

Vision Zero Safety Speaker Series: eMicromobility

October 14, 2025 | Q & A Part I

(Note: The following questions were answered live and summarized with the assistance of ChatGPT V2)

Q *You mentioned a voucher program. Where does the money come from for vouchers to help fund an individual's purchase of a consumer product?*

A E-bike voucher programs provide a financial discount or rebate to help residents purchase electric bicycles. Voucher programs are generally funded through parking revenue, City general funds, and/or state and local grant funding programs. City of Tampa specifically uses parking revenue funds and funds allocated in the city budget.

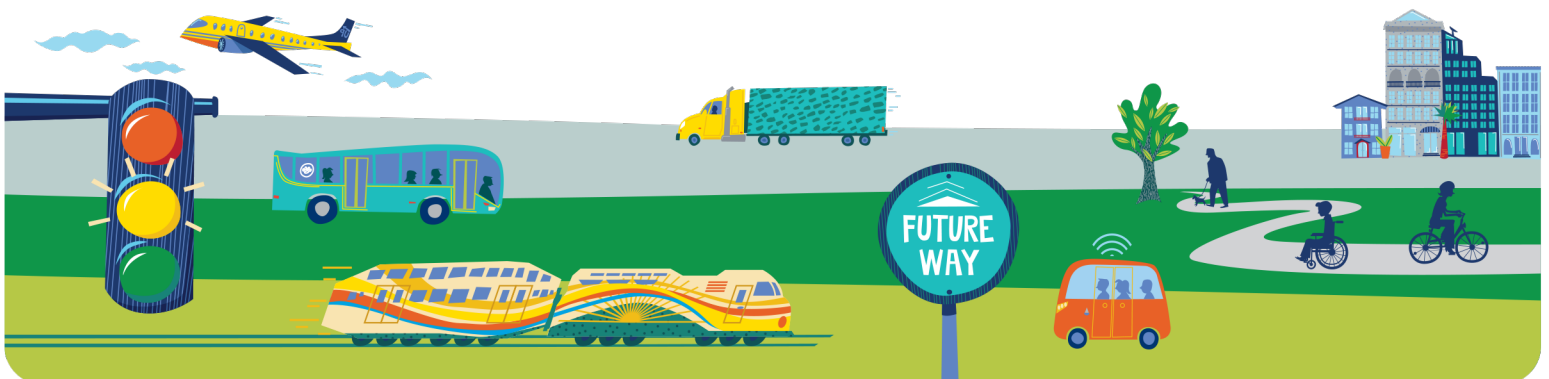
Q *Any jurisdiction that has implemented speed limits for sidewalks?*

A Florida is considered a “local regulation” state regarding bicycle laws, unlike states such as California that maintain uniform statewide rules. This means local governments in Florida have significant flexibility in setting their own ordinances. Cyclists should always check the municipal or county codes—either online or by contacting local authorities—before riding in a new area, as regulations can vary, particularly for off-road cycling.

The League of American Bicyclists reports that four states limit the speed of bicyclists on sidewalks but does not name them. Our research found that Hawaii limits them to 10 mph. Some states, including Florida, allow local governments to set their own ordinances regarding bicycling, as long as they don't contradict state law.

Q *Does the white paper discuss the benefits of e-devices for the elderly who benefit from the motor assist? Also does the white paper address educating motorists on how to change behaviors, share the road, and better understand e-vehicles?*

A The white paper discusses the benefits of e-devices for older adults, recognizing them as a valuable way to help people continue cycling as they age. The narrative focuses primarily on targeted audiences for education, particularly vulnerable road users such as youth, rather than motorists. While driver education has value, it has shown limited



effectiveness, so resources may be better directed toward programs for cyclists and young riders.

The CyclingSavvy courses emphasize that cyclists' positioning and behavior—such as controlling the lane—can influence driver behavior and reduce common crash types like right hooks and left crosses. Ultimately, empowering cyclists to choose safe riding behaviors can encourage safer interactions between all road users.

While motorized bikes do benefit older cyclists from a speed and comfort standpoint, the Netherlands reports that older cyclists are over-represented for serious e-bike injuries compared to younger cyclists.

Q *What is Orange County's e-bike policy for their parks?*

A They are currently in the process of adopting an ordinance for specific restrictions on their trail network.

