

Date of Hearing: April 8, 2026

ASSEMBLY COMMITTEE ON EDUCATION
Darshana R. Patel, Chair
AB 1569 (Davies) – As Amended March 9, 2026

SUBJECT: Pupil safety: electric bicycle parking: safety program

SUMMARY: Requires local education agencies (LEAs) to verify that students complete a safety training course, as specified, prior to parking an electric bicycle (ebike) on campus. Specifically, **this bill:**

- 1) Requires LEAs to verify that students who park ebikes on school property have completed a safety training course, if the LEAs:
 - a) Serve students in any grades of kindergarten through 12th, inclusive; and
 - b) Allow students to park their ebike on campus.
- 2) Specifies that the required ebike safety training course can be either:
 - a) A training that has been developed by local law enforcement or local government agencies; or
 - b) If a local training has not been developed, the online safety training course developed by the California Highway Patrol (CHP).
- 3) Requires students to submit proof of completing the required safety training to the LEA.
- 4) Exempts LEAs that have adopted a school policy related to ebike safety on or before January 1, 2027, from this requirement.

EXISTING LAW:

- 1) Defines an ebike as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Further classifies ebikes as follows:
 - a) Class 1 ebike: motor only provides power when the rider is pedaling, and cannot power the ebike alone. The motor stops when the ebike reaches 20 miles per hour (mph);
 - b) Class 2 ebike: motor can provide power when the rider is not pedaling, and can be used exclusively to propel the ebike. The motor stops when the ebike reaches 20 mph;
 - c) Class 3 ebike: motor only provides power when the rider is pedaling, and cannot power the ebike alone. The motor stops when the ebike reaches 28 mph; equipped with a speedometer. (Vehicle Code (VC) 312.5)
- 2) Prohibits persons under 16 years of age from operating Class 3 ebikes, and requires that all passengers of Class 3 ebikes wear fitted and fastened bicycle helmets (VC 21213).

- 3) Requires the CHP to develop, in consultation with relevant stakeholders, an online training course in ebike safety. (VC 893)
- 4) Authorizes the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to conduct a study on ebikes and ebike safety and submit their findings to the Legislature by January 1, 2026. (VC 21214)
- 5) Authorizes the governing board of any school district to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for electric bicycle, motorized bicycle safety instruction. (Education Code (EC) 51860).
- 6) Authorizes Marin County and San Diego County to conduct pilot studies that examine the effect of increasing age restrictions on ebike ridership, with a report due to the Legislature by January 1, 2028 (VC 21214.5, VC 21214.7)

FISCAL EFFECT: This bill has been keyed non-fiscal by the Office of Legislative Counsel.

COMMENTS:

Need for the bill. According to the author, “The rapid rise of high-speed e-bikes on our campuses has outpaced our current safety laws, leading to a preventable surge in student injuries. We cannot continue to allow minors to operate motorized vehicles in heavy school-zone traffic without the fundamental road safety knowledge required to protect themselves and others. AB 1569 creates a common-sense standard by requiring students to complete a certified safety course before being granted the privilege of parking their e-bikes on school grounds. By passing this measure, we are providing our youth with the essential tools for responsible riding and ensuring that the commute to school is safe for every student, pedestrian, and driver in our community.”

Legal definitions and requirements for ebikes. Current law defines all ebikes as bicycles with two or three wheels, operable pedals, and an electric engine that provides no more than 750 watts of power. Ebikes are classified by their top speed in miles per hour (mph) and whether riders must also pedal in order to move. Ebike riders are required to attach a sticker to the ebike frame that identifies its type. However, in practice, it can be difficult to determine the ebike category by sight alone. Stickers may not be attached, or may be incorrect, as these stickers can be readily purchased on the internet.

	Class 1 Ebike	Class 2 Ebike	Class 3 Ebike
Top Speed (mph)*	20 mph	20 mph	28 mph
Propulsion method	Pedaling required	Can use throttle only	Pedaling requiring
Speedometer included	No	No	Yes
Rider restrictions	None	None	Must be 16 or older
*One study found that 88% of ebikes parked at California public schools could travel faster than these legal limits (Mineta Transportation Institute, 2026)			

Existing law places age restrictions only on Class 3 ebikes, which can travel eight mph faster than Class 1 and Class 2. Riders or passengers must be 16 years of age or older to ride a Class 3

ebike. All riders or passengers of all bicycles, including ebikes, are required to wear a helmet at all times.

Ebikes are frequently able to travel above legal speed limits. Recently, researchers from the Mineta Transportation Institute surveyed ebikes parked at 30 middle and high schools in Marin and San Mateo counties (Agrawal & Fang, 2025). They found that 88% of the ebikes could achieve speeds higher than the legal limits (20-28 mph). As Class 1 and 2 ebikes are not typically equipped with speedometers, riders themselves may not be aware of how fast they are going. For comparison, a middle school child riding a traditional bicycle can typically reach speeds around 10 mph (Selesnic & Kodosi, 2016).

