

E-Bike Safety in Our Community


Trends, Education, & Enforcement



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Topics Covered

- What is an E-bike?***
- What is an E-scooter?***
- Statistics & Trends***
- Education***
- Enforcement***



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What is an E-Bike?

- Class 1 e-bikes (pedal assist only, up to 20 mph) are the safest and most age-appropriate option for young riders. They're easier to control, have lower speeds, and align best with the current direction of statewide safety discussions
- Avoid Class 2 and Class 3 E-Bikes for younger juveniles
- Class 2 (throttle-operated with pedals) and Class 3 (up to 28 mph) e-bikes can reach speeds and acceleration levels many juveniles struggle to control



Class	Top Speed (Motor)	Pedal Assist?	Throttle?	Minimum Age	Helmet Required?
Class 1	20 mph	✔ Yes	✘ No	None	Under 18 only
Class 2	20 mph	✔ Yes	✔ Yes	None	Under 18 only
Class 3	28 mph (pedal assist)	✔ Yes	✘ No*	16+	✔ Yes (all riders)

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What is an E-Scooter?

Electric or gas-powered scooters are considered a motorized scooter and are subject to the following laws:

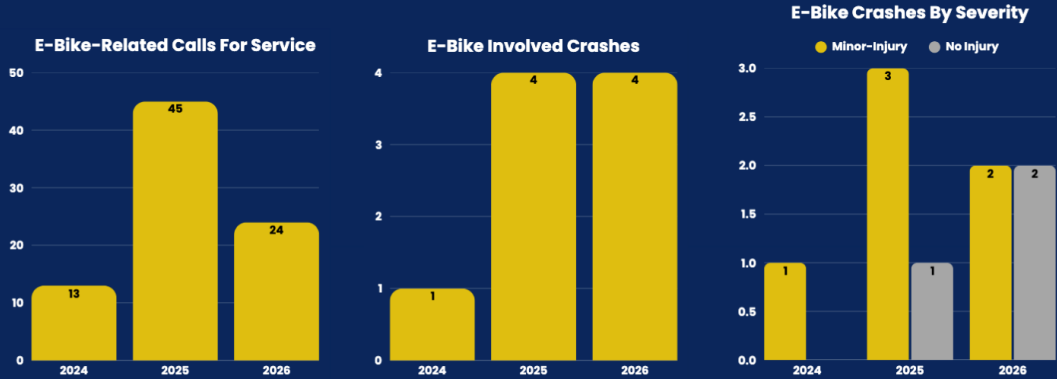
- The driver or operator of the scooter is required to have a valid driver's license or drivers permit
- They are required to wear a properly fitted and fastened bicycle helmet
- If operated on any roadway with a speed limit higher than 25 mph they must be in the bike lane
- They may have an optional seat, but it cannot interfere with the ability to stand and ride



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E-Bike Collisions & Calls For Service Statistics

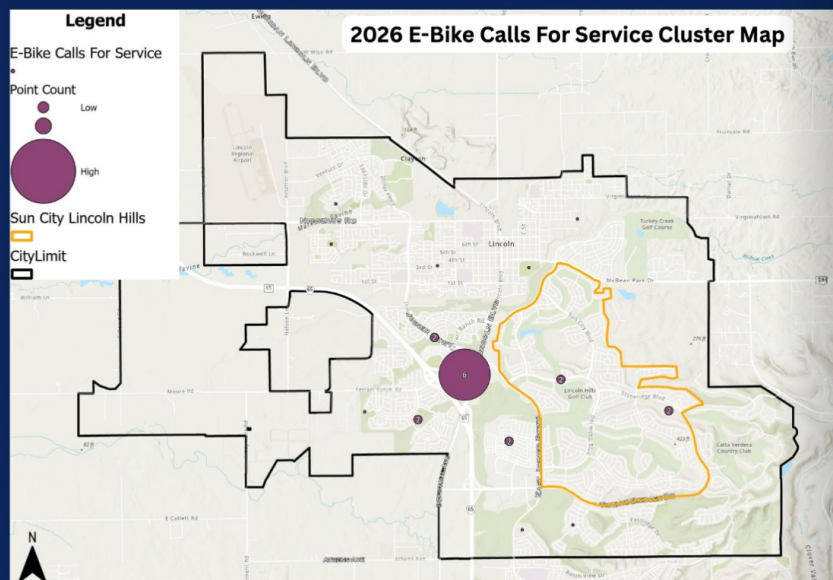
- In 2026 (June YTD), 2 of the 4 e-bike related collisions involved juveniles
- E-bike-related calls for service increased 71% citywide in 2026 compared to the same period in 2025
- Between 2024 and 2026, E-bike riders were found at fault in 4 of 8 crashes



