

**City of Coral Gables City Commission Meeting**  
**Agenda Item F-2**  
**December 9, 2025**  
**City Commission Chambers**  
**405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Vince Lago**  
**Vice Mayor Rhonda Anderson**  
**Commissioner Melissa Castro**  
**Commissioner Ariel Fernandez**  
**Commissioner Richard D. Lara**

**City Staff**

**City Attorney, Cristina Suárez**  
**City Manager, Peter Iglesias**  
**City Clerk, Billy Urquia**  
**Police Chief, Ed Hudak**  
**Mobility and Sustainability Director, Matt Anderson**  
**Government Affairs Director, Chelsea Granell**

**Public Speaker(s)**

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Agenda Item F-2 [Start: 11:55 a.m.]

Presentation regarding E-bikes versus E-dirt bikes.  
(Sponsored by Mayor Lago)

Mayor Lago: Moving on to item F-2. I'd like to see if the Police Chief can join us. I was, and also Matt Anderson, please join us. I received multiple, multiple phone calls and emails from individuals in our community that continue to be concerned about these e-bikes versus e-dirt bikes. We could be here for hours talking about this, okay? And I don't want to waste everyone's time. But I got a visit the other day during office hours by Mayor Valdez-Fauli, who brought a gentleman here to visit me, who has a business here in our downtown, and who an individual who was walking in front of their business was run over by an e-bike. And I think that we have the police report, and I don't know how much you want to share. I think there's actual video and everything about that. It's pretty terrible. Just like we had the gentleman the other day, Ziri Zapata, who was here.

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His son is blessed to be alive. He shouldn't be alive. He had a very gruesome accident. You see a lot more young kids riding it and they're aggressive. They're all over traffic. And confrontations are starting to happen between drivers and a lot of these young children as a result of their inability to conduct themselves in a manner that I think is appropriate when you're driving these e-bikes. So, I kind of want to understand, what can we do? What are our limitations? And I also want to be honest with ourselves with our police. Our police have more than enough things to do every single day. And to not say they're going to be enforcing, you know, if they see something, for example, they're obviously going to tell that person, hey, don't ride your bike in the middle of Miracle Mile. Hey, don't do this. That's their job. That's the job of everyone in this community, to police, us and to try to be as thoughtful and kind in an effort to keep our standards at a certain level. But I also can't expect them to be focused on this every day because they've got big fish to fry. Not saying it's not important, but we've got limitations. Yes, sir.

Police Chief Hudak: So, the interesting conundrum for us as far as the enforcement from the state statute standpoint is for e-bikes, there's three separate classifications that the statute looks at for e-bikes. First one's a pedal assist that can go up to 20 miles an hour, which would be allowed on sidewalks by statute with the exception of Miracle Mile and three blocks north, three blocks south of Miracle Mile on Ponce and Galiano. Class two is a throttle that can go up to 20 miles an hour. So, they don't really have to pedal. They can just use the throttle. And the third class is up to 28 miles an hour and must display a classification label. Modified e-bikes above 28 miles an hour are illegal. So, the challenge for us is what kind of bike are you seeing and who is riding it? Because there is a limitation on how old you can be and what you have to wear to go to that 28 mile an hour bike. And again, it's not as easy as just, hey, that car is speeding, regardless of what kind of car it is. So, it becomes a challenge for us to do that. You know, a bike has its, a bike rider has its rights and has to obey the traffic laws of every car, and the car has to yield the lane to them on the street. The scooters give us a different dynamic because they can go up on the sidewalk and back down off onto the street. And we see this primarily around the University of Miami, where it is forbidden on campus to ride scooters on the interior, but they will drive along San Amaro to the point I think we had about seven, this calendar year, seven scooter accidents along San Amaro. And then our enforcement was increased. We try to increase also the pedestrian crosswalks. So, our biggest targeted area for us outside of that area has been Miracle Mile, you know, walking down it. I'm sure all of you have seen it just like I've seen it dressed like this, where people, whether it be scooters, and we're talking about pedaled bicycles or the one that you sit on, the Bird scooters. The other motorized scooters where there's no pedals, the delivery people, they have to be handled on the streets only. They are not allowed on sidewalks, period, end of story. Those are easiest because they're registered. The bikes are not registered, so to speak, where they need a license and an inspection, things like that. So, it's a different citation. And if that child or that operator is under 15, 16 years old, they do not need to have a license. So, the enforcement side of that is a whole new dilemma that we're still trying to get out from the ordinances versus the state statute side. I

