

Warsaw Traffic Safety Commission

Wednesday, May 6, 2026

1:00 P.M.

A scheduled meeting of the Warsaw Traffic Safety Commission was held on Wednesday, May 6, 2026, at 1:00 p.m. in the Warsaw Police Department Training Center. **Voting members in attendance were Captain Joel Beam, Captain Brad Kellar, Cindy Dobbins, Justin Taylor, Mark Fick, Jack Wilhite, and Dustin Dillon. Connie Fribley and Jason Brown were not present.** Additionally, in attendance were Lance Grubbs, Jeff Grose, Chief Scott Whitaker, Jeremy Skinner, and Mike Klondaris. The member of the media was David Stone, Times Union. Lance Grubbs called the meeting to order.

ORAL OR WRITTEN COMMUNICATIONS

The minutes of the March 4, 2026, meeting were approved. The motion was made by Cindy Dobbins and seconded by Jack Wilhite.

UNFINISHED BUSINESS

Lance Grubbs started the meeting by saying there were several items of unfinished business that were going to be mentioned but they will be tabled and put on the agenda for next month.

NEW BUSINESS

E-Bike Ordinance – Justin Taylor – Justin began by thanking the board for considering this ordinance and putting it on the agenda. He continues by saying this E-bike Ordinance comes at the recommendation of the Ride+Walk Advisory Commission. The Ride+Walk Advisory Commission consists of 30 members currently. Justin went on to say he would like to mention some of the members that have put a lot of time and effort into this commission. These members are Fred Helfrich, Nathan Callithen, James Bausch, Greg Demopoulos, Troy Turley, and Aggie Sweeney. He continued to say this is a very strong group that takes time out of their day every month to go over bike pedestrian issues in the community and they are a big part of the committee, and he appreciates their efforts over the years.

Regarding bicycle communities, Justin goes on to say Warsaw and Winona Lake are bicycle friendly communities and are currently ranked among 10-15 communities in the whole state of Indiana for being bicycle friendly. There are different levels of ranking, and they are gold, silver, and bronze. The gold ranking is the upper echelon of what can be achieved through that program. In the state of Indiana, there is only one community that ranks gold and that is Bloomington. When looking at silver status, you will see communities like South Bend, Carmel, Warsaw and Winona Lake. In the bronze category, there are communities like Ft. Wayne and Indianapolis. He then continued by thanking the committee for all their hard work on this ordinance.

Justin explains the intent of the ordinance is to be permissive and allow multi mobility and micro mobility devices in the city but also help regulate their use. There are e-bikes coming to market right

now that can get up to an excess of 50 MPH, and a lot of parents are buying these for their kids not realizing how fast they can go. That bike speed is just stock without modifying them in any way, while others are regulated by governors. We recognize the need to put something in place that would help us to keep people safe on the roads and sidewalks without being prohibitive because we want to encourage active transportation and different modes of transportation as well throughout the community. Justin continues by saying the ordinance is an effort to do that in addition to regulate the speed at which is allowable for safety. Not necessarily the type of vehicle because there are different classifications and they are very hard to recognize the distinctions between those just by looking at them, but we are able to enforce by speed and issue citations for excessive speed or dangerous behavior based on the language of this ordinance currently.

Justin went on to say today he wanted to get this ordinance in front of the Traffic Safety Commission and it is coming from the recommendation of the of the Ride+ Walk Advisory Committee and he is looking for the recommendation from the Traffic Safety Commission with any addendums they may have so it can be brought in front of the City Council for review and approval. Lance then asked Justin if there was anything he would like to highlight on the ordinance that the commission may want to discuss. Justin started by saying there are a lot of the requirements based on state laws, but this ordinance will help reinforce those requirements locally. One of the requirements it includes in the language is the type of lighting that is required on bicycles and e-bikes. They took language from the current bicycle ordinance that only applied to bicycles and applied it to the E-bike and Mico-mobility devices where they would not be permitted to drive them on sidewalks in the C4 district downtown, because it is a dense urban environment and we are concerned about conflicts with pedestrians in the downtown area. We can carve out any exceptions that would cut through downtown, but we want to discourage people from riding bikes on the sidewalks downtown and e-bikes.

Speed limits were put on the different uses. For multi-modal trails there was a speed limit of 15mph, they are typically 10ft in width, so the speed limit is a little higher. For sidewalks, the speed would be 10mph or less. On the roadway, they would be authorized to do a little bit faster with traffic, so they would be able to go up to 35mph.

The recommendation regarding fines is as follows: the first offense is \$25. Second offense within a year would be up to \$50. Third and subsequent offense would go up to \$150. We wanted to start out a little lighter and work up depending on if there were repeat violations. Lance then asked Justin if the e-bikes would be taking up parking spaces. Justin replied by saying no, the intention would be for them to use the bike racks and using the parking spaces will be discouraged. Dustin Dillon then asked where the speed limit information was generated from. Justin replied by saying the speeds on the front of the packet, for example the 28 mph, is based on the general classification of the type of bikes in the definition section. The max speed on the trail systems and sidewalks came from the Ride+Walk Committee after reviewing other communities with ordinances and we were a little more conservative by knocking a couple of those down by 5 mph to make it a little slower, he indicates they referenced Carmel for that information. Jack Wilhite then asked if e-moto and e-bike are basically the thing. Justin responded with they are looking at them as being the same. He then

continued with saying micro-mobility is the blanket term and then it branches out. They wanted to cast a brought net, the previous ordinance just referenced bicycles and there is a whole world of micro-mobility devices like the little one wheeled unicycle, scooters, and so they wanted to cast a wide net of all possible devices. Next, Lance brought up how one of the requirements for the e-moto devices is to have all applicable registration and insurance requirements and asked what that entails. Justin responded by saying those requirements are a state law that requires e-moto devices that have a bigger battery pack and can go a lot faster, for example the electric mopeds are much more powerful, so they would require them to be registered.

Next, Mark Fick asked if there is a function going on downtown, for example 3rd Friday, is that a time where they could ride e-bikes in that area? Justin responded with Fat Skinny Tire Fest is coming up and there will be racing on the roads so the sidewalk is where people will be. Currently, cycling on the sidewalks is already prohibited for safety of the bikers and the pedestrians, this ordinance just includes all these other modes of transportation as well for example if someone has an electric skateboard, they would not be allowed to ride it on the sidewalk.

Captain Joel Beam thanked Justin for all the hard work done on the ordinance and made a motion to give a favorable recommendation to the council for this ordinance and Captain Kellar seconded the motion.

COMMITTEE PLANNING REPORTS

OTHER MATTERS THAT MAY COME BEFORE THE BOARD

The next meeting is June 3, 2026, at 1:00 PM. Tentative meeting place is at City Hall but subject to change depending on HVAC work being complete.

Captain Beam made a motion to adjourn and Jack Wilhite seconded the motion.

Meeting adjourned.



Captain Joel Beam