



CITY OF LARAMIE
Public Works
P.O. Box C
Laramie, WY 82073

Public Works 721-5230
Engineering 721-5250
Solid Waste 721-5279
Street 721-5277
Utility 721-5280

MINUTES
Traffic Safety Commission
Thursday, March 10, 2022, at 3:30 PM
Via Zoom

Traffic Safety Commission meetings are open to the public. Requests from persons with disabilities must be made to the Public Works Administrative Assistant 24 hours in advance of the meeting.

I. CALL TO ORDER/ ROLL CALL

Members present: Harold Colby, Nancy Sindelar, Melanie Arnett, Eric Milliken, Theodore Schueler, Sam Neumann

Members absent: 1 vacancy

Staff present: Eric Jaap, Cindy Williams, Taylor McCort, Taun Smith, Shane Johnson, Dale Stalder, Zeb Coulter, Todd Feezer

Guests present:

Council Liaison: Erin O'Doherty present

A quorum was present at all times.

II. WELCOME NEW MEMBERS – Eric Milliken, Teddy Schueler and Sam Neumann

III. ELECTION OF OFFICERS

Nominations were conducted by Staff Liaison, Cindy Williams

A. Chair

MOTION BY Colby, second by Neumann, to nominate Nancy Sindelar as Chair.

MOTION BY Milliken, to nominate Harold Colby as Chair. There was no Second.
MOTION FAILED.

Roll call to nominate Nancy Sindelar as Chair showed Aye: 6, Nay: 0, Vacancy: 1
MOTION CARRIED.

B. Vice Chair

C. **MOTION BY Sindelar, second by Arnett**, to nominate Harold Colby as Vice Chair.
No other nominations were brought forward.

Roll call to nominate Harold Colby as Vice Chair showed Aye: 6, Nay: 0, Vacancy: 1
MOTION CARRIED.

IV. APPROVAL OF AGENDA AND MINUTES

A. Changes and Approval of Agenda

MOTION BY Colby, second by Arnett, to move Staff Comment (A) under New Business (A) and move New Business (A) to (B).
MOTION CARRIED.

- B. Changes and Approval of Dec. 9, 2021, Minutes
MOTION BY Colby, second by Arnett, to approve the Dec. 9, 2021, Minutes as written.
MOTION CARRIED.

V. PUBLIC COMMENT – Non-Agenda Related Topics – *No Action Can Be Taken*
None.

VI. TRAFFIC SAFETY COMMISSION OR STAFF COMMENTS

- A. Innova Electric Cars
1. Ongoing City discussion
 2. Will bring before TSC if it moves forward
 3. Questions

VII. DISCLOSURES – Ex-parte communications; potential conflicts of interest
None.

VIII. OLD BUSINESS

- A. Harney & 12th Intersection Painting/Abandoned Vehicles
1. Jaap: Painting is waiting for weather to warm up. Probably spring.
 2. Smith: Abandoned vehicles (unregistered). Officers reviewed area. Vehicles do not meet criteria for abandonment. Three vehicles are expired but can be parked on street.

IX. NEW BUSINESS

- A. Council Work Session 2/22/2022, Parking
1. Jaap: 2/22/2022 Work Session reviewed parking around intersections, site distance issues
 2. LMC 10.36.20 update. Back to Council in April.
 3. Proposed changes: large trailers as vehicles, no parking on parkways, no parking in front yard, no parking within 20 ft. of crosswalk, no parking within 20 ft. of any intersection on Arterial or Collector street, no parking in front of ADA ramp, gives City ability to do Engineering study if there is an occurring problem.
 4. Questions/Comments: might add wording about blocking sidewalks, existing vs. new subdivisions, request for documents to markup for next TSC meeting.
- B. Review/Markups on Original Ordinance No. 2041, Amending LMC Chapter 10.32 – Bicycles to Update Language to Reflect Current Device Uses. First Reading and Introduction (*handouts*)
1. Timeline of changes
Changes
Sindelar-Remove comment on personal assisted devices; correct language on “Clinging to Vehicles” section; “Ridging on Roadways” craft language; don’t add wording to make cyclists use bike-only paths such as behind LCCC
Arnett-Add nothing to require bikes to ride in parking lane when there is no clear marking for bicyclists
Sindelar-“Motor Vehicles-Restricted from Paths...” rewording
Milliken-“When executing a turning movement to the right...” should be removed/reworded
Feezer-“Lamp Required” if manufacturer may not include rear blinking light
Sindelar-Any rear light is preferred. Does not have to be from manufacturer.
Milliken-Other cities have required side deflectors if we wanted to consider this wording

Schueler-“Riding Restrictions” changes. Will send comments through Staff Liaison.
Feezer-Will ask Council to postpone 2nd Reading and bring changes back to TSC. Will review with PD and City Attorney if needed.
Arnett/Sindelar/O’Doherty-Wording to yield to pedestrians on footbridge
Feezer-Deadline for all changes to Staff Liaison within 10 days

X. NEXT MEETING DATE – *April 14, 2022, or as needed*

XI. ADJOURNMENT

MOTION BY Colby, second by Arnett, to adjourn at 4:53 PM.
MOTION CARRIED by voice vote.

VALIDATED:

Nancy Sindelar, Traffic Safety Commission Chair

Date

Cindy Williams, Traffic Safety Commission Staff Liaison
The signed document is on file.

Date

ORIGINAL ORDINANCE NO: 2041
ENROLLED ORDINANCE NO:

INTRODUCED BY:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE SECTION 10.32 RELATED TO BICYCLES BY ADDING REFERENCES TO ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, AND ELECTRIC SCOOTERS

WHEREAS, over time additional modes of motorized transportation have become available personally and publicly;

WHEREAS, the amendments to this section of code are to address the additional use of motorized transportation methods and provide health and safety regulations to assist in public safety.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: Amending Laramie Municipal Code Section 10.32 to read as follows:

Chapter 10.32 BICYCLES, ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC SCOOTERS

10.32.010 ~~Bicycle~~—Defined Definitions.

For purposes of this chapter, "~~bicycle device~~" means every device propelled solely by human power upon which any person may ride relates to the following:

"Bicycle". A device propelled by human power applied to pedals upon which a person may ride, having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, all of which are more than fourteen (14) inches in diameter.

"Electrical Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power. Electrical assisted bicycles are further required to conform to one (1) of three (3) classes as follows:

- (a) "Class 1 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.
- (b) "Class 2 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.

(c) "Class 3 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight (28) miles per hour.

"Motor Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and a gas motor not exceeding fifty (50) ccs of power.

"Electric Personal Assistive Mobility Device or EPAMD". A self-balancing, non-tandem two-wheeled device, designed to transport only one (1) person, that is powered solely by an electric propulsion system producing an average power output of no more than seven hundred fifty (750) watts.

"Electric Scooter". A device weighing less than one hundred (100) pounds with handlebars and an electric motor that is powered by a battery and that has a maximum speed of twenty (20) miles per hour on a paved level surface when powered solely by the electric motion.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.020 Regulations—Generally.

A. The regulations of this chapter shall be applicable whenever a ~~bicycle~~ device is operated upon any of the highways or streets of the city that are open to the public for the purpose of vehicular travel, including parking lots, or upon any lane or path set aside for the use of ~~bicycles~~ devices except as is otherwise provided in this chapter.

B. It is unlawful for the parent of any child under ten years of age or guardian of any ward under ten years of age to knowingly permit any such child or ward to violate any of the provisions of this chapter.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.030 Traffic regulation applicability.

