



BPAC AGENDA

Bicycle/Pedestrian Advisory Committee

NOTE: THIS IS AN IN-PERSON MEETING

County Government Center Risk Management Training Room

3311 Tamiami Trail East, Building D

Naples, FL, 34112

November 18, 2025

9:00 a.m.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the October 21, 2025 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
 - A. FDOT
 - B. MPO
7. Committee Action
 - A. Early 2026 joint Collier and Lee MPOs' Bicycle and Pedestrian Committee Workshop
8. Reports & Presentations (May Require Committee Action)
 - A. Overview of updated bicycle and pedestrian Call for Projects submittal requirements, schedule, and funding
 - B. Update on outreach for the Collier County Bicycle and Pedestrian Safety Ordinance and a current Florida House of Representatives bill for bicycle and pedestrian legislation
9. Member Comments
10. Distribution Items
 - A. Final Approved Safety Action Plan
11. Topics for Future Meetings
12. Next Meeting Date

January 20, 2026 – 9:00 a.m.
Location: Collier County Government Center
Admin. Bldg. F. IT Training Rm 5th Floor,
3299 Tamiami Trail East
13. Adjournment

Please Note:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli, (239) 252-5814 or by email at: Suzanne.Miceli@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Government Center, Administration Building (F)
IT Training Room, Fifth Floor
3299 Tamiami Trail East, Naples, FL, 34112
October 21, 2025 - 9:00 A.M.
Meeting Minutes**

1. Call to Order

Mr. Matonti called the meeting to order at 9:05 a.m..

2. Roll Call

Ms. Miceli called roll and confirmed a quorum was present.

Members Present

Anthony Matonti (Chair)
Alan Musico
Dayna Fendrick
Kevin Dohm
David Sutton
David Costello
Patty Huff
Robert Phelan
Victoria Holmes (entered at Item 6.)

Members Absent

Michelle Sproviero (Vice-Chair)
Joe Bonness
Robert Vigorito

MPO Staff Present

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Suzanne Miceli, Operations Support Specialist

Others Present

Lorraine Lantz, Collier County Transportation Planning
Kathy Eastley, Collier County Transportation Planning
Bonita Schwan, Marco Island City Council and MPO Board member
Tanya Merkle, FDOT
Adam Rose, FDOT
Linda Hess, WGI

3. Approval of the Agenda

Ms. Fendrick moved to approve the amended agenda. Seconded by Mr. Musico. Carried unanimously.

4. Approval of the September 16, 2025 Meeting Minutes

Mr. Musico moved to approve the September 16, 2025 minutes. Seconded by Mr. Dohm. Carried unanimously.

5. Open to the Public for Comment on Items Not on the Agenda

No public comments were made.

6. Agency Updates

A. FDOT

Ms. Merkle announced that she is not anticipating SUN Trail applications for this cycle as there have been many projects in the Project Development and Environment (PD&E) phase and that the Department is constrained with limited funds and trying to move existing projects forward. **Ms. Huff** asked if the funding this year is being attributed to current projects. **Ms. Merkle** affirmed this.

B. MPO

Mr. Kingston announced the Bicycle and Pedestrian Master Plan (BPMP) was approved and adopted by the MPO Board at their October meeting. The adoption of the Long Range Transportation Plan in December will affect the funding for bicycle and pedestrian projects, now through Transportation Alternative funds (TALU). There will be a discussion at a following BPAC regarding the distribution of funding and how often the call for projects process will take place.

7. Committee Action

None.

8. Reports & Presentations (May Require Committee Action)

A. FDOT Presentation on Livingston FPL Trail Extension PD&E Study

Ms. Hess and **Mr. Rose** gave a presentation on the Livingston Florida Power and Light Trail Extension PD&E Study from Radio Road to the Collier County/Lee County border which can be viewed in the meeting materials.

The committee expressed interest in coordination with FPL for their access to the power lines. **Mr. Matonti** asked how wide the existing sidewalk is and **Ms. Huff** asked which side of the street Alternative 1 would be on. **Ms. Hess** answered that existing sidewalk width varies and that Alternative 1 would be on the west side. **Ms. Huff** commented that US Bike Route 15 would benefit from the 11.5 miles this trail would contribute for long-distance cyclists. **Mr. Matonti** asked if the PD&E is being funded by SUN Trail and **Ms. Hess** affirmed this. **Mr. Sutton** expressed concern with the noise of the electrical lines during rain and the general concept of a trail under lines. **Ms. Fendrick** asked what the traffic counts were on Rich King Memorial Greenway, as it too is under lines and could show how many people may use the trail. **Ms. Merkle** reported that there was a peak of 614 people on 6/7/24, and that average annual daily walking traffic is 69 and bicycling of 162. **Mr. Musico** expressed no concern with a trail near electrical lines. **Mr. Matonti** and **Ms. Fendrick** expressed a need for shade and **Ms. Huff** access for emergencies. **Mr. Rose** answered that these would be considered during the design phase. **Ms. Merkle** added that landscaping includes maintenance costs which would need to come from County

funding. The project team explained after being asked by the committee the different means of funding for the different alternatives. There is an unknown factor with the right of way impacts to private parcels, because the owners being impacted need to be willing sellers.

Mr. Matonti reflected on the concept of this trail as **Ms. Hess** introduced it, mentioning how it may not be picturesque, but it will be the spine of the trails of the county which is in great need and currently nonexistent, and as such will support those limbs which proceed from it. **Mr. Kingston** directed the project team to refer to the recently approved and adopted Bicycle and Pedestrian Master Plan (BPMP) available on the MPO website to find what the committee and the public values for trails and pathways.

B. Report on Collier to Polk PD&E

Mr. Kingston gave a presentation from the October 15th, 2025 webinar slides, *Collier to Polk Trail Master Plan – What’s Next for the Collier to Polk Trail?* The recorded webinar and its presentation slides will be available at the project website, <https://floridaheartlandregionaltrail.com/>.

C. Report on Draft Tentative Work Program FY27-31

Mr. Kingston gave a synopsis of the executive summary and the summary of changes included in the meeting materials and gave out a handout of the MPO Director’s analysis. **Ms. McLaughlin** reviewed the list of the summary of changes in greater detail. She mentioned that things are moving along, that FDOT is making great efforts to fund the priorities and that most of the projects previously in the work program remain.

