



CITY OF NOVI CITY COUNCIL OCTOBER 12, 2026

SUBJECT: Discussion regarding potential electric bicycle (e-bike) ordinance

SUBMITTING DEPARTMENT: City Manager's

KEY HIGHLIGHTS:

- The Finance and Administration Committee at their recent meeting discussed possible laws governing the use of e-bikes

BACKGROUND INFORMATION:

The popularity of electric bicycle use in Michigan accelerated beginning in approximately 2020. Michigan municipalities are increasingly confronting electric bicycle issues that are somewhat different from the traditional bicycle problems. The principal concerns are speed, young or inexperienced operators, sidewalk and trail conflicts, difficulty distinguishing legal electric bicycles from higher-powered electric vehicles, and enforcement. Bicycle riders on sidewalks must yield to pedestrians and give an audible signal before overtaking or passing a pedestrian. Electric bicycle riders approach pedestrians considerably faster and with less physical effort than a traditional bicycle.

Michigan's state-level Motor Vehicle Code permits Class 1 and Class 2 electric bicycles to provide motor assistance up to 20 mph and Class 3 electric bicycles to provide assistance up to 28 mph. Those speeds can be problematic on a sidewalk, narrow pathway, park walkway, or heavily used shared-use trail even though they may not be excessive when traveling on a roadway.

The Motor Vehicle Code does not establish a general minimum age for Class 1 or Class 2 electric bicycles. For a Class 3 electric bicycle, an operator must be at least 14, and persons under 18 operating or riding as a passenger on a Class 3 electric bicycle must wear a helmet. Consequently, municipalities can encounter relatively young riders operating Class 1 or Class 2 devices capable of motor-assisted speeds of 20 mph.

Electric bicycles are different from what have come to be called "e-motos," which are more like motorcycles or dirt bikes than regular bicycles. Unfortunately, e-motos have become almost more prevalent than e-bikes.

Recent incidents involving juveniles have contributed to Michigan municipalities examining additional regulations. For example, in Bloomfield Township, two 13-year-olds were critically injured while crossing Telegraph Road on an electric vehicle (though reports indicate that device was an “e-moto” vehicle rather than an e-bike). Last week in Farmington Hills, a 9-year-old girl was hit by an e-moto as she exited her school bus.

Staff has come to better understand the laws governing e-motos. Individuals who intend to operate them should consider them as similar to owning and operating a motorcycle. Registration and insurance are necessary to use them on a public street or road. They cannot be operated on bike paths or sidewalks. Individuals under the age of 21 must wear a helmet when riding an e-moto and again must meet the 16-year-old licensing criteria.

How other communities are currently addressing e-bikes:

Community	Regulatory approach
South Lyon	Permits qualifying e-bikes on the Rail Trail with a 15-mph speed limit; restricts downtown sidewalk riding.
Berkley	Prohibits e-bikes and e-motos on all city sidewalks and in parks. Also restricts other micromobility devices in designated areas.
Dearborn Heights	Prohibits all three e-bike classes on city-owned property, including parks, greenways, recreational areas and municipal facilities.
Port Huron	Pursued targeted downtown and waterfront restrictions, with lower speed limits on other sidewalks. The September 14 th proposal was at first reading; final adoption should be confirmed.
Farmington	Council voted unanimously to have the city attorney draft an ordinance banning e-bikes, e-scooters, and other small vehicles from downtown sidewalks and city parks.
Clinton Twp.	Revised their ordinance regulating electric bicycles on township property. Ordinance revisions include a revised definition to ensure clarity on what an e-bike is per township ordinance. Other changes included requiring helmets for riders younger than 18, limiting operating speeds to no more than 10 mph on township property, placing limits on e-bike use in township parks, and establishing fines for ordinance violations.
Grosse Ile	Permits traditional bicycles, Class 1 and Class 2 e-bikes, and electric scooters/skateboards on sidewalks and shared-use pathways, subject to a 15-mph maximum speed limit and requirements to operate safely around pedestrians. Riders must yield to pedestrians and provide an audible warning before passing on the left. Class 3 e-bikes and mopeds are prohibited on sidewalks. Additionally, the Township prohibits electric bicycles, electric

scooters/skateboards, and mopeds on unpaved trails, in nature areas, and in environmentally sensitive locations.

Marquette Permits Class 1, 2 and 3 e-bikes, electric scooters, skateboards and other qualifying electric mobility devices with motors not exceeding 750 watts on designated multi-use pathways. The City prohibits reckless riding and excessive speeds, requires riders to maintain control, keep right and pass safely, and restricts electric mobility devices on sidewalks throughout much of the downtown district. High-powered e-motos and electric dirt bikes are prohibited on multi-use pathways. Non-street-legal e-motos are also prohibited on city streets and sidewalks

Additional information from SEMCOG, including a [September 2, 2026 SEMCOG University workshop session](#).

RECOMMENDED ACTION: Discussion regarding potential electric bicycle (e-bike) ordinance.

CLASS 1 E-BIKE

PEDAL ASSIST ONLY



Illustration only.
E-bikes come in many shapes and sizes.



TOP ASSIST SPEED
Up to 20 MPH



MOTOR POWER
750W or less



PEDALS
Required
(Must be functional)



THROTTLE
No
(Pedal Assist Only)



AGE / HELMET REQUIREMENT
None



WHERE YOU CAN RIDE
Bike lanes, streets, and most
non motorized trails



LEGAL STATUS IN MI
Legal to operate anywhere a
traditional bicycle is allowed.
No license, registration, or
insurance is required.

CLASS 2 E-BIKE

PEDAL ASSIST ONLY



Illustration only.
E-bikes come in many shapes and sizes.



TOP ASSIST SPEED
Up to 20 MPH



MOTOR POWER
750W or less



PEDALS
Required
(Must be functional)



THROTTLE
Yes
(Throttle + Pedal Assist)



AGE / HELMET REQUIREMENT
None



WHERE YOU CAN RIDE
Allowed on roads and bike lanes,
DNR trails require a free mobility
permit



LEGAL STATUS IN MI
Legal to operate anywhere a
traditional bicycle is allowed.
No license, registration, or
insurance is required.

CLASS 3 E-BIKE

PEDAL ASSIST ONLY



Illustration only.
E-bikes come in many shapes and sizes.



TOP ASSIST SPEED
Up to 28 MPH



MOTOR POWER
750W or less



PEDALS
Required
(Must be functional)



THROTTLE
No
(Pedal Assist Only)



AGE / HELMET REQUIREMENT
14+ / Required for under 18



WHERE YOU CAN RIDE
Allowed on roads and bike lanes,
Banned from DNR non motorized
trails



LEGAL STATUS IN MI
Legal to operate anywhere a
traditional bicycle is allowed.
No license, registration, or
insurance is required.

E-MOTO

OUT OF CLASS E-BIKE



Illustration only.
E-motos come in many shapes and sizes.



TOP SPEED
29 MPH+ Throttle Only



MOTOR POWER
750W+



PEDALS
None or Not Needed



THROTTLE
Yes
(Throttle + Pedal Assist)



AGE / HELMET REQUIREMENT
16+ / Required for under 18



WHERE YOU CAN RIDE
Not allowed on bike lanes, shared
use paths, streets, sidewalks, or
trails.



LEGAL STATUS IN MI
Does not qualify for an e-bike
under Michigan Vehicle code.
Registration, license, and
insurance may be required if used
on public roads.

The New Rebel Motorcycle Isn't a Harley. It's an Electric Dirt Bike.

E-motos aren't street-legal, but they are drawing newbies to an industry thirsty for young riders



Joe Sulzbach and his sons, who live in the Houston suburbs, have become fans of e-motos. Arturo Olmos for WSJ

By [John Keilman](#)

June 7, 2026 11:00 am ET

Quick Summary

- E-motos—cheap and fast electric dirt bikes—have become some of the popular motorcycles in the U.S., attracting young riders but raising public safety concerns.
- The e-moto trend has led to increased enforcement, with New York police crushing seized bikes and Illinois enacting legislation for street-legal requirements.
- E-motos are seen as a vital source of new riders for the motorcycle industry, which saw sales drop 8% last year, but face regulatory challenges similar to 1970s dirt bikes.

Meet the bad boy of micromobility.

The e-moto, an electric dirt bike that's cheap, fast and rarely street legal, has become the hottest thing in the two-wheel market. Young riders [are swarming roads](#) from Miami to Salt Lake City, [popping wheelies](#), snarling traffic and running from the police at speeds that can top 50 mph.



To some aficionados, the bikes are an expression of the same rebelliousness that fueled the rise of companies such as Harley-Davidson. To many police and lawmakers, they are a public-safety threat that must be brought under control.

But to the motorcycle business, e-motos are the biggest source of young riders since baby boomers fell for inexpensive Japanese dirt bikes in the 1960s and 1970s. That generation went on to

power the industry for decades.

Today, the median age of U.S. motorcycle owners [hovers around 50](#), with younger people put off by high prices or unfamiliarity with the pastime. Sales of new bikes dropped 8% last year, according to the Motorcycle Industry Council.

That figure, however, doesn't include e-motos. Michael Uhlarik, founder of the consulting firm Motorcycle Global, calculated that one e-moto, the Surron Light Bee, was the most popular motorcycle in the U.S. last year, selling about 16,000 units.

That would mean it outsold Harley's entire line of sport and adventure bikes by itself.

Uhlarik said street-legal bikes with similarly affordable prices and the same sense of fun could change the trajectory of legacy bike manufacturers.

"If it isn't this, then it can't be changed," he said.

A new niche

The e-moto craze began when China-based Surron launched the Light Bee in 2017. Vinto Song, head of Surron America, said the company was trying to fill a niche between gas-powered off-road motorcycles and electric bicycles.

The Light Bee retails for around \$4,500 and claims a top speed of 46 mph. Competitors quickly emerged, with some promising faster speeds at half the price.

Andy Leisner, an e-mobility consultant who was formerly chief executive of the e-moto company Rawrr, estimated that up to 80% of the bikes are bought through e-commerce platforms and delivered straight to the customer's driveway. Few of them ever see dirt, he said.

Though he doesn't condone the bikes' misuse, Leisner said their popularity stems in part from how easy they are to ride. Unlike most gas-powered motorcycles, e-motos have no clutch or gearbox. Acceleration is as simple as twisting the throttle.

The bikes have attracted a wide fan base. Joe Sulzbach, a 45-year-old electrician in the Houston suburbs, grew up with a Harley-riding father but never took much interest in motorcycles himself. That changed in 2024 when he bought his son, then 9, a low-speed dirt bike from [Walmart](#).



Joe Sulzbach and his sons ride e-motos.

He soon upgraded it with a more powerful motor, and today the entire family zips along off-road trails—and sometimes local streets—on e-motos.

“We went from people sitting in the living room looking at our phones to getting out and riding,” he said.

E-motos also have a practical appeal, said Bryce Altaffer, a Chicago bike store manager who sells them.

“We have a lot more people just trying to commute with them, and for them, a bigger bike isn't an advantage,” he said.

E-motos typically lack safety features required on street bikes, such as rearview mirrors, turn signals and tires approved for road use. That got Chris Chevrier in trouble when police in his Detroit exurb recently ticketed him for riding an unregistered motorcycle.