Every person riding a ~~bicycle~~ device upon a street, alley, public highway or roadway that is open to the public for vehicular travel shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a ~~motor~~ vehicle under this title, except as to special regulations in this chapter and except as to those provisions of this title which by their nature can have no application.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.040 Riding—Restrictions.

A. A person propelling a bicycledevice shall not ride other than upon or astride a permanent and regular seat attached thereto that for which the device is designed and equipped.

B. No bicycledevice shall be used to carry more persons at one time than the number for which it is designed and equipped.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.050 Clinging to vehicles.

No person riding upon any bicycledevice, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.060 Riding on roadways—Restricted to right side.

Every person operating a bicycledevice upon a roadway shall ride as near to the right side of the roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction. The provisions of this section shall not apply when the bicyclist rider is executing a left-hand turn.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.070 Riding on roadways—Not more than two abreast

Persons riding bicyclesdevices upon a roadway shall not ride more than two abreast except on paths or lanes of roadways set aside for the use of bicyclesdevices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.080 Riding on roadways—Restricted when path or land provided.

Whenever a usable and marked path or lane for bicycles devices has been provided adjacent to a roadway, bicycleriders shall use such path or lane and shall not use the roadway except as necessary to turn left at an intersection or into a private road or driveway or as necessary to leave the bicycledevice path or lane to avoid debris or other hazardous conditions. No person operating a bicycledevice device shall leave the bicycledevice path or lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the event that any motor vehicle may be affected by the movement.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.090 Motor vehicles—Restricted from paths or lanes—Right-of-way determination.

Operators of motor vehicles shall not drive within ~~bicycle~~ paths or lanes except as necessary to enter a parking space or execute a right-hand turn across such ~~bicycle~~ paths or lanes, or to yield to an authorized emergency vehicle. When executing a turning movement to the right, the operator of a motor vehicle shall yield the right-of-way to any ~~bicyclist riding~~ within the ~~bicycle~~ path or lane and who is so close to the motor vehicle as to constitute an immediate hazard, but the signal when and as required by law, may make such turning movement to the right, and the ~~bicyclist rider~~ approaching the motor vehicle shall yield the right-of-way to the motor vehicle making the turning movement to the right.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.100 Carrying articles—Restriction.

No person operating a ~~bicycle device~~ shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the ~~handle bars~~ handlebars.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.110 Riding on sidewalk—Prohibited.

No person shall ride a ~~bicycle device~~ upon any of the sidewalks of the city except where the sidewalk is part of a designated and marked ~~bicycle~~ path.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.120 Lamp—Required.

Every ~~bicycle device~~ when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.130 Brake—Required.

Every bicycle device shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.140 Entering or emerging from alley or driveway.

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

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.150 Speed—Limitation.

No person shall operate a bicycled device at a speed greater than the posted speed limit or greater than that which is reasonable and prudent under the conditions then existing.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Section 2. That this ordinance shall become effective on upon passage and publication.

Passed and approved this _____ day of _____ 2022.

Paul Weaver
Mayor and President of the City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

First Reading: February 1, 2022

Public Hearing:

Second Reading:

Third Reading and Final Action:

Duly published in the Laramie Boomerang this _____ day of _____, 2022.

ORIGINAL ORDINANCE NO: 2041
ENROLLED ORDINANCE NO:

INTRODUCED BY:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE SECTION 10.32 RELATED TO BICYCLES BY ADDING REFERENCES TO NON-AUTOMOTIVE MOBILITY DEVICES INCLUDING BUT NOT LIMITED TO ELECTRIC AND MOTOR ASSISTED BICYCLES AND SCOOTERS

WHEREAS, over time additional modes of motorized transportation have become available personally and publicly;

WHEREAS, the amendments to this section of code are to address the additional use of motorized transportation methods and provide health and safety regulations to assist in public safety.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: Amending Laramie Municipal Code Section 10.32 to read as follows:

Chapter 10.32 BICYCLES, SCOOTERS AND OTHER MOBILITY DEVICES

10.32.010 Definitions.

A "Device" is defined as any mobility device propelled by a person that meets at least one of the following sets of criteria:

1. is not equipped with a motor and has one to four primary points of wheel contact with the pavement
2. is equipped with an electric motor not exceeding seven hundred fifty (750) watts of power and has one to four primary points of wheel contact with the pavement
3. is equipped with a gas motor not exceeding (50) ccs of power and has one to four primary points of wheel contact with the pavement

"Assistive Mobility Device" is any previously defined "device" that must be used to assist in mobility for persons with physical disabilities.

"Path" is defined as any shared-use path, as indicated on the "City of Laramie Parks and Recreation Master Plan," that is separate from the roadway and permits travel by devices (e.g., the Laramie Greenbelt).

"Lane" is defined as any lane on a roadway that is clearly marked for use by any kind of device (e.g. a lane that is marked for bicycles) and encompasses the additional definition of:

1. A "shared-use travel lane" is a travel lane on a roadway with a posted speed limit of 20 miles per hour or less that is marked with sharrows and/or other signage indicating

Deleted: , ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES,

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Commented [MA1]: If the definitions of device below are accepted, this could be renamed "Devices" and all the individual definitions could be removed.

Commented [NV2R1]: Agree.

Commented [NV3R1]:

Deleted: ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC SCOOTERS

Deleted: Bicycle—Defined

Commented [NV4]: The only gas powered devices I have seen seem to be pedal-start, then throttle. That seems to contradict "propelled by a person". Is it appropriate to cover them in this ordinance?

Commented [MA5]: This definition is provided because it would be hard to define every type of personal mobility device: e.g. the wagons Todd mentions in the "clinging to vehicles" section, roller skis, unicycles, single- and double-wheeled hoverboards, skateboards and electric skateboard, bikes and electric bikes, trikes and electric trikes, recumbent bikes, cargo bikes, 4-wheeled bike limos and everything else that may be created in the foreseeable future. The "points of contact" is used because sometimes each point of contact may have more than 1 wheel (8 wheels).

Commented [NV6R5]: This general definition seems to provide some future-proofing and broad applicability. Any concern that it introduces ambiguity about what is covered and what is not?

Commented [NV7]: What if this document goes out of date and the city builds a path that is not updated to the master plan. Or would that never occur?

that the travel lane of the roadway is to be shared equally by devices and motor vehicles traveling in the same direction.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.020 Regulations—Generally.

A. The regulations of this chapter shall be applicable whenever a device is operated upon any of the highways or streets of the city that are open to the public for the purpose of vehicular travel, including parking lots, or upon any lane or path set aside for the use of devices except as is otherwise provided in this chapter.

B. [The regulations of this chapter shall be applicable whenever a device is operated upon any shared-use path that is open to the public for pedestrian travel, except sidewalks.]

B. It is unlawful for the parent of any child under ten years of age or guardian of any ward under ten years of age to knowingly permit any such child or ward to violate any of the provisions of this chapter.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.030 Traffic regulation applicability.

Every person riding a device upon a street, alley, public highway or roadway that is open to the public for vehicular travel shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle under this title, except as to special regulations in this chapter and except as to those provisions of this title which by their nature can have no application.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.040 Riding—Restrictions.

A. A person propelling a device shall not ride other than that for which the device is designed and equipped.

B. No device shall be used to carry more persons at one time than the number for which it is designed and equipped.

C. [No person shall operate a device on portions of paths or lanes that are marked by the city as closed for construction, flooding, or any other reason.]