The prevalence of illegally fast ebikes demonstrates the challenges of enforcement. Ebikes bought out of state may not conform to California regulations, and there is a robust secondhand market for ebikes that is difficult to regulate. Even ebikes that are legally purchased in California can be easily modified to allow for higher speeds. Instructions on this process, known as “jailbreaking,” can be readily found online and on social media. In some cases, manufacturers actively advertise that their ebikes can be modified after purchase to reach higher speeds than the legal limits. This can be done through simple changes on the ebike app or console, or via third-party apps. Some manufacturers include scannable QR codes that immediately direct purchasers to jailbreak tutorials. Although illegal, the practice of jailbreaking ebikes has become widespread and difficult to regulate.

Limited available state data on ebikes and child safety. Although there is growing public concern over the safety of children on ebikes, statewide data is still emerging. To address this, SB 381 (Min), Chapter 869, Statutes of 2023, instructed the Mineta Transportation Institute to conduct a comprehensive study on ebike usage and safety. Their report reviewed statewide hospital data and over 200 publications on ebike safety studies. Their results showed that, although the number of ebike accidents has risen sharply over the last five years, overall ebike crashes, injuries, and fatalities remain far less common than those involving traditional bicycles. Medical outcomes for accidents involving ebikes tend to be more severe than those involving traditional bicycles, but the increase is modest. Further, severe injuries and fatalities arising from ebike accidents occur most frequently in older populations.

Two active California pilot programs to restrict young ebike riders are ongoing. Both Marin County and San Diego County are currently conducting ebike safety pilots. In Marin, local ordinances can require that both Class 2 and Class 3 ebike riders must be at least 16 years of age; in San Diego, local ordinances can require riders be at least 12 years of age to ride Class 1 and Class 2 ebikes. Statewide, the only age-restriction is 16 years of age for Class 3 ebikes (see above chart). Both pilot studies run through January 1, 2028, and will require a report to the Legislature by January 1, 2029 that details law enforcement efforts and accident rates

School responses to ebike safety. Absent state law, schools have flexibility to develop ebike policies. Currently, responses typically fall into three general categories:

- a) No active ebike policy;
- b) A ban on students bringing ebikes to school;

- c) Partnering with local police, government, or nonprofit organizations to deliver safety courses, which students may or may not be required to complete before parking their bike on campus.

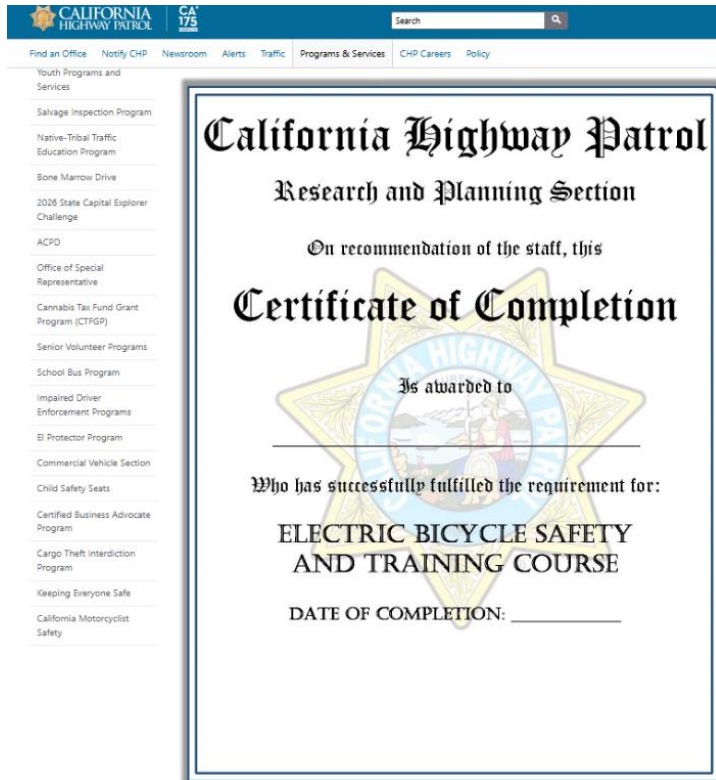
As an example of an existing training, Hermosa Valley School partnered with a local organization, E-bike Sense, to deliver a 2 hour in-person safety course that included both classroom and hands-on instructions. Students are required to complete the course before parking their ebike at school. To enforce the policy, students receive a numbered registration sticker upon completing the course, and ebikes parked on school grounds must display this sticker. However, as this bill specifies that ebike training must be conducted by local police or government organizations, this training program would not count towards the required student safety trainings. *The Committee may wish to consider* how the Hermosa program exemplifies the importance of preserving local control.

