

Safety Committee Meeting 4.21.26

**Lauren Ingebritson called a Safety Committee Meeting
on Tuesday April 21, 2026 at 5:00 pm**

RE: E-Bike Safety

**Attendees: Committee members; Kyle Lehman, Regina Sharp
Mayor Tepe
Village Administrator/Chief of Police Jerry Hayhow
Lt. Jim Pruitt**

Meeting called to order 5:00pm

The safety committee met to review the safety and concerns discuss the use of various electric bikes in the neighborhood, and we have some draft legislation that we are taking a look at tonight, just so everybody knows tonight, we are just fact finding, gathering, recommendations, taking a look at the draft legislation and discussing, and then once we have it, What we think is appropriate legislation finalized, we will send that over to the rules and law committee to have a quick look at, and then if they are also in agreement, it will be presented to full council at the appropriate meeting, where council will have an opportunity to review and vote.

Ms. Ingebritson noted that various new vehicles, particularly e-bikes, have appeared on village streets in recent months, sparking differing opinions about their safety and appropriateness. She highlighted community concerns about children's safety and misuse of these bikes. With personal experience as a parent of a 14-year-old e-bike rider, she emphasized the need for the village to prioritize resident safety when addressing this issue. It is important to note that "e-bike" or "electric bike" is a carefully defined term under state law and existing Terrace Park Laws, which provides specific guidance on what constitutes an electric bicycle.

Ms. Ingebritson asked attendees to please give their name and address, step up to the podium, and then please try to keep remarks to about 2 minutes:

- Lori Higginbotham at 713 Franklin Avenue stated that she was one of the people that commented on the listserv about safety concerns of the e-bikes. She pointed out concerns driving at dusk or anything like that, but even walking in really the daytime, we would just see some very, scary joining. And believe me, if I had a bike like that, I would love it, but I would, you know, the young kids with no rules or knowledge of safety. It's understandable, but this is a very frightening situation.
- Simon Higginbotham at 713 Franklin Avenue, a captain with the EMS I think the 1st thing to say is that it's kind of understandable people probably think of wearing a helmet, would provide protection but from a medical perspective, that's a very long way from the truth. The problem

is, if one of these kids hits a vehicle, it's likely to be catastrophic. The size and speed means that these kids are going to get abdominal injuries, neck injuries, all sorts of things that none of us want to contemplate.

- Carl Goff 148 Wrenwood, parent of one of the children riding an e-bike. Explained that it is challenging to keep up with information about owning these vehicles, especially as technology evolves so quickly. Mr. Goff stated he is glad to see the available classifications and looks forward to this discussion, recognizing the rapid changes and associated risks.

Ms. Ingebritson thanked everyone so much for coming, So frequently the village conducts business with no audience, and not a whole lot of input. I think all these concerns are heard, and ones that we are aware of, and share ourselves, as members of this community, and people who care about the well-being of everybody here.

Chief Hayhow stated that state law defines electric bicycles as three separate classes.

They're defined as a 750-watt electric motor:

- Class one-Pedal assist, no throttle control, 20 miles an hour maximum.
- Class two-Pedal assist and throttle control allowing riders to use the motor without pedaling. It's a 20 mile an hour maximum.
- Class three, Pedal assist and throttle control, it's 28 maximum speed. Which, for most of the villages, over the speed limit. So, class 3 has more restrictions as far as helmets and age. They require pedals, and they can be operated on the street.

Class 1 and Class 2 e-bikes are permitted on sidewalks. Our goal is to clarify that any other vehicles not fitting these three classes under Ohio law, these are classified as off-highway motorcycles, which are not street legal. Some young people try to add pedals to these vehicles, but that won't suffice. The police department proposes a registration system for all electric motorcycles to regulate what's operating on the streets. There will be three different classes, each identified by a distinct color and number displayed on the vehicle.

Chief Hayhow proposed that every bike undergoes inspection, and manufacturers must clearly label the class and maximum speed on the unit, as required by state law. Without this information, the vehicle will not receive a sticker or permission to operate on the road. This measure aims to stop modifications that increase motor power beyond legal limits. The maximum allowed is 750 watts—anything higher will not qualify for a sticker, nor will it pass licensing requirements.