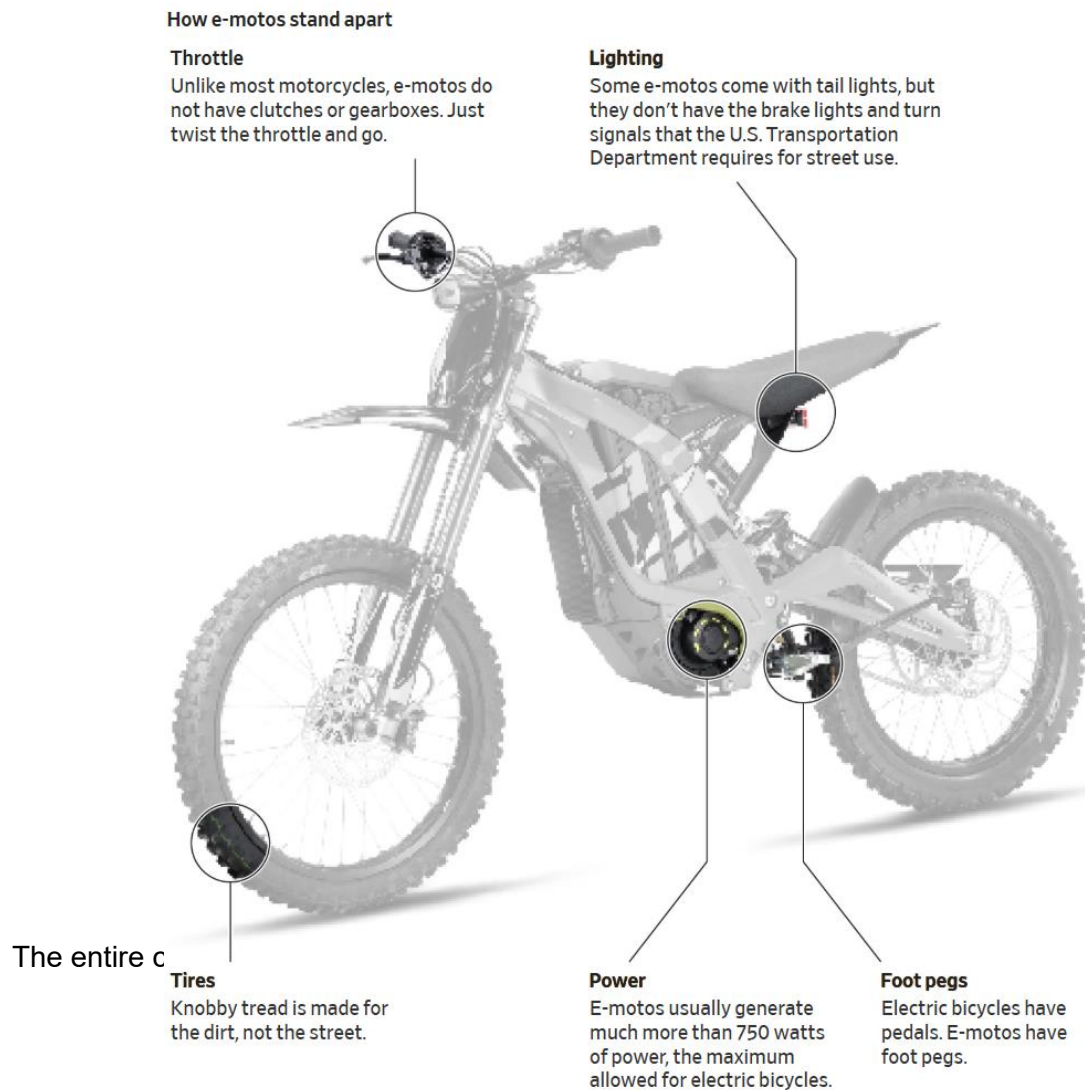
He said he spent more than \$500 to get the necessary safety modifications, along with plates and a license. Because he owns a business selling e-moto parts and accessories, he saw a bright side to tougher enforcement.

“I think I’ll start offering things that will make the bikes street legal,” he said. “That will definitely boost sales a bit.”

Under pressure

The rest of the motorcycle industry is clearly aware of the trend. Zero Motorcycles, known for electric street bikes that cost up to \$23,000, has introduced a \$4,400 option for dirt riding. [LiveWire](#), the electric-bike maker majority-owned by Harley, just acquired a startup whose e-moto has a top speed of 75 mph.

Many e-moto manufacturers say explicitly that the bikes are meant for off-roading only. Song, of Surron America, said his company supports “clear rules that improve safety and provide certainty for riders, manufacturers and law enforcement.”



New York police recently used bulldozers to [crush](#) more than 200 seized dirt bikes and scooters, calling them a menace to public safety. In California, prosecutors brought [involuntary manslaughter charges](#) against the mother of a 14-year-old boy who allegedly struck and killed a man while riding an e-moto. Amazon said it would stop selling bikes in the state that don't comply with California's speed-limit regulations.

The leading evangelist of e-motos, a YouTuber who goes by Sur Ronster, questioned the scene's longevity in a video he shot during a [Los Angeles group ride](#), where fellow riders zoomed onto sidewalks and into oncoming traffic.

"That's just the self-fulfilling prophecy of this entire community, which is inherently illegal," he said. "By participating in the activity, you're hurting the future of the activity." He didn't respond to interview requests.

Advertisement

The dirt-bike culture of the 1970s eventually faced its own reckoning when misbehavior, noise complaints and safety concerns led to a spate of restrictions. That blocked the pipeline bringing new people into motorcycling, said Christy LaCurelle, president and chief executive of the Motorcycle Industry Council.

"Nobody in the industry back then was able to capitalize on all of those young riders that were out there and try to get them to come along," she said. "And here we are again in a similar scenario."

A pack of e-moto and bicycle riders flood a New York street.

She said she hoped that education, training and the expansion of legal places to ride would prevent an all-out ban on e-motos.

Illinois Secretary of State Alexi Giannoulias, whose office regulates motor vehicles, helped to draft legislation that requires anyone riding one of the bikes on the street to have a driver's license, title, registration and insurance. However, if an e-moto doesn't have a manufacturer's certificate of origin saying it is made for the road—and many don't—it can't be registered.

Giannoulias, who pushed for the law after he said he and his young daughters were almost struck by an e-moto on a sidewalk, said he wasn't trying to snuff out a fledgling form of transportation.

"These micromobility vehicles are quickly transforming how folks get around and are now part of everyday life," Giannoulias said. "But innovation without guard rails puts people at risk."

Appeared in the June 8, 2026, print edition as 'Electric Dirt Bikes Lure Moto Newbies'.

[John Keilman](#) covers U.S. manufacturing from The Wall Street Journal's Chicago bureau. He writes about large global companies such as 3M, Harley-Davidson and Whirlpool and has particular interests in factory safety, humanoid robots and physical AI.

AN ORDINANCE
of the City Council of the City of Berkley, Michigan, to amend Chapter 86 and
Chapter 106 of the Berkley City Code of Ordinances to provide for the regulation
of electric bicycles, electric skateboards/scooters and bicycles.

THE CITY OF BERKLEY ORDAINS:

ARTICLE I – AMENDMENT TO CHAPTER 86 PARKS AND RECREATION

Chapter 86 Parks and Recreation, Article I, IN GENERAL, Sec. 86-1 Definitions shall be amended to add the following definitions:

Bicycle means a device propelled by human power upon which a person may ride, having either 2 or 3 wheels in tandem or tricycle arrangement, all of which are over 14 inches in diameter.

Electric bicycle means a device upon which an individual may ride that satisfies all of the following:

(a) The device is equipped with all of the following:

(i) A seat or saddle for use by the rider.

(ii) Fully operable pedals for human propulsion.

(iii) An electric motor of not greater than 750 watts.

(b) The device falls within 1 of the following categories:

(i) *Class 1 electric bicycle* means an electric bicycle that is equipped with an electric motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 20 miles per hour.

(ii) *Class 2 electric bicycle* means an electric bicycle that is equipped with a motor that propels the electric bicycle to a speed of no more than 20 miles per hour, whether the rider is pedaling or not, and that disengages or ceases to function when the brakes are applied.

(iii) *Class 3 electric bicycle* means an electric bicycle that is equipped with a motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 28 miles per hour.

Electric bicycle does not include an e-moto bicycle, which is a high-powered moped like device (has an engine of 100ccs or less with no gear shifting with a maximum speed of 30 mph) or motorcycle like device.

Electric personal assistive mobility device means a self-balancing non-tandem 2-wheeled device, designed to transport only 1 person at a time having an electric propulsion system with average power of 750 watts or 1 horsepower and a maximum speed on a paved surface of not more than 15 miles per hour.

Electric skateboard/scooter mean a wheeled device that has a floorboard designed to be stood upon when riding that is no more than 60 inches long and 18 inches wide, is designed to transport only 1 person at a time, has an electronic propulsion system with power of no more than 2,500 watts, and has a maximum speed on a paved level surface of no more than 25 miles per hour. An electric skateboard or electric scooter may have handlebars and, in addition to having an electrical propulsion system with power of no more than 2,500 watts, may be designed to also be powered by human propulsion.

ARTICLE IV USE OF PARKS shall be amended to replace Sec. 86-69 Penalties with a new section prohibiting electric bicycles and renumbering and revising the former Sec. 86-69 to become Sec. 86-70 to read as follows:

Sec. 86-69 Electric bicycles, e-moto/high-powered moped like devices and electric skateboards prohibited

It ~~shall is be~~ unlawful to operate a class 1, class 2 or class 3 electric bicycle or e-moto/-high-powered moped like device or ~~and~~ electric skateboard/scooter in a park. Nothing in this article shall prohibit a person from using an electric personal mobility device related to a disability, in any park.

Sec. 86-70 Violations

A ~~violation of person who violates~~ sections 86-1 through 86-68 ~~shall be responsible for is~~ a municipal civil infraction. A ~~violation of person who violates~~ section 86-69 ~~shall be responsible for is~~ a misdemeanor.

ARTICLE II- AMENDMENT TO CHAPTER 106 –STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

Chapter 106 Streets, Sidewalks and Other Public Places shall be amended to add a new Article IV, Bicycles, Electric Bicycles, and Electric Skateboards/Sscooters and E-Moto/High-Powered Moped like Device to read as follows to read as follows:

ARTICLE IV ELECTRIC BICYCLES, ~~AND~~ ELECTRIC
SKATEBOARD/SCOOTERS and E-MOTO/HIGH-POWERED MOPED LIKE
DEVICE.

Sec. 106-400 Definitions

Bicycle means a device propelled by human power upon which a person may ride, having either 2 or 3 wheels in tandem or tricycle arrangement, all of which are over 14 inches in diameter.

Downtown Area means the area bounded by and including Twelve Mile Road between Coolidge Highway and Greenfield Road, and adjacent side streets, as may be designated by the City Manager and posted with signage. This also includes the area bounded by and including Coolidge Highway between Twelve Mile Road and Eleven Mile Road

Electric bicycle means a device upon which an individual may ride that satisfies all of the following:

- (a) The device is equipped with all of the following:
 - (i) A seat or saddle for use by the rider.
 - (ii) Fully operable pedals for human propulsion.
 - (iii) An electric motor of not greater than 750 watts.
- (b) The device falls within 1 of the following categories:
 - (i) *Class 1 electric bicycle* means an electric bicycle that is equipped with an electric motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 20 miles per hour.
 - (ii) *Class 2 electric bicycle* means an electric bicycle that is equipped with a motor that propels the electric bicycle to a speed of no more than 20 miles per hour, whether the rider is pedaling or not, and that disengages or ceases to function when the brakes are applied.
 - (iii) *Class 3 electric bicycle* means an electric bicycle that is equipped with a motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 28 miles per hour.

Electric bicycle does not include an e-moto bicycle, which is a high-powered moped like device (has an engine of 100ccs or less with no gear shifting with a maximum speed of 30 mph) or motorcycle like device.

Electric personal assistive mobility device means a self-balancing non-tandem 2-wheeled device, designed to transport only 1 person at a time having an electric propulsion system with average power of 750 watts or 1 horsepower and a maximum speed on a paved surface of not more than 15 miles per hour.

Electric skateboard and *electric scooter* mean a wheeled device that has a floorboard designed to be stood upon when riding that is no more than 60 inches long and 18 inches wide, is designed to transport only 1 person at a time, has an electronic propulsion system with power of no more than 2,500 watts, and has a maximum speed on a paved level surface of no more than 25 miles per hour. An electric skateboard or electric scooter may have handlebars and, in addition to having an electrical propulsion system with power of no more than 2,500 watts, may be designed to also be powered by human propulsion.

Traffic Control Device means signs, signals, markings, and devices consistent with the Michigan Vehicle Code, placed or erected by the City or other public body having jurisdiction, for the purpose of regulating, warning, or guiding traffic. This includes, but is not limited to, sandwich board signs, painted markings on sidewalks, fixed signage placed throughout the downtown area, and other traffic control devices authorized by law.

Sec 106-401 Areas Prohibited from riding Bicycles, Electric Bicycles, and Electric Skateboards/sScooters and E-Moto/High-Powered Moped Like Device.

(a) No person shall ride a bicycle, electric skateboard/scooter on sidewalks in the downtown area and in any other area designated by the director of public safety for City sponsored or permitted events and indicated by a traffic control device order in accordance with the procedures outlined in the Uniform Traffic Code. Individuals may ride bicycles and electric skateboard/scooter on designated bike lanes in the downtown area.

~~(b) No person shall ride an electric skateboard/scooter on sidewalks within the downtown area. Individuals may ride electric skateboard/scooters with handles on designated bike lanes in the downtown area.~~

~~(eb)~~ No person shall ride an electric bicycle or e-moto/high-powered moped like device upon a sidewalk within the City and in any other area designated by the director of public safety for City sponsored or permitted events and indicated by a traffic control order in accordance with the procedures outlined in the Uniform Traffic Code. Persons may operate electric bicycles or e-

moto/high-powered moped like devices on streets and designated bike lanes within the city.