Schools are not required to monitor student car parking, much less bicycles. Currently, there are no state-level laws that regulate bicycle parking at schools, including parking bicycles or ebikes. Indeed, there are no state requirements on how schools monitor student vehicle parking. Whether schools maintain bike racks and parking lots, and how they enforce parking regulations, is currently a local decision. As the State does not require schools to enforce vehicle safety instruction, it seems unusual to extend this responsibility to ebikes.

Enforcing ebike parking will consume time and resources for school administrators. The extent to which school administrators monitor students' use, training, and parking of ebikes (or parking any type of vehicle) is currently a local decision. For schools that already have a system in place, either for bicycles or cars, the provisions here may be reasonable. However, schools that do not already monitor parking would be required to create a new system to monitor which ebikes are parked at school each day, which student each ebike belongs to, and whether that student has completed the safety training. ***Staff recommends the bill be amended to*** replace the mandate for all schools to enforce ebike safety training and parking be replaced with a recommendation.

The CHP online ebike training is not age-appropriate for children. This bill would require students in kindergarten through 12th grade take the CHP online ebike training, if a training provided by local police is not available. The CHP training provides a thorough overview of ebike safety, including general riding safety, emergency maneuver skills, rules of the road, and laws pertaining to ebikes. While effective for adult audiences, who are in many cases already familiar with rules of the road as drivers, the training was not developed for use by children and teenagers. As such, there are a number of concerns regarding its usefulness for K-12 students, as proposed by this bill. These concerns include:

- 1) The training is entirely in written text, and young elementary students cannot read.
- 2) Older elementary and middle school students will likely also struggle to understand the text, which is written at a high school reading level. The Lexile & Quantile Hub Text Analyzer is a widely used tool that analyzes texts, provides a complexity score, and estimates the grade level for which text is appropriate. A random sampling of the CHP training received a Lexile Range of 1210L – 1400L (out of a maximum score of 1605L), which is predicted to be comprehensible by the majority of 10th, 11th, and 12th graders.



The completion certificate generated by the CHP online ebike safety course. All users who complete the training receive identical, blank certificates.

3) Users are able to freely skip through the training content without reading, which limits the likelihood that students will meaningfully engage with the text.

4) After completion, the course generates a generic completion certificate (pictured right). The certificate includes blank lines for individuals to write in their name and the date, and there is no electronic record maintained by the CHP of who completed the training. This makes it very easy for students to share the certificate and write in their own names, even if they themselves did not complete the course.

Related legislation. AB 2346 (Wilson) of this Session would require all Class 1 and Class 2 ebikes to be equipped with a speedometer, and prohibits riders under 16 from traveling at a speed greater than 15 mph.

AB 2595 (Papan) of this Session would enable San Mateo County to prohibit individuals under 12 years of age from riding ebikes.

AB 1946 (Boerner), Chapter 147, Statutes of 2022, requires the CHP to develop, in consultation with relevant stakeholders, an online training course in ebike safety.

SB 381 (Min), Chapter 869, Statutes of 2023, requires the Mineta Transportation Institute at San Jose State University to conduct a study on electric bicycles and the safety of riders and pedestrians by January 1, 2026.

Arguments in Support. The Town of Hillsborough writes, “The Town of Hillsborough encourages safe riding habits before preventable collisions and injuries occur. By promoting consistent, age-appropriate training tied to a clear on-campus standard, the bill helps establish shared expectations for students and families while complementing local safety and enforcement efforts. AB 1569 does not prohibit e-bikes; instead, it promotes responsible use by ensuring that students who bring these devices onto school campuses have received safety instruction and understand the rules of the road and path.”

Recommended Committee Amendments. Staff recommends that the bill be amended as follows:

- 1) Remove the requirement that students complete an ebike safety course prior to parking an ebike on school campuses.
- 2) Require the CDE to work with CHP to develop an online ebike safety course that is developmentally appropriate for use by students in seventh through twelfth grade.
- 3) Clarify that the definition of local education agency includes charter schools.

REGISTERED SUPPORT / OPPOSITION:

Support

California Orthopedic Association
American Academy of Pediatrics, California
Peopleforbikes
City of Carlsbad
League of California Cities
Riverside Sheriffs' Association
Riverside Police Officers Association
Los Angeles School Police Officers Association
Los Angeles School Police Management Association
California Coalition of School Safety Professionals
California Association of School Police Chiefs
City of Carlsbad
City of Irvine
Town of Hillsborough

Opposition

None received.

Analysis Prepared by: Sarah Cate Hawthorne / ED. / (916) 319-2087