

# FLORIDA HOUSE OF REPRESENTATIVES

## BILL ANALYSIS

*This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.*

**BILL #:** [CS/HB 243](#)

**TITLE:** Electric Bicycles

**SPONSOR(S):** Benarroch

**COMPANION BILL:** [CS/SB 382](#) (Truenow)

**LINKED BILLS:** None

**RELATED BILLS:** None

### Committee References

[Government Operations](#)

18 Y, 0 N, As CS



[Transportation & Economic  
Development Budget](#)

11 Y, 0 N



[State Affairs](#)

## SUMMARY

### Effect of the Bill:

The bill creates a nine-member Electric Bicycle (e-bike) Safety Task Force, adjunct to the Department of Highway Safety and Motor Vehicles (DHSMV), that is required to submit a report by October 1, 2026, to the Legislature and the Governor that recommends improvements to state law and the regulatory framework governing e-bikes. Additionally, the bill creates an e-bike crash data collection and reporting process that requires local law enforcement agencies and Florida Highway Patrol to collect and submit specified information related to crashes involving e-bikes to DHSMV, from which DHSMV is required to create a summary report. Lastly, the bill specifies requirements for the operation of e-bikes on certain areas or pathways and provides that those who violate such requirements commit a noncriminal traffic infraction.

### Fiscal or Economic Impact:

The bill may have a negative, but insignificant, fiscal impact to state and local government expenditures associated with the creation of a task force and e-bike crash data collection. The costs to the state are expected to be absorbed within existing DHSMV resources.

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## ANALYSIS

### EFFECT OF THE BILL:

#### Electric Bicycle Regulations

The bill provides that a person operating an [electric bicycle](#) (e-bike) on:

- A shared pathway that is not located adjacent to a roadway, including a shared pathway located in a park or recreational area, must:
  - Yield to any pedestrian.
  - Give an audible signal before overtaking and passing a pedestrian.
- A sidewalk or any other area designated for pedestrian use may not operate an e-bike at a speed greater than 10 miles per hour when a pedestrian is within 50 feet of the e-bike. (Section [1](#))

A person who fails to comply with these e-bike regulations commits a noncriminal traffic infraction, punishable as a nonmoving violation. (Section [1](#))

#### Electric Bicycle Safety Task Force

The bill creates an Electric Bicycle Safety Task Force ([task force](#)), adjunct to the Department of Highway Safety and Motor Vehicles (DHSMV), with a designated purpose to examine and recommend improvements to state law and the regulatory framework governing e-bikes in order to encourage the safe operation of e-bikes and to prevent traffic incidents, injuries, and fatalities involving such bicycles. DHSMV is responsible for providing administrative and staff support services related to the functions of the task force. (Section [2](#))

**STORAGE NAME:** h0243c.SAC

**DATE:** 1/30/2026

### Membership

The bill provides that the task force must be composed of DHSMV's executive director, or his or her designee; the secretary of the Department of Transportation, or his or her designee; along with the following members, which must be appointed by DHSMV's executive director:

- A representative from the Florida Sheriffs Association.
- A representative from the Florida Police Chiefs Association.
- A representative from the e-bike industry.
- A representative from the Florida League of Cities.
- A representative from the Florida Association of Counties.
- A representative from the medical field with experience in treating bicyclist and pedestrian injuries.
- A representative from an organization involved in efforts to prevent injuries and fatalities involving bicycles and e-bikes. (Section [2](#))

Members of the task force must be appointed within 15 days after the bill becomes a law and DHSMV'S executive director, or his or her designee, must chair the task force. Any vacancy on the task force must be filled in the same manner as the original appointment. Members of the task force must serve without compensation, but are authorized to receive reimbursement for per diem and travel expenses. (Section [2](#))

### Meetings

All task force meetings are to be held at the time and place designated by the chair. The task force must meet at least monthly, but may meet more frequently at the call of the chair; however, the task force must first convene no later than 30 days after the bill becomes law. At least one meeting of the task force must occur in each of the following regions of the state:

- North Florida.
- Central Florida.
- South Florida. (Section [2](#))

### Report

The task force is required to prepare and submit a report to the Governor, the President of the Senate, and the Speaker of the House of Representatives before October 1, 2026. This report must include legislative recommendations for improvements to state law and the regulatory framework governing e-bikes. The bill recommends that the report take into account methods to improve traffic safety for e-bike operators and riders, pedestrians, and other vehicle operators through reasonable measures designed to reduce traffic incidents, injuries, and fatalities. The task force will expire upon submission of the report. (Section [2](#))

