



City of Lakewood
CASE-Complete and Active Streets Education &
Advisory Board

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MINUTES
CASE
CITY OF LAKEWOOD
12650 DETROIT AVENUE
WEDNESDAY
JUNE 3, 2026
MEETING
10:00 A.M.
AUDITORIUM

1. ROLL CALL

Members Present

Tracy Greenberg, Chair
Emily Lindberg, Vice Chair
Cody George
Jeff McCourt
Kyle Robinson
Kyle Baker-Absent
John Mitterholzer
Sean McDermott

Staff Present

David Baas, Assistant Director P & D
Nick Finotti, Asst. Director Public Works
Sgt. Lavelle, Police Department
Kevin Wayner, Public Information Officer

2. APPROVAL OF MINUTES OF THE TUESDAY, March 24, 2026 MEETING

A motion was made by Ms. Greenberg, seconded by Ms. Lindberg to APPROVE the March 24, 2026 meeting minutes, with the listed changes. All the members voted yea; the motion passed.

3. OPENING REMARKS

Mr. Baas read the Opening Remarks into record.

OLD BUSINESS

4. DISCUSSION OF BOARD RULES/REGULATIONS

Mr. Baas made the discussion on the Board rules and regulations and stressed that a regular meeting day and time needs to be set. Ms. Greenberg stated that if anyone on the Board has anything to discuss about the rules and regulations. Mr. McCourt stated that some of the wording is outdated, especially using chairman and vice chairman, it should be worded as chairperson and vice chairperson to reflect the modern verbiage. He also made a discussion on Section A, Article 3, the 14 ½ days in advance for adding referrals and why couldn't it be more flexible. Mr. Baas explained that this was the standard for all boards

and commissions because of the legal/public notices that get sent out. The public notice is to be sent out 7 days prior. Mr. Baas stated that a blanket statement could be added to include any referral items can be added as long as they are received by the public notice deadline regulation. Mr. McCourt discussed special meetings and/or subcommittees according to Article 2, section B. He questioned public comment and if time allows will there be public comment allowed? Or will it be public comment where permitted by the Board? Mr. Baas stated that the chairperson is ultimately in charge of all aspects of the meetings. Ms. Greenberg asked if there was room for further discussion on this and Mr. Baas stated that it is best to adopt a final version of the Board Rules and Regulations. He requested that Mr. McCourt review and provide any recommended edits and then to allow the Law Department to review prior to returning to Board members. Mr. Baas made a discussion on the Board deciding on a regular meeting day and time, as this is the standard with other Boards and Commissions. There will be a recurring invite and the meeting calendar can be posted on the website. Ms. Greenberg asked the Board if there was a preference for meeting day and time and made the decision for the meetings be held quarterly, the first Tuesday of the first month of each quarter at 10:00am. The Board stated they will review and bring back next meeting to finalize.

discussion

A motion was made by Ms. Greenberg, seconded by Ms. Lindberg to defer the adoption of the rules and regulations to next meeting. All the members voted yea; the motion passed.

5. REFERRALS TO BOARD

- Shared Use Path Code Amendments

Mr. Baas made the discussion on the Shared Use Path Amendments and expects to cover three main items: 1) Focus on what definitions are necessary to support operating regulations, 2) Focus on the appropriate operating regulations for infrastructure types, 3) Designate responsibility for new infrastructure type (Shared Use Path). He stated he updated the amendment in November with the definition for "motorized bicycle" that was pulled from ORC 4511.01, a discussion on the meaning of "mobility device" and if it is still appropriate or do we need to add or change, and discussion on the new definitions that were added for "bikeway" and "shared use path" that were also pulled from ORC 4511.01.

Mr. Baas started the discussion on the definition of "motorized bicycle" and how ORC added to the definition stating that "motorized bicycle" or "moped" does not include an electric bicycle, so the recommendation from Mr. Baas is to include that in our definition. He went on to discuss "mobility device" and how it is a generic term for e-scooter or e-bike and a blanket term to cover similar devices, not an assistive mobility device. Mr. Baas stated the options we could change the definition to, including: Retain current "mobility device" with any edits as appropriate, aligning with ORC and use "low speed micromobility device" with any edits as appropriate, retain "electronic bicycle" with any edits as appropriate, update to align with ORC and provide differentiation from higher-powered devices (electric motorcycles), or create new local overarching definitions. Ms. Greenberg started a discussion on "mobility device" and stated that she does not know of any motorized wheelchair that has an actual motor in it, it is an unusual way to define an assisted mobility device. She stated that she understand it is Ohio Revised Code but would like to see Lakewood add more updated language, "used by a person with a disability" rather than the outdated language currently "used by a handicap person." Would like to see less definitions for all the different devices. She also stated that "motorized wheelchair" sounds very

outdated. Question was asked by a member of the Board if the code mentions "person with a disability?" Mr. Baas stated that one direction to take is to take out "mobility device" and add "low-speed micromobility device" to handle all the devices, less than 100 lbs. human power, etc. It is a blanket term to include all devices not covered by other specific definitions. Mr. Baas asked if the Board preferred the Metroparks version? Or the ORC version? Several members of the Board stated that they personally prefer the Metroparks version. Ms. Greenberg stated that the good thing about the Metroparks is that they have a good handle on ADA and accessibility, barriers, and language when it comes to people with disabilities. Mr. McCourt stated that there is good content, appreciates the content and likes the Metroparks version. He stated that the context is helpful and allows the Board to make more comparisons. Question about the second statement, unicycles and skateboards, it reads as a separate sub definition that is not a low speed micromobility device, but a micromobility device that has no mention of weight or speed restrictions. Mr. McCourt also discussed "mopeds" and the definition given created a subclassification which describes bikes not permitted on the highway but give some allowance, age limits, etc., and a whole process outlined in other parts of the code. He mentioned that he struggles with the code as it was designed with comprehensive logic but thinks that the code deserves ongoing dialogue for a comprehensive code overhaul at some point. Mr. McCourt would like to also develop best practices.

Ms. Lindberg questioned if the Board were to change the term "mobility device" to "low-speed micromobility device", would we stipulate "motorized bicycle or moped" does not include "low-speed micromobility device" or will it still read "electric bicycle?" Mr. Baas added that you could use "low-speed micromobility device" to cover all. Ms. Lindberg asked does this include "e-motorcycle" or "e-moped". Ms. Lindberg wants to make sure that the language is clear to differentiate between all devices. Mr. Baas stated that we are not the only community dealing with this and made a discussion on the current definition for "e-bicycle" and how ORC, Cleveland and Metroparks define three classes of "electric bicycles." He stated that communities have difficulty distinguishing between classes when trying to regulate those classes. Mr. Baas also discussed what change to make to the code, and how they could merge all the classes under one definition. He also questioned if there was a need to differentiate between e-bicycles and e-motorcycles? He discussed the Maryland Code and how e-bikes are required to have a class sticker and battery certification sticker. Mr. Baas talked about the regulations in Avon regarding e-bikes and scooters and how there are a lot of different things out there. Mr. Baas asked the Board if they will adopt the current ORC definition of "e-bicycle" or update our definition of "e-bicycle" and consider whether there is a need to develop a definition for "e-motorcycle?"

Ms. Lindberg stated she is leaning away from adopting the "e-bicycle" class system because it is very hard to regulate by sight. She stated that she thinks the blanket definitions of "electronic bicycle" and "electronic motorcycle" are good. Discussion was made on the speed and how 28mph is fast and class 3 should not be permitted on the shared use paths and it would be nice to regulate the speeds to 20 mph, residents have a good argument as their driveways intersect the shared use paths. Appreciate the class system of bikes and that class 3 should not be allowed on the shared use paths. Ms. Lindberg feels that it should be more about how they are behaving rather than the class of bicycle. Mr. George stated he suggests going with the ORC and what they have laid out for classifications. He discussed the difficulty to regulate but we have to give some protection to pedestrians, allow the class 1 and 2 but prohibit the

class 3. Mr. McCourt agrees that class 3 should not be permitted on a shared use path as they are too fast. Question asked by the Board, what would the police prefer? Mr. Baas discussed the definitions of shared use path and bikeway. Bikeway intended to be a general term to cover all bicycle infrastructure and Shared Use Path intended to specific sub-set of infrastructure that is "outside the travel way..." Mr. Baas discussed the various paths that the city has including Bunts and Lake-Clifton connector that are in process of being constructed. He also explained that the code could be modified to read that a "shared use path" does not include paths in municipal parks.

