

ORDINANCE NO. D-2796-25

**AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF CARMEL, INDIANA,
AMENDING CARMEL CITY CODE CHAPTER 3, ARTICLE 2, SECTION 3-58, CHAPTER 6,
ARTICLE 4, SECTION 6-63, CHAPTER 8, ARTICLE 4, SECTIONS 8-40 AND 8-41, CHAPTER 8,
ARTICLE 5, SECTION 8-46, AND ADDING CHAPTER 8, ARTICLE 4, SECTION 8-44**

Synopsis: Ordinance establishing regulations of the use of Micromobility Devices within the City of Carmel

WHEREAS, the City of Carmel (the “City”) desires to provide safe, efficient, and sustainable transportation options for its residents, visitors, and businesses; and

WHEREAS, the use of Micromobility Devices, such as electric scooters, electric bicycles and others, has increased substantially, offering a convenient, environmentally conscious, and affordable mode of transportation for short-distance trips; and

WHEREAS, it is essential to establish clear regulations governing the operation of Micromobility Devices and other devices to ensure the safety of riders, pedestrians, and other users of City’s multi-use trails, sidewalk, trail, and road networks, and to promote sustainable transportation options while managing potential conflicts, minimizing risks to riders, pedestrians, and congestion, and maintaining the high quality of life enjoyed by Carmel residents; and

WHEREAS, these regulations are intended to complement and not supersede existing state and federal laws pertaining to the operation of motor vehicles and other transportation devices.

NOW, THEREFORE, BE IT ORDAINED, by the Common Council of the City of Carmel, Indiana, as follows:

Section 1. The foregoing Recitals are fully incorporated herein by this reference.

Section 2. Chapter 8 Article 4 Section 8-44 of Carmel City Code is hereby amended and shall read as follows:

“§ 8-44 Micromobility Devices.

(1) *Purpose.* The purpose of this section is to regulate the use of Micromobility and E-Moto Devices within the City of Carmel to ensure public safety, manage congestion, and promote sustainable transportation options while minimizing risks to riders, pedestrians, and other users of City’s multiuse paths, greenways, sidewalks, trails, and road networks.

(2) *Definitions.* For the purpose of this section, the following definitions shall apply:

Micromobility Device. Any open-air device designed for personal transportation, propelled wholly or in part by a mechanical or electrical motor, regardless of whether it also incorporates human power, and typically operating at lower speeds than traditional motor vehicles like cars or motorcycles, and not exceeding three (3) feet in width. The term does not include motorized wheelchairs, assistive

mobility electric scooters, electric knee scooters, golf carts, go-karts, low speed vehicles, electric trikes, electric mopeds capable of reaching speeds exceeding twenty (20) miles per hour, electric motorcycles and other E-Moto Devices.

Electric-Scooter (E-Scooter). A device weighing one hundred (100) pounds or less that is equipped with two or three wheels, handlebars, and an electric motor, and which is-powered by an electric motor that is capable of powering the device with or without human propulsion at a maximum speed on a paved level surface of no more than twenty (20) miles per hour. The term does not include assistive mobility electric scooters, electric knee scooters.

E-Bike or E-Bicycle. A bicycle with an electric or mechanical motor that assists pedaling, classified into Class 1 (pedal-assist up to 20 miles per hour), Class 2 (throttle and pedal e-assisted up to 20 miles per hour), and Class 3 (pedal-assist up to 28 miles per hour), and complies with applicable regulations of Indiana Code 9-21-11- et seq, as amended.

E-Moto Device. A device powered by electric or mechanical motor that typically exceeds 750 watts and capable of generating speed when powered solely by the motor of more than twenty (20) miles per hour or more. Examples of E-Moto Device include, but are not limited to, electric motorcycles, electric mopeds, off-road electric dirt bikes, electric trikes, and other non-classified devices. The term does not include golf carts or low speed vehicles.

