

Safety Committee
CITY HALL COUNCIL CHAMBERS
AGENDA OF AUGUST 3, 2026
6:00 PM

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES

1. Safety Committee Meeting Minutes dated September 15, 2025.
(Council action required)

NEW BUSINESS

- O 2026-69 An Ordinance amending *Chapter 474 Bicycles And Motorcycles Generally* of the Codified Ordinances of the City of North Ridgeville.
(Introduced by Mayor Corcoran; First Reading on 06-15-2026)

ADJOURNMENT

**NORTH RIDGEVILLE CITY COUNCIL
SAFETY COMMITTEE MEETING MINUTES
CITY COUNCIL CHAMBERS – 6:00 p.m.
MONDAY, SEPTEMBER 15, 2024**

CALL TO ORDER AND PLEDGE OF ALLEGIANCE:

Chair Holly Swenk called the Safety Committee meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

ROLL CALL:

Members present were Chairwoman Holly Swenk and Councilwoman Georgia Awig.

Councilman Martin DeVries was excused.

Also present: Mayor Kevin Corcoran, President Jason Jacobs, Councilman Bruce Abens, Councilman Clifford Winkel, Councilman Eric Shaffer, Police Chief Mike Freeman, and Assistant Clerk of Council Fijabi Gallam.

APPROVAL OF MINUTES:

Chair Holly Swenk asked if there were any corrections to the Safety Committee Meeting Minutes dated September 9, 2024. No discussion was offered. The meeting minutes stand approved as submitted.

New Business:

2025-121 An Ordinance Amending N.R.C.O. Section 618.16.1. – *Deer Hunting By Longbow Or Crossbow.*
(Introduced by Mayor Corcoran; First Reading on 09-02-2025)

The Mayor explained that the ordinance originated from discussions with the Chief of Police.

Chief Freeman described the current process as an administrative burden. One major improvement would be the creation of an online map, which would significantly reduce the time spent on administrative tasks. The current notification process requires mailing notices to adjacent landowners. He noted that large farm fields often bordered residential areas, resulting in the need to send 35 to 50 individual notifications. This involved manually addressing envelopes and customizing letters. The proposed change would allow for universal notification via an online map, enabling all residents—adjacent or not—to see if hunting was occurring nearby. This would enhance safety by ensuring broader awareness.

Chair Swenk shared that the Administrative Assistant at the Police Department had reported that 664 letters were sent out last year, each requiring individual customization. At a cost of \$0.78 per letter, the total expense amounted to \$517.92.

Chief Freeman added that the second signature provides an additional layer of review, reducing potential bias. If he denied a request, the Mayor would have the opportunity to reassess it, ensuring fairness and accountability.

Chair Swenk observed that certain parcels included limitations, such as prohibitions on hunting in specific corners. She believed an interactive map was a good tool because throwing away mail is a possibility. Chair Swenk asked whether sending out notification letters for new applicants would be helpful.

Chief Freeman added that the online notification would only display parcel numbers on the city map. It would not include homeowner names, addresses, or any personal information about hunters. This approach would ensure privacy while still providing public safety information.

Councilwoman Awig agreed that the proposed changes would save time and money. She noted that many people no longer pay attention to their mail. She mentioned that in one community, new applicants were required to seek permission from adjacent property owners.

Chief Freeman expressed concern that such a requirement could be problematic, especially if neighbors opposed hunting. The Ordinance should be managed by the city government rather than relying on individual opinions.

Councilwoman Awig agreed with Chief Freeman. She asked about the Ordinance's vague wording regarding proximity to buildings, schools, and other areas and inquired whether there was a specific distance requirement.

Chief Freeman responded that proximity was considered when applying restrictions. For example, if a school were nearby, hunting might be restricted to weekends. If the park were close by, hunting might be limited to the late winter months, like January and February, when the park is less crowded. He clarified that restrictions were based more on timing and context than on fixed distances. If applicants were unwilling to comply with the restrictions, permits would not be signed, as the goal was to promote safety.

Councilwoman Awig then asked when hunting season began.

Chief Freeman confirmed that the hunting season begins on September 27, 2025, and noted that while the date can vary, the time of year remains consistent.

Councilwoman Awig inquired about the phrase "other reasonably identifiable health or safety concerns."

Chief Freeman explained that the language was open-ended, allowing for common-sense decisions on the use of properties to promote safety. For example, it was standard practice to ensure that elevated blinds in a residential neighborhood faced away from neighboring properties, and this could be dictated. If authorities visited a property and found violations, they could revoke permits based on these safety concerns.

Councilwoman Awig asked whether specific health conditions of adjacent property owners could be considered.

Chief Freeman clarified that, while no specific health conditions are specified, the City responded to residents' concerns regarding special needs. The goal was to balance the rights of landowners with the safety of the surrounding community. He noted that there have been no objections to a permit since he became the Police Chief.

Mayor Corcran explained the original intent behind the Ordinance. Years ago, the city experienced a high number of deer-related vehicle accidents, causing property damage and raising safety concerns. The Ordinance was introduced to help control the deer population. The use of bows and crossbows was chosen for safety reasons, and elevated hunting positions were required to ensure arrows were aimed downward, reducing the risk of entering neighboring properties.

Councilwoman Awig acknowledged that the program was beneficial, especially compared to other cities that paid to cull deer populations. In North Ridgeville, the city benefited from hunters managing the population at no cost.

