
THIRD READING

Bill No: AB 2346
Author: Wilson (D) and Berman (D), et al.
Amended: 6/18/26 in Senate
Vote: 21

SENATE TRANSPORTATION COMMITTEE: 12-0, 6/23/26
AYES: Cortese, Strickland, Archuleta, Arreguín, Blakespear, Dahle, Gonzalez,
Grayson, Menjivar, Richardson, Seyarto, Valladares
NO VOTE RECORDED: Wiener

SENATE APPROPRIATIONS COMMITTEE: Senate Rule 28.8

ASSEMBLY FLOOR: 74-0, 5/27/26 - See last page for vote

SUBJECT: Vehicles: electric bicycles and speed limits

SOURCE: California Medical Association

DIGEST: This bill 1) requires sellers and distributors of electric bicycles (e-bikes) to provide informational disclosures to consumers at or before the point of sale and imposes new equipment requirements on e-bikes, as specified; and 2) grants local authorities more flexibility to set speed limits on bike paths and trails, as specified, and sets a 10 miles per hour (mph) statewide speed limit on sidewalks.

ANALYSIS:

Existing law:

- 1) Defines an e-bike as a bicycle equipped with fully operational pedals and an electric motor that is not physically capable of exceeding 750 watts of power. (Vehicle Code Section (VEH) 312.5)
- 2) Defines a class 1 e-bike as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively

propelling the bicycle, that ceases to provide assistance when the bicycle reaches the speed of 20 mph, and is not capable of providing assistance to reach speeds greater than 20 mph. (VEH 312.5)

- 3) Defines a class 2 e-bike as 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 mph. (VEH 312.5)
- 4) Defines a class 3 e-bike as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph. (VEH 312.5)
- 5) Requires class 3 e-bikes to be equipped with a speedometer. (VEH 312.5)
- 6) Prohibits a person from tampering with or modifying an electric bicycle as to change the speed capability of the bicycle unless the modification keeps within the existing speed allowances of an electric bicycle. (VEH 24016)
- 7) Prohibits a person from selling a product, device or application that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. (VEH 24016)
- 8) Authorizes a peace officer to impound a vehicle that does not meet the definition of an electric bicycle and is both powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 mph on a highway and is being operated without a license to operate that vehicle, or a person operating a vehicle that is a class 2 electric bicycle and is not 16 years of age. (VEH 22651.08)

This bill:

- 1) Authorizes local authorities to, by ordinance, set speed limits of 15 or 20 mph on bicycle paths or bike trails and 10 mph in limited areas with high pedestrian volumes or sight distance challenges.
- 2) Requires local authorities that set a speed limit detailed above to place appropriate signs that indicate the limits of the restricted zone and the applicable speed limit within 400 feet of each end of the restricted zone.
- 3) Specifies that any speed limit on a bicycle path or multiuse trail established prior to January 1, 2027, shall remain in effect.

- 4) Establishes the prima facie speed limit on sidewalks at 10 mph and specifies that a violation of this provision will not result in a negligent operator point.
- 5) Clarifies that manufacturers and distributors of e-bikes must apply a permanent label to each e-bike specifying the classification number, top assisted speed, and motor wattage of the bicycle, in Arial font in at least 9-point type.
- 6) Requires sellers and distributors of e-bikes to disclose, in writing, all of the following information at or before the point of sale of each e-bike:
 - a) The classification of the e-bike;
 - b) The maximum speed of the e-bike;
 - c) The continuous and peak wattage of the e-bike;
 - d) Any age restrictions on the use of the e-bike;
 - e) The helmet use requirements for an e-bike;
 - f) A written description of California's e-bike laws;
 - g) The website for the California Highway Patrol's (CHP) e-bike safety course; and,
 - h) A recommendation that persons under 16 years of age should not ride an e-bike at a speed greater than 15 miles per hour.
- 7) Requires sellers and distributors of electric bicycles to provide a disclosure at or before the point of sale stating that it is against California law for a person to tamper with or modify an e-bike 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 (DMV).
- 8) Specifies that a violation of the labeling and disclosure requirements is an infraction punishable by a fine up to \$500 for the first conviction, \$750 for second conviction in three years, and \$1,000 for two or more convictions within five years.
- 9) Requires all class 2 e-bikes manufactured or sold on or after January 1, 2029, to be equipped with a speedometer.
- 10) Requires all e-bikes sold on or after January 1, 2029, to have an integrated or detachable 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 500 feet behind, and from the sides, of the bicycle.