9. Member Comments

Ms. Huff travelled to Quebec City for a 130-mile bike tour and to Jupiter for the Florida Greenways and Trails Foundation meeting when they designated Marco Island as a Trail Town. She attended a Trails Alliance meeting with all representatives of trail towns last week. Englewood, Sarasota, and Bonita Springs are applying. She reasoned that eventually Trail Towns could be connected in West Florida. Few yet on the east coast have applied. Everglades City Council asked if there were plans to connect Marco and Everglades City and **Ms. Huff** answered that it would be great to consider it. This puts areas on the map for ecotourism. **Mr. Dohm** attributed Marco Island becoming a Trail Town to **Ms. Huff** with **Ms. Schwan** as sponsor.

Ms. Fendrick asked about the status of elevating US 41 in the Silver Jackets report. **Mr. Kingston** answered that he attended these meetings in 2023. **Ms. Merkle** reported that there was a large report made, which is available online. She will send a link to be shared with the committee.

Mr. Matonti asked for a map of Naples to be shown on the projector, and showed Anthony Park by the Gordon River Greenway. He sits on the Naples Community Redevelopment Agency and has applied for the CRA to fund a feasibility study for there to be a bridge built from the Park, over the Gordon River to connect to the Greenway.

10. Distribution Items

A. Final Approved Bike-Ped Master Plan

The BPMP was for committee distribution.

11. Topics for Next Meeting

None.

12. Next Meeting Date

November 18, 2025 – 9:00 a.m. Location: Collier County Government Center, Risk Management Training Room, 3311 Tamiami Trail East, Building D.

13. Adjournment

Mr. Matonti adjourned the meeting at 10:39 a.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Decide date and review and comment on potential items for 2026 Joint Bicycle and Pedestrian Committee Workshop with Lee MPO

OBJECTIVE: For the Committee to discuss potential items and make a proposal for the date of the next joint meeting with Lee County Bicycle Pedestrian Coordinating Committee (Lee BPCC).

CONSIDERATIONS: Collier and Lee MPO staff have agreed on the need for the next joint committee workshop in early 2026 and, as the 2025 joint Bicycle and Pedestrian committee was hosted by Collier MPO, have decided to share the already scheduled times and location of the BPCC. Staff have agreed February or March are the best times for Collier MPO to hold the meeting, considering the timeliness of the items currently being proposed. This item provides the option for BPAC to review and comment on these potential items below being considered by Lee and Collier staff for the joint meeting agenda.

- The adopted Collier MPO Bicycle and Pedestrian Master Plan and the Lee MPO 2050 LRTP Bicycle Pedestrian Element
- Regional Congestion Management Process (CMP) element in development to be used by both Lee and Collier MPOs to address regional roadways within the Bonita urbanized area which is part of the Lee County Metropolitan Planning Area down to Immokalee Road in Collier County
- A report from representatives from Marco Island and Everglades City on their Trail Town designation
- Reports from municipal and/or county agencies on enforcement and public outreach practices regarding locally adopted ebike ordinances
- Livingston FPL Trail Extension PD&E Study
- Bonita Estero Rail Trail project development
- Caloosahatchee D'Town Alternatives Multimobility Feasibility Study evaluating corridors to build a shared-use path from John Yarbrough Linear Park Trail in Fort Myers to Littleton Road in North Fort Myers using the new eight-foot wide sidewalk on the Caloosahatchee Bridge

The BPAC have the option to choose the date of the meeting to be held at the Collaboratory, 2031 Jackson Street, Fort Myers, FL 33901 at 10:00 a.m. on either February or March 24th.

The current Unified Planning Work Program for FY 24/25 – 25/26, Task 7, provides for regional coordination between Collier MPO and Lee MPO and for joint meetings between Collier BPAC and Lee BPCC, as needed. The Interlocal Agreement for Joint Regional Transportation Planning and Coordination Between the Collier and Lee County MPOs provides for joint meetings between the advisory committees of Collier MPO and Lee MPO. The purpose of the Agreement is to promote and establish a forum for communication and coordination between the MPOs and to foster joint regional cooperation and conduct regarding transportation planning.

STAFF RECOMMENDATION: For the Committee to review and comment on the potential items for the joint Lee-Collier Bicycle and Pedestrian Committee Workshop and decide on a date.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:
None.

EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8A

Overview of updated bicycle and pedestrian Call for Projects submittal requirements, schedule and funding

OBJECTIVE: For the Committee to receive an update on revisions to the MPO's Bike/Ped Call for Projects submittal requirements, project funding and scheduling considerations.

CONSIDERATIONS: The Bicycle and Pedestrian Master Plan approved by the MPO Board on October 10, 2025, introduced new evaluation criteria and scoring metrics. The draft 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan reflects the limitations imposed by steep reductions in the State's revenue projections. Less is allocated towards stand-alone bicycle and pedestrian projects at approximately \$1.5 million per year, now through the Transportation Alternative – Urban (TALU) funds aside from other possible safety-related funding sources. The MPO, of necessity, is prioritizing the completion of projects already in the pipeline over funding new projects.

Staff will give a presentation at the meeting to provide a high-level overview of anticipated changes in the MPO's Call for Projects submittal requirements and process, projected funding levels and timeframe. Staff will also raise the topic of project readiness in response to several new proposals that have been shared.

STAFF RECOMMENDATION: Provided for informational purposes and Committee discussion.

Prepared By: Anne McLaughlin, MPO Director and Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. Draft Collier MPO 2026/27 Call for Bike-Ped Projects Application Concept Sheet
2. Draft Local and Regional Project Scoring Matrices



**COLLIER MPO
2026/27 CALL FOR BIKE-PED PROJECTS
Target Programming for FY 2034**

Collier MPO follows the process outlined in the Bicycle and Pedestrian Master Plan (BPMP) approved by the MPO Board on October 10, 2025. (p90) The 2050 Long Range Transportation Plan – Cost Feasible Plan establishes a programming budget of \$1.5 million per year in Transportation Alternative – Urban (TALU) funding for bike/ped projects. Other potential categories of funding include Bike/Ped Safety projects which may be eligible for the MPO’s Surface Transportation Block Grant-Urban (SU) funds or USDOT Safe Streets and Roads for All (SS4A) discretionary grant program funds. Projects located on the SUN Trail regional network may be eligible to apply for SUN Trail funding managed by FDOT.