Chief Freeman clarified that the presence of a map did not imply public access to hunt on the parcels shown. He added that individuals still needed to be invited guests of the landowner and must carry written permission along with a valid hunting license. The map was not an open invitation for the public to hunt on private property.

Chair Swenk raised the question of what would happen if a housing development were built on a parcel after a permit had been issued.

Chief Freeman explained that permits were renewed annually, made permanent, and each application was reviewed every year. If a property became problematic, it would not be renewed, and the department would monitor it during hunting season.

Chair Swenk asked if any council members in the audience had questions.

Council President Jacobs stated that, while he was not opposed to deer hunting and supported the use of the map, he had concerns about removing individual notifications for surrounding parcels. He shared a personal experience from 13 years earlier when he saw someone in camouflage gear and what appeared to be a gun behind his house, and, not knowing the city allowed hunting. He called the police out of concern. He added that residents in large residential communities might be alarmed by such sightings without prior notice. President Jacobs suggested that even if the City moved to digital notifications, a final round of mailed letters could include a note informing residents that future notifications would be available online.

Chief Freeman confirmed that such a paragraph had been added to the letters sent during the previous hunting season, explaining the potential transition to computerized notifications due to the task's time-consuming nature. He added that the City was stretched thin and hoped to use platforms such as the Fire Department's Facebook page, the City's Facebook page, and the One Call system to raise awareness. The goal was not to reduce safety, but to modernize communication methods. He noted that public understanding would grow over time. The map would allow residents to self-check such information. He pointed out that while adjacent parcels received notifications, children playing just a few houses down might be unaware of hunting activity, which the map could help address.

Councilman Shaffer asked whether registering a parcel on the seasonal hunting map required residents to create an online account with passwords and authentication.

Chief Freeman assured him that the City handled all aspects of the registration process.

Chair Swenk and Chief Freeman added that residents needed to submit a form to the Police Department. The staff would verify that the land met requirements and that the applicant had no prior issues. A click on a parcel on the interactive map would reveal its number and location.

Councilman Shaffer asked whether the Ordinance might eventually allow for black powder hunting.

Chief Freeman responded that it would not, explaining that the current program was strictly limited to bow hunting.

Chair Swenk asked if other council members or the public had questions or concerns.

Chair Swenk acknowledged the tedious nature of the notification process, but suggested that for new applicants, the City should still mail notices to adjacent parcel owners. She asked how many new applicants typically applied each year.

Chief Freeman responded that there were only about four or five new applicants. He agreed that this could be considered but noted that the hunting season was set to begin on September 27, 2025, and that time was of the essence.

Councilwoman Awig noted that while the idea has merit, it might not be necessary. She pointed out that new residents moving near hunting parcels might not get notice if the previous owner renews the permit, and she suggested that the website should be the main source of information.

Councilman Winkel added that if the number of notifications were small and limited to the first year, it wouldn't be a major issue. He supported transitioning residents into the new system and suggested that the language in the Ordinance could be amended either in Committee or on the Council's floor. Councilman Winkel also asked whether the City planned to use text message alerts to notify residents when the map was updated.

Chief Freeman confirmed that the City would use the One Call system to alert residents when the hunting map was live, along with posts on the Fire Department's Facebook page, the Police Department's page, and the City website.

Mayor Corcoran reminded everyone that any changes made during the meeting would not affect the current hunting season, as it would start before the next council meeting. The existing Ordinance would remain in effect for this season. He noted that while the City had not yet sent out notifications, staff had been waiting to see if the Ordinance would be amended. The earliest the revised ordinance could be adopted would be at the October council meeting.

Councilwoman Awig pointed out that last year's notification letters had included a paragraph stating that future notifications would be available via the City's website. She believed a letter notification may not be needed.

Chief Freeman noted what was said in last year's notification letter by mail: This will likely be the last year we will be sending a notification letter by mail. Next year, a map of registered properties will be available on the City's website at www.nridgeville.org. This message had been sent to approximately 700 adjacent property owners.

Chair Swenk asked if anyone had further comments or questions.

Council President Jacobs noted that City Council had the option to suspend the bylaws and place the Ordinance on the agenda. Doing so would require adopting an emergency clause to ensure the Ordinance took effect before September 27, 2025, the start of hunting season.

Moved by Awig and seconded by Swenk to send Ordinance 2025-121 back to City Council for further consideration.

A voice vote was taken, and the motion carried.

Yes – 2

No – 0

No further business.

Adjournment:

Chair Swenk adjourned the meeting at 6:26 p.m.

Date Approved:

Fijabi Gallam, MMC
Assistant Clerk of Council



To: Safety Committee
From: Fijabi Gallam, Assistant Clerk Of Council
Prepared By: Department of Police - Fijabi Gallam
Meeting Date: Monday, August 3, 2026 6:00 PM
Agenda Name: Safety Committee Meeting

LEGISLATION TITLE:

O 2026-69 An Ordinance amending *Chapter 474 Bicycles And Motorcycles*
Generally of the Codified Ordinances of the City of North Ridgeville.
(Introduced by Mayor Corcoran; First Reading on 06-15-2026)

WHY THIS LEGISLATION IS NEEDED (PURPOSE & BACKGROUND):

Recommended Actions:

Adopt after Three Readings
Send to Committee

Reason for Legislation and Action:

This Ordinance is needed to update Chapter 474 and address the increased use of electric bicycles in the City. The revision clarifies rules for operation and safety, and helps protect riders, pedestrians, motorists, and other users of public streets and shared paths.

