

FLORIDA HOUSE OF REPRESENTATIVES

BILL ANALYSIS

This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.

BILL #: [HB 667](#)

TITLE: Electric Personal Assistive Mobility Device
Regulations
SPONSOR(S): Valdés

COMPANION BILL: [SB 904](#) (Rouson)

LINKED BILLS: None

RELATED BILLS: None

Committee References

[Government Operations](#)

18 Y, 0 N

[State Affairs](#)

SUMMARY

Effect of the Bill:

The bill increases the age at which a person is required to wear a helmet while riding an electric personal assistive mobility device from younger than 16 years old to younger than 18.

Fiscal or Economic Impact:

None.

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ANALYSIS

EFFECT OF THE BILL:

The bill increases the age at which a person is required to wear a bicycle helmet while riding an [electric personal assistive mobility device](#) from younger than 16 years old to younger than 18. (Section [1](#))

The bill is effective on July 1, 2026. (Section [2](#))

RELEVANT INFORMATION

SUBJECT OVERVIEW:

[Electric Personal Assistive Mobility Devices](#)

Current law requires a person under 16 years old who operates, rides, or is propelled on an electric personal assistive mobility device to wear a bicycle helmet that is properly fitted and fastened by a strap.¹ An electric personal assistive mobility device is defined as a self-balancing device that:

- Has two non-tandem wheels (i.e. the wheels are not arranged one behind the other).
- Is designed to transport only one person.
- Has an electric propulsion system with average power of 750 watts (1 horsepower).
- Has an electric propulsion system with the maximum speed of which, on a paved level surface when powered solely by such a propulsion system while being ridden by an operator who weighs 170 pounds, is less than 20 miles per hour.²

A person is permitted to operate an electric personal assistive mobility device without having a driver license or obtaining insurance.³ The devices may be operated on a street with a speed limit of 25 miles per hour or less, on a

¹ [S. 316.2068\(4\), F.S.](#), provides that the required bicycle helmet must also meet the standards of the American National Standards Institute (ANSI Z Bicycle Helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Bicycling), or any other nationally recognized standards for bicycle helmets that are adopted by the Department of Highway Safety and Motor Vehicles.

² [S. 316.003\(24\), F.S.](#)

STORAGE NAME: h0667a.GOS

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marked bicycle path, or on any street where bicycles are permitted.⁴ Counties and municipalities are expressly permitted to regulate electric personal assistive mobility devices on any street, sidewalk, or bicycle path under their jurisdiction if they determine that “regulation is necessary in the interest of safety.”⁵

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Government Operations Subcommittee	18 Y, 0 N	2/11/2026	Toliver	Walker
State Affairs Committee				

³ [S. 316.2068\(2\)-\(3\), F.S.](#)

⁴ [S. 316.2068\(1\), F.S.](#) A person is also permitted to cross an intersection even if the road has a posted speed limit of more than 25 miles per hour.

⁵ [S. 316.2068\(5\), F.S.](#)