

PUBLIC SAFETY COMMITTEE MINUTES

October 23, 2025

The Public Safety Committee of the City of Mesa met in the Study Session room at City Hall, 20 East Main Street, on October 23, 2025, at 9:56 a.m.

COMMITTEE PRESENT

Scott Somers, Chairperson
Julie Spilsbury
Rich Adams*

COMMITTEE ABSENT

None

STAFF PRESENT

Ken Cost
Holly Moseley
Kelly Whittemore

(*Participated in the meeting through the use of video conference equipment.)

Chairperson Somers conducted a roll call.

1. Items from citizens present.

There were no items from citizens present.

2-a. Hear a presentation, discuss, and receive an update on electric bicycles (e-bikes) in the City of Mesa , including e-bikes in Mesa Parks.

Recreation Assistant Hailey Boiarsky introduced Parks, Recreation, and Community Facilities Director Andrea Moore, Police Lieutenant Ryan Stokes, Fire Captain Jim Barnhart and displayed a PowerPoint presentation. **(See Attachment 1)**

Lieutenant Stokes stated that the growing number of electric bikes (e-bikes) and electric motorcycles has made it necessary to update the City Code. He stated that an e-bike is defined as a two- or three-wheeled vehicle with pedals and an electric motor under 750 watts. He reviewed the different e-bike classifications and explained that bicycle pedal-assist models are currently permitted under the existing City Code, and the proposed update will clarify the classifications of the types of e-bikes permitted. He stated that Class 1 e-bikes can reach speeds of up to 20 miles per hour and require the rider to pedal for motor assistance, Class 2 e-bikes also have a maximum speed of 20 miles per hour but may be operated using a throttle without continuous pedaling, and Class 3 e-bikes provide pedal assistance only, with a top

speed of 28 miles per hour, and do not include a throttle option. (See Pages 3 and 4 of Attachment 1)

Responding to a question from Committeemember Spilsbury, Ms. Boiarsky confirmed that electric scooters (e-scooters) are not allowed within City parks, as they are viewed primarily as a mode of transportation rather than a form of recreation. She explained that scooters are permitted on shared-use paths but not within park boundaries, and that only Class 1 and Class 2 e-bikes are allowed at this time.

Ms. Moore added that e-scooters have been responsible for vandalism and damage within City parks. She stated that higher-speed motors allow users to perform burnouts and other maneuvers that damage park surfaces, emphasizing that e-scooters are not being used in the parks for recreation.

Lieutenant Stokes clarified that under the proposed code updates, motorized scooters will continue to be prohibited within City parks, but they will be permitted on shared-use paths, such as canal paths, where their use is considered appropriate for transportation purposes. He pointed out that the current City Code requires that all operators of e-bikes and electric mini scooters, anything with a motor, must be at least sixteen years of age. (See Page 5 of Attachment 1)

In response to a question from Committeemember Spilsbury, Lieutenant Stokes explained that underage riders could receive a ticket but age would be considered a secondary offense and not the primary reason for being ticketed.

Ms. Boiarsky added that many parents may be unaware of the age requirement, which is a key focus of the education and communication strategy.

Ms. Boiarsky discussed the addition of definitions to the City Code related to motorized vehicles. She explained that motor vehicles operate on state highways and listed examples. She provided the definition of motorized electric vehicles and pointed out that they encompass a wide range of electrically powered devices. She stated that the proposed City Code amendments will clarify definitions for e-bikes, motor vehicles, and motorized electric vehicles, making Class 1 and Class 2 e-bikes allowed in the City of Mesa (COM) parks wherever bicycles are allowed, whereas previously only non-motorized bikes were allowed. She added that the update will also include safety and helmet requirements for riders under 18, and for consistency, the term multi-use path will be changed to shared-use path to align with the Transportation Code. (See Pages 6 and 7 of Attachment 1)

In response to Committeemember Spilsbury's inquiry as to how riders would know the class of their motorized vehicle, Lieutenant Stokes stated there is a universal practice for manufacturers to put the class identification on e-bikes.