Comments

- 1) *Purpose of the bill.* 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.”
- 2) *What’s an e-bike?* Electric bicycles, or e-bikes, typically look similar to 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. E-bikes fall into the following classifications based on their technical specifications:
 - a) Class 1 e-bikes provide assistance only while being pedaled and only at speeds under 20 mph.
 - b) Class 2 e-bikes provide power assistance up to 20 mph with a throttle that allows the rider to engage the motor without pedaling.
 - c) Class 3 e-bikes provide pedal assistance up to 28 mph. Class 3 e-bikes may only be ridden by people who are 16 years old or older and who are wearing helmets. Class 3 e-bikes must be equipped with a speedometer.

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.

- 3) *Benefits of e-bikes.* Shifting trips from personal vehicles to 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 more than half of all trips in the United States are under three miles. Research indicates that even modest use can have significant impacts—for example, riding a bicycle once per day can reduce an individual’s transportation emissions by up to 67%, and 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 vehicle 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 headlines in recent years about the dangers of e-bikes. Many places where conventional bicycles were common have experienced a proliferation of e-bikes, such as schools, coastal communities, and bike trails. The rapid growth in the visibility of faster devices has resulted in a swift backlash against e-bikes across the country, including calls for increased restrictions and, in some cases, bans.
- 5) *Illegal, overpowered devices a key problem.* A fundamental challenge in evaluating and implementing e-bike policy is differentiating between legal e-bikes and illegal, overpowered devices, such as electric motorcycles. The Mineta Transportation Institute (MTI) at San Jose State University released a report commissioned by the California Legislature titled: *Exploring Electric Bicycle Safety Performance Data and Policy Options for California* in December 2025. The report found, “many devices marketed in California as electric bicycles have much higher motor power and/or faster motor-assisted speed than the law allows. While nobody knows how many of these illegal electric bicycles are on the road, the percentage might be quite high. Counts of electric two-wheelers parked at a dozen northern California middle and high schools found that almost 90% may not meet the standards for legal electric bicycles. Some of these devices have as much as eight times more power than legal limits.” The study went on to report that many consumers unknowingly purchase illegal devices, believing them to be legal e-bikes.

The report also found that, “[m]ost people involved in electric bicycle incidents are adults, although some local data points to particularly high rates of children in crashes. Also, the medical experts we interviewed are concerned older adults are more likely than children or younger adults to suffer serious medical consequences from crashes. In the national NEISS [National Electronic Injury Surveillance System] dataset, seniors had the highest rates of both hospitalizations and head injuries.”¹ Of the nine devices MTI studied with NEISS data, patients with e-bike-related injuries had the oldest median age (34) and second lowest share of patients who were minors (20%).

- 6) *Speed limits on bike paths, trails, and sidewalks.* This bill authorizes local jurisdictions to establish additional speed limits on bicycle and multi-use paths.

¹ [Exploring Electric Bicycle Safety Performance Data and Policy Options for California](#)

A local authority that sets a new speed limit must place appropriate signs that indicate the limits of the restricted zone and the applicable speed limit within 400 feet of each end of the restricted zone. Additionally, the bill establishes a statewide speed limit of 10 mph on all sidewalks.

Writing in support, the City of Carlsbad explains, “[t]he bill’s provision granting local authorities the ability to set speed limits on bicycle paths and multiuse trails is of particular importance to Carlsbad. Currently, cities lack clear statutory authority to establish enforceable speed limits on these facilities, even as electric bicycles capable of speeds well in excess of what is safe for shared environments become increasingly common... This flexibility will enable Carlsbad and other cities to tailor speed limits to the specific conditions of individual facilities — accounting for factors such as trail width, sightlines, pedestrian volume, and proximity to schools or parks — rather than relying on a one-size-fits-all approach.”

Opponents, including bicycle advocates, raise concerns primarily with the 10 mph speed limit on sidewalks, questioning the practicality of a statewide speed limit. Instead, they suggest that bicyclists be required to slow when pedestrians are present on a sidewalk or yield to pedestrians on sidewalks.