Greenway Trails. The following multi-use trails within the City of Carmel: the Monon Greenway, the Hagan-Burke Trail, the Greyhound Trail, Bear Creek, the White River Greenway, and other greenway trails that may be designated by the City of Carmel or the Carmel Clay Parks and Recreation Board or its Department in the future.

Multi-Use Trail. A paved or unpaved path designated for use by pedestrians, bicyclists, and other Micromobility Devices.

Sidewalk. A part of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.

Street. For purposes of this section, any public roadway within the City limits which is primarily used for purposes of vehicular travel.

Park. Any land owned or managed by the Carmel Clay Parks and Recreation Board or its Department.

(3) General Regulations.

(1) Permitted and Restricted Locations. Micromobility Devices may be operated in the following areas within the City of Carmel:

- a) Except for exceptions for device-specific regulations as set forth in this section, any Streets having a posted speed limit of forty (40) miles per hour or less. Operators of Micromobility Devices must adhere to the same traffic laws and regulations as bicyclists. All Micromobility Devices ridden on a Street or a roadway shall be operated in the right-hand lane. An operator of a Micromobility Device who is proceeding at less than the normal

speed of traffic shall pull over when safe to allow faster-moving traffic to pass.

- b) Designated bicycle lanes and Multi-Use Trails, including all Greenway Trails, unless otherwise restricted by signage or this section.
- c) Parks and other recreational areas, subject to regulations and closures established by the Carmel Clay Parks and Recreation Board or its Department.
- d) Micromobility Devices may be operated on public Sidewalks in a careful and prudent manner, except in areas where signage explicitly prohibits such operation, in which case users must dismount and walk their devices.

(2) Speed Limits:

- a) The maximum speed limit for Micromobility and E-Moto Devices on Streets shall be the posted speed limit of that Street. However, in no case shall a Micromobility or E-Moto Device be operated at a speed greater than thirty five (35) miles per hour unless authorized by applicable State law.
- b) On Multi-Use Trails, the maximum speed limit for Micromobility Devices shall be twenty (20) miles per hour, unless otherwise posted. Operators of Micromobility Devices must adhere to all speed limits and operational regulations established by the Carmel Clay Parks and Recreation Board or its Department when operating within any Park, Greenway Trail, or recreational area. These specific park regulations supersede any differing general requirements set forth in this section.
- c) On public Sidewalks, the maximum speed limit for Micromobility Devices shall be fifteen (15) miles per hour.
- d) When approaching crosswalks, intersections, or areas with high pedestrian traffic, operators must reduce their speed to a safe and reasonable level.

(3) Operational Rules. An operator of a Micromobility Device:

- a) Shall obey all applicable traffic laws, signals, signs, and markings;
- b) Shall yield the right-of-way to pedestrians at all times;
- c) Shall pass pedestrians at a safe distance, providing a minimum of three (3) feet of clearance if possible, and must wait until it is safe to pass;
- d) Shall immediately dismount and walk their device if passing a pedestrian cannot be executed safely, or if insufficient space exists to maintain a safe distance;
- e) Shall provide an audible advance warning (e.g., bell, horn, voice) when approaching pedestrians from behind;
- f) Shall avoid sudden or erratic movements that could endanger others;
- g) Shall give due regard to the safety of others, including those with visual, auditory, or mobility impairments;
- h) Shall keep the Micromobility Device under directional, speed, and stopping control at all time;
- i) Shall not operate in an irregular or reckless manner to disregard their own safety, others, animals, or property;
- j) When emerging from an alley, driveway, garage or building, upon approaching a Sidewalk or Multi-Use Trails extending across any such alley, driveway, garage or building, shall yield the right-of-way to all pedestrians and other users traveling on said Sidewalk or Multi-Use Trail;
- k) When entering a Street, shall yield the right-of-way to all vehicles and other users traveling on said Street; and