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E-Bike Calls For Service Trends

- In 2025, juveniles accounted for 93% of e-bike calls for service; in 2026, they account for 79%
- In 2026 (as of June 2026), 58% of juvenile-related e-bike calls for service were traffic-related. The remaining 42% were related to social harm issues such as trespassing, loitering, and yelling at passersby
- Top call location: Target parking lot-950 Groveland Lane
- In 2026 (as of June 2026), four e-bike-related calls were reported in Sun City Lincoln Hills

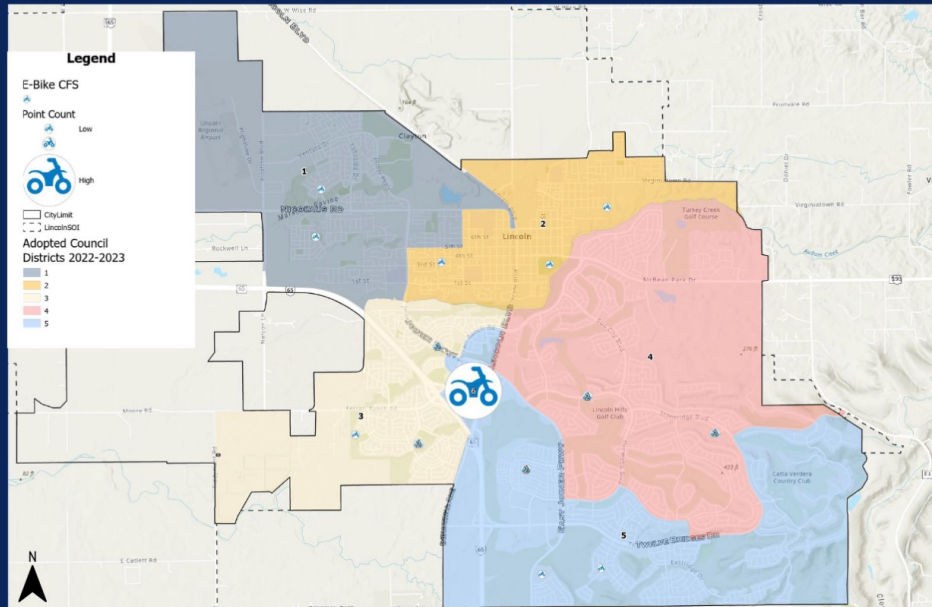


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2026 E-Bike Calls For Service By City Council District Map

District	CFS	% of Total
1	2	8%
2	3	13%
3	5	21%
4	4	17%
5	10	42%
Total	24	100%

District	E-Bike Crashes
1	1
2	1
3	1
4	0
5	1
Total	4



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Public Outreach

- The Lincoln Police Department’s Traffic Unit has published at least **9 social media posts regarding e-bike and e-scooter education**
- The Traffic Unit also participated in a town hall meeting in Sun City Lincoln Hills, answering e-bike related questions and addressing concerns
- School Resource Officers have conducted two media interviews related to e-bikes

E-BIKE *vs* E-MOTORCYCLE KNOW THE DIFFERENCE



ELECTRIC BICYCLES

- DIFFERENCES:**
- BIKE PEDALS
 - MAX SPEED: UNDER 28 MPH

- WHERE YOU CAN RIDE:**
- CLASS 1 & 2: ANYWHERE A BICYCLE CAN RIDE
 - CLASS 3: NO PATHS OR TRAILS

- REQUIREMENTS:**
- CLASS 1 & 2: SAME AS BICYCLES
 - CLASS 3: HELMET REQUIRED REGARDLESS OF AGE



ELECTRIC MOTORCYCLES

- DIFFERENCES:**
- HAS MOTORCYCLE PEGS
 - SIMILAR TO AN OFF-ROAD MOTORCYCLE

- WHERE YOU CAN RIDE:**
- PRIVATE PROPERTY ONLY OR OHV TRAILS WITH GREEN STICKER.

- REQUIREMENTS:**
- D.O.T. APPROVED HELMET
 - SUBJECT TO IMPOUNDMENT IF ON PUBLIC PROPERTY.