### **State Tabulation of E-bike Crash Data**

The bill provides that 30 days after it becomes effective, the Florida Highway Patrol (FHP) and every Florida police department and sheriff's office must maintain a list of all traffic crashes that each respective agency investigates involving an e-bike. Each e-bike crash must be included on the list regardless of whether the crash is reported on a [long or short form traffic crash report or a driver exchange-of-information form](#). Each entry in the record must contain the following information concerning the e-bike crash:

- Date and time of the crash.
- Class of e-bike involved in the crash.
- Age of the e-bike operator involved in the crash.
- If known, whether the e-bike operator possessed a valid Florida learner's driver license or driver license at the time of the crash. (Section [3](#))

By October 15, 2026, each police department and sheriff's office must submit a report to DHSMV that contains a list of all e-bike crashes investigated by each agency from the beginning of the reporting period to September 30, 2026. The information must be submitted in a form and manner determined by DHSMV. (Section [3](#))

By October 31, 2026, DHSMV is required to submit a report to the Governor, the President of the Senate, and the Speaker of the House of Representatives that summarizes the e-bike crash data reports submitted to DHSMV, including the list maintained by the FHP. The report must separate the e-bike crash data by county, listing the reporting law enforcement agencies within each county. (Section [3](#))

### Effective Date

The bill is effective upon becoming a law, but the provisions creating e-bike regulations are effective on July 1, 2026. (Section [4](#))

### FISCAL OR ECONOMIC IMPACT:

#### STATE GOVERNMENT:

The bill may have a negative, but likely insignificant, fiscal impact to state government expenditures due to the following expenditures associated with DHSMV:

- The provision of administrative and staff support services to the task force and reimbursement of members of the task force for per diem and travel expenses.
- Collection and submission of e-bike crash data through the FHP.

The costs are expected to be absorbed within DHSMV's existing resources.

#### LOCAL GOVERNMENT:

The bill may have a negative, but likely insignificant, fiscal impact on local government expenditures as local law enforcement agencies will be required to collect e-bike crash data and submit such data to DHSMV.

## RELEVANT INFORMATION

### SUBJECT OVERVIEW:

#### Electric Bicycles

Current law provides that an electric bicycle (e-bike) or an operator of an e-bike has all the rights, privileges, and duties applicable to a bicycle or operator of a bicycle.<sup>1</sup> An "e-bike" is a bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts that meets the requirements of one of the following three classifications:

- "Class 1 e-bike" means an e-bike equipped with a motor that provides assistance *only when the rider is pedaling* and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- "Class 2 e-bike" means an e-bike equipped with a motor that may be used *exclusively* to propel the e-bike and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- "Class 3 e-bike" means an e-bike equipped with a motor that provides assistance *only when the rider is pedaling* and that ceases to provide assistance when the e-bike reaches the speed of 28 miles per hour.<sup>2</sup>

Generally, e-bikes are authorized where bicycles are allowed, including streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths.<sup>3</sup> However, local governments have authority to regulate e-bikes, including:

- Enacting an ordinance to permit, control, or regulate the operation of e-bikes on sidewalks or sidewalk areas when such use is permissible under federal law.<sup>4</sup> The ordinance must restrict such vehicles or devices to a maximum speed of 15 miles per hour in such areas.<sup>5</sup>

<sup>1</sup> [S. 316.20655\(1\), F.S.](#)

<sup>2</sup> [S. 316.003\(23\), F.S.](#)

<sup>3</sup> [S. 316.20655\(7\), F.S.](#)

<sup>4</sup> [S. 316.008\(7\)\(a\), F.S.](#)

<sup>5</sup> *Id.*

- Adopting an ordinance governing the operation of e-bikes on streets, highways, sidewalks, and sidewalk areas under the local government’s jurisdiction; to prevent a municipality, a county, or an agency having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an e-bike on a bicycle path, multiuse path, or trail network; or to prevent a municipality, a county, or an agency having jurisdiction over a beach or a dune from restricting or prohibiting the operation of an e-bike on such beach or dune.<sup>6</sup>
- Providing training on the safe operation of e-bikes and compliance with the traffic laws that apply to e-bikes.<sup>7</sup>
- Adopting an ordinance providing one or more minimum age requirements to operate an e-bike.<sup>8</sup>
- Adopting an ordinance requiring an operator of an e-bike to possess a government-issued photographic identification while operating the e-bike.<sup>9</sup>