SUBMITTAL PROCESS AND TIMELINE

- **February 2026 - BPAC Meeting:** Review & Approve Call for Projects Packet
- **March 2026 -** MPO distributes Call for Projects & application materials
- **September 2026** – deadline for LAP-qualified member agencies to submit MPO Project Concept Sheets, completed Local or Regional Project Scoring spreadsheet, and FDOT D1 Priority Project Information Form
- **October 2026 – BPAC Meeting:** Agency presentations, committee review and comment
- **November 2026** – Deadline for agencies to submit additional information, if needed
- **January 2027 - BPAC Meeting:** Committee rates and ranks applications (staff will provide a spreadsheet to use in the agenda packet)
- **February 2027 BPAC Meeting:** final review and endorsement of project priorities
- **February 2027:** Agencies enter project submittals in GAP per FDOT deadline
- **March 2027 CAC/TAC Meeting:** review, revise or endorse BPAC project priority listing
- **May 2027 Board Meeting:** Board previews draft project priority lists
- **June 2027 Board Meeting:** MPO Board approves Annual List of Project Priorities (LOPP) for submittal to FDOT

FOR MORE INFORMATION CONTACT:

Sean Kingston, PMP, AICP, CFM, Principal Planner, sean.kingston@collier.gov 239-252-5859

APPLICATION MATERIALS



2027-28 CALL FOR BIKE/PED PROJECTS

DRAFT



MPO PROJECT CONCEPT SHEET – BICYCLE AND PEDESTRIAN

Draft BPAC 11/18/25

Part 1 – Determination of Eligibility –

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction _____

2. Name of Applicant _____

3. Signature of Applicant _____

4. Date of Application _____

5. Project Title _____

6. Project Category (check all that apply)

____ Local

____ Safety

____ SUN Trail Network

____ Feasibility Study or Corridor Plan

____ Facility Improvement

____ Public Education & Outreach

Other/Describe _____

7. Describe Project Location, Termini and Length and Attach Location Map

8. Provide a brief Project Description and include the completed Local or Regional Project Scoring Spreadsheet (attached)

9. Optional - Demonstrate by providing written justification or additional information of how the project meets the BPMP Evaluation Criteria for Local (p91) or Regional Project (p95) as outlined in the applicable Local or Regional Project Scoring Spreadsheet.

10. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

11. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

12. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO and by the local entity, if provided. Funding availability must be sufficient to meet project costs. *(Attach documentation such as CIP page, AUIR page, MPO 2050 LRTP CFP, MPO Call for Projects budget amount)*

13. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) *(Demonstrate where/how project is Identified in the Needs analysis (p45) – provide page number, table, map, appendices if relevant, and/or if project is identified in local plan adopted by reference, specify which Plan)*

14. If this is a design and/or construction project, describe how it addresses the Design Guidelines in the BPMP. (p 88) *(attach pages or documentation if needed.)*

15. Optional - attach additional information that will aid in understanding the project.

2026-27 Call for Bike-Ped Projects

LOCAL PROJECT SCORING MATRIX - To be Completed by Submitting Agency

DRAFT BPAC 11/18/25

Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested Funding		
						Phase	Amount	Fund Type
						Score	Weighting	Adjusted Score
Criteria & Points	1	2	3	5	6			
Safety	addresses safety concern raised by the public	addresses concern based on safety data, less than a severe crash, no analysis of safety measures	addresses safety concern of severe crashes supported by data	addresses safety concern involving severe crashes supported by data & a safety audit or uses safety countermeasures in the SAP	proposed improvement on HIN in SAP and Section 2 of BPMP		35	
Multimodal and Regional Connections	identified by public input but does not address connectivity needs		fills a connectivity need by public input and addresses some prioritized infrastructure gaps	completely fills a prioritized infrastructure gap identified in this plan, significantly enhancing connectivity			20	
Cost/Benefit*	Total Project Cost/Perm. Res. By Acre 3.0 or under	Total Project Cost/Perm. Res. By Acre 3.01-5.0	Total Project Cost/Perm. Res. By Acre 5.01-10.0	Total Project Cost/Perm. Res. By Acre >10			20	
Education	Distribution/posting sign or brochure		educational activity such as workshop, campaign, materials, or outreach to local groups	comprehensive & sustained education strategy, multiple outreach methods, strong partnerships			10	
Public Involvement & Support	project has not been presented or discussed with public in formal setting		project discussed in formal setting through committee and public meetings	project has strong public support & is identified as priority in BPMP			5	
Micromobility	does not support micromobility or related policies			fully supports micromobility by integrating relevant infrastructure & policies			5	
Economic Development, Revitalization, Tourism	addresses a local need but with minimal impact on tourism or overall appearance of the area		improvement is in a CRA, Trail Town, or identified in local tourism plan	improvement is on key infrastructure in high traffic tourism area, enhances visual appeal & visitor experience. Beautification efforts ie shade along SUP initiated & funded by local government			5	

*See Figure 21: Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019.

Source: 2050 Long Range Transportation Plan (LRTP), in Local Projects Evaluation Criteria.

2026-27 Call for Bike-Ped Projects

SUN TRAIL REGIONAL NETWORK PROJECT SCORING MATRIX - To Be Completed by Submitting Agency

DRAFT BPAC 11/18/25

Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested Funding		
						Phase	Amount	Fund Type
Criteria & Points	1	2	3	5	Score	Weighting	Adjusted Score	
Safety	addresses safety concern raised by the public		addresses concern based on safety data, less than a severe crash, no analysis of safety measures	addresses safety concern involving severe crashes supported by data & a safety audit or uses safety countermeasures in the SAP		35		
Cost/Benefit*	Costs >\$1 m,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre 0.51-3.0	Costs >\$750k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre3.01-5.0	Costs\$500k to \$750k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre5.01-10.0	Costs <\$500k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre >10.0		25		
Connectivity	completes a segment and adds to overall trail alignment but does not close any gaps or provide linkages to new areas		adds to overall trail alignment and provides connection to existing trails	adds to overall trail alignment, provides connection to existing trails and completes a gap to connect new population		20		
Feasibility	faces major technical challenges, unrealistic or unverified budget ($\pm 50\%$ of similar projects), lacks defined timeline, or uncertain, unlikely permitting & approval		some technical or logistical constraints (utilities, ROW), budget estimate within $\pm 25\%$ similar projects	minimal physical or regulatory obstacles, well-documented budget within $\pm 15\%$ similar projects, clear timeline for completion with in 1-3 years, high confidence in timely permitting & agency approvals		10		
Economic Development	addresses a local need but with minimal impact on tourism or overall appearance of the area		improvement is in a CRA, Trail Town, or identified in local tourism plan	improvement is on key infrastructure in high traffic tourism aarea, enhances visual appeal & visitor experience. Beautification efforts ie shade along SUP initiated & funded by local government		5		
Project Phase	Request is for preliminary design or feasibility study		<i>project moving to next phase, short of construction</i>	ready for construction		5		

*See Figure 21: Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019.

