

Vision Zero Safety Speaker Series: eMicromobility

October 14, 2025 | Q & A Part II

(Note: The following questions were posed during the webinar however, we were unable to respond before the webinar's end.)

Q *Are local governments considering ordinances mandating safety training for students and their parents, before a child is authorized to use these vehicles to get to school? Are they looking at registering these vehicles for accountability?*

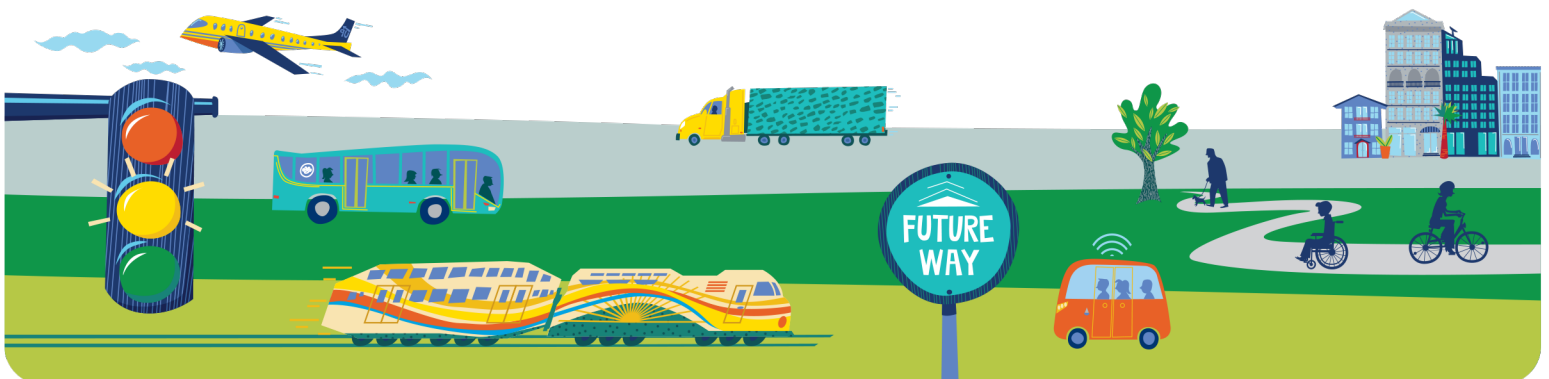
A MetroPlan will be piloting an online e-bike course in local middle and high schools, and such a course could be used by schools as a requirement for parking e-bikes at their campuses. Registering a vehicle is for tracking ownership of the vehicle, which is why it's typically done for higher-value motor vehicles rather than bicycles. Licensing is the mechanism by which vehicle drivers are held to account. We would need to set a lower age limit for e-bike (or e-scooter) use and licensing in order for such a program to be feasible, and it would need to be statewide, just as regular motor vehicle licensing is.

Q *It just so happens that I sent emails to the OC BCC, Seminole BCC, OCPS, Metroplan, and UCF today about this subject, as I see us way behind the curve on this. I am not one that likes rules and regulations or maximum enforcement but, in this case, I think it is imperative to enforce e-bike laws. We have the laws, is law enforcement stepping up to better enforce some of the laws?*

A While comprehensive crash data specific to e-bikes and e-scooters is still limited, preliminary observations suggest that many incidents appear to stem from the same types of factors seen in traditional bicycle crashes — such as right-of-way violations and errors in judgment — rather than from violations of e-bike or e-scooter-specific laws. The higher speeds of these devices may, however, increase the severity of outcomes when crashes occur.

Q *Are there education plans in place for Orange County?*

A See answer to first question.



Q *How can pavement markings play a role in e-Bike safety and enforcement? Most FL agencies are limited to MUTCD markings, especially with the state removing non MUTCD markings. How can we get ahead of this and use innovation to assist, especially on sidewalks or bike lanes approaching intersections?*

A While Florida agencies must adhere to MUTCD standards, there is still room for innovation within those guidelines. Consistent, well-designed markings can help clarify expected behavior, guide positioning, and reinforce priority.

Some potential strategies include:

- **Enhanced visibility at conflict zones:** Use high-visibility green pavement for the right context, as detailed in the latest version of the MUTCD, to highlight bicycle paths through intersections or driveway.
- **Transition markings:** Apply dashed lines markings to indicate where e-bike lanes or shared-use paths cross driveways or merge areas, helping both riders and drivers anticipate interactions.
- **Intersection approach guidance:** Directional arrows, yield triangles, and “stop bar” markings set back from crossings to provide clearer cues for riders and drivers.

That said, pavement markings are very limited in what they can do to prevent crashes. About two-thirds of bicycle crashes involved riders on sidewalks and paths at driveways and crosswalks.

Q *Can you provide specific examples of how e-bikes (or other e-devices) have influenced design in Central Florida?*

A In Central Florida, the rapid rise of e-bikes and other e-devices has already begun to influence roadway and streetscape design. Cities like Orlando and Winter Park are adapting their infrastructure to accommodate these users through expanded bike lanes, micromobility parking hubs, and improved detection systems at intersections. Orlando’s Electric Mobility Roadmap and its Micromobility Parking Study, for example, have prompted changes in curb management, intersection design, and signage to better integrate e-devices into existing transportation networks. Orange County’s micromobility program along International Drive has also led to new pavement treatments, wayfinding, and designated parking areas to improve safety.



Q What is your opinion on restriction of e-scooters on sidewalks?

A It is the same for e-bikes or even for regular bicycles on sidewalks. There is no “safe space;” there are safer strategies and less safe strategies, and understanding risk means understanding the factors that increase or decrease your risk. Safety depends on speed, user behavior, and the surrounding conditions – for example, traveling 15 mph on a sidewalk (or side path) with frequent intersections and commercial driveways poses much higher risk compared to going 5 mph in the same circumstance, regardless of the type of device.

Q Instead of restricting class of e-bikes (particularly Class 3, no throttle 0-28mph), why don't we have enforcement of speed limits, not bike types? Analogy, a user of 600hp sports car, can still drive on my residential street. It's about the person's behavior not the bicycle, would enforcement be smarter?

A Enforcing speed limits on sidewalks would be problematic. (Speed limits already apply to bicyclists on roadways.) Would sidewalk limits apply only to e-bikes, or to all users? Local law enforcement agencies are already quite limited in how much time they can invest in enforcing speed limits for motor vehicles on roadways.

Q So that LAST example who was at fault? Were there any citations issued?

A



July 2025
West Orange Trail Along Park Ave.
Right Hook Crash Involving E-Bike
Driveway Crossing
Daylight
Non-Incapacitating Injury

**Graphic included for context*



The report shows no citations given, but assigned fault to the bicyclist. The reason for this was that the cyclist was facing a stop sign for the path. However, that stop sign is not compliant with the MUTCD, because (unless there is a traffic signal present) driveway traffic always yields to public right-of-way traffic (such as the path). If the same cyclist had been using a travel lane, a bike lane, or a regular sidewalk, no stop sign would have applied to them at that location.

For more information

Project Manager: Lara Bouck, PE, AICP

Email: LaraBouck@MetroPlanOrlando.gov | Website: MetroPlanOrlando.gov

Stay connected via social media and join our email list to be notified about upcoming events and updates related to Vision Zero.