Deleted: For purposes of this chapter, "bicycle device" means every device propelled solely by human power upon which any person may ride relates to the following:

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"Bicycle". A device propelled by human power applied to pedals upon which a person may ride, having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, all of which are more than fourteen (14) inches in diameter.¶
"Electrical Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power. Electrical assisted bicycles are further required to conform to one (1) of three (3) classes as follows:

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"Class 1 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.¶
"Class 2 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour. ¶
"Class 3 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides

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Commented [MA12]: Satisfied a comment by Nick

Commented [NV13R12]: My comment was to clarify that "devices" are permissible on paths. Does this

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Commented [TF14]: Seat part needs revision. Scooters, one of the devices being discussed, do not

Commented [NV15R14]: This language seem to address what I believe if your intent: prevent dangerous riding lik

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Commented [MA16]: Satisfies a comment by Nick

Commented [NV17R16]: I don't recall my original comment here, Mel. If the city closes a path for whatever

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.050 Clinging to vehicles.

No person riding upon any device, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.060 Riding on roadways—Restricted to applicable side of road.

Every person operating a device upon a roadway shall ride as near to the right side of the roadway as practicable and in the same direction as traffic. The provisions of this section shall not apply when, for safety or by legal right, the rider needs or wishes:

- to use the full travel lane when traveling in a "shared-use travel lane"
- to pass a standing vehicle
- to overtake and pass another vehicle proceeding in the same direction
- to ride as far as practicable to the right or left side of a one-way road
- to prepare for and execute a left turn at an intersection or into a private road or driveway
- to avoid hazardous conditions, including fixed or moving objects, vehicles, pedestrians, animals, surface hazards, or narrow width lanes, that make it unsafe to continue along the right-hand curb or edge
- to ride in any position within a marked shoulder or lane

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.070 Riding on roadways—Not more than two abreast

Persons riding devices upon a roadway shall not ride more than two abreast except on lanes of roadways set aside for the use of devices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.080 Riding on roadways

No person operating a device shall leave a path or lane until the movement can be made with reasonable safety and then only after giving an appropriate signal to ensure that the movement does not affect motor vehicles, other device users, or pedestrians.

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Commented [TF18]: Change to "using any wheeled device" so as to include wagons and roller skis.

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Deleted: exercising due care when passing a standing vehicle or one proceeding

Commented [TF19]: On one way streets the rider may choose to ride as far as practicable to the right or left side of the road.

Deleted: when the bicyclist rider is executing a left-hand turn.

Commented [NV20]: Mel is correct that circumstances for riders outside of far-right (or left). This text seems to cover the important scenarios.

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Deleted: Whenever a usable and marked path or lane for bicycles devices has been provided adjacent to a roadway, bicycleriders shall use such path or lane and shall not use the roadway except as necessary to turn left at an intersection or into a private road or driveway or as necessary to leave the bicyclepath or lane to avoid debris or other hazardous conditions.

Deleted: bicycle device

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Commented [TF21]: Down hill on a path is way too dangerous for uphill riders or pedestrians!! Paths should be optional

Commented [MA22R21]: Agree with Todd that use of the path should be optional. Removal of this entire sentence also addresses my biggest concern with this ordinance: that riders be required to travel within a roadway lane designated for devices but that allows vehicle parking and is not wide enough to escape the significant ...

Commented [NV23R21]: I agree, paths are generally too narrow for "more than two abreast" and that creates a ...

Commented [MA24]: "giving appropriate signal in the event" makes "in the event" relate to the signal, not to th ...

Deleted: in the event that any motor vehicle may be affected by the movement.

When a lane has a continuous presence of parked cars, ice, snow or other hazards, riders may use the motor vehicle travel lane and ride as near to the right side of the motor vehicle travel lane as practicable and in the same direction as traffic.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Commented [MA25]: Added because too many streets in Laramie have unsafe or untravellable bike lanes that do not follow AASHTO or NACTO standards and create a huge dooring or slipping hazards. When an inadequate lane is provided, a rider should not be required to use it. Having that be clear within this ordinance is important.

Commented [NV26R25]: Mel has a very important point here, and I think her language covers it.

10.32.090 Motor vehicles—Restricted from paths or lanes—Right-of-way determination.

Operators of motor vehicles shall not drive within paths or lanes except as necessary to enter a parking space or execute a right-hand turn across such paths or lanes, or to yield to an authorized emergency vehicle. When executing a turning movement to the right, the operator of a motor vehicle shall yield the right-of-way to any rider within the path or lane, unless the turning can be completed without the rider having to slow or alter their path. When the motor vehicle is forward of the rider and signaling to turn right, the operator of the device will yield to the right-turning vehicle.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

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- Deleted: riding
- Deleted: bicycle

Commented [NV27]: This is an attempt to distinguish between a safe right -turn in the presence of a rider, and one that cuts-off the rider.

Commented [TF28]: Very confusing prose. Can this be reworked?

10.32.100 Carrying articles—Restriction.

No person operating a device shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Commented [MA29R28]: Agree. Does this solve the problem?

Commented [NV30R28]: Agree with Mel's text.

10.32.110 Riding on sidewalk—Prohibited.

No person shall ride any non-assistive mobility device upon any of the sidewalks of the city except where the sidewalk is part of a designated and marked path. The provisions of this section do not apply to Assistive Mobility Devices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: and who is so close to the motor vehicle as to constitute an immediate hazard, but the signal when and as required by law, may make such turning movement to the right, and the bicyclist rider approaching the motor vehicle shall yield the right-of-way to the motor vehicle making the turning movement to the right.

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- Deleted: handle bars
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Commented [TF31]: Do not include mobility assist devices in this paragraph

10.32.120 Lamp—Required.

Every device when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A

Commented [MA32R31]: Does excluding them from th ...

Commented [NV33R31]: I think Mel's intent here is to ...

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- Deleted: bicycle

lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.130 Brake—Required.

Every device shall be equipped with a brake or other slowing mechanism that will enable the operator to safely stop the device within twenty-five feet while riding on a dry, level, clean path or lane.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.140 Entering or emerging from alley or driveway.

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

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.150 Speed—Limitation.

No person shall operate a device on a roadway at a speed greater than the posted speed limit, or at a speed greater than 15 miles per hour on a path, or at any speed that is greater than that which is reasonable and prudent under the conditions then existing.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.xxx Yielding on Paths, Lanes and Exclusive device lanes

Persons operating a non-assistive mobility device on a path, lane, or exclusive device lane shall yield to pedestrians and those using assistive mobility devices first, then to devices unequipped with a motor, then to the rider operating at the slowest speed. Riders shall advise pedestrians and other riders of their approach and desire to pass.

10.32.xxx Crosswalks

Commented [TF34]: Electrified vehicles should have front and rear lights, not reflectors. Best if they have "blinky" lights, especially on the rear, as they are more visible than solid lights, and also let auto users know there is a slower moving vehicle ahead

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Commented [TF35]: Change to something besides skid. A properly maintained bike brake allows for rapid deceleration without skidding (which would cause loss of balance and control). Assistive devices aren't designed to skid. State law is: c) Every bicycle shall be equipped with a brake which will enable the operator to stop the bicycle within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

Commented [MA36R35]: I modified Todd's language because it seems like a device should be able to stop in that distance when traveling at allowable speeds on the paths or lanes defined in this chapter if the pavement is in good shape.

Deleted: make the braked wheels skid on dry, level, clean pavement.

Deleted: bicycle

Deleted: bicycle

Commented [NV37]: There is currently no limit for speed on paths, so this revision is very important. That is especially true with e-bikes making it easier to achieve and sustain high speeds. BikeNet(+Mel) propose the 15mph limit.

Nick Visser (private citizen) comment:

I advocate for e-bikes and related devices to have access to paths, however I suggest the city consider carefully whether all device types are appropriate on all paths. Consider for example that a class 3 e-bike provides pedal-assist to 28mph, making it relatively easy to achieve high speed. Perhaps that is OK, since this speed limit would govern all devices.

