

From: Dan Wilhelm <dan.wilhelm@icloud.com>

Sent: Monday, January 19, 2026 6:50 AM

To: sancouncil <sancouncil@mysanibel.com>; citymanager <citymanager@mysanibel.com>

Subject: FL proposal to reclassify "Heavy" E-Bikes

I thought you might be interested in the attached Florida Bicycle Association news letter. You may already be aware. They are proposing to reclassify certain e-bikes with large motors and high speed capability as an electric motorcycle instead of bicycle.

I see some heavy e-bikes on the SUP that might fall into this class.. Of course it's hard to know if they fit this exact definition unless the bikes are clearly marked..

Dan



[Florida's E-Bike Laws May Be About to Change: What You Need to Know — Florida Bicycle Association](https://floridabicycle.org)
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Florida's E-Bike Laws May Be About to Change: What You Need to Know

Florida's electric bike landscape is at a crossroads. As e-bikes become more popular for commuting and recreation, state lawmakers are looking to update the rules of the road.

[**Florida House Bill 243**](#) (and its companion [**Senate Bill 382**](#)) has been proposed for the 2026 legislative session. If passed, this bill would fundamentally change how certain high-powered electric bikes are classified and who is allowed to ride them.

We want to know what the cycling community thinks. Read the summary below and then share your feedback using our [**Community Feedback Form**](#).

[Submit Your Feedback Here](#)

The "E-Moto" vs. The E-Bike

One of the most significant parts of HB 243 is the creation of a new statutory category: the **"Electric Motorcycle" (or e-moto)**.

Currently, many high-powered electric bikes occupy a "gray area." This bill seeks to draw a clear line. An **Electric Motorcycle** would be defined as:

- Any electric motor vehicle powered by a motor of **750 watts or more**

- Capable of exceeding **28 MPH**

The Impact: Once a vehicle is classified as an e-moto, it is no longer a "bicycle" in the eyes of the law. This means it would likely be banned from most multi-use paths and would be subject to motorcycle-style regulations. Additionally, the bill explicitly **prohibits anyone under 16** from operating an e-moto.

Licenses, Age Limits, and Class 3 E-Bikes

The bill also targets **Class 3 e-bikes** (pedal-assist only, up to 28 MPH). Under the new proposal:

- **Licensing:** You would be required to hold a valid learner's permit or driver's license to operate a Class 3 e-bike.
- **Age Limit:** Because a permit is required, this effectively creates a minimum age of 15-16 to ride these bikes.
- **Modifications:** The bill would impose fines (\$100 for a first offense) for anyone caught "knowingly modifying" an e-bike to exceed its factory speed or power specs.

Other Notable Changes

- **Crash Data:** Law enforcement would be required to specifically track whether a crash involved an e-bike, e-scooter, or e-moto to help the state understand safety trends.
- **Driver Education:** The Florida driver's license exam would add at least 5 questions specifically about the safe operation of e-bikes and e-scooters.
- **Rules of the Trail:** E-bike riders on shared paths would be required by law to yield to pedestrians and provide an audible signal before passing. Yes, this is already the law – but would explicitly state this requirement for e-bike riders.

We Want Your Feedback

As a voice for cyclists, we want to bring your concerns or support to the state legislature. Please take a moment to consider these two questions and submit your thoughts via our form:

Question 1: Is the "E-Moto" definition a good thing?

Does creating a separate category for high-powered electric bikes help keep our trails and sidewalks safe, or does it unfairly penalize people using high-speed e-bikes for long-distance commuting?

Question 2: Should these rules apply to Class 2 e-bikes?

The current bill requires a license for **Class 3** bikes (28 MPH pedal-assist). However, many "throttle-style" bikes – which seem to be particularly popular among younger riders – are **Class 2** (20 MPH with a throttle). Do you think the license and age requirements should stay limited to Class 3, or should they be expanded to include Class 2 e-bikes as well?

Submit your feedback here

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From: Sandra Greco <sanibelsandy@gmail.com>

Sent: Sunday, January 4, 2026 12:22 PM

To: Dana A. Souza <Dana.Souza@mysanibel.com>; Mike Miller

<Mike.Miller@mysanibel.com>; Holly Smith <Holly.Smith@mysanibel.com>; Richard Johnson

<richard.johnson@mysanibel.com>; John Henshaw <John.Henshaw@mysanibel.com>; Laura J.

