

ORDINANCE 25-12

AN ORDINANCE AMENDING TITLE 10 OF THE SANDY CITY MUNICIPAL CODE, "STREETS AND PUBLIC IMPROVEMENTS", CHAPTER 10-9, "MOTOR ASSISTED SCOOTERS" TO INCLUDE ELECTRIC ASSISTED BICYCLES (ALSO KNOWN AS "E-BIKES")

WHEREAS, a request has been made to revise Title 21 of the Sandy City Municipal Code, Chapter 10-9, "Motor Assisted Scooters". The purpose of the code amendment is to add electric assisted bicycles (also known as "e-bikes"); and

WHEREAS, the Sandy City Council finds that the provisions of this ordinance further the health, safety, and welfare of City residents and visitors;

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

Section 1. Amendment. Title 10, Chapter 10-9, is amended as shown on **Exhibit "A"**, which is attached hereto and by this reference made a part hereof.

Section 2. Severable. If any part of this ordinance or the application thereof to any person or circumstances shall, for any reason, be adjudged by a court of competent jurisdiction to be unconstitutional or invalid, such judgement shall not affect, impair or invalidate the remainder of this ordinance or the application thereof to other persons and circumstances, but shall be confined in its operation to the section, subdivision, sentence or part of the section and the persons and circumstances directly involved in the controversy in which such judgment shall have been rendered. It is hereby declared to be the intent of the City Council that this section would have been adopted if such invalid section, provisions, subdivision, sentence or part of a section or application had not been included.

Section 3. Effective. This ordinance shall become effective upon publication of a summary thereof.

PASSED AND APPROVED this 20 day of May, 2025.

Signed by:

Aaron Dekeyser

820AF01848CF4A9...

Aaron Dekeyser
Sandy City Council Chair

ATTEST:

DocuSigned by:

Wendy R...

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City Recorder



EXHIBIT “A”

- CODE OF ORDINANCES
Title 10 - STREETS AND PUBLIC IMPROVEMENTS
CHAPTER 10-9. MOTOR ASSISTED SCOOTERS

CHAPTER 10-9. MOTOR ASSISTED SCOOTERS *and* ELECTRIC ASSISTED BICYCLES

Sec. 10-9-1. Authority and Purpose.

Utah law authorizes the city councils generally to enact ordinances and regulations necessary and proper to provide for the safety, to preserve the health, and to improve the peace, good order, comfort, and convenience of the city and its inhabitants. Furthermore, Utah law permits cities to regulate the use of streets, sidewalks, crosswalks, bridges, parks, trails, and other public grounds, including the movement of pedestrian and vehicular traffic and other conduct that interferes with or impedes such traffic. Moreover, Utah law permits cities to regulate the operation of motor assisted scooters *and electric assisted bicycles* within its jurisdiction. Sandy City (the "City") desires to enhance mobility and access, ease traffic congestion, and promote sustainability. Consistent with that desire, this chapter establishes rules and regulations to facilitate the use of motor assisted scooters *and electric assisted bicycles* in the City, including scooter-share programs, while ensuring protection of the safety and well-being of pedestrians, users of other micro-mobility devices and other users of the public sidewalks, streets, other public rights-of-way and other public grounds.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-2. Scope.

This chapter does not apply to motor vehicles, motorcycles, mopeds, motor driven cycles, electric personal assistive mobility devices, or low-profile motorized vehicles.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-3. Definitions.

The general definitions in Title 1, Chapter 1, Section 1-1-2 shall apply to this chapter except to the extent they conflict with the following:

Abandon means leaving an item unattended for any length of time.

Electric assisted bicycle (e-Bike) means:

(1) a bicycle with an electric motor that:

- a. has a power output of not more than 750 watts;
- b. has fully operable pedals;
- c. has permanently affixed cranks that were installed at the time of original manufacture;
- d. is fully operable as a bicycle without the use of the electric motor; and
- e. is one of the following:
 - (A) a class 1 electric assisted bicycle;
 - (B) a class 2 electric assisted bicycle;
 - (C) a class 3 electric assisted bicycle; or

(D) a programmable electric assisted bicycle;

(E) all four as defined by State law.