Speed considerations aside, is it appropriate for a gas-powered pedal-then-throttle device to be used on a path (e.g. greenbelt)?

Deleted:

Devices are prohibited in crosswalks and shall proceed on a path parallel to as close as practical to crosswalks (when permitted by traffic signal or conditions). Device users may dismount and activate crosswalk signal to assist crossing. Devices users may walk within a crosswalk if dismounted and walking with their device.

Commented [NV38]: Amanda Harper brought up the concern that the ordinance does not cover crosswalks. This text is an attempt to resolve that. FYI, her original comment...

I don't see where crosswalks are addressed at all in this ordinance. Is it legal to ride your bike along a crosswalk except where stated otherwise? What is a cyclist supposed to do when transitioning from a path to a roadway, particularly if they are trying to go left? I don't want to be bothered with having to dismount, but many places require it. Would be cool to see pro-cycling language defining what to do in these transitions (think 287 south and the off ramp crossings, or going from the greenbelt over new bridge and getting dumped onto 3rd street)

Deleted: ¶

Moved down [1]: Jackson's e-bike ordinance¶
<https://www.jacksonwy.gov/DocumentCenter/View/795/Ordinance-1193-Use-and-Regulation-of-E-Bikes-on-Street-and-Pathways¶>
¶

Section 2. That this ordinance shall become effective on upon passage and publication.

Passed and approved this ____ day of ____ 2022.

Paul Weaver
Mayor and President of the City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

First Reading: February 1, 2022
Public Hearing:
Second Reading:

Third Reading and Final Action:

Duly published in the *Laramie Boomerang* this ____ day of _____, 2022.

Notes/References...

Jackson's e-bike ordinance

<https://www.jacksonwy.gov/DocumentCenter/View/795/Ordinance-1193-Use-and-Regulation-of-E-Bikes-on-Street-and-Pathways>

California (Summary)... https://www.calbike.org/wp-content/uploads/2018/09/AB_1096_-_Info_for_Agencies-1.pdf

Fort Collins...

<https://www.fcgov.com/publicnotices/view-ordinance.php?id=1739&ts=5d565df5e63ed7455b10668ed8edf88a>

Minneapolis...

<https://www.revisor.mn.gov/statutes/cite/169.222>

Moved (insertion) [1]

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ORIGINAL ORDINANCE NO: 2041
ENROLLED ORDINANCE NO:

INTRODUCED BY:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE SECTION 10.32 RELATED TO BICYCLES BY ADDING REFERENCES TO ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, AND ELECTRIC SCOOTERS

WHEREAS, over time additional modes of motorized transportation have become available personally and publicly;

WHEREAS, the amendments to this section of code are to address the additional use of motorized transportation methods and provide health and safety regulations to assist in public safety.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: Amending Laramie Municipal Code Section 10.32 to read as follows:

Chapter 10.32 BICYCLES, ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC SCOOTERS

10.32.010 ~~Bicycle~~—Defined Definitions.

For purposes of this chapter, "~~bicycle device~~" means every device propelled solely by human power upon which any person may ride relates to the following:

"Bicycle". A device propelled by human power applied to pedals upon which a person may ride, having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, all of which are more than fourteen (14) inches in diameter.

"Electrical Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power. Electrical assisted bicycles are further required to conform to one (1) of three (3) classes as follows:

- (a) "Class 1 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.
- (b) "Class 2 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.

(c) "Class 3 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight (28) miles per hour.

"Motor Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and a gas motor not exceeding fifty (50) ccs of power.

"Electric Personal Assistive Mobility Device or EPAMD". A self-balancing, non-tandem two-wheeled device, designed to transport only one (1) person, that is powered solely by an electric propulsion system producing an average power output of no more than seven hundred fifty (750) watts.

"Electric Scooter". A device weighing less than one hundred (100) pounds with handlebars and an electric motor that is powered by a battery and that has a maximum speed of twenty (20) miles per hour on a paved level surface when powered solely by the electric motion.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.020 Regulations—Generally.

A. The regulations of this chapter shall be applicable whenever a bicycle device is operated upon any of the highways or streets of the city that are open to the public for the purpose of vehicular travel, including parking lots, or upon any lane or path set aside for the use of bicycles/devices except as is otherwise provided in this chapter.

B. It is unlawful for the parent of any child under ten years of age or guardian of any ward under ten years of age to knowingly permit any such child or ward to violate any of the provisions of this chapter.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.030 Traffic regulation applicability.

Every person riding a bicycleddevice upon a street, alley, public highway or roadway that is open to the public for vehicular travel shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a ~~motor~~ vehicle under this title, except as to special regulations in this chapter and except as to those provisions of this title which by their nature can have no application.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.040 Riding—Restrictions.

A. A person propelling a bicycledevice shall not ride other than upon or astride a permanent and regular seat attached thereto that for which the device is designed and equipped.

B. No bicycledevice shall be used to carry more persons at one time than the number for which it is designed and equipped.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.050 Clinging to vehicles.

No person riding upon any bicycledevice, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.060 Riding on roadways—Restricted to right side.

Every person operating a bicycledevice upon a roadway shall ride as near to the right side of the roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction. The provisions of this section shall not apply when the bicyclist rider is executing a left-hand turn.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.070 Riding on roadways—Not more than two abreast

Persons riding bicyclesdevices upon a roadway shall not ride more than two abreast except on paths or lanes of roadways set aside for the use of bicyclesdevices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.080 Riding on roadways—Restricted when path or land provided.

Whenever a usable and marked path or lane for bicycles devices has been provided adjacent to a roadway, bicycleriders shall use such path or lane and shall not use the roadway except as necessary to turn left at an intersection or into a private road or driveway or as necessary to leave the bicycledevice path or lane to avoid debris or other hazardous conditions. No person operating a bicycledevice device shall leave the bicycledevice path or lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the event that any motor vehicle may be affected by the movement.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.090 Motor vehicles—Restricted from paths or lanes—Right-of-way determination.

Operators of motor vehicles shall not drive within ~~bicycle~~ paths or lanes except as necessary to enter a parking space or execute a right-hand turn across such ~~bicycle~~ paths or lanes, or to yield to an authorized emergency vehicle. When executing a turning movement to the right, the operator of a motor vehicle shall yield the right-of-way to any ~~bicyclist riding~~ within the ~~bicycle~~ path or lane and who is so close to the motor vehicle as to constitute an immediate hazard, but the signal when and as required by law, may make such turning movement to the right, and the ~~bicyclist rider~~ approaching the motor vehicle shall yield the right-of-way to the motor vehicle making the turning movement to the right.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.100 Carrying articles—Restriction.

No person operating a ~~bicycle device~~ shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the ~~handle bars~~ handlebars.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.110 Riding on sidewalk—Prohibited.

No person shall ride a ~~bicycle device~~ upon any of the sidewalks of the city except where the sidewalk is part of a designated and marked ~~bicycle~~ path.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.120 Lamp—Required.

Every ~~bicycle device~~ when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.130 Brake—Required.

Every bicycle device shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.140 Entering or emerging from alley or driveway.

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

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.150 Speed—Limitation.

No person shall operate a bicycled device at a speed greater than the posted speed limit or greater than that which is reasonable and prudent under the conditions then existing.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Section 2. That this ordinance shall become effective on upon passage and publication.

Passed and approved this _____ day of _____ 2022.