(~~ec~~) The director of public safety is hereby authorized to erect signs and traffic control devices in the downtown area and on any publicly owned parking area, street, sidewalk, parking structure, parking lot, or other public property prohibiting the riding of bicycles, electric bicycles, e-moto/high-powered moped like devices and electric skateboards/scooters on sidewalks thereon, in accordance with the provisions of this Ordinance. These prohibitions are intended to ensure pedestrian safety.

Sec 106-105 Violations

A ~~person who~~ violations of sections 106-400-401(a)-(b) ~~shall be responsible for~~ is a municipal civil infraction. A ~~person who~~ violations section 106-401(~~be~~) ~~shall be responsible for~~ is a misdemeanor.

ARTICLE III – SEVERABILITY.

~~If any section, clause or provision of this Ordinance shall be declared to be unconstitutional, void, illegal or ineffective by any Court of competent jurisdiction, such selection, clause or provision declared to be unconstitutional, void or illegal shall thereby cease to be a part of this Ordinance, but the remainder of the Ordinance shall stand and be in full force and effect. Should any word, phrase, sentence, paragraph, or section of this Ordinance be held invalid or unconstitutional, the remaining provisions of this ordinance shall **will** remain in full force and effect.~~

ARTICLE IV - EFFECTIVE DATE.

This Ordinance ~~shall~~ will take effect following publication in the manner prescribed by law.

ARTICLE V: REPEALER.

All other ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent necessary to give this ordinance full force and effect

ARTICLE VI: ADOPTION.

This Ordinance is hereby declared to have been adopted by the Berkley City Council at a meeting thereof duly called and held on the ____ day of _____, 2026, and ordered to be given publication in the manner prescribed by the law.

The City Council directs the City Clerk to publish a summary of this ordinance in compliance with Public Act 182 of 1991, as amended, and Section 6.5 of the Berkley City Charter.

Introduced on the First Reading at the Regular City Council Meeting on _____.

Adopted on the Second Reading at the Regular City Council Meeting on _____.

Bridget Dean, Mayor

Attest:

Victoria E. Mitchell, City Clerk

AGENDA NOTE

Old Business # 7

MEETING DATE: February 9, 2026

PERSON PLACING ITEM ON AGENDA: Bonnie Unruh, Police Chief

AGENDA TOPIC: E-Bike Ordinance – Second Reading

EXPLANATION OF TOPIC: The City staff and City attorney have been working on an amended E-Bike Ordinance to address the large increase in e-bike users in the community, and to improve public safety.

MATERIALS ATTACHED AS SUPPORTING DOCUMENTS: E-Bike Ordinance

POSSIBLE COURSES OF ACTION: To approve or not approve second reading of E-Bike Ordinance

SUGGESTED MOTION: Motion by _____, supported by _____ to approve the E-Bike Ordinance as written.

ORDINANCE NO. __

CITY OF SOUTH LYON
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND CHAPTER 58 OF THE CITY OF
SOUTH LYON CODE OF ORDINANCES "OFFENSES AND
MISCELLANEOUS PROVISIONS", ARTICLE II "OFFENSES
AGAINST PUBLIC PEACE", CHAPTER 62 OF THE CITY OF
SOUTH LYON CODE OF ORDINANCES "PARKS AND
RECREATION", ARTICLE III "USE OF PUBLIC PARKS" AND
CHAPTER 90 "TRAFFIC AND VEHICLES", ARTICLE IV
"BICYCLES" TO REGULATE THE USE OF ELECTRIC
BICYCLES AND ELECTRIC SKATEBOARDS WITHIN THE
CITY

THE CITY OF SOUTH LYON ORDAINS:

PART I. AMENDMENT TO CHAPTER 58 OFFENSES AND MISCELLANEOUS
PROVISIONS

Article II, Section 58-124. "Roller skates, roller blades, street skates and skateboards" is amended as follows:

Sec. 58-124. - Roller skates, rollerblades, street skates, skateboards, electric skateboards, and electric scooters.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

(a) Definitions. The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Electric skateboard and electric scooter means a wheeled device that has a floorboard designed to be stood upon when riding that is no more than 60 inches long and 18 inches wide, is designed to transport only 1 person at a time, has an electronic propulsion system with power of no more than 2,500 watts, and has a maximum speed on a paved level surface of no more than 25 miles per hour. An electric skateboard or electric scooter may have handlebars and, in addition to having an electrical propulsion system with power of no more than 2,500 watts, may be designed to also be powered by human propulsion.

Roller skates, rollerblades, and street skates means a set or series of small wheels on the bottom of a shoe or a frame that would attach to a shoe which are used for gliding on a surface such as a floor or sidewalk, etc.

Skateboards means an item consisting of a short board on small wheels at each end used for coasting and/or for performing athletic stunts.

To *roller skate* means to skate on any type of roller skates, rollerblades or street skates.

(b) *Use regulated.* It shall be unlawful for any person to roller skate, use a skateboard, electric skateboard, or electric scooter within the city without complying with the terms of this section.

(c) *Riding on certain devices or structures.* It shall be unlawful to roller skate or ride on a skateboard, electric skateboard and electric scooter on any bench, table, planter wall, retaining wall or other device or structure which is not intended for pedestrian or vehicle traffic, or to jump or step on or off such devices or structures in the process of roller skating or riding a skateboard, electric skateboard or electric scooter. Riding of electric skateboards and electric scooters shall be prohibited in the central and historic districts.

(d) *Riding prohibited where posted.* The city manager is hereby authorized to erect signs on any publicly owned parking area, street, sidewalk, parking structure, parking lot, or other public property prohibiting roller skating, the riding of skateboards or electric skateboards or electric scooters thereon. It shall be unlawful to roller skate, ride a skateboard, electric skateboard or electric scooter on any such posted parking area, street, sidewalk, parking structure, parking lot or other public property.

(e) *Reckless or dangerous skating or riding.* It shall be unlawful for any person to roller skate, ride a skateboard, electric skateboard or electric scooter on any sidewalk or other paved surface intended for pedestrians in a reckless or careless manner, or in a manner which is likely to result in injury or harm to any person or property.

(f) *Riding on private property without permission.* It shall be unlawful for any person to roller skate, ride a skateboard, electric skateboard or electric scooter on private property that has been posted no skateboarding.

(g) *Penalty for violation of section.* Any person who violates any of the provision of this division shall be responsible for a municipal civil infraction.

PART II. AMENDMENT TO CHAPTER 62 PARKS AND RECREATION

Article III, Section 62-61. "Definitions" is amended to add the following definition:

Sec. 62-61 Definitions.

Bicycle means a device propelled by human power upon which a person may ride, having either 2 or 3 wheels in tandem or tricycle arrangement, all of which are over 14 inches in diameter.

Dirt bike means a motor driven (either gas or electric power) off-road recreational vehicle capable of cross-country travel without benefit of a road or trail, on or immediately over land, snow, ice, marsh, swampland, or other natural terrain.

Electric bicycle means a device upon which an individual may ride that satisfies all of the following:

- (a) The device is equipped with all of the following:
 - (i) A seat or saddle for use by the rider.
 - (ii) Fully operable pedals for human propulsion.
 - (iii) An electric motor of not greater than 750 watts.
 - (b) The device falls within 1 of the following categories:
 - (i) *Class 1 electric bicycle* means an electric bicycle that is equipped with an electric motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 20 miles per hour.
 - (ii) *Class 2 electric bicycle* means an electric bicycle that is equipped with a motor that propels the electric bicycle to a speed of no more than 20 miles per hour, whether the rider is pedaling or not, and that disengages or ceases to function when the brakes are applied.
 - (iii) *Class 3 electric bicycle* means an electric bicycle that is equipped with a motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 28 miles per hour.
- Electric bicycle does not include an e-moto bicycle, which is a high-powered moped like device (has an engine of 100ccs or less with no gear shifting with a maximum speed of 30 mph) or motorcycle like device.

Electric personal assistive mobility device means a self-balancing non-tandem 2-wheeled device, designed to transport only 1 person at a time having an electric propulsion system with average power of 750 watts or 1 horsepower and a maximum speed on a paved surface of not more than 15 miles per hour.

Electric skateboard and *electric scooter* mean a wheeled device that has a floorboard designed to be stood upon when riding that is no more than 60 inches long and 18 inches wide, is designed to transport only 1 person at a time, has an electronic propulsion system with power of no more than 2,500 watts, and has a maximum speed on a paved level surface of no more than 25 miles per hour. An electric skateboard or electric scooter may have handlebars and, in addition to having an electrical propulsion system with power of no more than 2,500 watts, may be designed to also be powered by human propulsion.

Golf cart means a vehicle (either gas or electric power) designed for transportation while playing the game of golf.

Article III, Section 62-63 "Use and parking of vehicles", is amended to read as follows:

Sec. 62-63. - Use and parking of vehicles, electric bicycles, electric skateboards, and electric scooters.

Unlawful:

- (a) It shall be unlawful to drive or operate a vehicle in areas other than designated roadways and parking areas existing, maintained, and designated as such.
- (b) It shall also be unlawful for any vehicle to exceed posted speed limits within such a park.
- (c) It shall be unlawful to operate a dirt bike within a city park, park grounds or on a linear trail that has an asphalt, crushed limestone, or similar surface.

Lawful:

- (d) It shall be lawful to operate an electric skateboard/scooter on a linear trail that has an asphalt, crushed limestone, or similar surface. Riders of electric skateboards/scooters shall yield to the right of way to pedestrians, bicycles, and other human-powered conveyances.
- (e) It shall be lawful to operate a class 1, class 2 or class 3 electric bicycle on a linear trail that has an asphalt, crushed limestone, or similar surface. Riders of electric bicycles shall yield to the right of way to pedestrians, bicycles, and other human-powered conveyances. A class 3 electric bicycle shall not be operated by an individual less than 14 years of age. An individual less than 14 years of age may ride as a passenger on a class 3 electric vehicle that is designed to accommodate passengers. An individual shall not operate an electric bicycle on a trail that is specifically designed as nonmotorized and that has a natural surface tread that is made by clearing and grading of native soil and has no added hard surfacing materials. An individual less than 18 years of age who operates or rides as a passenger on a class 3 electric bicycle shall wear a properly fitted and fastened bicycle helmet that meets federal standards established under federal law, including standards adopted by the United States Consumer Product Safety Commission or the American Society for Testing and Materials.
- (f) Violations of subsections (a)- (d) shall be civil infractions. Violations of subsection (e) shall be a misdemeanor.

Article III, 62-74 "Trailway regulations and prohibitions" shall be amended to add a new subsection (j) for electric bicycles, electric skateboards, dirt bikes, and golf carts to read as follows:

Sec. 62-74. - Trailway regulations and prohibitions

(a)-(i) Unchanged

- (j) *Electric bicycles* No person shall operate an electric bicycle on a trailway in a careless or reckless manner and shall not operate an electric bicycle in excess of fifteen (15) miles per hour. A person who violates this subsection is responsible for a misdemeanor.
- (k) *Electric skateboard and scooter* No person shall operate an electric skateboard and electric scooter on a trailway in a careless or reckless manner in excess of fifteen (15) miles per hour. A person who violates this subsection is responsible for a municipal civil infraction.

(l) Dirt bikes and *Golf cart*. No person shall operate a dirt bike or a golf cart in or upon a trailway unless they are authorized by the City. A person who violates this subsection is responsible for a municipal civil infraction.

(m) Electric *personal assistive mobility device*. Nothing in this article shall prohibit a person from using an electric personal mobility device related to a disability, on a trailway.

(n) No person shall operate any vehicle on the trail that is specifically permitted on the trail, in excess of fifteen (15) miles per hour. A person who violates this subsection is responsible for a municipal civil infraction.

PART III AMENDMENT TO CHAPTER 90 TRAFFIC AND VEHICLES

Article IV-BICYCLES Sec. 90-132 Registration shall be deleted in its entirety and replaced with the following:

Sec. 132. Electric Bicycles

General traffic laws.

(a) Every person riding an electric bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the responsibilities applicable to the driver of a motor vehicle by the laws of this state declaring rules of the road applicable to motor vehicles or by article II of this chapter applicable to the driver of any vehicle, except as to special regulations in this article and except as to those provisions of law and article II of this chapter which by their nature can have no application.

(b) Any person operating an electric bicycle shall obey the instructions of official traffic control signals, signs and other traffic control devices applicable to motor vehicles, unless otherwise directed by a police officer. This includes the requirement to stop at stop signs before proceeding.

(c) No person shall park an electric bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building, or in such manner as to afford the least obstruction to pedestrian traffic.

