posted (has not been compared to what is established in City Code).

A uniform 20-mph residential local street policy would improve consistency, align with neighborhood expectations, and support a safer residential street environment. However, it is important to recognize that changing speed limit signs alone is unlikely to significantly change actual driving speeds. Greenfield has observed this locally when temporary 20-mph signs

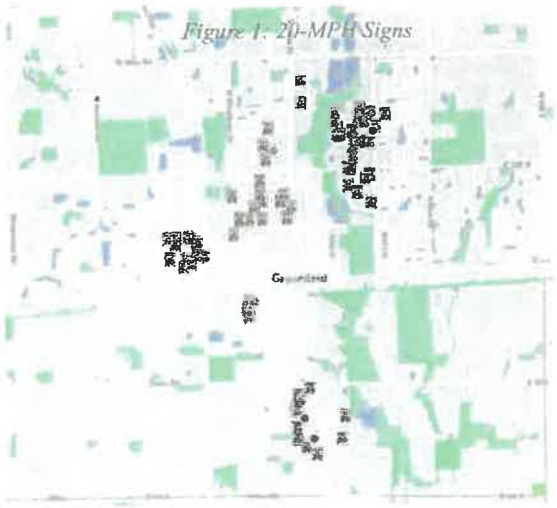

Figure 1: 20-MPH Signs

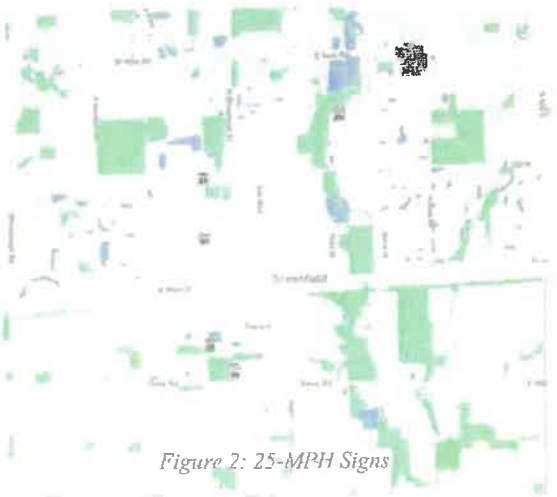

Figure 2: 25-MPH Signs

were installed in place of 30-mph signs (Legacy Lane in Legacy at Springhurst and Indigo Drive in Indigo Springs) and measured speeds did not materially change.

For that reason, a 20-mph policy should be viewed as a policy decision to establish a consistent residential street standard, not as a stand-alone solution to speeding. If adopted, it should be paired with clear public communication, targeted enforcement, and future traffic calming consideration where speed data supports additional measures.

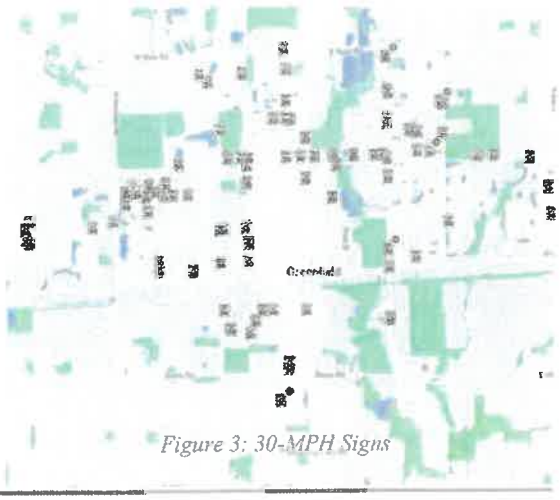

Figure 3: 30-MPH Signs

Background

Indiana law provides the framework for speed limits on local streets. Under Indiana Code § 9-21-5-2, the maximum speed limit in an urban district is generally 30-mph unless otherwise posted or lawfully altered. Indiana law also allows local authorities to reduce speed limits on streets under their jurisdiction. Under Indiana Code § 9-21-5-6, a local authority may decrease a speed limit, but not to less than 20-mph.

Because Greenfield's local code is silent or unclear for many residential local streets, the default condition is generally 30-mph unless a different speed has been properly posted or established. This has contributed to inconsistent signage across subdivisions.

Using the Street Department's new AI software (Vialytics), staff has identified inconsistent speed limit signs within residential areas. Some subdivision streets are posted at 20-mph, others at 25-mph, and others at 30-mph. In some cases, subdivisions developed or signed in recent years appear to have been posted at 25-mph even though the regulatory speed is established at 30-mph.

Re-signing the correct speed limits and keeping the current different speed zones creates several challenges:

- Residents and motorists encounter inconsistent expectations between neighborhoods.
- Police enforcement is more difficult when local streets are not regulated consistently.
- Correcting some streets to the current 30-mph default would require "raising" posted speeds from 20/25-mph to 30-mph, which would likely be viewed negatively by residents.
- The City continues to receive requests through the Traffic Safety Committee and other channels to reduce speeds in residential neighborhoods.

A citywide residential local street speed policy would help address these inconsistencies.

Purpose and Scope of the Proposed Change

The proposed 20-mph speed limit would apply only to:

- Residential local streets including the old downtown grid blocks;
- And streets within residential subdivisions.

The proposed change would not apply to collector streets; arterial streets; INDOT-controlled roads; commercial or industrial streets; and streets where a different speed limit is specifically established by ordinance or engineering review.

Reasons for Considering 20-MPH

1. Consistency Across Residential Areas. The strongest administrative reason to consider 20-mph is consistency. A uniform residential local street speed limit would eliminate the current mix of 20, 25, and 30-mph postings within subdivisions. A consistent policy would make expectations clearer for: Residents; Drivers; Police officers; Engineering and Street Department staff; and developers and contractors installing subdivision signage.

It would also avoid the difficult public perception issue of raising existing lower posted limits to 30-mph simply because the City Code currently defaults to that speed.

2. Alignment With Neighborhood Expectations. Residents generally view subdivision streets differently than collector or arterial roads. Local residential streets are used not only by vehicles, but also by pedestrians, bicyclists, children, delivery vehicles, parked vehicles, and residents entering or exiting driveways. Requests to reduce subdivision speeds to 20-mph reflect a desire for neighborhood streets to feel safer and more residential in character. A 20-mph policy would align the legal speed limit with that community expectation.