Q *Can you describe how to address motorized vehicles (electric scooters, e-bikes, etc.) from a county or city perspective on multipurpose trails that normally restrict motorized vehicle use. And more specifically the higher speed of these vehicles.*

A Regulating e-bike use on trails can be challenging and largely depends on enforcement. Some counties, such as Hillsborough, have established trail speed limits, but ensuring compliance remains difficult. In some cases, further research is needed to determine effective strategies.

Other states provide useful examples: California's state park system—one of the largest in the country—either prohibits e-bikes entirely or limits access to Class 1 pedal-assist bikes. Similarly, Moab, Utah, has opened many of its trails to Class 1 e-bikes only, which is a reasonable and balanced approach.

Overall, maintaining access depends on users practicing safe, legal, and responsible behavior. Misconceptions persist, particularly when unregulated electric motorcycles are mistaken for e-bikes. However, enforcement trends in several states suggest growing attention to these distinctions, with some jurisdictions even holding parents accountable for minors' violations.



Q *You mentioned pavement markings related to infrastructure recommendations. Seminole County did a great good using white high visibility crossings with green backgrounds. Only to be forced by FDOT to remove these expeditiously after they had been permitted by FDOT and in place for over a year on shared use trail crossings. As a frequent trail bicycle user, I noticed a significant difference in driver awareness at these green/white crossings. How can we get FDOT to reconsider this policy that doesn't allow green backgrounds on white cross walks?*

A Many people are actively working on this issue by submitting letters and providing evidence-based support. The more we collectively engage elected officials and FDOT with data and research, the greater the likelihood of meaningful change over time.

The prohibition for using green pavement markings for crosswalks comes from the national Manual on Uniform Traffic Control Devices (MUTCD). While the 10th Edition of the MUTCD made no mention of green markings within crosswalks, 11th MUTCD edition states that green colored pavement markings can only be used in specific context, such as designated bicycle paths – it cannot be used in standard crosswalks or shared-used lanes. The white with green crosswalks were installed before the adoption of the 11th Edition. FDOT's policy against use of green in crosswalk is based on their regular adoption of the MUTCD as governing law for the State of Florida; it is not a stand-alone policy.

Q *Did Seminole County and/or St. Pete note any local pushback from adopting these design standards (bulb outs / curb extensions as an example).*

A Seminole County noted that they collaborated closely with advocates early on in the design process, including identifying the specific sites that should be redesigned. St. Pete did not mention anything about push back

Q *Of the injuries and fatalities that occur at intersections, what role do automobiles turning right on red have in this statistic? What role do vehicles running through the stop line to turn right at the intersection have on e-micromobility injuries and fatalities? example Who was at fault? Were there any citations issued?*

A We don't yet have all the answers regarding e-micromobility crashes, but MetroPlan Orlando is hiring an intern to review crash reports and identify incidents involving e-mobility devices. Historically, crash forms did not capture this information, but a new module in Signal 4 now allows for tracking these crashes. Over time, this work will provide much more comprehensive data.

Cyclist behavior and roadway positioning can significantly reduce risks at intersections. For example, lining up properly in traffic queues can prevent right-hook collisions,



especially with large vehicles that swing wide. Similarly, the “no-go zone” near trucks is extremely dangerous and should always be avoided.

Dooring incidents are also fully preventable through vigilance and proper positioning. Overall, education and strategic positioning remain key to reducing crash risks for all cyclists.

While specific data is not yet available for e-bikes and scooters, we have extensive, detailed data on bicyclist crashes. Crashes involving sidewalk and path cyclists and motorists turning right on red account for nearly 10% of overall crashes, and less than 7% of serious injuries and fatal crashes. Most of these crashes involve cyclists riding facing traffic on the sidewalk or path, which presents about 5 times greater crash risk than going with the flow on the right side. Other facing traffic crashes involving sidewalk and path riders that involve motorists exiting driveways and unsignalized cross streets account for 42% of overall crashes and 30% of fatal and serious crashes. In total, cyclists riding facing traffic account for 79% of all reported bicycle crashes, and 73% of fatal and serious injury crashes. So, helping cyclists understand the risk of riding facing traffic – even on sidewalks and paths – is critical.

Q Does the white paper offer guidance on shopping for e-bikes/scooters and tips on purchasing safe vehicles and maintaining them?

A *The white paper does not address this, but regarding guidance on e-bike shopping: avoid illegal models and purchase only from authorized dealers offering UL-certified e-bikes. We recommend taking one of the Cycling Savvy e-bike courses—adult or teen—which cover safe and legal purchasing, basic maintenance, and other best practices. Always research and compare options before making a purchase.*

For more information

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