



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

E-Bikes and Beyond

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Today's Presentation



Existing Regulations

Florida Statutes – E-bike Regulations

- E-bikes have all the rights, privileges, and duties of a bicycle
- Not required to have a license, registration, or insurance
- May not modify an e-bike motor
- E-bikes must comply with the requirements for bicycles adopted by the United States Consumer Product Safety Commission under 16 C.F.R. part 1512
- Local governments may:
 - Require e-bike operators to possess government-issued photo ID
 - Adopt minimum age requirements to operate an e-bike
 - Restrict the use of e-bikes on specific facilities and/or beaches
 - Adopt a maximum speed limit of 15 mph on sidewalks and set speed limits on trails

E-bike Class System

Class 1	Class 2	Class 3
Pedal assist only	Throttle capable	Pedal assist only
Motor assistance up to 20 mph	Motor assistance up to 20 mph	Motor assistance up to 28 mph
Motor of 750 watts or less; Operable pedals; Two or three wheels; Label with class/speed/motor wattage		

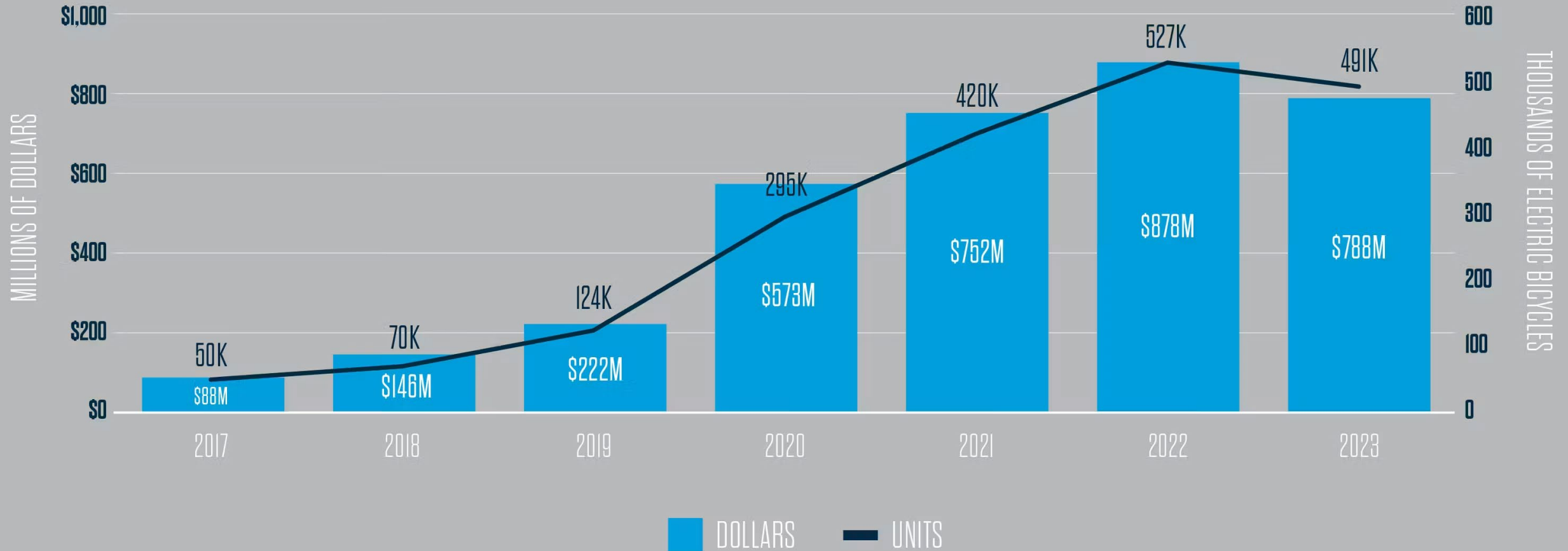
Electric personal assistive mobility devices are also defined in Florida Statute as any self-balancing, two-nontandem-wheeled device, designed to transport only one person, with an electric propulsion system with average power of 750 watts (1 horsepower), the maximum speed of which, on a paved level surface when powered solely by such a propulsion system while being ridden by an operator who weighs 170 pounds, is less than 20 miles per hour. Electric personal assistive mobility devices are not vehicles as defined in Fla. Stat. §316.003.

E-Motos are not defined in Florida Statute, but this has been used as an industry term to describe high-powered 2-wheel electric devices that have motor power often 1,000-6,000+ and a throttle propulsion system. These must be registered and licensed to be street legal and are considered motor vehicles, rather than consumer products.