Source: 2050 Long Range Transportation Plan (LRTP), in Local Projects Evaluation Criteria.

EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8B

Update on outreach for the Collier County Bicycle and Pedestrian Safety Ordinance and a current Florida House of Representatives Bill for bicycle and pedestrian legislation

OBJECTIVE: For the Committee to be informed of current e-bike safety laws in Collier County and a bill in the Florida House of Representatives for electric bicycles, scooters, and motorcycles.

CONSIDERATIONS: Following the adoption of the Collier County Pedestrian Safety Ordinance 2025-22 (**Attachment 1**) this April, the Collier County Sheriff created a booklet on e-bike safety in accordance with this and FL Statute as shown in **Attachment 2**. Currently it shows that Class 3 e-bikes do not require a license to operate. A new bill in the FL House of Representatives proposes to change this to a requirement along with other changes below as shown in **Attachment 3**.

- Specifies the licensing requirements for operating a class 3 electric bicycle
- Classifies electric motorcycle as a motorcycle
- Defines electric motorcycle
- Crash reports include the vehicles involved in the description, and whether the crash involved a motorized scooter, an electric bicycle, or an electric motorcycle
- State to maintain statistics on crashes of motorized scooters, electric bicycles, and electric motorcycles
- Provides penalties for the illegal modification or operation of electric bicycles or electric motorcycles

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. Collier County Pedestrian Safety Ordinance 2025-22
2. Collier County Sheriff's E-Bike Safety informational booklet
3. House Bill 243: electric bicycles, scooters, and motorcycles

ORDINANCE NO. 2025 -22

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, AMENDING ORDINANCE NO. 2022-02, THE “COLLIER COUNTY PEDESTRIAN SAFETY ORDINANCE”, BY AMENDING SECTION THREE, DEFINITIONS; AMENDING SECTION FOUR, JURISDICTION; PROVIDING FOR A NEW SECTION ESTABLISHING REQUIREMENTS FOR THE OPERATION OF BICYCLES ON SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS WITHIN THE UNINCORPORATED PORTIONS OF COLLIER COUNTY, FLORIDA; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE OF LAWS AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a recent compilation of motor vehicle crash data for 2020 published by the National Highway Traffic Safety Administration in October 2022 stated that Florida ranked fourth in the percentage of pedestrian fatalities in 2020; and

WHEREAS, Collier County has a significant government interest in pedestrian and bicyclist safety and this ordinance regulates conduct for the purpose of promoting pedestrian and bicyclist safety; and

WHEREAS, according to the Florida Department of Highway Safety and Motor Vehicles Crash Dashboard website at <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>, in 2022, there were 172 bicycle crashes in Collier County, resulting in 4 fatalities, and 164 injuries suffered, as well as, 190 pedestrian crashes resulting in 5 fatalities, and 122 injuries suffered (this data covers crashes occurring between January 1, 2022 and December 29, 2022); and

WHEREAS, the Florida Statutes expressly authorize local authorities such as Collier County to regulate the operation of bicycles and electric bicycles within their jurisdiction and within the reasonable exercise of their police power under the State Uniform Traffic Control Statute at §§ 316.008(h) and 316.2068(5); and

WHEREAS, the Board of County Commissioners finds that requiring the progression of bicycles on sidewalks and upon public rights of way to travel in the same direction as the flow of traffic will promote safer pedestrian travel and reduce the potential for crash events between vehicles and both pedestrian and bicycle travelers; and

WHEREAS, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in Collier County, which presents enhanced opportunities for crashes and injuries with other pedestrian travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

WHEREAS, the Board of County Commissioners finds that this Amendment to Ordinance No. 2022-02 is narrowly tailored to impose specific regulations to protect the public health, safety, and welfare by reducing the likelihood of serious bodily injury or death that results from conflicts between vehicular traffic, bicyclists, and pedestrians progressing on the sidewalks, crosswalks, and intersections in the unincorporated area of Collier County; and

WHEREAS, the Board of County Commissioners seeks to prevent further pedestrian fatalities or injuries within the County.

NOW, THEREFORE, BE IT DULY ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, that:

SECTION ONE: Section Three: Definitions of Ordinance No. 2022-02, codified as Section 110-162 of the Code of Laws and Ordinances, is amended as follows:

SECTION THREE: DEFINITIONS.

For the purpose of this division, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

Bicycle means every vehicle propelled solely by human power, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels, as defined in § 316.003(4), Florida Statutes, including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include motorized scooters, micromobility devices, or such similar devices as defined in § 316.003(41).

Bicycle lane means any portion of a roadway or highway which is designated by pavement markings and signs for preferential or exclusive use by bicycles. See also Travel Lane below.

Bicycle path means any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the right-of-way or within an independent right-of-way.

Crosswalk means: (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Electric bicycle means a bicycle or tricycle equipped with a fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

(a) “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(b) “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(c) “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Intersection means: (a) the area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict, and (b) where a highway includes two roadways 30 feet or more apart, every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, every crossing of two roadways of such highways shall be regarded as a separate intersection.

Median means the portion of the roadway separating the opposing traffic flows. Medians can be depressed, raised, or flush.

Moped means any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels, with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters. The term does not include an electric bicycle.

Motorized scooter means 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. The term does not include an electric bicycle.

Motor vehicles means any vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails, but not including any bicycle or moped as defined in this section.

Pedestrian means any person afoot.

Person means any natural person, firm, co-partnership, association, or corporation.

Sidewalk is the portion of the street right-of-way intended for the use of pedestrians that is between the curb and the adjacent property line. If there is no curb or right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the roadway and the adjacent property line. If there is no curb but there is a right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the right-of-way parking area and the adjacent property line.