DeBruce <laura.debruce@mysanibel.com>

Subject: Problems

To our Mayor & City Council Members:

I was relieved to see you are not voting ("at this time"), to put a stop sign at Rabbit & San-Cap Rd., which is totally unnecessary. I bike every day, and motorists already stop at the crosswalk for bikers and pedestrians, and a stop sign at that location would only add to our already egregious seasonal traffic problem. I have never seen an endangered animal at that intersection, and by the way, our wildlife crosses everywhere, almost never at the stop signs.

If you really want Sanibel to be safer, and managed primarily for its residents, (as it should be), ***get rid of the golf carts on our roads***, which are a ***serious safety problem***. Kids in the back, unprotected, slowing traffic to a crawl, people speeding up just to get around them when they can no longer stand the frustration of following one of these slow moving, and often erratic driving vehicles, etc. I can't think of any other city that allows golf carts on their major roads. Whose idea was it to put these on our main streets? A very bad idea, and I don't think it's acceptable to have a City Council member who is an owner of one of these Golf Cart businesses, and is not unbiased.

Also e-bikes are a problem, as there are increasingly more with "throttles", and many riding & renting them, who do not signal, nor drive carefully. I have witnessed multiple instances of pedestrians nearly being hit by one of these heavy "e-bikes". Now I learn the City Council is considering allowing "Class 2" e-bikes on the bike path. ***Absolutely not!*** However, many are already there, endangering us all. The idea of "rangers" on the path, is nonsensical. I ride my bike daily, and have never seen a "ranger", and the idea they could possibly patrol the bike path is ridiculous.

Please stop catering to, and trying to help and please your "Golf Cart and Bicycle Rental" business owners. The RESIDENTS of Sanibel should be your first concern, NOT the tourists, nor even the business owners.

Yours truly,

Sandra Greco
Resident of Sanibel

From: Dan Wilhelm <dan.wilhelm@icloud.com>

Sent: Monday, December 22, 2025 5:36 PM

To: citymanager <citymanager@mysanibel.com>; sancouncil <sancouncil@mysanibel.com>

Subject: E-Bike Class limitations on Sanibel

Dear City Manager and City Council

My understanding is that the City Council may be reconsidering the Class 1 Bike limitation on the SUP, potentially in February and I wanted to share my perspective both as Sanibel Representative on the BPCC committee and also from my personal point of view from regularly riding the SUP usually 5 days per week. I am also a BOD of the Sanibel Bicycle club. My my views here do that represent the club.

First some info from the BPCC. The EBike problem has come up several times during meeting presentations.

1. The representatives of various municipalities all seem to be struggling with the issue. At least two different presenters stated there preference to regulate based on behavior instead of bike class. That is my opinion as well. I
2. The Sanibel Ranger program was mentioned in the last meeting I attended. Several members indicated interest and planned to consider it further in their respective municipalities.
3. There was recently a proposal on a form to track bike injuries on the SUP. During that discussion it became clear that Fort Myers and Florida as a whole only requires submitting injury information if it's a Bike VS Car injury occurring on the roadway. Bike versus Bike or Bike versus Person are not required to be reported or tracked even if they occur in a roadway. An officer could choose to do a report but it's not required and the information may not be applicable to statics tracked. **I think this is an important limitation**, and assume a similar situation exists on Sanibel. If so, it means that the City does not have a reliable way of tracking safety related issues on the SUP or even seeing if a change to the SUP or its regulation has an impact on injury rates or safety. In my opinion the City should be tracking reported injuries on the SUP if practical.
4. There has also been a proposal on SUP design guidelines for high speed E-Bike compatibility. Sanibel should follow this and perhaps consider it as part of the Sanibel Plan update. High speed compatibility requires wider paths. My perception is struggling with pros and cons of E-Bikes instead of embracing them. Imagine if it were possible to reduce Periwinkle congestion by increasing the availability and usage of E-Bikes with out endangering others.

Now for my thoughts.

