

## **ECONOMIC / BUSINESS IMPACT ESTIMATE**

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA AMENDING ARTICLE I OF CHAPTER 2-4 OF THE CODE OF LAWS AND ORDINANCES OF CHARLOTTE COUNTY, FLORIDA; REGULATING THE OPERATION OF ELECTRIC BICYCLES, MOTORCYCLES, AND PERSONAL ELECTRIC POWERED DEVICES ON STREETS, SIDEWALKS, AND SIDEWALK AREAS IN CHARLOTTE COUNTY; PROVIDING DEFINITIONS FOR THE TERM "ELECTRIC BICYCLE," "MOTORCYCLE," "MICROMOBILITY DEVICE," AND OFF HIGHWAY VEHICLES AND MOTORCYCLES; PROHIBITING THE OPERATION OF ELECTRIC POWERED DEVICES ON TRAILS, GREENWAYS, GREENBELTS, AND EASEMENTS IN CHARLOTTE COUNTY; PROVIDING A PENALTY FOR VIOLATION OF THIS SECTION; PROVIDING FOR CODIFICATION AND SCRIVENER'S ERRORS; PROVIDING FOR CONFLICTS OF LAW; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**PUBLIC PURPOSE:** *State what the ordinance is designed to accomplish. Describe present situation and the effect the ordinance will have thereon. How does the ordinance serve the public health, safety, and welfare?*

This new ordinance is meant to clarify definitions to certain electrical equipment and provide an understandable means to regulate travel of that equipment throughout the county. Recent history of both crimes and crashes proves the current Florida statutes and regulations concerning e-bicycles and e-motorcycles do not address behaviors, especially on sidewalks. This new ordinance provides a framework of limiting speed in certain areas as well as providing guidelines for safety equipment, similar to the current guidelines for bicycles. The ordinance is meant to provide guidelines and penalties like other statutes to promote safety, courtesy, and positive behavior in our community.

**ECONOMIC PURPOSE:** *Consider costs and benefits to everyone affected by the proposed ordinance. Identify specific groups that will be impacted and estimate costs and benefits.*  
(Part A)

### *A. Cost of Implementation of Ordinance.*

There are no up-front cost implementations of the new ordinance for the County. The ordinance regulates behavior rather than equipment. If the County's Parks division would like to allow certain electric vehicles in specific areas, the ordinance has a provision for signage of what is allowed or prohibited. This would be the only potential cost. Parks already has signage prohibiting these electric devices as well as others already, so the only expense would be if the department decided to change their current regulations.

*B. Source of Funds/Ultimate Burden of Costs.*

For any potential fees imposed, the burden of cost is to the e-vehicle operator/owner, and only if there are violations of speed or other current statutes regulating the operation of the e-vehicle on a sidewalk or roadway. These would be non-moving or moving violations as defined in Florida statutes.

For the purchase of the e-vehicles and subsequent safety equipment, that would be the burden of the owner/operator, but this is no different than what the cost is currently

*C. Benefits of Implementation.*

The implementation of this new ordinance will place guidelines for behavior when using any type of vehicle (human or electric-powered) on the sidewalks or roadways in Charlotte County. Other counties who have implemented similar ordinances have shown less confusion about where/how to ride certain new technology vehicles and have eased understanding of the rules for operating these types of technology.

*D. Describe data/methods used to make above estimates.*

After studying the different ways several counties in Florida implement their specific county's ordinance regarding e-vehicles, it was determined that the most efficient and beneficial way of improving the quality of life concerning the usage of these vehicles was to provide guidelines on the behavior while operating the vehicles. It would be impossible to keep up with changing technology by regulating machines, as some counties have tried. Those counties are now facing updating their language in the ordinances to keep up with changes in technology. The better approach is to regulate behavior while using language designed to futureproof for continued technological improvements. The goal is for people to be respectful, courteous, and friendly when sharing the roads/paths/sidewalks with others.

**BUSINESS IMPACT:**  
**(Part B)**

*E. Estimate of direct compliance costs on affected businesses; identify any new charge or fee.*

There would be no impact on the business community, and no new charges or fees. In addition, this ordinance provides a means for all e-vehicles to travel throughout the county, thus providing more opportunities for sales and a good opportunity for businesses to educate their customers and provide the customer with an informative sales experience.

*F. Estimate of County's regulatory costs, including any new revenue from fees/charges.*

There is no cost to the County for the ordinance's regulatory conditions. Any violations would be per statute and the small amount of fees the county receives from traffic tickets would be the only potential revenue. Any costs for enforcement would be on the

Sheriff to provide via law enforcement officers who would be enforcing the regulations of this new ordinance.

*G. Estimate number of businesses likely to be impacted.  
(Contact Economic Development Office –941-764-4941)*

According to the Charlotte County Economic Development Office, there are a total of 12,583 businesses in Charlotte County as of December 23, 2025. That number includes businesses that have a physical business address or a virtual/shared office address. Of those, there are approximately 18 registered physical locations where e-bicycles or e-motorcycles are sold, not including repair shops or any online businesses that would sell to customers in Charlotte County. Again, these businesses would not be negatively impacted; however, it may create a better experience for customers and more loyalty for the county's small businesses who would know our county ordinance and be able to provide specific education to their customers.

*H. Describe data/methods used to make above estimates.*

The above estimates were provided from the Charlotte County Economic Development Office, who collects these statistics for the county. These numbers reflect the registered businesses in Charlotte County on December 23, 2025.