TASK FORCE REPORT

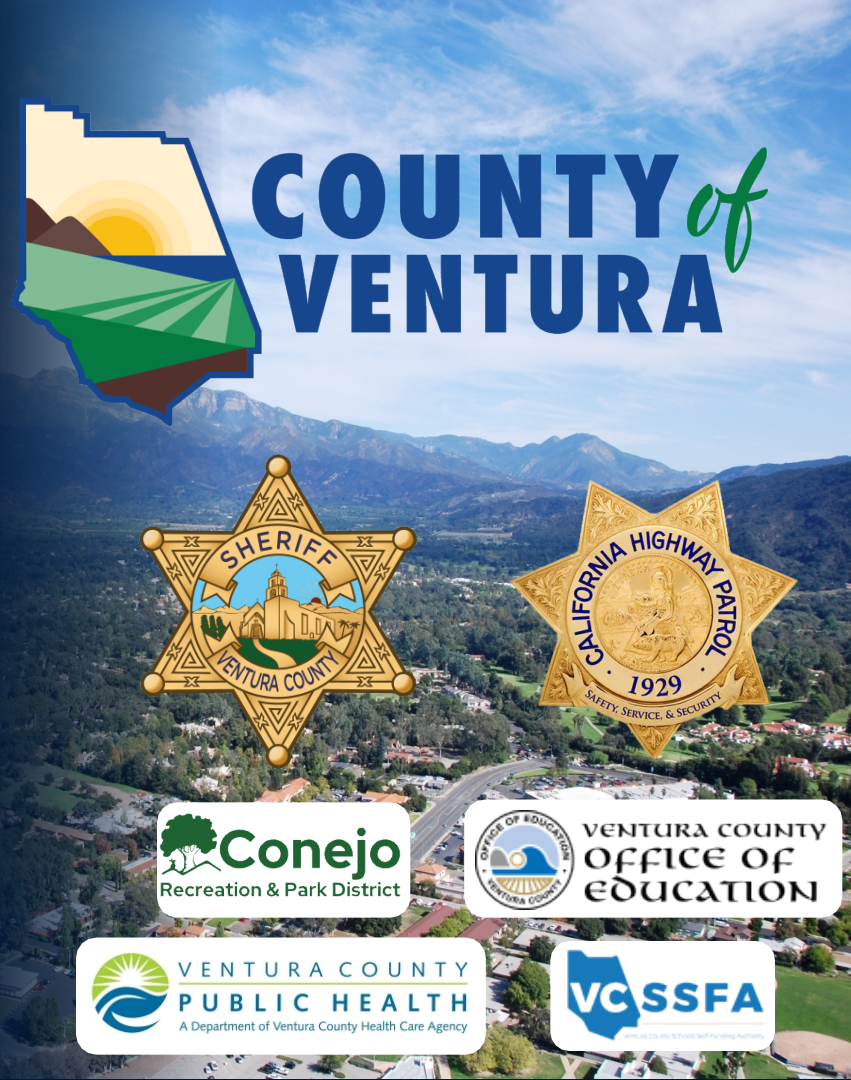
E-BIKE SAFETY

FINDINGS & RECOMMENDATIONS

Response to the Board of Supervisors' April 28, 2026 direction

October 20, 2026

County Executive Office
Ventura County Sheriff's Office



THE BOARD'S DIRECTION

What the Board asked us to do on April 28, 2026

Board Direction — April 28, 2026

"…direct the County Executive Officer to work with the Sheriff's Office in coordination with relevant County agencies, to evaluate best practices and California pilot programs related to e-bike safety—including education, enforcement, and regulatory approaches—and develop policy options for Ventura County, with a focus on youth riders, school commutes, and high-use areas, and return to the Board within six months with findings and recommendations."

