LOCAL LAW NO. 5 OF 2026
VILLAGE OF MONROE

A LOCAL LAW TO ENACT REGULATIONS REGARDING THE USE OF ELECTRIC BICYCLES and ELECTRIC SCOOTERS WITHIN THE VILLAGE

Section 1. Legislative Intent and Purpose.

The Village Board of the Village of Monroe hereby determines it necessity for the health, safety, appearance and general welfare of the residents and visitors alike, in accordance with New York State Vehicle and Traffic Law Sections 1242 and 1281, to regulate the use and enjoyment of Electric Bicycles "E-Bikes," and Electric Scooters "E-Scooters, "within the Village of Monroe, in order to ensure the safety of all of those whom traverse roadways within the Village of Monroe including pedestrians, E-Bike operators, E-Scooter operators, bicyclists and those operating motor vehicles on public highways and/or traversing sidewalks. Unregulated use of Electric Bicycles can endanger the well-being of the public and jeopardize the safety of operators and pedestrians alike. It is the purpose of this chapter to provide basic and uniform standards governing the use and enjoyment of "E-Bikes," and "E-Scooters," within the Village to promote and ensure the health, safety and welfare of Village residents, and all whom traverse or otherwise utilize the roadways and sidewalks within the Village.

Section 2. Authority.

The Village Board is vested with the authority to make these amendments by Local Law pursuant to Municipal Home Rule Law § 10 and in conjunction §§ 1242(3)(a), 1281(2)(a) and Article 34-D of the Vehicle and Traffic Law of the State of New York.

Section 3. Local Law Enactment.

This Local Law shall enact a new Chapter 166 (Electric Bicycles and Scooters) in the Village of Monroe Village Code as follows:

§ 166-1 Title.

This chapter shall be cited and may be referred to as the "Electric Bicycle and Scooter Law of the Village of Monroe."

§ 166-2. Definitions.

The Following Definitions Apply to this Chapter:

ELECTRIC BICYCLE OR E-BIKE
A bicycle which is no more than thirty-six inches wide and has an electric motor of less than seven hundred fifty watts, equipped with operable pedals, meeting the equipment and manufacturing requirements for bicycles adopted by the Consumer Product Safety

Commission under 16 C.F.R.Part 1512.1 and meeting the requirements of one of the following three classes:

a) “Class one bicycle with electric assist.” A bicycle with electric assist having an electric motor that provides assistance only when the person operating such bicycle is pedaling, and that ceases to provide assistance when such bicycle reaches a speed of twenty miles per hour.

b) “Class two bicycle with electric assist.” A bicycle with electric assist having an electric motor that may be used exclusively to propel such bicycle, and that is not capable of providing assistance when such bicycle reaches a speed of twenty miles per hour.

c) “Class three bicycle with electric assist.” Solely within a city having a population of one million or more, a bicycle with electric assist having an electric motor that may be used exclusively to propel such bicycle and that is not capable of providing assistance when such bicycle reaches a speed of twenty-five miles per hour.

ELECTRIC SCOOTERS
As defined in New York State Vehicle and Traffic Law § 114-E, a device weighing less than one hundred pounds that (a) has handlebars, a floorboard or a seat that can be stood or sat upon by the operator, and an electric motor, (b) can be powered by the electric motor and/or human power, and (c) has a maximum speed of no more than twenty miles per hour on a paved level surface when powered solely by the electric motor.

HELMET
Protective headgear in accordance with the standards of the Commissioner of Motor Vehicles.

LOW LIGHT CONDITIONS
Any conditions wherein normal visual range is impaired due to environmental conditions, including but not limited to, Dusk, Dawn, Nightfall, Fog, Rain, Snow, Sleet, Smoke, Dust, other airborne particulate or any other external factor that would otherwise limit the normal visual range of the Operator.

OPERATION
Operation means to use the bike as a means of transport, on any public highway and/or sidewalk, regardless of whether the electric motor is engaged.

OPERATOR
Any individual who operates an E-Bike or E-Scooter.

PASSENGER
Any individual riding in or on an E-Bike or E-Scooter who is not the operator.

PUBLIC ROADWAY

Any highway, road, street, avenue, alley, public place, public driveway or any other public way.

REFLECTIVE GEAR
Equipment and/or apparel designed to bounce external light back to the source and does the same.

SIDEWALK
That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

§ 166-3 Required Equipment

a) In addition to New York State and Orange County regulations pertaining to operating a motor vehicle and/or electric bicycle upon any public roadway and/or sidewalk, the following rules and regulations shall apply:

1. It is the responsibility of every individual who operates an E-bike or E-Scooter to always do so while wearing a helmet. For the purposes of this section, "wearing," means securely fastening, by means of a fastener, the straps at the bottom portion of the helmet around one's head, in a snug fashion.

2. It is the responsibility of every passenger on an E-bike to ensure that they are also wearing a helmet in the fashion prescribed in Section 166-3(a)(1).

3. It is the responsibility of every operator to ensure that on the front and the rear of the E-Bike/E-Scooter, working reflective gear is affixed and attached thereto.

4. If one is operating an E-bike and/or E-Scooter in low-light conditions, as defined herein, in addition to the reflective gear attached to the electric bicycle, one must do so with an illuminating fixture i.e., a headlight, affixed to the front of the electric bicycle, and said illuminating fixture must be powered on and otherwise in good working condition.