- l) Operators of Micromobility Devices must adhere to all speed limits and operational regulations established by the Carmel Clay Parks and Recreation Board or its Department when operating within any Park, Greenway Trail, or recreational area. These specific park regulations supersede any differing general requirements set forth in this section.
- (4) Device-Specific Regulations.
- a) Electric Scooters (E-Scooters):
 1. Shall not exceed a weight of 100 pounds.
 2. Operators of E-Scooters shall comply with all applicable regulations of Indiana Code 9-21-11-13.6, as amended.
 3. Use of locking devices to secure E-Scooters shall not damage public or private property.
 - b) Electric Bicycles (E-Bikes):
 1. Class 1, Class 2, and Class 3 E-Bikes are permitted in locations where traditional bicycles are allowed.
 2. Class 3 E-Bikes shall not be operated by persons younger than fifteen (15) years of age.
 - c) E-Moto Devices:
 1. Operation of E-Moto Devices is prohibited on all Sidewalks, and Multi-Use Trails, including Greenway Trails. Operating an E-Moto Device on Sidewalks, Multi-Use Trails, including Greenway Trails and exceeding the speed limits established for Micromobility Devices in subsection c(ii)(2)-(3) constitute additional and separate violations of this section.
 2. Operators must comply with safety and operational rules and regulations for motor driven cycles as outlined in Indiana Code 9-19- *et seq.*
- (5) Safety Requirements. In addition to requirements outlined in Chapter 8 Article 4 Section 8-40 of this Code, operators of Micromobility Devices shall comply with the following safety requirements:
- a) Helmet Use: All riders younger than sixteen (16) years of age operating Micromobility Devices, must wear a properly fitted and fastened helmet.
 - b) Distracted Operation: Operators of Micromobility Devices must not use cell phones or other electronic devices while operating the Micromobility Device, unless using a hands-free device.
 - c) Micromobility Devices may only carry the number of passengers for which they are designed.
 - d) Operators shall not attach the device or themselves to any moving motor vehicle by tow rope, hand grip or otherwise.
 - e) Operators shall not tow any other vehicle or device upon the Streets, Sidewalks, Park, ~~roads~~ or Multi-Use Trails of the City unless the vehicle or device is manufactured for such use.

- (6) Compliance with State Regulation. Operators of Micromobility and E-Moto Devices shall comply with all applicable State laws, rules and regulations relating to licensing, operation, and maintenance of such devices.
- (7) Enforcement.
- a) The City shall issue an ordinance violation citation to any person violating any provision of this section in the following amounts, which shall be processed and paid to the Carmel Ordinance Violation Bureau ("OVB") as follows:
 - 1. First Offense: One Hundred Dollars (\$100.00);
 - 2. Second Offense within the same rolling 365 day period of time: One Hundred Fifty Dollars (\$150.00); and
 - 3. Third Offense and each additional offense within the same rolling 365 day period of time: Two Hundred Fifty Dollars (\$250.00) and impoundment of the Micromobility or E-Moto Device.
 - b) Failure to pay OVB citations in the manner proscribed herein, and/or pursuant to Carmel City Code § [2-14](#), may result in formal court proceedings being initiated by the Office of Corporation Counsel.
- (8) Impoundment:
- a) Micromobility or E-Moto Devices may be impounded for repeated violations as outlined in subsection c(vii). The City or its contactor may impound Micromobility or E-Moto Devices to a private impound facility.
 - b) The owner of an impounded Micromobility or E-Moto Device, or a parent or legal guardian if the Micromobility or E-Moto Device is operated by a minor, shall be responsible for all impoundment and storage fees.
- (9) Authority. The Carmel Police Department and other designated City enforcement officers shall have the authority to enforce the provisions of this section.

Section 3. Chapter 3 Article 2 Section 3-58 of Carmel City Code is hereby amended and shall read as follows:

“§ 3-58 Establishment of Violations Bureau and Appointment of Violations Clerk.

(c) The following ordinance violations are designated as subject to admission before the Violations Clerk:

(4) All Micromobility and E-Moto Device ordinance violations described in § 8-44 subject to the schedule of fines contained in § 8-44.”