(d) Pursuant to the Michigan Vehicle Code, no person shall ride an electric bicycle upon a sidewalk.

(e) Every electric 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 500 feet to the front and with a red reflector on the rear, of a type which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

(f) Every electric bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

(h) It shall be prohibited to ride electric bicycles in the downtown district and in the historic district. The downtown district shall be defined as the area between the CSX railroad tracks on the north side of Downtown and extend southward along Lafayette Street to the former Grand Trunk Western railroad right-of-way (now S. Lyon City Trails/Reynolds Street Parkway). The historic district shall be district extends up to one block west or east of Lafayette Street. The historic district shall be

defined to be the area in McHattie Park surrounding the Witch's Hat Depot Museum, the Little Village Chapel, the Freight House and the Victorian Gazebo.

(i) *Riding prohibited where posted.* The city manager is hereby authorized to erect signs on any publicly owned parking area, street, sidewalk, parking structure, parking lot, or other public property prohibiting the riding of electric bicycles thereon. It shall be unlawful to ride an electric bicycle on any such posted parking area, street, sidewalk, parking structure, parking lot or other public property.

(k) Electric bicycle does not include an e-moto bicycle, which is a high-powered moped like device (has an engine of 100ccs or less with no gear shifting with a maximum speed of 30 mph) or motorcycle like device.

Article IV-BICYCLES Sec. 90-133 Rental agencies shall be deleted and replaced with the following:

Sec. 90-133. - Violations and penalties.

(a) *Civil infraction.* Any violation of Section 90-131 shall be deemed a civil infraction.

(b) *Misdemeanor penalties.* Any violation of section 90-132 shall be deemed a misdemeanor

Article IV-BICYCLES Sec. 90-134 Violations and penalties shall be deleted as worded and reserved.

Secs. 90-134-150. Reserved.

Part V. – Severability. If one or more sections, provisions, phrases or words of this Ordinance are declared to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, which shall continue in full force and effect, and to this end, this Ordinance is declared to be severable.

PART VI. Savings Clause. The amendment of the City of South Lyon Code of Ordinances set forth in this Ordinance does not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendment of the South Lyon Code of Ordinances set forth in this Ordinance.

PART VII. Repealer. All other Ordinances or parts of Ordinances in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

PART VII. Effective Date: Publication. The provisions of this Ordinance shall become effective fifteen (15) days after its adoption and shall be published within fifteen (15) days of its adoption by publication of a brief notice in a newspaper circulated in the City, stating the date of enactment and the effective date of the ordinance, a brief statement as to the subject matter of this Ordinance and such other facts as the Clerk shall deem pertinent, and that a copy of the Ordinance is available for public use and inspection at the office of the City Clerk.

CERTIFICATION

I hereby certify that the foregoing Ordinance was adopted by the South Lyon City Council, Oakland County, Michigan, at a meeting of the Council duly called and held on the 9th day of February, 2026.

Lisa Deaton, City Clerk

Adopted:
Published:
Effective:

**CITY OF DEARBORN HEIGHTS
ORDINANCE NO. H-26-02**

AN ORDINANCE OF THE CITY OF DEARBORN HEIGHTS, PROVIDING THAT CHAPTER 32 OF THE CODE OF ORDINANCES, CITY OF DEARBORN HEIGHTS, BE AMENDED AND REVISED BY AMENDING AND REVISING CHAPTER 32, ARTICLE II, DIVISION 6 PERTAINING TO THE OPERATION OF BICYCLES, MOTORCYCLES, MOPEDS AND TOY VEHICLES BY AMENDING SECTIONS 32-441 THROUGH 32-456 AND REPEALING SECTIONS 32-457 THROUGH 32-470, AND FURTHER BY AMENDING CHAPTER 32 BY ADDING A NEW ARTICLE VIII., SECTIONS 32-901 THROUGH 32-907 PERTAINING TO REGISTRATION OF ELECTRIC BICYCLES.

THE CITY OF DEARBORN HEIGHTS ORDAINS THAT THE CODE OF ORDINANCES OF THE CITY OF DEARBORN HEIGHTS, MICHIGAN, IS HEREBY (A) AMENDED BY AMENDING SECTIONS 32-441, 32-442, 32-443, 32-444, 32-445, 32-446, 32-447, 32-448, 32-449, 32-450, 32-451, 32-452, 32-453, 32-454, 32-455, AND 32-456 TO READ AS FOLLOWS AS STATED IN SECTION I:
(B) REVISED BY REPEALING SECTIONS 32-457, 32-458, 32-459, 32-460, 32-461, 32-462, 32-463, 32-464, 32-465, 32-466, 32-467, 32-468, 32-469, AND 32-470 AS STATED IN SECTION II; AND
(C) AMENDED BY ADDING A NEW ARTICLE VIII UNDER CHAPTER 32 AND NEW SECTIONS, TO BE NUMBERED 32-901, 32-902, 32-903, 32-904, 32-905, 32-906, AND 32-907, WHICH SHALL READ AS FOLLOWS AS STATED IN SECTION III:

SECTION I.

DIVISION 6. - OPERATION OF BICYCLES, MOTORCYCLES, MOPEDS AND TOY VEHICLES

Sec. 32-441. - Violations of Sections 32-441 to 32-454 as civil infractions; duty of parent or guardian; regulations applicable to bicycles and motorcycles.

(1) A person who violates any of sections 32-441 to 32-454 is responsible for a civil infraction.

(2) The parent of a child or the guardian of a ward shall not authorize or knowingly permit the child or ward to violate this Division 6 of Chapter 32 of the City Code.

(3) The regulations applicable to bicycles under sections 32-441 to 32-455 shall apply when a bicycle is operated upon a highway or upon a path set aside for the exclusive use of bicycles, subject to those exceptions stated in sections 656 to 32-455.

(4) The regulations applicable to motorcycles in sections 32-441 to 32-455 shall be considered supplementary to other provisions of this Chapter 32 of the City Code and the Michigan Vehicle Code governing the operation of motorcycles.

Sec. 32-442. - Rights and duties of persons riding bicycle, electric bicycle, electric skateboard, electric personal assistive mobility device, moped, low-speed vehicle, or commercial quadricycle.

Each person riding a bicycle, electric bicycle, electric personal assistive mobility device, electric skateboard, or moped or operating a low-speed vehicle or commercial quadricycle upon a roadway has all of the rights and is subject to all of the duties applicable to the driver of a vehicle under the Michigan Vehicle Code, except for special regulations in the article of the Michigan Vehicle Code containing MCL 257.657 and in this Division 6 of Chapter 32 of the City Code, and except for the provisions of the Michigan Vehicle Code that by their nature do not apply.

Sec. 32-443. - Operation of golf cart on city streets or state trunk line highway.

(1) Because the city did not have a population of fewer than 30,000 individuals based upon the 2010 decennial census, the city is not authorized to allow the operation of golf carts on the streets of the city, subject to the requirements of MCL 257.657a. Accordingly, consistent with MCL 257.657a, no person shall operate a golf cart on the streets of the city or on a state trunk line highway in the city. Any person who violates this section is responsible for a civil infraction.

(2) As used in this section, "golf cart" means a vehicle designed for transportation while playing the game of golf.

(3) If there is a change in Michigan law that authorizes the city to be allowed to permit the operation of golf carts on the streets of the city, and the city elects to permit such operation, then the requirements of MCL 257.657a and of any other State law shall apply to golf carts, the operators of golf carts, and the operation of golf carts.

Sec. 32-444. - Riding on seat of bicycle, motorcycle, moped, electric skateboard, or electric personal assistive mobility device; number of persons; wearing of crash helmet; conditions; rules; requirements for autocycle.

(1) A person propelling a bicycle or operating a motorcycle or moped shall not ride other than upon and astride a permanent and regular seat attached to that vehicle.

(2) A bicycle or motorcycle shall not be used to carry more persons at 1 time than the number for which it is designed and equipped.

(3) An electric personal assistive mobility device or an electric skateboard shall not be used to carry more than 1 person at a time.

(4) A person less than 19 years of age operating a moped on a public thoroughfare shall wear a crash helmet on his or her head. A person less than 19 years of age operating an electric skateboard shall wear a crash helmet on his or her head. Except as provided in subsection (5), a person operating or riding on a motorcycle shall wear a crash helmet on his or her head.

(5) The following conditions apply to a person 21 years of age or older operating or riding on a motorcycle, as applicable:

(a) A person who is operating a motorcycle is not required to wear a crash helmet on his or her head if he or she has had a motorcycle endorsement on his or her operator's or chauffeur's license for not less than 2 years or the person passes a motorcycle safety

course conducted under Section 811a or 811b of the Michigan Vehicle Code and satisfies the requirements of subdivision (c).

(b) A person who is riding on a motorcycle is not required to wear a crash helmet on his or her head if the person or the operator of the motorcycle satisfies the requirements of subdivision (c).

(c) A person who is operating a motorcycle and a person who is riding on a motorcycle are not required to wear crash helmets on their heads if the operator of the motorcycle or the rider has in effect security for the first-party medical benefits payable in the event that he or she is involved in a motorcycle accident, as provided in section 3103 of the insurance code of 1956, 1956 PA 218, MCL 500.3103, in 1 of the following amounts, as applicable:

(i) A motorcycle operator without a rider, not less than \$20,000.00.

(ii) A motorcycle operator with a rider, not less than \$20,000.00 per person per occurrence. However, if the rider has security in an amount not less than \$20,000.00, then the operator is only required to have security in the amount of not less than \$20,000.00.

(6) Crash helmets shall be approved by the department of state police. The department of state police has promulgated rules for the implementation of section 658 of the Michigan Vehicle Code under the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328. Rules in effect on June 1, 1970, apply to helmets required by the Michigan Vehicle Code and this Chapter 32 of the City Code.

(7) The crash helmet requirements under this section do not apply to a person operating or riding in an autocycle if the vehicle is equipped with a roof that meets or exceeds standards for a crash helmet.

(8) A person operating or riding in an autocycle shall wear seat belts when on a public highway in this state and this city.

(9) A person under the age of 12 shall not operate an electric skateboard on a public highway or street.

Sec. 32-445. - Seats and foot rests; requirements; exception; violation as civil infraction.

(1) In addition to the requirements of section 32-444, a motorcycle shall be equipped with adequate seats and foot rests or pegs for each designated seating position. Foot rests or pegs must be securely attached. A passenger shall not ride on a motorcycle unless his or her feet can rest on the assigned foot rests or pegs except that this requirement does not apply to a person who is unable to reach the foot rests or pegs due to a permanent physical disability.

(2) A person who violates this section is responsible for a civil infraction.

Sec. 32-446. - Crash helmet required; exception.

(1) Except as provided in subsection (2), a person operating or riding in a low-speed vehicle shall wear a crash helmet on his or her head. The crash helmet shall meet the requirements of the rules promulgated by the department of state police under section 658 of the Michigan Vehicle Code.

(2) Subsection (1) does not apply to a person operating or riding in a low-speed vehicle equipped with a roof that meets or exceeds the standards for roof-crush resistance, provided under 49 C.F.R. 571.500.

Sec. 32-447. - Riding while attached to streetcar or vehicle.

A person riding upon a bicycle, moped or motorcycle, coaster, roller skates, sled, or toy vehicle shall not attach the same or himself to a streetcar or vehicle upon a roadway.

Sec. 32-448. - Electric personal assistive mobility device, low-speed vehicle, commercial quadricycle; electric skateboard, or moped; operation; limitations; applicability to police officer; regulation by local government; prohibitions; regulation by department of natural resources.

(1) A person operating an electric personal assistive mobility device, low-speed vehicle, electric skateboard, or moped upon a roadway shall ride as near to the right side of the roadway as practicable, shall exercise due care when passing a standing vehicle or a vehicle proceeding in the same direction, and shall not block, delay, or otherwise interfere with the movement of a streetcar on a streetcar track.

(2) A motorcycle is entitled to full use of a lane, and a motor vehicle must not be driven in such a manner as to deprive a motorcycle of the full use of a lane. This subsection does not apply to motorcycles operated 2 abreast in a single lane or to the operation of a motorcycle in a manner that blocks, delays, or otherwise interferes with the movement of a streetcar on a streetcar track.

(3) A person riding an electric personal assistive mobility device, motorcycle, electric skateboard, or moped upon a roadway shall not ride more than 2 abreast except on a path or part of a roadway set aside for the exclusive use of those vehicles.

(4) Where a usable and designated path for bicycles is provided adjacent to a highway or street, a person operating an electric personal assistive mobility device or electric skateboard may, by local ordinance, be required to use that path, including an ordinance of the City.

