RIDE PERMIT

ISSUE TWO
OCTOBER 2026

SAFETY BRIEF

THE MONTHLY FOR PARENTS OF YOUNG RIDERS



Micromobility has arrived on campus. Most schools have not decided what to do about it.

E-bikes, e-motos, scooters and one-wheels roll up to the same gate every morning. What is legal, what a school can decide, and how to tell them apart in a second.

THE HELMET
Fit is the whole point. The 30-second check at the door.

THE SCAN
What a school actually sees when it scans, and what it never does.

THE RULES
Seven campus rules worth setting before the first incident.

In this issue

ISSUE TWO · OCTOBER 2026

01 **Micromobility on campus: what is legal, and what the school decides**

Five kinds of vehicle arrive at the gate. The law covers the street. The campus is the school's call, and most have not made it yet.

PAGE 3

02 **Helmets that actually fit, and the ones that do not**

The teen cohort is the unhelmeted one. A helmet that sits wrong protects almost nothing. The fit check that takes thirty seconds.

PAGE 5

03 **What a school sees when it scans, and what it does with it**

The public scan is thin on purpose. Here is exactly what staff see, what they never see, and why there is no tracking in it.

PAGE 6

04 **Seven campus rules worth setting before the first incident**

A short list a principal, a PTA, or a district can adopt this month. Plus the questions we are asking campus supervisors.

PAGE 8

FROM THE FOUNDER

Protect your kids. Don't just buy the bike.

I am an avid cyclist. We have about nine bikes in our garage. I ride a triathlon bike, a road bike, a fixie, a mountain bike, and an e-bike, and I have raced for years.

E-bikes are wonderful. They are a whole lot of fun. But after riding one, I put myself in the shoes of a 12, 13, or 14 year old who has never driven a car, suddenly going 15 or 20 miles an hour next to traffic, other riders, pedestrians, and dogs. It is daunting. Things come at you quickly, and handling them takes skill.

What I tell other parents:

- **Get a bike whose speed you can limit.** Start at a reasonable speed and raise it as your child earns it.
- **Get real training.** Hands-on, in a supervised empty lot, before the road. How it stops, how it turns, braking before trouble arrives, using the bell or your voice, riding one-handed to signal.
- **Put mirrors on the bike, especially the left one.** A glance shows what is behind you without looking away from what is ahead. That is why motorcycles have them. I use mine every ride.
- **Ride the route yourself.** Not up and down your street. Your child's actual route to school, at drop-off time. Then tell them what you saw.
- **Lights, brake light, turn signals, and a helmet, every ride.** Tell your kid you will come watch. Caught without a helmet, the bike is parked. One strike, not two. The second strike might be in a trauma center.

Do not just buy an e-bike, turn your child loose, and hope they make it home. Train them. This issue follows that bike all the way to school.

Ride smart. Ride safe.

Tony Bright
Founder and CEO, RidePermit

01 ON CAMPUS

Micromobility on campus: what is legal, and what the school decides

The law settles a lot about the ride to school. It settles almost nothing about the campus. That part belongs to the district, and most districts have not written it down yet.

Stand at a middle school gate at 8:05 on a weekday and count. Class 1 and Class 2 e-bikes, a few that started as Class 2 and no longer are. Two or three e-motos with no pedals and a fat rear tire. Electric scooters. A one-wheel. A campus supervisor with a radio, trying to keep the walk zone clear. Nobody has told her which of these is allowed on the grounds, where they park, or what happens when a bike in the cage starts to smoke.

Start with what the law already decides. In California an e-bike is a bicycle with a motor of no more than 750 watts and pedals, in one of three classes: Class 1 assists to 20 mph with pedaling, Class 2 to 20 mph with a throttle, Class 3 to 28 mph with pedaling only. Class 3 riders must be 16 or older and wear a helmet. Every rider under 18 must wear a helmet on any class. Changing a bike from one class to another is legal only if the class label is replaced to match. But 2024 state law also draws a hard line: a device that can go faster than 20 mph on the motor alone, puts out more than 750 watts, or has had its pedals removed is not an e-bike at all.

That last line is where the e-moto lives. The bike with no pedals, the 1,000-watt motor, the 35 mph top speed. It is not a bicycle. It is a motor vehicle with no registration, no license plate, and usually no licensed rider, which means it is not legal on a public street in the first place. Motorized scooters sit in between: legal for riders with a driver's license or permit, helmet under 18, 15 mph limit, no passengers.

The law covers the road to the gate. Everything inside the gate is the school's decision, and a decision that has not been made is still a decision.

Now the campus. A district cannot change what is legal on the street, but it owns the grounds. It can decide which devices may be parked, where, and on what conditions. It can require a permit or a decal as a condition of parking. It can say no charging on campus. It can say helmets stay on until the rider is off the bike and walking. It can say e-motos do not come through the gate, full stop. Districts around Orange County are already doing pieces of this, usually after an incident rather than before one.

The hard part is not writing the rule. It is applying it at the gate, in a second, to a kid who says "it's a Class 2" about a bike that plainly is not. That is the problem the next page is about.