The police department's objective is to monitor and manage electric vehicles in public spaces. By law, 20 miles per hour is considered a safe speed. Only vehicles that pass our inspection will be allowed on the streets and will get a color-coded sticker: red for class one, green for class two, and blue for class three. This helps officers quickly recognize compliance without unfairly stopping individuals who aren't violating rules. If someone is riding improperly, such as three abreast, officers will have clear cause for intervention. That's the direction we want to take with this proposal.

Ms. Sharp clarified that items not fitting these categories should not be allowed on the streets at all. Ms. Ingebritson emphasized that Class 1, 2, and 3 bikes must have pedals, yet many of the vehicles currently

seen do not. Chief Hayhow explained that these three classes are specifically defined as bikes with a maximum power of 750 watts and functioning pedals. What we're witnessing on the streets now are mostly electric dirt bikes without pedals, often exceeding the 750-watt motor limit. Under Ohio law, these are classified as off-highway motorcycles, which are not street legal. State law makes this distinction clear, so it's important to educate residents about the legal definitions for various types of bikes. Parents and children should understand that if a bike lacks pedals or exceeds the wattage limit—therefore not meeting the definition of an e-bike—it cannot be legally operated on public streets. Off-highway motorcycles with high-powered motors require significant modifications, registration with the DMV as a motorcycle, a license plate, and a motorcycle operator's license to become street legal. We should not see unregistered vehicles like these on the roads.

Mr. Lehman asked if there was a online class, like the one offered for a boating license that children can take. Mayor Tepe reiterated that government can only do so much, but they cannot legislate parenting.

Chief Hayhow explained that as a mechanism that holds the parents responsible, the parent and the child will each have to sign the application, (see attachment #2) The Vin #, name of the rider and the class of the vehicle.

Ms. Ingebritson stated that once the ordinances are passed, we will see most of the bikes off the streets.

Mr. Tepe reiterated that e-bikes are defined as a 750-watt electric motor:

- Class one-Pedal assist, no throttle control, 20 miles an hour maximum. Pedal Assist.
- Class two-Pedal assist and throttle control allowing riders to use the motor without pedaling. It's a 20 mile an hour maximum. I don't have to pedal.
- Class three, Pedal assist and throttle control, it's 28 maximum speed. Which, for most of the villages, over the speed limit. So, class 3 has more restrictions as far as helmets and age. They require pedals, and they can be operated on the street.

The others are off highway motorcycles.

Ms. Ingebritson explained that there is another classification of the mopeds which also have restrictions of not greater than 20 miles per hour, their power limitation is stated in terms of cubic centimeters, not more than 50. And when she compared that against what a lot of these electric dirt bikes power is, the electric dirt bikes are like 3 times as powerful as the mopeds are. She believes some vehicles in the village that meet the definition of a moped, but in addition to just meeting that definition, she stated to operate a moped, you must have a license. Then that also comes from the DMV, and is all already regulated by state law and Terrace Park law. This is all available on the village website. Ordinances, in section title 7. Chapters 70 and 75, define all the Terrace Park laws for these various vehicles. For example, section 70.01 has definitions for e-bikes in it already. And there's another section that requires manufacturers to affix stickers, to e-bikes, which is, again, it's a national standard law that Ohio has adopted.

Ms. Ingebritson clarified that if parents want to register a true e-bike for their child, it's going to already have a manufacturer sticker on it that is going to help make the police department's classification easy. If it is missing, for whatever reason it will not be allowed to go out. Chief Hayhow explained that the

police department is working on a registration form that includes both juvenile and parent involvement, the exact process is still being worked on. The new Ordinance will specify that residents of Terrace Park are not permitted to operate an electric bike on any public street unless the bike is registered.

If you ride from dusk to dawn, a light is required, but turn signals are not since e-bikes must follow regular bicycle laws. Multiple riders are only allowed if the bike is specifically designed for more than one person; otherwise, only one rider is permitted.

Chief Hayhow explained that they do conduct an unofficial juvenile court. Parents will be signing the form, understanding the liability and if there's a violation, I'm going to ask counsel to allow me to impound e-bikes for a certain period. But, like Mrs. Ingebritson said, the ones that are really, probably causing the most problems, will be eliminated right off the bat, as soon as we can get this legislation passed.

