

Department of Public Safety

Code Enforcement

2101 47th Terrace East

Phone number: (941) 749-3500



BUSINESS IMPACT ESTIMATE

In accordance with Section 125.66(3)(a), Florida Statutes, a Business Impact Estimate (BIE) is required to be prepared before enacting certain ordinances and posted on Manatee County's website no later than the date the notice of intent to consider the proposed ordinance is published (which, per Section 125.66, Florida Statutes, is 10 days before the public hearing).

MANATEE COUNTY PEDESTRIAN SAFETY ORDINANCE

ORDINANCE NO. 25-35

**AN ORDINANCE OF MANATEE COUNTY, FLORIDA,
ESTABLISHING REQUIREMENTS FOR THE
OPERATION OF BICYCLES ON PUBLIC ROADS,
PATHWAYS, SIDEWALKS, CROSSWALKS, AND IN
INTERSECTIONS WITHIN THE UNINCORPORATED
AREAS OF MANATEE COUNTY, FLORIDA;
ADOPTING SECTION 2-22-17 OF THE MANATEE
COUNTY CODE; AMENDING SECTION 2-22-1 OF
THE MANATEE COUNTY CODE TO ADD
DEFINITIONS; PROVIDING FOR SEVERABILITY;
PROVIDING FOR CODIFICATION; AND PROVIDING
FOR AN EFFECTIVE DATE.**

The following types of ordinances are exempt from the BIE requirement under Section 125.66(3)(c), Florida Statutes. As such, if one or more boxes are checked below, Manatee County believes that a BIE is not required by state law for the proposed ordinance referenced above. Manatee County reserves the right to revise this BIE following an initial posting. Notwithstanding, Manatee County is preparing this BIE to prevent an inadvertent procedural issue from impacting the enactment of this proposed Ordinance. Manatee County reserves the right to revise this BIE following its initial posting and to discontinue providing this information for proposed ordinances believed to be exempt under state law.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

CAROL ANN
FELTS
District 1

AMANDA
BALLARD
District 2

TAL
SIDDIQUE
District 3

MIKE
RAHN
District 4

DR. BOB
MCCANN
District 5

JASON
BEARDEN
At Large

GEORGE W.
KRUSE
At Large

- ☐ The proposed ordinance relates to the issuance or refinancing of debt.
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the local government.
- ☐ The proposed ordinance is an emergency ordinance.
- ☐ The ordinance relates to procurement.
- ☐ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits
 - b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Consistent with the posting requirement set forth in Section 125.66(3)(a), Florida Statutes, the County hereby publishes the following BIE information for this proposed ordinance on its website for public viewing and consideration on this 10th day of July 2025:

1. Summary of Proposed Ordinance, Including a Statement of the Public Purpose to be Served by the Proposed Ordinance, Such as Serving the Public Health, Safety, Morals, and Welfare of the County:

This ordinance establishes safety regulations for the operation of bicycles and electric bicycles on public roads, pathways, sidewalks, crosswalks, and intersections within unincorporated Manatee County. The public purpose is to enhance pedestrian and bicyclist safety by:

- Requiring electric bicycle operators over 16 years old to use bicycle paths when available rather than sidewalks
- Establishing speed limits of 15 mph for all vehicles on sidewalks
- Requiring bicyclists to yield to pedestrians on shared pathways
- Mandating compliance with traffic signals and stop requirements at intersections
- Prohibiting high-powered electric bicycles (over 750 watts) on sidewalks and bicycle paths

The ordinance serves public health, safety, and welfare by reducing potential conflicts between pedestrians, bicyclists, and motor vehicle traffic, particularly

given the increase in electric bicycle usage and documented crash statistics.

2. Estimate of Direct Economic Impact of Proposed Ordinance on Private, For-Profit Businesses in the County, Including the Following (if any):

- a. An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:

\$0.00

- b. Any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible:

\$0.00

No new charges or fees are imposed on businesses by this ordinance. The regulations apply to individual bicycle operators, not commercial entities.

- c. An estimate of the County's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

Estimated County regulatory costs: \$15,000 annually for:

- Code enforcement officer training and enforcement activities
- Educational materials and public outreach
- Administrative processing of violations

No new revenues from business charges or fees are anticipated, as the ordinance does not impose fees on businesses. Any penalties for violations would be assessed against individual operators, not businesses.

3. A Good Faith Estimate of the Number of Businesses Likely to be Impacted by the Ordinance:

None

4. Additional Information the Board Determines May be Useful:

- The ordinance is authorized under Florida Statutes Sections 316.008 and 316.20655, which grant local authorities the power to regulate bicycle operations within their jurisdiction.
- Enforcement will focus on education and voluntary compliance initially, with penalties as a secondary measure.

- The ordinance includes accommodations for persons with disabilities and mobility impairments as required by the Federal ADA requirements.
- Most regulations codify existing safe practices already recommended by bicycle safety organizations.
- The 15-mph speed limit on sidewalks aligns with state statutory requirements for local vehicle regulation on sidewalks.
- Economic benefits may include reduced healthcare expenses and decreased First Responder use due to fewer bicycle and pedestrian accidents, along with increased tourism appeal resulting from improved safety infrastructure.