Traffic separator means a barrier, such as a concrete wall, raised median, guardrail, fence, or landscaped or gravel area, whether or not raised, that is less than 6 feet in width placed between lanes of a roadway to divide traffic moving in opposite directions.

Travel lane means the portion of the roadway dedicated to the movement of motor vehicles traveling from one destination to another where a motor vehicle may not remain stationary indefinitely without eventually obstructing the free flow of motor vehicle traffic, and not including; shoulders, bicycle lanes, or on the street parking. Travel lanes do not include sidewalks, bike paths, private property, or streets closed to vehicular traffic. The term shall include ~~bike~~-bicycle lanes which are delineated but a contiguous part of the street or highway pavement.

SECTION TWO: Section Four of Ordinance No. 2022-02, codified as Section 110-163 of the Code of Laws and Ordinances of Collier County, Florida, is amended as follows:

SECTION FOUR: JURISDICTION

The provisions of this section shall be in effect upon all streets and highways and sidewalks owned and maintained by the county within the unincorporated area of the county over which Collier County has traffic control jurisdiction. This Ordinance does not apply to motorized wheelchairs having three or more wheels.

SECTION THREE: Ordinance No. 2022-02 is amended to include the following new section:

OPERATION OF BICYCLES ON PUBLIC SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS.

1. Authorization: Bicycle riding is allowed upon the public sidewalks within the unincorporated area of Collier County over which the County has traffic control jurisdiction.

2. Power Assisted Bicycle Restrictions:

- a. Any person over the age of 16 years old operating a Class 3 electric bicycle must operate that electric bicycle in the bicycle lane when available. Use of the sidewalks in such cases are prohibited and is a violation of this Ordinance.
- b. If an adult is operating an electric bicycle while accompanying children under the age of 16 who are riding on a sidewalk, the adult shall lawfully be allowed to operate the electric bicycle on the sidewalk with those children, so as not to separate the children from the adult's supervision.
- c. Any person under the age of 16 years old is prohibited from riding a Class 3 electric bicycle.
- d. Any person using, operating, or driving an electric bicycle on either a sidewalk or in a bicycle lane must, upon approaching any school bus which displays a stop signal, bring such electric bicycle to a full stop while the bus is stopped, and the vehicle shall not pass the school bus until the signal has been withdrawn. Any person using, operating, or driving an electric bicycle that passes a school bus on the side that children enter and exit when the school bus displays a stop signal is a violation of this Ordinance. The driver of an electric bicycle upon a divided Roadway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when traveling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.
- e. An open intersection is one without traffic control signs or signals. Any person operating an electric bicycle or bicycle, traveling in the opposite direction of traffic, must come to a complete stop before crossing the open intersection, and must yield the right-of-way if a vehicle is already in the intersection.
- f. At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the bicyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
- g. With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of sound device before the act of passing them.
- h. The operation of an electric bicycle that produces more than 750 watts of power is prohibited on the sidewalks, bicycle paths, and shared roadways/pathways in Collier County, Florida.
- i. The operation of all devices allowed under this ordinance on any sidewalk shall not exceed 15 miles per hour.

SECTION FOUR: CONFLICT AND SEVERABILITY

In the event this Ordinance conflicts with any other Ordinance of Collier County or other applicable law, the more restrictive shall apply. If any phrase or portion of the Ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion.

SECTION FIVE: INCLUSION IN THE CODE OF LAWS AND ORDINANCES

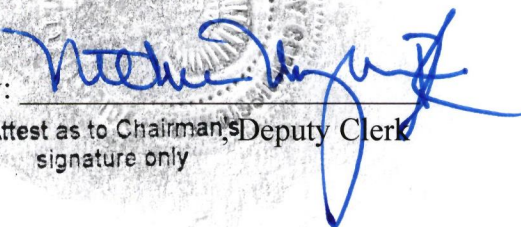
The provisions of this Ordinance shall become and be made a part of the Code of Laws and Ordinances of Collier County, Florida. The sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "ordinance" may be changed to "section," "article," or any other appropriate word.

SECTION SIX: EFFECTIVE DATE

This Ordinance shall become effective upon filing with the Department of State.

PASSED AND DULY ADOPTED by the Board of County Commissioners of Collier County, Florida, this 22nd day of April, 2025.

ATTEST:
CRYSTAL K. KINZEL
Clerk of Courts & Comptroller

By: 
Attest as to Chairman's Deputy Clerk
signature only

BOARD OF COUNTY COMMISSIONERS
COLLIER COUNTY, FLORIDA

By: 
Burt L. Saunders, Chairman

Approved as to form and legality:


Scott R. Teach
Deputy County Attorney

This ordinance filed with the
Secretary of State's Office the
25th day of April, 2025
and acknowledgement of that
filing received this 25th day
of April, 2025
By: 
Deputy Clerk



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

April 25, 2025

Crystal K. Kinzel
Clerk of Court
Collier County
3329 Tamiami Trail E, Suite #401
Naples, FL 34112

Dear Crystal Kinzel,

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Collier County Ordinance No. 2025-22, which was filed in this office on April 25, 2025.

Sincerely,

Alexandra Leijon
Administrative Code and Register Director

AL/dp

E-BIKE SAFETY

8B Attachment 2
BPAC 11/18/25

It's crucial for parents, law enforcement, schools and the community to work together in promoting e-bike safety, ensuring that children understand safe riding practices and follow the law.