(5) A person operating a motorcycle, moped, low-speed vehicle, electric personal assistive mobility device, or electric skateboard shall not pass between lines of traffic, but may pass on the left of traffic moving in his or her direction in the case of a 2-way street or on the left or right of traffic in the case of a 1-way street, in an unoccupied lane.

(6) A person operating an electric personal assistive mobility device or electric skateboard on a sidewalk constructed for the use of pedestrians shall yield the right-of-way to a pedestrian and shall give an audible signal before overtaking and passing the pedestrian.

(7) A moped, low-speed vehicle, or commercial quadricycle must not be operated on a sidewalk constructed for the use of pedestrians.

(8) A low-speed vehicle or commercial quadricycle must not be operated at a speed of more than 25 miles per hour. A low-speed vehicle must not be operated on a highway or street with a speed limit of more than 35 miles per hour except for the purpose of crossing that highway or street. A commercial quadricycle must not be operated on a highway or street with a speed limit of more than 45 miles per hour except for the purpose of crossing that highway or street. An individual shall not operate a commercial

quadricycle that is equipped with a motor unless he or she has a valid operator's license issued under this act. As authorized by the Michigan Vehicle Code, the state transportation department may prohibit the operation of a low-speed vehicle or commercial quadricycle on any highway or street under its jurisdiction if it determines that the prohibition is necessary in the interest of public safety.

(9) This section does not apply to a police officer in the performance of his or her official duties.

(10) An electric personal assistive mobility device must not be operated at a speed of more than 15 miles per hour and must not be operated on a highway or street with a speed limit of more than 25 miles per hour except to cross that highway or street.

(11) An electric skateboard must not be operated at a speed of more than 25 miles per hour. An electric skateboard that does not have handlebars must not be operated on a highway or street with a speed limit of more than 25 miles per hour except to cross that highway or street, and an electric skateboard equipped with handlebars must not be operated on a highway or street with a speed limit of more than 45 miles per hour except to cross that highway or street.

(12) As authorized by the Michigan Vehicle Code, the governing body of a county, a city (including the city), a village, an entity created under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512, or a township may, by ordinance based on the health, safety, and welfare of the citizens, regulate the operation of electric personal assistive mobility devices, electric skateboards, or commercial quadricycles on sidewalks, highways or streets, or crosswalks. Except as otherwise provided in this subsection, and as authorized by the Michigan Vehicle Code, a governing body of a county, city (including the city), village, entity created under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512, or township may prohibit the operation of electric personal assistive mobility devices, electric skateboards or commercial quadricycles in an area open to pedestrian traffic adjacent to a waterfront or on a trail under its jurisdiction, in a downtown or central business district, or on a street that includes streetcar tracks. Signs indicating the regulation must be conspicuously posted in the area where the use of an electric personal assistive mobility device, electric skateboard, or commercial quadricycle is regulated.

(13) As stated in the Michigan Vehicle Code, operation of an electric personal assistive mobility device or electric skateboard is prohibited in a special charter city and a state park under the jurisdiction of the Mackinac Island State Park commission.

(14) As authorized by the Michigan Vehicle Code, operation of an electric personal assistive mobility device or electric skateboard may be prohibited in a historic district, including by the city.

(15) As authorized by the Michigan Vehicle Code, the department of natural resources may by order regulate the use of electric personal assistive mobility devices or electric skateboards on all lands under its control.

Sec. 32-449. - Operation of bicycle upon highway or street; riding close to right-hand curb or edge of roadway; exceptions.

A person operating a bicycle upon a highway or street at less than the existing speed of traffic shall ride as close as practicable to the right-hand curb or edge of the roadway except as follows:

(a) When overtaking and passing another bicycle or any other vehicle proceeding in the same direction.

(b) When preparing to turn left.

(c) When conditions make the right-hand edge of the roadway unsafe or reasonably unusable by bicycles, including, but not limited to, surface hazards, an uneven roadway surface, drain openings, debris, parked or moving vehicles or bicycles, pedestrians, animals, or other obstacles, or if the lane is too narrow to permit a vehicle to safely overtake and pass a bicycle.

(d) When operating a bicycle in a lane in which the traffic is turning right but the individual intends to go straight through the intersection.

(e) When operating a bicycle upon a 1-way highway or street that has 2 or more marked traffic lanes, in which case the individual may ride as near the left-hand curb or edge of that roadway as practicable.

(f) When riding as close as practicable to the right-hand curb or edge of the roadway would block, delay, or otherwise interfere with the movement of a streetcar on a streetcar track.

Sec. 32-450. - Operation of bicycle upon highway or street; riding more than 2 abreast.

Two or more individuals operating bicycles upon a highway or street shall not ride more than 2 abreast except upon a path or portion of the highway or street set aside for the use of bicycles.

Sec. 32-451. - Operation of bicycle upon sidewalk or pedestrian crosswalk.

(1) An individual operating a bicycle upon a sidewalk or a pedestrian crosswalk shall yield the right-of-way to pedestrians and shall give an audible signal before overtaking and passing a pedestrian.

(2) An individual shall not operate a bicycle upon a sidewalk or a pedestrian crosswalk if that operation is prohibited by an official traffic control device.

(3) An individual lawfully operating a bicycle upon a sidewalk or a pedestrian crosswalk has all of the rights and responsibilities applicable to a pedestrian using that sidewalk or crosswalk.

Sec. 32-452. - Parking bicycle or electric skateboard on sidewalk, highway, or street.

(1) An individual may park a bicycle or an electric skateboard equipped with handlebars on a sidewalk except as prohibited by an official traffic control device.

(2) An individual shall not park a bicycle or an electric skateboard equipped with handlebars on a sidewalk in such a manner that the bicycle or electric skateboard equipped with handlebars impedes the lawful movement of pedestrians or other traffic.

(3) An individual may park a bicycle or an electric skateboard equipped with handlebars on a highway or street at any location where parking is allowed for motor vehicles, may park at any angle to the curb or the edge of the highway, and may park abreast of another bicycle or electric skateboard equipped with handlebars.

(4) An individual shall not park a bicycle or an electric skateboard equipped with handlebars on a highway or street in such a manner as to obstruct the movement of a

legally parked motor vehicle or as to block, delay, or otherwise interfere with the movement of a streetcar on a streetcar track.

(5) Except as otherwise provided in this section, an individual parking a bicycle or an electric skateboard equipped with handlebars on a highway or street shall do so in compliance with the Michigan Vehicle Code, any local ordinance, and the City Code.

Sec. 32-453. - Carrying package, bundle, or article on bicycle, electric personal assistive mobility device, moped, or motorcycle.

A person operating a bicycle, electric personal assistive mobility device, moped, or motorcycle shall not carry any package, bundle, or article that prevents the driver from keeping both hands upon the handlebars of the vehicle.

Sec. 32-454. - Handlebars of motorcycle or moped.

A person shall not operate on a public highway of this state a motorcycle or moped equipped with handlebars that are higher than 30 inches from the lowest point of the undepressed saddle to the highest point of the handle grip of the operator.

Sec. 32-455. - Bicycle, electric personal assistive mobility device, electric skateboard, or commercial quadricycle; equipment; violation as civil infraction.

(1) A bicycle, electric personal assistive mobility device, electric skateboard, or commercial quadricycle being operated on a roadway between 1/2 hour after sunset and 1/2 hour before sunrise shall be equipped with a lamp on the front that emits a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear that shall be visible from all distances from 100 feet to 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 500 feet to the rear may be used in addition to the red reflector.

(2) A bicycle shall be equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

(3) An electric personal assistive mobility device, electric skateboard, or commercial quadricycle shall enable the operator to bring it to a controlled stop.

(4) As mandated by the Michigan Vehicle Code, a person shall not sell, offer for sale, or deliver for sale in this state or in the City a bicycle or a pedal for use on a bicycle, either of which was manufactured after January 1, 1976, unless it is equipped with a type of reflex reflector located on the front and rear surfaces of the pedal. The reflector elements may be either integral with the construction of the pedal or mechanically attached, but shall be sufficiently recessed from the edge of the pedal, or of the reflector housing, to prevent contact of the reflector element with a flat surface placed in contact with the edge of the pedal. The pedal reflectors shall be visible from the front and rear of the bicycle during the nighttime from a distance of 200 feet when directly exposed to the lower beam head lamps of a motor vehicle.

(5) As mandated by the Michigan Vehicle Code, a person shall not sell, offer for sale, or deliver for sale in this state or in the City a bicycle manufactured after January 1, 1976 or an electric personal assistive mobility device unless it is equipped with either tires that have reflective sidewalls or with wide-angle prismatic spoke reflectors. If the bicycle or the electric personal assistive mobility device is manufactured with reflective

sidewalls, the reflective portion of the sidewall shall form a continuous circle on the sidewall, and may not be removed from the tire without removal of tire material. If the bicycle is equipped with wide-angle prismatic spoke reflectors, the reflectors of the front wheel shall be essentially colorless or amber, and the reflectors on the rear wheel shall be essentially colorless or red. Reflective sidewalls or spoke reflectors shall cause the bicycle to be visible from all distances from 100 feet to 600 feet when viewed under lawful low beam motor vehicle head lamps under normal atmospheric conditions.

(6) A person who violates subsection (1) or (2) is responsible for a civil infraction.

Sec. 32-456. – Electric bicycle; rights of individual; label to be affixed by manufacturer or distributor; tampering with or modification of electric bicycle prohibited; requirements applicable to class 3 electric bicycle; compliance with federal requirements; operation on highway or within city; operation of class 1, class 2, or class 3 electric bicycle on certain trails; compliance with Americans with disabilities act of 1990 and persons with disabilities civil rights act; public hearing; inapplicability of subsections (6) to (10) to use of electric bicycles on congressionally authorized public trail system.

(1) Except as otherwise provided in this section, an individual riding an electric bicycle is subject to the same requirements under the Michigan Vehicle Code and Chapter 32 of the City Code as an individual riding a bicycle.

(2) Beginning on January 1, 2018, a manufacturer or distributor of electric bicycles offered for sale or distribution in this state and/or the City shall permanently affix in a prominent location on the electric bicycle a label that contains the classification number, top assisted speed, and motor wattage of the electric bicycle. The label required under this subsection shall be printed in Arial font and shall be at least 9-point type.

(3) A person shall not tamper with or modify an electric bicycle so as to change the manufactured motor-powered speed capability or motor engagement of the electric bicycle without replacing the label required under subsection (2) with an appropriate label printed in Arial font and in at least 9-point type. For purposes of the Michigan Vehicle Code and Chapter 32 of the City Code, a device shall not be considered an electric bicycle if the motor is modified in a manner that no longer meets the criteria described in section 13e of the Michigan Vehicle Code (codified as MCL 257.13e at the time this City Code section was codified), or if the motor exceeds 750 watts.

(4) All of the following apply to a class 3 electric bicycle:

(a) A class 3 electric bicycle shall not be operated by an individual less than 14 years of age. An individual less than 14 years of age may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.

(b) An individual less than 18 years of age who operates or rides as a passenger on a class 3 electric bicycle shall wear a properly fitted and fastened bicycle helmet that meets federal standards established by the United States Consumer Product Safety Commission or the American Society for Testing and Materials.

(5) An electric bicycle shall comply with applicable equipment and manufacturing requirements for electric bicycles established under federal law, including standards adopted by the United States Consumer Product Safety Commission and compiled in 16 CFR part 1512.

(6) Except as otherwise provided in subsection (7), an individual may operate an electric bicycle on any part of a highway that is open to a bicycle, including, but not limited to, a lane designated for the exclusive use of bicycles and the shoulder.

(7) As mandated by the Michigan Vehicle Code, an individual shall not operate an electric bicycle within a city that prohibits the use of nonemergency motor vehicles, unless the city council of that city, by majority vote, adopts a resolution allowing the operation of electric bicycles within city limits. As mandated by the Michigan Vehicle Code, an individual shall not operate an electric bicycle within the Mackinac Island State Park, unless he or she has obtained the required permit from the Mackinac Island State Park Commission created in part 767 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.76701 to 324.76709, or unless the Mackinac Island State Park Commission authorizes the operation of electric bicycles within its jurisdiction. If a city described in this subsection or the Mackinac Island State Park Commission authorizes the operation of electric bicycles within its jurisdiction, the city or the Mackinac Island State Park Commission may regulate the operation of electric bicycles within its jurisdiction as authorized by the Michigan Vehicle Code.

(8) As authorized by the Michigan Vehicle Code, an individual may operate a class 1 electric bicycle on a linear trail in the City that has an asphalt, crushed limestone, or similar surface, or a rail trail. As authorized by the Michigan Vehicle Code, the City, as a local authority or agency of this state potentially having jurisdiction over a trail described in this subsection may regulate or prohibit the operation of a class 1 electric bicycle on that trail.

