Ride Ready

# COUNTING ON YOU

A California E-Bike and Scooter Manual for Operators **ages 12-18**



# THE DEAL:

## Freedom Requires Responsibility

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### THE FREEDOM

- You get the wheels to independence.
- You can travel further with less physical effort in less time, and you are less dependent on others for rides.

### THE RESPONSIBILITY

- You are operating a motorized vehicle, not a toy.
- The community entrusts you to master the California Vehicle Code (CVC), protect pedestrians and yourself, and return home safely.

# KNOW YOUR RIDE

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## The Classification Matrix

| Class 1 | Class 2 | Class 3 | E-Scooter |
|---|---|---|---|
| *Pedal-Assist Only* | *Throttle-Assist (No pedaling required)* | *Pedal-Assist Only* | *Throttle* |
| *Max 20 mph* | *Max 20 mph* | *Max 28 mph* | *Max 15 mph* |
| *Any Age* | *Any Age* | *Must be 16+ (CVC 21213)* | *Must be 16+ with valid license/permit (CVC 407.5)* |

*By law, all e-bikes must have fully operable pedals and a motor of 750 watts or less.

# THE 16+ RULE:
## High Speed = Higher Age

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The law is rigid. If you are under 16 years old, it is entirely illegal to operate a Class 3 E-Bike (speeds up to 28 mph) or an E-Scooter on public roads.



E-Scooters have a hidden rule. **You don't just need to be 16; you must also possess a valid driver's license or learner's permit** to legally ride an e-scooter in California.

# EXPECTATION 1:
## Wear It, Don't Carry It

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A helmet on your handlebars cannot protect your brain from a 20 mph impact with the pavement. California law (CVC 21212) mandates a properly fitted and fastened CPSC-certified helmet for every single rider under 18, regardless of the vehicle class.



**It is the law. It is expected. Wear it.**

# EXPECTATION 2:
## Eyes Up, Ears Open

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**Unplugged:**
It is illegal to ride with earbuds in both ears. You must be able to hear sirens, car horns, and approaching traffic,

**On the bars:**
Using a handheld phone while riding is not advised under the exact same distracted driving laws that apply to cars. Keep both hands on the grips.

**Scanning the road:**
Potholes, opening car doors, and pedestrians require split-second reaction times



# EXPECTATION 3:
## Walk Your Wheels on Campus

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### The Boundary

Stop riding the exact moment you cross onto school property (sidewalks, parking lots, and walkways).

### The Dismount

Step off e-bike, e-scooter, or skateboard. Turn off the throttle to avoid accidental acceleration.

### The Walk

Push your vehicle safely to the designated bike racks.

# THE MAP:
## Where Do You Belong?

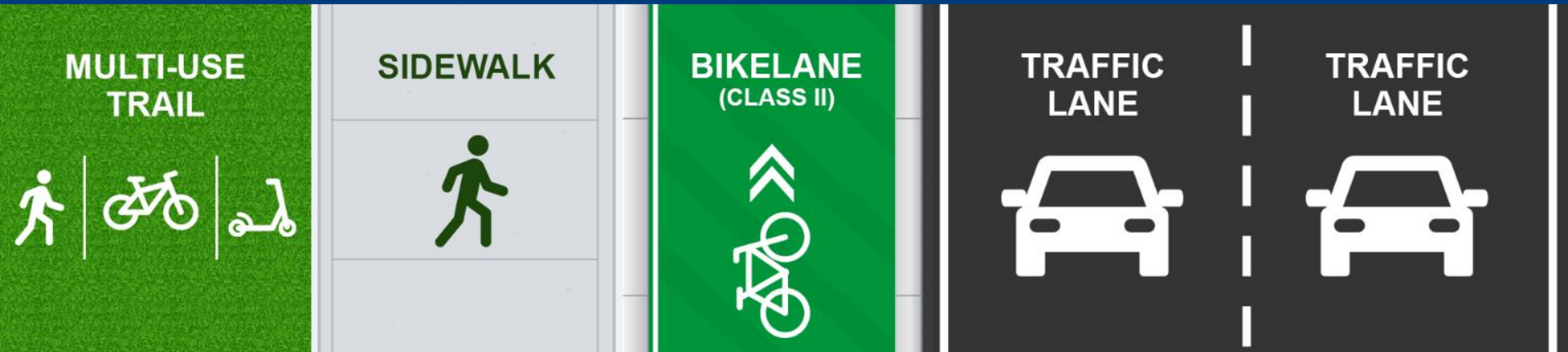
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### Multi-Use Trail
- Class 1 and 2 E-bikes ALLOWED
- Class 3 E-bikes BANNED
- E-motos BANNED

### Sidewalk
NO forms of electric vehicles allowed

### Class II Bike Lane
NO forms of electric vehicles allowed

### Traffic Lane
All forms of electric vehicles allowed



# THE SPEED LIMIT:

## Capability vs. Reality



### The Rule:

Just because your Class 3 e-bike can go 28 mph does not mean it is legal to do so everywhere.