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Education

- The Traffic Unit and School Resource Officers attended school board safety meetings and collaborated on a plan to educate parents regarding E-bikes and E-scooters
- **3 school workshops** were hosted by School Resource Officer Moreno at Glen Edwards Middle School regarding E-bike safety
- School Resource Officers and the Traffic Unit are actively engaging with the youth daily about E-bike safety
- School walk-throughs on campuses to assist administrators and staff in identifying the types of E-bikes already on campus
- Created a flyer (pictured right) and distributed it to students regarding E-bike, E-scooter, and E-motorcycle information

E-Bike & E-Scooter Information

ATTENTION!
WPUSD is going Class 1 ONLY for elementary and middle school campuses.

CLASS 1: PEDAL ASSIST MAX 20 MPH HELMET REQUIRED UNDER 18 OK FOR ALL WPUSD STUDENTS	CLASS 2: THROTTLE ASSIST MAX 20 MPH HELMET REQUIRED UNDER 18 RESTRICTED FROM ALL WPUSD CAMPUSES	CLASS 3: PEDAL ASSIST MAX 20 MPH 16+ YEARS OLD TO RIDE PER CALIFORNIA VEHICLE CODE	ELECTRIC SCOOTER 16+ YEARS OLD TO RIDE LEGAL ON SIDEWALKS TODD OR PONY VEHICLE CODE MUST HAVE LEARNER'S PERMIT OR DRIVER'S LICENSE	ELECTRIC MOTORCYCLE OPERATORY VEHICLE (OVV) LEGAL ON HIGHWAYS, TRAILS, PARKS, ETC. PER CALIFORNIA VEHICLE CODE

WPUSD is committed to promoting student safety and helping families better understand California laws and district expectations related to e-bikes and e-scooters. The district continues to work closely with the Lincoln Police Department and school sites to support safe transportation practices for students.

WPUSD Board Policy

The WPUSD Board of Trustees approved updates to Board Policy and Administrative Regulation 5142.2 - Safe Routes to School Programs to support student safety on school campuses.

Under the current policy:

- Elementary and middle school students may only bring Class 1 (pedal-assist) e-bikes onto campus
- Class 2 e-bikes and electronic scooters are prohibited on elementary and middle school campuses
- Non-motorized scooters and bicycles are permitted in designated storage areas
- Students are expected to follow all helmet and safety requirements under California Vehicle Code

Students who violate district transportation safety rules may be subject to disciplinary action consistent with district policy and California Education Code.

E-Scooter Laws

Under California law, e-scooters:

- May only be operated by riders age 16 or older
- Require a valid driver's license or learner's permit
- Require helmets for riders under 18
- Cannot be ridden on sidewalks
- May only carry one rider at a time

E-Bike Classifications & California Law

California law separates e-bikes into three classes, each with different age and usage requirements.

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Enforcement

- The Lincoln Police Department Dual Sport Team conducted multiple enforcement operations to include spring break and most recently the beginning of June 2026
- LPD participated in a multi-agency enforcement operation with Rocklin PD, focusing on e-bike related activity along the border of both jurisdictions
- In 2025, 9 traffic cites were issued for 21720 CVC-pocket bike violation. In 2026, two cites have been issued for the same violation.



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City & PD Partnership

- LMC code 12.90 was recently adopted by City Council to promote the safety of operating E-bikes and E-scooters in the City of Lincoln
- LPD plans to step up enforcement using this newly codified section

12.90.020 Operation of regulated mobility devices.

No person shall ride a bicycle or e-conveyance in an unsafe manner on a public street, public right-of-way, public place, or place open to the public for vehicle or pedestrian travel.

A. Riding in an unsafe manner means an operation:

1. In a manner that violates an existing traffic safety law; or
2. In a manner that constitutes a danger to the operator, a passenger, other motorists, other riders, pedestrians, or property.

B. Examples of riding in an unsafe manner may include, but are not limited to, the following examples:

1. Riding on a public street or bikeway against the flow of traffic.
2. Not yielding to vehicles or pedestrians when required.
3. Operating an e-conveyance in a manner it was not designed for, including carrying passengers when not designed for carrying passengers.
4. Failing to obey posted traffic or other signs.
5. A person under the age of 18 riding without a properly fitted and fastened helmet.
6. Engaging in racing or speed contests.
7. Carrying any package, bundle, item or article which prohibits the operator from having full control and forward visibility at all times.
8. Operating a bicycle or e-conveyance at a speed greater than is reasonable and prudent under the conditions then existing taking into account the weather, pedestrian and vehicular traffic, and the surface and width of the sidewalk or roadway.
9. Performing any acrobatics, tricks, wheelies, or stunts when pedestrians or moving vehicles are close proximity.