Parents need to understand their responsibilities outlined in this form, which goes beyond just signing off; it confirms they've trained their child appropriately. The Ordinance holds parents liable, without a minimum age for categories one and two, so including this information in the form is important since parents are more likely to read it than the Ordinance itself. Regarding toy vehicles, these are allowed only on sidewalks, not streets. The definition should specify a maximum 12-volt battery, allowing speeds up to five miles per hour. The ordinance should be revised to clearly define toy vehicles, including examples like scooters, razors, and roller skates, and set voltage and location restrictions. The attorney will handle updating this section.

The Chief went on to say if someone is using their electric motorcycle in their own yard, there's little we can do or should do. The main concern is not the small vehicles that kids ride safely with their parents on sidewalks. The focus on understanding which types exist in our neighborhoods and what speeds are safe for sidewalks

Chief Hayhow explained we can't be parents, but we can limit the choices. The Chief assured residents that e-bikes are not allowed to be on Miami Grove trails. To operate an off-highway motorcycle on a state-owned trail, there must be a posted sign specifically allowing it.

A lot of what we've already discussed is already laid out in law. The proposed legislation-*please see attached*- that we're looking at just fills in some of the gaps that would allow the village to address issues like with in Section 2 Registration

With the following exceptions:

- Eliminate Section 2D-registration fee.
- Eliminate Section 2F.
- Section 2G registration transfer is strictly prohibited.

State law prohibits riding vehicles that are not designed for road use on the roads, and we will ensure this regulation is included. There is a common workaround where some individuals attempt to modify their motorcycles by adding pedals; however, most off-highway motorcycles exceed the 750-watt maximum allowed for bicycles. It is expected that younger users may attempt various creative modifications. For instance, even if additional pedals are attached, the wattage remains significantly above the legal limit—3,000 watts compared to 750 watts.

The Rules and Laws Committee will also review section 6 penalties section B, states a second violation of this chapter within 12 months of a prior violation shall be a misdemeanor of the 4th degree, change to subject to impoundment for not less than whatever council sees fit, 30, 60 days.

It was suggested that the village provide students with clear information about different bike classes through a brief assembly at school and information posted to the website.

The goal is to bring an Ordinance to the May Council meeting.

Meeting adjourned at 6:05PM

Electric Bicycle License Application

Village of Terrace Park License Number _____

Name of Owner (Parent or Guardian) _____

Address _____

Name of Juvenile riding Electric Bicycle _____

Make of Vehicle _____ Year: _____ Vehicle Class (1,2, or3) _____

- Vehicle Electric **Class 1** - Pedal assist only, no throttle control, 20 mph limit.
 - Per Village ordinance, riders under 18 years old are required to wear a helmet that meets the safety standards established by the U.S. Consumer Product Safety Commission or the American Society for Testing and Materials when operating an e-bike or riding an e-bike as a passenger.
 - If riding on sidewalk - motor **CANNOT** be engaged.
 - If riding on the roadway - **MUST** obey all traffic laws (i.e., riding on the right side of the road, stopping at STOP signs, riding in single file, obeying traffic lights, using signals, etc.).
 - 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.
- **Class 2** - Pedal assist and throttle control allowing riders to use the motor without pedaling, 20 mph limit. Riders are **REQUIRED** to wear a helmet.
 - Per Village Ordinance, riders under 18 years old are required to wear a helmet that meets the safety standards established by the U.S. Consumer Product Safety Commission or the American Society for Testing and Materials when operating an e-bike or riding an e-bike as a passenger.
 - If riding on sidewalk - motor **CANNOT** be engaged.
 - If riding on the roadway - **MUST** obey all traffic laws (i.e., riding on the right side of the road, stopping at STOP signs, riding in single file, obeying traffic lights, using signals, etc.).
 - If riding sunset to sunrise, a white light is required at the front of the bike, and a red reflector and a red light are required at the back of the bike.
- **Class 3** - Pedal assist and throttle control, 28 mph limit.
 - Riders **MUST** be at least 16 years of age.
 - Per Village Ordinance, riders under 18 years old are required to wear a helmet that meets the safety standards established by the U.S. Consumer Product Safety Commission or the American Society for Testing and Materials when operating an e-bike or riding an e-bike as a passenger.
 - Riders are **REQUIRED** to wear eye protection.
 - If riding on sidewalk - motor **CANNOT** be engaged.
 - If riding on the roadway - **MUST** obey all traffic laws (i.e., riding on the right side of the road, stopping at STOP signs, riding in single file, obeying traffic lights, using signals, etc.).
 - If riding sunset to sunrise, a white light is required at the front of the bike, and a red reflector and a red light are required at the back of the bike.