(9) As mandated by the Michigan Vehicle Code, an individual may operate a class 2 or class 3 electric bicycle on a linear trail in the City that has an asphalt, crushed limestone, or similar surface, or a rail trail only if authorized by the City, as the local authority or agency of this state potentially having jurisdiction over the trail.

(10) Except as otherwise provided in this subsection, an individual shall not operate an electric bicycle on a trail that is designated as nonmotorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. As a local authority or agency of this state potentially having jurisdiction over a trail described in this subsection, the City may allow and regulate the operation of an electric bicycle on that trail.

(11) As mandated by the Michigan Vehicle Code, this state or the City as a local authority or agency of this state shall administer the provisions of this section in a manner that complies with the Americans with disabilities act of 1990, Public Law 101-336, and the persons with disabilities civil rights act, 1976 PA 220, MCL 37.1101 to 37.1607.

(12) Before an entity described in subsections (7) to (10) may prohibit, authorize, or regulate the use of electric bicycles within its jurisdiction, that entity shall hold a public hearing on the matter.

(13) Subsections (6) to (10) do not apply to the use of electric bicycles on a congressionally authorized public trail system.

SECTION II.

The City of Dearborn Heights Ordains that the Code of Ordinances of the City of Dearborn Heights, Michigan, is hereby revised by repealing Sections 32-457, 32-458, 32-459, 32-460, 32-461, 32-462, 32-463, 32-464, 32-465, 32-466, 32-467, 32-468, 32-469, and 32-470.

SECTION III.

ARTICLE VIII. - REGISTRATION OF ELECTRIC BICYCLES

Sec. 32-901. – “Electric bicycle” defined.

(1) “Electric bicycle” means a device upon which an individual may ride that satisfies all of the following:

(a) The device is equipped with all of the following:

- (i) A seat or saddle for use by the rider.
- (ii) Fully operable pedals for human propulsion.
- (iii) An electric motor of not greater than 750 watts.

(b) The device falls within 1 of the following categories:

(i) Class 1 electric bicycle. As used in this subparagraph, “class 1 electric bicycle” means an electric bicycle that is equipped with an electric motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 20 miles per hour.

(ii) Class 2 electric bicycle. As used in this subparagraph, “class 2 electric bicycle” means an electric bicycle that is equipped with a motor that propels the electric bicycle to a speed of no more than 20 miles per hour, whether the rider is pedaling or not, and that disengages or ceases to function when the brakes are applied.

(iii) Class 3 electric bicycle. As used in this subparagraph, “class 3 electric bicycle” means an electric bicycle that is equipped with a motor that provides assistance only when the rider is pedaling and that disengages or ceases to function when the electric bicycle reaches a speed of 28 miles per hour.

(2) The definition of “Electric bicycle” as used in this section is intended to be the same as the definition of “Electric bicycle” set forth in section 13e of the Michigan Vehicle Code (codified as MCL 257.13e at the time this City Code section was codified). If the definition of “Electric bicycle” set forth in section 13e of the Michigan Vehicle Code changes, then the definition of “Electric bicycle” as set forth in this section is to be construed to be consistent with what is set forth in the Michigan Vehicle Code.

Sec. 32-902. – Required.

Every person residing in the city who owns any electric bicycle shall meet the registration and other requirements of this article for all such electric bicycles that the person owns. Further, whether or not a person resides in the city, a person shall only operate an electric bicycle in the city if the person can operate the electric bicycle in compliance with the registration and other requirements of this article.

Sec. 32-903. - Application.

(1) A person residing in the city who owns any electric bicycle shall apply for and receive both a registration certificate and a license tag for each such electric bicycle that the person owns. The person shall make application to the police department for both the registration certificate and the license tag for each such electric bicycle on a form or forms furnished by the police department. The person shall provide the following information in the application form related to each such electric bicycle: the electric bicycle's owner's name, address, and phone number (if any); a full description of the electric bicycle, including its make, model, color, and manufacturer's serial number; and the electric bicycle label information as required by section 662a(2) of the Michigan Vehicle Code (codified as MCL 257.662a(2) at the time this City Code section was codified), namely the electric bicycle's: classification number, top assisted speed, and motor wattage. Provided the application form is completed to the extent possible given available information and the person who submits the application pays the required fee(s), the police department shall provide the owner of the electric bicycle with both a registration certificate and a license tag for the subject electric bicycle as more fully described in Section 32-904 and Section 32-905.

(2) A person who does not reside in the city who wants any electric bicycle to be operable in the city may apply for and receive both a registration certificate and a license tag for each such electric bicycle that the person owns and wants to be able to operate in the city. The person shall make application to the police department for both the registration certificate and the license tag for each such electric bicycle on a form or forms furnished by the police department. The person shall provide the following information in the application form related to each such electric bicycle: the electric bicycle's owner's name, address, and phone number (if any); a full description of the electric bicycle, including its make, model, color, and manufacturer's serial number; and the electric bicycle label information as required by section 662a(2) of the Michigan Vehicle Code (codified as MCL 257.662a(2) at the time this City Code section was codified), namely the electric bicycle's: classification number, top assisted speed, and motor wattage. Provided the application form is completed to the extent possible given available information and the person who submits the application pays the required fee(s), the police department shall provide the owner of the electric bicycle with both a registration certificate and a license tag for the subject electric bicycle as more fully described in Section 32-904 and Section 32-905.

Sec. 32-904. - Registration certificate.

Provided an appropriate person has complied with the requirements of Section 32-903 related to obtaining a registration certificate for an electric bicycle, then the police department shall furnish the owner of the electric bicycle with a registration certificate for the electric bicycle. The police department shall keep a duplicate of the registration certificate which shall be kept in the offices of the police department. The owner of the electric bicycle shall keep the registration certificate and shall present same upon demand of any police officer of the city if the ownership or title to the electric bicycle becomes an issue. A person shall not operate an electric bicycle in the city unless a registration certificate has been obtained and maintained for it.

Sec. 32-905. - License tag.

Provided an appropriate person has complied with the requirements of Section 32-903 related to obtaining a license tag for an electric bicycle, then the police department shall furnish the owner of the electric bicycle with a license tag for the electric bicycle, the number of which shall correspond to the registration certificate for the electric bicycle. The license tag and any renewals thereof shall be permanently affixed in a prominent location on the electric bicycle. A person shall not operate an electric bicycle in the city unless a license tag has been obtained for it, maintained for it, and permanently affixed on it as required by this section and this article.

Sec. 32-906. – Violations as civil infractions.

A person who violates any of the provisions of this **ARTICLE VIII. - REGISTRATION OF ELECTRIC BICYCLES**. (namely sections 32-901 to 32-907) is responsible for a civil infraction punishable by a civil fine of \$400.00 for each such violation.

Sec. 32-907. - Fees.

Fees for electric bicycle registration certificates, electric bicycle license tags, application for same, and any renewals thereof shall be prescribed by resolution of the council.

SECTION IV.

CODIFICATION DIRECTIVES

Sections 32-880 through 32-900 are deemed to be added and reserved.

Article VIII. - Registration of Electric Bicycles is deemed to be added to the Code under Chapter 32.

SECTION V.

REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

SECTION VI.

SEVERABILITY

Should any section, subsection, clause, or phrase of this ordinance be declared by the courts to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof other than the part so declared to be invalid.

SECTION VII.

EFFECTIVE DATE

The City Council finds that the needs of the business affected by this Ordinance will be significantly affected by any delay in this Ordinance's effective date. In the light of this, the City Council declares the adoption of this ordinance to be an emergency action and adopts this ordinance on an emergency basis at the same meeting as the meeting at which it was introduced. Thus, this ordinance is considered to be read both a first time and a second time at the same meeting. This ordinance shall become effective upon publication as provided by law.

SECTION VIII.

AUTHENTICATION

This is to certify that the undersigned do hereby authenticate the foregoing record of the ordinance herein set forth.

MO BAYDOUN, Mayor

LYNNE M. SENIA, City Clerk

CERTIFICATION

I hereby certify that the foregoing is a true and correct copy of this ordinance adopted by the Council for the City of Dearborn Heights at a regular meeting of the Council held on the 9th day of June, 2026, and became effective by publication in the official newspaper of the City of Dearborn Heights and/or by publication as otherwise permitted by the City Charter on the 11th day of June, 2026.

LYNNE M. SENIA, City Clerk

Publication Date: June 11, 2026.

ORD #26-003

An ordinance to amend Chapter 42, Streets, Sidewalks and Other Public Places, Article I, In General, of the Port Huron Code of Ordinances, to provide requirements for bicycles on sidewalks.

Additions are in yellow

~~Deletions are crossed out in red~~

THE CITY OF PORT HURON ORDAINS:

That Chapter 42, Street, Sidewalks and Other Public Place, Article I, In General, of the Port Huron Code of Ordinances, is hereby amended to provide requirements for bicycles on sidewalks, as follows:

**CHAPTER 42.
STREETS, SIDEWALKS AND OTHER PUBLIC PLACES
ARTICLE I. In General**

Sec. 42-1. Violations as municipal civil infractions.

No change.

Sec. 42-2. Definitions.

The following works, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

BICYCLE – A vehicle with two or three wheels, solely human-powered, propelled by operable pedals (or a hand-driven equivalent) affixed to a mechanical propulsion system transmitted to one or more wheels, and has handlebars for steering and a saddle seat. A trike or tricycle is a three-wheeled bicycle.

DEPARTMENT – The Department of Public Works.

DIRECTOR — The Public Works Director.

ELECTRIC BICYCLE – A two- or three-wheeled cycle with a seat or saddle for the rider, fully operable pedals, and an electric motor as defined by MCL 257.13e.

ELECTRIC SCOOTER – A standing scooter with a center column and no seat or operable pedals, propelled by an electric motor.

HUMAN-POWERED – Describes a vehicle that can be propelled without motor assistance and solely by means of human energy input.

MOBILITY SCOOTER – A seated personal transporter that usually has three or four wheels, is propelled by an electric motor, and has a floorboard or foot pegs but no operable pedals. It is designed as a mobility aid for people with impaired mobility. A mobility scooter is not considered an electric scooter for the purposes of this article unless specified.

MOPED – A two- or three-wheeled vehicle which is equipped with a motor that does not exceed 50 cubic centimeters piston displacement, produces 2.0 brake horsepower or less, and cannot propel

the vehicle at a speed greater than 30 miles per hour on a level surface. The power drive system shall not require the operator to shift gears.

OPERABLE PEDALS – A pair of foot-operated levers or hand-driven equivalent affixed to a mechanical propulsion system that enables a vehicle to be propelled by human power.

SCOOTER – A standing scooter with a center column and no seat or operable pedals, propelled by a rider pushing off the ground.

SIDEWALK – That portion of a street between the curblines or edge of the roadway and the right-of-way lines and includes lawn extensions and sidewalks and the area reserved therefor where the lawn extensions and sidewalks are not yet constructed.

STREET – All of the land lying between property lines on either side of all streets, alleys and boulevards in the City and includes lawn extensions and sidewalks and the area reserved therefor where the lawn extensions and sidewalks are not yet constructed.

Sec. 42-3 thru 42-12.

No changes.

~~**Sec. 42-13. Installation of telephone booths in rights-of-ways.**~~

~~Notwithstanding any other section of this Code or other City ordinance to the contrary, the City Council may, by contract, for public convenience and necessity, authorize the installation of outdoor commercial telephone booths on that portion of a street located between the property lot lines and the curb within City-owned rights-of-way.~~

Sec. 42-13⁴. Playing ball, obstructing traffic.

No person shall play any ball game in any public street or sidewalk or otherwise obstruct traffic on any street or sidewalk by collecting in groups thereon, for any purpose.

Sec. 42-14⁵. Moving buildings.

No person move, transport or convey any building or other similar bulky or heavy object upon any street, without first obtaining a permit and filing a bond in such sum as shall be fixed by the Public Works Director, the amount of such bond to be commensurate with the risk of damage or injury involved. Such permit shall designate the route to be followed and the time within which the movement shall be completed, and any necessary repairs to any street or installation upon, in or over any street and trees resulting from the movement done under such permit shall be completed. No permittee shall fail to comply with the conditions specified on the permit nor fail to obey any order of the director given in connection with the movement of any such building. No person shall fail to promptly restore any such damage done by him or her under such permit, to the satisfaction of the Director.

Sec. 42-15⁶. Maintenance of street vaults, manholes, awnings.