FINANCIAL SUMMARY:

Was this item budgeted as part of annual appropriations?	No
If so, what fund is this expenditure budgeted for?	N/A
Does this legislation change the annual appropriation estimate?	N/A
Is this an increase or a decrease in appropriations?	
Original Budget Amount	
Amount Requesting	

Linked Legislation	Ordinance Number 4883-2012 Ordinance Number 6124-2023
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See 2026 Approved Budget [here](#).

ATTACHMENTS:

1. ORD. NO. 2026-69 Electric Bicycle Amend 474 - Introduced

DATE:	<u>June 15, 2026</u>	1 ST READING:	<u>June 15, 2026</u>
INTRODUCED BY:	<u>Mayor Corcoran</u>	2 ND READING:	<u></u>
REFERRED BY:	<u></u>	3 RD READING:	<u></u>
		ADOPTED:	<u></u>
		EMERGENCY:	<u></u>
		EFFECTIVE:	<u></u>

ORDINANCE NO. 2026-69

AN ORDINANCE AMENDING *CHAPTER 474 BICYCLES AND MOTORCYCLES* GENERALLY OF THE CODIFIED ORDINANCES OF THE CITY OF NORTH RIDGEVILLE.

WHEREAS, the City of North Ridgeville, as a charter municipality, exercises home rule authority pursuant to Article XVIII of the Ohio Constitution to adopt and enforce local regulations for the health, safety, and welfare of its residents; and

WHEREAS, certain provisions of Chapter 474 regulate subject matter that is also governed by Ohio Revised Code Sections 4511.52 through 4511.522; and

WHEREAS, the Administration recommends City Council approval of these code changes to enhance public safety and align regulations accordingly; and

WHEREAS, Council recognizes the growing use of electric bicycles on City streets, including by children, and finds that clear, modern, and consistent regulations are necessary to promote safety, reduce conflicts with motor vehicles, and protect all roadway users; and

WHEREAS, Council desires to repeal the existing Chapter 474 and replace it in its entirety with updated regulations reflecting these purposes.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORTH RIDGEVILLE, LORAIN COUNTY, OHIO, THAT:

SECTION 1. Chapter 474 of the Codified Ordinances, presently titled *Bicycles and Motorcycles Generally* and attached hereto as **Exhibit A**, is hereby repealed and replaced in its entirety with the version attached hereto as **Exhibit B**.

SECTION 2. The revised Chapter 474 set forth in **Exhibit B** incorporates current Ohio law, removes outdated or repealed provisions, and resolves any conflicts with state law while maintaining appropriate local enforcement authority.

SECTION 3. All other sections, terms, and provisions of the Codified Ordinances not specifically repealed herein shall remain in full force and effect.

SECTION 4. It is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were conducted in an open meeting of this Council,

and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public in accordance with all legal requirements, including §121.22 of the Ohio Revised Code.

SECTION 5. This Ordinance shall take effect and be in full force from and after the earliest period allowed by law.

PASSED: _____

PRESIDENT OF COUNCIL

ATTEST: _____
CLERK OF COUNCIL

APPROVED: _____

MAYOR

Exhibit A**CHAPTER 474. BICYCLES AND MOTORCYCLES GENERALLY¹****474.01. Code application to bicycles**

- (a) The provisions of this Traffic Code that are applicable to bicycles and electric bicycles apply whenever a bicycle or electric bicycle is operated upon any street or upon any path set aside for the exclusive use of bicycles.
- (b) Except as provided in subsection (d) of this section, a bicycle operator or electric bicycle operator who violates any section of this Traffic Code described in subsection (a) of this section that is applicable to bicycles or electric bicycles may be issued a ticket, citation or summons by a law enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation. A person who commits any such violation while operating a bicycle or electric bicycle shall not have any points assessed against the person's driver's license, commercial driver's license, temporary instruction permit, or probationary license under Ohio R.C. 4510.036.
- (c) Except as provided in subsection (d) of this section, in the case of a violation of any section of this Traffic Code described in subsection (a) of this section by a bicycle operator, electric bicycle operator, or motor vehicle operator when the trier of fact finds that the violation by the motor vehicle operator endangered the lives of bicycle riders or electric bicycle riders at the time of the violation, the court, notwithstanding any provision of this Traffic Code to the contrary, may require the bicycle operator, electric bicycle operator or motor vehicle operator to take and successfully complete a bicycling skills course approved by the court in addition to or in lieu of any penalty otherwise prescribed by the Traffic Code for that violation.
- (d) Subsections (b) and (c) of this section do not apply to violations of Section 434.01 of this Traffic Code.
- (e) The provisions of this Traffic Code shall apply to bicycles and electric bicycles except those which by their nature are not applicable.

State law reference(s)—(ORC 4511.52)

474.02. Riding upon seats; carrying packages; motorcycle handle bars; helmets and glasses

- (a) For purposes of this section "snowmobile" has the same meaning as given that term in Ohio R.C. 4519.01.
- (b) No person operating a bicycle or electric bicycle shall ride other than upon or astride the permanent and regular seat attached thereto, or carry any other person upon such bicycle or electric bicycle other than upon a firmly attached and regular seat thereon, and no person shall ride upon a bicycle or electric bicycle other than upon such a firmly attached and regular seat.
- (c) No person operating a motorcycle shall ride other than upon or astride the permanent and regular seat or saddle attached thereto, or carry any other person upon such motorcycle other than upon a firmly attached

¹Editor's note(s)—See section histories for similar State law

Cross reference(s)—Bicycle defined - see TRAF. 402.05; Motorcycle defined - see TRAF. 402.21; Bicycles prohibited on freeways - see TRAF. 412.04; Operation of vehicles on bicycle paths - see TRAF. 432.39; Motorcycle operator's license required - see TRAF. 436.01; Motorcycle headlight - see TRAF. 438.03; Motorcycle brakes - see TRAF. 438.19; Bicycle licensing - see TRAF. Ch. 472; Off-highway motorcycles - see TRAF. Ch. 476.

and regular seat or saddle thereon, and no person shall ride upon a motorcycle other than upon such a firmly attached and regular seat or saddle.

