

Ward 2 Councilman Robert Holub, Chair
At-Large Councilwoman Cali Zingale,
Member
Ward 1 Councilwoman Katie
Rogerson, Member



Safety Committee
CITY HALL COUNCIL CHAMBERS
AGENDA OF AUGUST 31, 2026
7:00 PM

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES

1. Safety Committee Meeting Minutes dated August 3, 2026
(Committee action required)

OLD 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; Safety Committee Meeting on 08-03-2026)

ADJOURNMENT

**NORTH RIDGEVILLE CITY COUNCIL
SAFETY COMMITTEE MEETING MINUTES
CITY COUNCIL CHAMBERS - 6:00 p.m.
MONDAY, AUGUST 3, 2026**

CALL TO ORDER AND PLEDGE OF ALLEGIANCE:

Chairman Robert Holub called the Safety Committee meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

ROLL CALL:

Members present were Chairman and Councilman Robert Holub, Councilwoman Cali Zingale, and Councilwoman Katie Rogerson.

Also present were Mayor Kevin Corcoran, Council President Holly Swenk, Councilman Bruce Abens, Councilman Clifford Winkel, Police Chief Mike Freeman, and Assistant Clerk of Council Fijabi Gallam.

APPROVAL OF MINUTES:

Chair Holub asked if there were any corrections or additions to the Safety Committee Meeting Minutes dated September 15, 2025. No discussion was offered. The meeting minutes stand approved as submitted.

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)

Chair Holub introduced Ordinance 2026-69.

Mayor Corcoran stated that the legislation provided an opportunity to address an issue that had become increasingly important throughout the community. He noted that younger children were operating various motor-assisted devices at increasingly greater speeds. Those devices presented safety concerns not only for their riders, but also for pedestrians and motorists who interacted with them. He explained that many of the City's existing ordinances mirrored the Ohio Revised Code, but the administration wanted to improve the local provisions and make their application safer for everyone involved. He reported that he and Chief Freeman had discussed the issue for several months and that the Director of Community Services had also been involved. The administration had reviewed legislation introduced in surrounding communities and developed additional ideas. He reiterated that the legislation's focus was safety.

Chair Holub opened the floor to Committee members for questions and comments.

Councilwoman Rogerson stated that she had researched measures implemented by other communities in the area. She found that most neighboring communities continued to follow State law, while at least one had adopted an updated requirement that a

person under age 16 wear a helmet while operating an e-bike or e-scooter capable of traveling more than 20 miles per hour. She believed the City should consider a similar helmet requirement. She referenced recent reports of children on e-bikes and scooters colliding with vehicles, signs, and other objects and described helmet use as an appropriate first step. She acknowledged that other Committee members had additional suggestions, including education. She remarked that any requirements adopted by the City needed to be enforceable on a daily basis and stated that she would rely heavily on the Police Department's feedback regarding enforcement.

Chair Holub thanked Chief Freeman for discussing the topic with him several weeks earlier. He also reported that he had met with the Superintendent of Schools. Their discussion had been generally consistent with the proposed legislation and had focused on provisions that would be easy to enforce and manageable for children and parents to understand. He stated that the Superintendent had emphasized education and the role the school district could play. The Superintendent had been open to allowing children to continue using bicycles, e-bikes, and similar devices to travel to and from school and before- and after-school activities.

Chair Holub opened the floor for public comments.

Alan Willoughby, 32778 Deer Spring Court, stated that he had resided in North Ridgeville for more than 40 years. He humorously remarked that people often wanted to "shoot" him with their cameras because he rode an unusual cycle from the 1880s with two skeletons on the back. He used that experience to describe that visibility was critical to avoiding e-bike and bicycle accidents. He stated that he felt safer when people noticed him.

Mr. Willoughby described motor-assisted riders as a new generation of cyclists who could appear to be pedestrians while stopped and then accelerate suddenly. He observed that riders might not extend an arm to signal a turn because they were trying to maintain balance. He recommended requiring cyclists to be conspicuous while stopped and while moving and to communicate their intentions. He believed such visibility measures could prevent accidents without requiring punitive enforcement. Mr. Willoughby stated that he had approximately 80 years of cycling and running experience in locations ranging from the tropics to near the Arctic Circle and around the globe. Except for observing entire families riding on one motor scooter in India, he had not seen anything as frightening as what he had observed locally during the preceding six months. He described an incident involving a young girl operating an e-scooter on the sidewalk along Bainbridge Road.

