

FLORIDA HOUSE OF REPRESENTATIVES FINAL BILL ANALYSIS

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

TITLE: Electric Bicycles

SPONSOR(S): Benarroch

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

LINKED BILLS: None

RELATED BILLS: None

FINAL HOUSE FLOOR ACTION: 112 Y's 0 N's

GOVERNOR'S ACTION: Pending

SUMMARY

Effect of the Bill:

The bill creates a nine-member Micromobility Device Safety Task Force, adjunct to the Department of Highway Safety and Motor Vehicles (DHSMV), to study and recommend improvements to state law and the regulatory framework governing micromobility devices by October 1, 2026. Additionally, the bill creates a micromobility device crash data collection and reporting process that requires local law enforcement agencies and the Florida Highway Patrol to collect and submit specified information related to crashes involving micromobility devices to DHSMV, from which DHSMV must create a summary report. Lastly, the bill specifies requirements for the operation of electric bicycles on certain areas or pathways and provides that a violation of such requirements is 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 micromobility device 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:

CS/HB 243 passed as [CS/SB 382](#).

Electric Bicycle Regulations

Beginning July 1, 2026, 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](#))

Micromobility Device Safety Task Force

The bill creates a Micromobility Device 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 [micromobility devices](#) in order to encourage the safe operation of micromobility devices and prevent traffic incidents, injuries, and fatalities involving such devices. DHSMV is responsible for providing administrative support to the task force. (Section [2](#))

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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; and the following members 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 micromobility device 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 micromobility devices, including e-bikes and [motorized scooters](#). (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 first meeting of the task force must be convened no later than 30 days after the bill becomes a 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 must submit a report to the Governor, the President of the Senate, and the Speaker of the House of Representatives before October 1, 2026, that includes legislative recommendations for improvements to state law and the regulatory framework governing micromobility devices. The bill recommends that the report take into account methods to improve traffic safety for micromobility device operators and riders, pedestrians, and other vehicle operators through reasonable measures designed to reduce traffic incidents, injuries, and fatalities. The task force expires upon submission of the report. (Section [2](#))

State Tabulation of Micromobility Device Crash Data

The bill provides that 30 days after it becomes a law, 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 a micromobility device. Each micromobility device 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 micromobility device crash:

- Date and time of the crash.
- Class of e-bike involved in the crash, if applicable.
- Age of the micromobility device operator involved in the crash.
- Whether the micromobility device operator possessed a valid Florida learner's driver license or driver license at the time of the crash, if known. (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 micromobility device 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 must submit a report to the Governor, the President of the Senate, and the Speaker of the House of Representatives that summarizes the micromobility device crash data reports submitted to DHSMV, including the list maintained by the FHP. The report must separate the micromobility device crash data by device type and county, listing the reporting law enforcement agencies within each county. (Section [3](#))

Effective Date

Subject to the Governor’s veto powers, the effective date of this bill is upon becoming a law, except as otherwise provided. (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 micromobility device 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 micromobility device crash data and submit such data to DHSMV.

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Micromobility Devices

A “micromobility device” is a motorized transportation device designed for individual use that is typically 20 to 36 inches in width and 50 pounds or less in weight and that operates at a speed of typically less than 15 miles per hour but no more than 28 miles per hour. This term includes both human-powered and nonhuman-powered devices, including a bicycle, an electric bicycle, a motorized scooter, or any other device that is owned by an individual or part of a shared fleet.¹

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.² 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.³

¹ [S. 316.003\(41\), F.S.](#)

² [S. 316.20655\(1\), F.S.](#)

³ [S. 316.003\(23\), F.S.](#)

Generally, e-bikes are authorized where bicycles are allowed, including streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths.⁴

Motorized Scooter

A “motorized scooter” (e-scooters) is any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground, excluding an e-bike.⁵

Local Government Authority

Local governments have authority to regulate electric bicycles, e-scooters, and micromobility devices, including:

- Providing one or more minimum age requirements for such devices.⁶
- Requiring an operator of such devices to possess a government-issued photographic identification.⁷
- Permitting, controlling, or regulating the operation of e-bikes and e-scooters on sidewalks or sidewalk areas when such use is permissible under federal law, provided that the ordinance must restrict such vehicles or devices to a maximum speed of 15 miles per hour in these areas.⁸
- Governing the operation of e-bikes and e-scooters on streets, highways, sidewalks, and sidewalk areas under the local government’s jurisdiction.⁹
- Providing training on safe operation of micromobility devices and compliance with the traffic laws of this state applicable to such devices.¹⁰

However, local governments may not restrict or prohibit the operation of an e-bike on a bicycle path, multiuse path, or trail network,¹¹ or restrict or prohibit the operation of an e-bike on certain beaches or dunes.¹²

Task Force

Although there are government programs that include components of micromobility device safety, there is no designated task force focused on preventing traffic incidents, injuries, and fatalities involving micromobility devices. 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.¹³ 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.¹⁴

⁴ [S. 316.20655\(7\), F.S.](#)

⁵ [S. 316.003\(48\), F.S.](#)

⁶ [Ss. 316.20655\(8\), and 316.2128\(7\), F.S.](#)

⁷ *Id.*

⁸ [S. 316.008\(7\)\(a\), F.S.](#)

⁹ [S. 316.2128\(1\), F.S.](#)

¹⁰ [Ss. 316.20655\(9\), F.S. and 316.2128\(8\), F.S.](#)

¹¹ [S. 316.20655\(1\), F.S.](#)

¹² *Id.*

¹³ [S. 20.03\(5\), F.S.](#)

¹⁴ [S. 20.052, F.S.](#)

Long or Short Form Traffic Crash Report or 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.¹⁵

For any other crash reported, law enforcement must complete a short form crash report or provide a driver exchange-of-information form.¹⁶

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.¹⁷

The driver exchange-of-information form¹⁸ requires all drivers and passengers involved in the crash to provide the identification of each vehicle that the drivers and passengers were in.¹⁹

¹⁵ [S. 316.066\(1\)\(a\), F.S.](#)

¹⁶ [S. 316.066\(1\)\(c\), F.S.](#)

¹⁷ [S. 316.066\(1\)\(b\) and \(c\), F.S.](#)

¹⁸ DHSMV, *Driver Exchange Form* (last visited Mar. 12, 2026).

¹⁹ [S. 316.066\(1\)\(c\), F.S.](#)