- (2) Electric assisted bicycle does not include a moped, a motor assisted scooter, a motorcycle, a motor-driven cycle, or any other vehicle with less than four wheels that is designed, manufactured, intended, or advertised by the seller to have any of the following capabilities or features, or that is modifiable or is modified to have any of the following capabilities or features:
- a. has the ability to attain the speed of 20 miles per hour or greater on motor power alone;
 - b. is equipped with a continuous rated motor power of 750 watts or greater; or
 - c. is equipped with foot pegs for the operator at the time of manufacture, or requires installation of a pedal kit to have operable pedals; or
 - d. if equipped with multiple operating modes and a throttle, has one or more modes that exceed 20 miles per hour on motor power along.

Fleet manager means the person responsible for the daily operations of a scooter-share program, who must be based in the City.

Geo-fence or geo-fencing means a feature in a software program using a global positioning system ("GPS") or radio frequency identification ("RIFD") technology to define virtual geographical boundaries.

Handheld wireless communication device means a handheld device used for the transfer of information without the use of electrical conductors or wires, including a:

- (1) Wireless telephone;
- (2) Text messaging device;
- (3) Laptop;
- (4) Any substantially similar communication device that is readily removable from the vehicle and is used to write, send, or read text or data through manual input.

Licensee means any scooter-share operator who obtains and holds a business licensee as required by this chapter.

Motor assisted scooter (e-Scooter) means:

- (1) A self-propelled device with:
 - a. At least two wheels in contact with the ground;
 - b. A braking system capable of stopping the unit under typical operating conditions;
 - c. An electric motor not exceeding 2,000 watts or other motor providing equivalent power;
 - d. Either.
 - 1. Handlebars and a deck design for a person to stand while operating the device; or
 - 2. Handle bars and a seat designed for a person to sit, straddle, or stand while operating the device; and
 - e. A design for the ability to be propelled by human power alone; and
 - f. Capable of a maximum speed of 20 miles per hour on a paved level surface; and
- (2) Does not include bicycles, ~~motor~~ electric assisted bicycles, motorcycles, mopeds, motor driven cycles, electric personal assistive mobility devices or low-profile motorized vehicles.

Park or parking means the process or result of stopping, standing, leaving unattended, or abandoning any e-Scooter or e-Bike.

Public right-of-way means any public alley, parkway, public transportation path, roadway, street, sidewalk, or trail owned, granted by easement, operated, or controlled by the City.

Scooter-share operator means a person offering a shared e-Scooter for hire.

Scooter-share program means the offering of a shared e-Scooter for hire.

Shared e-Scooter means an e-Scooter offered for hire.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-4. e-Scooters.

(a) Required Equipment.

- (1) e-Scooters and e-Bikes may not be operated at nighttime unless equipped with:
 - a. A forward-facing lamp that emits a white light visible from a distance of at least 500 feet to the front.
 - b. A rear facing red lamp that emits flashing or non-flashing light visible from a distance 500 feet to the rear.
 - c. Reflective material of sufficient size and reflectivity to be visible or a lamp that emits light visible from both sides from a distance of at least 500 feet.
 - d. All e-Scooters and e-Bikes shall be equipped with a working bell, horn, or other sound mechanism, but not with a siren or whistle.

(b) Rules of Operation.