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will tell you from my position with the Florida Police Chiefs, this is going to come up again this session as well. They did bring something up to start and like anything else, here's the first version we have weighed in about how are we going to be able to enforce these statutes. So that is the conundrum. The first focal point for the Police Department, not through the holidays, but with the downtown unit and the creation of the downtown unit, that's something that we actually have to enforce it stationary. We have to be stationary. In other words, our safest way to do that now. The unfortunate thing is trying to stop them can be difficult at times. I mean, absent a clothesline, and I'm not saying that with clothesline, people are trying to grab somebody who's driving down the sidewalk too, which is where I know the Vice Mayor and I have had these conversations. The Mayor, I did obviously saw this video. You know whether we come up with a bike left side and not on Miracle Mile, but outside of that area that bikes have to stay to the outside or the inside, because the biggest issue we saw in this video, and I love the fire department. Chief De La Rosa knows I'm talking. You know, I think we haven't really dove into this, but the clearance of doors is usually what the biggest horrific accidents that we see on the sidewalks outside Miracle Mile outside of those three blocks of Ponce, and whether we create a citywide ordinance that you have to ride so far away from a business side, that's something that at least we can write, but our citations would have to be through the City Charter Code, which is difficult for the police officers to enforce as well. So, there are some things I think we can work on outside of that area. The biggest issue that we have is our hands are kind of tied with state statutes and writing tickets. Similarly, now, and I know the Mayor, the Vice Mayor and some of you have gotten complaints about the pedestrian crossings on Miracle Mile, jaywalking. We've been down this road before, I spoke with the Manager briefly about it, we're supposed to meet again. That is another issue coming up during the holidays that when we start writing tickets for jaywalking and not listening to the signs, that becomes another problem for all of us, our phones, our email start to ring, because I think we have better time to do. But that is, you know, trying to increase safety awareness of pedestrians, which is also causing the traffic jam. So that's, in a nutshell, Mayor, that's what we're looking at. That's the one suggestion we have to try to address the issue that we saw and what you and I had talked about on email.

Mayor Lago: Thank you, sir. Matt.

Mobility and Sustainability Director: So just adding. I mean I have a presentation that shows everything that the Chief covered, but we can skip over that, but just a reminder to...

Mayor Lago: Present it.

Mobility and Sustainability Director: Okay. So, really quick, and again the Chief covered a lot of this. Just definition of an e-bike, it could be pedal assisted or throttled. The motors usually less than 750 watts, maybe operated on roadways and some sidewalks do not require a driver's license registration or insurance; helmet is required for ages 16 and below. It's recommended for all. And

