

WHITE CITY, UTAH

DATE: JULY 2, 2026

ORDINANCE NO. 2026-O-03

**AN ORDINANCE ENACTING TITLE 11, CHAPTER 34 “BICYCLES,
MICROMOBILITY DEVICES, E-BIKES, AND E-SCOOTERS”**

WHEREAS, the White City Council (“Council”) finds that regulating bicycles, electronic bicycles (e-bikes), electric scooters (e-scooters), and other micromobility devices promotes public safety, health, and welfare on streets, sidewalks, parks, public trails, and other public grounds while facilitating sustainable mobility and active transportation; and

WHEREAS, this ordinance complies with and supplements Utah state law, including Utah Code §§ 41-6a-102, 41-6a-1115.5, and amendments enacted by HB 381 (effective May 6, 2026, with additional provisions effective May 5, 2027), as well as regulations governing motor assisted scooters and electric personal assistive mobility devices; and

WHEREAS, local authorities are authorized under Utah Code § 41-6a-1115.5(3) to adopt additional rules or restrictions on e-bikes (by class) and other micromobility devices on sidewalks, paths, or trails; and

WHEREAS, the Council desires to establish clear, consistent, and enforceable rules for the safe operation of bicycles, e-bikes, e-scooters, and micromobility devices, while providing appropriate exemptions and protections for electric personal assistive mobility devices used by individuals with disabilities, and creating a framework for any future shared mobility programs; and

NOW, THEREFORE, BE IT ORDAINED by the White City Council as follows:

Section 1. Title 11 of the White City Municipal Code is hereby amended by enacting Chapter 34 “Bicycles, Micromobility Devices, E-Bikes, and E-Scooters” as stated in Attachment A.

Section 2. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or the application thereof to other persons and circumstances.

Section 3. Effective Date. This ordinance shall take effect upon publication or as otherwise required by law.

ADOPTED AND APPROVED at a duly called meeting on this 2nd day of July 2026.

Signatures on Following Page

WHITE CITY COUNCIL

By: 
Allan Perry, Mayor

APPROVED:



CITY ATTORNEY

ATTEST:

Rori L. Andreason
Rori L. Andreason, City Administrator/Recorder

Voting:

Mayor Perry voting	<u>Aye</u>
Council Member Mahoney voting	<u>Aye</u>
Council Member Huish voting	<u>Aye</u>
Council Member Shelton voting	<u>Abstained</u>
Council Member Price voting	<u>Aye</u>

ATTACHMENT A
TITLE 11 – VEHICLES AND TRAFFIC

CHAPTER 34 –MICROMOBILITY DEVICES, E-BIKES, AND E-SCOOTERS

11.34.10 Definitions

As used in this chapter:

- A. **“Active Transportation”** means personal transportation in an active way where an individual self-propels or is electronically-assisted.
- B. **“Bicycle”** means every device propelled by human power upon which any person may ride, having two (2) tandem wheels either of which is over twelve inches (12") in diameter, or as otherwise defined in Utah Code § 41-6a-102.
- C. **“Bike Corral”** means a bicycle and micromobility device parking facility that can accommodate a large group of devices, typically installed on-street in lieu of a single vehicle parking stall.
- D. **“Bike Lane”** means a portion of a roadway designated for preferential or exclusive use by bicycles, e-bikes, or e-scooters that is distinguished from that portion of the roadway to be used by motor vehicles by a painted stripe, pavement markings, flexible post delineators, or signage.
- E. **“Bike Rack”** means a secure object to which bicycles and micromobility devices can be attached for orderly parking and securing purposes.
- F. **“City”** means White City, Utah.
- G. **“Concessionaire” or “Operator”** means a person or business with whom the City has contracted or permitted to provide shared mobility device services within the City.
- H. **“Dismount Zone”** means a designated area posted as prohibited for micromobility devices to operate. Persons are required to dismount from their device and walk through the area.
- I. **“Electric Power-Assisted Bicycle” or “E-bike”** means a vehicle having two (2) tandem wheels, or two (2) parallel wheels and one (1) forward wheel, any two of which are not less than twelve (12) inches in diameter, that is designed to be operated by human power with the assistance of an electric motor that has a power output of not more than seven hundred fifty (750) watts and that: (i) is incapable of propelling the vehicle at a speed of more than twenty (20) miles per hour on motor power alone; and (ii) disengages or ceases to function when the vehicle’s brakes are applied. An e-bike is not a motor vehicle for purposes of this Chapter. E-bikes are classified as follows consistent with Utah Code § 41-6a-102:
 - 1. Class 1: pedal-assist only, ceases to provide assistance when the bicycle reaches 20 mph.