- (1) E-Scooters and e-Bikes shall be operated in bikeways or multi-use trails, where available.
- (2) If bikeways or multi-use trails are not available, e-Scooters and e-Bikes may be operated ~~on sidewalks~~ or within the shoulder of any street outside the striped travel lane, if available.
- (3) If ~~sidewalks and~~ shoulders of any street outside the striped travel lane are not available, e-Scooters and e-Bikes may be operated on streets, but riders must stay to the right of vehicular travel lanes.
- (4) E-Scooters and e-Bikes may not be operated in vehicular travel lanes on streets with a speed limit greater than 35 miles per hour.
- (5) E-Scooters and e-Bikes are prohibited on sidewalks.
- (5) In bikeways or on multi-use trails, e-Scooters and e-Bikes shall yield the right-of-way to bicycles.
- (6) ~~On sidewalks, e-Scooters shall yield the right-of-way to pedestrians.~~
- (7) E-Scooters and e-Bikes shall yield to pedestrians under all circumstances.
- (8) E-Scooters and e-Bikes shall be operated in accordance with rules applicable to pedestrians when crossing through crosswalks.
- (9) Helmets are strongly recommended for all riders.
- (10) Riders shall ride responsibly and safely.
- (11) e-Scooter riders shall be at least 18 years of age.

- (12) An individual under 16 years old may not operate a class 3 e-Bike.
- (13) An individual under 14 years old may not operate an e-Scooter or an e-Bike with the electric motor engaged on any public property, highway, or path unless the individual is under the direct supervision of the individual's parent or guardian.
- (14) An individual under 8 years old may not operate an e-Scooter or an e-Bike with the electric motor engaged on any public property, highway, or path.
- ~~(12 15)~~ An owner of an e-Scooter shall not authorize or knowingly permit a person under the age of ~~16~~ 18 to operate an e-Scooter.
- ~~(13 16)~~ Riders shall obey all state traffic laws and city traffic and other local laws.
- ~~(14 17)~~ Riders shall obey all traffic-control devices.
- ~~(15 18)~~ While operating an e-Scooter or an e-Bike, riders shall not use a handheld wireless communication device or carry any package, bundle, or article which prevents the use of both hands in the control and operation of the e-Scooter or e-Bike.
- ~~(16 19)~~ E-Scooters and e-Bikes shall not be operated on private property without the permission of the owner of the property.
- ~~(17 20)~~ A person shall not operate an e-Scooter or an e-Bike while consuming an alcoholic beverage or while under the influence of alcohol or any drug to a degree that renders the operator incapable of safely operating a motor vehicle within the City as set forth in U.C.A. 1953, § 41-6a-502.

(c) *Rules of Parking.*

Any e-Scooter that is not in use shall be secured to a permitted dock rack or corral or otherwise placed as required below:

- (1) E-Scooters and e-Bikes shall be parked upright on a hard surface.
- (2) E-Scooters and e-Bikes shall not, at any time, be placed or left in such a way as to impede the normal operation or the free flow of pedestrian and vehicular traffic, including in the following areas:
 - a. Any multi-use path.
 - b. Any vehicle travel lane or bikeway.
 - c. Any vehicle parking space.
 - d. Any UTA TRAX or other public transit boarding platform.
 - e. Anywhere that impedes safe access to or egress from a UTA bus.
 - f. Within 15 feet of any building access or egress, including driveways.
 - g. Within ten feet of any Utah Transit Authority bus stop sign.
 - h. Within 30 feet of any ADA ramp or access of any kind.
 - i. Anywhere that impedes the use of an existing permitted docking station or corral for e-Scooters or other mobility devices.
 - j. Within 15 feet of any traffic signal pole.
 - k. Within 20 feet of any existing dock, rack or corral used exclusively for dock-based shared mobility devices.
 - l. Within landscape, planting or gardening beds.

- m. On private property without permission of the owner of the property.
- n. Within any other zone/spot where the City has determined parking is prohibited.
- (3) e-Scooters and e-Bikes may be parked on blocks without sidewalks only if the paved shoulder is at least five feet wide, the e-Scooter or e-Bike is not parked adjacent to a red-painted curb, and the e-Scooter or e-Bike does not impede pedestrian or vehicular traffic.
- (d) *Enforcement.*
 - (1) A person who violates the provisions of this chapter is guilty of an infraction.
 - (2) E-Scooters and e-Bikes placed or otherwise left in violation of the requirements of this section may be relocated or impounded at the owner's expense. The owner shall be assessed a relocation and storage fee as specified in Section 10-9-6(c).