3. Reduced Crash Severity. Although changing signs does not support this outcome, the primary safety benefit of lower speeds is reduced crash severity. A person struck by a vehicle at 20-mph is significantly more likely to survive and avoid severe injury than a person struck at higher speeds. This principle is the basis of many "Twenty is Plenty" campaigns in the United States and internationally. The "20's Plenty for Us" organization has compiled information from communities that have adopted 20-mph policies and promotes 20-mph as an appropriate default for residential and neighborhood streets. These campaigns are useful as policy references because they emphasize the relationship between vehicle speed, reaction time, stopping distance, and injury severity.

However, the City should be careful to distinguish between the safety value of lower actual speeds and the practical effect of changing signs. A 20-mph crash is safer than a 30-mph crash, ***but a 20-mph sign does not guarantee that drivers will travel at 20-mph.***

Engineering and Enforcement Considerations

1. Speed Studies Often Support Higher Speeds. Traditional traffic engineering has often used the 85th percentile speed as one factor in setting speed limits. The 85th percentile speed is the speed at or below 85% of free-flowing drivers travel. A longstanding known fact is that about 85% of the drivers drive safely given the many variables of road construction, presence of pedestrians, etc. Unfortunately, there will always be about 15% of the drivers who drive with abandon. Therefore, the 85th percentile speeds are typically adequate justification for the posted speed limits and any speed less than the 85th percentile is viewed as unnecessarily too low.

On many residential local streets, speed studies may justify a posted speed of 30-mph or even 35-mph because drivers choose speeds based on the street's physical design. Wide pavement, long sight lines, limited roadside friction, and low traffic volumes can make the street feel comfortable at higher speeds.

This creates a policy issue. The 85th percentile approach may reflect how drivers currently behave, but it may not reflect the residential character the City wants for subdivision streets.

2. Signs Alone May Not Change Speeds. Many studies and practical field observations have found that simply posting a lower speed limit does not necessarily reduce actual speeds. Greenfield has confirmed this locally. 20-mph signs were installed in place of 30-mph signs on Legacy Lane in Legacy at Springhurst and on Indigo Drive in Indigo Springs and measured speeds did not materially change.

This is an important limitation. If drivers are already exceeding a 30-mph speed limit, many are unlikely to slow to 20-mph only because a new sign is posted. Driver behavior is influenced more strongly by street design, perceived enforcement, traffic calming, parking, street width, and roadside conditions.

Therefore, a 20-mph policy should not be presented as a complete solution to speeding. It would establish the City's desired standard for residential local streets, but additional tools may be needed where speeding problems continue.

3. Police Enforcement Expectations. Lowering speed limits may increase resident expectations for Police Department enforcement. The Police Department has already received complaints regarding enforcement of existing 30-mph limits. A lower citywide residential speed limit could increase the number of requests for patrol and citations.

A Police officer always has discretion on when to issue a warning or ticket. Seldom are drivers pulled over when they exceed a posted speed limit, but the discretion often considers if the vehicle Is being operated at an unsafe manner, and speed is not always the primary factor in this decision.

If the City proceeds, public communication should clearly state that enforcement will need to be prioritized based on crash history, speed data, complaint patterns, proximity to schools or parks, and officer availability.

4. Phase in period. Staff has not performed a full analysis, but this is an expense that could reach $15,000 to $20,000 for new signs. There are cost cutting measures to reskin existing signs, but without

considering the condition of the existing signs and ensuring that they are in the correct locations, $10,000 is the minimum budget and $20,000 is a maximum budget. The larger concern is the time to install, replace or modify up to 200 signs.

Benefits and Limitations

Benefits of a 20-MPH Policy	Limitations / Concerns
Creates consistent subdivision speed limits	Signs alone may not significantly reduce speeds
Aligns with residential neighborhood expectations	May increase requests for police enforcement
Avoids raising existing 20 or 25-mph signs to 30-mph	Requires ordinance changes and sign updates
Establishes a clear legal standard for local streets	May create a false sense of security if residents assume all drivers will comply
Supports future traffic calming decisions	Some speed studies may show existing street design supports higher speeds

Implementation Considerations

If Council chooses to move forward, staff will work on an implementation plan:

1. Adopt a clear ordinance. The ordinance should establish 20-mph for residential local streets within subdivisions and clearly exclude collector and arterial streets. The code concerning school zones will need to be modified to not lower the speed by 10 mph, but perhaps to increase the fines for speeding in a school zone.
2. Prepare a street classification map with list. Staff would identify which streets are included and which are excluded to avoid confusion. This list will need to be compared to speed limits established in the City code.
3. Provide an inventory of signs that need to be replaced, re-skinned and re-located. This will be an intensive Engineering Department effort but is needed so that the Street Department may order the correct supplies and perform the necessary work orders.
4. Communicate expectations clearly. Residents should understand that the change creates a uniform neighborhood speed standard but does not guarantee immediate speed reductions. Staff would prepare and send out a press release.

5. Continue collecting speed data. Before-and-after speed studies should be used at representative locations to evaluate whether the policy affects average speeds, 85th percentile speeds, and high-end speeding.
6. Use traffic calming where warranted. Streets with continued speeding concerns may require physical measures such as pavement markings, curb extensions, speed humps, raised crossings, or other traffic calming tools.

Conclusion

A uniform 20-mph speed limit for residential subdivision and residential local streets is a reasonable policy option for Greenfield City Council to consider. Indiana law allows local governments to reduce local street speed limits to 20-mph, and the change would resolve current inconsistencies in subdivision signage.

The policy would also align with residents' expectations that neighborhood streets should operate at slower, safer speeds. Lower actual speeds reduce crash severity and provide more reaction time for drivers, pedestrians, and bicyclists.

However, the City should be realistic about what the change can accomplish. Speed limit signs alone are unlikely to significantly change driver behavior. Greenfield's own temporary sign-change data showed little to no change in measured speeds after signs were reduced from 30-mph to 20-mph. In addition, a lower speed limit may increase expectations for police enforcement.

For these reasons, if Council elects to proceed, the change should be framed as a uniform residential street policy rather than a stand-alone speeding solution. The City should pair the ordinance with consistent signage, public education, targeted enforcement, continued speed monitoring, and traffic calming evaluation where data supports additional measures.

Suggested Motion Options

1. **Direct Staff to proceed with efforts to implement a City-wide 20-mph neighborhood speed limit.** This will include returning to Common Council with an extensive revision to the Greenfield Municipal Code Title VII: Traffic Code/ Chapter 74: Traffic Schedules / Schedule III. Speed Limits. And there will potentially be a request for funding to implement the posted signs.

   Or:

2. **Direct Staff to keep the existing 30-mph default speed for residential neighborhoods.** This option would still involve some changes to the Greenfield Municipal Code so that posted signs are consistent with the municipal code. Some further discussion would be needed to address specific locations.