- Public Comments were given to include the following:
 - Strongly recommending a definition of the infrastructure that separates a bike lane from any other path, like an in road bike lane and would like to recommend adopting the ORC version of the definition of "e-bicycles" with the three classes, that would allow separation of the three classes; Allow class 1 to operate on the various paths and allow for regulating the class 2 and class 3 "e-bicycle." Highly discourage putting a weight restriction on these. Box Bikes are at least 100 lbs. and families are adopting them to take kids to the park or to the grocery store. The meeting day and time prevents the public from coming out, most people work during the day. Consider not classifying the paths in the park as sidewalks.
 - In reference to the section of the code that reads: "No adult, age 18 or over shall operate a mobility device on a bikeway or shared use path UNLESS necessary to go on or off adjacent properties or a park." Very confusing, the definitions need to be clearer. As it reads, an e-bike is not permitted, which leave residents asking, "Where do I ride my bike?"
 - The code needs to be streamlined to allow e-bikes on shared use paths.

A motion was made by Ms. Greenberg, seconded by Ms. Lindberg to defer the Shared Use Path Code Amendments with recommendations/modifications to next meeting. All of the members voted yea; the motion passed.

A motion was made by Ms. Greenberg, seconded by Ms. Lindberg to adjourn the meeting at 8:05pm. All the members voted yea; the motion passed.

Greenberg 9/1/26



Oath

(You need not give an oath if you object. If you object to giving an oath, please notify the hearing officer or secretary before signing below.)

I, the undersigned, hereby solemnly swear that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

1. Robby Organ
2. Cassandra Organ
3. Fermin Maldenado Jr
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____

SIGN NAME:

[Signature]

[Signature]

Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

Lakewood Administrative Procedure: ☐ ABR/BBS ☐ Citizens Advisory ☐ Civil Svc. ☐ Dangerous Dog ☐ Income Tax Appeals ☐ Loan Approval ☐ Nuisance Abatement Appeals ☐ Parking ☐ Planning ☐ Zoning Appeals ☐ CASE ☐ Other:

Date of Proceeding: WEDS. JUNE 3, 2020

Complete and Active Streets Education & Advisory Board

Second Quarter Meeting – 03 Jun 2026



City of Lakewood
Department of Planning & Development



- Call to Order
- Roll Call
- Approval of Minutes of the Tuesday, March 24, 2026 Meeting
- Opening Remarks
- Old Business
 - **Discussion of Board Rules/Regulations**
 - Referrals to Board
 - **Shared Use Path Code Amendment:** Discussion topics to include
 - Mobility Device definition
 - Shared use path permitted users/access
 - Operational standards and user responsibilities
 - Obstruction and accessibility considerations
- Adjourn

Complete and Active Streets Education & Advisory Board

Board Membership – Roll Call



<u>Appointment/Seat</u>	<u>Voting Member</u>	<u>First Name</u>	<u>Last Name</u>	<u>Term End</u>
Community Member/Council	X	Emily	Lindberg	Dec-26
Community Member/Mayoral	X	John	Mitterholzer	Dec-26
Community Member/Council	X	Cody	George	Dec-27
Community Member/Mayoral	X	Jeff	McCourt	Dec-27
Community Member/Council	X	Tracy	Greenberg	Dec-28
Community Member/Council	X	Sean	McDermott	Dec-28
Community Member/Mayoral	X	Kyle	Robinson	Dec-28
City Council Liaison (ex-officio)		Kyle	Baker	Dec-28
Public Works (ex-officio)	X	Chris	Gordon	N/A
Public Information (ex-officio)	X	Kevin	Wayner	N/A
School District (ex-officio)	X	Mark	Walter	N/A
Planning & Development (Secretary)		David	Baas	N/A
Police Department (Advisor)		David	Acklin	N/A

Complete and Active Streets Education & Advisory Board

Board Rules and Regulations



City of Lakewood
Department of Planning & Development

Complete and Active Streets Education & Advisory Board

Shared Use Path Code Amendments



City of Lakewood Department of Planning & Development

PART 1: Focus on what definitions are necessary to support operating regulations

PART 2: Focus on the appropriate operating regulations for infrastructure types

PART 3: Designate responsibility for new infrastructure type (Shared Use Path)

Request – Proposed Code Amendment

Review & provide recommendation(s) back to Council towards approval/adoption.

In summary, the amendments include:

Chapter 301 (Definitions):

- Updated definition for “motorized bicycle,” pulled from ORC §4511.01.
- Discuss Mobility Device definition...
- New definitions added for “bikeway” and “shared use path,” pulled from ORC §4511.01.

Chapter 373 (Bicycles and Motorcycles):

- 373.08: Removed speed limit (e-scooter) for consistency with adjacent municipalities.
- 373.10: Increased age for riding unsupervised in roadway (8 to 10) to be consistent with state/national Safe Routes to School (SRTS) best practices.
- 373.101: New section “Riding on bikeways and shared use paths” to apply regulations to new infrastructure definitions and differentiate between minors (17/under) and adults (18/over).
- 373.14: Reinforce prohibition of motorized bicycles on bicycle/pedestrian infrastructure.

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- Differentiate between sidewalks and municipally designated shared use paths/bikeways.
- Designate City as responsible for repair/maintenance of municipally designated shared use paths.

Request – Proposed Code Amendment

Review & provide recommendation(s) back to Council towards approval/adoption.

PART 1: Focus on what definitions are necessary to support operating regulations

Chapter 301 (Definitions):

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- Discuss Mobility Device...
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- 373.14: Reinforce prohibition of motorized bicycles on bicycle/pedestrian infrastructure.

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- Differentiate between sidewalks and municipally designated shared use paths/bikeways.
- Designate City as responsible for repair/maintenance of municipally designated shared use paths.

Chapter 301 (Definitions):

- Updated definition for “**motorized bicycle**,” pulled from ORC §4511.01...adds delineation from electric bicycles

301.04 BICYCLE; MOTORIZED BICYCLE.

(a) "Bicycle" means every device, other than a device that is designed solely for use as a toy vehicle by a child, that is propelled solely by human power, upon which a person may ride, and that has two or more wheels, any of which is more than fourteen inches in diameter.

(Ord. 7-13. Passed 3-18-2013.)

(b) "Motorized bicycle" or "moped" means any vehicle that either has two tandem wheels or one wheel in the front and two wheels in the rear, that may be pedaled, and that is equipped with a helper motor of not more than fifty cubic centimeters piston displacement that produces no more than one brake horsepower and is capable of propelling the vehicle at a speed of no greater than twenty miles per hour on a level surface. **"Motorized bicycle" or "moped" does not include an electric bicycle.**

(Ord. 34-10. Passed 7-10-2010; Ord. 47-19. Passed 12-16-2019.)



David Baas



Copied from ORC §4511.01 (L) Traffic laws - operation of motor vehicles definitions. Link: <https://codes.ohio.gov/ohio-revised-code/section-4501.01/3-8-2019#:~:text=%22Motorized%20bicycle%22%20or,an%20electric%20bicycle.>

August 27, 2025 at 10:48 AM

Chapter 301 (Definitions):

- **Mobility Device** – intended in 2019 to be an overarching term for new e-devices (e-bike, e-scooter, etc.).

301.182 MOBILITY DEVICE.

“Mobility device” means small mobility devices, such as an e-scooter, e-bike, or other similar devices. A mobility device does not include those designed solely for use by a child, or those used as assistive mobility devices by persons with disabilities.

(Ord. 47-19. Passed 12-16-2019.)

Current Lakewood

301.101 ELECTRONIC BICYCLE.

“Electronic bicycle” or “e-bike” means a two-wheeled device that has handlebars, a seat, and pedals designed to be operated similar to a bicycle, and is powered by electricity. The electricity is stored on board in a rechargeable battery.

(Ord. 47-19. Passed 12-16-2019.)

Current Lakewood

301.102 ELECTRONIC SCOOTER.

“Electronic scooter” or “e-scooter” means a two-wheeled device that has handlebars, a floor board, designed to be stood upon when operating and is powered by electricity. Some devices of this type are equipped with a seat, but none have operable pedals. The electricity is stored on board in a rechargeable battery.

(Ord. 47-19. Passed 12-16-2019.)

Current Lakewood

301.52 WHEELCHAIR, MOTORIZED.

“Motorized wheelchair” means any self-propelled vehicle designed for, and used by, a handicapped person and that is incapable of a speed in excess of eight miles per hour.

(ORC 4511.01(EEE); Ord. 34-10. Passed 7-19-2010.)

Chapter 301 (Definitions):

- ❑ **Option: Retain “Mobility Device”** – with any recommended edits, as appropriate:

301.182 MOBILITY DEVICE.

Current Lakewood

“Mobility device” means small mobility devices, such as an e-scooter, e-bike, or other similar devices. A mobility device does not include those designed solely for use by a child, or those used as assistive mobility devices by persons with disabilities.

(Ord. 47-19. Passed 12-16-2019.) → *If this definition is to be retained, replace this term w/motorized wheelchair?*

§ 401.231 Mobility Device

Current Cleveland

"Mobility device" means small mobility devices, such as scooters, e-scooters, e-bikes, or other similar devices. A mobility device does not include those designed solely for use by a child, or those used as assistive mobility devices by persons with disabilities, or those defined as an electronic personal assistive mobility device.

