



**Discussion Item – Proposed City Code Amendments – Update
April 21, 2026**

Purpose

- Enhance public safety
- Address increased use of mobility devices
- Provide clear operational expectations for mobility devices
- Support consistent enforcement

Background

- Increase in e-bikes, electric scooters, and vehicular conflict
- Changing mobility needs and trends
- Growing pedestrian and roadway safety concerns
- Need for modernized code

City Council Meeting – March 3, 2026

- Presented proposed amendments
- Engaged in discussion
- Council requested juvenile helmet requirement
- Helmet provision added per the Council request

Public Outreach

- Dedicated email account established
- 56 public comments received
- Feedback reviewed qualitatively
- Used to inform policy considerations via a staff report

Public Input – Overall Sentiments

- About 65% were supportive or conditionally supportive
- About 35% expressed concerns
 - Pedestrian concerns
 - Speed concerns
 - Enforcement concerns
- Support tied to roadway concerns for bicyclists
- Concerns focused on the sharing of sidewalks

Why People Support Sidewalk Use

- Perceived danger on high-speed roadways
- A perceived lack of safe bicycle infrastructure
- A desire for safer alternatives
- Concerns for juveniles

Key Concerns Raised

- Pedestrian safety and conflicts with mobility devices
- Speed and unpredictability of device riders
- Sidewalks as pedestrian-priority spaces
- Need for clear rules

Helmet Requirement Feedback

- General support for injury prevention
- Concerns about enforcement and practicality
- Discussion of parental responsibility
- Education emphasized

Proposed Approach

- Behavior-based standards
- Require safe speed and yielding to pedestrians
 - Safe speed based on prevailing conditions
- Allow sidewalk use with conditions
 - Pedestrians always have right of way
- Focus on safety and predictability

City Infrastructure Already Exists

- City Infrastructure to support the proposed code changes already exists
- The City's Design Standards Manual requires 10-foot-wide sidewalks on principal arterial roadways
- Porter Road: West side from Smith Enke Road to Honeycutt Road
- Sonoran Desert Parkway: Frontage of El Rancho Santa Rosa subdivision (north side)
- Hartman Road: West side from Honeycutt Road to Bowlin Road



Benefits to the Community

- Improved safety outcomes
- Reduced exposure to high-speed traffic
- Clear and enforceable standards
- Better compliance over time



QUESTIONS?