Section 4. The following subsections of Carmel City Code Section 6-63 are hereby amended and shall read as follows:

"§ 6-63 Regulation of Vehicular and Equipment Use on Sidewalks, Multi-Use Paths, Bicycle Lanes, and Roadways.

(a) *Definitions.* As used in this section, the following terms have the following meanings:

Bicycle. Any vehicle that is foot-propelled and propelled by human power only, irrespective of the number of wheels in contact with the ground”

Section 5. Chapter 8 Article 4 Section 8-40 of Carmel City Code is hereby amended and shall read as follows:

“§ 8-40 Operation of Motor Vehicles and Bicycles in Roadways and Bicycle Lanes.

(a) *Definitions.*

Bicycle. Any vehicle that is foot-propelled and propelled by human power only, irrespective of the number of wheels in contact with the ground.

Bicycle Lane. That portion of a Roadway or Roadway shoulder that has been distinguished from the portion of the Roadway that is to be used by Motor Vehicle traffic by a painted stripe, a curb, or another bicyclist traffic control marking or device.

Micromobility Device. A Micromobility Device has the meaning set forth and as defined under § 8-44.

Motor Vehicle. Any vehicle that is propelled in whole or in part by a motor or any mechanical or artificial means, or is being pushed or towed by the same, except:

- 1) A Bicycle or Micromobility Device;
- 2) A manual or power wheelchair;
- 3) An electric personal assistance mobility device that constitutes a self-balancing, two-wheeled device designed to transport one person with an electric propulsion system with an average power of 750 watts or one horsepower and that has a maximum speed of less than 20 miles per hour when operated on a paved level surface powered solely by said propulsion system and is operated by a person weighing 170 pounds;
- 4) A City or Carmel-Clay Parks and Recreation owned or leased snow plow, snow blower, sweeper, lawn mower, maintenance vehicle or repair vehicle;
- 5) A City or Carmel-Clay Parks and Recreation owned or leased public safety vehicle;
- 6) An Authorized Emergency Vehicle, as that term is defined in City Code § 8-1;
- 7) A lawn mower, sweeper, or snow removal machine weighing no more than 2,200 pounds; and
- 8) Any vehicle so designated in writing by the City of Carmel Board of Public Works and Safety.

Roadway. All roads, streets, highways, alleys, courts, squares, or other public ways in the City that are dedicated and open to public use for Motor Vehicle traffic.

(b) *Drivers to Exercise Due Care.* The driver of any Motor Vehicle operating on any roadway located within the City's corporate limits shall exercise due care to avoid colliding with any person then operating a Bicycle or Micromobility Device upon such Roadway, and shall, if necessary, give warning by the sounding of a horn and by exercising such other precautions as are necessary to avoid a Motor Vehicle and Bicycle or Micromobility Device collision.

(c) *Turning Right in Front of a Bicycle.* When a Motor Vehicle and a Bicycle or Micromobility Device are traveling in the same direction on or along any Roadway located within the City's corporate limits, the operator of the Motor Vehicle overtaking such Bicycle or Micromobility Device shall not turn to the right in front of the Bicycle or Micromobility Device until the Motor Vehicle is safely ahead and clear of the Bicycle or Micromobility Device so as not to strike it or impede the Bicycle's or Micromobility Device's forward progress.

(d) *Turning Left in Front of a Bicycle.* The driver of a Motor Vehicle operating within the City's corporate limits shall, when entering an intersection with the intention of turning left therein, yield the right-of-way to a Bicycle or Micromobility Device then approaching the intersection from the opposite

direction whenever a failure to do so would cause the approaching Bicycle or Micromobility Device to strike the Motor Vehicle or to engage in evasive actions that impede the Bicycle's or Micromobility Device's forward progress in order to avoid such a collision.