### Task Force

Although there are government programs that include components of e-bike safety, there is no designated task force focused on preventing traffic incidents, injuries, and fatalities involving e-bikes. Current law defines the term “task force” as an advisory body created without specific statutory enactment for a time not to exceed one year or created by specific statutory enactment for a time not to exceed three years and appointed to study a specific problem and recommend a solution or policy alternative with respect to that problem. Its existence terminates upon the completion of its assignment.<sup>10</sup> Advisory bodies and other collegial bodies created as an adjunct to an executive agency must be established, evaluated, or maintained in accordance with the following provisions:

- They may be created only when it is found to be necessary and beneficial to the furtherance of a public purpose.
- They must be terminated by the Legislature when they are no longer necessary and beneficial to further a public purpose. The executive agency to which the advisory body is made an adjunct must notify the Legislature when the advisory body is no longer essential to further a public purpose.
- The Legislature and the public must be kept informed of the numbers, purposes, memberships, activities, and expenses of advisory bodies.<sup>11</sup>

### Long or Short Form Traffic Crash Report or a Driver Exchange-of-information Form

A long form traffic crash report must be completed and submitted to DHSMV within 10 days after an investigation is completed by the law enforcement officer who in the regular course of duty investigates a motor vehicle crash that:

- Resulted in the death of, personal injury to, or any indication of complaints of pain or discomfort by any of the parties or passengers involved in the crash.
- Involved a violation of leaving the scene of a crash with an attended vehicle or property.
- Involved in a violation of driving under the influence.
- Rendered a vehicle inoperable to a degree that required a wrecker to remove it from the scene of the crash.
- Involved a commercial motor vehicle.<sup>12</sup>

For any other crash reported, law enforcement must complete a short form crash report or provide a driver exchange-of-information form.<sup>13</sup>

<sup>6</sup> [S. 316.20655\(1\), F.S.](#)

<sup>7</sup> [S. 316.20655\(9\), F.S.](#)

<sup>8</sup> [S. 316.20655\(8\), F.S.](#)

<sup>9</sup> *Id.*

<sup>10</sup> [S. 20.03\(5\), F.S.](#)

<sup>11</sup> [S. 20.052, F.S.](#)

<sup>12</sup> [S. 316.066\(1\)\(a\), F.S.](#)

<sup>13</sup> [S. 316.066\(1\)\(c\), F.S.](#)

Both the long and short form traffic reports require the collection of the following information:

- The date, time, and location of the crash.
- A description of the vehicles involved.
- The names and addresses of the parties involved, including all drivers and passengers, and the identification of the vehicle(s).
- The names and addresses of witnesses.
- The name, badge number, and law enforcement agency of the officer investigating the crash.
- The names of the insurance companies for the parties involved in the crash.<sup>14</sup>

The driver exchange-of-information form<sup>15</sup> requires all drivers and passengers involved in the crash to provide the identification of each vehicle that the drivers and passengers were in.<sup>16</sup>

## BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
<a href="#">Government Operations Subcommittee</a>	18 Y, 0 N, As CS	1/21/2026	Toliver	Walker
THE CHANGES ADOPTED BY THE COMMITTEE:	<ul style="list-style-type: none"> <li>• Created an Electric Bicycle (e-bike) Safety Task Force, adjunct to the Department of Highway Safety and Motor Vehicles (DHSMV).</li> <li>• Created an e-bike crash data collection and reporting process that requires law enforcement agencies to collect and submit specified information related to crashes involving e-bikes to DHSMV.</li> <li>• Required DHSMV to submit a report to the Governor and the Legislature that summarizes the submitted e-bike crash data reports.</li> <li>• Provided a penalty for operating an e-bike on a sidewalk or other area designated for pedestrian use, at a certain speed.</li> <li>• Removed provisions relating to electric motorcycles and motorized scooters.</li> <li>• Removed provisions related to modifying e-bikes, licensure requirements for e-bikes, and driver education.</li> <li>• Changed the effective date from July 1, 2027, to upon becoming law, except the penalty provisions are effective July 1, 2026.</li> </ul>			
<a href="#">Transportation &amp; Economic Development Budget Subcommittee</a>	11 Y, 0 N	1/29/2026	Davis	Andeara
<a href="#">State Affairs Committee</a>			Williamson	Walker

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**THIS BILL ANALYSIS HAS BEEN UPDATED TO INCORPORATE ALL OF THE CHANGES DESCRIBED ABOVE.**  
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<sup>14</sup> [S. 316.066\(1\)\(b\) and \(c\), F.S.](#)

<sup>15</sup> DHSMV, *Driver Exchange Form* (last visited Jan. 9, 2026).

<sup>16</sup> [S. 316.066\(1\)\(c\), F.S.](#)