Thank you for your consideration in this matter.

Glen E. Morrow, PE
City Engineer

Existing 20 mph signs

79 existing 20MPH signs- but mostly school zone signage
(Ignore this number to be conservative)

Unit Costs

$	45.00	/ square post
$	43.20	/new 20 MPH sign
$	19.75	/ 20 MPH skin

Signs needed if minor collectors are also 20 mph

	126	20 MPH signs needed
	94	30 MPH signs that could be reused
$ 5,670.00	126	new sign posts
$ 513.50	26	signs reskinned
$ 4,320.00	100	new signs
$ 10,503.50		

Signs needed if minor collectors are 25 MPH por 30 MPH

	318	20 MPH signs needed
	26	30 MPH signs that could be reused
$ 14,310.00	318	new sign posts
$ 513.50	26	signs reskinned
$ 12,614.40	292	new signs
$ 27,437.90		

MPO SPEAKER SERIES

Micromobility on Trails: Designing for Safety & Access

WELCOME

Central Indiana Cycling

Rides
Events
Education
Advocacy

e-Micromobility

e-Bikes, e-Motos, e-Mopeds, & more!

Anthony Cherolis, 8/24/2026
Executive Director, Central Indiana Cycling

What is an E-Bike - Indiana State Law

- **Class 1 e-bikes** have an electric motor using 750 watts or less, a maximum assisted speed of 20 mph, and are pedal assist only. There is no throttle.
- **Class 2 e-bikes** have an electric motor using 750 watts or less, a maximum assisted speed of 20 mph, and are pedal assist and have a throttle so they can be ridden without pedaling.
- **Class 3 e-bikes** have an electric motor using 750 watts or less, a maximum assisted speed of 28 mph, and are pedal assist only. There is no throttle.

Class 1 and 2 e-bikes are treated like bicycles by Indiana state law.

Class 3 electric bicycles may not be operated on a bicycle path or multipurpose path unless:

A. The bicycle path or multipurpose path is within or adjacent to a highway or roadway.
B. A local authority or state agency with jurisdiction over the bicycle path or multipurpose path authorizes the use of a Class 3 electric bicycle on the bicycle path or multipurpose path.

Class 3 Restrictions - A person less than fifteen (15) years of age may not operate a Class 3 electric bicycle. A rider (or passenger) on a Class 3 e-bike that is less than 18, must wear a helmet.

If a two-wheeled vehicle with an electric motor does not meet one of these definitions, then it is not an e-bike and is considered a motorized vehicle.

Where to find the text: 9-13-2-26, & 9-21-11-13.1

What is a Low Speed e-Scooter?

"Electric foot scooter" means a device:

1. weighing not more than one hundred (100) pounds;
2. designed to travel on not more than three (3) wheels in contact with the ground;
3. with handlebars and a floorboard that the rider uses to stand on the device during operation; and
4. powered by an electric motor that is capable of powering the device with or without human propulsion at a speed not more than twenty (20) miles per hour on a paved level surface.

E-scooters are generally treated like bicycles, with some additional regulation requiring lights and regulating where they park. There is no minimum age or helmet requirement for e-scooter riders. Municipalities can choose to prohibit them from being used on sidewalks.

What is a Motorcycle?

Registration fee, insurance is required, license with motorcycle endorsement

"Motorcycle" means a motor vehicle **with motive power** that:

(1) has a seat or saddle for the use of the rider;

(2) is designed to travel on not more than three (3) wheels in contact with the ground; and

(3) satisfies the operational and equipment specifications described in 49 CFR 571 and IC 9-19 .

The term includes an autocycle, but does not include a farm tractor, an electric bicycle, or a motor driven cycle.

Motorcycle equipment - Reference Link

Minors; protective headgear and face shields

An individual less than eighteen (18) years of age who is operating or riding on a motorcycle on the streets or highways shall do the following:

(1) Wear protective headgear meeting the minimum standards set by the bureau.

(2) Wear protective glasses, goggles, or transparent face shields.

Handlebars; brakes; footrests; lamps and reflectors - A motorcycle operated on the streets or highways by a resident of Indiana must meet the following requirements:

(1) Be equipped with handlebars that rise not higher than the shoulders of the driver when the driver is seated in the driver's seat or saddle.

(2) Be equipped with brakes in good working order on both front and rear wheels.

(3) Be equipped with footrests or pegs for both operator and passenger.

(4) Be equipped with lamps and reflectors

What is a Moped - AKA Motor Driven Cycle?

Definition: A motor vehicle that:

1. has a seat or saddle for the use of the rider;
2. is designated to travel on not more than three (3) wheels in contact with the ground;
3. Equipment - working brakes on both the front and rear wheels; footrests or permanent pegs; headlights, taillights, and reflectors required;
4. has a cylinder capacity not exceeding fifty (50) cubic centimeters.

Operating Restrictions:

- Must be 15 years old or older, state identification required but no license
- Helmet and eye protection required if under 18
- Headlamps must be illuminated while operating
- Operate at no more than 35 miles per hour
- Passengers are not allowed
- No interstate highway or sidewalk operation

Registration fee, no insurance required, & a license isn't required

Golf Carts and Low Speed Vehicles

Reference Article

"Low speed vehicle" means a four (4) wheeled electrically powered motor vehicle:

(1) with a maximum design speed of not more than twenty-five (25) miles per hour;
(2) with operational and equipment specifications described in 49 CFR 571.500;
(3) that is equipped with:
- (A) headlamps;
- (B) front and rear turn signal lamps, tail lamps, & stop lamps;
- (C) reflex reflectors;
- (D) exterior or interior mirrors;
- (E) brakes as specified in IC 9-19-3-1 ;
- (F) a windshield;
- (G) a vehicle identification number; and

(H) a safety belt installed at each designated seating position

LSV: Must be registered, titled, & insured. Can operate on < 35 mph roads.

Golf Cart: No registration or insurance requirements at state level. Not street legal, unless locally allowed.

"Golf cart" means a four (4) wheeled motor vehicle originally and specifically designed and intended to transport one (1) or more individuals and golf clubs for the purpose of playing the game of golf on a golf course.

Where do e-Motos and e-Mopeds fit in?