- (e) *Passing of Bicycles.* The driver of any Motor Vehicle operating within the City's corporate limits, whenever passing a Bicycle or Micromobility Device then proceeding in the same direction on any Roadway, shall maintain at all times a distance of not less than three feet from said Bicycle or Micromobility Device during the entire passing maneuver.
- (f) *Boarding or Exiting from Vehicles.* No person shall open or leave open the door of any Motor Vehicle standing or stopped on or along any Roadway located within the City's corporate limits in any manner that interferes with or impedes the forward progress of any Motor Vehicle or Bicycle or Micromobility Device then present in and on said Roadway.
- (g) *Operation of Bicycles and Micromobility Devices on a Roadway or Bicycle Lane.*
 - (1) No person operating a Bicycle or Micromobility Device on a Roadway or Bicycle Lane shall ride other than upon the permanent and regular seat attached thereto, carry any other person upon such Bicycle otherwise than upon a firmly attached and regular seat thereon.
 - (2) No person operating a Bicycle or Micromobility Device on a Roadway or Bicycle Lane shall carry any package, bundle, or article which prevents him or her from keeping both hands upon the handlebars.
 - (3) No person shall operate a Bicycle or Micromobility Device on a Roadway or Bicycle Lane from one-half hour after sunset until one-half hour before sunrise unless the Bicycle is equipped with a light on the front of the Bicycle exhibiting a white light visible from at least 500 feet to the front and a light or reflector on the rear visible from at least 500 feet to the rear.
 - (4) The operator of any Bicycle or Micromobility Device on a Roadway or Bicycle Lane shall signal his/her intent to turn, stop, or decrease speed by giving the hand/arm signals required by state law.
- (5) The operator of any Bicycle or Micromobility Device on a Roadway or Bicycle Lane shall obey all posted stop and/or yield signs.”

Section 6. Chapter 8 Article 4 Section 8-41 of Carmel City Code is hereby amended and shall read as follows:

“§ 8-41 Operation of Motor Vehicles in Roadways with Bicycle Lanes.

(a) *Definitions.*

Bicycle. Any vehicle that is foot-propelled and propelled by human power only, irrespective of the number of wheels in contact with the ground.

Bicycle Lane. That portion of a Roadway or Roadway shoulder that has been distinguished from the portion of the Roadway that is to be used by Motor Vehicle traffic by a painted stripe, a curb, or another bicyclist traffic control marking or device. In any action brought to enforce the provisions of this section, the City shall have the burden of proof that a Bicycle Lane has been clearly demarcated and properly signed.

Micromobility Device. A Micromobility Device has the meaning set forth and as defined under § 8-44.

Motor Vehicle. Any vehicle that is propelled in whole or in part by a motor or any mechanical or artificial means, or is being pushed or towed by the same, except:

- 1) A Bicycle or Micromobility Device;
- 2) A manual or power wheelchair;
- 3) An electric personal assistance mobility device that constitutes a self-balancing, two-wheeled device designed to transport one person with an electric propulsion system with an average power of 750 watts or one horsepower and that has a maximum speed of less than 20 miles per hour when operated on a paved level surface powered solely by said propulsion system and is operated by a person weighing 170 pounds;
- 4) A City or Carmel-Clay Parks and Recreation owned or leased snow plow, snow blower, sweeper, lawn mower, maintenance vehicle or repair vehicle;
- 5) A City or Carmel-Clay Parks and Recreation owned or leased public safety vehicle;
- 6) An Authorized Emergency Vehicle, as that term is defined in City Code § 8-1;
- 7) A lawn mower, sweeper, or snow removal machine weighing no more than 2,200 pounds; and
- 8) Any vehicle so designated in writing by the City of Carmel Board of Public Works and Safety.

Roadway. All roads, streets, highways, alleys, courts, squares, or other public ways in the City that are dedicated and open to public use for Motor Vehicle traffic.