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-5. Scooter-Share Programs.

- (a) *License and Fees.*
 - (1) No person shall permit a shared e-Scooter owned or controlled by such person to be in service for hire upon the streets of the City unless such person is authorized to do so under a business license obtained from the City.
 - (2) No person shall operate a scooter-share program in the City without first obtaining a business license as required in Title 15.
 - (3) A license granted under this chapter shall expire on December 31 each year, and is subject to annual or renewal, unless sooner revoked, suspended, or relinquished.
 - (4) A license granted under this chapter is non-transferable.
 - (5) Licensee shall pay the applicable business licensing fees required in Title 15, as established by resolution of the City Council.
 - (6) In addition to the business licensing fees required in Title 15, City Council may require as fees the City's reasonable and necessary costs in administering scooter-share programs and a reasonable fee for the use of the City's rights-of-way.
 - (7) Any such fee must be commensurate and proportional to fees charged for similar uses.
- (b) *Denial, Revocation and Suspension.*

The City may deny, revoke, or suspend a license granted under this chapter in accordance with the provisions of business licensing, Title 15. In addition to other provisions in Title 15, the City may deny, suspend, or revoke any license for the following reasons:

- (1) Failure to provide the information requested or required by the City.
- (2) Operating or proposing to operate in a manner that endangers public health or safety.
- (3) Failure to comply with any provision of this chapter (or successor provision or provisions) or any term or condition imposed on the licensee.
- (4) Cancellation for any reason of any insurance policy issued to licensee. The license is automatically suspended. To reinstate the license, the licensee shall provide a new certificate and insurance policy to the City.

(c) *License Application.*

- (1) To obtain a license, an applicant shall submit to the Business Licensing Division an application containing the following:
 - a. The business name, street address, mailing address, email address, and telephone number of the applicant.
 - b. The name, phone number and email address of the applicant's fleet manager. Any change in this information must be reported to the Business Licensing Division within 24 hours of the change.
 - c. A phone number, available 24 hours a day seven days a week, for the public and the City to report improperly parked, abandoned, damaged or inoperable shared e-Scooters and other violations.
 - d. The number and types of shared e-Scooters to be operated in the City;
 - e. Proof of the applicant's business filing in compliance with State law, including applicant's registered agent information.
 - f. The applicant's proposed operations in the City including the plan for balanced shared e-Scooters for Citywide coverage, the plan for shared e-Scooter maintenance, plan for customer service, and levels of staff for operations and administration.
 - g. The applicant's plans to educate users of shared e-Scooters about applicable State and City traffic laws, this chapter and other applicable laws, regulations, and guidelines.
 - h. The applicant's plans to implement safety programs, including a program by which the applicant will receive information about and notify users of inappropriate use and a deactivation program.
 - i. The applicant's GPS enabled tracking system, or such other tracking system as may be acceptable to the City.
 - j. The applicant's plans to regularly share accurate and reliable historical and survey data regarding ridership, maintenance, and safety issues concerning the applicant's fleet.
 - k. The applicant's plans to comply with Federal, State, and local data privacy laws and otherwise to protect the privacy of personal information provided by users.
 - l. Proof of insurance coverage as required by this chapter.
 - m. An agreement to indemnify the City as required by this chapter.
- (2) An applicant shall notify the Business License Division within ten days of any change in the information contained in the application. If the information includes an increase in the number of shared e-Scooters, any additional fees due must be submitted to the Business License Division simultaneously with the change in information.