(Ord. No. 396-2020. Passed 6-3-20, eff. 6-9-20)

- ❑ **Option: Replace with version of “Low-Speed Micromobility Device”** – align w/ORC, with any edits, as appropriate:

(WWW) “Low-speed micromobility device” means a device weighing less than one hundred pounds that has handlebars, is propelled by an electric motor or human power, and has an attainable speed on a paved level surface of not more than twenty miles per hour when propelled by the electric motor.

Current ORC

301.153 LOW-SPEED MICROMOBILITY DEVICE.

Current MetroParks

“Low-speed micromobility device” means a device weighing less than 100 pounds that has handlebars, is propelled by an electric motor or human power, and has an attainable speed on a paved level surface of not more than twenty miles per hour when propelled by the electric motor. Micromobility device also includes an electric one-wheeled unicycle and electric skateboard.
(ORC 4511.01(WWW))

Chapter 301 (Definitions):

☐ **Option: Retain “Electronic bicycle” – with any recommended edits, as appropriate:**

301.101 ELECTRONIC BICYCLE.

Current Lakewood

“Electronic bicycle” or “e-bike” means a two-wheeled device that has handlebars, a seat, and pedals designed to be operated similar to a bicycle, and is powered by electricity. The electricity is stored on board in a rechargeable battery.

(Ord. 47-19. Passed 12-16-2019.)

☐ **Option: Update to align with ORC and provide differentiation from higher-powered devices (electric motorcycles)**

(SSS) “Electric bicycle” means a “class 1 electric bicycle,” a “class 2 electric bicycle,” or a “class 3 electric bicycle” as defined in this section.

Current ORC

(TTT) “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.

Current Cleveland

(UUU) “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.

Current MetroParks

(VVV) “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.

☐ **OR...create new local overarching definition(s)**

- “**Electronic bicycle**” or “e-bike” means a two-wheeled device that has handlebars, a seat, and fully-operable pedals and an electric motor of less than 750 watts that provides assistance at speeds of 28mph or less.
- “**Electronic Motorcycle**”...electric motors of more than 750 watts, provides assistance at speeds greater than 28mph...

Is there a need to differentiate between e-bicycles and e-motorcycles?

ODOT / Traveling / Bike & Walk / Bike and Walk Resources / [Electric Bicycles \(E-Bikes\)](#)

Electric Bicycles (E-Bikes)



We are all on the same journey. Share the road. Enjoy the ride.

Types of E-Bikes

While most laws apply to both bicycles and E-bikes, there are some laws specific to certain classes of E-bikes. Under Ohio law, there are three types of electric bicycles:

- Class 1 electric bicycle: A bicycle equipped with fully operable pedals and an electric motor of less than 750 watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- Class 2 electric bicycle: A bicycle equipped with fully operable pedals and an electric motor of less than 750 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 20 miles per hour.
- Class 3 electric bicycle: A bicycle equipped with fully operable pedals and an electric motor of less than 750 watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

What isn't an e-bike?

E-bikes should not be confused with motorized bicycles (or "mopeds"), although they are both vehicles under Ohio law.

A "low-speed micromobility device" ("micromobility device") is a device that weighs less than 100 pounds, has handlebars, is propelled by an

Promotional

ODOT invites local gov
other partners to dow
across social media, in
bicycle safety:

[E-Bike Safety Tip - Soc](#)

[E-Bike Classes - Social](#)

[E-Bike Quick Facts - Ti](#)

[E-Bike Information Ov](#)

Share this

Contact

bikeohio@dot.ohio.gov

Related Laws

[Section 4511.01 | Traff](#)
[definitions.](#)

[Section 4511.522 | Ele](#)
[federal regulations; pe](#)

[Section 4511.53 | Oper](#)
[snowmobiles.](#)

BIKE Information



CLASS 1 ELECTRIC BICYCLE

a bicycle that is equipped with fully operable pedals and an electric motor of less than 750 watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the **speed of 20 miles per hour.**



CLASS 2 ELECTRIC BICYCLE

a bicycle that is equipped with fully operable pedals and an electric motor of less than 750 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 20 miles per hour.**



CLASS 3 ELECTRIC BICYCLE

a bicycle that is equipped with fully operable pedals and an electric motor of less than 750 watts that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the **speed of 28 miles per hour.**



E-bikes should not be confused with motorized bicycles (or "mopeds"), although they are both vehicles under Ohio law.

A "low-speed micromobility device" ("micromobility device") is a device that weighs less than 100 pounds, has handlebars, is propelled by an electric motor or human power, and generally does not go over 20 mph with the electric motor. Electric scooters are one of the most popular types of micromobility devices. Some cities allow scooter rentals, but some people also own their own personal electric scooters.

Age Requirement

You must be at least 16 years of age to operate a class 3 e-bike or to rent a micromobility device.

Where You Can Ride

No bicycle or micromobility device is allowed on the interstate in Ohio.

E-bikes should not be ridden on paths primarily designed for hiking, equestrian use, or mountain biking, or on any natural surface.

- Class 1 and 2 E-bikes are generally permitted on any bike lane, sidepath, or shared use path, although local laws may prohibit these classes of e-bikes on certain paths.
- Class 3 E-bikes are generally not permitted on shared use paths that aren't adjacent to a roadway.

Under state law, people are allowed to ride bicycles and E-bikes, if the motor is not engaged, on the sidewalk. However, local municipalities might adopt more restrictive rules for devices. For more information on where you can ride, check the laws for the area where you will be riding.



Defining Micromobility

As new vehicles emerge, conveying vehicle types, code, and rules of the road for each is increasingly difficult. The main distinction many states are grappling with are vehicles which are road legal and those which are not. Legal, Class 1-3 E-Bikes do not go much faster than a competitive cyclist. **In Maryland, e-bikes are required to have a class sticker and a battery certification sticker.**



KNOW THE DIFFERENCE		
E-BIKES	VS	E-MOTORCYCLES
		
Pedals with electric assistance	POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	SPEED	Greater than 28mph
Up to 750W	MOTOR	Greater than 750W
Driver's license and license plate not required	OPERATION	Driver's license (with motorcycle endorsement) and license plate required

If an owner tampers with or removes the speed governor on an e-bike, may no longer be street legal.

Is there a need to differentiate between e-bicycles and e-motorcycles?

Beware of Electric Motorcycles Posing as Electric Bicycles



MotoTec 48v 1000w Electric Powered Mini Bike



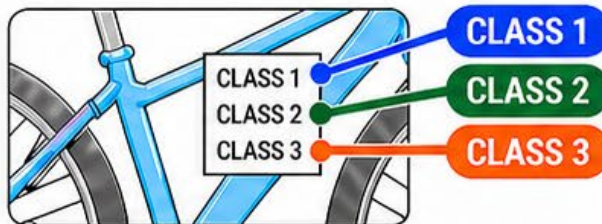
GT54 Electric Mini Bike 1500W Motor



TST R9 1500W Full-Suspension Moped Style Electric Bike (2026 Model)

Additional Context

Ohio Law: Electric bicycles manufactured after Jan 1, 2020, MUST have a label classifying them as Class 1, 2, or 3. No label = For off-road use only; rider must follow "off-highway motorcycle" laws.



E DIRT BIKES OR E MOTOS ARE NOT THE SAME AS E BICYCLES.



ELECTRIC BIKE CLASS 1



Motor assists only when pedaling, cuts out at 20 mph.

ELECTRIC BIKE CLASS 2



Motor can propel via throttle without pedaling, cuts out at 20 mph.

ELECTRIC BIKE CLASS 3



Motor assisted, while pedaling.

ELECTRIC SCOOTER (micromobility device)



Weighs < 100 lbs. has handlebars, electric motor or human propelled.

ELECTRIC DIRT BIKE (off-highway use only)



For off-road use only; rider must follow "off-highway motorcycle" laws.

DESCRIPTION

MAX SPEED

WHERE TO RIDE?

- Sidewalk (motor disengaged)
- Shared-use paths
- Street

- Sidewalk (motor disengaged)
- Shared-use paths
- Street

- Sidewalk (motor disengaged)
- Street

- Sidewalk (motor disengaged)
- Shared-use paths
- Street

- Off-road use only; rider must follow "off-highway motorcycle" laws.

ALL ELECTRIC BIKE AND SCOOTER RIDERS MUST YIELD TO PEDESTRIANS ON SIDEWALKS AND SHARED-USE PATHS.

ELECTRIC DIRT BIKES ARE NOT PERMITTED ON SIDEWALKS, SHARED-USE PATHS, ROADWAYS, OR PARKS.



PASSENGER?



DO I NEED A HELMET?



OPERATOR AGE REQUIREMENT

RULES OF THE ROAD

PARKING



Ride as near to the right side of the roadway. Obey ALL traffic rules. Exercise due care passing slow/standing vehicles. Riders may not ride more than two abreast in a single lane. Parking on sidewalks cannot obstruct pedestrian flow.



For further information please refer to the Ohio Revised Code or Avon City Ordinances.