2. Class 2: may be used exclusively to propel the bicycle, and is not capable of providing assistance when the bicycle reaches 20 mph.
 3. Class 3: pedal-assist only, ceases to provide assistance when the bicycle reaches 28 mph, and equipped with a speedometer.
 4. Programmable electric assisted bicycle: capable of being programmed by the user to function as Class 1, 2, or 3.
- J. **“Electric Power-Assisted Scooter” or “E-scooter” or “Motor Assisted Scooter”** means a self-propelled device with at least two wheels in contact with the ground, a braking system capable of stopping the unit under typical operating conditions, an electric motor (typically not exceeding 750 watts depending on applicable state definition), handlebars and a deck or seat design for a person to stand, sit, or straddle while operating, designed to be propelled by human power alone or with electric assist, and capable of a maximum speed of twenty (20) miles per hour on a paved level surface. An e-scooter is not a motor vehicle for purposes of this Chapter. This definition does not include bicycles, e-bikes, motorcycles, mopeds, motor driven cycles, or electric personal assistive mobility devices.
- K. **“Electric Personal Assistive Mobility Device” or “EPAMD” or “Powered Wheelchair”** means a self-balancing, two non-tandem wheeled device or powered wheelchair designed to transport only one person with a mobility disability, powered by an electric propulsion system, with a maximum speed of less than twenty (20) miles per hour. EPAMDs and powered wheelchairs used by individuals with mobility disabilities are exempt from the operational restrictions of this chapter applicable to micromobility devices and shall be permitted on sidewalks, shared-use paths, and other public ways in accordance with the Americans with Disabilities Act (ADA) and Utah law. Nothing in this chapter shall be construed to prohibit or unduly restrict their use.
- L. **“Micromobility Device”** means a wide range of small, lightweight vehicles operating at speeds typically below twenty (20) miles per hour and driven by users personally. Micromobility devices include, but are not limited to, bicycles, scooters, e-bikes, e-scooters, electric skateboards, hoverboards, segways, one-wheels, and similar personal transportation devices, but do not include gas-powered scooters, motorcycles, mopeds, or other gas-powered devices, or EPAMDs/powered wheelchairs as defined above.
- M. **“Shared Mobility Device”** means a bicycle, e-bike, e-scooter, or similar micromobility device made available to the public for rent or hire through a shared mobility device program. This definition does not include motorcycles, mopeds, or any power-driven device used by individuals with mobility disabilities for the purpose of locomotion.
- N. **“Shared Mobility Device Program”** means the offering of either docked or dockless shared mobility devices for rent or hire to the public. The person or entity responsible for the operation, oversight, and management of such a program is the “operator” or “concessionaire.”
- O. **“Shared-Use Path” or “Trail”** means a concrete, asphalt, or hardened surface corridor that accommodates one or two-way traffic and is used for both public recreational purposes

and active transportation, or a natural surface trail primarily used for walking, hiking, biking, horseback riding or similar recreational purposes.

- P. **“Sidewalk”** means a paved or surfaced area, paralleling a street, that is primarily used as a public pedestrian right-of-way.
- Q. **“Operator”** means any person operating a bicycle, e-bike, e-scooter, or micromobility device.

11.34.20 Duties of Parents and Guardians

It is unlawful for the parents or guardian of any child or the guardian of any ward to authorize or knowingly permit any child or ward to ride, operate, possess, or use a bicycle or micromobility device in violation of the provisions of this chapter.