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then the Chief already went over the different classifications for e-bikes. So, I'll skip that. This is a really good graphic that FDOT put out that kind of talks about everything that the Chief was talking about from segways to motorized scooters to class one class two and class three e-bikes. So that could be something that you know if you all provide that direction, we can share that with communications and potentially put that out as an educational piece and put it on our website to be able to share, but you can see the different speeds, different classifications, where they're allowed to ride where they're not, helmet no helmet type thing, again required for all ages 16 and below. Next, this is just the kind of local rules and common courtesy when you're riding these about to be courteous to others. Always yield to pedestrians. I think that's a constant reminder we need to do, be visible. Always recommended to use light-colored clothes. Slow down at corners. Use safe speeds. Stay to the right. Give an audible warning when you're passing somebody that may be a pedestrian. Again, just things we should be all thinking about. If you're utilizing these devices, follow all the rules and be predictable. I think it was a really good recommendation. This is just -- I found this City of Weston put out some excellent outreach materials, again just kind of reemphasizing everything that was covered in the previous one. Again, following makes you sure they're following all traffic laws. They're required to come to a complete stop when you come to a stop sign just like anyone else, and then always yield to traffic when entering intersection or passing in a driveway. Electric dirt bikes, off road, off road electric motorcycles. No pedal, often over 2000 watts. It's not classified as a bicycle under Florida law, have the state statue recommended there. It's not street legal now, before you write it's not a bike and again not street legal. I want to reemphasize that over and over. This is just covering a lot of what we talked about. This is a video we can share it that Broward Sheriff's Office put out that really talks about, you really have your electric bicycles, you have your dirt bikes, and then you have electric motorcycles that are out on the road as well. So, kind of talking about all that difference there. What our current regulations are, the Chief did an excellent job covering that. We have these signs posted on Miracle Mile. We have them posted on Ponce, three blocks north and south. Also, on Giralda Plaza. Just a reminder for the Bird scooters that we have as a pilot program here in the city. Those are geo-fenced, so if anyone enters the areas where they're not supposed to be on the sidewalks the throttle will not work. They will receive an audible warning that they need to return. So, we've had really good success with that, and safety is a top priority I know with Bird and with our city. So, if you are seeing scooters that are entering on the sidewalks, they're more than likely those are private scooters, because again this geo-fence has been in place since probably the last three or four years, and we've seen great success with that. And we also have our parking garages geo-fence so nobody can enter our parking garages because we you know we've heard in other cities where people enter the parking garages and ride around on the scooters. Those are geo-fenced as well, so trying to cover all the areas that University of Miami's campus is also geo-fenced, because they do not allow Bird scooters on campus as well. So, trying to look and identify the areas where there could be potential issues. Current state regulations and I know Chelsea's here and keeping a very close eye on this as well, but these are the state statutes. So electric bikes are governed by state statute by

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316. No, again, covering all we said, no license or registration is required. What I really wanted to cover is what local governments are able to do based on that state statute. One is to set a minimum age requirement to operate an electric bicycle. You may require an operator of an electric bicycle to possess a government issued photo ID while operating the electric bicycle and municipalities can provide trainings as well for safety. Parental responsibility. This is another one. No parent or minor or guardian of a child may authorize noting permit any such minor child or ward to violate any of these provisions of this section, so again, reminding parents it's also a parental responsibility when it comes to the state regulation and making sure that we are that that everyone is abiding by that. And then there's this new Bill I don't know if Chelsea wants to come up and join us, but we have House Bill 243 that is outlining all these different things here that they're discussing as far as what requiring crash reports, requiring state maintain certain statistics, purpose persons from operating a class three electric bicycle without a certain license, so on and so forth, you can see the rest. And on the bottom, you see the current status of where the Bill is currently at, and it's been going through subcommittees, and I believe Chelsea provided an update that it's still in that process right now. I know I ran through that, but the Chief did an excellent job covering that.

Mayor Lago: In closing, because I know we have a bunch of agenda items that I want to go over before we got to go to lunch. If you get a chance, it's a public record, and I don't know if, you know, the Chief wants to share, I want to be careful about it. When you look at the report of the way this individual was struck, right, you know, on the sidewalk. It's an older individual, say exactly who was, someone's going to get killed out here.

Chief Hudak: Right.

Mayor Lago: On this, you're seeing it happen more and more and more. The other day on TV there was an incident between two young individuals, and the two ladies who were driving their cars, there was an exchange of words between the young individuals. I don't know the full story. But this is becoming more and more prevalent in our society. People are not following the rules. Before it was just bikes. Now you add the e-bikes into the mix, and it becomes a recipe for disaster. So, I want to try to make this a priority. I want to try to figure out a way that we can address it without putting more burden on the police, because you have your plate full enough and you're not here to start regulating e-bikes, or e-dirt bikes, or any of that kind of stuff. So, I just don't, to me, we just put up a sign, signs already exist. Don't drive on sidewalks, don't drive on Miracle Mile, and these things continue to happen. They continue to happen.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Yes, ma'am.