EVALUATE

- **Education**
- **Enforcement**
- **Regulatory approaches**

WITH A FOCUS ON

- **Youth riders**
- **School commutes**
- **High-use areas & trails**

6-MONTH REPORT BACK: ON SCHEDULE

WHO WAS CONVENED

A cross-sector Task Force spanning public safety, education, health, parks, and cities

Public Safety

- Ventura County Sheriff's Office (co-lead)
- CHP, Traffic & school resource units
- State Parks, National Parks
- Local Parks – Special Districts

County Leadership

- County Executive Office (co-lead)
- County Counsel
- Health Care Agency - Public Health
- General Services
- Public Works

Justice System

- District Attorney
- Superior Court — Presiding Judge's Office

Education

- Pleasant Valley School District (certification pilot)
- Ventura County Office of Education
- Ventura County Schools Self Funding Authority

Parks & Trails

- GSA – County Parks
- Conejo & Rancho Simi Recreation and Park Districts
- Santa Monica Mountains Conservancy
- Conejo Open Space Conservation Agency
- California State Parks
- National Park Service

Cities & Community

- Community members – public comment, e-bike rodeo feedback, school presentations, etc.
- E-bike training providers

SIX MONTHS OF WORK

From Board direction to recommendations



Apr 28

Board directs CEO to work with Sheriff and evaluate best practices; six-month report back

June 4

Task Force convened; scope, members, and data requests set

Jul 14

Parks & infrastructure, enforcement, education, media campaign, and legislation discussions

Aug 25

State legislative & local ordinance framework, E-bike curriculums, education survey, pilots, media campaign discussed and reviewed.

Sep 29

Recommendations finalized; implementation action plan set

Oct 20

Findings & recommendations to the Board of Supervisors

PARALLEL WORK: PVSD / Sheriff's Office working session on student certification • Diversion discussions with the Presiding Judge • Collision and injury data pulls from Sheriff's Office and Public Health • E-Bike curriculum reviews

WHAT WE ANALYZED

Research, local data, peer models, and state legislation

ACADEMIC RESEARCH

Mineta Transportation Institute Report 25-37 — state-commissioned review of e-bike safety data and California policy options

LOCAL ENFORCEMENT DATA

Sheriff's Office e-bike collision data by contract city, 2024–2026

PUBLIC HEALTH DATA

Local injury data — adults, not only minors, are frequently involved. Adults aged 41 and over account for 29% of e-bike injuries

FEDERAL DATA

NHTSA: no dataset reliably separates Class 1–3 e-bikes from e-motos

PEER MODELS

Oxnard ordinance • Orange County DA parent accountability • Huntington Beach diversion • Redondo Beach USD certification

LEGISLATION & FIELD REPORTS

2025–26 state bills tracked; pursuit-restrictions; media coverage (e.g., Newport Beach)

E-BIKE BASICS

Know the Classes. Ride Safe. Stay Legal.

E-BIKE CLASS	PEDAL ASSIST	THROTTLE	MAX SPEED
1 **CLASS 1** Pedal Assist Only	✓	—	20 MPH
2 **CLASS 2** Pedal Assist & Throttle	✓	✓	20 MPH
3 **CLASS 3** Pedal Assist Only	✓	—	28 MPH

eMoto – NOT AN E-BIKE.
Requires a license with motorcycle endorsement and cannot be operated on a roadway.



QUICK GUIDE: Check your class. | Know your speed. | Ride within the rules.

KEY FINDINGS

Understanding the Risks: Classification, Education, & Rider Behavior



~12%

of two-wheeled electric devices observed on campuses were legally compliant e-bikes

Mineta Transportation Institute campus observations, Marin & San Mateo Counties

1

Misclassification drives risk

Many “e-bike” incidents involve e-motos and modified or out-of-class devices.

2

The data can’t tell them apart

No dataset reliably separates Class 1–3 e-bikes from e-motos.

3

Young riders unaware of rules of the road

Young riders do not have experience or education with basic traffic laws and safety.

4

Not only a youth issue

Adults are frequently involved in injuries — outreach must reach all ages.