11.34.30 General Operation – Traffic Laws Apply

- A. The provisions of this chapter applicable to bicycles and micromobility devices shall apply whenever a bicycle or micromobility device is operated upon any street, sidewalk, trail, or public property in the City, subject to exceptions stated herein or unless otherwise posted.
- B. Every person operating a bicycle or micromobility device upon a roadway, public parking lot, bike lane, or other public vehicular right-of-way in the City shall be granted the same rights and shall be subject to the same responsibilities applicable to a motor vehicle operator by the laws of the State of Utah and City ordinances, except where provisions by their nature can have no application to micromobility devices, or where this Chapter directs otherwise. Micromobility devices operated on sidewalks or trails have the same responsibilities as a pedestrian, except as otherwise provided.
- C. Any peace officer operating a micromobility device in the course and scope of official duties is exempt from certain requirements if responding to an emergency call, engaged in rescue operations, or in immediate pursuit of a violator of the law. This does not relieve the officer from the duty to operate with due regard for the safety of all persons.

11.34.40 Age Restrictions, Helmets, and sobriety

- A. Riders under twenty-one (21) years of age must wear a properly fitted CPSC-approved helmet when operating an e-bike or e-scooter on any public road, path, or trail.
- B. No person under eight (8) years of age may operate an e-bike or e-scooter with the motor engaged on any public property, highway, path, sidewalk, or trail.
- C. Persons under fourteen (14) years of age may not operate an e-bike or e-scooter with the motor engaged on any public property without direct supervision of a parent or guardian.
- D. No person under sixteen (16) years of age may operate a Class 3 e-bike.

- E. E-scooter riders shall be at least eighteen (18) years of age. An owner or operator of a shared e-scooter shall not authorize or knowingly permit a person under eighteen (18) to operate it.
- F. No person shall operate a bicycle, e-bike, e-scooter, or micromobility device while under the influence of alcohol or any drug to a degree that renders the operator incapable of safely operating a motor vehicle (Utah Code § 41-6a-502 and § 41-6a-1115.5).

11.34.50 Required Equipment and Safe Operation

- A. All micromobility devices must be in safe operating condition with working brakes that allow the device to stop when engaged.
- B. Every micromobility device when in use at nighttime (between one hour after sunset and one hour before sunrise) shall be equipped with a front lamp emitting a white light visible from at least five hundred (500) feet to the front, and a red reflector or rear red lamp visible from fifty (50) to three hundred (300) feet to the rear when in front of lawful upper beams of headlamps on a motor vehicle.
- C. All e-scooters and e-bikes shall be equipped with a working bell, horn, or other sound mechanism (but not a siren or whistle).
- D. No micromobility device shall be used to carry more persons at one time than the number for which it is designed and equipped.
- E. Every person operating a micromobility device shall maintain control, keep at least one (1) hand on the handlebar at all times, and shall not carry anything that prevents full control or obstructs vision.
- F. While operating an e-scooter or e-bike, riders shall not use a handheld wireless communication device in a manner that prevents use of both hands for control.
- G. Riders must yield the right-of-way to pedestrians at all times and yield to other trail users as appropriate. When approaching pedestrians from behind on a shared path or trail, riders shall reduce speed and give audible warning prior to cautiously overtaking and passing.

11.34.60 Speed

- A. No person shall operate a bicycle or micromobility device:
 - 1. at a speed greater than is reasonable and prudent under the existing conditions;
 - 2. on a street at a speed greater than the posted automobile speed limit;
 - 3. on a trail at a speed greater than 15 mph or posted speed limit;
 - 4. on sidewalks at a speed greater than 10 mph or in a negligent manner or at a speed to impose danger to pedestrian traffic.

- B. Exception for Young and Inexperienced Riders: To promote child safety and prevent young riders from being forced into vehicular traffic on roadways, children under fourteen (14) years of age operating a bicycle or a Class 1 e-bike (with motor assist engaged only if the child is under direct adult supervision as required by Section 11.34.40) are expressly permitted to use sidewalks for local travel and recreation where it is safer or more appropriate for their age and skill level, even if a bike lane or roadway is available nearby. Such young riders shall:
1. Operate at a speed appropriate for their age, skill, and conditions, not to exceed ten (10) miles per hour;
 2. Yield to all pedestrians at all times and dismount if necessary to avoid conflict or when directed by posted signage, a parent or guardian, or a peace officer;
 3. Comply with all applicable age, supervision, and helmet requirements in Section 11.34.40 and the duties of parents/guardians in Section 11.34.20.