-Sheriff Kevin Rambosk-

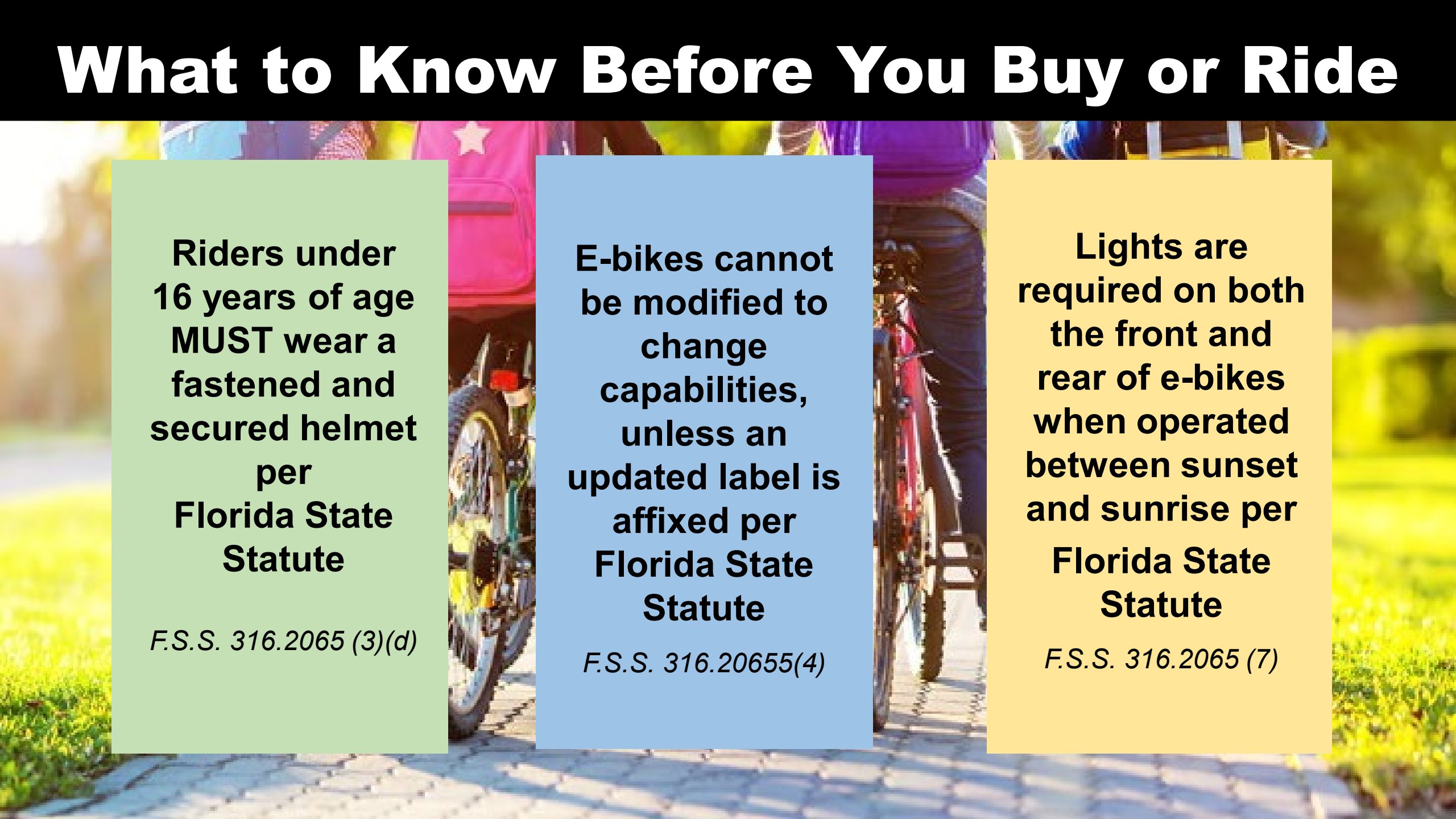


County E-bike Ordinance

- a) Anyone over 16 when operating a class 3 must do so in a bike lane if available.
- b) If an adult is operating an e-bike with a child under 16 they can do so on a sidewalk.
- c) Anyone under 16 cannot operate a class 3.
- d) Anyone riding an e-bike must stop for stopped school busses.
- e) Anyone operating an e-bike counter flow must stop at open intersections.
- f) Bicyclists must obey signals at crosswalks.
- g) Bikes and e-bikes must yield to pedestrians on shared pathways.
- h) E-bikes over 750 watts are prohibited on sidewalks, shared pathways.
- i) E-bikes shall not exceed 15mph on sidewalks.



What to Know Before You Buy or Ride



**Riders under
16 years of age
MUST wear a
fastened and
secured helmet
per
Florida State
Statute**

F.S.S. 316.2065 (3)(d)

**E-bikes cannot
be modified to
change
capabilities,
unless an
updated label is
affixed per
Florida State
Statute**

F.S.S. 316.20655(4)

**Lights are
required on both
the front and
rear of e-bikes
when operated
between sunset
and sunrise per
Florida State
Statute**

F.S.S. 316.2065 (7)

What to Know Before You Buy or Ride



**If you are riding in the roadway, you
MUST obey all traffic laws**

**If you are riding below the posted
speed limit, you are required to ride
in the bicycle lane or as close
as practical to the right side curb per
F.S.S. 316.208 (2)(a)**

**Persons riding bicycles upon a roadway
or in a bicycle lane may not ride more
than two abreast except on a bicycle
path. F.S.S. 316.2065(6)(a)**

Segway/Hoverboard

- Designed for one person, Self-balancing, non-tandem wheels
- Max speed: 19 mph
- License requirement: None
- Helmet requirement: Required for riders under 16
- Areas of operation: Trails, multi-use paths, and sidewalks; may only operate on roads with a speed limit of 25 mph or less
- Enforcement action: Pedestrian/bicycle laws



Motorized Scooter

- **Designed for one person. With or without a seat or saddle; no more than three wheels**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation : Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**



Class 1 E-bike

- **Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec)**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement Action: Pedestrian/bicycle laws**



Class 2 E-bike



- **Bike with electric motor that can be engaged at any time, with or without the rider pedaling.**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**

Class 3 E-Bike

- **Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec)**
- **Max speed: 28 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**



Moped



- A moped has pedals or is a bicycle with an aftermarket gas motor.
- Max speed: 50 CC or less - cannot go over 30 mph
- License requirement: YES “Class E license”
- Helmet requirement: Required only for passengers under 16
- Areas of operation: Roadways
- Must be registered and display a moped license plate
- Enforcement action: Motor vehicle laws
- No motorcycle endorsement required

Scooters

- Florida Statute has no definition for scooters, they fall under the definition of a motorcycle.
- License requirement: YES “Class E license”
- Helmet requirement: Required for riders under 16
- Areas of operation: Roadways
- Must be registered, titled and display a license plate
- Enforcement action: Motor vehicle laws
- Motorcycle endorsement required if over 50 CC
- No Endorsement required if less than 50 CC



Electric Motorcycle “E-moto”



- E-motos are electric motorcycles
- They are NOT street legal
- They are significantly more powerful than e-bikes
- Some models can reach upwards of 70 mph
- No VIN so no registration is possible
- May only be operated on private property
- Enforcement action: Motor vehicle laws



Parents, we need YOUR help!

