

Communication from Public

Name: Eli Lipmen

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Comments for Public Posting: To the Committee Council: Low-speed e-bikes and e-scooters can expand access to affordable transportation, reduce household transportation costs, support local businesses, improve public health, and help residents make more daily trips without a car. Many transportation riders, including myself, need first/last mile options to get to/from their train or bus stop. However, high-powered e-motos that are capable of traveling 30,40, or even 50+ miles per hour are sold as e-bikes; consumers may not understand the differences in speed, safety requirements, licensing, and regulation. Move LA supported SB 1167 to help ensure that riders, parents, and consumers have accurate information while preserving the safety and integrity of California's e-bike system. Move LA wants to ensure that the City of Los Angeles continues to encourage and expand the use of low-speed e-bikes and e-scooters--including the public Bike Share system--to give Angelenos alternatives to driving and local rules should not affect existing bikeshare or scooter-share alternatives. The City should clearly define Class 1 e-bikes, Class 2 e-bikes, and legal e-scooters; invest in public education so residents, parents, youth, retailers, and municipal staff understand the rules; and make it clear that children under 16 should not operate e-bikes or e-scooters. The City should avoid enforcement systems that rely primarily on fines against individual riders, instead cracking down on the sale and use of higher-speed, out-of-class electric motorized devices.