



QUEEN CREEK POLICE DEPARTMENT



MICROMOBILITY DISCUSSION

Options To Discuss – Seeking Direction



Three Main Areas:



1. The use of micromobility/self-propelled devices on sidewalks, streets, and other areas of the Town.



2. The regulation of micromobility, bicycle, or other related rental services who may seek to operate in the community.



3. The use of micromobility/self-propelled devices in/on Town-owned trails and parks.



Self-Propelled or powered devices

For purposes of this discussion, and future changes/additions to the Town Code, we will break down these devices into 4 primary categories:



Micromobility Devices



Motorized skateboards & play vehicles



We are going to start by discussing these two categories individually.



Motorcycles & Motor Vehicles





What is Micromobility? Classification

The classification system consists of the micromobility vehicle type with descriptors of curb weight, vehicle width, top speed and power source.

Name	Code	Description
Curb weight		
Ultra lightweight	WT1	Curb weight ≤ 50 lb (23 kg)
Lightweight	WT2	50 lb (23 kg) < curb weight ≤ 100 lb (45 kg)
Midweight	WT3	100 lb (45 kg) < curb weight ≤ 200 lb (91 kg)
Midweight Plus	WT4	200 lb (91 kg) < curb weight ≤ 500 lb (227 kg)

Based on current State law and anticipated changes to the Town code, micromobility devices are defined as devices less than 75 pounds.

Vehicle width		
Standard-width	WD1	Vehicle width ≤ 3 ft (0.9 m)
Wide	WD2	3 ft (0.9 m) < vehicle width ≤ 4 ft (1.2 m)
Extra-Wide	WD3	4 ft (1.2 m) < vehicle width ≤ 5 ft (1.5 m)

Based on anticipated changes to the Town code, micromobility devices are defined as devices with a "standard width" (<3ft).

Top speed		
Ultra low-speed	SP1	Top speed ≤ 8 mph (13 km/h)
Low-speed	SP2	8 mph (13 km/h) < top speed ≤ 20 mph (32 km/h)
Medium-speed	SP3	20 mph (32 km/h) < top speed ≤ 30 mph (48 km/h)

Based on anticipated changes to the Town code, micromobility devices are defined as devices with a "top speed" of <20 mph.

Power source		
Electric	E	Powered by an electric motor
Combustion	C	Powered by an internal combustion engine

The Society of Automotive Engineers defines a

POWERED MICROMOBILITY VEHICLE

A wheeled vehicle that must:

- Be fully or partially powered
- Have a curb weight ≤ 500 lb (227 kg)
- Have a top speed ≤ 30 mph (48 km/h)

- Only includes vehicles that are primarily designed for human transport and to be used on paved roadways and paths
- Excludes solely human-powered vehicles



Micromobility Devices in QC

Powered Bicycle



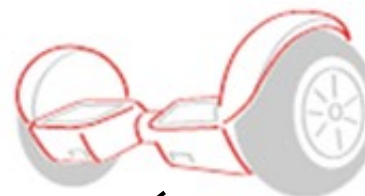
Powered Standing Scooter



Powered Seated Scooter



Powered Self-Balancing Board



Powered Skates



Derivations of these devices are emerging constantly (these are just a few examples).



Advantages of Micromobility



- Cost effectiveness - economical way to access local services
- Increase travel option / flexibility
- Convenience – faster/easier travel
- Provides increased opportunity for local tourism or other economic development
- Environmental benefits
- Personal health – recreation opportunities
- May reduce traffic congestion or parking issues
- Provides another method to access essential services
- The wash trail system provides opportunities to be active outdoors, to access the Town's parks and commercial centers, and to use alternative modes of transportation to work or other travel while minimizing the roadway crossings and conflict points.