Moved by Zingale and seconded by Rogerson to give Mr. Willoughby an additional three minutes to speak.

A voice vote was taken, and the motion carried.

Yes - 3

No - 0

Mr. Willoughby explained that he had researched the issue during the preceding several days. He reported visiting Marty's Cycle Shop in Avon Lake and asking what Avon Lake had done and what the shop owner thought of e-bikes. According to Mr. Willoughby, the owner declined to

sell e-bikes because of the injury rate. The owner had recently observed four e-bikes parked next door, recorded their model numbers, and determined that they were capable of traveling 57 miles per hour. Mr. Willoughby recommended that any device capable of exceeding the 28-mile-per-hour maximum for a Class 3 e-bike be identified as a motorcycle and be subject to licensing. He expressed concern that a person exiting a walkway or driveway could have been struck before noticing the rider.

Mr. Willoughby supported allowing cyclists to use sidewalks where necessary but recommended limiting them to pedestrian-friendly speeds. Mr. Willoughby suggested placing lights on the rider or helmet for visibility. He had reviewed helmets at Eddy's Bike Shop in North Olmsted and found that the best option had a camera clip and cost as much as several hundred dollars. He suggested that a light or flasher could be attached there. Mr. Willoughby also considered lights worn across a rider's shoulders, but cautioned that wearable lighting could become caught and create a choking hazard. He recommended requiring lights during periods of darkness even when riders were using sidewalks. He further recommended magnetic or similar breakaway releases, so that wearable lights would separate if caught by low-hanging branches or other hazards.

Chief Freeman stated that the administration's thinking was consistent with Mr. Willoughby's comments. The proposal considered sidewalks and multi-use pathways, required riders to remain under pedal power in those areas, and required lights at dusk and during periods of darkness.

Mr. Willoughby stated that electric assistance benefited riders recovering from Parkinson's disease, strokes, and other medical conditions, as well as older or less-active riders. He noted that e-bikes helped groups remain together and that made them more noticeable. Mr. Willoughby urged the City to establish standards of courtesy and behavior because available technology would continue to evolve.

Chief Freeman agreed and observed that laws generally remained in effect longer than current technological options.

Charlotte Corridoni, 34056 Gina Drive, stated that she had lived in the City and in the same home for 53 years. She reported that children in her neighborhood traveled rapidly on sidewalks and then entered the street without regard to approaching vehicles. She had observed riders traveling both with and against the flow of traffic and entering a motorist's lane. She described the situation as increasingly frightening. Ms. Corridoni stated that she had observed a rider dressed entirely in black during the evening and that the rider was difficult to see. The riders often failed to signal their turns, making it difficult for motorists to anticipate when they would brake or turn. She stated that she had cared for many motorcycle and motor-scooter crash victims, including children, and had lost many of them. She urged the City to prevent similar tragedies.

Councilman Abens, 9373 Kenmore Way, suggested requiring a brightly colored streamer, pennant, or similar device behind a bicycle or scooter rider and above the rider's head. He noted that roadway dips, including one near Giant Eagle, could prevent a motorist from seeing a bicyclist. A raised marker would remain visible and could attract attention as effectively as a light. He believed a streamer could be particularly useful during daylight hours, when a light

might be less effective. He had observed streamers or pennants attached near the back wheel that helped motorists see riders.

Mr. Willoughby agreed that streamers could be helpful, but cautioned that they needed to be designed so they would not blow into a rider's face and cause distraction or temporary blindness. Mr. Willoughby offered an additional suggestion regarding education. He stated that people could be frightened of compliance or invited to participate in something they enjoyed. He noted that stadiums were filled with fans wearing team colors and suggested encouraging cyclists to display school, national, team, or other colors. He believed colorful riders would be more noticeable in motion and that the Center Ridge bicycle path could become a two-mile stage that made North Ridgeville look like a continuous party.