- (d) No person shall ride upon a motorcycle that is equipped with a saddle other than while sitting astride the saddle, facing forward, with one leg on each side of the motorcycle.
- (e) No person shall ride upon a motorcycle that is equipped with a seat other than while sitting upon the seat.
- (f) No person operating a bicycle or electric bicycle shall carry any package, bundle or article that prevents the driver from keeping at least one hand upon the handlebars.
- (g) No bicycle, electric bicycle, or motorcycle shall be used to carry more persons at one time than the number for which it is designed and equipped. No motorcycle shall be operated on a highway when the handlebars rise higher than the shoulders of the operator when the operator is seated in the operator's seat or saddle.
- (h) (1) Except as provided in subsection (h)(2) of this section, no person shall operate or be a passenger on a snowmobile or motorcycle without using safety glasses or other protective eye device. Except as provided in subsection (i)(3) of this section, no person who is under the age of eighteen years, or who holds a motorcycle operator's endorsement or license bearing "novice" designation that is currently in effect as provided in Ohio R.C. 4507.13, shall operate a motorcycle on a highway, or be a passenger on a motorcycle, unless wearing a United States Department of Transportation-approved protective helmet on the person's head, and no other person shall be a passenger on a motorcycle operated by such a person unless similarly wearing a protective helmet. The helmet, safety glasses or other protective eye device shall conform with rules adopted by the Ohio Director of Public Safety. The provisions of this subsection or a violation thereof shall not be used in the trial of any civil action.
 - (2) Subsection (h)(1) of this section does not apply to a person operating an auticycle or cab-enclosed motorcycle when the occupant compartment top is in place enclosing the occupants.
- (i) (1) No person shall operate a motorcycle with a valid temporary permit and temporary instruction permit identification card issued by the Ohio Registrar of Motor Vehicles pursuant to Ohio R.C. 4507.05 unless the person, at the time of such operation, is wearing on the person's head a protective helmet that has been approved by the United States Department of Transportation that conforms with rules adopted by the Director.
 - (2) No person shall operate a motorcycle with a valid temporary instruction permit and temporary instruction permit identification card issued by the Registrar pursuant to Ohio R.C. 4507.05 in any of the following circumstances:
 - A. At any time when lighted lights are required by Section 438.02(a) (1);
 - B. While carrying a passenger;
 - C. On any limited access highway or heavily congested roadway.
- (j) Nothing in this section shall be construed as prohibiting the carrying of a child in a seat or trailer that is designed for carrying children and is firmly attached to the bicycle or electric bicycle.
- (k) Except as otherwise provided in this subsection, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

State law reference(s)—(ORC 4511.53)

474.03. Attaching bicycles, motorcycles to other vehicles

- (a) No person riding upon any motorcycle, bicycle, electric bicycle, coaster, roller skates, sled, skateboard or toy vehicle shall attach the same or self to any vehicle upon a roadway.

No operator shall knowingly permit any person riding upon any motorcycle, bicycle, electric bicycle, coaster, roller skates, sled, skateboard or toy vehicle to attach the same or self to any vehicle while it is moving upon a roadway. This section does not apply to the towing of a disabled vehicle.

- (b) Except as otherwise provided in this subsection, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

If the offender commits the offense while distracted and the distracting activity is a contributing factor to the commission of the offense, the offender is subject to the additional fine established under Section 404.99.1 of the Traffic Code.

State law reference(s)—(ORC 4511.54)

474.04. Riding on right side of roadway; riding abreast

- (a) Every person operating a bicycle or electric bicycle upon a roadway shall ride as near to the right side of the roadway as practicable obeying all traffic rules applicable to vehicles and exercising due care when passing a standing vehicle or one proceeding in the same direction.

This section does not require a person operating a bicycle or electric bicycle to ride at the right edge of the roadway when it is unreasonable or unsafe to do so. Conditions that may require riding away from the edge of the roadway include when necessary to avoid fixed or moving objects, parked or moving vehicles, surface hazards, or if it otherwise is unsafe or impracticable to do so, including if the lane is too narrow for the bicycle and an overtaking vehicle to travel safely side by side within the lane.

- (b) Persons riding bicycles, electric bicycles or motorcycles upon a roadway shall ride not more than two abreast in a single lane, except on paths or parts of roadways set aside for the exclusive use of bicycles, electric bicycles or motorcycles.
- (c) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

(AO; Ord. 4883-2012, 1-17-12)

State law reference(s)—(ORC 4511.55)

474.05. Lights, signal devices, brakes on bicycles

- (a) Every bicycle or electric bicycle when in use at the times specified in Section 438.02, shall be equipped with the following:

- (1) A lamp mounted on the front of either the bicycle or electric bicycle or the operator that shall emit a white light visible from a distance of at least five hundred feet to the front; and three hundred feet to

the sides. A generator-powered lamp that emits light only when the bicycle or electric bicycle is moving may be used to meet this requirement.