- **e-Motos and e-Mopeds don't fit the e-bike definition.** They go faster than 20 mph with a motor and throttle controlled power.
- Legally - by current Indiana state law - all e-motos and e-mopeds should be treated like motorcycles.
  - Riders of those vehicles, by state law, would be required to be licensed (with a motorcycle endorsement), registered, & insured. Those vehicles would be required to have the safety equipment required by motorcycles.
  - Motorcycle rider minimum age of 16, and must get a driver's license and a motorcycle endorsement - Source
- The moped (AKA motor-driven cycle) definition, doesn't apply to e-mopeds because the definition is based on gasoline engine size.
  - The Indiana state definition could be updated to include a maximum wattage (750W) for electric motor-driven cycles. The maximum speed 35 mph is already defined in state law.
  - E-mopeds, even with a 750W to 1000W motor size and maximum speed (electronically capped) at 35 mph can generate instant high torque and fast acceleration. → wheelies and trick riding
- Both mopeds (motor-driven cycles) and motorcycles are already prohibited from operating on greenways, rail trails, and dedicated bicycle lanes.
  - Enforcement is not there in most municipalities to address illegal e-moto and e-moped use.

What about all those other e-devices?

- **One-wheel / electric unicycle** - Low speed versions with 15-25 mph capability, but some are capable of over 60 mph. Difficult to control. Riders commonly wear full motorcycle safety gear.
- **High speed (> 20 mph) e-scooters, throttle controlled** - Small wheels, unsafe design for high speeds, some can go over 60 mph
- **E-Skateboards** - Some capable of > 20 mph, controlled by hand held remote throttle, unsafe at high speeds due to small wheels
- **High speed e-trikes and e-quads** - These are marketed as off-road vehicles, but then used on streets and public trails illegally. Not yet common on Central Indiana greenways and rail trails. This does not include low speed (< 15 mph) mobility scooters and trikes used by those with disabilities.

States and municipalities are struggling with how to regulate these mobility (and recreational) devices. Resource Article Here

Recommendations for E-Motos / E-Mopeds

- **State Level** - Update the e-moped (motor-driven cycle) definition to include throttle driven 1- to 3-wheeled electric driven vehicles weighing < 100 lbs that can exceed 20 mph but have a maximum speed of no more than 35 mph.
- **Municipalities** -
  - Set a greenway, rail trail, and multi-use trail speed limit of 20 mph - clearly signed. Lower speed limits of 12 to 15 mph make sense in congested areas - possibly only during times of high congestion and conflict between those walking, biking and jogging.
  - Define e-mopeds (< 35 mph, no more than 750 W motor). Clearly prohibit e-moped and e-motorcycle use on greenways, rail trails, and multi-use trails - with clear signage. Set age limits and required safety equipment similar to motor-driven cycles for e-mopeds.
  - Allow class 3 e-bike use on greenways, rail trails, and multiuse trails. Carmel & Fishers have done this already. Class 3 e-bikes don't have a throttle and require pedal assist.
  - Clarify that e-motorcycles meet the state's existing definition for a motorcycle, with existing regulations in place.
  - Prohibit **undefined throttle driven e-micromobility devices** that can exceed 20 mph from greenways, rail trails, multi-use trails, sidewalks, and public roads.
  - Prohibit unsafe maneuvers and trick riding on public trails, sidewalks, and roads.
  - Provide a reasonable structure for ticketing, impounding, and scrapping micromobility vehicles that are speeding, unregistered, or ridden in a reckless dangerous manner.
  - Require that e-micromobility devices have battery and electric systems that are UL 2849 Certified to be sold in or shipped to your municipality.
- Much of this would be better in a state law, not hodge-podge at the municipal level

With Limited Enforcement, What to Do?

- **Educate parents** on the known dangers of powerful e-motos and e-mopeds, especially with unlicensed youth and teen riders
- **Clear Simple Signs on Greenways and Trails** - Posted speed limits. Signs prohibiting e-motos and e-mopeds.
- **Cease and Desist -** NYC recently sent cease and desist orders to *"online retailers who sell two-wheeled electric vehicles that do not meet the city's legal definition of an e-bike or e-scooter."*
- **Include impoundment and destruction of illegal e-motos** in your ordinance. Make it very expensive and inconvenient to ride an illegal e-moto or e-moped. Don't impound and resell an e-moto back into circulation.
- **Work with state legislators** to provide clear state level regulations, registration and licensing framework at Indiana BMV, and a legal path for responsible users to purchase, register, get safety training, and ride sustainable e-mopeds and e-motorcycles.
- **Targeted Enforcement at Congested Areas** - Where e-moto riders are putting folks (and themselves) at risk, concentrate enforcement there.

THANK YOU

David Littlejohn, AICP
Department of Community Services
City of Carmel
dlittlejohn@carmel.in.gov
317.571.2306

MICROMOBILITY IN CARMEL

CARMEL
INDIANA

MICROMOBILITY IN CARMEL, IN

INFO AND CLASSIFICATION FOR OPERATOR

CARMEL INDIANA

	E-SCOOTER	E-BIKE CLASS 1, 2 & 3	E-MOTO DEVICE	GOLF CARTS
How it Works	Electric motor, 2-3 wheels, 100 lbs or less, Max speed 20 MPH	CLASS 1: Pedal-assist up to 20 MPH CLASS 2: Throttle + pedal assist up to 20 MPH CLASS 3: Pedal-assist up to 28 MPH	Typically high power (750 W +) motor, Max speed > 20 MPH powered solely by motor	Gas or Electric
Allowed on City Multi-Use Paths (Speed Limit 20 MPH)	✓ YES	✓ YES	✗ NO	✗ NO
Allowed on CCPR Trails/Greenways (Speed Limit 15 MPH)	✗ NO	✓ YES	✗ NO	✗ NO
Allowed on Streets ≤40 MPH	✓ YES	✓ YES	✓ YES* *Must comply with state requirements for motor driven cycles	✗ NO* *Unless otherwise permitted
Allowed in Bike Lanes	✓ YES	✓ YES	✗ NO	✗ NO
Allowed on Sidewalks (Speed Limit 15 MPH)	✓ YES	✓ YES	✗ NO	✗ NO

Carmel passes new ordinance for micromobility and E-moto devices

CARMEL, Ind., Nov. 18, 2025 — The City Council last night passed a new ordinance establishing comprehensive regulations for micromobility devices---examples include electric scooters (E-Scooters) and electric bicycles (E-Bikes)—and prohibiting the use of more powerful E-moto devices (electric motorcycles and electric dirt bikes).

The ordinance, driven by safety concerns on the City's busy multi-use paths, sidewalks and streets, is effective immediately upon passage and signing by the mayor. It introduces speed limits, operational regulations, location restrictions and escalating fines. The new regulations summarized below, aim to prioritize safety on the City's paths and greenways.