### Multi-Use Trails:

On shared paths (like the American River Parkway and East Bay Regional Parks), the absolute maximum speed limit is 15 mph for everyone, regardless of your vehicle's class.

### The Reason:

Trails are shared with walkers, dogs, and strollers. Passing must be done safely on the left with an audible warning.

# THE PHYSICS OF A FALL:
## Why this Isn't Just a Bicycle

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### The Science (Kinetic Energy)

When speed doubles, the force of an impact quadruples. Furthermore, the added weight of the battery makes the vehicle harder to stop, increasing braking distance.

A fall from an e-bike hits the pavement with exponentially more destructive force than a pedal bike.

**That is why helmets are non-negotiable.**



# SOLO FLIGHTS ONLY

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## The Physics:

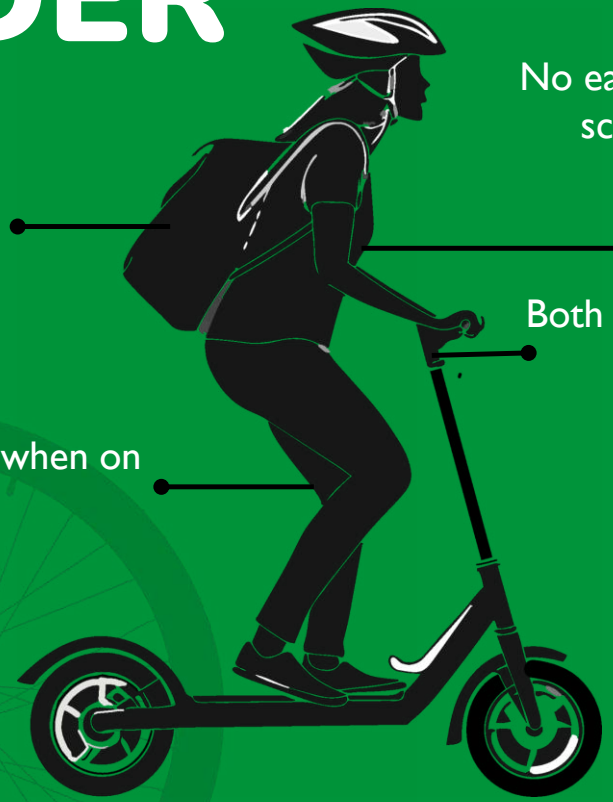
These vehicles are engineered for the weight distribution and balance of a single operator. Adding a second person drastically increases stopping distance and destroys steering stability. One seat = One rider.

## The Law:

Carrying a passenger on an electric scooter or a single-seat e-bike is explicitly illegal in California

# THE ANATOMY OF A SAFE RIDER

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No earbuds, no screens.

Helmet fastened.

Both hands on the bars.

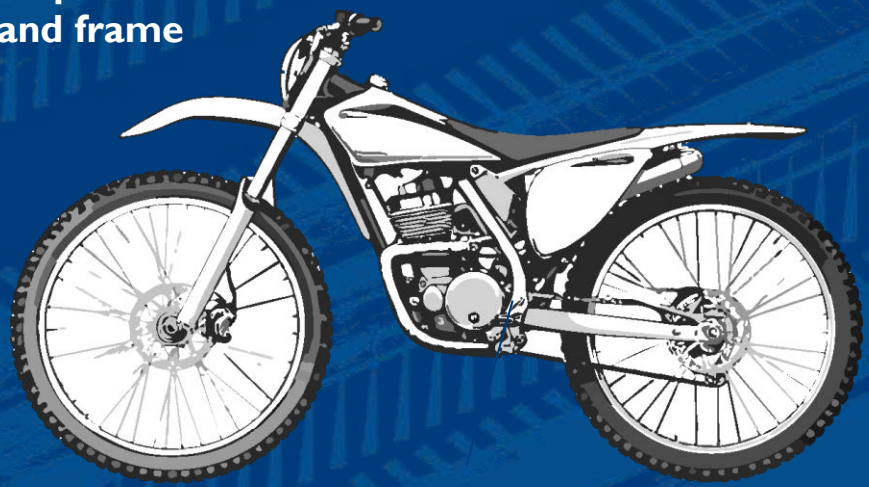
Dismounted and walking when on school property.

# The Fakes:
## E-Motos are Not E-Bikes

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### The Reality

Under SB 1167, E-motos are classified as motor vehicles. Check local traffic ordinances on where to ride for trails, bike lanes, and sidewalks. Operating one on the street requires an M1 motorcycle license, DMV registration, and a DOT-approved motorcycle helmet.



# The Consequences:
## Breaking the Contract

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### Financial Penalties

E-bike and e-scooter violations are real traffic citations. Riding on a sidewalk or without a helmet carries base fines around $197, which escalate quickly with court fees.

### Vehicle Impoundment

Under CVC 22651.08, law enforcement has the authority to temporarily impound high-powered devices or Class 3 bikes being operated illegally by underage riders.

### Parental Liability

Under California law, parents can be held legally and financially liable for harm, property damage or medical bills if an untrained, underage rider is involved in or causes a collision.