(d) *Insurance.*

- (1) A scooter-share operator shall procure and keep in full force and effect no less than the insurance coverage required by this section through a policy or policies written by an insurance company that:
 - a. Is authorized to do business in the State of Utah with a Bests' rating of no less than A-, IX.
 - b. Is acceptable to the City.
 - c. Does not violate the ownership or operational control prohibition described in this section.
- (2) The insured provisions of the policy shall name the City and its elected and appointed officers, employees, and volunteers as additional insureds, and the coverage provisions shall provide coverage

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- for any loss or damage that may arise to any person or property because of, arising out of, or by reason of the operation of a scooter-share program.
- (3) The scooter-share operator's insurance coverage shall be a primary insurance as respects to the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees or volunteers shall be in excess of the scooter-share operator's insurance and shall not contribute with it.
- (4) A scooter-share operator shall maintain the following insurance coverage dedicated exclusively for the operation of shared e-Scooters:
- a. Commercial general liability insurance coverage with a limit of \$1,000,000.00 each occurrence and \$5,000,000.00 aggregate.
 - b. Automobile insurance coverage with a limit of \$1,000,000.00 each occurrence and \$1,000,000.00 aggregate.
 - c. Umbrella or excess liability coverage with a limit of \$5,000,000.00 each occurrence and \$5,000,000.00 aggregate.
 - d. Workers' compensation coverage of no less than required by Utah law.
- (5) Insurance required under this section shall:
- a. Include a cancellation provision in which the insurance company is required to notify the Business Licensing Division in writing not fewer than 30 days before cancelling the insurance policy (for a reason other than non-payment) or before making a reduction in coverage.
 - b. Include a cancellation provision in which the insurance company is required to notify the Business Licensing Division in writing not fewer than ten days before cancelling for nonpayment.
 - c. If any insurance policy is cancelled for any reason, the license granted under this chapter is automatically suspended. To reinstate the license, the licensee shall provide a new certificate and policy of insurance to the City.
 - d. Cover all shared e-Scooters during the times that the shared e-Scooters are deployed or operating in furtherance of the scooter-share program.
 - e. Include a provision requiring the insurance company to pay every covered claim on a first-dollar basis.
 - f. Comply with all Federal, State, and local laws.
- (6) No person who has a 20 percent or greater ownership interest in the scooter share program may have an interest in the insurance company.
- (7) A scooter-share operator may not be self-insured.
- (8) Proof of the insurance coverage required in this section shall be on file with and approved by the City prior to issuance of a license to operate and must remain in effect during the term of the license and any renewal of the license.
- (e) *Indemnification.*
- (1) To the fullest extent permitted by law, a scooter-share operator shall indemnify, save harmless, and defend the City and its elected and appointed officers, employees, volunteers, and other representatives, individually and collectively, from and against any and all actions, claims, demands, liability, liens, damages, losses, expenses, fees, fines, penalties, costs, including attorneys' fees, and suits of any kind and nature, including, but not limited to, personal or bodily injury, death and property damage made upon the City directly or indirectly arising out of, resulting from, or related to the City's

issuance of a license, the decision to approve a scooter-share license, the process used by the City in making its decision to issue a license, the negligent or reckless operation of a scooter-share program, the negligent or reckless operation of shared e-Scooters, or the negligent, reckless, or intentional acts, errors or omissions of the scooter-share operator, its officers, employees, and agents.