- (2) A red reflector on the rear that shall be visible from all distances from one hundred feet to six hundred feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.
- (3) A lamp emitting either flashing or steady red light visible from a distance of five hundred feet to the rear shall be used in addition to the red reflector;

If the red lamp performs as a reflector in that it is visible as specified in subsection (a)(2) of this section, the red lamp may serve as the reflector and a separate reflector is not required.

- (b) Additional lamps and reflectors may be used in addition to those required under subsection (a) of this section, except that red lamps and red reflectors shall not be used on the front of the bicycle or electric bicycle and white lamps and white reflectors shall not be used on the rear of the bicycle or electric bicycle.
- (c) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

(AO;Ord. 4883-2012, 1-17-12)

State law reference(s)—(ORC 4511.56)

474.06. Riding bicycles upon sidewalks; shopping centers (repealed)

Editor's note(s)—(Former Section 474.06 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.07. Safe riding regulations for bicycles (repealed)

Editor's note(s)—(Former Section 474.07 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.08. Parking; locks (repealed)

Editor's note(s)—(Former Section 474.08 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.09. Responsibility of parents and guardians (repealed)

Editor's note(s)—(Former Section 474.09 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.10. Impounding of bicycles; disposition of operator (repealed)

Editor's note(s)—(Former Section 474.10 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.11. Operation of motorized bicycles

- (a) No person shall operate a motorized bicycle upon a highway or any public or private property used by the public for purposes of vehicular travel or parking, unless all of the following conditions are met:
 - (1) The person is 14 or 15 years of age and holds a valid probationary motorized bicycle license issued after the person has passed the test provided for in this section, or the person is 16 years of age or older and holds either a valid commercial driver's license issued under Ohio R.C. Chapter 4506 or a

- driver's license issued under Ohio R.C. Chapter 4507 or a valid motorized bicycle license issued after the person has passed the test provided for in this section, except that if a person is 16 years of age, has a valid probationary motorized bicycle license and desires a motorized bicycle license, the person is not required to comply with the testing requirements provided for in this section.
- (2) The motorized bicycle is equipped in accordance with the rules adopted under division (b) of this section and is in proper working order.
 - (3) The person, if under 18 years of age, is wearing a protective helmet on the person's head with the chin strap properly fastened and the motorized bicycle is equipped with a rearview mirror.
 - (4) The person operates the motorized bicycle when practicable within three feet of the right edge of the roadway obeying all traffic rules applicable to vehicles.
- (b) The Director of Public Safety, subject to Ohio R.C. Chapter 119, shall adopt and promulgate rules concerning protective helmets, the equipment of motorized bicycles, and the testing and qualifications of persons who do not hold a valid driver's or commercial driver's license. The test shall be as near as practicable to the examination required for a motorcycle operator's endorsement under Ohio R.C. 4507.11. The test shall also require the operator to give an actual demonstration of the operator's ability to operate and control a motorized bicycle by driving one under the supervision of an examining officer.
 - (c) Every motorized bicycle license expires on the birthday of the applicant in the fourth or eighth year after the date it is issued, based on the period of renewal requested by the applicant. No motorized bicycle license shall be issued for a period longer than eight years. A person who is 65 years of age or older may only apply for a motorized bicycle license that expires on the birthday of the applicant in the fourth year after the date it is issued.
 - (d) No person operating a motorized bicycle shall carry another person upon the motorized bicycle.
 - (e) The protective helmet and rearview mirror required by division (a)(3) of this section shall, on and after January 1, 1985, conform with rules adopted by the Director under division (b) of this section.
 - (f) Whoever violates division (a), (d), or (e) of this section is guilty of a minor misdemeanor.

State law reference(s)—(ORC 4511.521)

474.12. Electric bicycles

- (a) (1) The operation of a class 1 electric bicycle and a class 2 electric bicycle is permitted on a path set aside for the exclusive use of bicycles or on a shared-use path, unless the Municipality by resolution, ordinance, or rule prohibits the use of a class 1 electric bicycle or class 2 electric bicycle on such a path.
 - (2) No person shall operate a class 3 electric bicycle on a path set aside for the exclusive use of bicycles or a shared-use path unless that path is within or adjacent to a highway or the Municipality by resolution, ordinance, or rule authorizes the use of a class 3 electric bicycle on such a path.
 - (3) No person shall operate a class 1 electric bicycle, a class 2 electric bicycle or a class 3 electric bicycle on a path that is intended to be used primarily for mountain biking, hiking, equestrian use, or other similar uses, or any other single track or natural surface trail that has historically been reserved for nonmotorized use, unless the Municipality by resolution, ordinance or rule authorizes the use of a class 1 electric bicycle, a class 2 electric bicycle, or a class 3 electric bicycle on such a path.
 - (4) Divisions (c)(2) and (c)(3) of this section do not apply to a law enforcement officer, or other person sworn to enforce the criminal and traffic laws of the state, using an electric bicycle while in the performance of the officer's duties.
- (b) (1) No person under sixteen years of age shall operate a class 3 electric bicycle; however, a person under sixteen years of age may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.