FIVE RECOMMENDATIONS

A coordinated package: state, local, courts, schools, and the public

01

SCHOOL EDUCATION & CERTIFICATION

Scale the PVSD rider + parent certification pilot countywide

02

ORDINANCE RESEARCH

Work with law enforcement to identify any remaining safety enforcement gaps

03

COURT DIVERSION PROGRAM

Partner with Sheriff, CHP, & Superior Court on a parent-and-minor safety course diversion program

04

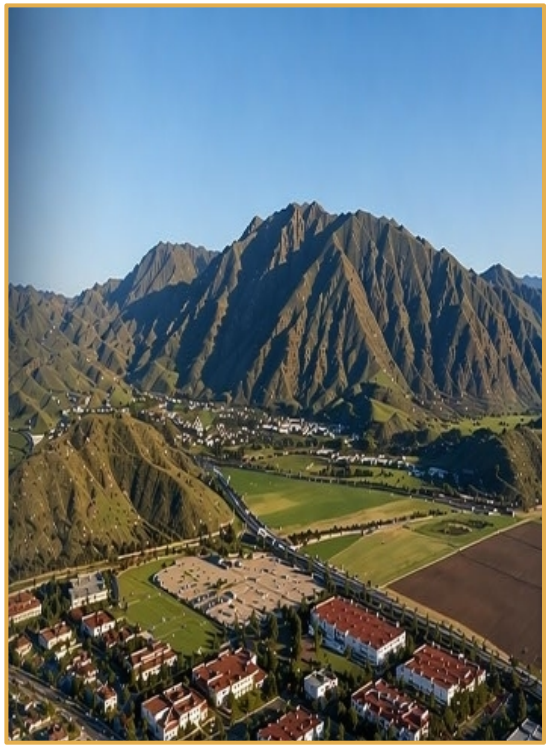
LEGISLATIVE ADVOCACY

State positions and sponsor priorities that close classification and enforcement gaps

05

PUBLIC INFORMATION CAMPAIGN

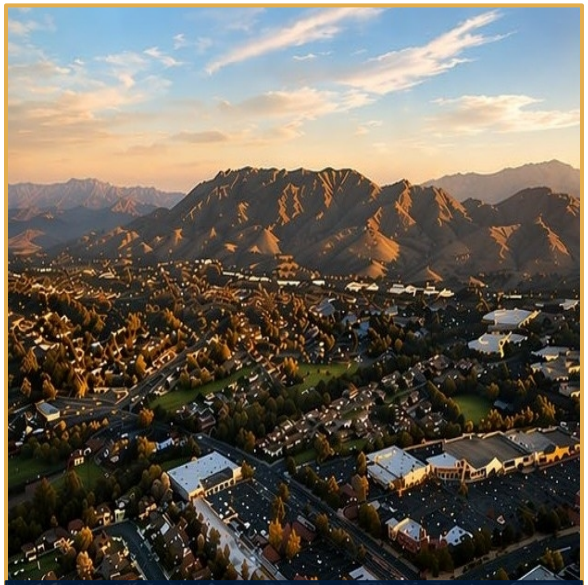
A countywide, all-ages campaign built on local data & personalized testimonies



STUDENT SAFETY CERTIFICATION

Scale the PVSD / Sheriff's Office pilot into a countywide student program

RECOMMENDATION 1



Pilot: Pleasant Valley School District + Sheriff's Office, modeled on Redondo Beach Unified

PILOT
PVSD

→

EVALUATE
Results & lessons

→

SCALE
Countywide districts

- Joint parent + rider certification before campus e-bike parking
- Covers classifications, the e-moto distinction, helmets, and rules of the road
- Locally driven answer to AB 1569's CHP training framework ahead of schedule
- Optional permit decal shows compliance without a stop
- Delivered through low-cost education programs or free CHP certificate program

RESEARCH LOCAL ORDINANCE

RECOMMENDATION 2

Identify any gaps between new legislation and existing laws to address local safety and enforcement concerns

Location Rules

Possible off roadway provisions to address unsafe E-bike activity in trail/park/open space settings.

Potential Template for Countywide Use

- Supports same rules across 10 cities and unincorporated areas
- Avoids a confusing regulatory patchwork
- Cities tailor locally; County adopts for unincorporated areas
- Enforcement designed around observable behavior

PHASED APPROACH

MONTHS 1–6
State Adopted Legislation and Local Research; Coordination with Law Enforcement

MONTHS 7–12
Adoption, Education and Phase-in

COURT DIVERSION PROGRAM

Partner with the Superior Court so education — not just penalty — is the outcome

RECOMMENDATION 3

Observed violation

Age-neutral stop: unsafe riding, no helmet, speed, sidewalk

→

Enforcement Action

Including AB 875 / SB 586 tow & impound authority for e-motos, citations, etc.