Every owner and every person in control of any estate maintaining a sidewalk vault, coalhole, manhole or any other excavation or any post, pole, sign, awning, wire, pipe, conduit or other structure in, under, over or upon any street which is adjacent to or a part of his or her estate shall do so only on condition that such maintenance shall be considered as an agreement on his or her part with the City to keep such and the covers thereof and any gas and electric boxes and tubes thereon in good repair and condition at all times during his or her ownership or control thereof and to indemnify and save harmless the City against all damages or actions at law that may arise from or be brought by reason of such excavation or structure

being under, over, in or upon the street or being unfastened, out of repair or defective during such ownership or control.

Sec. 42-167. Removal of snow and ice from sidewalks.

- (a) The occupant of every lot or premises adjoining any street or the owner of such lot or premises, if the premises are not occupied, shall clear all ice and snow from sidewalks adjoining such lot or premises within the time required in this section. When any snow or ice shall cease to fall during the daylight hours, such snow or ice shall be cleared from the sidewalks within 12 hours after such cessation. When a fall of snow or ice shall have ceased during the nighttime, it shall be cleared from the sidewalks by 6:00 p.m. of the day following.
- (b) If any occupant or owner shall neglect or fail to clear ice or snow from the sidewalk adjoining his or her premises within the time limit or shall otherwise permit ice or snow to accumulate on such sidewalk, he or she shall be guilty of a violation of this section, and in addition the Public Works Director may cause the ice or snow to be cleared. The expense of removal shall become a debt to the City from the occupant or owner of such premises and shall be collected as any other debt to the City.

Sec. 42-178. Street excavations generally.

- (a) No person shall make any excavation or opening in or under any street without first obtaining a written permit from the Public Works Director and furnishing a bond pursuant to § 42-4. The Public Works Director may, if the public safety requires immediate action, grant permission to make a necessary street opening in an emergency, provided that a permit shall be obtained on the following business day and the applicable sections of this chapter shall be complied with.
- (b) No permit to make any opening or excavation in or under a paved street shall be granted to any person within a period of three years after the completion of any paving or resurfacing thereof. If a street opening is necessary as a public safety measure, the Public Works Director may suspend the operation of this subsection, as to such street opening.
- (c) All openings and excavations made pursuant to this section shall be properly and substantially sheeted and braced as a safeguard to workmen and to prevent cave-ins or washouts which would tend to injure the thoroughfare or subsurface structure of the street.

Sec. 42-189. Curb cuts and sidewalk driveway crossings.

- (a) No opening in or through any curb of any street shall be made without first obtaining a written permit from the Public Works Director. Curb cuts and sidewalk driveway crossings to provide access to private property shall comply with the following:
 - (1) No single residential curb cut shall exceed 26 feet nor be less than 12 feet.
 - (2) No single nonresidential curb cut shall exceed 40 feet nor be less than 12 feet.
 - (3) The minimum distance between any curb cut and a public crosswalk, utility pole or fire hydrant shall be five feet.
 - (4) The minimum distance between curb cuts, except those serving residential property, shall be 25 feet.

- (5) The maximum number of linear feet of sidewalk driveway crossing permitted for any lot, parcel of land, business or enterprise shall be 45% of the total abutting street frontage, up to and including 200 linear feet of street frontage, plus 20% of the linear feet of street frontage in excess of 200 feet.
 - (6) Any necessary authorized adjustments to utility poles, light standards, fire hydrants, catchbasins, street or railway signs or signals, or other public improvements or installations shall be accomplished without cost to the City.
 - (7) All construction shall be in accordance with plans and specifications approved by the Public Works Director.
- (b) Exception to the requirements in Subsection (a) of this section may be granted after field inspection by the Public Works Director and the Director of Public Safety, upon written approval given by both the Public Works Director and Director of Public Safety.

Sec. 42-19~~20~~20. Barricade and lights required for excavations and obstructions.

All street openings, excavations and obstructions authorized by this chapter shall be properly and substantially barricaded and railed off and at night shall be provided with approved warning lights. Warning lights perpendicular to the flow of traffic shall not be more than three feet apart and parallel to the flow of traffic not over 15 feet apart.

Sec. 42-20~~21~~21. Removal of obstructions and filling of excavations.

Encroachments and obstructions in the street may be removed and excavations refilled and the expense of such removal or refilling charged to the abutting landowner when made or permitted by him or her or suffered to remain by him or her, otherwise than in accordance with the terms and conditions of this chapter. The procedure for collection of such expenses shall be as prescribed in this Code for single lot assessments, upon not less than seven days' notice to such landowner in accordance with § 2-768.

Sec. 42-21~~22~~22. Temporary street closings.

The Public Works Director shall have authority to temporarily close any street or portion thereof when he or she shall deem such street to be unsafe or temporarily unsuitable for use for any reason. He or she shall cause suitable barriers and signs to be erected on the street indicating that the street is closed to public travel. When any street or portion thereof shall have been closed to public travel, no person shall drive any vehicle upon or over such street or park the vehicle thereon, except as may be necessary incidental to any work being done in the area closed to public travel. No person shall move or interfere with any sign or barrier erected pursuant to this section without authority from the Public Works Director.

Sec. 42-22~~23~~23. Portion of Krafft Road closed between 9:00 p.m. and 7:00 a.m.

The Krafft Road public right-of-way lying between the westerly water edge of Lake Huron and a point 292 feet east of the east line of Gratiot Avenue shall be closed to the public from 9:00 p.m. to 7:00 a.m. daily, during which time it shall be unlawful for any person, other than authorized personnel, to be present in such area. Such area and prohibition shall be posted in a conspicuous place.

Sec. 42-23~~24~~24. Portion of Holland Avenue closed between 10:00 p.m. and 7:00 a.m.

The Holland Avenue public right-of-way lying between the westerly water edge of Lake Huron and the east right-of-way line of Conger Street shall be closed to the public from 10:00 p.m. to 7:00 a.m.

daily, during which time it shall be unlawful for any person, other than authorized personnel, to be present in such area. Such area and prohibition shall be posted in a conspicuous place.

Sec. 42-24~~25~~. Portion of Ballentine Street closed between 9:00 p.m. and 7:00 a.m.

The Ballentine Street public right-of-way lying between the westerly edge of Lake Huron and the east right-of-way line of Conger Street shall be closed to the public from 9:00 p.m. to 7:00 a.m. daily, during which time it shall be unlawful for any person, other than authorized personnel, to be present in such area. Such area and prohibition shall be posted in a conspicuous place.

Sec. 42-25. Prohibited use of sidewalks.

No person shall operate an electric bicycle, electric scooter, moped, or other motor vehicle upon any sidewalk within the City unless it is used in human-powered mode. This section shall not be construed to prohibit the use of sidewalks by persons riding human-powered bicycles, mopeds, or scooters. This section shall also not be construed to prohibit the use of sidewalks by persons using motorized or nonmotorized wheelchairs or other mobility devices.

Sec. 42-26. Right-of-way established – Safety and courtesy.

- (a) A person operating a bicycle shall yield the right-of-way to a pedestrian and shall give an audible signal before overtaking and passing a pedestrian.**
- (b) The speed limit for any bicycle on a sidewalk is 15 miles per hour. Users must travel on the right-hand side of the path.**
- (c) Path users must remain attentive to their surroundings and not engage in behavior that poses a risk to the health, safety, or well-being of others on the path. Dogs must be kept under control and on a leash that does not obstruct the sidewalk.**
- (d) The City may establish courtesy rules and post these along the sidewalk, on the City website, and in other forms of communication. Courtesy rules shall be approved by the City Manager.**

§ 42-27~~26~~. through § 42-55. (Reserved)

ADOPTED:

PUBLISHED:

EFFECTIVE:

ORDINANCE #26-05
AN ORDINANCE TO AMEND MARQUETTE CITY CODE
CHAPTER 46 – TRAFFIC AND VEHICLES

INTENT:

To clarify which types of vehicles may be used on the multi-use path and City sidewalks and to provide a law enforcement framework under which reckless riding, including excessive speed, can be prohibited.

The City of Marquette Ordains:

SECTION 1. That the title of Chapter 46, Article IV is hereby amended to read:
Article IV. – Designated Paths and Related Traffic

SECTION 2. That a new Section 46-92 is hereby created and added to read as follows:

Sec. 46-92. – Definitions.

For the purposes of this article, the term mobility device shall refer to a vehicle in one of the following categories:

- (a) Human-powered mobility device: A wheeled device designed to transport one or more persons and propelled solely by human power.
- (b) Electric mobility device:
 - (1) An electric bicycle, as defined by MCL 257.13e.
 - (2) An electric skateboard, as defined by MCL 257.13f.
 - (3) An electric personal assistive mobility device, as defined by MCL 257.13c.
 - (4) Any other wheeled device powered solely by human power and an electric motor not greater than 750 watts.

SECTION 3. That Section 46-93 is hereby amended in its entirety to read as follows:

Sec. 46-93. – Multi-use paths.

- (a) The city may designate, at the discretion of the chief of police and the director of the community services department, and by the erection of appropriate signs, certain areas as multi-use paths.
- (b) Persons traveling on a designated multi-use path may utilize mobility devices, as defined in Section 46-92.
- (c) All motorized vehicles not meeting the definition of a mobility device are prohibited from traveling on such designated multi-use paths.

SECTION 4. That a new Section 46-93.5 is hereby created and added to read as follows:

Sec. 46-93.5. – Reckless activity prohibited.

- (a) No person shall travel on the multi-use path at a speed greater than what is reasonable and prudent under the conditions and having regard for actual and potential hazards. In every event, speed shall be controlled as may be necessary to avoid colliding with others who are complying with the law and using reasonable care.
- (b) No person shall fail to exercise full control over the mobility device they are using on any street, parking lot, sidewalk, or designated multi-use path.
- (c) Every person using the multi-use path shall stay as near to the right side of the path as is safe. When traveling on a designated multi-use path, no individual or group of users, including their animals and mobility devices, shall occupy more than one-half of the path as measured from the right side, and shall in no way impede the normal and reasonable movement of other users.
- (d) When traveling on a designated multi-use path, any person overtaking another person proceeding in the same direction shall pass to the left of such overtaken user at a safe distance and shall stay to the left until safely clear of the overtaken user.
- (e) Any person entering or crossing a designated multi-use path at an uncontrolled point shall yield to traffic on the path.
- (f) Every person shall obey the instructions of any official traffic control device applicable thereto unless otherwise directed by a designated city official.
- (g) No device shall be used to carry more persons at one time than the number for which it is designed and equipped.

SECTION 5. That Section 46-94 be amended to read as follows:

Sec. 46-94. – Mobility device use on sidewalks.

No person shall ride a mobility device on a sidewalk in the following locations: Washington Street between Lakeshore Boulevard and Seventh Street; Third Street between Fair Avenue and Baraga Avenue; and Front Street between Ridge Street and Baraga Avenue.

SECTION 6. That a new Section 46-94.5 is hereby created and added to read as follows:

Sec. 46-94.5. – Temporary restrictions on mobility devices.

The Chief of Police or City Manager may temporarily designate locations and times at and during which mobility devices may not be operated. These restrictions shall be posted on signs within the designated area.

SECTION 7. That Section 46-97 and 46-98 are hereby repealed in their entirety.

SECTION 8. Effective Date.

This ordinance shall become effective immediately upon adoption.

Paul Schloegel, Mayor

Kyle Whitney, City Clerk

Date Adopted: _____

Date Published: _____

State of Michigan
County of Wayne
Township of Grosse Ile

Ordinance No. _____

AN ORDINANCE TO AMEND CHAPTER 34, "BICYCLES," OF THE
TOWNSHIP OF GROSSE ILE CODE OF ORDINANCES, TO ADD
PROVISIONS RELATED TO ELECTRONIC BIKE USE IN THE TOWNSHIP

The Township of Grosse Ile ordains:

Section 1 of Ordinance. Amendment to Chapter 34.

Chapter 34 of the Code of Ordinances of the Township of Grosse Ile, entitled "Bicycles," is hereby amended to read as follows

§34-1 Definitions.

The following words, terms, and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context indicates a different meaning.

BICYCLE

A device propelled solely by human power upon which a person may ride, having two or more wheels in tandem or parallel. A bicycle does not include an electric bicycle or moped.

ELECTRIC BICYCLE (E-BIKE)

A device equipped with a seat or saddle for use by the rider, full operable pedals for human propulsion, and an electric motor of not greater than 750 watts that meets one of the following classifications under Michigan law (MCL 257.13e):

- Class 1: Pedal-assist only; motor ceases to assist at 20 mph. The motor provide assistance only when the rider is pedaling and disengages or ceases to function when the bicycle reach 20 mph.
- Class 2: Throttle-assist capable; motor ceases to assist at 20 mph. The motor may propel the bicycle whether the rider is pedaling or not, disengages or ceases to function when the brakes are applied, and does not propel the bicycle beyond 20 mph.

