
SENATE COMMITTEE ON EDUCATION

Senator Sasha Renée Pérez, Chair

2025 - 2026 Regular

Bill No: AB 1569 **Hearing Date:** June 10, 2026
Author: Davies and Chen
Version: April 13, 2026
Urgency: No **Fiscal:** Yes
Consultant: Therresa Austin

Subject: Pupil safety: electric bicycle: safety and training program.

Note: This bill has been referred to the Committees on Education and *Transportation*. A “do pass” motion should include referral to the Committee on *Transportation*.

SUMMARY

This bill requires the California Department of Education (CDE), in consultation with the Department of the California Highway Patrol (CHP), to develop a standardized electric bicycle (e-bike) safety and training program for pupils in grades 7 to 12, inclusive.

BACKGROUND

Existing law:

- 1) Requires the CHP to develop statewide safety and training programs based on evidence-based practices for users of e-bikes, including, but not limited to, general e-bike riding safety, emergency maneuver skills, rules of the road, and laws pertaining to e-bikes. (Streets and Highways Code (SHC) § 894)
- 2) Defines “electric bicycle” as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Additionally defines the following electric bicycle classes:
 - a) A “class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as specified, that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and that is not capable of providing assistance to reach speeds greater than 20 miles per hour.
 - b) A “class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
 - c) A “class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as specified, and that ceases to provide assistance when the bicycle

reaches the speed of 28 miles per hour, and equipped with a speedometer. (Vehicle Code (VEH) § 312.5)

- 3) Specifies that a class 1 or class 3 e-bike may have start assistance or a walk mode that propels the electric bicycle on motor power alone, up to a maximum speed of 3.7 miles per hour. (VEH § 312.5)
- 4) Prohibits a person under 16 years of age from operating a class 3 e-bike. (VEH § 21213)
- 5) Authorizes the governing board of any school district, as specified, to provide time and facilities to local law enforcement agencies, other public agencies, and organizations, as specified, that provide bicycle, scooter, e-bike, motorized bicycle, or motorized scooter safety instruction, for bicycle, scooter, e-bike, motorized bicycle, or motorized scooter safety instruction. (Education Code (EC) § 51860)

ANALYSIS

This bill:

- 1) Requires, on or before March 1, 2028, the CDE, in consultation with the CHP, to develop a standardized e-bike safety and training program for pupils in grades 7 to 12, inclusive.
- 2) Specifies that the safety and training program shall include, not be limited to, an online component consisting of instructional videos and a knowledge-based comprehensive assessment covering the rules of the road; operating differences between the classes of e-bikes; required safety equipment; and the civil and criminal implications of operating noncompliant e-bikes that exceed legal speed limits.
- 3) Authorizes the CDE and the CHP to collaborate with local law enforcement agencies or local governments that have already implemented e-bike training programs to ensure the referenced in #1 reflects proven best practices.
- 4) Encourages local educational agencies (LEA) or parent organizations, in collaboration with local law enforcement agencies of local governments, to offer training demonstrations to pupils and parents on e-bike operations related to safe mounting, braking, signaling, yielding, and riding protocols. Authorizes the administration of these training demonstrations on school campuses and at designated community facilities.
- 5) Defines the following terms:
 - a) “Classes of electric bicycles” includes “class 1 electric bicycles,” “class 2 electric bicycles,” and “class 3 electric bicycles,” as defined in Section 312.5 of the VEH.

- b) “Local educational agency” means a school district, county office of education, or charter school.

STAFF COMMENTS

- 1) ***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 the Department of Education and the California Highway Patrol to develop a new comprehensive online training program for students to take. 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.”
- 2) ***The existing CHP e-bike safety standards and training program.*** In 2022, the Legislature passed AB 1946 (Boerner Horvath, Chapter 147, Statutes of 2022), requiring the CHP to develop statewide safety standards and training programs for e-bikes. The resulting training program, accessible through the CHP’s Vulnerable Road Users resource page, features lessons on general e-bike riding safety, best practices and considerations for selecting an e-bike, emergency maneuver skills, rules of the road, and laws pertaining to e-bikes. After reviewing 10 sections, users are asked to complete an 18-question quiz to test their knowledge. If they score above 80%, they are provided with a blank certificate of completion to which they may date and affix their name, then use it to certify that they have fulfilled an e-bike safety and training course.
- 3) ***Age appropriate e-bike safety training.*** Existing law prohibits persons under the age of 16 from operating a class 3 e-bike; however, no such statewide age restrictions exist for class 1 and 2 e-bikes. While the CHP’s e-bike safety and training course may prove effective for adult audiences who have more familiarity with road rules based on their driving experience, its accessibility, comprehensibility, and relevancy to children and younger teenagers may vary. At present, the CHP e-bike training program is primarily presented in written text, with a few short videos and visual demonstrations. The lessons cite California statutes with varying levels of complexity, which may be beyond a particular student’s reading comprehension level.

Recognizing the need for developmentally appropriate training, some schools compiled resource pages on their websites to connect parents and students with youth centered safety training options. Some have taken further steps to partner with local organizations to provide in-person safety courses as part of their locally adopted e-bike safety or registration policies.

This bill requires the CDE, in consultation with the CHP, to develop a standardized e-bike safety and training program for pupils in grades 7 to 12, inclusive. It also authorizes the CDE and CHP to work with local law enforcement

agencies and local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices.

- 4) ***E-bikes are an increasingly common pediatric public health problem.*** In a 2023 analysis of National Electronic Injury Surveillance System (NEISS) data conducted by the National Center for Biotechnology Information (NCBI), researchers found that the rate of pediatric e-bike injuries increased between the years of 2011 and 2020. The analysis identified 3,945 e-bike, 23,389 moped, and 2.05 million bicycle injuries over the analysis years and found that the age group most commonly affected by e-bike injury (44.3%) was 10-13 years old. The proportion of injuries requiring hospitalization was significantly higher for e-bikes (11.5%) compared to mopeds and bicycles (7.0% and 4.8%, respectively). In cases where helmet use or absence was reported, 97.3% of e-bike riders were without a helmet at the time of injury, compared to 82.1% of pedal bicycle riders and 87.2% of moped riders. Compared to riders on pedal bicycles or mopeds, children on e-bikes had infrequent helmet use and an increased rate of hospitalization.

- 5) ***Prior and related legislation.***

AB 2028 (Davies, Chapter 116, Statutes of 2022) authorizes the governing board of any LEA to provide time and facilities to public agencies and other organizations, as defined in the Civic Center Act, in addition to a local law enforcement agency, to provide bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction.

AB 1946 (Boerner Horvath, Chapter 147, Statutes of 2022) requires the CHP to develop statewide safety standards and training programs for e-bikes.

SUPPORT

- American Automobile Association of Northern California, Nevada & Utah
- California Orthopedic Association
- California School Boards Association
- City of Carlsbad
- City of Fillmore
- City of Redwood City
- City of Roseville
- City of Yorba Linda
- League of California Cities
- Streets for All
- Town of Hillsborough

OPPOSITION

None received