



CITY OF POMONA

COUNCIL REPORT

July 20, 2026

To: Honorable Mayor and Members of the City Council

From: Anita D. Scott, City Manager

Submitted By: Michael Ellis, Police Chief, Pomona Police Department

SUBJECT: RECEIVE AND FILE A REPORT ON THE USE OF E-BIKES AND OTHER MICROMOBILITY DEVICES IN THE CITY OF POMONA, INCLUDING COMMUNITY IMPACTS AND EDUCATION STRATEGY

RECOMMENDATION:

It is recommended that the City Council receive and file a report on the use of e-bikes and other micromobility devices in the City of Pomona.

EXECUTIVE SUMMARY:

Pomona has seen increased use of e-bikes and micromobility devices, mainly among the youth. While these offer convenience and environmental benefits, unsafe operation has raised significant public safety concerns.

From January 2023 to June 2026, the Pomona Police Department recorded 26 e-bike collisions, resulting in 24 injuries and one death, and 42 collisions involving micromobility devices, resulting in 40 injuries and two deaths. This highlights the need for enhanced community education for all riders.

SB1439/GOVERNMENT CODE §84308 APPLICABILITY:

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FISCAL IMPACT:

There is no immediate fiscal impact associated with this report.

DISCUSSION:

Background

As described in the California Vehicle Code (CVC), Electric bicycles (e-bikes) are bicycles with fully operative pedals and electric motors of 750 watts or less. There are three (3) classes of e-bikes:

- 1) Class 1 - has a motor that assists only with human propulsion, which ceases to assist when a speed of 20 mph is reached. The motor is not capable of reaching speeds greater than 20mph.
- 2) Class 2 - may be powered solely by electric power that ceases to assist when a speed of 20 mph is reached.
- 3) Class 3 - has a motor that assists only with human propulsion, which ceases to assist when a speed of 28 mph is reached. It is equipped with a speedometer.

E-bikes must disengage when the brake is applied and use a switch or mechanism that, when released, causes motor function to stop.

A person riding an electric bicycle is subject to CVC Article 4 of Chapter 1 of Division 11, which includes:

- Not a motor vehicle; therefore, no insurance, license, or registration is required.
- Bicycle helmet required. (Under 18 years old.)
- Class 3 electric bicycle operators are required to be 16 years of age or older and wear a bicycle helmet regardless of age.
- Rider has all rights and is subject to all provisions applicable to the driver of a vehicle, such as safe vehicle operation, equipment requirements, and bicycle signals.

A micromobility device includes motorized scooters and is defined as a two-wheeled device with handlebars, a floorboard to stand on, and is powered by an electric motor, as well as motorized boards, which are wheeled devices with floorboards designed to be stood upon when riding and are powered by an electric propulsion system.

People riding these types of motorized devices are also subject to various sections of the California Vehicle Code, including:

- Use of helmets
- Proper operation requirements
- At least 16 years of age (for motorized boards)
- Maximum speed limit is 15 mph

Miniature motorcycles, also known as pocket bikes, should only operate on private property.

Current E-Bike and Micromobility Device Use in Pomona

The use of e-bikes and other micromobility devices has increased significantly throughout Pomona. These devices are commonly used for transportation, recreation, and travel to and from schools, parks, and commercial areas. Staff has observed increased ridership in residential neighborhoods, along major corridors, and near school campuses.

Although e-bikes may provide mobility benefits, many riders, particularly juveniles, may not fully understand the traffic laws, equipment requirements, or safe riding practices for using e-bikes and similar devices. This creates safety concerns when riders operate in traffic lanes, fail to obey traffic signals, ride against traffic, carry passengers on single-rider devices, or operate at unsafe speeds.

Collision and Injury Data

Between January 1, 2023, and June 18, 2026, the Pomona Police Department (PD) documented 26 traffic collisions involving e-bikes. Of those collisions, 24 resulted in injury and one in death. Additionally, PD documented 42 traffic collisions involving micromobility devices, of which 40 resulted in injury and two deaths. This data demonstrates that e-bike collisions frequently result in physical harm and supports the need for enhanced education and outreach focused on safe use and injury prevention.

Public Safety Concerns

Unsafe operation of e-bikes and micromobility devices poses risks to riders, pedestrians, and motorists. Common concerns include riding at excessive speeds, riding against the flow of traffic, failing to yield to pedestrians, failing to obey traffic control devices, riding without a helmet, using handheld devices while riding, and performing dangerous stunts such as “wheelies” in areas where pedestrians or vehicles are present. Staff discourages youth from riding e-bikes or other micromobility devices on streets where they are exposed to vehicle traffic. The City’s primary concern is public safety, especially for juvenile riders, motorists, and pedestrians.

Education and Outreach

A comprehensive education campaign and awareness workshops led by the Pomona Police Department in partnership with the City Manager’s Office, Community Services, and the Pomona Unified School District can raise awareness of the safe and proper operation of e-bikes and other micromobility devices. Safety presentations and outreach materials can be directed toward students, parents and caregivers, schools, and local retailers. The campaign would explain e-bike classifications, micromobility devices, helmet requirements, safe sidewalk use, pedestrian right-of-way, and consequences for unsafe riding.

Additionally, the City Manager’s Office will disseminate various Public Service Announcements to the community regarding e-bike and micromobility device education.

Prepared by:

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