- (2) No person shall operate or be a passenger on a class 3 electric bicycle unless the person is wearing a protective helmet that meets the standards established by the Consumer Product Safety Commission or the American Society for Testing and Materials.
- (c) (1) Except as otherwise provided in this subsection, whoever operates an electric bicycle in a manner that is prohibited under subsection (a) of this section and whoever violates subsection (b) of this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.
- (2) The offenses established under subsection (c)(1) of this section are strict liability offenses and strict liability is a culpable mental state for purposes of Ohio R.C. 2901.20. The designation of these offenses as strict liability offenses shall not be construed to imply that any other offense, for which there is no specified degree of culpability, is not a strict liability offense.

State law reference(s)—(ORC 4511.522)

474.99. Penalty

- (a) Whoever violates any provision of this chapter, for which no penalty is otherwise provided, shall be fined not more than ten dollars (\$10.00) or have his or her bicycle impounded for a period not to exceed thirty days, or both.
- (b) Whoever violates Section 474.09 is guilty of a minor misdemeanor and shall be subject to the penalty provided in Section 408.01.

Exhibit B**CHAPTER 474. BICYCLES AND MOTORCYCLES GENERALLY****474.01. Code application to bicycles**

- (a) The provisions of this Traffic Code that are applicable to bicycles and electric bicycles apply whenever a bicycle or electric bicycle is operated upon any street or upon any path set aside for the exclusive use of bicycles.
- (b) Except as provided in subsection (d) of this section, a bicycle operator or electric bicycle operator who violates any section of this Traffic Code described in subsection (a) of this section that is applicable to bicycles or electric bicycles may be issued a ticket, citation or summons by a law enforcement officer for the violation in the same manner as the operator of a motor vehicle would be cited for the same violation. A person who commits any such violation while operating a bicycle or electric bicycle shall not have any points assessed against the person's driver's license, commercial driver's license, temporary instruction permit, or probationary license under Ohio R.C. 4510.036.
- (c) Except as provided in subsection (d) of this section, in the case of a violation of any section of this Traffic Code described in subsection (a) of this section by a bicycle operator, electric bicycle operator, or motor vehicle operator when the trier of fact finds that the violation by the motor vehicle operator endangered the lives of bicycle riders or electric bicycle riders at the time of the violation, the court, notwithstanding any provision of this Traffic Code to the contrary, may require the bicycle operator, electric bicycle operator or motor vehicle operator to take and successfully complete a bicycling skills course approved by the court in addition to or in lieu of any penalty otherwise prescribed by the Traffic Code for that violation.
- (d) Subsections (b) and (c) of this section do not apply to violations of Section 434.01 of this Traffic Code.
- (e) The provisions of this Traffic Code shall apply to bicycles and electric bicycles except those which by their nature are not applicable.

State law reference(s)—(ORC 4511.52)

474.02. Riding upon seats; carrying packages; motorcycle handle bars; helmets and glasses

- (a) For purposes of this section "snowmobile" has the same meaning as given that term in Ohio R.C. 4519.01.
- (b) No person operating a bicycle or electric bicycle shall ride other than upon or astride the permanent and regular seat attached thereto, or carry any other person upon such bicycle or electric bicycle other than upon a firmly attached and regular seat thereon, and no person shall ride upon a bicycle or electric bicycle other than upon such a firmly attached and regular seat.
- (c) No person operating a motorcycle shall ride other than upon or astride the permanent and regular seat or saddle attached thereto, or carry any other person upon such motorcycle other than upon a firmly attached and regular seat or saddle thereon, and no person shall ride upon a motorcycle other than upon such a firmly attached and regular seat or saddle.
- (d) No person shall ride upon a motorcycle that is equipped with a saddle other than while sitting astride the saddle, facing forward, with one leg on each side of the motorcycle.

- (e) No person shall ride upon a motorcycle that is equipped with a seat other than while sitting upon the seat.
- (f) No person operating a bicycle or electric bicycle shall carry any package, bundle or article that prevents the driver from keeping at least one hand upon the handlebars.
- (g) No bicycle, electric bicycle, or motorcycle shall be used to carry more persons at one time than the number for which it is designed and equipped. No motorcycle shall be operated on a highway when the handlebars rise higher than the shoulders of the operator when the operator is seated in the operator's seat or saddle.
- (h) (1) Except as provided in subsection (h)(2) of this section, no person shall operate or be a passenger on a snowmobile or motorcycle without using safety glasses or other protective eye device. Except as provided in subsection (i)(3) of this section, no person who is under the age of eighteen years, or who holds a motorcycle operator's endorsement or license bearing "novice" designation that is currently in effect as provided in Ohio R.C. 4507.13, shall operate a motorcycle on a highway, or be a passenger on a motorcycle, unless wearing a United States Department of Transportation-approved protective helmet on the person's head, and no other person shall be a passenger on a motorcycle operated by such a person unless similarly wearing a protective helmet. The helmet, safety glasses or other protective eye device shall conform with rules adopted by the Ohio Director of Public Safety. The provisions of this subsection or a violation thereof shall not be used in the trial of any civil action.
(2) Subsection (h)(1) of this section does not apply to a person operating an autocycle or cab-enclosed motorcycle when the occupant compartment top is in place enclosing the occupants.
- (i) (1) No person shall operate a motorcycle with a valid temporary permit and temporary instruction permit identification card issued by the Ohio Registrar of Motor Vehicles pursuant to Ohio R.C. 4507.05 unless the person, at the time of such operation, is wearing on the person's head a protective helmet that has been approved by the United States Department of Transportation that conforms with rules adopted by the Director.
(2) No person shall operate a motorcycle with a valid temporary instruction permit and temporary instruction permit identification card issued by the Registrar pursuant to Ohio R.C. 4507.05 in any of the following circumstances:
 - A. At any time when lighted lights are required by Section 438.02(a) (1);
 - B. While carrying a passenger;
 - C. On any limited access highway or heavily congested roadway.
- (j) Nothing in this section shall be construed as prohibiting the carrying of a child in a seat or trailer that is designed for carrying children and is firmly attached to the bicycle or electric bicycle.
- (k) **Helmet Mandate for electric bicycles as defined in 474.12(a): Minors (under the age of 18) on Class 1, Class 2, and Class 3 e-bikes must wear helmets, regardless of the power (pedal/electric motor) the E-bike is operating. Helmets must meet safety standards established by the U.S. Consumer Product Safety Commission or ASTM International.**
- (l) **Unless the e-bike is designed to allow passengers (available second seat), no passengers are allowed to ride upon same. If the e-bike is designed with a second seat, all passengers under the age of eighteen must wear a helmet. Helmets must meet safety standards established by the U.S. Consumer Product Safety Commission or ASTM International.**
- (m) Except as otherwise provided in this subsection, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever

violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

State law reference(s)—(ORC 4511.53)

474.03. Attaching bicycles, motorcycles to other vehicles

- (a) No person riding upon any motorcycle, bicycle, electric bicycle, coaster, roller skates, sled, skateboard or toy vehicle shall attach the same or self to any vehicle upon a roadway.

No operator shall knowingly permit any person riding upon any motorcycle, bicycle, electric bicycle, coaster, roller skates, sled, skateboard or toy vehicle to attach the same or self to any vehicle while it is moving upon a roadway. This section does not apply to the towing of a disabled vehicle.

- (b) Except as otherwise provided in this subsection, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

If the offender commits the offense while distracted and the distracting activity is a contributing factor to the commission of the offense, the offender is subject to the additional fine established under Section 404.99.1 of the Traffic Code.

State law reference(s)—(ORC 4511.54)

474.04. Riding on right side of roadway; riding abreast

- (a) Every person operating a bicycle or electric bicycle upon a roadway shall ride as near to the right side of the roadway as practicable obeying all traffic rules applicable to vehicles and exercising due care when passing a standing vehicle or one proceeding in the same direction. This section does not require a person operating a bicycle or electric bicycle to ride at the right edge of the roadway when it is unreasonable or unsafe to do so. Conditions that may require riding away from the edge of the roadway include when necessary to avoid fixed or moving objects, parked or moving vehicles, surface hazards, or if it otherwise is unsafe or impracticable to do so, including if the lane is too narrow for the bicycle and an overtaking vehicle to travel safely side by side within the lane.
- (b) Persons riding bicycles, electric bicycles or motorcycles upon a roadway shall ride not more than two abreast in a single lane, except on paths or parts of roadways set aside for the exclusive use of bicycles, electric bicycles or motorcycles.
- (c) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

(AO; Ord. 4883-2012, 1-17-12)

State law reference(s)—(ORC 4511.55)

474.05. Lights, signal devices, brakes on bicycles

- (a) Every bicycle or electric bicycle when in use at the times specified in Section 438.02, shall be equipped with the following:
 - (1). A lamp mounted on the front of either the bicycle or electric bicycle or the operator that shall emit a white light visible from a distance of at least five hundred feet to the front; and three hundred feet to the sides. A generator-powered lamp that emits light only when the bicycle or electric bicycle is moving may be used to meet this requirement.
 - (2). A red reflector on the rear that shall be visible from all distances from one hundred feet to six hundred feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.
 - (3). A lamp emitting either flashing or steady red light visible from a distance of five hundred feet to the rear shall be used in addition to the red reflector;
If the red lamp performs as a reflector in that it is visible as specified in subsection (a)(2) of this section, the red lamp may serve as the reflector and a separate reflector is not required.
- (b) Additional lamps and reflectors may be used in addition to those required under subsection (a) of this section, except that red lamps and red reflectors shall not be used on the front of the bicycle or electric bicycle and white lamps and white reflectors shall not be used on the rear of the bicycle or electric bicycle.
- (c) When riding on city streets, sidewalks, shared paths, all e-bikes need to be equipped with the following: At least two tires, handlebars, a seat, operable brakes, and two pedals. If riding sunset to sunrise, a white light is required at the front of the bike, and red reflector and a red light are required at the back of the bike.
- (d) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

(AO; Ord. 4883-2012, 1-17-12)

State law reference(s)—(ORC 4511.56)

474.06. Riding bicycles upon sidewalks; shopping centers (repealed)

Editor's note(s)—(Former Section 474.06 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.07. Safe riding regulations for bicycles (repealed)

Editor's note(s)—(Former Section 474.07 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.08. Parking; locks (repealed)

Editor's note(s)—(Former Section 474.08 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.09. Responsibility of parents and guardians (repealed)

Editor's note(s)—(Former Section 474.09 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.10. Impounding of bicycles; disposition of operator (repealed)

Editor's note(s)—(Former Section 474.10 was repealed by Ordinance 4883-2012, passed January 17, 2012)