Trends and Conditions

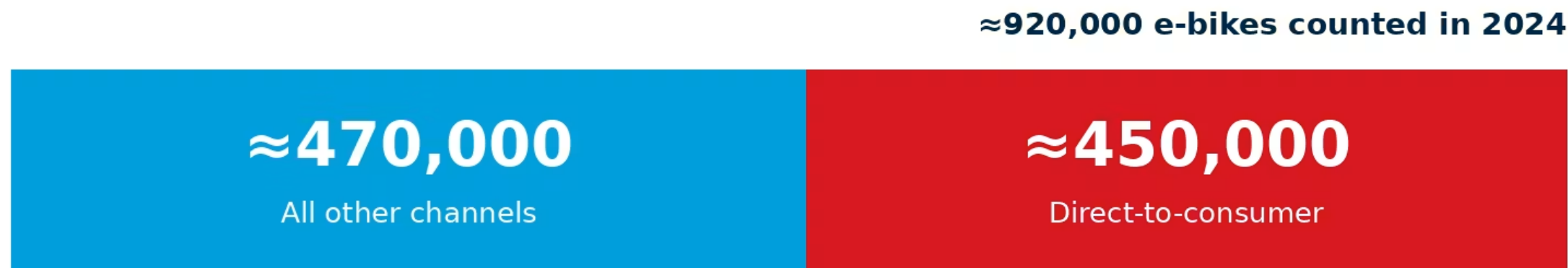
ELECTRIC BICYCLE SALES, 2017 TO 2023

VALUE AND NUMBER OF ELECTRIC BICYCLES SOLD



THE E-BIKE SALES THE STANDARD DATA MISSED

U.S. e-bike unit sales, 2024 — direct-to-consumer vs. all other channels



Counting direct-to-consumer sales nearly doubled the known size of the U.S. e-bike market.

Source: PeopleForBikes + Circana, 2024

PeopleForBikes

Crash Data

- Challenges with traditional data sources
 - No E-bike vehicle category on the crash report form
 - Some agencies note e-bike use in the written narrative
 - Crash reports are only completed for crashes that involve motor vehicles
- Forward Pinellas fatality data:

Year	Bicycle	Other Motorized
2023	9	3
2024	7	8
2025	7	11
2026 (through July 28)	4	3