→

Parent + minor course

CHP online e-bicycle safety & training course or Start Smart-style session

→

Proof of completion

Submitted to the Court for review

→

Dismissal or release

Citation dismissed or reduced; device released

PARTNERS

- Superior Court — Presiding Judge's Office
- CHP
- Local law enforcement

MODELS

- Huntington Beach diversion
- Oxnard: impound → course → release
- CHP Start Smart

WHY IT WORKS

- Engages parents directly
- Education over penalty
- One program countywide

LEGISLATIVE ADVOCACY

Support the right bills — and sponsor the tools that are still missing

RECOMMENDATION 4

SUPPORT PENDING & RECENT LEGISLATION

Bill	What it does / County ask	Status*
SB 1167 (Blakespear)	Defines e-motos as motor vehicles; bars marketing them as e-bikes. Ask: add retailer point-of-sale disclosure	**Chaptered into law September 30, 2026**
AB 2346 (Wilson)	10 mph sidewalk speed limit; Retailer disclosures; local speed-limit authority on paths & trails	**Chaptered into law September 30, 2026**
AB 1569 (Davies)	The State Department of Education, working alongside the California Highway Patrol, must create a standardized e-bike safety and training program for students in grades 7 through 12 by March 2028 — links to PVSD pilot	**Chaptered into law August 27, 2026**
SB 586 / AB 875	E-moto definition; tow/impound authority. Ask: enforcement training funds & CVC §22651.08 guidance	**In effect Jan. 1, 2026**

SPONSOR / ADVOCATE FOR

- Parent + minor course as a condition of citation dismissal (statewide enabling language)
- Standardized incident coding: device class, speed, helmet, vehicle involvement (via CSAC & CalCities)
- Restrict third-party unlocking apps tied to e-bike models
- Two-tier classification: low-power = bicycle; high-power = moped-like

PUBLIC INFORMATION CAMPAIGN

One countywide voice, built on local data, for riders of every age

RECOMMENDATION 5

KNOW YOUR CLASS

E-bike vs. e-moto — what's legal and where

RIDE RIGHT

Helmets, safe speeds, sidewalks, and signals

BUY SMART

Parents: out-of-class and modified devices aren't e-bikes

SHARE THE TRAIL

Speed and courtesy on multi-use paths and parks

POSSIBLE CHANNELS

- Public Safety Announcements
- Schools
- Out-of-home Advertisements
- Trailhead signage
- Social & local media
- Multilingual outreach

- ✓ Personal testimonies & local data
- ✓ All ages — not youth-only
- ✓ Coordinated local messaging



MEDIA SAMPLES



IMPLEMENTATION ROADMAP

Proposed sequencing — to be confirmed with the Task Force action plan

Numbered circles = recommendation

0–3 MONTHS

- 2 — County Counsel works with law enforcement to research and identify any gaps to be addressed via ordinance
- 3 — Scope diversion framework with the Sheriff, CHP, Probation & Court
- 4 — Adopt positions in 2027 State Legislative Platform
- 5 — Launch media campaign

3–6 MONTHS

- 1 — Expand PVSD pilot; recruit additional pilot districts
- 2 — Draft ordinance
- 3 — Formalize diversion program & launch
- 4 — Expand Public Health's e-bike community data dashboard

6–12 MONTHS

- 1 — Countywide pilots expand in 2027–28 school year
- 2 — Return to Board with ordinance
- ★ — Progress report to the Board

HOW WE'LL MEASURE: E-bike collisions & injuries • Helmet use • Students certified • Diversion completions • Campaign reach

RECOMMENDED BOARD ACTIONS

1. Receive and file the E-Bike Safety Task Force report
2. Authorize recommended state legislative positions and priorities to be included in the 2027 Legislative Platform
3. Direct County Counsel working with the CEO and Law Enforcement to research the need for a local ordinance for the unincorporated area to address any gaps in safety and enforcement
4. Direct the CEO to work with Sheriff, CHP, Probation, and the Superior Court to establish a countywide e-bike diversion program
5. Support countywide expansion of the student e-bike certification program with school districts
6. Authorize a coordinated countywide public information campaign
7. Return to the Board in 12 months with an implementation update