474.11. Operation of motorized bicycles

- (a) No person shall operate a motorized bicycle upon a highway or any public or private property used by the public for purposes of vehicular travel or parking, unless all of the following conditions are met:
 - (1). The person is 14 or 15 years of age and holds a valid probationary motorized bicycle license issued after the person has passed the test provided for in this section, or the person is 16 years of age or older and holds either a valid commercial driver's license issued under Ohio R.C. Chapter 4506 or a driver's license issued under Ohio R.C. Chapter 4507 or a valid motorized bicycle license issued after the person has passed the test provided for in this section, except that if a person is 16 years of age, has a valid probationary motorized bicycle license and desires a motorized bicycle license, the person is not required to comply with the testing requirements provided for in this section.
 - (2). The motorized bicycle is equipped in accordance with the rules adopted under division (b) of this section and is in proper working order.
 - (3). The person, if under 18 years of age, is wearing a protective helmet on the person's head with the chin strap properly fastened and the motorized bicycle is equipped with a rearview mirror.
 - (4). The person operates the motorized bicycle when practicable within three feet of the right edge of the roadway obeying all traffic rules applicable to vehicles.
- (b) The Director of Public Safety, subject to Ohio R.C. Chapter 119, shall adopt and promulgate rules concerning protective helmets, the equipment of motorized bicycles, and the testing and qualifications of persons who do not hold a valid driver's or commercial driver's license. The test shall be as near as practicable to the examination required for a motorcycle operator's endorsement under Ohio R.C. 4507.11. The test shall also require the operator to give an actual demonstration of the operator's ability to operate and control a motorized bicycle by driving one under the supervision of an examining officer.
- (c) Every motorized bicycle license expires on the birthday of the applicant in the fourth or eighth year after the date it is issued, based on the period of renewal requested by the applicant. No motorized bicycle license shall be issued for a period longer than eight years. A person who is 65 years of age or older may only apply for a motorized bicycle license that expires on the birthday of the applicant in the fourth year after the date it is issued.
- (d) No person operating a motorized bicycle shall carry another person upon the motorized bicycle.

(e) The protective helmet and rearview mirror required by division (a)(3) of this section shall, on and after January 1, 1985, conform with rules adopted by the Director under division (b) of this section.

(f) Whoever violates division (a), (d), or (e) of this section is guilty of a minor misdemeanor. State law reference(s)—(ORC 4511.521)

474.12. Electric bicycles

- (a) Electric bicycle, also called an E-bike, refers to a “class 1 electric bicycle,” a “class 2 electric bicycle,” or a “class 3 electric bicycle” as defined in this section.
- (1) “Class 1 electric bicycle” means a bicycle that is equipped with fully operable pedals and an electric motor of less than seven hundred fifty watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour.
 - (2) “Class 2 electric bicycle” means a bicycle that is equipped with fully operable pedals and an electric motor of less than seven hundred fifty watts that may provide assistance regardless of whether the rider is pedaling and is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour.
 - (3) “Class 3 electric bicycle” means a bicycle that is equipped with fully operable pedals and an electric motor of less than seven hundred fifty watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour.
 - (4) The operation of a class 1 electric bicycle and a class 2 electric bicycle is permitted on a path set aside for the exclusive use of bicycles or on a shared-use path, unless the Municipality by resolution, ordinance, or rule prohibits the use of a class 1 electric bicycle or class 2 electric bicycle on such a path.
 - (5) No person shall operate a class 3 electric bicycle on a path set aside for the exclusive use of bicycles or a shared-use path unless that path is within or adjacent to a highway or the Municipality by resolution, ordinance, or rule authorizes the use of a class 3 electric bicycle on such a path.
 - (6) No person shall operate a class 1 electric bicycle, a class 2 electric bicycle or a class 3 electric bicycle on a path that is intended to be used primarily for mountain biking, hiking, equestrian use, or other similar uses, or any other single track or natural surface trail that has historically been reserved for nonmotorized use, unless the Municipality by resolution, ordinance or rule authorizes the use of a class 1 electric bicycle, a class 2 electric bicycle, or a class 3 electric bicycle on such a path.
 - (7) Divisions (c)(2) and (c)(3) of this section do not apply to a law enforcement officer, or other person sworn to enforce the criminal and traffic laws of the state, using an electric bicycle while in the performance of the officer's duties.
 - (8) E-bike motors cannot be engaged (must be under pedal power) while operating on a city sidewalk or city shared-use path (Path along Center Ridge, Ranger Way, Meadow Lakes, South Central Park, etc.)
 - (9) Distracted Driving: While operating, no minor (individual under 18 years of age) shall hold a communication device or have an audio listening device in or covering their ears.
- (b) (1) No person under sixteen years of age shall operate a class 3 electric bicycle; however, a person under sixteen years of age may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.

- (2) No person shall operate or be a passenger on a class 3 electric bicycle unless the person is wearing a protective helmet that meets the standards established by the Consumer Product Safety Commission or the American Society for Testing and Materials.
- (c) (1) Except as otherwise provided in this subsection, whoever operates an electric bicycle in a manner that is prohibited under subsection (a) of this section and whoever violates subsection (b) of this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.
- (2) The offenses established under subsection (c)(1) of this section are strict liability offenses and strict liability is a culpable mental state for purposes of Ohio R.C. 2901.20. The designation of these offenses as strict liability offenses shall not be construed to imply that any other offense, for which there is no specified degree of culpability, is not a strict liability offense.

State law reference(s)—(ORC 4511.522)

474.99. Penalty

- (a) Whoever violates any provision of this chapter, for which no penalty is otherwise provided, shall be fined not more than ten dollars (\$10.00) or have his or her bicycle impounded for a period not to exceed thirty days, or both.
- (b) Whoever violates Section 474.09 is guilty of a minor misdemeanor and shall be subject to the penalty provided in Section 408.01.