- 7) *Disclosures provided at point of sale.* The MTI report made comprehensive recommendations for actions the state can take to improve e-bike safety, several of which are included in this bill. Among these recommendations, the researchers suggested that the state require e-bike sellers to disclose the device type they are selling and laws on how that device may be used. In accordance with this recommendation, this bill requires e-bike sellers and distributors to provide purchasers with written information at or before the point of sale. The disclosure must identify the bicycle’s classification, maximum speed, continuous and peak motor wattage, applicable age restrictions, helmet requirements, a summary of California’s electric bicycle laws, and the web address for CHP’s e-bike safety course. The disclosure must also recommend that those under the age of 16 should not ride over 15 mph. In addition, sellers and distributors must provide a separate disclosure warning that modifying an e-bike to exceed legal speed limits is prohibited under California law and may subject the rider to licensing, registration, and insurance requirements applicable to motorized bicycles or motorcycles.
- 8) *Speedometers and lights required.* The MTI report recommended that the state establish standards for appropriate device characteristics for e-bikes, including, among other things, speedometers and lighting for “high-speed” e-bikes. This

bill requires class 2 e-bikes to be equipped with a speedometer. Current law already requires class 3 e-bikes to be equipped with speedometers. It is reasonable to expand this requirement to include additional classes of e-bikes. The bill additionally adds new lighting equipment requirements for all e-bikes sold or manufactured after January 1, 2027.

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

SUPPORT: (Verified 8/3/26)

California Medical Association (source)
AAA Northern California, Nevada & Utah
American Academy of Pediatrics, California
American College of Surgeons, Southern California Chapter
American College of Surgeons: Southern and San Diego Chapters
Association of California Cities - Orange County
Auto Club of Southern California
Brea; City of
California Academy of Preventive Medicine
California Association of Recreation & Park Districts
California Children's Hospital Assn
California Contract Cities Association
California Emergency Nurses Association
California Orthopedic Association
California Police Chiefs Association
Children's Specialty Care Coalition
Chino Hills; City of
City and County Association of Governments of San Mateo County
City of Carlsbad
City of Coronado
City of Fremont
City of Huntington Beach
City of Laguna Niguel
City of Lakewood CA
City of Norwalk
City of Pico Rivera
City of Rocklin
City of San Luis Obispo
City of San Mateo
City of Vacaville Police Department
City of Walnut Creek

Cupertino; City of
Fillmore; City of
Goleta; City of
Irvine; City of
Lafayette; City of
Lakewood; City of
Lamorinda Legislative Coalition
League of California Cities
Marin County Council of Mayors and Councilmembers
National Association of Pediatric Nurse Practitioners
Newport Beach; City of
Orinda; City of
San Francisco Marin Medical Society
Santa Barbara; City of
Scripps Health
South Bay Cities Council of Governments
Town of Hillsborough
Town of Truckee

OPPOSITION: (Verified 8/3/26)

Ecology Action
Peopleforbikes

ARGUMENTS IN SUPPORT: According to the California Association of Recreation and Park Districts, “As electric bicycle use has grown rapidly, so too have conflicts between higher-speed e-bikes and other trail users on facilities that were not designed for those speeds. Despite these evolving conditions, local agencies have lacked clear statutory authority to establish and enforce reasonable speed limits on bicycle paths and multiuse trails, limiting their ability to respond to local safety concerns.

“AB 2346 provides a practical, commonsense solution by expressly authorizing local agencies to establish enforceable speed limits on bicycle paths and multiuse trails. The bill also promotes responsible e-bike use through equipment standards and point-of-sale disclosures that better educate riders about the safe operation of electric bicycles. Together, these provisions provide local agencies with meaningful tools to improve public safety while preserving safe, welcoming, and accessible trail systems for the millions of Californians who use them each year.”

ASSEMBLY FLOOR: 74-0, 5/27/26

AYES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bains, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Bryan, Calderon, Caloza, Carrillo, Castillo, Chen, Connolly, Davies, DeMaio, Dixon, Elhawary, Ellis, Flora, Fong, Gabriel, Gallagher, Garcia, Gipson, Jeff Gonzalez, Hadwick, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Johnson, Kalra, Krell, Lackey, Lee, Lowenthal, Macedo, McKinnor, Muratsuchi, Nguyen, Ortega, Pacheco, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Michelle Rodriguez, Rogers, Blanca Rubio, Sanchez, Schiavo, Sharp-Collins, Solache, Soria, Stefani, Valencia, Wallis, Ward, Wicks, Wilson, Rivas
NO VOTE RECORDED: Mark González, Celeste Rodriguez, Schultz, Ta, Tangipa, Zbur

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8/12/26 9:19:58

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