11.34.70 Obedience to Traffic Control Devices and Roadway Rules

- A. Operators shall obey all official traffic signals, signs, and control devices applicable to vehicles, unless otherwise directed by a police officer.
- B. No person shall ride a micromobility device on a roadway against the flow of motorized vehicular traffic, except where permitted by official signs or markings.
- C. Every person riding upon a two-way roadway is entitled to use the lane appropriate for the intended destination, including the right-most lane. Riders may use the full lane if it is not wide enough for a car and micromobility device to safely share. On one-way roadways, operation in any existing lane is permitted.
- D. The rider of a micromobility device traveling at a rate of speed that delays following vehicles shall, when it is unlawful or unsafe for the following vehicle to pass, move as far to the right as practicable (or left in left lane of one-way), except when within fifty (50) feet of an intersection.
- E. Where a bike lane is present, the rider shall use that lane and shall not use the roadway except when the lane is of insufficient width, or due to a safety threat.

11.34.80 Emerging from Alley, Driveway, or Building

The operator emerging from an alley, driveway, or building shall, upon approaching a sidewalk or sidewalk area extending across any alleyway, yield the right of way to all pedestrians approaching on the sidewalk, and upon entering the roadway shall yield the right of way to all vehicles approaching on the roadway.

11.34.90 Clinging to Vehicles; Group Riding; Carrying Articles

- A. No person riding upon any bicycle or micromobility device shall attach the same or themselves to any vehicle upon a roadway.

- B. Persons operating bicycles or micromobility devices upon a roadway shall not ride more than two (2) abreast except upon bike paths of twelve feet (12') or more. When a vehicle approaches from behind in the same lane, riders shall return to single file.
- C. No person operating a bicycle or micromobility device shall carry any packages, bundles, or articles which prevent the operator from keeping at least one hand on the handlebar and maintaining safe control at all times.

11.34.100 Permitted and Prohibited Uses – Sidewalks, Trails, Parks, and Public Grounds

- A. **Public Roads/Streets:** Bicycles, e-bikes, and e-scooters are permitted subject to all applicable traffic laws, state age/helmet requirements, equipment rules, and safe operation.
- B. **Sidewalks:** Operation of e-bikes and e-scooters is prohibited on all sidewalks within White City to protect pedestrian safety, except that devices may be walked (dismounted) on sidewalks. Traditional bicycles may be operated on sidewalks only at a safe walking speed yielding to pedestrians, unless otherwise posted. When a sidewalk is not present and a pedestrian is in the bike lane, the micromobility rider shall yield to the pedestrian.
- C. **Public Trails, Bikeways, and Shared-Use Paths:** Bicycles, Class 1 and Class 2 e-bikes, and e-scooters are permitted only on trails and paths designated for bicycle or micromobility use, unless specifically prohibited by City signage under direction of the Parks and Recreation Director or equivalent. Class 3 e-bikes may be restricted or prohibited on specific soft-surface, narrow, or high-pedestrian trails if posted. Riders must yield to pedestrians and non-motorized users, operate at a safe speed, and follow all posted rules. Micromobility devices shall follow shared-use pathway rules and speed maximums of bicycles unless otherwise posted.
- D. **Parks and Public Grounds:** Bicycles, e-bikes, and e-scooters are permitted only on designated paved or improved trails/paths within parks and public grounds. Operation is prohibited on grass, landscaped areas, playgrounds, or off-trail surfaces to protect park resources and public safety. Riders must stay on designated routes, yield to pedestrians, and operate responsibly. No operation is allowed in areas posted as prohibited or in dismount zones.
- E. **Private Property:** Operation on private property is prohibited without the permission of the owner of the property.

11.34.110 Parking and Abandonment

- A. No person shall park a bicycle or micromobility device upon any street outside of designated parking areas or in such a manner as to obstruct vehicular travel. No person shall park upon a sidewalk in such a manner as to cause obstruction to pedestrian or wheelchair traffic.
- B. Parking on the grass at any City park is prohibited. No person shall park on landscaping areas in a manner that causes damage to trees, shrubs, or plantings, or on private property without permission.