Paul Weaver
Mayor and President of the City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

First Reading: February 1, 2022

Public Hearing:

Second Reading:

Third Reading and Final Action:

Duly published in the Laramie Boomerang this _____ day of _____, 2022.

ORIGINAL ORDINANCE NO: 2041
ENROLLED ORDINANCE NO:

INTRODUCED BY:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE SECTION 10.32 RELATED TO BICYCLES BY ADDING REFERENCES TO NON-AUTOMOTIVE MOBILITY DEVICES INCLUDING BUT NOT LIMITED TO ELECTRIC AND MOTOR ASSISTED BICYCLES AND SCOOTERS

WHEREAS, over time additional modes of motorized transportation have become available personally and publicly;

WHEREAS, the amendments to this section of code are to address the additional use of motorized transportation methods and provide health and safety regulations to assist in public safety.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: Amending Laramie Municipal Code Section 10.32 to read as follows:

Chapter 10.32 BICYCLES, SCOOTERS AND OTHER MOBILITY DEVICES

10.32.010 Definitions.

A "Device" is defined as any mobility device propelled by a person that meets at least one of the following sets of criteria:

1. is not equipped with a motor and has one to four primary points of wheel contact with the pavement
2. is equipped with an electric motor not exceeding seven hundred fifty (750) watts of power and has one to four primary points of wheel contact with the pavement
3. is equipped with a gas motor not exceeding (50) ccs of power and has one to four primary points of wheel contact with the pavement

"Assistive Mobility Device" is any previously defined "device" that must be used to assist in mobility for persons with physical disabilities.

"Path" is defined as any shared-use path, as indicated on the "City of Laramie Parks and Recreation Master Plan," that is separate from the roadway and permits travel by devices (e.g., the Laramie Greenbelt).

"Lane" is defined as any lane on a roadway that is clearly marked for use by any kind of device (e.g. a lane that is marked for bicycles) and encompasses the additional definition of:

1. A "shared-use travel lane" is a travel lane on a roadway with a posted speed limit of 20 miles per hour or less that is marked with sharrows and/or other signage indicating

Deleted: , ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES,

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Commented [MA1]: If the definitions of device below are accepted, this could be renamed "Devices" and all the individual definitions could be removed.

Commented [NV2R1]: Agree.

Commented [NV3R1]:

Deleted: ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC SCOOTERS

Deleted: Bicycle—Defined

Commented [NV4]: The only gas powered devices I have seen seem to be pedal-start, then throttle. That seems to contradict "propelled by a person". Is it appropriate to cover them in this ordinance?

Commented [MA5]: This definition is provided because it would be hard to define every type of personal mobility device: e.g. the wagons Todd mentions in the "clinging to vehicles" section, roller skis, unicycles, single- and double-wheeled hoverboards, skateboards and electric skateboard, bikes and electric bikes, trikes and electric trikes, recumbent bikes, cargo bikes, 4-wheeled bike limos and everything else that may be created in the foreseeable future. The "points of contact" is used because sometimes each point of contact may have more than 1 wheel (8 wheels).

Commented [NV6R5]: This general definition seems to provide some future-proofing and broad applicability. Any concern that it introduces ambiguity about what is covered and what is not?

Commented [NV7]: What if this document goes out of date and the city builds a path that is not updated to the master plan. Or would that never occur?

that the travel lane of the roadway is to be shared equally by devices and motor vehicles traveling in the same direction.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.020 Regulations—Generally.

A. The regulations of this chapter shall be applicable whenever a device is operated upon any of the highways or streets of the city that are open to the public for the purpose of vehicular travel, including parking lots, or upon any lane or path set aside for the use of devices except as is otherwise provided in this chapter.

B. [The regulations of this chapter shall be applicable whenever a device is operated upon any shared-use path that is open to the public for pedestrian travel, except sidewalks.]

B. It is unlawful for the parent of any child under ten years of age or guardian of any ward under ten years of age to knowingly permit any such child or ward to violate any of the provisions of this chapter.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.030 Traffic regulation applicability.

Every person riding a device upon a street, alley, public highway or roadway that is open to the public for vehicular travel shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle under this title, except as to special regulations in this chapter and except as to those provisions of this title which by their nature can have no application.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.040 Riding—Restrictions.

A. A person propelling a device shall not ride other than that for which the device is designed and equipped.

B. No device shall be used to carry more persons at one time than the number for which it is designed and equipped.

C. [No person shall operate a device on portions of paths or lanes that are marked by the city as closed for construction, flooding, or any other reason.]

Deleted: For purposes of this chapter, "bicycle device" means every device propelled solely by human power upon which any person may ride relates to the following:

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"Bicycle". A device propelled by human power applied to pedals upon which a person may ride, having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, all of which are more than fourteen (14) inches in diameter.¶
"Electrical Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power. Electrical assisted bicycles are further required to conform to one (1) of three (3) classes as follows:

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"Class 1 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.¶
"Class 2 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour. ¶
"Class 3 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides

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Commented [MA12]: Satisfied a comment by Nick

Commented [NV13R12]: My comment was to clarify that "devices" are permissible on paths. Does this

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Commented [TF14]: Seat part needs revision. Scooters, one of the devices being discussed, do not

Commented [NV15R14]: This language seem to address what I believe if your intent: prevent dangerous riding lik

Deleted: bicycle

Commented [MA16]: Satisfies a comment by Nick

Commented [NV17R16]: I don't recall my original comment here, Mel. If the city closes a path for whatever

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.050 Clinging to vehicles.

No person riding upon any device, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.060 Riding on roadways—Restricted to applicable side of road.

Every person operating a device upon a roadway shall ride as near to the right side of the roadway as practicable and in the same direction as traffic. The provisions of this section shall not apply when, for safety or by legal right, the rider needs or wishes:

- to use the full travel lane when traveling in a "shared-use travel lane"
- to pass a standing vehicle
- to overtake and pass another vehicle proceeding in the same direction
- to ride as far as practicable to the right or left side of a one-way road
- to prepare for and execute a left turn at an intersection or into a private road or driveway
- to avoid hazardous conditions, including fixed or moving objects, vehicles, pedestrians, animals, surface hazards, or narrow width lanes, that make it unsafe to continue along the right-hand curb or edge
- to ride in any position within a marked shoulder or lane

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.070 Riding on roadways—Not more than two abreast

Persons riding devices upon a roadway shall not ride more than two abreast except on lanes of roadways set aside for the use of devices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.080 Riding on roadways

No person operating a device shall leave a path or lane until the movement can be made with reasonable safety and then only after giving an appropriate signal to ensure that the movement does not affect motor vehicles, other device users, or pedestrians.

Deleted: bicycle

Commented [TF18]: Change to "using any wheeled device" so as to include wagons and roller skis.

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Deleted: exercising due care when passing a standing vehicle or one proceeding

Commented [TF19]: On one way streets the rider may choose to ride as far as practicable to the right or left side of the road.

Deleted: when the bicyclist rider is executing a left-hand turn.

Commented [NV20]: Mel is correct that circumstances for riders outside of far-right (or left). This text seems to cover the important scenarios.

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Deleted: s—Restricted when path or land provided.

Deleted: Whenever a usable and marked path or lane for bicycles devices has been provided adjacent to a roadway, bicycleriders shall use such path or lane and shall not use the roadway except as necessary to turn left at an intersection or into a private road or driveway or as necessary to leave the bicyclepath or lane to avoid debris or other hazardous conditions.

Deleted: bicycle device

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Deleted: bicycle

Commented [TF21]: Down hill on a path is way too dangerous for uphill riders or pedestrians!! Paths should be optional

Commented [MA22R21]: Agree with Todd that use of the path should be optional. Removal of this entire sentence also addresses my biggest concern with this ordinance: that riders be required to travel within a roadway lane designated for devices but that allows vehicle parking and is not wide enough to escape the significant ...

