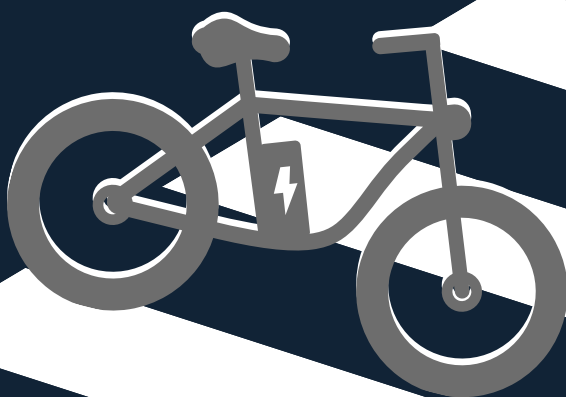


E-BIKE WORKSHOP



SUMMARY REPORT



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EXECUTIVE SUMMARY

Goal: Bring together municipal and county leaders to develop a shared understanding of e-bike growth, regulation, and safety concerns; review local crash and injury data; and identify best practices and local policy option to preserve public safety while supporting responsible e-bike use.

FL ORDINANCE THEMES

- Minimum age of 16 or 18
- Many DO NOT allow on sidewalks, especially in downtown areas.
- Prefer bike lanes. If no bike lane exists, use roads with speed limit 30 mph or less.
- 15 mph max speed
- Many ordinances look at commercial regulation and require permit/licensing. Few address personal use.
- Geofencing/GPS is used to regulate commercial devices in restricted areas.

KEY DISCUSSION POINTS

Attendees shared the following points during group discussion:

- Move from sidewalks into bike lanes where available. Force them to go with the flow of traffic and follow the rules of the road.
 - If on sidewalk, must travel in the right direction with the flow of traffic.
- Make sure ordinances are actually enforceable by law enforcement.
- Emphasize educational component. Provide education during traffic stops and develop materials in multiple languages (English, Spanish, Portuguese).
- Ensure alignment across ordinances to reduce public confusion.

NEXT STEPS & ACTION ITEMS

Niceville City Manager David Deitch will draft an e-bike ordinance and share with the other local city managers. He aims to have it ready for review at the November meeting.



SESSION RECAP

See below for a recap of information shared during the workshop. Please contact us at HealthyOkaloosa@flhealth.gov for workshop materials or more information.

E-BIKE OVERVIEW

- FL Statute 316.003(22) defines e-bikes as a bicycle or tricycle with fully operational pedals, a seat/saddle, and electric motor under 750 watts. There are three classes:
 - Class 1: Motor engages only while pedaling. Max speed of 20 mph.
 - Class 2: Motor engages with or without pedaling. Max speed of 20 mph.
 - Class 3: Motor engages only while pedaling. Max speed of 28 mph.
- E-bikes have the same rights, duties, and vehicle status as bicycles.
 - They are exempt from license, registration, title, and insurance.
 - They can operate wherever bicycles are allowed (i.e. streets, bike lanes, etc.)
- SB 462 gives local governments authority to develop ordinances to set minimum age requirements, require ID, and govern e-bike use on streets, sidewalks, etc.
- Crash data reporting is currently unreliable due to inconsistent statewide reporting.
- Law enforcement faces enforcement challenges. E-bike modifications allow for speeds of up to 30–40 mph. Radar enforcement is ineffective and many operators are unlicensed. High speeds in pedestrian-heavy areas create public safety risks.

LOCAL DATA

- Most crashes involving e-bikes occur within municipal boundaries, not unincorporated areas of the county. Contact us for heatmap data and specifics.

ENGINEERING INSIGHTS

- Engineering practices can help mitigate crashes involving vehicle traffic and other forms of traffic, such as e-bikes. This includes:
 - Moving crosswalks away from unsignalized intersections
 - Constructing multi-use paths instead of much less-wide sidewalks
 - Physical separation when road verge is not possible
 - Constructing dedicated bike lanes



Q&A

Attendees submitted questions for the speakers. Questions that were not answered during the workshop have been addressed below, within reason and to the best of our ability.

Q: How can we ensure consistent enforcement of e-bike rules across different cities in Okaloosa County so riders don't get conflicting messages?

A: Municipalities and the county can work together to form a consistent ordinance that is both enforceable and addresses the issue. They can also work with state legislators to improve laws.

Q: What is being done at the local or state level to educate parents with accurate info on what is/is not legal when it comes to e-bikes?

A: There are some printed materials available at the state and local level. When law enforcement makes a stop for a violation, there is an educational component when speaking to both the operator and parents.

Q: Do roundabouts make it harder for pedestrians to cross since vehicles don't stop?

A: Vehicles must stop for pedestrians in crosswalks. There is no exception for roundabouts. If constructed properly and the vehicle operator/pedestrians are obeying traffic laws, the answer is no.

Q: Can e-bikes be regulated by requiring them to ride in the same direction as the adjacent roadway when on the sidewalk?

A: Yes, they can be.

Q: Can someone discuss not leaving a 'place of safety' requirements of pedestrians that should also apply to bikes/e-bikes?

A: Not leaving a place of safety should be a requirement of bikes/e-bikes. It can be addressed in an ordinance or state law.

Q: Why does FL allow bikes with batteries to be sold that do not meet e-bike class requirements?

A: Because electric mopeds and motorcycles are legal in the State of Florida.

Q: Are there examples of barriers between bicycle and vehicle lanes in the area? How is this a viable option?

A: The only examples in the area are on bridges. During the workshop, this was brought up in reference to areas like Washington DC. Examples are [hyperlinked here](#) for more info.

Q: How do you put class 3 e-bikes on the roadways going 28 mph with no requirements (license, registration, insurance) when low speed vehicles (LSV) at the same speed require all three items?

A: The State of Florida passed legislation that requires an e-bike to follow the same regulations as a bicycle. Since bicycles do not require these items, neither do e-bikes according to current law.



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