

## Bicycle Licensing and Registration Scan

Produced by Cycle Toronto with thanks to Bike Calgary

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| CITY          | CONSIDERED / REVIEWED | STATUS                   | FINDINGS  |
|---------------|-----------------------|--------------------------|---|
| <b>CANADA</b> |                       |                          |   |
| TORONTO       | 1984<br>1992<br>1996  | Repealed in 1957         | Major reasons why licensing has been rejected: <ul style="list-style-type: none"> <li>• The difficulty in keeping a database complete and current</li> <li>• The difficulty in licensing children, given that they ride bikes too</li> <li>• Licensing in and of itself does not change the behaviour of cyclists who may disobey traffic laws</li> </ul> |
| OTTAWA        | 2011                  | No bicycle licensing law | A committee of bylaw officials from the former municipalities decided a bicycle licensing system would cost too much to run and have little impact to the costs of stolen bicycle investigations. At the time, <b>staff estimated the licensing system would cost at least \$100,000 annually but only generate up to \$40,000 in revenue each year.</b>  |
| REGINA        | 2015                  | Repealed in 2015         | Regina had a bicycle licensing bylaw on the books, but in practice it was not enforced; Regina City Council repealed it in 2015   |
| CALGARY       | 2003                  | No bicycle licensing law | When a new pet registration scheme was implemented in Calgary, Calgary Parks and Animal and Bylaw Services investigated the possibility of raising funds for pathway operations through a similar bicycle registration scheme. It was found that <b>administrative expenses were prohibitive.</b> The initiative was dropped.                             |

| <b>UNITED STATES</b>       |                              |                              |  |
|----------------------------|------------------------------|------------------------------|--|
| LOS ANGELES,<br>CALIFORNIA | 2009                         | Repealed in 2009             | <b>Administrative costs were significant.</b> According to the staff report, "Currently LAPD lacks the resources in staffing and funding to implement and maintain the program in the manner it was designed. A lack of fiscal procedures exist to purchase and distribute licenses to the public, monitor and maintain the citywide database, and an overall lack of personnel to properly implement the program. To date the database has not been regularly maintained nor is the information readily available to police personnel, licenses for purchase are not regularly available to the public, and the program is not enforced by the police." |
| WASHINGTON,<br>DC          | 2008                         | Repealed in 2008             | Voluntary bicycle registration system continues to exist.  |
| AUGUSTA<br>MAINE           | 2011                         | Proposed but not implemented | Maine proposed a 2% surcharge on new bike sales, proceeds intended to go towards a Bikeway Construction Fund. Due to the inability to police online bicycle sales, bike shops viewed the proposal as a punitive tax. Limited bicycle sales in Maine also meant that proceeds were low. The proposal was not adopted.   |
| PORTLAND<br>OREGON         | 1999<br>2003<br>2009<br>2011 | No bicycle licensing law     |  |
| MINNEAPOLIS<br>MINNESOTA   | 2005                         | Repealed in 2005             | Registration is no longer required or available through a state program in Minnesota. The Minneapolis City Council made the registry optional and as a result, participation in fell off. The program was run by the Dept. of Public Safety.<br><br>The <b>administrative costs were more than the revenue generated</b> , so the state abandoned the program. After   |

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|   |   |                              | administrative costs were paid for, excess revenue was to be spent on infrastructure.  |
| TUSCON ARIZONA                                | 2010  | Proposed but not implemented | Tucson City Council voted to investigate requiring Tucson cyclists to register their bikes and pay a \$10 per-bicycle licensing fee. According to the proposal document, <b>the licensing program would actually cost the city money.</b>  |
| EUROPE  |   |                              |  |
| SWITZERLAND (Nationally, not by municipality) | 2010<br>2012  | Repealed in 2012             | CHF5-10 bicycle tax/license, which provides 3rd party insurance coverage for riders. The administrative costs of the license, which is obligatory in Switzerland, outstrip the revenue.<br><br>Licenses no longer required as of 1-Jan-2012, but RC insurance is required ( responsabilité civile, or general third-party insurance coverage, not specific or limited to bicycles. The insurance covers damage caused to another person or property and includes accidents such as footballs kicked through neighbours' windows and more serious and expensive injuries caused to other people.) |
| <b>SOURCES</b>                                |   |                              |  |
| TORONTO                                       | <a href="http://www.toronto.ca/cycling/safety/licensing/history.htm">http://www.toronto.ca/cycling/safety/licensing/history.htm</a><br><a href="http://www.toronto.ca/cycling/reports/pdf/cycling_study_1999_and_2009.pdf">http://www.toronto.ca/cycling/reports/pdf/cycling_study_1999_and_2009.pdf</a><br><a href="http://spacing.ca/toronto/2010/04/15/bike-fees/">http://spacing.ca/toronto/2010/04/15/bike-fees/</a> |                              |  |
| OTTAWA  | <a href="http://www.ottawasun.com/2011/07/14/councillor-calls-for-bicycle-licensing">http://www.ottawasun.com/2011/07/14/councillor-calls-for-bicycle-licensing</a><br><a href="http://www.ottawasun.com/2012/01/13/staff-to-council-no-bicycle-licences">http://www.ottawasun.com/2012/01/13/staff-to-council-no-bicycle-licences</a>  |                              |  |
| REGINA  | <a href="http://www.cbc.ca/news/canada/saskatchewan/bicycle-licensing-scrapped-by-regina-city-council-1.3050256">http://www.cbc.ca/news/canada/saskatchewan/bicycle-licensing-scrapped-by-regina-city-council-1.3050256</a>   |                              |  |
| LOS ANGELES, CALIFORNIA                       | <a href="http://www.chicagomag.com/city-life/March-2015/Why-Bicycle-Licensing-Almost-Never-Works/">http://www.chicagomag.com/city-life/March-2015/Why-Bicycle-Licensing-Almost-Never-Works/</a>   |                              |  |

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|--------------------------|---|
| WASHINGTON,<br>DC        | <a href="http://mpdc.dc.gov/page/bicycle-registration-district-columbia">http://mpdc.dc.gov/page/bicycle-registration-district-columbia</a>   |
| AUGUSTA<br>MAINE         | <a href="http://www.bicycleretailer.com/north-america/2011/04/11/bill-could-squelch-sales-maine-bike-shops#.USMGYKWP1_A">http://www.bicycleretailer.com/north-america/2011/04/11/bill-could-squelch-sales-maine-bike-shops#.USMGYKWP1_A</a> |
| PORTLAND<br>OREGON       | <a href="http://btaoregon.org/2012/09/bike-licenses-wont-fix-oregons-roads/">http://btaoregon.org/2012/09/bike-licenses-wont-fix-oregons-roads/</a>   |
| MINNEAPOLIS<br>MINNESOTA | <a href="#">Alliance for Biking &amp; Walking Bicycle Registration Fact Sheet</a>   |
| TUSCON<br>ARIZONA        | <a href="http://tucsonvelo.com/news/council-votes-to-investigate-bike-licensing/868">http://tucsonvelo.com/news/council-votes-to-investigate-bike-licensing/868</a>   |
| SWITZERLAND              | <a href="http://genevalunch.com/blog/2011/05/23/last-year-for-bike-licenses-but-third-party-insurance-mandatory/">http://genevalunch.com/blog/2011/05/23/last-year-for-bike-licenses-but-third-party-insurance-mandatory/</a>               |