- If you or your child own an e-bike, educate yourself and your children on e-bike laws
- Talk to your children about e-bike safety, stressing importance of things such as the wearing of a helmet and attending bike safety classes
- Monitor your children's e-bike usage through apps like Life 360
- If you see unsafe behavior, report a detailed description and direction of travel of the e-bike to the Collier County Sheriff Office by calling (239) 252-9300

Parents, we need YOUR help!

- **E-bikes are considered bicycles by Florida State Statute (F.S.S.) and they must follow all applicable laws**
- **A juvenile who receives a citation before obtaining a driver's license may experience a delay in getting one upon reaching the eligible age**
- **Every e-bike traffic stop will be enforced with a traffic warning or citation**



8B Attachment 3
BPAC 11/18/25

HB 243

2026

1 A bill to be entitled

2 An act relating to electric bicycles, scooters, and

3 motorcycles; amending s. 316.003, F.S.; defining the

4 term "electric motorcycle"; revising the definition of

5 the term "motorcycle"; amending ss. 316.066 and

6 316.068, F.S.; requiring certain crash reports to

7 include specified information; amending s. 316.069,

8 F.S.; requiring the state to maintain certain

9 statistics; amending s. 316.20655, F.S.; providing

10 penalties for knowingly modifying an electric bicycle;

11 prohibiting a person from operating a class 3 electric

12 bicycle without a certain license; providing

13 requirements for such operation; providing penalties;

14 amending s. 316.2085, F.S.; prohibiting certain

15 persons from operating certain motorcycles; amending

16 ss. 320.01 and 322.01, F.S.; revising the definition

17 of the term "motorcycle"; amending s. 322.1615, F.S.;

18 revising requirements for a certain learner's driver

19 license education course; amending s. 322.12, F.S.;

20 requiring a minimum number of questions in the test

21 bank for a Class E driver license to cover safe

22 electric bicycle and motorized scooter operation;

23 amending ss. 316.306 and 655.960, F.S.; correcting

24 cross-references; providing an effective date.

25

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (24) through (112) of section 316.003, Florida Statutes, are renumbered as subsections (25) through (113), respectively, present subsections (47) and (65) are amended, and a new subsection (24) is added to that section, to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(24) ELECTRIC MOTORCYCLE.—Any motorcycle powered by an electric motor of 750 watts or more that is capable of a speed greater than 28 miles per hour.

(48)~~(47)~~ MOTORCYCLE.—Any motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. The term includes an electric motorcycle and an autocycle, but does not include a tractor, a moped, an electric bicycle, or any vehicle in which the operator is enclosed by a cabin unless it meets the requirements set forth by the National Highway Traffic Safety Administration for a motorcycle.

(66)~~(65)~~ PRIVATE ROAD OR DRIVEWAY.—Except as otherwise provided in paragraph (91) (b) ~~(90) (b)~~, any privately owned way or place used for vehicular travel by the owner and those having

express or implied permission from the owner, but not by other persons.

Section 2. Paragraphs (b) and (c) of subsection (1) of section 316.066, Florida Statutes, are amended to read:

316.066 Written reports of crashes.—

(1)

(b) The Florida Traffic Crash Report, Long Form must include:

1. The date, time, and location of the crash.

2. A description of the vehicles involved, including whether the crash involved a motorized scooter, an electric bicycle, or an electric motorcycle.

3. The names and addresses of the parties involved, including all drivers and passengers, and the identification of the vehicle in which each was a driver or a passenger.

4. The names and addresses of witnesses.

5. The name, badge number, and law enforcement agency of the officer investigating the crash.

6. The names of the insurance companies for the respective parties involved in the crash.

(c) In any crash for which a Florida Traffic Crash Report, Long Form is not required by this section and which occurs on the public roadways of this state, the law enforcement officer shall complete a short-form crash report or provide a driver exchange-of-information form, to be completed by all drivers and

passengers involved in the crash, which requires the identification of each vehicle that the drivers and passengers were in. The short-form report must include:

1. The date, time, and location of the crash.
2. A description of the vehicles involved, including whether the crash involved a motorized scooter, an electric bicycle, or an electric motorcycle.
3. The names and addresses of the parties involved, including all drivers and passengers, and the identification of the vehicle in which each was a driver or a passenger.
4. The names and addresses of witnesses.
5. The name, badge number, and law enforcement agency of the officer investigating the crash.
6. The names of the insurance companies for the respective parties involved in the crash.

Section 3. Paragraph (b) of subsection (2) of section 316.068, Florida Statutes, is amended to read:

316.068 Crash report forms.—

(2) Every crash report required to be made in writing must be made on the appropriate form approved by the department and must contain all the information required therein, including:

- (b) A description of the vehicles involved, including whether the crash involved a motorized scooter, an electric bicycle, or an electric motorcycle;

unless not available. A member of a railroad train crew or a passenger on a railroad train is not a passenger for purposes of this section. In the event of a crash involving a railroad train, a member of the railroad train crew must furnish the information in paragraphs (a), (b), (c), and (e) and, upon request of the law enforcement officer having jurisdiction to investigate the crash, the railroad train engineer's or conductor's federal certification pursuant to 49 C.F.R. part 240 or part 242. The absence of information in such written crash reports regarding the existence of passengers in the motor vehicles involved in the crash constitutes a rebuttable presumption that no such passengers were involved in the reported crash. Notwithstanding any other provisions of this section, a crash report produced electronically by a law enforcement officer must, at a minimum, contain the same information as is called for on those forms approved by the department.

Section 4. Section 316.069, Florida Statutes, is amended to read:

316.069 State to tabulate and analyze crash reports.—The state shall tabulate and may analyze all crash reports and shall publish, annually, or at more frequent intervals, statistical information based thereon as to the number and circumstances of traffic crashes. The state shall maintain separate statistics on the number and location of crashes involving tandem trailer

trucks, motorized scooters, electric bicycles, and electric motorcycles.

Section 5. Subsections (3) and (4) of section 316.20655, Florida Statutes, are amended, and subsections (10) and (11) are added to that section, to read:

316.20655 Electric bicycle regulations.—

(3) ~~Beginning January 1, 2021,~~ Manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed in a prominent location to each electric bicycle. The label must contain the classification number, top assisted speed, and motor wattage of the electric bicycle.