Concerns Regarding Micromobility



- Mixing modes and speed variations into the same infrastructure.
- Speed – device safety (particularly with amateur riders)
- Congestion - Limited sidewalk or trail space for multiple devices and other user modalities
- Speed differentials between users
- Potential dangers when emerging from alleys, underpasses, or driveways.
- Parking/blocking access.
- Potential noise/speed conflict with horses using trails
- Potential for operating under the influence/reckless operation
- Infrastructure requirements
- Inability for some devices to transverse minor surface abnormalities
- Public acceptance

Motorized Skateboard & Play Vehicles



A “motorized skateboard” is a self-propelled device that does not have handlebars and that has a motor, a deck on which a person may ride, and at least two tandem wheels in contact with the ground.

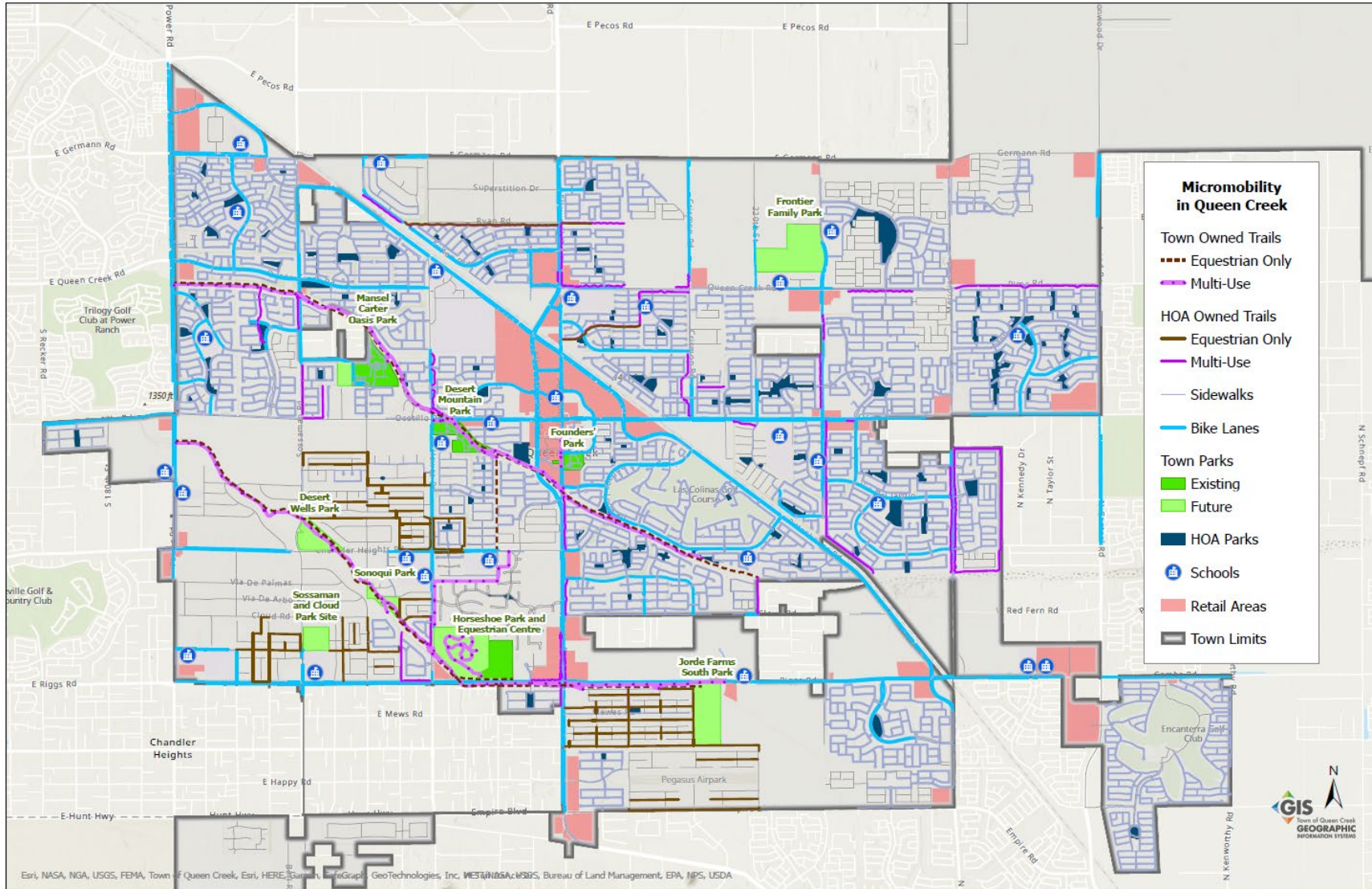


A “motorized play vehicle” is a self-propelled device that is not defined in Town code or Arizona Revised Statutes (Title 28 as amended) as a micromobility device, an electric bicycle, a motorized skateboard, a motor vehicle, a motor-driven cycle, a motorized wheelchair, or an electric personal assistive mobility device.

Motorized Skateboard & Play Vehicles



Why are we seeking direction from the Council?



The Town of Queen Creek has existing bicycle and pedestrian facilities on various arterial and collector streets and shared-use paths along Queen Creek and Sonoqui Washes, as well as paths within residential areas.



Options To Discuss – Seeking Direction



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2. The regulation of micromobility, bicycle, or other related rental services who may seek to operate in the community.



3. The use of micromobility/self-propelled devices in/on Town-owned trails and parks.

Why are we seeking direction from the Council?



1. The use of micromobility/self-propelled devices on sidewalks, streets, and other areas of the Town. We do not have any current laws or codes that regulate these devices on the streets, sidewalks, or other public areas of the Town.