Avon City Council is currently reviewing and updating ordinances pertaining to bicycles, e-bicycles, and electric scooters. It is anticipated that helmets will be required by law for anyone operating these devices that are under the age of 18 in the very near future.

Additional Context



Chapter 301 (Definitions):

- New definitions added for “bikeway” and “shared use path,” pulled from ORC §4511.01.
- **“Bikeway”** intended to be general term to cover all bicycle infrastructure.

301.041 BIKEWAY

(a) "Bikeway" means any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether the facility is designated for the exclusive use of bicycles or if it is shared with other modes of transportation.



David Baas



Copied from ORC §4511.01 (GGGG) Traffic laws - operation of motor vehicles definitions. Link:

- **“Shared Use Path”** intended to specific sub-set of infrastructure that is “*outside the traveled way...*”

301.362 SHARED USE PATH.

(a) "Shared use path" means a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. A shared use path also may be used by pedestrians, including skaters, joggers, users of manual and motorized wheelchairs, and other authorized motorized and non-motorized users. A shared use path does not include any trail 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.



David Baas



Copied from ORC §4511.01 (PPP) Traffic laws - operation of motor vehicles definitions. Link:

[https://codes.ohio.gov/ohio-revised-code/section-4511.01#:~:text=\(PPP\)%20%22Shared%2Duse,for%20nonmotorized%20use.](https://codes.ohio.gov/ohio-revised-code/section-4511.01#:~:text=(PPP)%20%22Shared%2Duse,for%20nonmotorized%20use.)

August 26, 2025 at 10:54 AM

Reply

- ❑ **Option:** Adopt above and/or additional ORC 4511.01 terms, including:
 - **Bicycle Lane** (buffer-separated, counter-flow, separated)
 - Adopt other infrastructure terms from ORC? (Bicycle box, Two-stage bicycle turn box, Bicycle Signal Face, Bicycle Signal Sign, etc.)

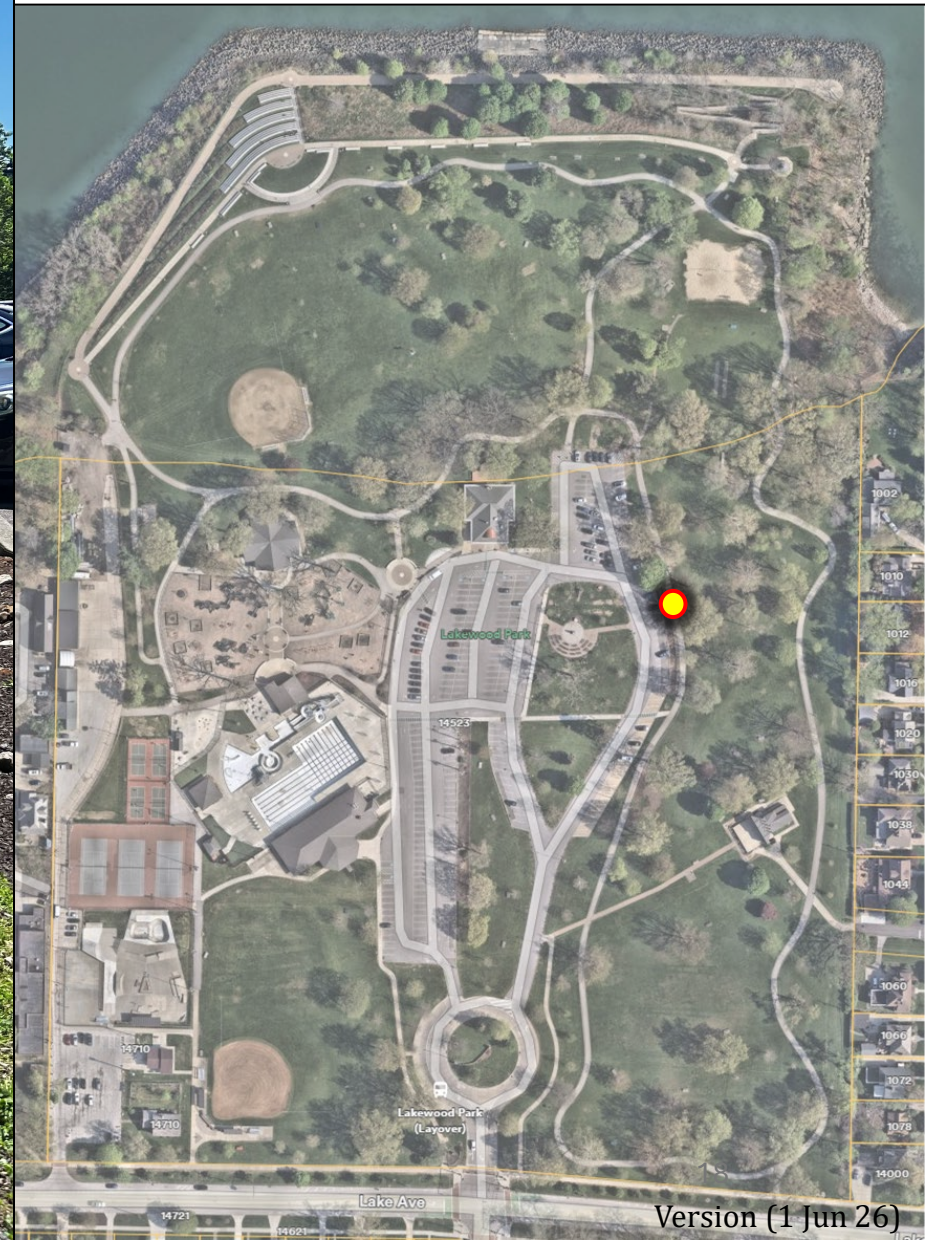
Shared Use Path Discussion



Lakewood Park

~8.5' width

Non-delineated



Version (1 Jun 26)