Commented [NV23R21]: I agree, paths are generally too narrow for "more than two abreast" and that creates a ...

Commented [MA24]: "giving appropriate signal in the event" makes "in the event" relate to the signal, not to th ...

Deleted: in the event that any motor vehicle may be affected by the movement.

When a lane has a continuous presence of parked cars, ice, snow or other hazards, riders may use the motor vehicle travel lane and ride as near to the right side of the motor vehicle travel lane as practicable and in the same direction as traffic.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.090 Motor vehicles—Restricted from paths or lanes—Right-of-way determination.

Operators of motor vehicles shall not drive within paths or lanes except as necessary to enter a parking space or execute a right-hand turn across such paths or lanes, or to yield to an authorized emergency vehicle. When executing a turning movement to the right, the operator of a motor vehicle shall yield the right-of-way to any rider within the path or lane, unless the turning can be completed without the rider having to slow or alter their path. When the motor vehicle is forward of the rider and signaling to turn right, the operator of the device will yield to the right-turning vehicle.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.100 Carrying articles—Restriction.

No person operating a device shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.110 Riding on sidewalk—Prohibited.

No person shall ride any non-assistive mobility device upon any of the sidewalks of the city except where the sidewalk is part of a designated and marked path. The provisions of this section do not apply to Assistive Mobility Devices.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.120 Lamp—Required.

Every device when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A

Commented [MA25]: Added because too many streets in Laramie have unsafe or untravellable bike lanes that do not follow AASHTO or NACTO standards and create a huge dooring or slipping hazards. When an inadequate lane is provided, a rider should not be required to use it. Having that be clear within this ordinance is important.

Commented [NV26R25]: Mel has a very important point here, and I think her language covers it.

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Commented [NV27]: This is an attempt to distinguish between a safe right -turn in the presence of a rider, and one that cuts-off the rider.

Commented [TF28]: Very confusing prose. Can this be reworked?

Commented [MA29R28]: Agree. Does this solve the problem?

Commented [NV30R28]: Agree with Mel's text.

Deleted: and who is so close to the motor vehicle as to constitute an immediate hazard, but the signal when and as required by law, may make such turning movement to the right, and the bicyclist rider approaching the motor vehicle shall yield the right-of-way to the motor vehicle making the turning movement to the right.

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Commented [TF31]: Do not include mobility assist devices in this paragraph

Commented [MA32R31]: Does excluding them from th ...

Commented [NV33R31]: I think Mel's intent here is to ...

Deleted: .

Deleted: bicycle

lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.130 Brake—Required.

Every device shall be equipped with a brake or other slowing mechanism that will enable the operator to safely stop the device within twenty-five feet while riding on a dry, level, clean path or lane.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.140 Entering or emerging from alley or driveway.

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

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.150 Speed—Limitation.

No person shall operate a device on a roadway at a speed greater than the posted speed limit, or at a speed greater than 15 miles per hour on a path, or at any speed that is greater than that which is reasonable and prudent under the conditions then existing.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.xxx Yielding on Paths, Lanes and Exclusive device lanes

Persons operating a non-assistive mobility device on a path, lane, or exclusive device lane shall yield to pedestrians and those using assistive mobility devices first, then to devices unequipped with a motor, then to the rider operating at the slowest speed. Riders shall advise pedestrians and other riders of their approach and desire to pass.

10.32.xxx Crosswalks

Commented [TF34]: Electrified vehicles should have front and rear lights, not reflectors. Best if they have "blinky" lights, especially on the rear, as they are more visible than solid lights, and also let auto users know there is a slower moving vehicle ahead

Deleted: bicycle

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Commented [TF35]: Change to something besides skid. A properly maintained bike brake allows for rapid deceleration without skidding (which would cause loss of balance and control). Assistive devices aren't designed to skid. State law is: c) Every bicycle shall be equipped with a brake which will enable the operator to stop the bicycle within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

Commented [MA36R35]: I modified Todd's language because it seems like a device should be able to stop in that distance when traveling at allowable speeds on the paths or lanes defined in this chapter if the pavement is in good shape.

Deleted: make the braked wheels skid on dry, level, clean pavement.

Deleted: bicycle

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Commented [NV37]: There is currently no limit for speed on paths, so this revision is very important. That is especially true with e-bikes making it easier to achieve and sustain high speeds. BikeNet(+Mel) propose the 15mph limit.

Nick Visser (private citizen) comment:

I advocate for e-bikes and related devices to have access to paths, however I suggest the city consider carefully whether all device types are appropriate on all paths. Consider for example that a class 3 e-bike provides pedal-assist to 28mph, making it relatively easy to achieve high speed. Perhaps that is OK, since this speed limit would govern all devices.

Speed considerations aside, is it appropriate for a gas-powered pedal-then-throttle device to be used on a path (e.g. greenbelt)?

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Devices are prohibited in crosswalks and shall proceed on a path parallel to as close as practical to crosswalks (when permitted by traffic signal or conditions). Device users may dismount and activate crosswalk signal to assist crossing. Devices users may walk within a crosswalk if dismounted and walking with their device.

Commented [NV38]: Amanda Harper brought up the concern that the ordinance does not cover crosswalks. This text is an attempt to resolve that. FYI, her original comment...

I don't see where crosswalks are addressed at all in this ordinance. Is it legal to ride your bike along a crosswalk except where stated otherwise? What is a cyclist supposed to do when transitioning from a path to a roadway, particularly if they are trying to go left? I don't want to be bothered with having to dismount, but many places require it. Would be cool to see pro-cycling language defining what to do in these transitions (think 287 south and the off ramp crossings, or going from the greenbelt over new bridge and getting dumped onto 3rd street)

Deleted: ¶

Moved down [1]: Jackson's e-bike ordinance¶
<https://www.jacksonwy.gov/DocumentCenter/View/795/Ordinance-1193-Use-and-Regulation-of-E-Bikes-on-Street-and-Pathways¶>
¶

Section 2. That this ordinance shall become effective on upon passage and publication.

Passed and approved this ____ day of ____ 2022.

Paul Weaver
Mayor and President of the City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

First Reading: February 1, 2022
Public Hearing:
Second Reading:

Third Reading and Final Action:

Duly published in the *Laramie Boomerang* this ____ day of _____, 2022.

Notes/References...

Jackson's e-bike ordinance

<https://www.jacksonwy.gov/DocumentCenter/View/795/Ordinance-1193-Use-and-Regulation-of-E-Bikes-on-Street-and-Pathways>

California (Summary)... https://www.calbike.org/wp-content/uploads/2018/09/AB_1096_-_Info_for_Agencies-1.pdf

Fort Collins...

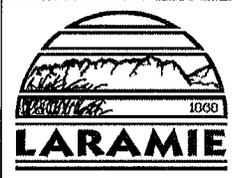
<https://www.fcgov.com/publicnotices/view-ordinance.php?id=1739&ts=5d565df5e63ed7455b10668ed8edf88a>

Minneapolis...

<https://www.revisor.mn.gov/statutes/cite/169.222>

Moved (insertion) [1]

Deleted: 1



Agenda Item: Original Ordinance, First Reading

Title: Original Ordinance No. 2041, Amending LMC Chapter 10.32 – Bicycles to Update Language to Reflect Current Device Uses.

Recommended Council MOTION:

That council approve the first reading and introduction of Original Ordinance 2041, amending LMC Chapter 10.32 – Bicycles to update language to reflect current device uses.