Vice Mayor Anderson: At least six months ago, I brought up the fact that we have IT, and we can detect speeds of things that are moving. You know, we have this all the time. I mean, I have the Strava, it tracks how fast I'm going. We can have photo feed to the police department on any vehicle moving, or any moving object faster than a certain number of miles per hour on these prohibited zones, and a photograph, and you have the sign that way. You can also have it flash the speed that you're going to make sure that someone who's driving and looking at where they're going actually sees the sign that's up here. In order for these signs to be effective, they have to be visible. In order for the signs to be effective, people need to understand that they are being recorded, that the feed is going to go to the police department. I've called in bicycles going two different directions to the police department. It's impossible to catch them. Impossible. The only way you're going to do it is to have a direct feed, and then you know who the perpetrator is, and by the time they get off of Miracle Mile, you now have a photograph that you can enforce with, because this is a critical safety issue. By the way, you didn't cover the issue on, or I should say, the model of the electric bike that I gave you all.

Police Chief Hudak: I wasn't going to say that I've been on that electric bike, and I know how fast they can go, because...

Vice Mayor Anderson: It goes way in excess of 28 miles per hour.

Police Chief Hudak: Yes, it does.

Vice Mayor Anderson: And it's not a dirt bike. It's a beach cruiser.

Police Chief Hudak: Right.

Vice Mayor Anderson: And it looks like an electric motorcycle.

Police Chief Hudak: Yes.

Vice Mayor Anderson: And it drives like an electric motorcycle. Which is why I also said to the State Reps when I visited, and I've been saying here before, you need a motorcycle license to drive those.

Commissioner Fernandez: Through the Mayor.

Mayor Lago: Yeah.

Commissioner Fernandez: Is there a way to maybe add to the signs that we have on bicycles on Miracle Mile, photo-enforced to that sign as well? Because that may motivate people. I know on highways, that's a deterrent for people going faster.

Police Chief Hudak: The only, right now, currently in the State of Florida, the only photo enforcement for speed is the school zone cameras, which we are in the process of construction now. To what the Vice Mayor brought up, for us to have those citations issued would be a state statute referendum that would have to come out from Tallahassee, because we don't have the ability to enforce speed, except in speed zones on cameras. To that point, we have had operations where we've come in with motorcycle units from other ones, and I think we towed 76 citations with motorcycle officers tracking them down. So, it can be done. We are doing that. I do believe that we'd have to have further conversations with the City Attorney on how officers on the street can enforce the code ordinances, because that's a whole other dynamic that we have to do.

Vice Mayor Anderson: I know, I know, I know it's long, and I don't want to beat the dead horse, but I want to make clear that what I was talking about was not issuing a citation by a photograph, but bringing, having IT have something like the speed detection signs flash to get the attention of those who are on these sidewalks, and be able to have a video feed for the police department, so they know who they're going after.

Mayor Lago: So, I bring it up again. I think it's the third time I bring it up, because I want staff, I need staff's guidance. I need my colleagues to engage in this. Someone's going to get killed. I don't have answers for this, and I don't have a problem admitting I don't have an answer, and I need guidance. So, please help me on this, Mr. Manager. I don't know what the solutions are. Let's work with other cities. Let's work with the county and see what we can do, because if parents are not going to police their children, and they're going to give them these types of vehicles, then we're going to have to step in. We're going to have to step in, okay?

Mobility and Sustainability Director: Mayor, in the meantime, would you like us to work with Communications to do some sort of outreach similar to what we've had, and while we try to figure out the long-term solution on reminding folks what the state, what the laws and regulations are?

Mayor Vince Lago: Yes. I want to put, and I want to include this in our government relations for the state. I want to make sure we do this, because again, I'm telling you, you can see it already. Look at this, look at this report. When you read this report, it talks about the person who was on a sidewalk, minding her own business. I think it's literally taken down on this front, okay? All right, so we'll move on to the next item.

Government Affairs Director: Excuse me, Mr. Mayor. So just to remind the Commission that this is on our legislative priorities, micromobility and e-bike safety. One of the items that were talked about was when we did go to Tallahassee, and it was several different legislators who did bring it up, that this was an item of importance to them. As the Chief said, we should be hearing more updates at the state level during this coming session, which starts January 13th.

Mayor Lago: Thank you. I appreciate it. Thank you for reminding me. Thank you. Thank you to both of you. Thank you to Mr. Manager.