- **Total ban on trails and sidewalks for E-Moto devices:** More powerful devices, such as E-Motorcycles and E-Dirt bikes, classified as E-Moto devices (typically exceeding 750 watts and capable of speeds over 20 mph without human power), face the most stringent limitations. They are completely prohibited on all city streets, sidewalks, multi-use paths and trails.
- **Micromobility devices:** Micromobility devices are permitted on City-owned sidewalks, paths and trails, but may be subject to additional restrictions and regulations on trails and greenways managed by Carmel Clay Parks & Recreation (CCPR). For example, CCPR rules prohibit E-Scooters in the parks and on greenways, including the Monon Greenway.
- **Speed limits:** Maximum speeds have been set across various zones:
  - **Multi-use paths/trails:** Maximum speed for micromobility devices is 20 mph.
  - **Public sidewalks:** Maximum speed is 15 mph.
  - **Greenways, including the Monon Greenway:** Subject to CCPR rules, currently 15 mph.
  - **Streets:** Posted speed limit but cannot exceed 35 mph.

- **Stricter operational rules:** All riders must yield the right-of-way to pedestrians at all times, provide an audible warning when approaching from behind and provide a minimum of three feet of clearance when passing, if possible.
- **Youth helmet requirement:** All riders younger than 16 years of age must wear a properly fitted and fastened helmet.
- **Class 3 E-bikes** cannot be operated by riders younger than 15 years of age.
- **Distracted operation:** Operating a micromobility device while using a cell phone or other electronic device is prohibited, unless using a hands-free device.

To enforce the new rules, the ordinance introduces a tiered system of financial penalties

To enforce the new rules, the ordinance introduces a tiered system of financial penalties and the risk of device impoundment. Violations of the new rules will result in a tiered system of financial penalties, starting at $100 for the first offense, and the risk of device impoundment for repeat offenders.

Councilor Matt Snyder thanked the Office of Corporation Counsel, the Land Use Committee and community members for their input on the issue.

"The primary motive is safety," he said. "We are leading the way with our youth helmet requirement and definition of an E-moto and are committed to educating the public to improve behavior."

The ordinance synopsis notes: *The goal is to promote sustainable transportation options while managing potential conflicts, minimizing risks to riders, pedestrians and congestion.* The City has also pledged to conduct a public awareness campaign to educate residents and visitors about the new rules.

The Council plans to periodically review the ordinance and will solicit public input before making any further significant amendments.

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About the City of Carmel, Indiana
A thriving community acclaimed for its distinct amenities, robust and innovative business environment and excellent schools, the City of Carmel was named the #2 Best Place to Live in the U.S. by U.S. News & World Report. Highly regarded by its residents as a safe community offering an exceptional quality of life, Carmel is home to an award-winning parks system and a wealth of cultural options. *Carmel is built for big dreams. Find out more at www.carmel.in.gov.*

CITY OF CARMEL
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LESSONS LEARNED

- Prohibiting modified e-bikes
- Prohibiting stunt riding, including wheelies and jumping curbs, and racing
- Prohibiting the operating of devices in groups of three or more in a manner that obstructs or impedes pedestrian safety or movement
- Increased fines
- Requiring notification of parents or guardian when a minor violates the ordinance
- Allowing officers to impound devices

III. Identified Defects

The 170 miles of sidewalk inspected consists of existing infrastructure and the defects were only identified if they were obvious. Minor imperfections that do not affect accessibility were ignored. As noted above, all defects were categorized in eight different types and each type was furthter classified as low, medium, high, or critical.

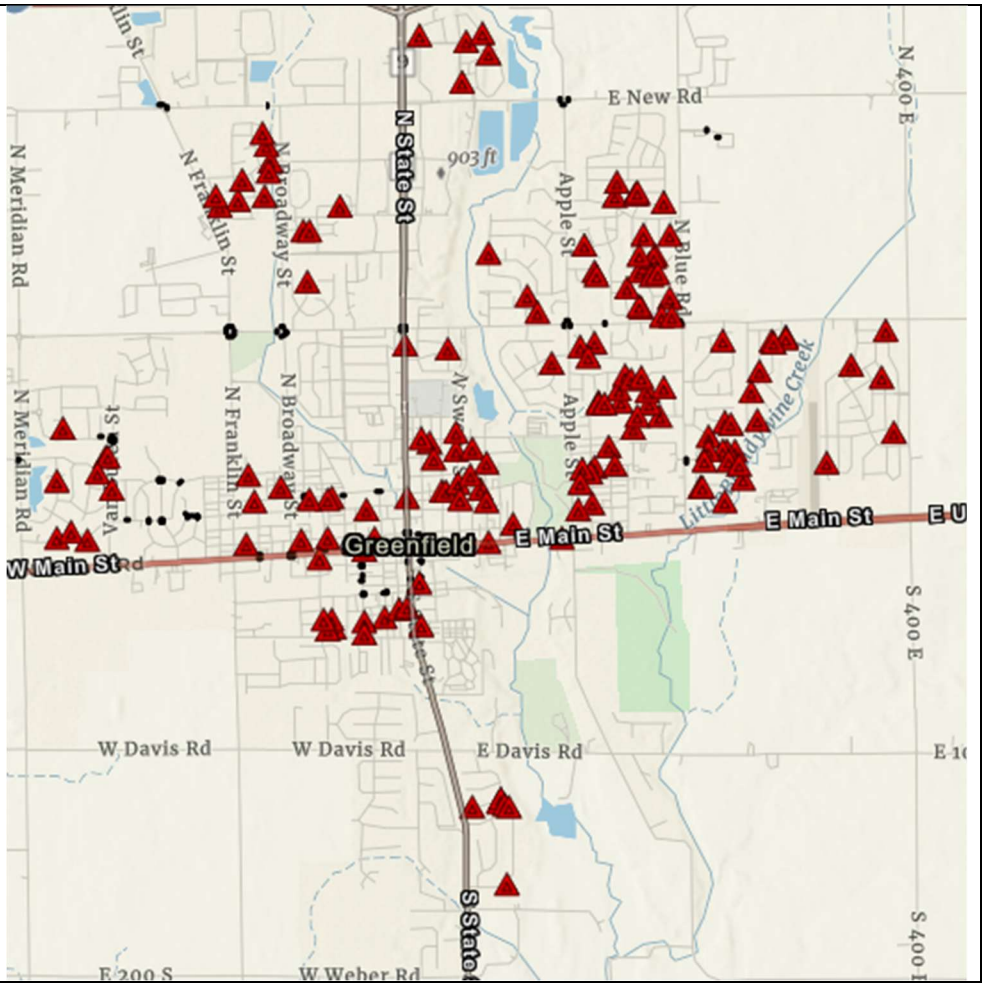
Defect Type	Low	Medium	High	Critical	Total
Vertical Fault	78	56	23	0	**157**
ADA Ramp Non-compliant	70	33	2	0	**105**
Obstruction	33	10	1	1	**45**
Cracking	20	12	2	1	**35**
Spalling	9	4	0	0	**13**
Missing	4	20	2	0	**26**
Cross slope	2	1	0	0	**3**
Running slope	0	2	0	0	**2**
Totals	**216**	**138**	**30**	**2**	**386**