Since January 2022, we have received nearly 150 calls for service related to complaints, concerns, or problems involving these devices.

Town Codes Updates



#1 The use of micromobility/self-propelled devices on sidewalks, streets, and other areas of the Town.

Proposed Town Code updates would address or include the following areas:

- Definitions
- Owner/operator responsibilities
- Rules of operation
- Permissible areas of operation
- Operational hours/times
- Riding, operating, or actual physical control while under the influence
- Reckless riding or operations
- Parking, staging, deployment intervals
- Speed/prudent operations
- Obstruction of public property
- Driving/operation on private property
- Pedestrian interaction
- Required equipment
- Parent, guardian, and custodian responsibilities
- Relocation, removal, & impoundment
- Zoning & subdivision ordinances



Specific discussion points (Streets & Sidewalks)

- What roadways are permissible?
- Use of the sidewalk?
- Age restrictions?
- Safety equipment?
- Speed limits?
- Hours of operation?
- Town-owned parking lots?
- Power source?

Comparison

	Streets		Sidewalks	
	Micromobility	Motorized Skateboards & Play Vehicles	Micromobility	Motorized Skateboards & Play Vehicles
Mesa	Yes	Yes	Yes*	Yes*
Chandler	Depends	Yes	Yes	Yes
Tempe	Yes	Yes	No	No
Gilbert	Depends	Depends	Yes	No
Scottsdale	Depends	Depends	Yes*	No

Options To Discuss – Seeking Direction



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3. The use of micromobility/self-propelled devices in/on Town-owned trails and parks.

Why are we seeking direction from the Council?



We do not have any current laws or codes that regulate these devices on the streets, sidewalks, or other public areas of the Town.
2. The regulation of micromobility, bicycle, or other related rental services who may seek to operate in the community.



Other jurisdictions in the area have had rideshare companies deploy devices without any established programs or infrastructure, resulting in a variety of issues/problems.

Town Codes Updates



#2 The regulation of micromobility, bicycle, or other related rental services who may seek to operate in the community.

