



LORI D. WILSON
Assemblywoman, District 11

FACT SHEET

AB 2346: Safer E-Bikes, Safer Communities Act (Wilson)

Summary

AB 2346 makes lower-speed electric bicycles (class 1 and 2 e-bikes) safer by requiring speedometers and integrated lights on all e-bikes. This bill also provides local governments with the authority to impose e-bike speed limits and sets a state-wide speed limit of 15 mph for minors under 15 years old operating any device. Lastly, AB 2346 requires manufacturers and retailers of e-bikes to provide consumers with a clear summary of e-bikes laws and regulations.

Background

Under current law, e-bikes are classified into three categories:

- Class 1: pedal-assist only, up to 20 mph.
- Class 2: pedal/throttle-assist, up to 20 mph.
- Class 3: pedal-assist only, up to 28 mph.

Class 3 e-bikes are subject to common-sense safety requirements, including mandatory helmets for all riders, a minimum rider age of 16, restrictions on passengers, and limitations on where they can be ridden. In contrast, Class 1 and 2 e-bikes are considered lower-speed devices without any additional safeguards or age requirements, minus the two exceptions below.

In 2024, the California State Legislature passed two e-bike safety pilot bills to help improve e-bike safety and reduce youth-related injuries. AB 1778 (Connolly) authorizes the Marin County Electric Bicycle Safety Pilot Program, allowing local jurisdictions in Marin County to require that riders of Class 2 e-bikes be 16 years or older, and requires participating jurisdictions to collect data and submit a report to the Legislature by January 1, 2028. AB 2234 (Boerner) creates the San Diego Electric Bicycle

Safety Pilot Program, which permits local authorities in San Diego County to bar riders under the age of 12 on Class 1 or 2 e-bikes and likewise mandates data collection and a report back to the Legislature by January 1, 2028.

Under current California state law, it is illegal for anyone under the age of 16 to ride an electric scooter, and electric scooters may not exceed a speed of 15 mph.

Problem

Beyond Marin and San Diego Counties, California physicians are reporting a sharp increase in severe e-bike injuries, particularly among youth. A recent Legislative report by the [Mineta Transportation Institute](#) highlights this sharp increase with data from Rady Children's Hospital of Orange County, which has tracked a 334% increase in traumatic e-bike accidents since 2022 among children.

Major media outlets, including the [New York Times](#) and [San Francisco Chronicle](#), have linked these injuries to excessive speeds far beyond legal limits. Social media and videos online share how to easily modify e-bikes to override or remove any speed limiting programming or devices.

For example, [an online video](#) in 2024 demonstrates how to remove a manufacturer's 20 mph speed limit programming on a Class 2 e-bike, and shows the e-bike reaching 40 mph while explaining how to unlock even faster speeds. At this speed, they become comparable to mopeds or small motorcycles, which require a Class M license. Yet, these e-bikes are frequently operated by young people with little knowledge of the rules of the road.



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To prevent further loss of life, the New Jersey State Legislature recently [introduced a measure](#) to reclassify nearly all e-bikes as motorized bicycles, subjecting riders to registration and requiring operators to be insured and licensed.

Support

California Medical Association (sponsor)
California Orthopedic Association (co-sponsor)

Solution

AB 2346 puts forward various changes recommended by the Mineta Transportation Institute that will protect the safety of e-bike riders and others sharing the road, without eliminating or restricting their use. Specifically, this bill:

- Requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029.
- Requires that manufacturers and retailers selling e-bikes in California provide consumers with a summary of e-bike laws.
- Allows local jurisdictions to impose various speed limits on bicycle, multi-use, or paths with appropriate signage.
- Sets a statewide speed limit of 5 mph when riding on a sidewalk.
- Sets a clear statewide speed limit of 15 mph for any minor under 15 years old, regardless of the device or where they are riding.

These practical changes address the behavior of speeding and make bikes safer to help minimize accidents, rather than restricting access. AB 2346 takes decisive action to make our communities safer and preventing more children and families from ending up in the emergency room.

Contact

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