- (b) *Operating on Roadways that Contain a Bicycle Lane.* The driver of any Motor Vehicle then operating within the City's corporate limits shall, when traveling on a Roadway that contains a designated Bicycle Lane, yield the right-of-way to all persons then operating Bicycles or Micromobility Device on and within said Bicycle Lane.
- (c) *Turning on Roadways with Bicycle Lanes.* The driver of any Motor Vehicle operating within the City's corporate limits shall, when traveling on a Roadway that contains a designated Bicycle Lane, enter the Bicycle Lane to make a right turn only after yielding to all persons then operating a Bicycle or Micromobility Device on and within said Bicycle Lane and only when doing so will not cause any Bicyclist or Micromobility Device operator to collide with the Motor Vehicle or to take evasive actions that impede the Bicycle's or Micromobility Device's forward progress in order to avoid such a collision.
- (d) *Driving on Bicycle Lanes.* No driver of any Motor Vehicle operating within the City's corporate limits shall drive and or park said Motor Vehicle in, on, or upon any designated Bicycle Lane or otherwise impede any Bicycle or Micromobility Device then operating on and within said Bicycle Lane except when safely entering or exiting a legal parking space and then only after yielding to all persons then operating a Bicycle or Micromobility Device on or within said Bicycle Lane and when doing so will not cause any Bicyclist or Micromobility Device operator to collide with the Motor Vehicle or to take evasive actions that impede its forward progress in order to avoid such a collision."

Section 7. Chapter 8 Article 5 Section 8-46 of Carmel City Code is hereby amended and shall read as follows:

"§ 8-46 General Parking Restrictions.

- (e) *Bicycle, E-Moto and Micromobility Device Parking.*
 - (1) No person shall park any bicycle, E-Moto or Micromobility Device (for purposes of this Section, a Micromobility Device has the meaning set forth and as defined under § 8-44) upon the traveled portion of any public street, multi-use path, or bicycle lane.
 - (2) A bicycle, E-Moto, or Micromobility Devices must be parked in designated areas where available.

- (3) A bicycle, E-Moto or Micromobility Device located on any public property within the City's corporate limits shall be parked only in a rack provided to support the bicycle, E-Moto or Micromobility Device, against a building, or in such other manner as not to impede pedestrian traffic thereon and other vehicles movement or obstruct sidewalks, multiuse paths, or access to buildings.
- (4) A bicycle, E-Moto, or Micromobility Device should be parked upright and not left lying on the ground.”

Section 8. Education and Awareness. The City of Carmel will conduct a public awareness campaign to educate residents, visitors, and businesses about the regulations governing Micromobility and E-Moto Devices. Information about this Ordinance and related safety resources will be made available on the City’s website and at other public locations.

Section 9. If any portion of this Ordinance is for any reason declared to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance so long as enforcement of same can be given the same effect.

Section 10. This Ordinance shall be reviewed periodically by the Common Council to ensure its effectiveness and relevance in addressing evolving transportation trends and technologies. The City will solicit input from residents, businesses, and advocacy groups prior to making any significant amendments to this Ordinance.

Section 11. If a change is needed immediately due to public safety hazard the City’s executive may make a change to any provision of this Ordinance for up to 180 days prior to Common Council codification or rejection of said change.

Section 12. This Ordinance shall be in full force and effect upon its passage and signing by the Mayor and such publication as required by law.

PASSED by the Common Council of the City of Carmel, Indiana, this 17th day of November,
2025, by a vote of 9 ayes and 0 nays.

COMMON COUNCIL FOR THE CITY OF CARMEL



Adam Aasen, President



Rich Taylor

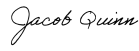


Jeff Worrell
Shannon Minnaar

Shannon Minnaar
Anita Joshi

Anita Joshi

ATTEST:



Jacob Quinn, Clerk

Presented by me to the Mayor of the City of Carmel, Indiana this 18th day of
November 2025, at 11:15 A .M.



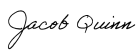
Jacob Quinn, Clerk

Approved by me, Mayor of the City of Carmel, Indiana, this 18th day of
November 2025, at 11:30 A .M.



Sue Finkam, Mayor

ATTEST:



Jacob Quinn, Clerk