

ASSEMBLY THIRD READING
AB 2346 (Wilson and Berman)
As Amended March 26, 2026
Majority vote

SUMMARY

Sets speed limits for electric bicycles (e-bikes) and bicycle paths, requires certain disclosures when selling an e-bike, and requires all e-bikes to have a speedometer and integrated lights.

Major Provisions

- 1) Prohibits a person under the age of 16 from riding an electric bicycle at a speed greater than 15 miles per hour (mph).
- 2) Authorizes local authorities to set speed limits on bicycle paths of 20 or 15 mph and on multiuse trails at 20, 15 or 10 mph.
- 3) Sets a prima facie speed limit of 10 mph on sidewalks and specifies that a violation of this provision does not result in a negligent operator point.
- 4) Requires manufactures and distributors of electric bikes to apply a permanent label to each electric bike specifying the classification number, top assisted speed, and motor wattage of the electric bicycle, in Arial font in at least 9-point type.
- 5) Requires manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to provide to the consumer.
- 6) Requires sellers and distributors of electric bicycles to disclose, in writing, all of the following information at or before the point of sale of each electric bicycle:
 - a) The classification of the electric bicycle;
 - b) The maximum speed of the electric bicycle;
 - c) The continuous and peak wattage of the electric bicycle;
 - d) Any age restrictions on the use of the electric bicycle;
 - e) The helmet use requirements for an electric bicycle; and,
 - f) A specified disclosure that it is against California law for a person to tamper with or modify an electric bicycle to achieve speeds greater than permitted and that doing so may require a M1 or M2 license, insurance, and registration with the Department of Motor Vehicles.
- 7) Specifies that a failure to make such a disclosure is not a criminal violation but is subject to civil penalties up to \$15,000 for the first offense and up to \$50,000 for a second offense upon an action brought by the Attorney General, a city attorney, or a county counsel, or a district attorney.
- 8) Provides that a prevailing plaintiff in an action brought for a violation is entitled to reasonable attorney fees and costs.

- 9) Requires class 1 and 2 electric bicycles sold on or after January 1, 2029 to be equipped with a speedometer.
- 10) Requires all electric bikes sold on or after January, 1 2029 to have an integrated front lamp emitting a white light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front, and from the sides, of the bicycle and a rear lamp emitting a red light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway behind the bicyclist and is visible from a distance of 300 feet behind, and from the sides, of the bicycle.

COMMENTS

[Click here to enter text.](#)

More than half of all trips made in the United States are shorter than three miles. To cover these distances, e-bikes are surging in popularity, evolving from recreational devices into genuine car replacements. The speed of these devices, coupled with the reduced physical strain they require, makes them a convenient, low-cost choice for short-range commuting. Furthermore, with average prices ranging from \$1,000 to \$3,500, e-bikes offer a significantly more affordable alternative to traditional motor vehicles. Their expanded use supports California's environmental goals while potentially reducing traffic-related injuries and fatalities. which claimed over 4,400 lives in the state in 2024.

The lack of licensing and insurance requirements has further fueled this proliferation. In fact, e-bikes are now outselling electric cars: according to Kelley Blue Book, while 800,000 electric cars were purchased in the U.S. in 2022, e-bike imports reached 1.1 million. Projections indicate U.S. sales could reach 6.4 million units by 2025 due to rising demand. A 2024 survey by the Mineta Transportation Institute (MTI) found that 16% of U.S. adults had ridden an e-bike in the previous year, with 6% riding weekly. Additionally, the North American Bikeshare and Scootershare Association (NABSA) reported that riders logged 59 million trips on 76,000 shared e-bikes in 2024.

Electric bicycle safety. As electric bicycle popularity has gone up, so have injuries. In 2023, the Legislature passed SB 381 (Min), Chapter 869, which directed the MTI at San Jose State University to study electric bicycles and the safety of riders and pedestrians.

MTI released the report *Exploring Electric Bicycle Safety Performance Policy Options for California* in December of 2025. That report provided a comprehensive review of how California and other states and countries regulate electric bicycles, a review of the electric bicycle safety literature, and strategies that the state could adopt to promote the safe use of electric bicycles.