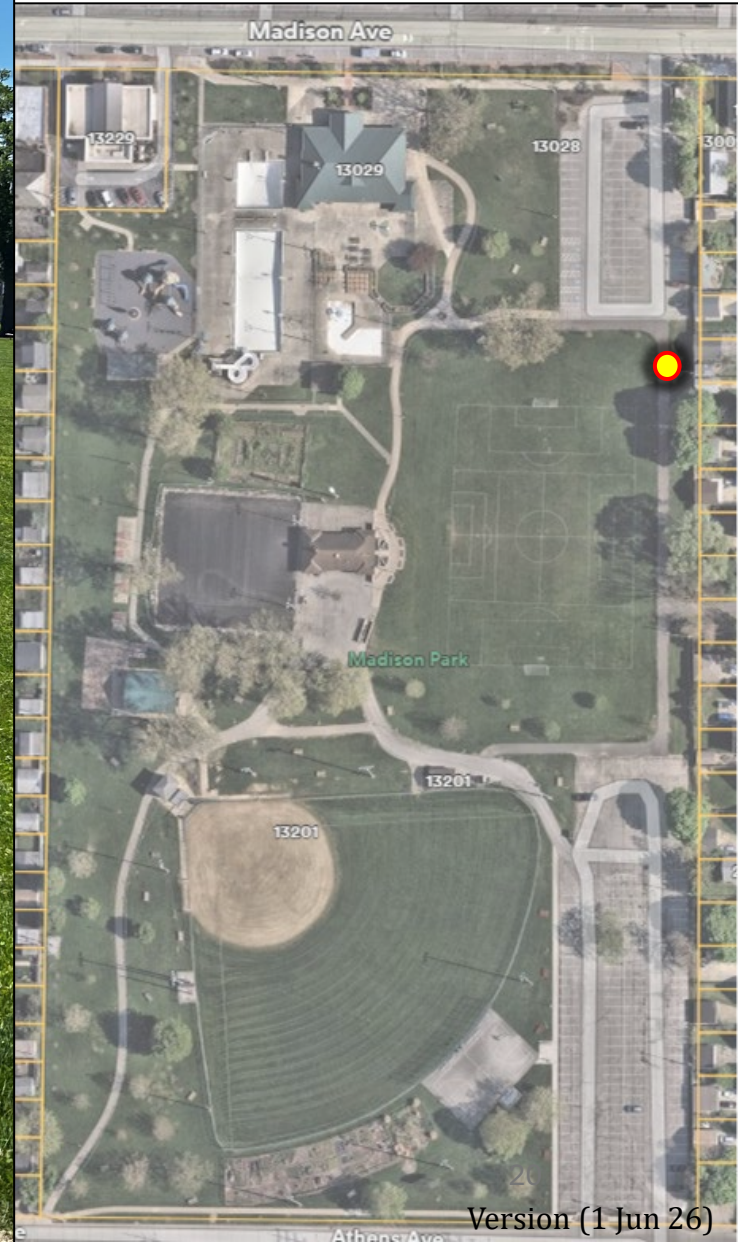
Shared Use Path Discussion



Madison Park

~9' width

Non-delineated

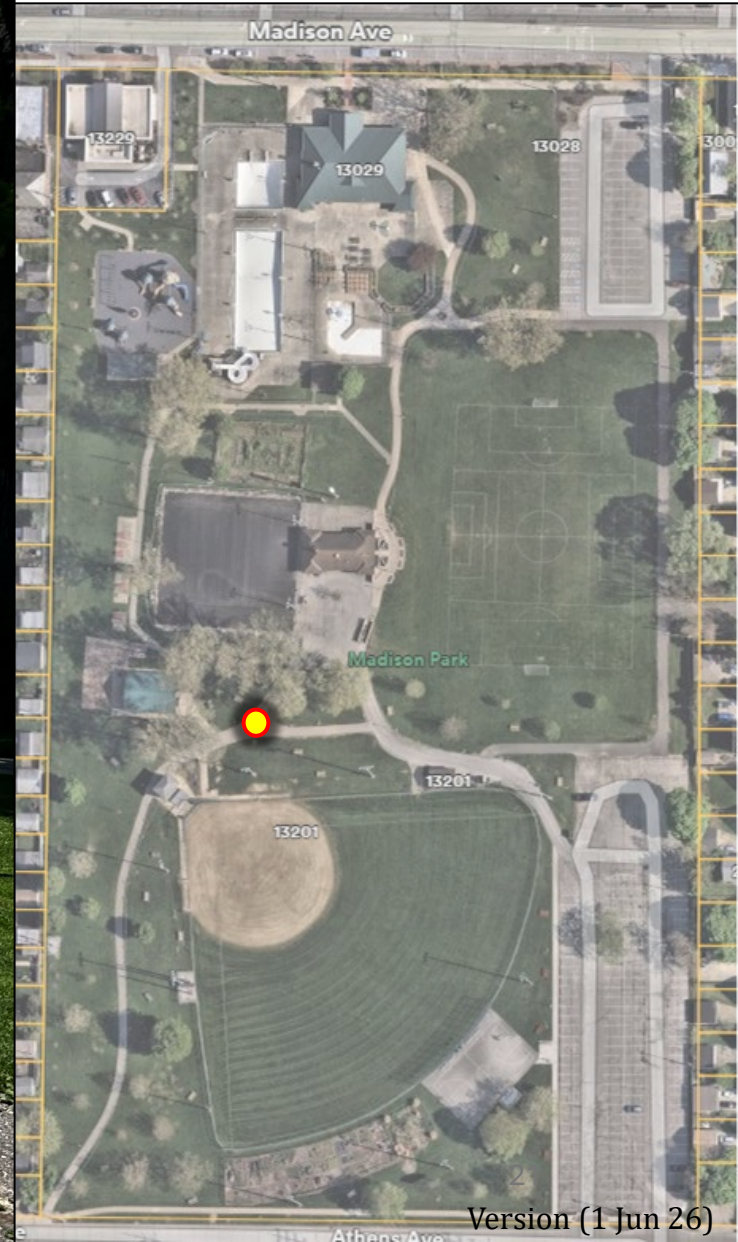


Shared Use Path Discussion



Madison Park

~15' tapers to 8' width
Non-delineated



Shared Use Path Discussion



Detroit-Sloane (Metroparks Connector)

~10' width

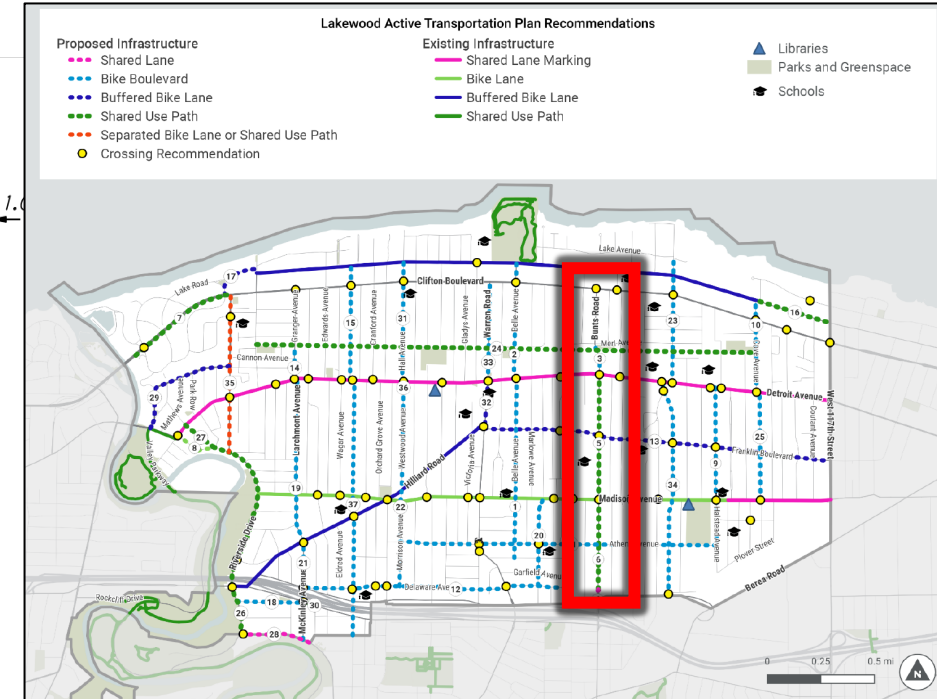
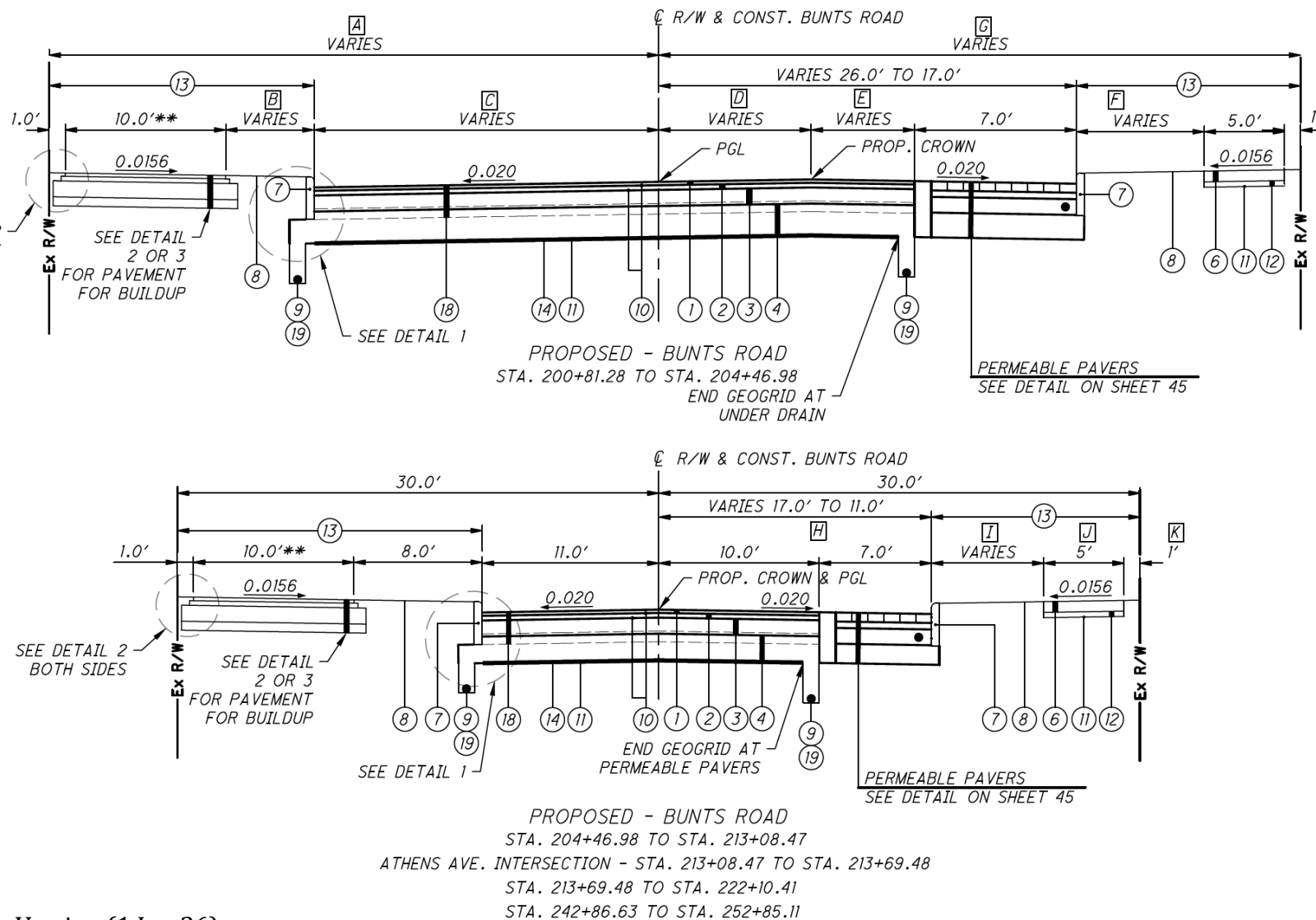
Delineated