- Class 3: Pedal-assist only; motor ceases to assist at 28 mph; speedometer required. The motor provides assistance only when the rider is pedaling and disengages or ceases to function when the bicycle reaches 28 mph.

A device that exceeds these statutory limits, lacks fully operable pedal, lacks a seat or saddle, or can be propelled by motor beyond the statutory class limits is not an e-bike for purposes of this chapter.

ELECTRIC SKATEBOARD

A device that meets all of the following criteria, as defined in MCL 257.13f :

- It has a floorboard designed to be stood upon when riding.
- The floorboard is no more than 60 inches long and 18 inches wide.
- It is designed to transport only one person at a time.
- It has an electrical propulsion system with no more than 2,500 watts of power.
- It has a maximum speed of 25 mph on a paved, level surface.
- It may have handlebars (not required).
- It may also be powered by human propulsion in addition to the electric motor.

For purposes of this chapter, “electric skateboard” includes a stand-up electric scooter, when the device otherwise meets MCL 257.13f.

MOPED

A two- or three-wheeled vehicle with a motor not exceeding 100 cc piston displacement, or an equivalent electric motor as provided by state law, a maximum speed of 30 mph, a power drive system that does not required the operator to shift gears, and meeting the definition in MCL 257.32b. Mopeds require state registration and a moped license or valid operator’s or chauffer’s license for operators under Michigan law.

OTHER POWER-DRIVEN MOBILITY DEVICES (OPDMDs)

OPDMDs are any mobility device powered by batteries, fuel or other engines – whether or not designed primarily for use by individuals with mobility disabilities – used by individuals with mobility disabilities for the purpose of locomotion. Nothing in this chapter is intended to deny a reasonable accommodation required by the American s with Disabilities Act; however, OPDMD use may be subject to safety requirements required by law.

OPERATOR

A person who rides, uses, or controls a bicycle, electric bicycle, electric scooter, or moped.

SHARED-USE PATH / BICYCLE PATH

A path physically separated from motor vehicle traffic and designated for use by bicycles, electric bicycles, pedestrians, and other non-motorized users.

SIDEWALK

A paved or improved pedestrian walkway, generally 4-6 feet in width. The sidewalk is primarily intended for pedestrian travel.

§ 34-2 Compliance required.

- A. No person shall operate a bicycle, electric bicycle, or electric skateboard/ scooter (collectively referred to as “permitted devices”) upon any of the public roadways, sidewalks, shared-use path, or other public place within Township, except in compliance with this chapter and applicable Michigan law; provided, however, that the provisions of this chapter shall not apply to OPDMDs as defined herein except to the extent neutral safety rules may lawfully apply.
- B. Operators of permitted devices shall dismount when directed by a police officer or when necessary to avoid an unsafe condition.
- C. No operator shall operate a permitted device in a careless, reckless, or negligent manner that endangers or is likely to endanger and person or property.

§ 34-3 Parental responsibility.

It shall be unlawful for the parent of any minor to fail to exercise reasonable parental control over the minor which results in the minor violating any section of this chapter. A parent or guardian shall not knowingly permit a minor to violate any provisions of this chapter.

§ 34-4 Applicable regulations.

- A. Operators of bicycles, electric bicycles, and electric skateboards/scooters shall have all rights and be subject to all duties applicable to the driver of a motor vehicle under Michigan law, except where such provisions cannot reasonably apply.
- B. Mopeds shall be operated in accordance with the Michigan Vehicle Code and are not considered bicycles for purposes of this chapter.
- C. A device other than a permitted device or OPDMD shall not be operated on a public roadway, sidewalk, shared-use path, park, or other public place unless operations is otherwise authorized by state law or Township ordinance.

§ 34-5 Restrictions on use and operation.

- A. Operators shall ride only upon a permanent and regular seat or saddle, where the permitted device is designed with a seat or saddle, and shall not carry more persons than the permitted device is designed to accommodate.
- B. Operators of permitted devices on a roadway shall ride as near to the right side as practicable, except when turning left, passing, avoiding hazards, or when the lane is too narrow to share safely.
- C. Use of Shared-Use Paths. Class 1 and Class 2 e-bikes and electric skateboards/scooters may operate on shared-use paths unless otherwise posted. Class 3 electric bicycles are prohibited on shared-use paths unless specifically permitted by Township signage. Mopeds are prohibited on shared-use paths unless specifically authorized by state law and Township signage.
- D. Sidewalk Use.
 - (1) Bicycles, Class 1 e-bikes, Class 2 e-bikes, and electric skateboards/scooters shall operate at a reasonable and safe speed on sidewalks unless posted otherwise. Operation shall be a reasonable speed for pedestrian conditions and shall not be an unreasonable speed when pedestrians are present.
 - (2) Operators must yield to pedestrians and give an audible signal before overtaking on the left.
 - (3) Class 3 electric bicycles and mopeds are prohibited on sidewalks.
- E. Operators shall not attach themselves or their device to any moving vehicle.
- F. Operators walking their device are considered pedestrians and must follow pedestrian rules.

§ 34-6 Age and helmet requirements.

- A. No person under the age of seven years shall operate a bicycle upon any public roadway in the Township but such person under seven years of age may operate a bicycle upon the public sidewalks, private driveways, or upon or in other places or places open to the public in the Township which are not utilized by vehicular traffic. Persons between the ages of seven and 10 years may operate a bicycle on all public roadways within the Township with parental consent. A person under seven years of age may operate a bicycle on a public roadway only under the direct supervision of an parent, guardian, or responsible adult.

- B. Electric Skateboard/Scooter. No person under age 12 shall operate an electric skateboard/scooter on a roadway unless under the direct supervision of an adult or guardian (House Bill 5391).
- C. Electric Bicycles. No person under age 14 shall operate a Class 3 electric bicycle. A person under age 14 may ride as a passenger on a Class 3 e-bike only if the e-bike is designed to accommodate passengers.
- D. Helmets. A person under 18 years of age operating or riding as a passenger on a Class 3 e-bike shall wear a properly fitted bicycle helmet that complies with application Michigan Department of Transportation (MDOT) safety standards. A person under 19 years of age operating an electric skateboard/scooter or moped on a public thoroughfare shall wear an approved crash helmet as required by Michigan law.
- E. Mopeds. No person under age 15 may operate a moped, and all operators must comply with state licensing, registration, helmet, equipment and roadway requirements.

§34-7 Speed limits.

- A. No person shall operate a permitted device on a sidewalk or shared-use path at a speed greater than is reasonable and proper under conditions or in excess of 15 mph unless otherwise posted.
- B. Class 3 e-bikes shall not exceed 28 mph with motor assistance.
- C. No operator shall operate at a speed that is greater than reasonable and prudent for the conditions, including pedestrian traffic, surface conditions, weather, visibility, and the presence of intersections or driveways.

§34.8 Parking and obstruction.

No person shall park or leave a bicycle, electric bicycle, or electric skateboard/scooter in a manner that obstructs pedestrian travel, ADA ramps, building entrances, or vehicular traffic. Permitted devices may be removed or relocated by the Township when reasonably necessary to eliminate an obstruction or hazard.

§34-9 Trail and park restrictions.

The Township prohibits the use of electric bicycles, electric skateboards/scooters, or mopeds on unpaved trails, nature areas, or environmentally sensitive locations.

§34-10 Penalty.

Any person who pleads or is found responsible for a violation of this chapter shall be liable for a municipal civil infraction. The penalty for violation of this chapter is provided in Chapter 1, Article II, of this Code.

Section 2 of Ordinance. Repeal of Conflicting Ordinances.

All resolutions, ordinances, or parts thereof in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 3 of Ordinance. Severability.

If any section, paragraph, clause, or provision of this Ordinance is for any reason held to be invalid or unconstitutional, the invalidity or unconstitutionality of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this Ordinance.

Section 4 of Ordinance. Publication.

This Ordinance or a summary of this Ordinance shall be published in a newspaper of general circulation in the Township of Grosse Ile within fifteen (15) days after its adoption.

Section 5 of Ordinance. Effective date.

This Ordinance shall take effect upon publication, as provided by law.

ENACTMENT

This ordinance is declared to have been enacted by the Board of Trustees of the Township of Grosse Ile at a meeting duly called and held on the ___th day of _____, 2026.

Ayes:

Nays:

Abstentions:

Absent:

Certification

STATE OF MICHIGAN)
) ss.
COUNTY OF WAYNE)

I, the undersigned Clerk of the Township of Grosse Ile, Wayne County, Michigan, do certify that the foregoing is a true and complete copy of the ordinance adopted by the Board of Trustees of the Township of Grosse Ile at a meeting held on the ___TH day of _____, 2026, the original of which is on file in my office.

GROSSE ILE TOWNSHIP

By: Jamison Yager
Township Clerk

Adopted:
Published:
Effective Date:

MOTION BY: _____

SUPPORTED BY: _____

TO INTRODUCE AND PUBLISH THE FOLLOWING AS PART 10, TITLE 6, CHAPTER 1062.19, AND TO PROVIDE FOR REPEALER, SEVERABILITY AND EFFECTIVE DATE, WITH THE INTENT TO ADOPT AT THE NEXT REGULAR MEETING OF THE BOARD OF TRUSTEES.

MOTION BY: _____

SUPPORTED BY: _____

TO ADOPT AND PUBLISH THE FOLLOWING AS PART 10, TITLE 6, CHAPTER 1062.19 AND TO PROVIDE FOR REPEALER, SEVERABILITY AND EFFECTIVE DATE.

**CHARTER TOWNSHIP OF CLINTON
MACOMB COUNTY, MICHIGAN**

ORDINANCE NO. _____

THE CHARTER TOWNSHIP OF CLINTON ORDAINS:

Section 1. Preamble. The purpose of this ordinance is to promote and protect the public health, safety and welfare and provide for the consistent and safe regulation of in order to preserve public health, safety and welfare, promote efficient feasible and safe processes, and provide for the harmonious and reliable development of property in a cost effective, efficient and safe manner.

Section 2. The Code of Ordinances for the Charter Township of Clinton, Part 10, Title Six, Chapter 1062.19 is amended to read as follows.

1062.19 ALL TERRAIN VEHICLES, SNOW MOBILES AND UNLICENSED MOTOR VEHICLES PROHIBITED.

- A. An Electric Bicycle is defined in MCL 257.13e.
- B. The operation of all terrain vehicles, snow mobiles, and unlicensed motorized vehicles, including, but not limited to, golf carts, go-karts, mopeds, electric bicycles and scooters ("Vehicles") upon Township property, including Township parks, is prohibited except as follows:
 - 1. Usage of Electric bicycles shall only be permitted on paved trails and sidewalks.
 - 2. The speed of an Electric bicycle shall not exceed 10 MPH in the Township parks.
 - 3. All persons on an Electric bicycle under the age of 18 shall wear a helmet.

4. An operator of an Electric Bicycle is liable to the Township for any damage caused by said Vehicle to the grounds or to any other Township property.
5. An operator of an Electric Bicycle shall yield the right of way to all pedestrians or other bicycles.

C. This Ordinance does not apply to a power-driven mobility device when that power-driven mobility device is being used by an individual with a mobility disability.

D. This Ordinance does not apply to motor vehicles as defined in MCL 257.33.

E. Anyone who violates this Ordinance is responsible for a civil infraction punishable as follows:

1. First offense is a \$100 fine.
2. Second offense is a \$250 fine.
3. Third and subsequent offenses are a \$500 fine.
4. In addition to fines, the Court may add all costs of enforcement and of fixing any damaged property.

Section 3. Repealer. All ordinances or parts of ordinances in conflict herewith are repealed only to the extent necessary give this ordinance full force and effect.

Section 4. Severability. If any article, section, subsection, sentence, clause, phrase, portion of this ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of remaining portions of the ordinance, it being the intent of the Township that this ordinance shall be fully severable.

Section 5. Effective Date. The ordinance shall become effective upon adoption and publication.

AYES: _____

NAYS: _____

ABSENT: _____

ORDINANCE DECLARED ADOPTED.

KIM MELTZER, Clerk
Charter Township of Clinton

INTRODUCTION: _____

FIRST PUBLICATION: _____

ADOPTION: _____
SECOND PUBLICATION: _____

CERTIFICATION

I, KIM MELTZER, Clerk for the Township of Clinton, County of Macomb, State of Michigan, certify that this is a true copy of an Ordinance adopted by the Board of Trustees of the Charter Township of Clinton at its regular meeting on the ____ day of _____, 2026.

KIM MELTZER, CLERK
Charter Township of Clinton