- C. Where bicycle racks, corrals, or designated docking stations are available, they shall be used for orderly parking.
- D. Any shared mobility device that is not in use shall be secured to a permitted dock, rack, or corral or otherwise placed upright on a hard surface in a location that does not impede pedestrian or vehicular traffic, access to buildings, bus stops, ADA ramps, or transit platforms. Prohibited parking locations include, but are not limited to: multi-use paths, vehicle travel lanes, bikeways, vehicle parking spaces, within fifteen (15) feet of building access/egress or traffic signal poles, within thirty (30) feet of ADA ramps, within landscape beds, or any other zone the City has determined and posted parking is prohibited.
- E. Abandoned or improperly parked shared mobility devices that impede traffic, egress, or access may be relocated or impounded by the City or its designee at the owner's or operator's expense. The City may assess reasonable relocation, storage, and administrative fees.

11.34.120 Shared Mobility Device Programs

- A. No person shall operate a shared mobility device program or permit shared mobility devices owned or controlled by such person to be in service for hire upon the streets, sidewalks, trails, or public grounds of the City unless such person is authorized to do so under a permit, license, or agreement obtained from the City. The City Council may by resolution or agreement establish fees, conditions, insurance requirements, fleet size limits, geo-fencing for sensitive areas (e.g., schools, parks, downtown core), rebalancing/response times (typically within two to four hours for safety complaints or abandoned devices), data sharing, and other reasonable regulations to protect public safety, prevent clutter, and ensure equitable access.
- B. Any permitted shared mobility program shall: (1) maintain a local fleet manager or 24/7 contact available to respond to City and public complaints; (2) provide a 24-hour customer service phone number and email; (3) regularly inspect, clean, and repair all devices; (4) make unsafe or reported devices unavailable and remove from rights-of-way promptly; (5) maintain required insurance naming the City as additional insured (minimum commercial general liability \$1,000,000 per occurrence / \$5,000,000 aggregate or as otherwise required by the permit); (6) indemnify the City as required by the permit agreement; and (7) comply with all applicable federal, state, and local data privacy laws.
- C. The City may deny, suspend, or revoke any permit for failure to comply with permit conditions, operating in a manner that endangers public health or safety, or other good cause. The City does not assume liability for issuing or denying permits or for the operation of any shared program.

11.34.130 Bicycle and E-Bike Registration

- A. It is recommended, but not mandatory, that all residents register their bicycle or e-bike with the Unified Police Department or designated agent. Registration is free of charge. The Police Department may issue a decal sticker bearing a license number to be firmly attached

to the frame. Valid proof of ownership is required. The Police Department will maintain a database to assist in recovery of stolen bicycles and e-bikes.

- B. Bicycle dealers in the City are encouraged to assist purchasers with registration at the time of sale.

11.34.140 Enforcement and Penalties

- A. Violations of this chapter are criminal infractions or civil code violations enforceable by citation or notice of violation. Fine amounts shall be established by the City Council in its consolidated fee schedule.
- B. Non-compliant, unsafe, or abandoned bicycles, e-bikes, e-scooters, or micromobility devices may be impounded or relocated by the City or its agents at the owner's or operator's expense. The owner shall be assessed reasonable relocation, storage, and administrative fees as established by resolution.
- C. This chapter supplements (and does not replace) applicable state law. Violations of state law are also enforceable by appropriate authorities.

11.34.150 Gas-Powered Bicycles, Scooters, and Similar Devices

- A. For purposes of this section, "gas-powered device" means any bicycle, scooter, skateboard, or similar device propelled in whole or in part by a gasoline, diesel, or other internal combustion engine, regardless of whether it also has pedals or electric assist. This definition does not include mopeds, motor-driven cycles, or motorcycles as defined in Utah Code § 41-6a-102 when such devices are properly registered and operated in compliance with state law.
- B. Gas-powered devices are prohibited on all sidewalks, shared-use paths, trails, bike lanes, parks, and other public grounds within the City except where expressly authorized by posted signage or City permit. Operators must dismount and walk gas-powered devices through any dismount zone or prohibited area.
- C. When operated on public roadways where permitted by state law, gas-powered devices shall comply with all applicable provisions of Utah Code Title 41 (Motor Vehicles) and City traffic ordinances, including any registration, licensing, equipment, and insurance requirements.
- D. Any gas-powered device operated or parked in violation of this chapter may be impounded or removed by the City or its agents at the owner's expense. The owner shall be responsible for all applicable relocation, storage, and administrative fees established by resolution.
- E. This section is intended to supplement, not replace, state motor vehicle laws. Nothing in this chapter authorizes the operation of any device that is illegal under state law.