Shared Use Path Discussion

Project: Bunt Road Renovation (2026 - 2027)

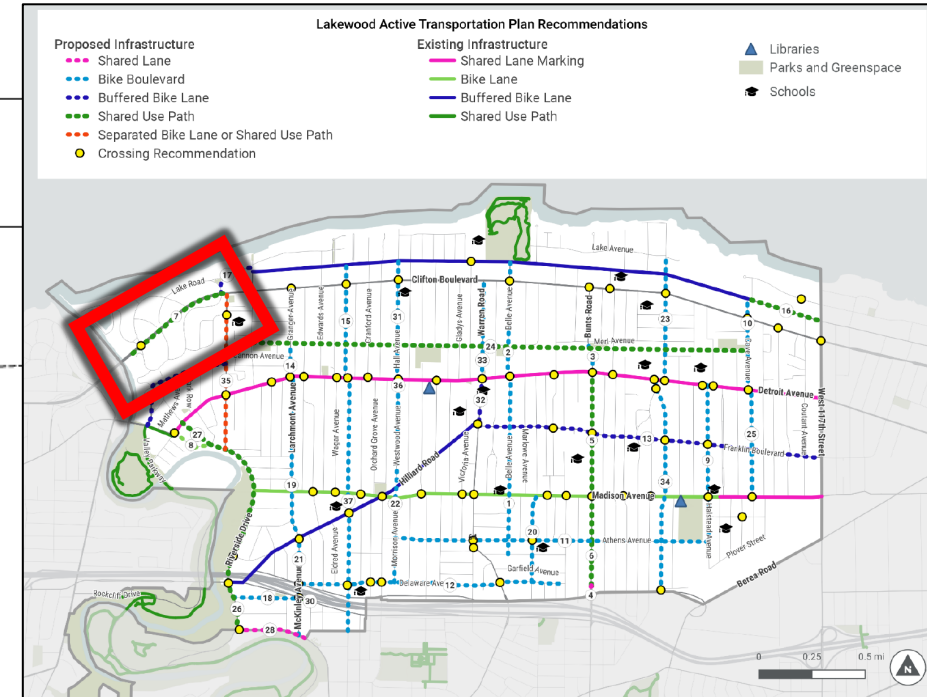
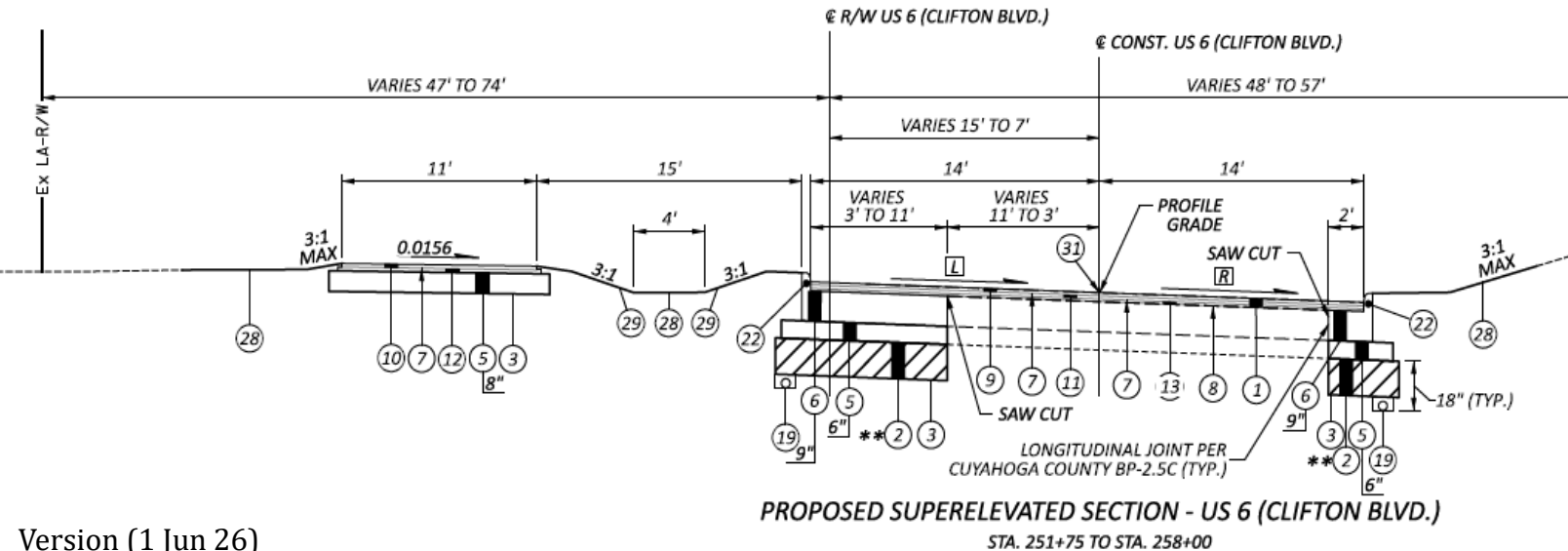
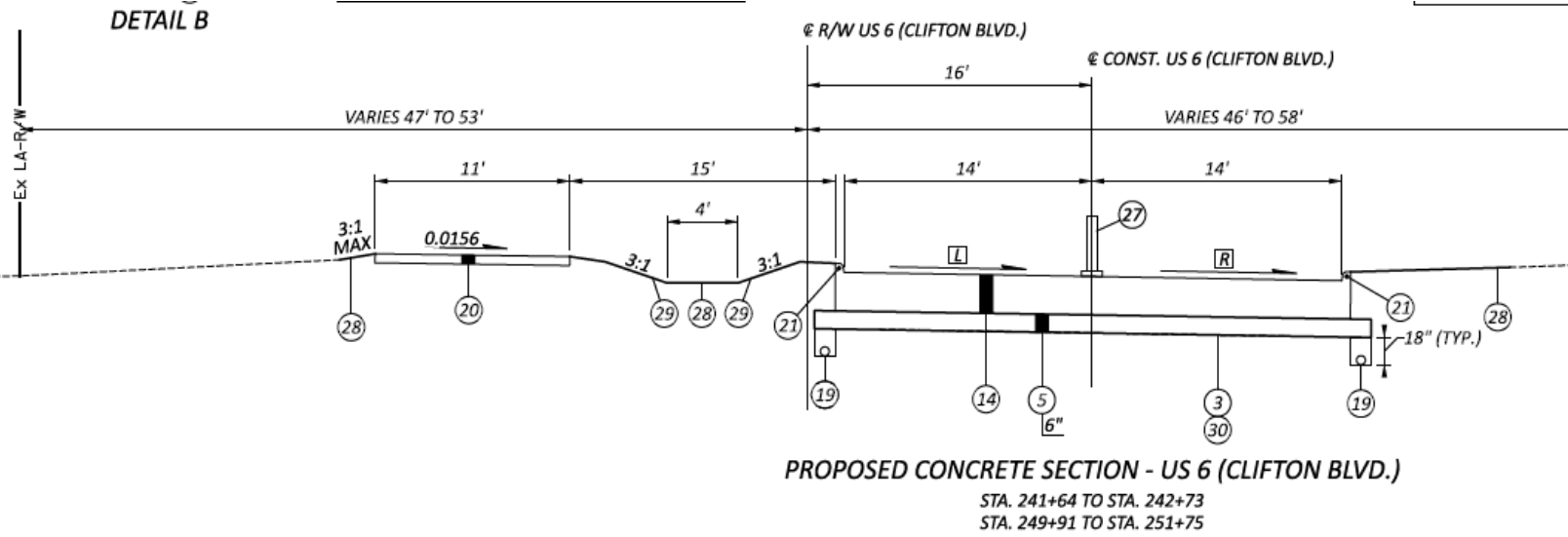
10' width
Delineated



Shared Use Path Discussion

Project: Lake-Clifton Connector (2026 - 2027)

11' width
Delineated



Request – Proposed Code Amendment

Review & provide recommendation(s) back to Council towards approval/adoption.

In summary, the amendments include:

Chapter 301 (Definitions):

- Updated definition for “motorized bicycle,” pulled from ORC §4511.01.
- Discuss Mobility Device...

PART 2: Focus on the appropriate operating regulations for infrastructure types

Chapter 373 (Bicycles and Motorcycles):

- 373.08: Removed speed limit (e-scooter) for consistency with adjacent municipalities.
- 373.10: Increased age for riding unsupervised in roadway (8 to 10) to be consistent with state/national Safe Routes to School (SRTS) best practices.
- 373.101: New section “Riding on bikeways and shared use paths” to apply regulations to new infrastructure definitions and differentiate between minors (17/under) and adults (18/over).
- 373.14: Reinforce prohibition of motorized bicycles on bicycle/pedestrian infrastructure.