Proposed Town Code updates would require a licensing program & conditions for the following areas:

- Application & licensing process
- Liability insurance
- Assumption of risk & indemnification agreement for user/operator
- Terms & conditions (T&Cs) for users
- Notification process for T&Cs, indemnification, local laws, etc.
- Permissible vehicle/platform type(s)
- Designated parking/deployment areas
- Response times for obstructions
- Relocation or impoundment process
- Geofencing (speed, prohibited areas)
- Designated parking/deployment areas
- Response times for obstructions
- Vehicle Identification markings
- Data sharing requirements
- Public reporting processes/portal (SCF)



Specific discussion points (Rideshare Licensing Program)

- Application & Licensing requirements?
- Community/business outreach?
- Pilot program?
- Fees?
- Areas of operation?
- Staging/deployment areas?
- Damage reimbursement?
- Data Sharing?
- Age restrictions?
- Speed limits?
- Hours of operation?

Comparison

	Rideshare Licensing Programs
Mesa	Yes
Chandler	Yes*
Tempe	Yes
Gilbert	Yes*
Scottsdale	No

Options To Discuss – Seeking Direction



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3. The use of micromobility/self-propelled devices in/on Town-owned trails and parks.

Why are we seeking direction from the Council?



Council directed staff to review this issue after receiving a variety of feedback from the community.



There are infrastructure considerations for deployment.



Current laws or codes prohibit these devices in/on Town-owned trails and parks.



Since January 2022, parks & recreation have received approximately 120 calls for service related to complaints, concerns, or problems involving these devices.

The use of micromobility/self-propelled devices in/on Town-owned trails and parks.



Infrastructure & Funding



The trails are currently 10' in width and could be widened in many places to 15' in width (with exceptions). This would allow for striping to accommodate two-way wheeled traffic.

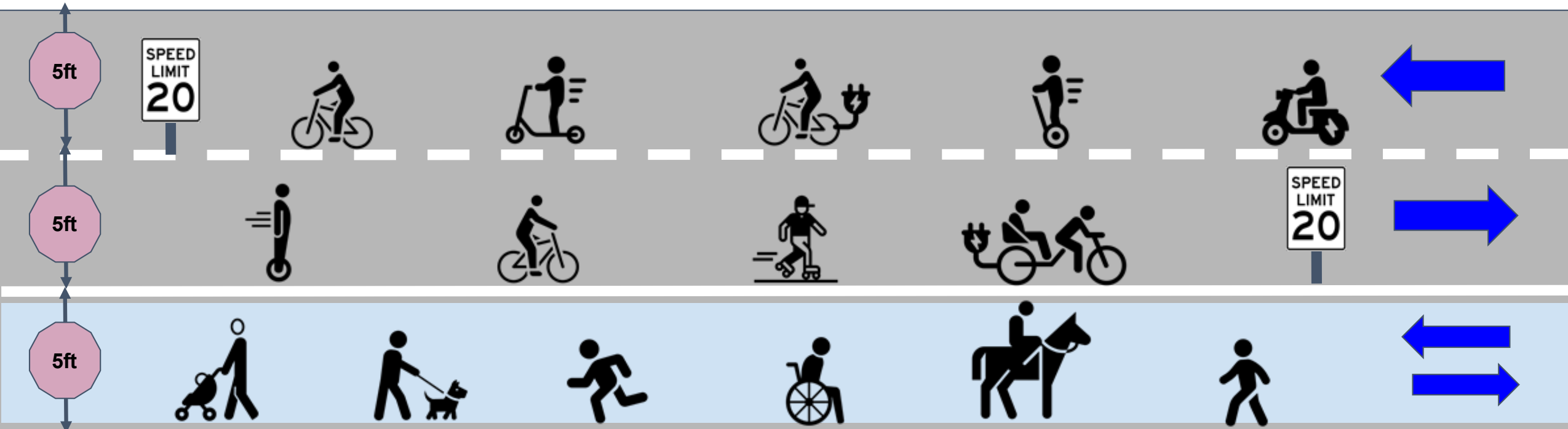
Estimated costs are as follows:

