

Ordinance Options for Motorized Personal Transportation



Hallandale Beach Police Department

April 2026



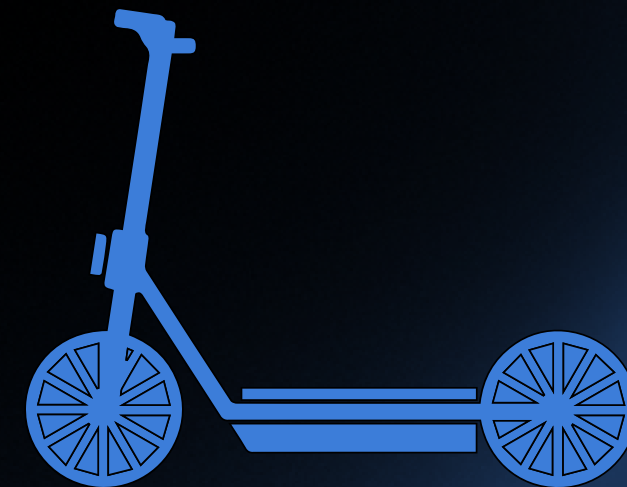
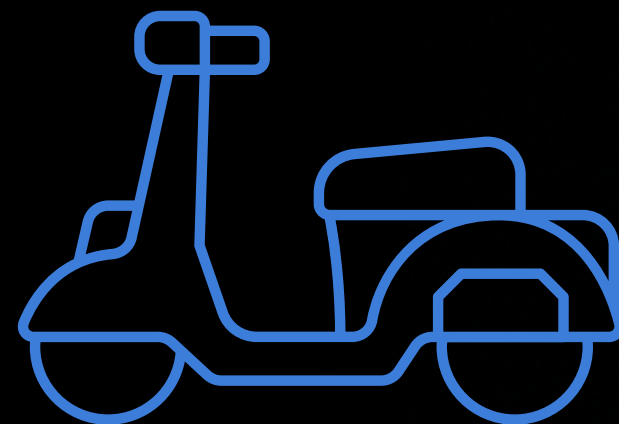
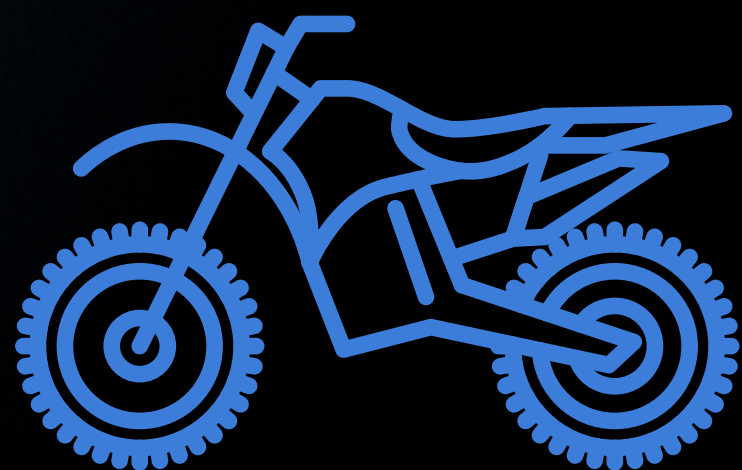
Executive Summary

The City of Hallandale Beach currently has no municipal code specifically regulating e-bikes, e-scooters, gas-powered scooters, motorized bicycles, electric skateboards, hoverboards, and similar devices. A clear ordinance is needed.



What would this effect?

Non-Human Powered Device: Any vehicle or device that is propelled by a motor or engine, whether electric, internal combustion, or other power source, and is not strictly dependent on the physical exertion of the user for locomotion. This term encompasses micromobility devices, motorized scooters, electric bicycles (when motorized), hoverboards, and similar motorized personal transportation devices.



Research on Other Cities



Cities Reviewed:

City of Miami Beach

City of Sunny Isles Beach

Village of Key Biscayne

City of Weston

City of Fort Lauderdale

City of Doral

City of Miami

City of Aventura

City of Pembroke Pines

City of Hollywood



Key Safety Findings - Scooter Crash Data

44 total scooter related crashes over 5 years

Locations:

- Intersections - 50% (22 crashes)
- Bike lanes - 25% (11 crashes)
- Travel lanes - 18% (8 crashes)
- Driveways - 5% (2 crashes)
- Walkways - 1% (1 crash)

Where crashes are concentrated:

- 70% on major/state roads
- Hallandale Beach Blvd - 46% (20 crashes)
- US-1 - 20% (9 crashes)
- A1A - 5% (2 crashes)

Why Regulations Matters in Hallandale Beach

Without regulation, enforcement is limited

- No defined local standards = limited ability to issue violations or correct behavior consistently

Current regulation: Riders default to general bicycle rules, which don't fully address:

- Sidewalk conflicts
- Pedestrian-heavy areas
- Parking obstructions
- High-traffic corridors



Option 1: Restrictions with Regulations

TAM Proposal

Speed Limits – 10 MPH

Operator Requirements

Limited Sidewalk Usage

Helmet Requirement (Under 16)

Pros: Community oriented
Least restricted

Cons: Increased safety concerns
Enforcement complications
Limited sidewalk usage

Option 2: Allowed with Regulations

City of Aventura and Doral Model:

Age/Speed Limits (16 YOA/10-16 MPH)

Government Issued ID

Safety Equipment

Registration Required

Pros: Enhanced Pedestrian Safety
Clearer Liability & Enforcement

Cons: Increased Enforcement Burden

Option 3: Education- Based Model

City of Weston Model:

Signage

Warnings

Educational Campaigns

School Outreach

Pros: Low Implementation Cost

Cons: Weak Accountability

Option 4: Restricted Zones Model

City of Miami Beach Model:

Banned on Sidewalks

Banned in Parks

No Riders under 15

Restricted Pedestrian Zones

Pros: Enhanced Pedestrian Safety
Clearer Liability & Enforcement

Cons: Increased Enforcement Burden

Option 5: Age & Zone Enforcement Model

City of Sunny Isles Beach Model:

Banned from all Parks and Sidewalks

No Riders Under 16

Government -issued ID required

Registration Required

\$250 First Violation/\$500+ Repeat

Pros: Maximum Pedestrian Protection
High Accountability
Strong Deterrence

Cons: Perception of Anti-Youth

Questions

Discussion and Direction from Commission