§ 166-4. Rules and Restrictions Related to Use Within the Village

a) In accordance with Vehicle and Traffic Law Section 102-c and the definition above, the operation of any Class III E-Bike within the Village of Monroe is prohibited.

b) In accordance with Vehicle Traffic Law Section 1242(5)(a), no bicycle with electric assist or scooter with electric assist shall be operated on a sidewalk, within the Village of Monroe.

c) No E-Bike shall operate in excess of the speed limit, that being 15 miles per hour.

d) No E-Scooter shall operate in excess of the speed limit in accordance with New York State Vehicle and Traffic Law Section 1282(6),that being 15 miles per hour

e) No E-bike or E-Scooter shall otherwise have, attached or affixed thereto, any tow, trailer, hitch, or other object behind or beside it, for the purpose of transporting either objects or other person(s).

f) No E-bike or E-Scooter shall be operated within the confines of Airplane Park, Crane Park and/or Smith's Clove Park or on any path therein.

(1) However, notwithstanding the above regulation, the operation of Class I E-bikes is permitted solely on the marked bicycle pathway that circles around the perimeter of Crane Park.

g) If the E-Bike is "tandem," in nature, meaning that the E-bike was manufactured by the designer to contain and power more than one seat on the bicycle, only then may the E-bike be operated with a passenger. Said passenger(s) must be wearing a helmet in accordance with Sections 166-3(a) and (b) of this Chapter, and the passenger(s) must be seated in their own separate seat, apart from any other passenger, including the operator of the E-bike.

h) No matter the design of the E-scooter, all E-scooters within the Village must be operated solely by the operator. No passenger(s), regardless of age, will be permitted on E-Scooters within the Village of Monroe.

i) All E-bike and E-Scooter users must obey Traffic Control Devices as defined under New York State Vehicle and Traffic Laws and be operated consistent with the rules and regulations promulgated under the New York State Vehicle and Traffic Law.

§ 166-5 Penalties.

Penalties.

a) Any Operator who Operates a Class Three E-bike as defined within this Chapter shall be subject to a fine not exceeding $250 dollars, per offense.

b) Any Operator who Operates a Class Three E-bike as defined within this Chapter, and, having been found guilty of the same, or, of violating any other provision of § 166-4 of this Chapter, one or more times within the preceding 24 months, shall be subject to a fine not exceeding $500 dollars, per offense.

c) Any Operator who, does not Operate their Electric Bike or E-Scooter in accordance with § 166-3 of this Chapter, shall be subject to a fine not exceeding $125 dollars, per offense.

d) Any Operator, who does not Operate their Electric Bike or E-Scooter in accordance with § 166-3 of this Chapter, and, having been found guilty of the same, or having been found

guilty of a provision of § 166-4 of this article, within the preceding 24 months, shall be subject to a fine not exceeding $350 dollars, per offense.

e) Any Operator who otherwise violates any other provision of § 166-4 of this Chapter shall be subject to a fine not exceeding $225 dollars, per offense.

f) Any Operator who otherwise violates any other provision of § 166-4 of this Chapter, and having been found guilty of the same, one or more times within the preceding 24 months shall be subject to a fine not exceeding $450 dollars per offense.

g) Any Operator of an E-Bike or E-Scooter as defined herein, charged with a violation under this Chapter, including any violation of the New York State Vehicle and Traffic Law, and doing so while under the age of 16, will have their E-Bike or E-Scooter taken and temporarily stored within the custody and control of the Village of Monroe Police Department. The E-Bike/E-Scooter will be released to the parent/guardian of the Operator, upon payment of a $100-dollar administrative fee.

h) The Exception being, that any person Operating an Electric Scooter in violation of Section 166-4(d) shall be subject to the fines and surcharges delineated under the New York State Vehicle and Traffic Law and will not be subject to fines under this Section.

§ 166-6 Severability.

In any clause, sentence, paragraph, section or part of this chapter shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder of this chapter but shall be confined in this operation to the clause, sentence, paragraph, section or part thereof directly involved in a litigation in which said judgment shall have been rendered.

Section 4. Repeal, Amendment, and Supersession of Other Laws.

All other Resolutions, Ordinances or Local Laws of the Village of Monroe, which conflict with the provisions of this Local Law are hereby superseded or repealed to the extent necessary to give this Local Law full force and effect.

Section 5. State Environmental Quality Review Act.

Pursuant to 6 NYCRR 617.5 (26) and (33), this Local Law is classified as a Type II action which requires no further review under the State Environmental Quality Review Act.

Section 6. Code Preparation.

The Village Code preparation contractor is authorized, without further action of the Village Board, to correct typographical errors, numbering and other related technical changes that do not affect or alter the substantive provisions of this Local Law.

Section 7. Effective Date.

This Local Law shall be effective immediately upon filing with the Secretary of State.

Section 8. **Conflict with Other Laws**

To the extent that this law, or any other section or provision herein, is read or otherwise interpreted to conflict with County, State or Federal Laws and Regulations, any conflicts therewith are inferior to the laws and/or regulations from those enumerated entities that regulated or otherwise enacted the same.