- Queen Creek Wash - Power to Crismon: \$7.9 Million
- Sonoqui Wash - Power to Hawes: \$6.5 Million
- **Total: \$14.4 Million to expand existing trail (where possible)**



Infrastructure Considerations

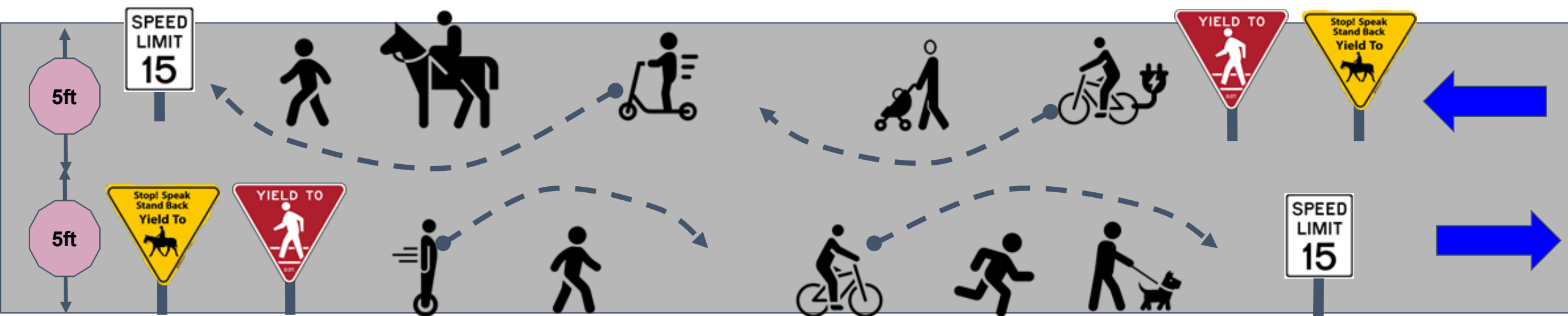
Possible configuration with 15 feet of pathway



Infrastructure Considerations



Possible configuration with existing pathway (10 feet)