- (2) If the City's tender of defense, based on this indemnity provision, is rejected by the scooter-share operator, and the scooter-share operator is later found by a court of competent jurisdiction to have been required to indemnify the City, then in addition to any other remedies the City may have, the scooter-share operator shall pay the City's reasonable costs, expenses, and attorneys' fees incurred in providing such indemnification, defending itself, or enforcing this provision.
 - (3) The indemnity in this section shall not apply to any liability resulting from the City's negligence or willful misconduct.
 - (4) The City shall have the right, at its option, to participate in such defense, including retention of separate advisory legal counsel, without relieving the scooter-share operator of any of its obligations under this indemnity.
- (f) *Limitations on City Liability.*
- (1) The City does not assume any liability whatsoever with respect to having issued a license under this chapter or otherwise approving the operation of any scooter-share program.
 - (2) The City is not responsible to educate users on how to ride, safely operate, where and how to park, or use safety equipment.
 - (3) The city is not responsible for providing security at any location where licensee's shared e-Scooters are stored, located, parked or abandoned by licensee or its users.
- (g) *Licensees' Responsibility.*
- The licensee shall:
- (1) Provide a local fleet manager, or another designated representative, who shall be available to respond in a timely manner to all safety concerns, complaints, questions, relocation requests or any other issues.
 - (2) Maintain a 24 hour customer service toll-free phone number and email address for City employees, riders, and the public to report safety concerns, complaints, or to ask questions.
 - (3) Implement a marketing and targeted community outreach plan at its own cost or, at City's request licensee shall pay an in-lieu fee to City to provide these services, to promote the proper and safe use of shared e-Scooters citywide.
 - (4) Provide City with a list individually identifying all shared e-Scooters in licensee's fleet.
 - (5) Make any shared e-Scooter unavailable to riders for which a safety or maintenance concern is reported and remove the shared e-Scooter from City's rights-of-way usually within two hours, but not later than four hours, of receiving notice.
 - (6) Regularly inspect, clean and repair all shared e-Scooters.
 - (7) Respond to requests for rebalancing or reports of incorrectly parked or unsafe/inoperable shared e-Scooters by relocating, re-parking, or removing the shared e-Scooters as appropriate, usually within two hours, but not later than four hours, of receiving notice.
 - (8) Operate all motor vehicles for pickup and deployment of shared e-Scooters only on public roads, streets, alleys, and other rights-of-way specifically designated for use by motor vehicles.

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- (9) Remove all shared e-Scooters from City's rights-of-way during times that a storm warning or weather advisory is in effect for the Sandy, Utah area or when snow is on the City's rights-of-way.
 - (10) Educate all riders by means of signage and through a mobile or web application regarding the laws applicable to riding, operating, and parking shared e-Scooters, including the Rules of Operation and Parking in Section 10-9-4(b) and (c).
 - (11) Include language in licensee's end user agreement indicating that its riders are responsible to comply with the operating and parking regulations in this chapter and all applicable State and City laws.
 - (12) Require riders to take a photo of the parked shared e-Scooter with the unique identification number readily visible and submit the photo to licensee when the riders park their shared e-Scooter at the end of the ride.
 - (13) Collaborate with City to address areas where e-Scooters are observed to routinely either be in violation of this chapter or where the use of e-Scooters for other reasons shows the need for additional operational changes.
 - (14) Repair, replace or otherwise restore any part of City's real or personal property that is damaged, lost or destroyed arising out of, resulting from, caused by, or related to licensee's or its customers' use of City property.
- (h) *Required Equipment.*
- In addition to the equipment required in Section 10-9-4(a), all shared e-Scooters shall:
- (1) Comply with the most recent applicable safety standards established by Federal, State, or City law.
 - (2) Be consistent with current industry standards for dockless e-scooters. Licensee shall comply with an e-scooter standard or regulation enacted or adopted by the State of Utah or federal agency.
 - (3) Be equipped with global positioning satellite ("GPS") systems and geofencing technology to prevent their use outside the permitted operating hours and to be remotely rendered inoperable if reported as damaged, defective, or otherwise unsafe.
 - (4) Have a unique identification number prominently displayed and readily visible to riders, City employees and any member of the public.
 - (5) Prominently display readily visible contact information, including toll-free phone number and e-mail address.
 - (6) Not display any 3rd party advertising.
- (i) *Deployment and Placement Regulations.*
- (1) All shared e-Scooters shall comply with the rules of parking in Section 10-9-4(c).
 - (2) Licensee shall conduct its daily deployment of e-Scooters in groupings of not more than ten e-Scooters.
 - (3) To the extent licensee desires to deploy or have its riders park shared e-Scooters in areas other than the public rights-of-way (e.g., parks, plazas, parking lots, private property, or transit stations), licensee shall first obtain the right to do so from the appropriate City department, other public agency, or property owner, and shall communicate this right to riders through signage or other notification approved by the respective department and/or through a mobile or web application.
- (j) *Data Sharing.*
- (1) At least monthly, licensee shall provide City's Transportation Engineer with accurate and complete fleet and ride activity data, in an anonymized fashion, for completed trips starting and/or ending within City on a shared e-Scooter owned by licensee or of any person or company controlled by, controlling, or

under common control with licensee. Such trip data shall include, but not be limited to, origin and destination, distance traveled per use, path traveled, operating speed, and daily initial deployment locations. To ensure individual privacy:

- a. The trip data shall be provided via an application programming interface, subject to licensee's license agreement for such interface, in compliance with a national data format specification.
 - b. The trip data provided shall be treated as trade secret and proprietary business information, provided licensee makes a written request therefor as required by Utah's Government Records Access and Management Act ("GRAMA") 63G-2-305(2), and may not be disclosed to third parties without licensee's consent, and may not be treated as owned by City to the extent allowed by Utah law.
 - c. The trip data shall be considered private information, and, pursuant to U.C.A. 1953, § 41-6a-1115.1, may not be disclosed under Title 63G, Chapter 2, GRAMA, pursuant to a public records request received by City without prior aggregation or obfuscation to protect individual privacy.
- (2) At its sole expense, licensee may take any lawful actions to prevent disclosure of the information shared with City.
- (3) Licensee shall keep true, accurate and complete records showing all trip activity and data within City.
- (k) *Fleet Size.*

Licensee shall begin operations with a fleet size of not more than 200 shared e-Scooters. Licensee may increase its fleet size if it can demonstrate to City's satisfaction an upward trend in rides per day. Two weeks before deployment, licensee shall notify City of its proposed plan to increase its fleet size. City may require licensee to reduce its fleet size if its fleet provides on average less than one rider per shared e-Scooter per day.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-6. Enforcement.

- (a) City may, with or without notice, inspect any shared e-Scooter operating under this chapter to ensure compliance with scooter-share operator's license, this chapter and other applicable laws.
- (b) City may remove e-Scooters **or e-Bikes** temporarily for the purpose of:
 - (1) Street maintenance;
 - (2) Avoiding construction conflicts; and
 - (3) Avoiding conflicts with special events.
- (c) Unlawfully parked, inoperable, damaged, or abandoned e-Scooters **and e-Bikes**, if not relocated, re-parked, or removed as required in this chapter or has been parked in one location for more than 72 hours without moving, are declared a nuisance and may be immediately impounded by the City and stored in a City facility. **at the expense of the scooter share operator and/or owner.**
 - (1) The City shall assess a one-time relocation and storage fee of \$35.00 for each e-Scooter **or e-Bike** the City relocates and stores pursuant to this section. The fee is intended to cover the City's labor and storage costs. **Scooter-share operators are responsible for all relocation and storage fees concerning scooter-share e-Scooters. Owners of e-Scooters or e-Bikes are responsible for all relocation and storage fees of their owned e-Scooters or e-Bikes.**
 - (2) No person shall retrieve any impounded e-Scooter **or e-Bike** except upon demonstrating proper proof of ownership of the device and payment of applicable impound fees.

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- (d) If a scooter-share operator fails to repair, replace or restore City property as required by this chapter, the scooter-share operator shall pay promptly City's costs in making such repairs, replacements or restorations within 30 days upon receiving written notice of the costs.
 - (e) City shall have the right at reasonable times to view a scooter-share operator's data as it relates to the number of trips taken within City's limits. If City's audit reveals a deficiency in any payment of fees due from the scooter-share operator based on the number of trips taken, then the deficiency shall become and is immediately due and payable.
 - (f) All amounts due or that become due under this chapter shall be considered delinquent 15 days after the due date and shall be assessed a late fee in the amount of 25 percent per year from the date of delinquency.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)

Sec. 10-9-7. Inconsistent City Code Provisions.

This chapter controls over any previously enacted ordinance or provision of the City Code to the extent there is any conflict.

(Ord. No. 20-02, § 1(Exh. A), 7-14-2020)