1. I purchased an E-Trike for my wife a year ago on Amazon. I searched for a Class 1 E-Trike and could not find any. Additionally the Class of the bikes on I saw on Amazon were not listed. You had to review the features or dig into the details to see it had a Throttle. I suspect Sanibel residents and seasonals may not even realize that they are buying a bike that is incompatible. The bike I bought has a throttle but its maximum speed is 15 MPH!. In spite of that speed limitation it's not allowed on the SUP. Imagine if I rode that down Periwinkle on a busy high season day! While shopping for that Trike, I saw a few others on the SUP, with E-trikes and stopped and discussed with them. One older women had an E-trike that she used to ride to the beach with. She learned after calling the city that her bike was not allowed on the SUP. She rode it on the

road once and then stopped riding it all together. Later she decided to ride it on the SUP anyway even if that made her a law breaker (those were her words).

But yes the Class 1 limitation turns some of us into law breakers. That of course can cause a loss of respect for other laws and regulations.

2. I largely only ride a mechanical non E-Bike. A few years ago (pre-Ian) I passed a vacationing family either without a warning or at least without sufficient warning time. They were upset, called me a professional biker since I had a jersey etc, said I should know better.... I apologized. After that I made a more deliberate effort to ring my bell in further advance and to slow a bit when I pass. Obviously people are going to be concerned if they get scared. The E-Bike concern is largely a courtesy problem. It's also something that a ranger can easily observe. If some passes without warning that is observable. If someone passes at a high difference in speed the reaction is also observable. Honestly Courtesy is the most important thing on shared a path.

3. As the ranges have informed you, it can be difficult to tell a class 1 from a class 2. Some are obvious. Most of the time they do not seem to be going fast (to me). In fact I pass them frequently on my pedal bike. I think a lot of them are tourists. I see them on the back of cars and I don't recognize the riders.

The class 1 limitation does not seem to be reducing Class 2+ E-Bikes. In fact I am seeing more of them. I also think it is more likely to affect a resident but unlikely to deter or limit a vacationer. Obviously a vacationer is unlikely to rack up enough warnings to end up with a Citation. So I suspect the Class 1 limitation is simply not effective. Meanwhile it theoretically forces less experienced riders onto the street. Another concern I have with the class 1 limitation is if it were to upset a tourist or keep them from coming back. We all know what drives the Sanibel economy and tourism its still not what it used to be. Could the ranger poll riders too see how many are tourists? What do they say?

4. Just thought I would add. My neighbor owns a Porche. It's capable of accelerating to dangerous speeds in the matter of seconds. No fitness required. No experience required beyond a drivers license. That is OK because speeding (behavior is enforced) Why should a bicycle be different.

5. I like that the police report is including ranger incursions. It would be good to know how many of those are informational versus actual warnings. I think having rangers talk to people is probably the most effective solution. I doubt giving warnings or tickets will have much effect simply because as pre mentioned, a lot of the class 2 e-bikes I see seem to be from tourists.

In Summary

Sanibel should embrace E-Bikes and potentially promote using them to reduce traffic congestions on the roads. In the long run making SUP compatible with higher speed E-Biking could be a win both for Pedestrian safety and increasing the enjoyment of the SUP. Don't tell me what I can and cant ride. Tell me how to behave.

Daniel Wilhelm - Sanibel Resident

812-320-5507

From: Allan Antley <aantley22@gmail.com>

Sent: Monday, December 22, 2025 10:43 AM

To: Mike Miller <Mike.Miller@mysanibel.com>; Holly Smith <Holly.Smith@mysanibel.com>;

Richard Johnson <richard.johnson@mysanibel.com>; Laura J. DeBruce

<laura.debruce@mysanibel.com>; John Henshaw <John.Henshaw@mysanibel.com>

Cc: Dana A. Souza <Dana.Souza@mysanibel.com>

Subject: E-Bikes on Sanibel

Mayor Miller, Vice-Mayor Smith, and Council Members,

It is my understanding you will be discussing changing the policy on Class2 e-bikes on Sanibel in February. I hope to attend the meeting as my (and likely COTI's) position will remain the same. Class 2 e-bikes, particularly among young or inexperienced users, pose a serious concern and endangerment to users of the SUP.

I will not go further in this message, but I encourage you to view the attached video from Orlando regarding e-bike injuries.

<https://www.youtube.com/watch?v=HWUx8SVsGFI>

See you soon and happy holidays!

Allan Antley