Infrastructure & Funding



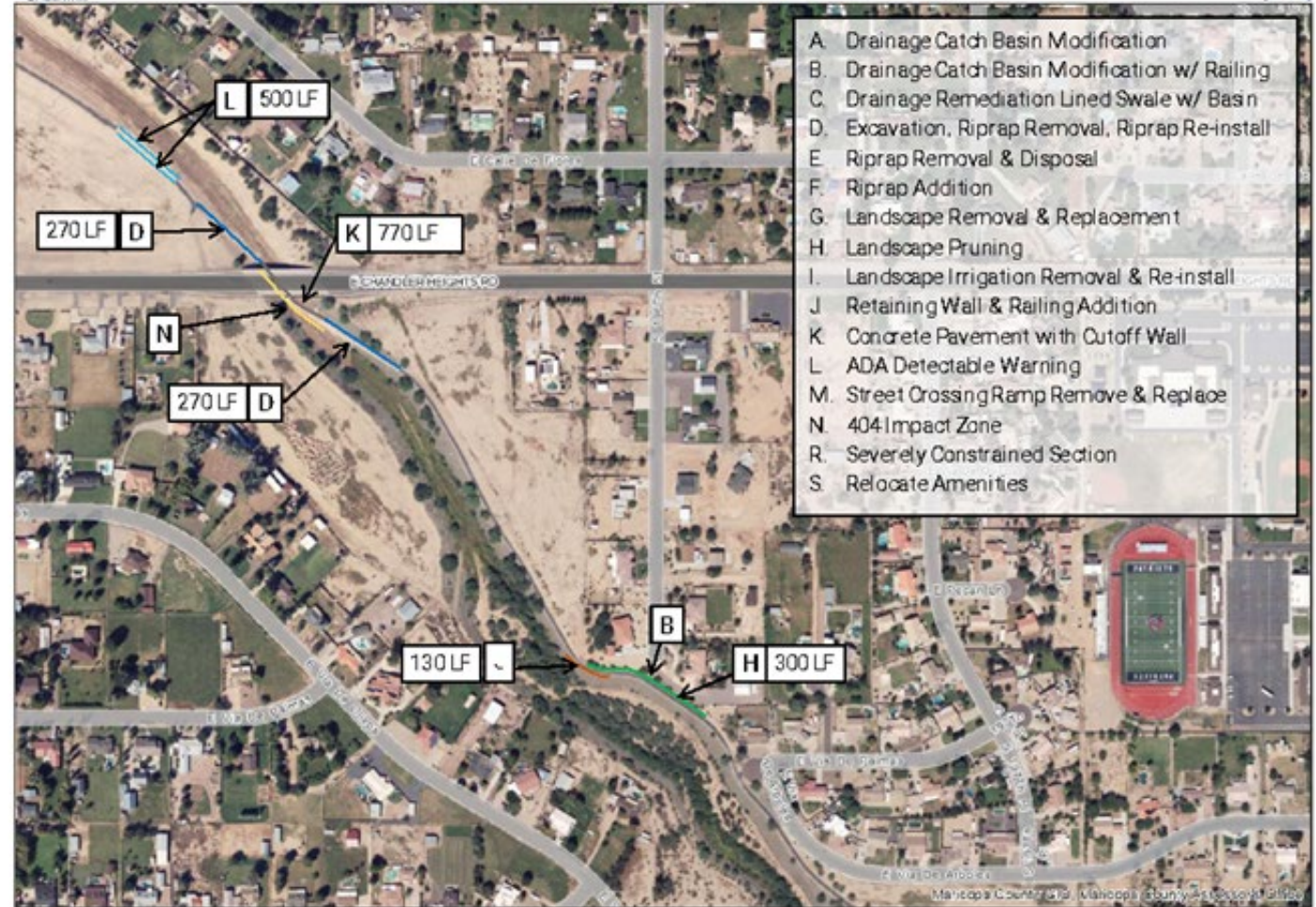
- Cost estimates are not currently included in the FY24 budget.
- Significant issues relative to expanding the trails on both washes.
- Extensive or pervasive landscaping along the trail would be costly to remove.
- Removal or relocation of buried riprap (erosion control) would be costly.
- There are several areas where private property creates “pinch-points” and would not allow any further widening without further land acquisition or construction of retaining walls.
- Several areas would require additional slope protection, drainage management, and landscape rebuilding.
- The costs below would consist of existing trail portions only. Future trail development would include the costs for 15’ width if that is Council’s direction.
- Areas of the Zoning Ordinance would need to be updated should the trail width be expanded to 15’.

Sonoqui Wash



MARICOPA COUNTY

Sonoqui Wash Trail - Segment 3



Queen Creek Wash



Queen Creek Wash Trail - Segment 4



Town Codes Updates



#3 The use of micromobility/self-propelled devices in/on Town-owned trails and parks.

Proposed Town Code updates would address or include the following areas:

- Definitions
- Owner/operator responsibilities
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- Speed/prudent operations
- Obstruction of public property
- Driving/operation on private property
- Pedestrian interaction
- Required equipment
- Parent, guardian, and custodian responsibilities
- Relocation, removal, & impoundment
- Zoning & subdivision ordinances



Specific discussion points (Trails & Parks)

- Maintain the status quo?
- Allow devices but wait for infrastructure improvements?
- Allow devices without infrastructure improvements?
- Create an infrastructure plan?
- What devices are permissible?
- Power source?
- Age restrictions?
- Safety equipment?
- Speed limits?
- Hours of operation?

Comparison

	Parks & Trails	
	Micromobility	Motorized Skateboards & Play Vehicles
Mesa	No	No
Chandler	Yes	Yes
Tempe	Yes*	Yes*
Gilbert	Yes	No
Scottsdale	Yes*	No

Questions

