
SENATE COMMITTEE ON TRANSPORTATION

Senator Dave Cortese, Chair

2025 - 2026 Regular

Bill No: AB 1569

Hearing Date: 6/23/2026

Author: Davies

Version: 4/13/2026 Amended

Urgency: No

Fiscal: Yes

Consultant: Isabelle LaSalle

SUBJECT: Pupil safety: electric bicycle: safety and training program

DIGEST: 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.

ANALYSIS:

Existing law:

- 1) Requires 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. (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 (mph), 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. (VEH § 312.5)
- 3) Prohibits a person under 16 years of age from operating a class 3 e-bike. (VEH §21213)
- 4) 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)

This bill:

- 1) Requires, on or before March 1, 2028, CDE, in consultation with 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 CDE and 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.

COMMENTS:

- 1) *Purpose of 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) *What’s an e-bike?* Electric bicycles, or e-bikes, typically look like regular bicycles but include an electric motor and battery. In California, e-bikes must be equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. The fastest e-bikes are Class 3, with a maximum pedal assisted speed of 28 mph. Class 2 e-bikes offer throttle assistance and can travel up to 20 mph. A device that is capable of going faster than 20 mph using a throttle alone, or faster than 28 mph with pedal assist, is not an e-bike under California law. State law prohibits anyone under the age of 16 from riding a Class 3 e-bike and requires minors to wear a helmet on any bicycle, including e-bikes.
- 3) *Benefits of e-bikes.* Shifting trips from personal vehicles to public transit and active transportation is a key strategy for achieving the state’s environmental goals. E-bikes are an increasingly popular tool to reduce car travel, particularly given that surveys show many e-bike users purchase them as a substitute for a car. Evidence also shows that e-bikes are used by a diverse range of individuals, including children, older adults, and people with disabilities who may be unable to drive or use a conventional bicycle. In addition to expanding mobility, e-bikes present an opportunity to address persistent transportation challenges, including traffic injuries and fatalities, transportation-related emissions, and roadway congestion.
- 4) *Growing concerns with e-bikes and other devices.* Californians have seen a surge of news coverage in recent years about the dangers of e-bikes. Additionally, many places where conventional bicycles were common have experienced a proliferation of e-bikes. This had been particularly true at schools and their surrounding neighborhoods. Specifically, many school and local government officials raise concerns that children do not know the rules of the road—the set of laws and practices that govern the safe usage of roadways for drivers, bicyclists, pedestrians, and other micromobility users.

- 5) *This bill creates an e-bike safety program for kids.* This bill directs CDE to work with CHP to develop a standardized e-bike safety and training program by March 1, 2028. The training course would need to be designed for pupils in grades 7-12. It is required to include, among other things, an online component consisting of instructional videos and a knowledge-based comprehensive assessment covering rules of the road, operating differences between the classes of e-bikes, required safety equipment, and the consequences of operating illegal, over-powered devices. CHP is permitted to collaborate with local law enforcement agencies or local governments that have already implemented e-bike training programs to ensure the program reflects proven best practices. A number of local jurisdictions currently offer high-quality e-bike safety courses for children.

This bill also encourages local educational agencies to offer training demonstrations to pupils and parents on e-bike operations, including safe mounting, braking, signaling, yielding, and riding protocols.

- 6) *Double referral.* This bill was double referred to the Senate Education Committee, where it passed out on a vote of 7-0 at their June 10, 2026, hearing.

RELATED/PREVIOUS 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 CHP to develop statewide safety standards and training programs for e-bikes.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 17, 2026.)

SUPPORT:

AAA Northern California, Nevada & Utah
American Academy of Pediatrics, California
American Automobile Association of Northern California, Nevada & Utah
Association of California Cities - Orange County (ACC-OC)

Auto Club of Southern California (AAA)
California Association of Bicycling Organizations
California Association of School Police Chiefs
California Coalition of School Safety Professionals
California Orthopedic Association
California School Boards Association
California State Pta
Cft – a Union of Educators & Classified Professionals, Aft, Afl-cio
City of Carlsbad
City of Fillmore
City of Laguna Niguel
City of Lakewood CA
City of Los Alamitos
City of Rancho Cucamonga
City of Redwood City
City of Roseville
City of San Clemente
City of San Juan Capistrano
City of Yorba Linda
Cleaneearth4kids.org
Irvine; City of
League of California Cities
Los Angeles School Police Management Association
Los Angeles School Police Officers Association
Orange County Transportation Authority
Orinda; City of
Peopleforbikes
Riverside Police Officers Association
Riverside Sheriffs' Association
South Bay Cities Council of Governments
Southwest California Legislative Council
Streets are for Everyone (SAFE)
Streets for All
Town of Hillsborough

OPPOSITION:

None received.

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