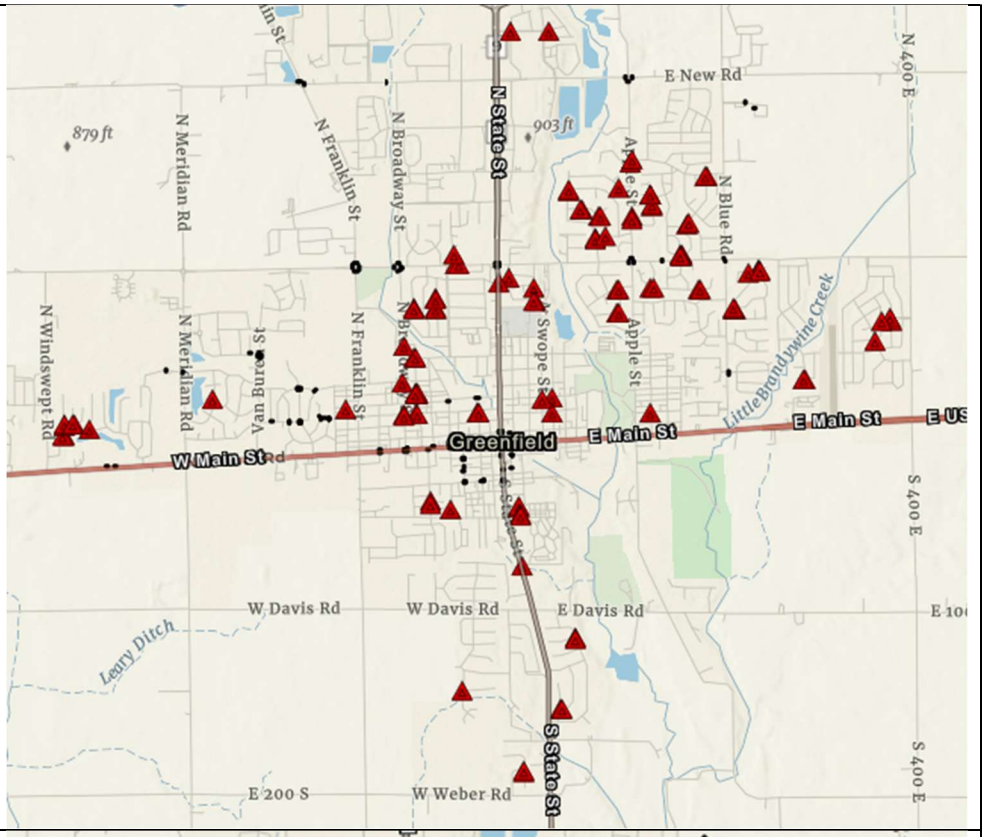
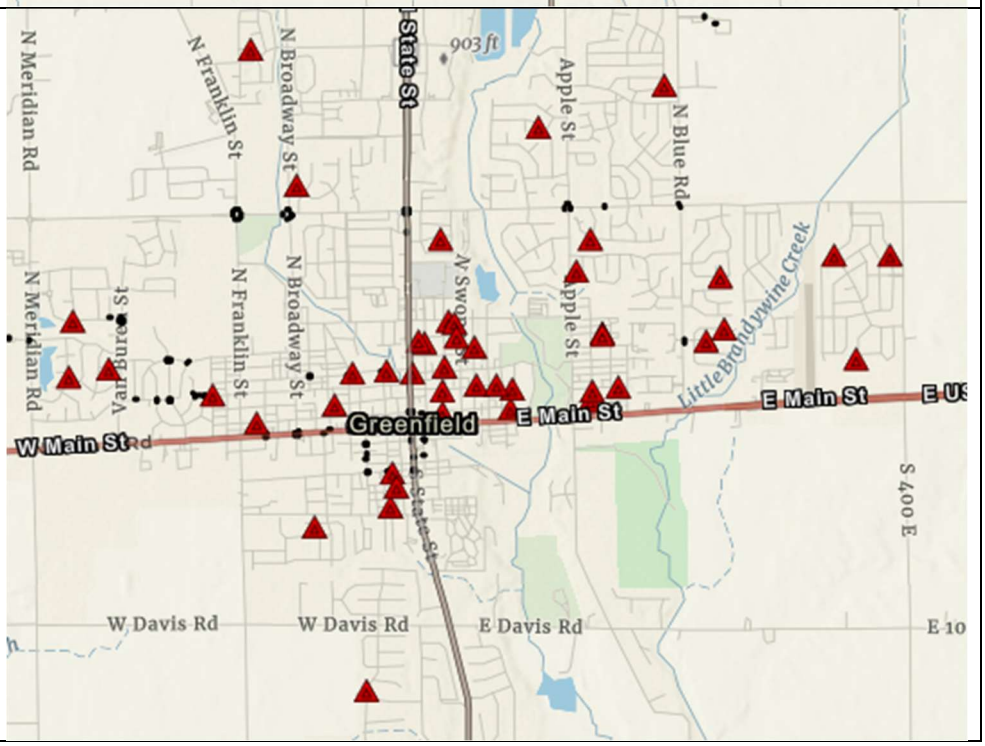
Of the 32 identified High and Critial locations, here are the addresses with a budget for repairs:

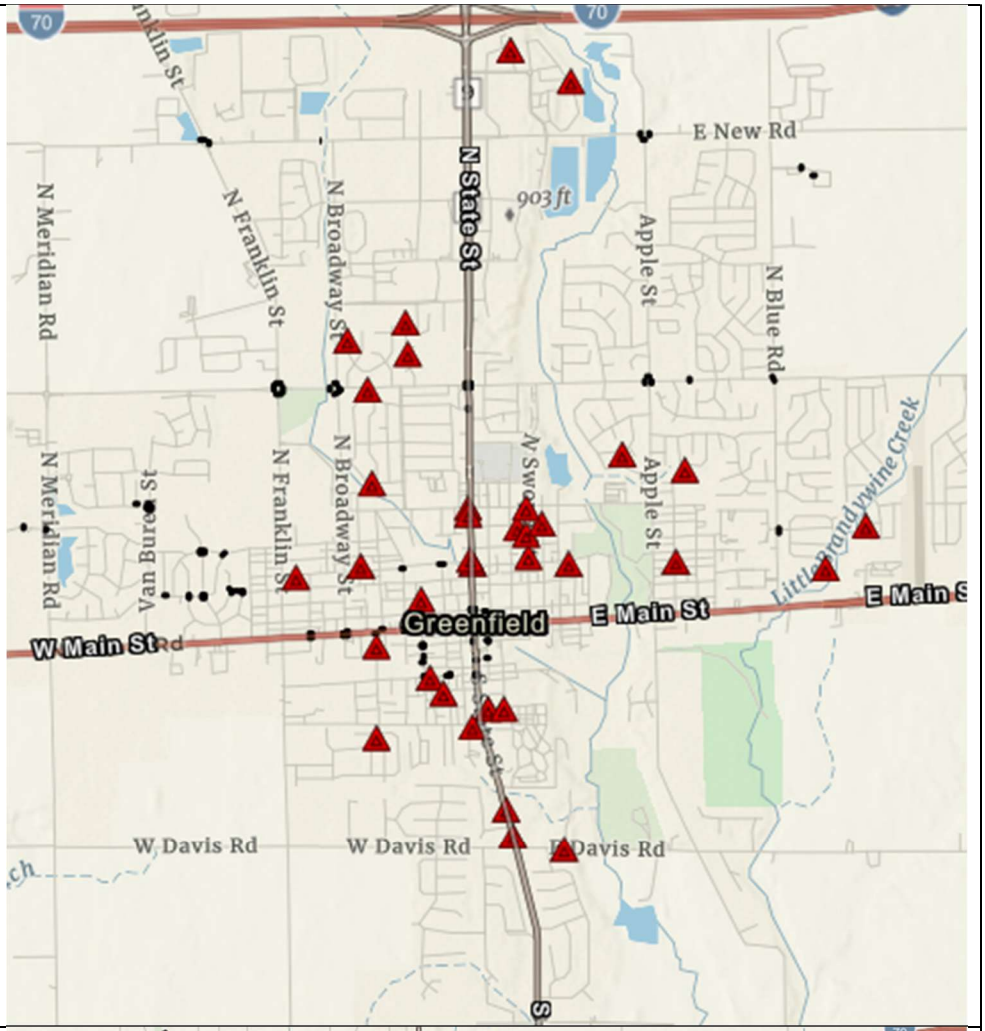
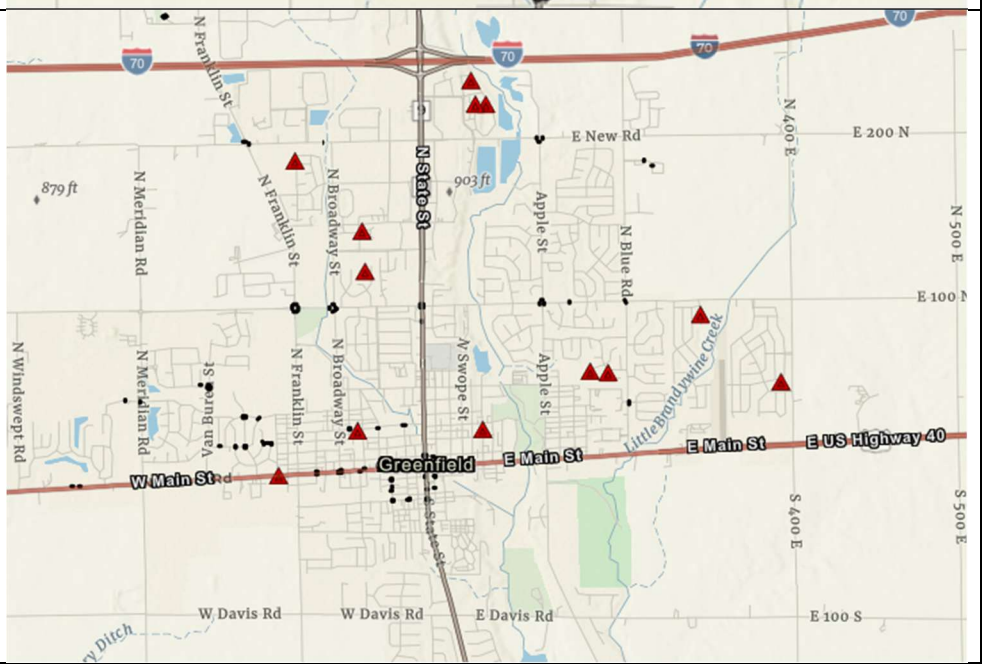
Defect Type	Address	Budget
Vertical Fault	178 E Martindale Dr	$100.00
Vertical Fault	2317 Collins Way	$ 100.00
Vertical Fault	1631 Whisler Dr	$ 100.00
Vertical Fault	1506 Sherwood Dr	$ 100.00
Vertical Fault	1069 Morningside Dr	$ 100.00
Vertical Fault	34 Greenbrook Ct	$ 100.00
Vertical Fault	1442 Butternut Cir	$ 100.00
Vertical Fault	1386 Cypress Dr	$ 100.00
Vertical Fault	1353 Cypress Dr	$ 100.00
Vertical Fault	1932 Freedom Ct	$ 100.00
Vertical Fault	707 Franklin Ct	$ 100.00
Vertical Fault	619 W Fifth St	$ 100.00
Vertical Fault	430 W North St	$ 100.00
Vertical Fault	216 W North St	$ 100.00
Vertical Fault	Raven Therapy Real, 608 Grant St	$ 100.00
Vertical Fault	1108 E Fifth St	$ 100.00
Vertical Fault	1599 Carlton Dr	$ 100.00
Vertical Fault	142 Woodstream Ct	$ 100.00
Vertical Fault	1744 Sweetwater Ln	$ 100.00
Vertical Fault	1619 Prairieview Ln	$ 100.00
Vertical Fault	1691 Prairieview Ln	$ 100.00
Vertical Fault	365 Shepherd Ct	$ 100.00
Vertical Fault	1613 Chapman Dr	$ 100.00
ADA Ramp	1004 Cardinal Ln	$ 3,000.00
ADA Ramp	36 Greenbrook Ct	$ 3,000.00
Obstruction	2030 Meridian Springs Ln	$-
Obstruction	821 Meadow Ln	$-
Cracking	604 W Boyd Ave	$ 500.00
Cracking	537 N Spring St	$ 500.00
Cracking	329 Berry St	$ 500.00