Administrative or Policy Goal:

To protect the health and safety of the public by regulating the use of bicycles, electric and motor assisted devices within city limits and upon city rights-of-way.

Background:

This ordinance will bring Laramie Municipal Code 10.32- Bicycles into current device uses we see on our rights-of-way. Definitions and verbiage were added throughout this section of code to include electric and motor assisted bicycles, electric personal assistive mobility devices, and electric scooters. We are seeing an increased use of electric devices being used upon our streets, sidewalks, parking lots, and trails creating a need to revise code for public safety, mobility enhancements and inclusivity.

Legal/Statutory Authority:

LMC 10.32, W.S. Title 31, and W.S. 15-1-103(a)(xli) - Adopt ordinances, resolutions and regulations, including regulations not in conflict with this act and necessary for the health, safety and welfare of the city or town, necessary to give effect to the powers conferred by this act and, except as provided by paragraph (xlvi) of this subsection, enforce all ordinances by imposing fines not exceeding seven hundred fifty dollars (\$750.00), or imprisonment not exceeding six (6) months, or both.

Responsible Staff:

Todd Feezer, ACM
Dale Stalder, Police Chief

Future dates are subject to change

Public Hearing (PH)	February 15, 2022
PH Advertised	February 8, 2022
Introduction/1 st Reading	February 1, 2022
2 nd Reading	February 15, 2022
3 rd Reading	March 1, 2022

Attachments:

002041 LMC 10.32- Bicycles - Changes



Laramie BikeNet

Laramie BikeNet
P.O. Box 2334
Laramie, WY 82073

laramiebikenet@gmail.com

Dear Mr. Feezer,

Laramie BikeNet would like to offer our support for the pending amendments to Municipal Code Section 10.32 regarding e-bicycles, e-scooters, and personal assistive mobility devices. We are pleased to see the city taking a proactive approach to the governance of electric bicycles and other devices used for active transportation. This ordinance update is important for public safety as these devices are increasingly commonplace. We welcome e-bikes and other devices to share existing “bike” lanes, paths, and future infrastructure.

Laramie is a Bike Friendly Community and we would like to help the city make it even more so by clarifying related rights and responsibilities. In addition to expanding the list of applicable “devices” to include things like e-bikes and electric scooters, we would like to see the ordinance govern existing lanes and city pathways (e.g. the Greenbelt) as well as future paths and boulevards. This would create comprehensive regulation city-wide for all applicable devices.

The comments and positions in the remainder of this document have been approved by the Laramie BikeNet board (March 9, 2022). In general, we support the current ordinance, as well as the amendment.

We (BikeNet board) have been working with Melanie Arnett (BikeNet member, Traffic Commission member) to review the existing regulations and believe she has made significant contributions to improving the ordinance. Melanie has made a number of edits to the city ordinance amendment and some of the comments below refer to her comments as the recent proposed revision.

The sections in the remainder of this document reflect our position and comments on items that we feel are most significant. Topics (sections) in the proposed amendment that are not specifically addressed below can be assumed to have our full support. Please review our comments below and reach out if you have any questions. We will be happy to review and comment on the amendment when the “second reading” draft is available. Thank you.

Sincerely,

Nick Visser
Laramie BikeNet

Definitions

The proposed amendment (10.32.010) broadens applicable “devices” from “bicycle” to include e-bikes and scooters which we believe is very important and appropriate.

- We support the city's intent with this ordinance update to specifically include these types of devices to be included in the amendment since these devices are increasingly commonplace.
- The recent proposed revision to the amendment intends to broaden the definition to include new device types in the future. This is appropriate, however the recent proposed revision text restricts the amendment to “devices propelled by a person” which would seem to exclude things like the electric scooters (from “Bird”) and Class 2 e-bikes. The ordinance text should be revised to account for certain devices that are not “propelled by a person.”

Access to Pathways, Sidewalks

It is important that the ordinance clarify that devices are permitted on paths so the users are clear they can use them for transportation and recreation. For public safety reasons it is important that the ordinance specifically cover usage on paths.

The original ordinance and proposed amendment do not specifically state that devices may be used on paths (nor do they regulate usage thereon). Device access to paths seems to be adequately addressed in the recent proposed revision of Section 10.32.020.

We support the city ordinance specifying that devices shall not be used on sidewalks (10.32.110) for the safety of pedestrians. We propose, furthermore, the inclusion of language specifying that devices parked on sidewalks must be parked so as not to obstruct the primary routes of pedestrians.

Speed

Speed is a very important factor for public safety on roadways, lanes, and paths. E-bikes and other devices make it much easier to travel at higher speeds (even for novice or inexperienced users). The current regulation only addresses speed on roadways, and as specified previously, we believe the ordinance should also cover paths as well, so that it governs device usage on all routes.

It is important that speed be specifically limited on paths so that public safety is not compromised. We believe the ordinance should specify that on a path, users are limited to a “reasonable and prudent” speed according to conditions and the presence of others, not to exceed 15 miles per hour unless otherwise posted. We support recent proposed revisions of the ordinance text reflecting this speed restriction.

On-Street Bike Lanes

Many portions of Laramie's on-street "lanes" are unsafe due to their proximity to parked cars, winter road conditions, and other hazards. It is appropriate that motor vehicles are restricted from entering "lanes" but we believe cyclists should be able to access the roadway for left-turns and also cruising according to their own judgment for personal safety.

Recent proposed revisions make a number of reasonable suggestions about on-street bike lanes. We support those with consideration of the above position (see Section 10.32.060 & 10.32.080 in the recent proposed revision)

Right-of-Way & Yielding

For public safety reasons, device users should yield to pedestrians and to any other device moving at a slower speed. We believe yielding behaviors should include (1) reducing speed or stopping if there is not space for two devices to pass, (2) announcing your intent to pass when space allows, and (3) maximizing space between users when passing. Yielding/passing should not require a full dismount from a device while on the path.

Finally, regarding vehicle traffic on roadways, one hazard that a device user regularly faces on a roadway or on-street lane concerns right-turning vehicles. For the safety of the device user it should be unlawful for a motor vehicle to "cut them off" while making a right turn. We support recent proposed edits in the ordinance so that motor vehicles must yield to them while turning right if it forces them to slow down or otherwise endangers them.

15:50:22 From Erin O'Doherty to Everyone:

Here is the city council meeting with the slide deck.

https://www.cityoflaramie.org/AgendaCenter/ViewFile/Agenda/_11092021-1389?html=true

15:52:48 From teddy to Everyone:

<https://www.innovaevcarshare.com/simplicity/> 7.6ft long, 4.2ft wide

16:04:51 From Dale A. Stalder to Everyone:

they can't block the sidewalk

16:23:44 From Dale A. Stalder to Everyone:

that is private property

16:35:19 From teddy to Everyone:

<https://law.justia.com/codes/wyoming/2017/title-31/chapter-5/article-7/section-31-5-706/>

16:39:29 From teddy to Everyone:

wss 31-5-706 a. :Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector on the rear of a type approved by the highway department which shall be visible from six hundred (600) feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred (500) feet to the rear may be used in addition to the red

16:45:35 From Dale A. Stalder to Everyone:

allowed on Garfield foot bridge or as a vehicle on 15th

16:46:35 From Dale A. Stalder to Everyone:

dismount is the language now

ORIGINAL ORDINANCE NO: 2041
ENROLLED ORDINANCE NO:

INTRODUCED BY:

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE SECTION 10.32 RELATED TO BICYCLES BY ADDING REFERENCES TO ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, AND ELECTRIC SCOOTERS

