

CONCURRENCE IN SENATE AMENDMENTS

AB 2346 (Wilson and Berman)

As Amended June 18, 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 some e-bikes to have a speedometer and lights.

Senate Amendments

- 1) Remove the provision requiring a person under the age of 16 from riding an electric bicycle at a speed greater than 15 mph and instead require a disclosure recommending riders under 16 to travel no more than 15 mph.
- 2) Authorize a 10-mph speed limit on bicycle paths in limited areas with high pedestrian volumes or sight distance challenges and require all bicycle path and multiuse trail speed limits are set by ordinance.
- 3) Provide that any speed limit set for bicycle path or multiuse trail established prior to January 1, 2027, shall remain in effect.
- 4) Remove the civil penalties and instead provide for criminal infractions of fines not to exceed \$750 for a first offense and \$1000 for subsequent offenses for failing to make the disclosures required under the bill.
- 5) Remove the requirement for class 1 electric bicycles to have a speedometer and permits an integrated or detachable front lamp instead of just an integrated front lamp on e-bikes manufactured, sold, or offered for sale on or after January 1, 2029.

COMMENTS

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, Statutes of 2023 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 partially implements both of those recommendations and gives e-bike manufacturers two years to change the design of their devices. Class 2 e-bikes will be required to have speedometers. All e-bikes will be required to be sold with front and rear lights, either detachable or integrated.

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 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

According to the California Medical Association, the sponsor of this bill, " 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 injuries².

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."

Arguments in Opposition

According to Peopleforbikes, "Our primary remaining concern is the bill's requirement that Class 1 electric bicycles manufactured after January 1, 2029, be sold with front and rear lighting equipment.

California already requires bicycles and electric bicycles operated during hours of darkness to be equipped with lights and reflectors. AB 2346 would go beyond regulating operation and instead mandate that lighting equipment be included as standard equipment on all Class 1 electric bicycles at the point of sale.

This requirement is particularly problematic for Class 1 electric mountain bikes and other performance-oriented bicycles that are frequently operated off-road and primarily during daylight hours. Riders of these products often prefer to select lighting systems that match their intended use, while many riders have no need for permanently installed lighting equipment at all.

FISCAL COMMENTS

According to the Senate Appropriations Committee, pursuant to Senate Rule 28.8, negligible state costs.

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

ASSEMBLY FLOOR: 74-0-6

YES: 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

ABS, ABST OR NV: Mark González, Celeste Rodriguez, Schultz, Ta, Tangipa, Zbur

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