Chair Holub asked whether anyone else wished to speak.

Councilwoman Zingale agreed with many of the suggestions presented during the meeting. She noted the importance of educating parents who purchased e-bikes for their children and educating the young riders themselves. She supported an approach that would encourage and excite teenagers without feeling forced. She described the legislation as a good beginning and stated that the City should continue moving forward because e-bikes were not going away.

Chief Freeman stated that laws should be readable and understandable. Chapter 474 currently combined motorcycles, bicycles, mopeds, and e-bikes in a single ordinance. He believed that structure could confuse a parent who was considering purchasing an e-bike and wanted to determine the applicable helmet, age, motor-power, and operating requirements. He offered to separate the provisions so that a parent could read a stand-alone e-bike section without having to distinguish it from provisions governing motorcycles, mopeds, and regular bicycles.

Chair Holub asked whether Chief Freeman was recommending that the Committee table the legislation while separate provisions were prepared.

Chief Freeman confirmed that recommendation. He stated that the provisions should be easy to understand and apply. If a violation occurred, an officer could provide the applicable ordinance to the child and parents so that everyone understood the requirements. He believed early enforcement should focus on education because the law should provide guidance rather than create confusion. Chief Freeman acknowledged that laws could not replace common sense and that parents needed to exercise common sense before allowing children to use motor-assisted devices. The law should aid compliance and should be used as an educational tool rather than a hammer. He requested two to three weeks to separate the provisions and create individual ordinances that would improve public understanding.

Chair Holub asked whether the administration had anything further.

Mayor Corcoran noted that the legislation was subject to a Committee deadline and could not remain in Committee indefinitely. He initially suggested returning it to Council,

reviewing Chief Freeman's proposed revisions, and making changes from there. He cautioned that the legislation would die in Committee if it remained there too long.

Chair Holub asked whether the legislation was at its second of three readings.

Assistant Clerk Gallam clarified that the legislation had received its first reading and had then been referred to Committee.

Chair Holub confirmed that the Committee deadline was September 13, 2026, and that it was sufficient time.

Councilwoman Rogerson thanked Mr. Willoughby for his passion, presentation, and concern for younger residents. She suggested that he assist the Superintendent with school-based education because he had presented several strong ideas.

Mr. Willoughby responded that the ideas were not solely his. He stated that he had volunteered with Girls in Gear during the preceding two years and recognized the team's dedication. He noted that the program had reached only a few dozen students while thousands still needed to be reached. Mr. Willoughby stated that an educational program could address many topics beyond e-bikes and scooters, including drugs, alcohol, and other safety subjects.

Councilwoman Rogerson agreed that the City should continue working with the schools and should meet children where they were, possibly through Parks and Recreation and other City programs. She supported education regarding street and sidewalk safety. She observed that children were not necessarily acting dangerously on purpose and that their developing judgment made age-appropriate guidance important. She believed the e-bike and e-scooter provisions should be reviewed specifically and asked whether a motion was required.

Chair Holub confirmed that a motion was necessary.

Chief Freeman stated that the proposed ordinance addressed mandatory helmets; when a motor could and could not be engaged; passengers on devices designed for one rider; and distracted operation involving headphones, cell phones, or carried packages. There should not be multiple riders on devices intended for one person. He stated that the ordinance addressed problems officers had observed in public and could be revised in future years as technology and observed problems changed.

Moved by Rogerson and seconded by Zingale to table Ordinance 2026-69 until the next Safety Committee meeting to allow Chief Freeman an opportunity to revise the legislation.

A voice vote was taken, and the motion carried.

Yes - 3 No - 0

No further business.

ADJOURNMENT:

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

Date Approved:

Fijabi Gallam, MMC
Assistant Clerk of Council

DRAFT



To: Safety Committee
From: Fijabi Gallam, Assistant Clerk Of Council
Prepared By: Department of Police - Fijabi Gallam
Meeting Date: Monday, August 31, 2026 7:00 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; Safety
Committee Meeting on 08-03-2026)

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.