WHEREAS, over time additional modes of motorized transportation have become available personally and publicly;

WHEREAS, the amendments to this section of code are to address the additional use of motorized transportation methods and provide health and safety regulations to assist in public safety.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

Section 1: Amending Laramie Municipal Code Section 10.32 to read as follows:

Chapter 10.32 BICYCLES, ~~ELECTRIC AND MOTOR ASSISTED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC SCOOTERS~~

10.32.010 Definitions.

For purposes of this chapter, "~~device~~" ~~relates to the following:~~

~~"Bicycle". A device propelled by human power applied to pedals upon which a person may ride, having two (2) tandem wheels or two (2) parallel wheels and one (1) forward wheel, all of which are more than fourteen (14) inches in diameter.~~

~~"Electrical Assisted Bicycle". A device having two (2) or three (3) wheels fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power. Electrical assisted bicycles are further required to conform to one (1) of three (3) classes as follows:~~

- ~~(a) "Class 1 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.~~
- ~~(b) "Class 2 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour.~~
- ~~(c) "Class 3 Electrical Assisted Bicycle" means an electrical assisted device equipped with a motor that provides assistance only when the rider is pedaling and that ceases~~

Deleted: Bicycle—Defined

Deleted: bicycle

Deleted: means every device propelled solely by human power upon which any person may ride

to provide assistance when the bicycle reaches a speed of twenty-eight (28) miles per hour.

“Motor Assisted Bicycle”. A device having two (2) or three (3) wheels fully operable pedals, and a gas motor not exceeding fifty (50) ccs of power.

“Electric Personal Assistive Mobility Device or EPAMD”. A self-balancing, non-tandem two-wheeled device, designed to transport only one (1) person, that is powered solely by an electric propulsion system producing an average power output of no more than seven hundred fifty (750) watts.

“Electric Scooter”. A device weighing less than one hundred (100) pounds with handlebars and an electric motor that is powered by a battery and that has a maximum speed of twenty (20) miles per hour on a paved level surface when powered solely by the electric motion.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Commented [TF1]: Personal assisted mobility devices should not be classified as bicycles or even in this ordinance, as they are almost always medical devices, more in tune with walkers or wheelchairs. The operators can not turn off their reason for using them when they get to a sidewalk. These are Pedestrian Vehicles for the exclusive use of persons with a physical disability (from Jackson ordinance)

10.32.020 Regulations—Generally.

A. The regulations of this chapter shall be applicable whenever a device is operated upon any of the highways or streets of the city that are open to the public for the purpose of vehicular travel, including parking lots, or upon any lane or path set aside for the use of devices except as is otherwise provided in this chapter.

Deleted: bicycle

Deleted: bicycles

B. It is unlawful for the parent of any child under ten years of age or guardian of any ward under ten years of age to knowingly permit any such child or ward to violate any of the provisions of this chapter.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.030 Traffic regulation applicability.

Every person riding a device upon a street, alley, public highway or roadway that is open to the public for vehicular travel shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle under this title, except as to special regulations in this chapter and except as to those provisions of this title which by their nature can have no application.

Deleted: bicycle

Deleted: motor

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.040 Riding—Restrictions.

A. A person propelling a device shall not ride other than that for which the device is designed and equipped.

Deleted: bicycle

Deleted: upon or astride a permanent and regular seat attached thereto

B. No device shall be used to carry more persons at one time than the number for which it is designed and equipped.

Commented [TF2]: Seat part needs revision. Scooters, one of the devices being discussed, do not have seats

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: bicycle

10.32.050 Clinging to vehicles.

No person riding upon any device, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

Deleted: bicycle

Commented [TF3]: Change to "using any wheeled device" so as to include wagons and roller skis.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.060 Riding on roadways—Restricted to right side.

Every person operating a device upon a roadway shall ride as near to the right side of the roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction. The provisions of this section shall not apply when the rider is executing a left-hand turn.

Deleted: bicycle

Deleted: bicyclist

Commented [TF4]: On one way streets the rider may choose to ride as far as practicable to the right or left side of the road.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.070 Riding on roadways—Not more than two abreast

Persons riding devices upon a roadway shall not ride more than two abreast except on paths or lanes of roadways set aside for the use of devices.

Deleted: bicycles

Deleted: bicycles

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.080 Riding on roadways—Restricted when path or land provided.

Whenever a usable and marked path or lane for devices has been provided adjacent to a roadway, riders shall use such path or lane and shall not use the roadway except as necessary to turn left at an intersection or into a private road or driveway or as necessary to leave the path or lane to avoid debris or other hazardous conditions. No person operating a device shall leave the path or lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the event that any motor vehicle may be affected by the movement.

Deleted: bicycles

Deleted: bicycle

Deleted: bicycle

Deleted: bicycle device

Deleted: bicycle

Commented [TF5]: Down hill on a path is way too dangerous for uphill riders or pedestrians!! Paths should be optional

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.090 Motor vehicles—Restricted from paths or lanes—Right-of-way determination.

Operators of motor vehicles shall not drive within paths or lanes except as necessary to enter a parking space or execute a right-hand turn across such paths or lanes, or to yield to an authorized emergency vehicle. When executing a turning movement to the right, the operator of a motor vehicle shall yield the right-of-way to any rider within the path or lane and who is so close to the motor vehicle as to constitute an immediate hazard, but the signal when and as required by law, may make such turning movement to the right, and the rider approaching the motor vehicle shall yield the right-of-way to the motor vehicle making the turning movement to the right.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: bicycle

Deleted: bicycle

Deleted: bicyclist

Deleted: riding

Deleted: bicycle

Deleted: bicyclist

Commented [TF6]: Very confusing prose. Can this be reworked?

10.32.100 Carrying articles—Restriction.

No person operating a device shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: bicycle

Deleted: handle bars

10.32.110 Riding on sidewalk—Prohibited.

No person shall ride a device upon any of the sidewalks of the city except where the sidewalk is part of a designated and marked path.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: bicycle

Commented [TF7]: Do not include mobility assist devices in this paragraph

Deleted: bicycle

10.32.120 Lamp—Required.

Every device when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

Deleted: bicycle

Commented [TF8]: Electrified vehicles should have front and rear lights, not reflectors. Best if they have "blinky" lights, especially on the rear, as they are more visible than solid lights, and also let auto users know there is a slower moving vehicle ahead

10.32.130 Brake—Required.

Every device shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.140 Entering or emerging from alley or driveway.

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

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

10.32.150 Speed—Limitation.

No person shall operate a device at a speed greater than the posted speed limit or greater than that which is reasonable and prudent under the conditions then existing.

(Ord. No. 1760, §§ 1, 2, 4-2-2019)

[Jackson's e-bike ordinance](#)

<https://www.jacksonwy.gov/DocumentCenter/View/795/Ordinance-1193-Use-and-Regulation-of-E-Bikes-on-Street-and-Pathways>

Deleted: bicycle

Commented [TF9]: Change to something besides skid. A properly maintained bike brake allows for rapid deceleration without skidding (which would cause loss of balance and control). Assistive devices aren't designed to skid. State law is: c) Every bicycle shall be equipped with a brake which will enable the operator to stop the bicycle within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

Deleted: bicycle

Deleted: bicycle

Section 2. That this ordinance shall become effective on upon passage and publication.

Passed and approved this ____ day of _____ 2022.

Paul Weaver
Mayor and President of the City Council

Attest:

Nancy Bartholomew, CMC
City Clerk

First Reading: February 1, 2022
Public Hearing:
Second Reading:
Third Reading and Final Action:

Duly published in the Laramie Boomerang this ____ day of _____, 2022.