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- Differentiate between sidewalks and municipally designated shared use paths/bikeways.
- Designate City as responsible for repair/maintenance of municipally designated shared use paths.

Chapter 373 (Bicycles and Motorcycles):

- **373.08: Removed speed limit (e-scooter)** for consistency with adjacent municipalities.

373.08 RECKLESS OPERATION; CONTROL, COURSE AND SPEED.

(a) No person shall operate a bicycle or mobility device:

(1) Without due regard for the safety and rights of pedestrians and drivers and occupants of all other vehicles, and so as to endanger the life, limb or property of any person while in the lawful use of the streets or sidewalks or any other public or private property;

(2) Without exercising reasonable and ordinary control over such bicycle or mobility device;

(3) In a weaving or zigzag course unless such irregular course is necessary for safe operation in compliance with law;

(4) Without both hands upon the handle grips except when necessary to give the required hand and arm signals, or as provided in Section 373.02(d);

(5) At a speed greater than is reasonable and prudent under the conditions then existing.

~~(b) No person operating an e-scooter shall exceed a speed at greater than twelve miles per hour.~~

(c) Whoever violates this section is guilty of a minor misdemeanor on a first offense; on a second offense within one year after the first offense, the person is guilty of a misdemeanor of the fourth degree; on each subsequent offense within one year after the first offense, the person is guilty of a misdemeanor of the third degree.

(Ord. 47-19. Passed 12-16-2019.)



David Baas



This should be removed or updated to 15 mph (consistent with Cleveland). It is unreasonable (any bicycle can easily go faster than 12mph) and impractical for enforcement. Cleveland Code Link: [https://codelibrary.amlegal.com/codes/cleveland/latest/cleveland_oh/0-0-0-49317#:~:text=%C2%A0%C2%A0%C2%A0%C2%A0%C2%A0\(6\)%C2%A0%C2%A0No%20person%20operating%20an%20e-scooter%20shall%20exceed%20a%20speed%20of%2012%20miles%20per%20hour.](https://codelibrary.amlegal.com/codes/cleveland/latest/cleveland_oh/0-0-0-49317#:~:text=%C2%A0%C2%A0%C2%A0%C2%A0%C2%A0(6)%C2%A0%C2%A0No%20person%20operating%20an%20e-scooter%20shall%20exceed%20a%20speed%20of%2012%20miles%20per%20hour.)

- ❑ **Option:** Additional considerations/recommendations for “Reckless Operation: Control, Course and Speed?”

Chapter 373 (Bicycles and Motorcycles):

- **373.10: Increased age for riding unsupervised in roadway (8 to 10)** to be consistent w/other SRTS practices.

373.10 RIDING ON SIDEWALK.

(a) Except as provided in subsection (b) below, it shall be legal to operate a bicycle (per Section 301.04) upon a sidewalk when sidewalks are available and not congested with pedestrian traffic. If the sidewalk is congested with pedestrian traffic, any bicycle operator using the sidewalk shall walk the bicycle. At no time shall a bicyclist under the age of ~~teneight years~~ operate a bicycle on ~~any roadway (curb-to-curb), including bikewaysBerea Road; Detroit Avenue; Madison Avenue; Warren Road between Franklin Boulevard and Detroit Avenue; or West 117 Street~~, unless while under the supervision of an adult.

(b) No person shall ride a bicycle upon a sidewalk, upon or along which signs have been erected by authority of the Director of Public Safety prohibiting such bicycle riding; or if the bicycle is wider than the customary widths of two-wheeled bicycles. No person shall operate a ~~motorized bicycle or~~ mobility device on sidewalks, except when necessary to go on or off adjacent properties or to park.

(c) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. This audible signal may be given by the voice or by a bell or other warning device capable of giving an audible signal and shall be given at such a distance and in such a manner as not to startle person or persons being overtaken and passed.

(d) A person operating a bicycle upon a sidewalk, before overtaking and passing a blind person carrying a white cane or guided by a dog, shall dismount and overtake or pass on foot, if necessary for safety.

(e) A person shall not operate a bicycle from a sidewalk ~~so as to~~ suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.

(f) No person shall operate a bicycle on a sidewalk at a speed greater than an ordinary walk when approaching or entering a crosswalk or approaching or crossing a driveway if a vehicle is approaching the crosswalk or driveway. This paragraph does not require reduced speeds for bicycles when other vehicles are not present.

(Ord. 47-19. Passed 12-16-2019.)



David Baas



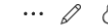
For prohibition of children riding by themselves in roadway: increasing age from 8 to 10 and expanding prohibition to all streets/roadways...still allows these children to ride on street/roadway when under supervision of adult.

October 09, 2025 at 10:50 AM

Reply



David Baas



Reinforce language in §373.14(c)

Reply

❑ **Option:** Additional considerations/recommendations for “Riding on Sidewalk?”

- Member recommendation: Add mobility device to permitted users (373.10a, 373.10c)
- Member recommendation: Strike width and mobility device restriction (373.10b)
- Member recommendation: Add new subsection(s) to cross-reference 373.08 (Reckless Operation; Slide 15) and 373.12 (Parking)

373.12 PARKING.

(a) No person shall park a bicycle or mobility device upon a sidewalk in such a manner so as to unduly interfere with pedestrian traffic. This includes ADA ramps, areas and entrances departing to and from buildings, and transit stops.

(b) No person shall park a bicycle or mobility device upon any street including parking spots and loading zones or as to unduly interfere with vehicular traffic.

(c) All bicycles and mobility devices must be parked in an upright position.



Chapter 373 (Bicycles and Motorcycles):

- **373.101: New section “Riding on bikeways and shared use paths”** to apply regulations to new infrastructure definitions and differentiate between minors (17/under) and adults (18/over).

373.101 RIDING ON BIKEWAYS AND SHARED USE PATHS.

(a) It shall be legal to operate a bicycle (per Section 301.04) upon a bikeway or shared use path with due regard for the safety and rights of pedestrians and other users.

(b) No person shall operate a motorized bicycle on a bikeway or shared use path, except when necessary to go on or off adjacent properties or to park.

(c) No adult (age 18 and over) shall operate a mobility device on a bikeway or shared use path, except when necessary to go on or off adjacent properties or to park.

(d) Any person operating a bicycle upon and along a bikeway or shared use path, shall ride on or as near to the right side of the bikeway or path as practicable and shall give audible signal before overtaking and passing any pedestrians or other users. This audible signal may be given by the voice or by a bell or other warning device capable of giving an audible signal and shall be given at such a distance and in such a manner as not to startle person or persons being overtaken and passed.

(e) Any person operating a bicycle upon and along a bikeway or shared use path, shall ride with due regard for the safety and rights of others when approaching or entering a crosswalk or approaching or crossing a driveway if a vehicle is approaching the crosswalk or driveway.

(Ord. XX-XX. Passed XX-XX-XXXX.)



David Baas



New section to specifically cover bikeways and shared use paths throughout the City

Reply



David Baas



Breaking out minors (17 & under) as allowed to operate mobility devices on bikeways and shared use paths vs. forcing them to the roadway.

Reply

❑ **Option:** Additional considerations/recommendations for “Riding on bikeways and shared use paths?”

- Member recommendation: Add mobility devices to 373.101a, d, and e.
- Member recommendation: Apply operational standards (373.d and e) equally to bicycles and mobility devices.
- Member recommendation: Strike 373.101c

Chapter 373 (Bicycles and Motorcycles):

• 373.14: Reinforce prohibition of motorized bicycles on bicycle/pedestrian infrastructure.

373.14 MOTORIZED BICYCLE OPERATION, EQUIPMENT AND LICENSE.

(a) No person shall operate a motorized bicycle, as defined in Section 301.04, 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 fourteen or fifteen years of age and holds a valid probationary motorized bicycle license, as defined in Ohio R.C. 4507.01, issued after the person has passed the test provided by the Ohio Director of Public Safety pursuant to Ohio R.C. 4511.521, or the person is sixteen 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 such test, except that if a person is sixteen years of age, has a valid probationary motorized bicycle license and desires a motorized bicycle license, he or she 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 and promulgated by the Ohio Director of Public Safety pursuant to Ohio R.C. 4511.521(B) and is in proper working order.

(3) The person, if he or she is under eighteen years of age, is wearing a protective helmet on his or her head with the chin strap properly fastened and the motorized bicycle is equipped with a rear-view mirror.

(4) The person operates the motorized bicycle in obedience with all traffic rules applicable to vehicles.

(b) No person operating a motorized bicycle shall carry another person upon the motorized bicycle.

(c) No person shall operate a motorized bicycle upon any public bikeway or shared use path as well as sidewalk, lane or walkway intended for pedestrian travel.

(d) The protective helmet and rear-view mirror required by subsection (a)(3) hereof shall, on and after the effective date of this legislation, conform with rules adopted by the Ohio Director of Public Safety under Ohio R.C. 4511.521(B).

