



## City of Key West Staff Report NR: 007-2026

Subject: Micromobility Devices – Electric Bicycle Safety Regulations  
Bill Numbers: CS/SB 382 and CS/HB 243  
Effective Date: Upon becoming law  
Reference Documents: CS/SB 382; CS/HB 243

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### I. BILL SUMMARY

Committee Substitute for Senate Bill 382 (CS/SB 382) and Committee Substitute for House Bill 243 (CS/HB 243) address safety and regulatory considerations related to electric bicycles and other micromobility devices operating within the State of Florida. The bills establish pedestrian safety protocols, create a temporary statewide safety task force, and require enhanced crash data reporting for incidents involving electric bicycles.

The legislation is intended to improve safety for pedestrians and micromobility device operators while collecting statewide data to inform potential future legislation governing electric bicycles and similar transportation devices.

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### II. PRESENT SITUATION

#### Current Local Framework

Electric bicycles are currently regulated under Section 316.20655, Florida Statutes, and are generally afforded the same rights and duties as traditional bicycles. Operators may ride electric bicycles on streets, highways, bicycle lanes, and multiuse paths where bicycles are permitted.

Electric bicycles are classified under Florida law into three categories:

- Class 1 – Pedal-assist electric bicycle with assistance up to 20 mph
- Class 2 – Throttle-powered electric bicycle with assistance up to 20 mph
- Class 3 – Pedal-assist electric bicycle with assistance up to 28 mph

Local governments may regulate the operation of electric bicycles on streets, sidewalks, and facilities under their jurisdiction; however, state law limits the ability of municipalities and counties to prohibit electric bicycle operation on bicycle paths, multiuse paths, and certain recreational areas.

In recent years, electric bicycles and other micromobility devices have increased in popularity throughout Florida communities, including tourism-driven environments such as the City of Key West. This increased usage has raised concerns related to pedestrian conflicts, safety enforcement, and limited statewide data regarding crashes involving micromobility devices.

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### **III. EFFECT OF THE BILL**

CS/SB 382 and CS/HB 243 establish new statewide safety protocols governing electric bicycle operation near pedestrians and create a task force to evaluate the broader regulatory framework for micromobility devices.

#### **1. Pedestrian Safety Requirements**

The bills require electric bicycle operators to adhere to the following operational standards:

- Operators must yield to pedestrians on shared pathways not adjacent to roadways.
- Operators must provide an audible signal before overtaking or passing pedestrians.
- When operating on sidewalks or pedestrian-designated areas, electric bicycles may not exceed 10 miles per hour when a pedestrian is within 50 feet.
- Violations constitute a noncriminal traffic infraction punishable as a nonmoving violation.

#### **2. Electric Bicycle Safety Task Force**

The legislation establishes an Electric Bicycle Safety Task Force within the Florida Department of Highway Safety and Motor Vehicles. The task force is responsible for evaluating current laws and recommending improvements to the regulatory framework governing micromobility devices.

The task force will include representatives from:

- Florida Department of Highway Safety and Motor Vehicles
- Florida Department of Transportation
- Florida Sheriffs Association
- Florida Police Chiefs Association
- Florida League of Cities
- Florida Association of Counties
- Electric bicycle industry representatives
- Medical professionals experienced in bicycle and pedestrian injuries
- Safety advocacy organizations

The task force must submit recommendations to the Governor and the Florida Legislature by October 1, 2026, after which the task force will expire.

### 3. Crash Data Reporting

The bills require the Florida Highway Patrol and all local law enforcement agencies to maintain a list of all traffic crashes involving electric bicycles beginning 30 days after the law takes effect. Data must include:

- Date and time of crash
- Class of electric bicycle involved
- Age of the operator
- Whether the operator possessed a Florida driver license, if known

Law enforcement agencies must submit this data to the Department of Highway Safety and Motor Vehicles, which will produce a statewide report summarizing micromobility-related crash data by county by October 31, 2026.

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## **IV. FISCAL IMPACT**

### Local Governments

At this time, no direct fiscal impact to the City of Key West has been identified. The legislation primarily establishes operational standards and reporting requirements that are expected to be absorbed within existing law enforcement activities.

### State Government

The Department of Highway Safety and Motor Vehicles will incur administrative costs associated with staffing and coordinating the Electric Bicycle Safety Task Force; however, the fiscal analysis indicates these costs can be absorbed within existing resources.

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## **V. POLICY CONSIDERATIONS**

### Tourism and Micromobility Use

Key West experiences a high level of micromobility activity due to its compact geography and visitor-oriented transportation patterns. Electric bicycles and scooters are commonly used by residents and visitors as alternatives to motor vehicles.

### Pedestrian Safety

The legislation seeks to address pedestrian conflicts on sidewalks and shared pathways by establishing operational speed restrictions and yielding requirements.

### Future State Regulation

The Electric Bicycle Safety Task Force may recommend additional statewide regulations

during the 2027 legislative session depending on findings from crash data and stakeholder input.

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## **VI. DRAFTING ISSUES OR AMBIGUITIES**

- The legislation focuses primarily on electric bicycles and does not fully address the broader category of micromobility devices such as electric scooters.
  - Enforcement mechanisms for speed limitations on sidewalks may present practical challenges.
  - The interaction between local micromobility ordinances and future task force recommendations is not clearly defined.
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## **VII. EFFECTIVE DATE**

The legislation takes effect upon becoming law, with operational provisions becoming effective July 1, 2026. Crash reporting requirements begin 30 days after the effective date, and the Electric Bicycle Safety Task Force must submit its final report by October 1, 2026.