According to the report, "In 2023, a total of 461,062 patients were treated at California hospitals with transportation-related injuries. Only 4,757 patients were identified as electric bicycle riders. Thus, electric bicycle riders comprised just 1% of all patients with transportation-related injury. Comparatively, 44,039 patients were identified as conventional bicycle riders, or 10% of all transportation-related patients. Overall, there were more than 9 times more injured conventional bicycle riders than injured electric bicycle riders. By far the most patients were injured in motor vehicle incidents: 62%."

The report found that electric bicycle-related injuries may result in slightly more hospitalizations than conventional bicycle incidents, specifically "In the National Electronic Injury Surveillance System (NEISS) injury dataset of U.S. hospital patients, electric bicycle patients were hospitalized at only a three-percentage point greater rate than conventional bicycle patients (16% vs. 13%). Also, that gap disappeared when making an apples-to apples comparison of only those injuries occurring on streets. Finally, while the California hospital data did show more electric bicycle than conventional bicycle hospitalizations, the difference was a relatively modest six percentage points (17% vs. 11%). Looking at just injuries that took place on streets, conventional bicycles and electric bicycles had virtually identical hospitalization rates (18% vs 17%, respectively)."

In addition, most of the people involved in electric bicycle incidents are adults. NEISS reported that one in five electric bicycle patients (20%) were minors, almost identical to their share of the U.S. population. In comparison, 43% of conventional bicycle patients were minors. Slightly over half of the electric bicycle patients (54%) were adults aged 18 to 49 years. Electric bicycle patients had the oldest median age (34 years), a full decade higher than conventional bicycles (24 years). Mopeds/power-assisted cycles have the second highest median age, 30 years.

This bill and recommendations from the Mineta Institute Report. This bill implements several recommendations made by the Mineta Institute Report or are based on recommendations from the report. The Mineta Institute recommended all electric bicycles, not just class 3 electric bicycles, to have speedometers. The Mineta Institute report recommending following Switzerland's lead in requiring integrated lights for electric bicycles. This bill implements both of those recommendations and gives e-bike manufacturers two years to change the design of their devices.

The Mineta report recommended to "require that if local governments ban bicycles or electric bicycles from sidewalks or bike facilities, or add speed limits for micromobility devices, then these rules must be prominently signed at any location where a rider would enter the sidewalk or path." To address that provision, this bill sets a statewide speed limit of 10 mph on sidewalks and requires signs to be posted if a city opts to have a different sidewalk speed.

Finally, the Mineta Institute report focuses heavily on the fact that e-bikes in the United States are far more powerful than e-bikes in other countries. Europe, Japan and Australia cap e-bikes at 250 continuous watts and a 15.5 mph speed. In contrast, the US permits a 750-watt e-bike with a maximum speed of 28 mph. Those higher speed devices are permitted in Europe, but unlike in California, require a driver's license.

The Consumer Product Safety Commission recommends children under the age of 12 should not ride a vehicle with a motor capable of going faster than 10 mph. As the Mineta Institute report indicated, higher speeds produce more serious injuries. To address the concern that law enforcement cannot simply look at an electric bicycle and determine what class it is, this bill sets a 15-mph speed limit for those under the age of 16, aligned with the speed electric bicycles outside the United States are generally capped at before they require a driver's license to operate.

Finally, the Mineta Institute report recommended that the California Legislature requires better disclosures for the sale of e-bikes so that consumers know what they are purchasing. The report further recommends Attorney General enforcement of such rules. This bill requires the sellers of electric bicycles to disclose certain specifications and laws related to an e-bike, as well as a

mandatory disclosure that it is illegal to modify the device to go faster and a warning that if they do so the device may no longer be considered an electric bicycle under the law.

According to the Author

"As e-bikes become a bigger part of daily life in our communities, we must ensure they are used safely and responsibly. AB 2346 strikes a balanced, commonsense approach - creating clear rules, strengthening safety standards, and improving rider education to protect pedestrians, cyclists, and drivers alike."

