

MOTION

E-bikes and e-motos offer significant benefits to the individual and society, including improved cardiovascular health, reduced commuting costs, and eco-friendly transportation. Key perks include easy parking, improved mental well-being, ability to move children, groceries, or cargo, and greater accessibility for older riders or those with injuries. 66% of trips taken every day in the City of Los Angeles are 5 miles or less and e-bikes and e-motos provide a non-car transportation mode for Angelenos to get around.

According to UCLA's Department of Transportation, studies have shown that people who ride e-bikes do it often and for farther distances, enabling moderate exercise. Modest activity (say 30 minutes a day of movement) helps with enhanced physical fitness, improved cardiovascular function, muscle strengthening, reduced inflammation, improved mental health like better mood and lower stress, and enriched sleep quality. Being able to go faster also makes e-biking safer, as riders are traveling more at the speed of traffic compared to vehicles.

Crashes involving electric mopeds and electric motorcycles in Los Angeles and the surrounding Southern California region have surged recently, leading to increased law enforcement crackdowns and a rise in emergency room visits. Local authorities report a significant increase in trauma cases, including head injuries and fractures, particularly among juvenile riders. Just recently in March of 2026 a teenager on a street illegal electric motorcycle crashed into an elderly pedestrian, gravely injuring her.

E-bikes are classified into three main categories based on speed and motor assistance type, primarily to define where they can be legally ridden. Class 1 is pedal-assist only up to 20 mph. Class 2 includes a throttle and pedal-assist, also capped at 20 mph. Class 3 is pedal-assist only, with speeds up to 28 mph. Class 1 and 2 are usually allowed on bike paths and conventional bicycle infrastructure, while Class 3 is typically restricted to road use and requires riders to be 16 or older. All Class 3 riders must wear helmets, while Class 1 and 2 riders under 18 are required to wear helmets.

Electric motos and mopeds, on the other hand, are not street legal out of the box. They are marketed to teens and parents of teens as a fun, efficient way to get around, but they often lack the required elements to make them legal, such as turn signals, proper lights, and license plates. Additionally, they require that riders have a M1 (motorcycle) license, which is not disclosed to those purchasing them. Nearly all reported crashes are from illegal devices, not legal e-bikes.

Citing near misses, traumatic injuries and fatal crashes, state lawmakers have introduced a flurry of bills to regulate e-bikes and e-motos. At least nine bills are making their way through the Legislature this session, each proposing new rules and safety precautions. It is important for the City to monitor and advocate for changes at the state level, while thoughtfully considering local regulations to protect the safety and welfare of Angelenos.

WE THEREFORE MOVE to INSTRUCT the Department of Transportation, with the assistance of the City of Los Angeles Bicycle Advisory Committee, the City Attorney's Office, the Los Angeles Police Department, the Bureau of Street Services, and Metro, to report back within 90 days with recommendations to regulate e-bikes, e-motos and electric mopeds, that may include:



- Requiring all e-bikes, e-motos and electric mopeds in the City of Los Angeles to meet all legal standards and requirements;
- Banning the sale or resale of e-bikes, e-motos and electric mopeds that do not meet the legal standards and requirements;
- Banning the conversion or assisting in the conversion of e-bikes to a higher class or e-moto or electric moped;
- Banning the sale of e-motos or electric mopeds which are not street legal out of the box and/or which require a M1 driver's license to be operated legally;
- Requiring educational learning for all riders under 18 or who do not have a driver's license; and,
- Rules for the storage and charging of e-bikes, e-motos and electric mopeds to prevent hazardous waste and battery fires.

WE FURTHER MOVE to INSTRUCT the Chief Legislative Analyst to report back on pending state legislation related to e-bikes, e-motos, and similar mobility devices (e.g. AB 1492, AB 1557, AB 1569, AB 1614, AB 2346, AB 2595, and SB 1167) and provide recommendations and draft resolutions of support for those bills that are in the interest of the safety and welfare of the residents of the City of Los Angeles.

WE FURTHER MOVE to REQUEST the Los Angeles Police Commission, with the assistance of the LAPD and the City Attorney's Office, to require the annual publication of data on e-bike, e-moto and electric moped collisions, injuries, and deaths that includes enough identifying information to allow policy makers to make any necessary adjustments to increase the safety and welfare of our residents.

PRESENTED BY: *Heather Hutt*
HEATHER HUTT
 Councilmember, 10th District

John Lee
JOHN LEE
 Councilmember, 12th District

SECONDED BY: *Javi Park*

ORIGINAL

APR 15 2026