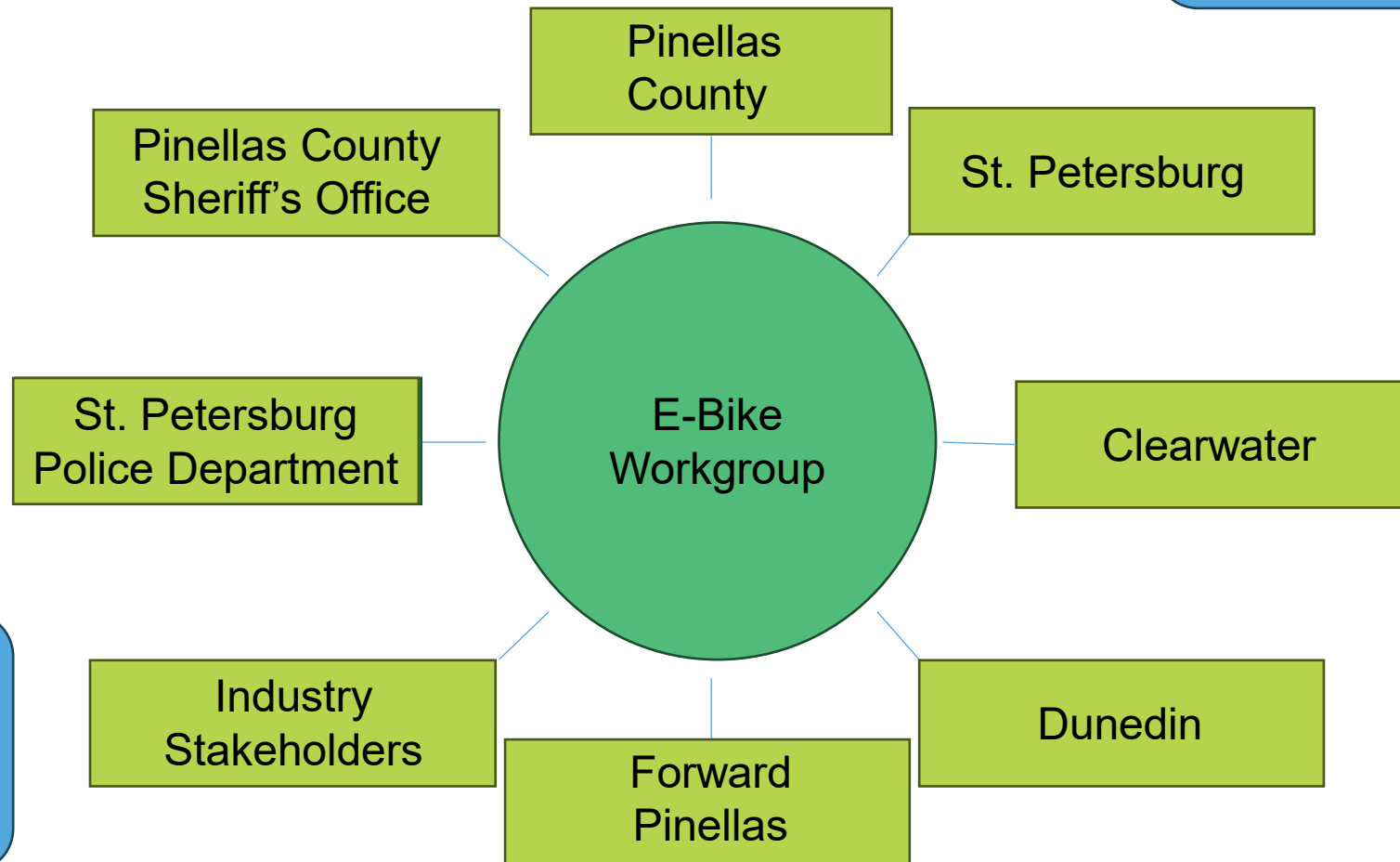
Tampa Bay Times Analysis

- [Story](#) published February 3, 2026
- Analyzed five-years of autopsy reports for E-bike incidents
 - 18 fatalities in Pinellas, 6 in Hillsborough, 3 in Pasco
- 20 of the 27 fatalities involved a motor vehicle
- Most fatalities in Pinellas and Pasco counties were men over 60 who were not wearing a helmet

E-bike Workgroup

Workgroup Membership

- Pinellas County Membership:
- Public Works
 - Parks & Conservation Resources
 - Intergovernmental Liaison



- Industry Membership:
- Lime
 - Spin

Workgroup White Paper

Main Components

- Existing Conditions
- Benefits of e-bikes
- Challenges with e-bikes
- Contemplating location/age restrictions for e-bike use
- Existing and proposed city/county regulations
- Potential policy options for the Pinellas County Board of County Commissioners to consider

Recommended Policy Findings

Enhanced Education and Enforcement

- Enforcement focus for reckless operation and non-compliant devices
- Potential avenues:
 - Warning to e-commerce sellers of non-compliant devices
 - Continued support of efforts already underway within local jurisdictions
 - Pinellas Trail Security Task Force Coordinated Education and Enforcement Days
 - St. Petersburg enforcing speed as failure to follow a traffic control device
 - Partnership with Pinellas County Public Schools and Law Enforcement Agencies

Youth-Focused Considerations

- Class-based age restrictions
- Helmet requirements beyond existing Florida Statutes
- Parental outreach and accountability
- Photo ID requirements to match age restrictions

Enhanced Vehicle Classification

- Clarification and codification that e-motos, modified e-bikes, or other micromobility devices outside the bounds of current Florida Statutory definitions are not street legal
- Establish penalties for illegal devices, including impoundment where applicable and appropriate

Education and Rental Disclosure

- Continue and expand the Move Safe Pinellas program to ensure residents and parents know what is legal versus what is not
- Work with rental locations/companies to ensure customers receive proper training and guidance when renting an e-bike

Issues to be Resolved by the State

- Restricting the sale of micromobility devices that are, or can easily be modified to be, outside of the speed and motor size limits
- Requiring a driver's license with a motorcycle endorsement for the purchase of an e-moto
- Standardized tracking of crashes involving micromobility devices through the Department of Highway Safety and Motor Vehicles (DHSMV)

Additional Issues to be Resolved by the State

- Establishing penalties for tampering or modifying an e-bike to change the motor-powered speed capability
- Require that new e-bikes have speedometers
- Clear definitions and guidelines for e-bikes and micromobility devices that have capabilities beyond existing standards

Continuing Existing Partnerships

- Florida Department of Transportation
- Pinellas County Public Schools
- Forward Pinellas Bicycle Pedestrian Advisory Committee, Technical Coordinating Committee, School Transportation Safety Committee, and Pinellas Trail Security Task Force
- Florida's Pedestrian and Bicycle Safety Coalition
- Local government partners including Pinellas County
- Local law enforcement agencies across jurisdictions



Discussion & Further Direction