Ms. Boiarsky confirmed that operating a vehicle safely means that riders of motorized electric vehicles are required to operate at safe speeds, primarily on sidewalks in parks while avoiding playgrounds, benches, tables, and other gathering areas. She indicated that riders must yield the right-of-way to pedestrians and individuals using mobility devices. She said riders under 18 are required to wear a helmet, and all riders must be at least 16 years old, consistent with existing law, to ensure safety for all park users. (See Page 8 of Attachment 1)

Ms. Boiarsky advised the Committee that citizens have observed damage occurring across City parks, which has been reported to be caused by various types of e-bikes and e-scooters. She presented images of some of the damage that had been documented. (See Pages 9 and 10 of Attachment 1)

Captain Barnhart highlighted safety concerns with e-bike batteries, advising that damaged or defective lithium-ion batteries can overheat, catch fire, or explode, producing toxic gases and extremely high heat. He reviewed the warning signs of a potential battery problem and advised e-bike users to purchase and use only devices, batteries, and chargers certified by a nationally recognized testing laboratory. He shared battery and charger safety tips. (See Pages 11 and 12 of Attachment 1)

Captain Barnhart provided an overview of current concerns related to lithium-ion battery safety, noting that variations in battery chemistry such as copper, manganese, and industrial lithium compositions change frequently as manufacturers seek safer, longer-lasting options. He explained that most fires involving energy storage systems share similar characteristics and that fully charged or larger lithium-ion batteries present greater fire risks. He emphasized the importance of purchasing quality batteries and chargers, avoiding inexpensive or uncertified products, and following proper charging practices. He noted that lithium-ion fires can spread rapidly, creating flashover conditions that block escape routes. He also encouraged continued public education on fire safety and stressed the need for robust recycling and proper disposal of batteries to prevent accidental fires. (See Page 13 of Attachment 1)

Ms. Boiarsky provided an overview of the proposed Parent or Pay marketing campaign, designed to promote safety, accountability, and awareness throughout the community. She reiterated the campaign's primary goals. (See Page 14 of Attachment 1)

Discussion ensued regarding the proposed marketing campaign.

Ms. Boiarsky explained that the proposed Parent or Pay public awareness campaign targets both parents and community members to promote accountability and safety with the primary audience to include parents of children ages 10–17, adult park visitors, and property owners, while secondary audiences include teens and young adults ages 13–24, e-bike retailers and rental companies. She reviewed the key messages that emphasize legal responsibility and enforcement, parental accountability for minors' actions, the financial and community impacts of vandalism or misuse. She highlighted that increased accessibility comes with shared responsibility and confirmed the community platforms that would be used in the campaign to reach both primary and secondary audiences. (See Pages 15 and 16 of Attachment 1)

Chairperson Somers stated the consensus of the committee is to support the recommendations; however, suggested that the campaign tagline Parent or Pay be reconsidered due to concerns about potential community perception.

Additional discussion ensued regarding the proposed Code amendment and marketing campaign.

Chairperson Somers thanked staff for the presentation.

2-b. Hear a presentation, discuss, and receive an update on the Mesa Police Department's Crime Gun Intelligence Unit.

Chairperson Somers stated that this item would be continued to a future date.

3. Adjournment.

Without objection, the Public Safety Committee meeting adjourned at 10:41 a.m.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Public Safety Committee meeting of the City of Mesa, Arizona, held on the 23rd day of October 2025. I further certify that the meeting was duly called and held and that a quorum was present.

HOLLY MOSELEY, CITY CLERK

sr
(Attachments – 1)

E-Bike Code Updates & Communication Strategy

October 23, 2025

Overview

Define E-Bikes

E-Bike Updates to City Code

Vandalism and Safety Concerns with E-Bikes

Public Outreach and Communication Strategy



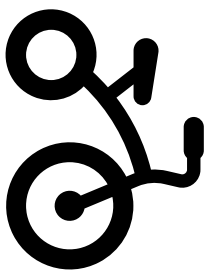
E-Bike Definition

A vehicle having two or three wheels, with fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power.

Usage is on the rise.