Parent /Guardian Signature _____

Issuing Officer _____

PART II: MODEL VILLAGE ORDINANCE

ORDINANCE NO. _____

AN ORDINANCE ESTABLISHING CHAPTER _____ OF THE CODIFIED ORDINANCES OF THE VILLAGE OF TERRACE PARK, OHIO, REGULATING THE OPERATION, REGISTRATION, AND USE OF ELECTRIC BICYCLES WITHIN THE VILLAGE

WHEREAS, electric bicycles have become an increasingly popular mode of transportation within the Village; and

WHEREAS, Ohio Revised Code Section 4511.522 establishes a three-class system for electric bicycles and authorizes local regulation; and

WHEREAS, Ohio Revised Code Section 4511.07(A)(8) and (A)(9) authorize local authorities to regulate the operation of bicycles and to require registration and licensing of bicycles; and

WHEREAS, the Village Council finds that a registration system will assist in confirming the classification of electric bicycles operated within the Village and promote public safety; and

WHEREAS, the Village Council finds that establishing parental responsibility for minor operators will enhance accountability and promote the safe operation of electric bicycles by young riders.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Terrace Park, State of Ohio, _____ members elected thereto concurring:

SECTION 1. DEFINITIONS

As used in this Chapter:

(A) "Electric Bicycle" means a bicycle equipped with fully operable pedals and an electric motor of not more than seven hundred fifty watts that meets the definition of a Class 1, Class 2, or Class 3 electric bicycle as defined in Ohio Revised Code Section 4511.01.

(B) "Class 1 Electric Bicycle" means an electric bicycle equipped with a motor 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.

(C) "Class 2 Electric Bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour, and that ceases to provide assistance when the rider applies the brakes or releases or activates a switch or similar mechanism.

(D) **"Class 3 Electric Bicycle"** means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour, and is equipped with a speedometer.

(E) **"Minor"** means any person under the age of eighteen years.

(F) **"Parent"** means a natural or adoptive parent, legal guardian, or any other adult person having legal custody or control of a minor.

(G) **"Village Administrator"** means the Village Administrator or the Administrator's designee.

SECTION 2. REGISTRATION REQUIRED

(A) **Registration Required.** No person who is a resident of the Village shall operate an electric bicycle on any public street, highway, path, or sidewalk within the Village unless such electric bicycle has been registered with the Village in accordance with this Section.

(B) **Application.** Application for registration shall be made to the Village Administrator on forms prescribed by the Village and shall include:

- (1) The name, address, and telephone number of the owner;
- (2) A description of the electric bicycle, including make, model, serial number (if any), and color;
- (3) The class designation (Class 1, Class 2, or Class 3) as shown on the manufacturer's label required by Ohio Revised Code Section 4511.522(A);
- (4) The top assisted speed and motor wattage as shown on the manufacturer's label;
- (5) If the owner is a minor, the name, address, and signature of the parent;
- (6) Such other information as the Village Administrator may reasonably require.

(C) **Inspection.** The Village Administrator or a law enforcement officer may require the applicant to present the electric bicycle for inspection to verify the manufacturer's label and class designation.

(D) **Fee.** The registration fee shall be \$_____, which shall be nonrefundable.

(E) **Registration Certificate and Decal.** Upon approval of the application and payment of the fee, the Village Administrator shall issue a registration certificate and a decal displaying a unique registration number. The decal shall be affixed to the electric bicycle in a conspicuous location as directed by the Village Administrator.