(4) A person may not tamper with or modify an electric bicycle ~~so as~~ to change the motor-powered speed capability or engagement of an electric bicycle. Any person who knowingly modifies an electric bicycle as provided in this subsection commits a noncriminal traffic infraction, punishable by a fine of \$100. Any person who commits a second or subsequent violation of this subsection within 3 years after a previous violation commits a noncriminal traffic infraction, punishable by a fine of \$250, ~~unless the label indicating the classification number required in subsection (3) is replaced after such modification.~~

(10) (a) A person may not operate or rent a class 3 electric bicycle unless he or she possesses a valid learner's driver license or driver license. An operator of a class 3 electric bicycle must have his or her learner's driver license

151 or driver license on his or her immediate possession at all
152 times when operating a class 3 electric bicycle and must present
153 or submit the same upon demand of a law enforcement officer or
154 an authorized representative of the department.

155 (b) A person who fails to comply with paragraph (a) must
156 first receive a verbal warning. Following the verbal warning, a
157 person who fails to comply with paragraph (a) commits a
158 noncriminal traffic infraction, punishable as a nonmoving
159 violation as provided in chapter 318.

160 (11) A person operating an electric bicycle on a shared
161 pathway that is not located adjacent to a roadway, including a
162 shared pathway located in a park or recreational area, must
163 yield to pedestrians and must give an audible signal before
164 overtaking and passing a pedestrian.

165 **Section 6. Paragraph (a) of subsection (6) of section**
166 **316.2085, Florida Statutes, is amended to read:**

167 316.2085 Riding on motorcycles or mopeds.—

168 (6) A person under 16 years of age may not:

169 (a) Operate a motorcycle that has a motor with more than
170 150 cubic centimeters displacement or an electric motor of 750
171 watts or more.

172 **Section 7. Subsection (26) of section 320.01, Florida**
173 **Statutes, is amended to read:**

174 320.01 Definitions, general.—As used in the Florida
175 Statutes, except as otherwise provided, the term:

176 (26) "Motorcycle" means any motor vehicle having a seat or
177 saddle for the use of the rider and designed to travel on not
178 more than three wheels in contact with the ground. The term
179 includes an electric motorcycle and an autocycle, as those terms
180 are defined in s. 316.003, but excludes a tractor, a moped, or
181 any vehicle in which the operator is enclosed by a cabin unless
182 it meets the requirements set forth by the National Highway
183 Traffic Safety Administration for a motorcycle.

184 **Section 8. Subsection (28) of section 322.01, Florida**
185 **Statutes, is amended to read:**

186 322.01 Definitions.—As used in this chapter:

187 (28) "Motorcycle" means a motor vehicle powered by a motor
188 with a displacement of more than 50 cubic centimeters, having a
189 seat or saddle for the use of the rider, and designed to travel
190 on not more than three wheels in contact with the ground, but
191 excluding a tractor, tri-vehicle, or moped. The term includes an
192 electric motorcycle as defined in s. 316.003.

193 **Section 9. Paragraph (c) of subsection (1) of section**
194 **322.1615, Florida Statutes, is amended to read:**

195 322.1615 Learner's driver license.—

196 (1) The department may issue a learner's driver license to
197 a person who is at least 15 years of age and who:

198 (c) Has satisfactorily completed a driver education course
199 approved by the department which meets or exceeds the Department
200 of Education Driver Education/Traffic Safety-Classroom 1900300

course version description and which includes content on sharing the road with bicycles, including electric bicycles, motorized scooters, and other vulnerable road users; and

Section 10. Paragraph (c) of subsection (3) of section 322.12, Florida Statutes, is amended to read:

322.12 Examination of applicants.—

(3) For an applicant for a Class E driver license, such examination shall include all of the following:

(c) A test of the applicant's ability to read and understand highway signs regulating, warning, and directing traffic; his or her knowledge of the traffic laws of this state, including laws regulating driving under the influence of alcohol or controlled substances, driving with an unlawful blood-alcohol level, and driving while intoxicated; and his or her knowledge of the effects of alcohol and controlled substances upon persons and the dangers of driving a motor vehicle while under the influence of alcohol or controlled substances. At least 25 questions within the bank of test questions must address bicycle and pedestrian safety. At least five of the 25 questions addressing bicycle and pedestrian safety must specifically cover safe electric bicycle and motorized scooter operation for all road users.

Section 11. Paragraph (a) of subsection (3) of section 316.306, Florida Statutes, is amended to read:

316.306 School and work zones; prohibition on the use of a

wireless communications device in a handheld manner.—

(3)(a)1. A person may not operate a motor vehicle while using a wireless communications device in a handheld manner in a designated school crossing, school zone, or work zone area as defined in s. 316.003 ~~s. 316.003(112)~~. This subparagraph applies ~~shall only be applicable~~ to work zone areas if construction personnel are present or are operating equipment on the road or immediately adjacent to the work zone area. For the purposes of this paragraph, a motor vehicle that is stationary is not being operated and is not subject to the prohibition in this paragraph.

2. ~~Effective January 1, 2020,~~ A law enforcement officer may stop motor vehicles and issue citations to persons who are driving while using a wireless communications device in a handheld manner in violation of subparagraph 1.

Section 12. Subsection (1) of section 655.960, Florida Statutes, is amended to read:

655.960 Definitions; ss. 655.960-655.965.—As used in this section and ss. 655.961-655.965, unless the context otherwise requires:

(1) "Access area" means any paved walkway or sidewalk which is within 50 feet of any automated teller machine. The term does not include any street or highway open to the use of the public, as defined in s. 316.003(91)(a) or (b) ~~s. 316.003(90)(a) or (b)~~, including any adjacent sidewalk, as

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2026

251 | defined in s. 316.003.

252 | **Section 13.** This act shall take effect July 1, 2027.

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10A

Final, approved Safety Action Plan

OBJECTIVE: For the Committee to be apprised of the approval of the Safety Action Plan.

CONSIDERATIONS: The Safety Action Plan was approved at the October 10th MPO Board meeting. It is available in its original or printer-friendly formats at the safety plan webpage on the MPO website, <https://colliermopo.org/other-programs-documents/traffic-safety/>

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:
None.