E - HYBRID			E - FAT			E - CRUISER		
								
E - ROAD			E - MOUNTAIN			E - GRAVEL		
								
E - FOLDING			E - CARGO			E - HUNTING		
								

E-Bike Classifications



	Bicycle			Electric Mini Scooter		Electric Standup Scooter
	Class 1 E-Bike	Class 2 E-Bike	Class 3 E-Bike			
Pedal Assist	✓	✓	✓ **	N/A	N/A	
Top Speed	N/A	20 MPH	28 MPH	10 MPH	10 MPH	
Currently Allowed in Parks?	✓	⊘	⊘	⊘	⊘	
Allowed in Parks w/ Code Updates?	✓	✓	✓	⊘	⊘	

**Class 2 pedaling NOT REQUIRED for motor assistance

Shared-Use Path & Motorized Scooters

Motorized scooters are *still not allowed in parks* with proposed code updates
They *will only be allowed* on shared-use paths (canal paths)



Shared-use Path



Sidewalk in Park

Clear Definitions: Motor Vehicle vs. Motorized Electric Vehicle

Motor Vehicle

A self-propelled vehicle or, for the purposes of the laws relating to the imposition of a tax on motor vehicle fuel, a vehicle that is operated on the highways of this state and that is propelled by the use of motor vehicle fuel. Motor vehicle includes, but is not limited to, an all-terrain vehicle, dune buggy, vehicle fuel powered automobile or truck, gas powered moped, motorcycle, motor driven cycle, motor vehicle, or off-road recreational motor vehicle.

Motorized Electric Vehicle

A vehicle including, but not limited to, auto cycle, class 1 electric bicycle*, class 2 electric bicycle*, class 3 electric bicycle, electric miniature scooter, electric mobility device*, electric standup scooter, electric powered automobile or truck, golf cart, electric powered moped, motorized wheelchair*, motorized quadricycle, motorized skateboard, neighborhood electric shuttle, neighborhood electric vehicle, personal mobile cargo carrying device, or utility cart.

**Allowed in parks
with code
updates where
bikes are allowed*

Updates to City Code

Current City Code

E-Bikes are prohibited in City of Mesa parks, only non-motorized bikes are allowed

Updated City Code

Definitions added for E-Bikes and difference between motor vehicles and motorized electric vehicles
Class 1 & 2 E-Bikes are allowed in City of Mesa parks wherever bikes are allowed

*Must be operated safely

*Helmet requirement added to Transportation code for riders under 18

Multi-use path → Shared-use path
7

What does “Operated Safely” Mean?

Watching the speed

Using primarily on sidewalks in parks (NOT playgrounds, benches, tables, etc.)

Yielding right-of-way to pedestrians or people using a mobility device

Helmet requirement under 18

Riders must be 16 – it’s already the law

Seeing Damage Across Parks from Various Vehicle Types

Motor Vehicle

A self-propelled vehicle or, for the purposes of the laws relating to the imposition of a tax on motor vehicle fuel, a vehicle that is operated on the highways of this state and that is propelled by the use of motor vehicle fuel. Motor vehicle includes, but is not limited to, an **all-terrain vehicle**, dune buggy, vehicle fuel powered automobile or truck, **gas powered moped**, **motorcycle**, **motor driven cycle**, motor vehicle, **or off-road recreational motor vehicle**.

Motorized Electric Vehicle

A vehicle including, but not limited to, auto cycle, class 1 electric bicycle, class 2 electric bicycle, **class 3 electric bicycle**, **electric miniature scooter**, electric mobility device, **electric standup scooter**, electric powered automobile or truck, **golf cart**, **electric powered moped**, motorized wheelchair, **motorized quadricycle**, **motorized skateboard**, neighborhood electric shuttle, neighborhood electric vehicle, personal mobile cargo carrying device, or utility cart.