(e) No person shall operate or be a passenger on a snowmobile, motorcycle or motorized bicycle without using safety glasses or other protective eye device. No person who is under the age of eighteen years, or who holds a motorcycle operator's endorsement or license bearing a "novice" designation that is currently in effect as provided in Ohio R.C. 4507.13, shall operate a motorcycle or motorized bicycle on a highway or be a passenger on a motorcycle or motorized bicycle, unless wearing a protective helmet on his head, and no other person shall be a passenger on a motorcycle or motorized bicycle operated by such a person unless similarly wearing a protective helmet. The helmet, safety glasses or other protective eye device shall conform with regulations prescribed and promulgated 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.

(Ord. 38-10. Passed 7-19-2010.)

 **David Baas**
Reinforcing prohibition of motorized bicycles contained in §373.10 and §373.101.

Reply

Request – Proposed Code Amendment

Review & provide recommendation(s) back to Council towards approval/adoption.

In summary, the amendments include:

Chapter 301 (Definitions):

- Updated definition for “motorized bicycle,” pulled from ORC §4511.01.
- Discuss Mobility Device...
- New definitions added for “bikeway” and “shared use path,” pulled from ORC §4511.01.

Chapter 373 (Bicycles and Motorcycles):

- 373.08: Removed speed limit (e-scooter) for consistency with adjacent municipalities.
- 373.10: Increased age for riding unsupervised in roadway (8 to 10) to be consistent with state/national Safe Routes to School (SRTS) best practices.
- 373.101: New section “Riding on bikeways and shared use paths” to apply regulations to new infrastructure definitions and differentiate between minors (17/under) and adults (18/over).

PART 3: Designate responsibility for new infrastructure type (Shared Use Path)

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- Differentiate between sidewalks and municipally designated shared use paths/bikeways.
- Designate City as responsible for repair/maintenance of municipally designated shared use paths.

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- Differentiate between sidewalks and municipally designated shared use paths/bikeways.
- Designate City as responsible for repair/maintenance of municipally designated shared use paths.

903.10 DUTY TO REPAIR AND MAINTAIN SIDEWALKS, TREE LAWNS AND DRIVEWAY APRONS.

(a) For the purpose of this section, "sidewalk" means that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians, including the area commonly referred to as the "tree lawn."

(1) Additionally, for the purposes of this section, "sidewalk" expressly shall not mean or include a municipally designated shared use path or bikeway located within the City.

(b) As used in this section, "driveway apron" means that area of the driveway from the curb to the sidewalk.

(c) The property owner whose property abuts any sidewalk shall be primarily responsible for the repair and maintenance of such sidewalk, driveway apron and tree lawn area.

(1) Any hole or defect that is a tripping hazard or that is capable of causing injury, inconvenience, annoyance or damage to sidewalk users shall be repaired by the abutting property owner within a reasonable period of time from the time at which the property owner should have known of the necessity of such repair through the exercise of due diligence, or within such time as may be determined as reasonable by the Director of Public Works at the time the repair work is determined to be necessary.

(2) The failure of a property owner to reasonably repair such defect in accordance with the applicable time frame shall be considered a negligent act as a matter of law, and the property owner shall be liable for any injury resulting from such defect.

(3) The City of Lakewood and not the owner of the abutting property shall be responsible for the repair and maintenance of any theany municipally designated shared use path adjacent to and west of Buntz Road running from Clifton Boulevard to Lakewood Heights Boulevard. Designated shared use paths covered by this provision include the Bunts Road (Clifton to Lakewood Heights).

(d) The Director of Public Works, upon determining that the condition of any sidewalk, driveway apron or tree lawn constitutes a public hazard, may order the abutting property owner to repair any sidewalk, driveway apron, or tree lawn which the City finds to be a nuisance or in an unsafe condition.

David Baas

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- **Option:** Additional considerations/recommendations for "Duty to Repair/Maintain sidewalks?"
 - Member recommendation: Amend Section 521.06 to include shared use paths and clarify responsibility for snow/ice removal on publicly maintained shared use facilities (NEXT SLIDE)

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- **Option:** Additional considerations/recommendations for “Riding on bikeways and shared use paths?”
 - Member recommendation: Amend Section 521.06 to include shared use paths and clarify responsibility for snow/ice removal on publicly maintained shared use facilities.

521.06 DUTY TO KEEP SIDEWALKS IN REPAIR AND CLEAN.

(a) Every owner, occupant or person having charge of any tenement building, lot or land fronting any avenue, street, alley or public highway in the City shall remove and clear away, or cause to be removed or cleared away, snow and ice from a path of at least four feet in width from so much of the sidewalk whether or not flagged or paved as is in front of or abuts such building or lot or land.

No person removing snow from any driveway, sidewalk, public or private parking lot or private premises within the City shall deposit the same on the street, pavement, sidewalk or driveway apron of any public street. (Ord. 3-85. Passed 2-4-85.)

(1) Except as provided in subsection (b) hereof, snow and ice shall be removed from all business districts within the City by 9:00 a.m. of each day.

(2) Except as provided in subsection (b) hereof, snow and ice shall be removed from all other sidewalks within the City on the same day as the cessation of any fall of snow, sleet or freezing rain or not later than 8:00 p.m. after the cessation of such fall, whichever period is longer.

(b) In the event snow and ice on a sidewalk has become so hard that it cannot be removed without the likelihood of damage to the sidewalk, the person or entity charged with its removal, shall within the time mentioned in subsection (a) hereof, cause enough abrasive material or sodium chloride or derivative thereof to be put on the sidewalk to make travel thereon reasonably safe and shall then, as soon thereafter as weather permits, cause such sidewalk to be thoroughly cleaned.

(c) Every owner, occupant or person having charge of any tenement building, lot or land fronting upon any avenue, street, alley or other public highway of the City shall keep the entire width of such sidewalk from curb to lot line, free and clear of all earth, sand, brick, stone, rubbish, dead trees and dead branches of trees or other material which from any cause whatever shall have accumulated or may accumulate upon such sidewalk above the established grade of the same and shall also cut and remove from the sidewalk between the lot and curb line, all weeds, grass and vegetable growths that are more than four inches in height.

(d) If the owner of any building, lot or land fails to comply with the provisions of this section, then the Director of Public Works may remove the snow, ice, earth, sand, brick, stone, rubbish, dead trees or dead branches of trees or other materials, weeds, grass and vegetable growths, from the sidewalk in front of the premises of such owner, and may charge the expense thereof to such owner, and if, upon being notified, he fails to pay the City the amount of such expense, then such amount may be certified by the proper City officer to the County Auditor, and the same shall act as a lien upon the property of such owner, and shall be collected as provided for in the case of special assessments.

(e) For the purpose of this section, the term, business district, as set forth in subsection (a)(1), shall include all properties abutting or within 150 feet of Detroit Avenue from 117th Street to the Detroit Bridge approach; abutting or within 150 feet of Madison Avenue from 117th Street to Riverside Drive; abutting or within 150 feet of 117th Street from Lake Avenue to Berea Road; abutting or within 150 feet of Warren Road from Detroit Avenue to Franklin Boulevard; abutting or within 150 feet of Sloane Avenue from West Clifton Boulevard to Phelps Avenue; abutting or within 150 feet of Berea Road from West 117th Street to the City limits; abutting or within 150 feet of Hilliard Road from Madison Avenue to Woodward Avenue; abutting or within 150 feet of the Detroit Bridge approach from Detroit Avenue to the Rocky River Bridge.

(f) Whoever violates this section is guilty of a minor misdemeanor.

Request – Proposed Code Amendment

Review & provide recommendation(s) back to Council towards approval/adoption.

Board recommendations (Updated during meeting):

Chapter 301 (Definitions):

- XXXX

Chapter 373 (Bicycles and Motorcycles):

- XXXX

Section 903.10 (Duty to Repair/Maintain Sidewalks):

- XXXX

Complete and Active Streets Education & Advisory Board

Second Quarter Meeting – 03 Jun 2026



City of Lakewood
Department of Planning & Development



1. Responsibility of **collaborating with City officials** regarding facilitating safe, effective, and accessible enjoyable multi-modal community usage of public right of way corridors...
2. ...**encouraging** walking and biking as part of a transportation system...
3. ...**educating and increasing community awareness** of traffic, pedestrian, bicycle, and personal mobility device safety and accessibility...
4. ...working with the City to **expand community knowledge of** and **implement recommendations** in the AT/SS4A plans...
5. ...provide diverse lived experiences of right-of-way usage to City officials to **inform safety interventions** to reduce speeding and create a safer transportation experience for all users, coordinating with City commissions, committees, departments, and other pertinent organizations.

Task 1:

“Study/Recommend”

Work with City Officials to...

- ...implement AT/SS4A recommendations. (#4)
- ...inform safety interventions. (#5)

Task 2:

“Advocate/Educate Public”

- Encourage Walking/Biking. (#1, 2)
- Awareness of safety, accessibility. (#1, 3)
- AT/SS4A recommendations. (#4)