(F) **Duration.** Registration shall be valid for a period of three (3) years from the date of issuance and shall be renewable upon payment of the registration fee.

(G) **Transfer.** Registration is not transferable. Upon sale or transfer of a registered electric bicycle, the new owner who is a Village resident shall register the electric bicycle in accordance with this Section within thirty (30) days of acquisition.

(H) Modification. If an electric bicycle is modified in a manner that changes its class designation, top assisted speed, or motor wattage, the owner shall notify the Village Administrator and re-register the electric bicycle within thirty (30) days of the modification.

SECTION 3. OPERATION OF ELECTRIC BICYCLES

(A) Compliance with State Law. All persons operating electric bicycles within the Village shall comply with Ohio Revised Code Section 4511.522 and all other applicable provisions of state law.

(B) Class 3 Age Restriction. In accordance with Ohio Revised Code Section 4511.522(D), no person under sixteen years of age shall operate a Class 3 electric bicycle within the Village.

(C) Class 3 Helmet Requirement. In accordance with Ohio Revised Code Section 4511.522(D), no person shall operate or be a passenger on a Class 3 electric bicycle within the Village unless wearing a protective helmet that meets the standards established by the Consumer Product Safety Commission or the American Society for Testing and Materials.

(D) Sidewalk Operation. No person shall operate an electric bicycle with the motor engaged on any sidewalk within the Village. Electric bicycles may be operated on sidewalks only when used as a regular bicycle with the motor not engaged.

(E) Village Paths. Class 1 and Class 2 electric bicycles may be operated on Village-owned or Village-controlled bicycle paths and shared-use paths. Class 3 electric bicycles are prohibited on such paths unless the path is adjacent to a highway.

(F) Equipment. All electric bicycles operated within the Village shall be equipped with the lighting and reflector equipment required by Ohio Revised Code Section 4511.56 when operated during the period from sunset to sunrise.

SECTION 4. PARENTAL RESPONSIBILITY

(A) Registration Responsibility. The parent of any minor who owns or regularly operates an electric bicycle within the Village shall ensure that such electric bicycle is registered in accordance with Section 2 of this Chapter. The parent shall sign the registration application for any electric bicycle registered on behalf of a minor.

(B) Supervision and Instruction. The parent of any minor who operates an electric bicycle within the Village shall:

- (1) Ensure that the minor understands and complies with all applicable traffic laws and the provisions of this Chapter;
- (2) Ensure that the minor operates an electric bicycle of a class appropriate to the minor's age under state law;
- (3) Ensure that the minor wears a helmet when operating a Class 3 electric bicycle as required by state law;
- (4) Ensure that the electric bicycle is properly equipped and maintained.

(C) Prohibited Permissions. No parent shall knowingly permit a minor under the age of sixteen to operate a Class 3 electric bicycle in violation of Ohio Revised Code Section 4511.522(D)(1).

(D) Liability. Any parent who violates the provisions of this Section may be held jointly and severally liable for any damages or injuries caused by the minor's operation of an electric bicycle in violation of this Chapter or state law, in addition to any penalties imposed under Section 6 of this Chapter.

SECTION 5. UNLAWFUL ACTS

It shall be unlawful for any person to:

- (A) Operate an unregistered electric bicycle in violation of Section 2 of this Chapter;
- (B) Operate an electric bicycle in violation of the provisions of Section 3 of this Chapter;
- (C) Make a false statement on an application for registration;
- (D) Remove, alter, or deface a registration decal;
- (E) Remove, alter, or falsify the manufacturer's class designation label required by Ohio Revised Code Section 4511.522(A);
- (F) Violate any provision of this Chapter.

SECTION 6. PENALTIES

(A) Except as otherwise provided herein, any person who violates any provision of this Chapter shall be guilty of a minor misdemeanor.

(B) A second violation of this Chapter within twelve months of a prior violation shall be a misdemeanor of the fourth degree.

(C) A third or subsequent violation of this Chapter within twelve months of two or more prior violations shall be a misdemeanor of the third degree.

(D) The penalties provided herein are in addition to any civil liability that may be imposed.

SECTION 7. SEVERABILITY

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 8. EFFECTIVE DATE

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

PASSED: _____