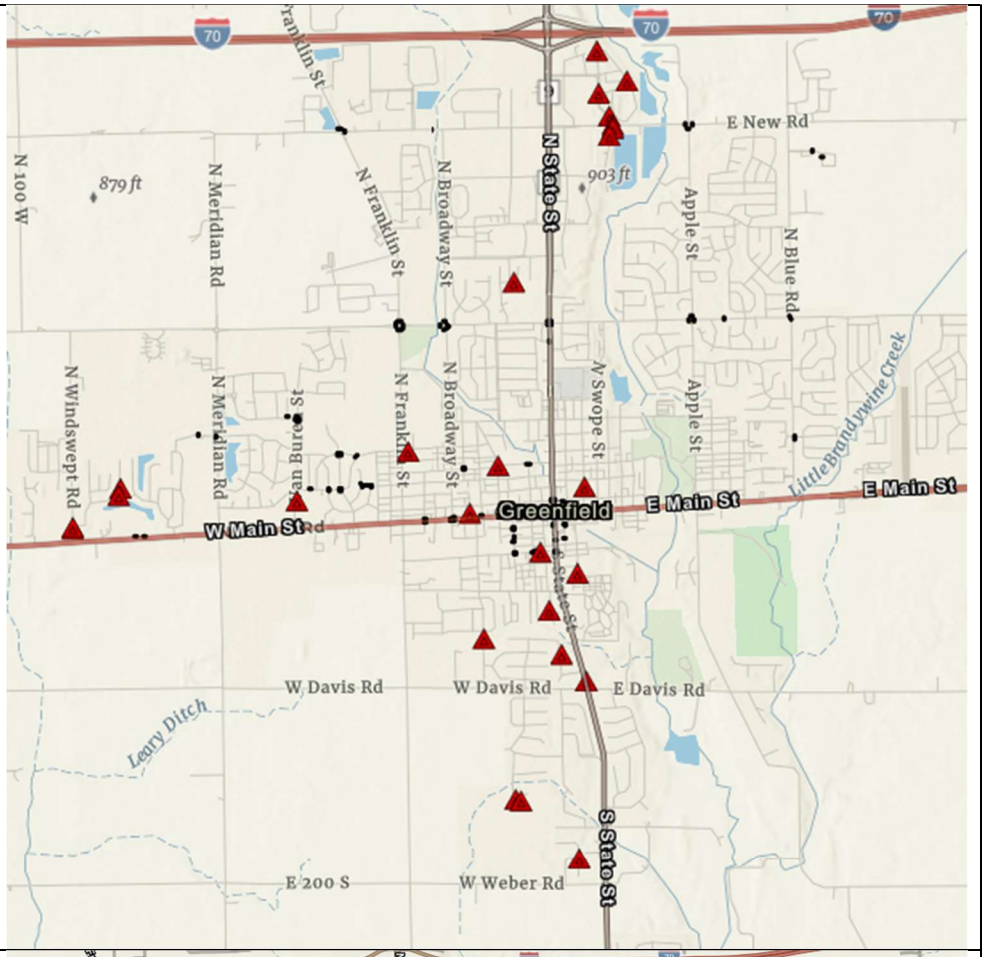
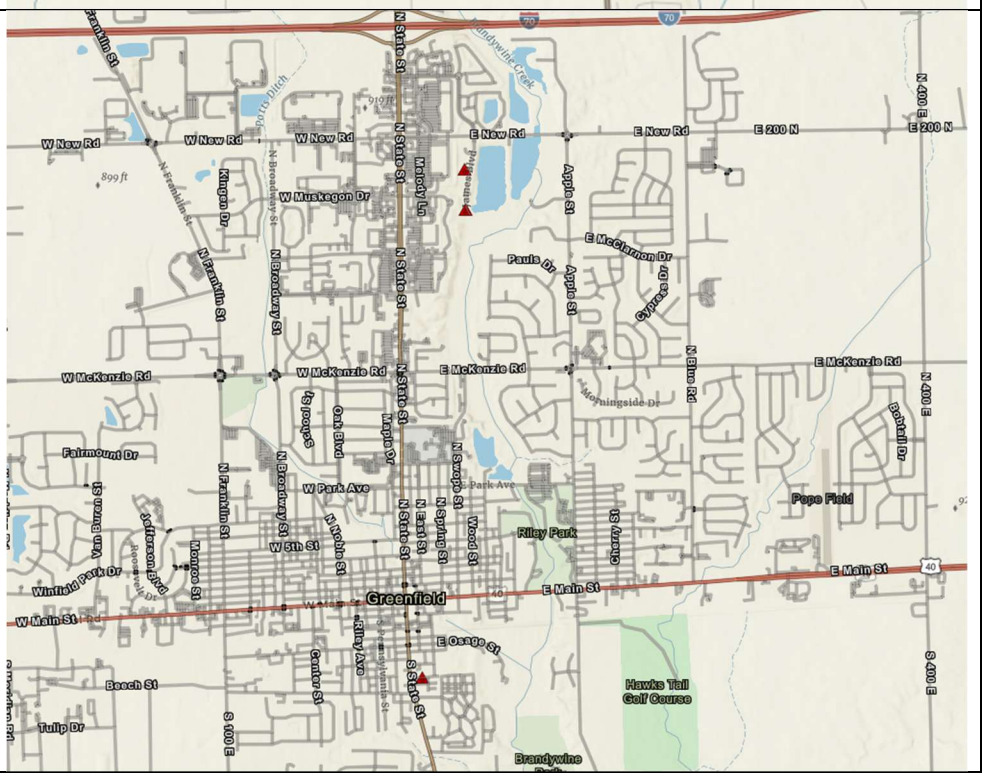
Missing Sidewalk	224 Gaslite Ln, #222	$ 500.00
Missing Sidewalk	1515 Penny Ln, Apartment 12	$ 500.00
Totals:		$10,800.00

Exact locations may be found using the City's GIS software. Mapping showing the types of defects are as follows:

Vertical Faults (157)	

ADA Ramps Non-compliant (105)	
Obstructions (45)	

Cracking (35)	
Spalling (13)	

Missing (26)	
Cross slopes (3)	

Running slopes (2)