**Damaging our parks*



Stapley



Inspirian @ Eastmark



Chaparral



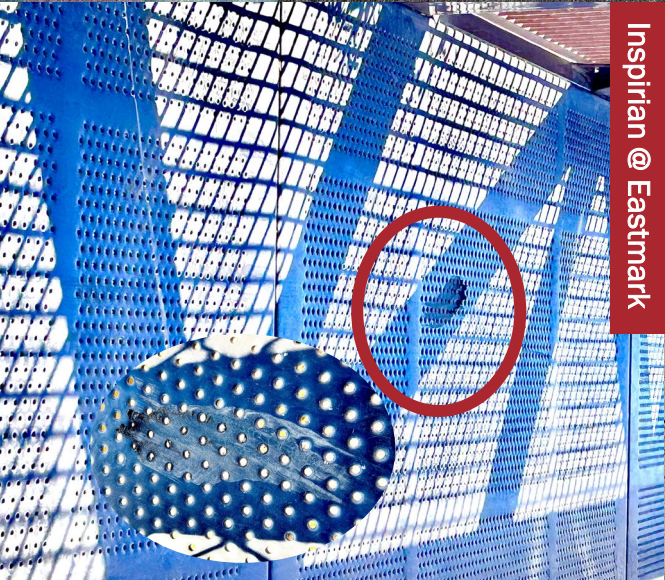
Desert Arroyo



Eastmark



Inspirian @ Eastmark



Candlelight



E-Bike Battery Hazards

The Problem

Damaged or defective batteries can overheat, catch fire, or explode

Lithium-ion battery fires give off toxic gases, and they burn extremely hot

Signs of a Problem

Unusual odor Leaking

Change in color Smoking

Too much heat Not keeping a charge



E-Bike Battery Hazards

Safety Tips

Only purchase and use devices, batteries, and charging equipment that are listed by a nationally recognized testing lab and labeled accordingly

Always follow the instructions from the manufacturer

Only use the battery and the charger that were designed for, and came with, the device

Do not keep charging the device or device battery after it is fully charged

Only charge one device or device battery at a time to prevent overloading the circuit

Keep batteries at room temperature when possible. Do not charge them at temperatures below 32 °F (0 °C) or above 105 °F (40 °C)

E-Bike Battery Hazards

Safety Tips

Do not store batteries in direct sunlight or inside hot vehicles and keep away from children and liquids

Store e-bikes, e-scooters, and batteries away from exit doors and anything that can get hot or catch fire

Only have device repairs performed by a qualified professional

Do not put lithium-ion batteries in the trash – recycling is always the best option – take the batteries to a battery recycling location or contact your local waste department for disposal instructions

If You See a Fire Leave the building immediately

Don't try to fight the fire

Call 9-1-1

Campaign Goals

Increase safety throughout our community

1. Reduce property damage incidents
2. Increase community awareness of laws
3. Encourage peer accountability and reporting
4. Position Mesa as a proactive City prioritizing safety & accessibility
- 5.

Pay for fines or pay physically from injuries

You're not snitching – you're protecting your community

It's okay to be a 'Karen'

Parent or Pay



Parent or Pay



Primary Audiences

Parents of Children Ages 10-17

Adult Park Visitors

Property Owners/Nextdoor Users

Secondary Audiences

Teens & Young Adults Ages 13-24

E-Bike Retailers & Rental Companies

Campaign Pillars

The Law is Clear

Parents Are Responsible

Property Damage Has Consequences

Safety First, Always

See Something? Say Something.

New Rules, More Access



Parent or Pay: E-Bike Rules Mesa Families Should Know

E-bikes are fun, fast, and everywhere—but parents, it's up to you to make sure your kids ride safely and legally in Mesa.

Here's what you need to know:

- Riders must be **16 years or older**
- **Helmets and protective gear** are strongly encouraged
- E-bikes should only be used where **bicycles are allowed**

Parents, please talk to your kids about respecting parks and public spaces. Riding on playgrounds, sports courts, or damaging turf and dirt areas is considered **criminal damage**—and can lead to **fines and even jail time**.

If you see someone breaking the rules and damaging our parks, please call the **Mesa Police non-emergency line at 480-644-2211**. And if you see damage that's already been done, **report it to [CityLink](#)**.

Let's keep our parks safe and our kids smart.

Parent or Pay



Newsletter Entries
Flyers & Postcards
Social Media Posts
Website Updates
Billboards

Thank you