Arguments in Support

The California Medical Association, *the sponsor of this bill*, argues "Across California, physicians are seeing a sharp increase in severe e-bike injuries, particularly among youth. Emergency physicians and trauma surgeons report that these crashes often result in significant head injuries, fractures, and other serious trauma. A report commissioned by the California Legislature and conducted by Mineta Transportation Institute¹ found a 334% increase in traumatic e-bike injuries among children at Rady Children's Hospital of Orange County between 2022 and 2025. These are the most seriously injured patients who require the activation of a trauma team. National research reflects a similar pattern, with pediatric e-bike injuries rising sharply among and frequently resulting in more severe trauma than traditional bicycle injuries.

"This trend is not surprising. E-bikes can reach speeds far greater than traditional bicycles, increasing both the likelihood of crashes and the severity of injuries. Physicians across California are increasingly concerned that many young riders are operating e-bikes that are capable of motorcycle-like acceleration without adequate safety protections or clear information about rules of the road.

"AB 2346 proposes practical, commonsense reforms that address these risks of e-bikes while still allowing Californians to continue benefiting from their use as a convenient and environmentally friendly mode of transportation....Together, these reforms will help ensure consumers have clear information to protect themselves and their children; provide communities with tools to address local safety concerns; and reduce the growing number of injuries associated with high-speed e-bikes, particularly among young riders."

Arguments in Opposition

According to PeopleForBikes "PeopleForBikes has concerns about the OEM lighting requirement in the bill. California law (CVC Section 21201) already requires all bicycles operated in darkness (darkness to dawn) to have a white front light/lamp (visible from 300 ft), a rear red reflector (visible from 500 ft), and white/yellow reflectors on pedals/ankles and sides (visible from 200 ft). There are many reasons why e-bikers would not want factory lighting systems on their bikes, including additional weight for competitive riding and the loss of the ability to select their own lighting systems. E-mountain bikers and e-gravel riders are also unlikely to ride at night. Additionally, this requirement would increase manufacturing costs.

"PeopleForBikes supports reasonable consumer notification requirements, but would prefer that this happen at the federal level to avoid multiple conflicting state requirements, not to mention the annual and seemingly endless changes to those requirements in CA. For example, some local jurisdictions now have age limits that do not apply elsewhere in the state. Importantly, Congressman Dave Min will be introducing a bill to direct the CPSC to adopt standard

classification and labeling requirements for e-bikes and electric dirt bikes, which multiple national advocacy groups, including PeopleForBikes, support."

FISCAL COMMENTS

According to Assembly Appropriations Committee, "Ongoing cost pressures of an unknown amount, potentially in excess of \$150,000, to the courts in additional workload by authorizing a new civil action to enforce e-bike disclosure requirements that may be filed by the Attorney General, county counsel, or city attorney (General Fund (GF) or Trial Court Trust Fund (TCTF)). It is unclear how many civil actions may be filed statewide and how much court time may be needed to resolve each case, but it generally costs approximately \$1,000 to operate a courtroom for one hour. Although courts are not funded on the basis of workload, increased pressure on staff and the TCTF may create a demand for increased court funding from the GF. The state budget provides annual GF backfills to the TCTF to offset revenue reductions, totaling approximately \$117.3 million in fiscal year 2025-26."

VOTES

ASM TRANSPORTATION: 15-0-1

YES: Wilson, Davies, Aguiar-Curry, Ahrens, Harabedian, Hart, Hoover, Jackson, Lackey, Macedo, Papan, Ransom, Rogers, Sharp-Collins, Ward

ABS, ABST OR NV: Carrillo

ASM JUDICIARY: 12-0-0

YES: Kalra, Macedo, Bauer-Kahan, Bryan, Connolly, Dixon, Harabedian, Pacheco, Papan, Sanchez, Stefani, Zbur

ASM APPROPRIATIONS: 13-0-2

YES: Wicks, Hoover, Aguiar-Curry, Calderon, Caloza, Dixon, Fong, Mark González, Krell, Pacheco, Pellerin, Sharp-Collins, Solache

ABS, ABST OR NV: Ta, Tangipa

UPDATED

VERSION: March 26, 2026

CONSULTANT: David Sforza / TRANS. / (916) 319-2093

FN: 0002673