16
Minimum age to ride a Class 3 e-bike in California. Helmet required at any age on Class 3.

18
Every rider under this age wears a helmet on every class of e-bike, scooter, or bicycle.

750
Watts. Above this, faster than 20 mph on the motor alone, or pedals removed, and it is not an e-bike under state law.

Telling them apart in a second

Nobody at a school gate is going to read a motor label. The tells are physical and take about as long as a glance.

PROBABLY A LEGAL E-BIKE



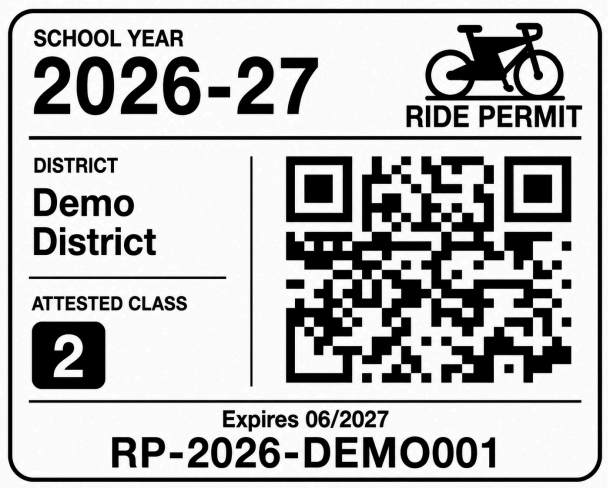
- Real pedals that turn the rear wheel, and a rider who uses them.
- A frame-mounted class label: Class 1, 2, or 3, with the top assisted speed.

PROBABLY NOT AN E-BIKE



- No pedals, or pedals that are clearly decorative footpegs.
- Travels at motorcycle-like speed without meaningful pedaling.

The middle is messy. Plenty of legal Class 2 bikes wear moto styling now. So what settles it on campus is not the look of the bike but whether the family attested to what it is, on the frame where staff can read it. Valid decal, matching class, in you go. A Class 2 sticker on a bike with no pedals, and the conversation moves to the parent.



The decal on the frame: school year, district, attested class, permit number, and a QR code any phone camera can read. The class the family attested to is the class the school holds them to.

PARKING AND CHARGING ON CAMPUS

- Bikes park in the cage or rack, locked, and nowhere else. Not against the fence, not in the walk zone.
- No charging on campus. Not in the cage, not in a classroom, not in the office "just this once." A lithium fire in a bike cage next to fifty other batteries is the scenario every fire marshal describes first.
- A battery that is swollen, hot, hissing, or smells of chemicals gets moved away from the rack and the family is called. It does not go back in the cage.
- Helmets on until the rider is off the bike inside the gate. Low-speed falls can happen in crowded drop-off zones.

CHECK YOUR OWN DISTRICT

Rules differ by state, by city, and by district. Everything here describes California law as of this writing and common district practice, not legal advice. Ask your school for its written policy. If there is not one, that is worth knowing too.

02 THE HELMET

Helmets that actually fit, and the ones that do not

Younger kids wear helmets. Teens mostly do not, and the ones who do often wear them wrong. A helmet that sits on the back of the head protects almost nothing.

Providence Mission Hospital, which treats more South Orange County e-bike trauma than anyone, showed a slide this summer that every parent of a teenager should see. Among pediatric e-bike trauma patients in 2025, 67 percent of the kids aged 0 to 14 were wearing a helmet. Among 15 to 17 year olds, 12 percent were. Same hospital, same bikes, same roads. The difference is age, and the age where helmets disappear is the age where the bikes get faster.

Part of the reason is fit. A helmet that is too big, strapped loose, or pushed back so the forehead is bare is uncomfortable and useless. Teens take off the helmet that bothers them and keep the one that fits. The job is not "make him wear it." The job is "make it fit, then he will."

Which helmet matters less than how it sits, but it does matter. Any bicycle helmet sold in the US carries a CPSC certification, and that is the floor. For a Class 3 bike or any rider who spends time near 28 mph, look for one tested to the Dutch NTA 8776 standard, written for faster e-bikes: more coverage, tested at higher speed. If the rider needs a DOT motorcycle helmet, reread page 3 about whether the bike belongs on the street at all.

Replace the helmet after any crash where the head touched anything, even if it looks fine. The foam does its job by crushing, once. Replace it every five years or so regardless, or sooner if the shell is cracked or the straps are frayed. And do not buy used. You cannot see what it has been through.



The fit that works. Level on the head, two fingers of forehead, straps in a V, one finger at the chin.

THE 30-SECOND CHECK, EVERY MORNING

- **Eyes.** Look up without moving your head. You should see the front rim of the helmet. If you see forehead, it is too far back.
- **Ears.** The side straps meet in a V just under each earlobe, snug, not twisted.
- **Mouth.** Open wide. The helmet should pull down slightly. If it does not, tighten the chin strap until one finger fits underneath.
- **Shake.** Shake your head hard. The helmet moves with your head, not on it.

67%
of e-bike trauma patients aged 0 to 14 wore a helmet, 2025. Providence Mission Hospital.

12%
of those aged 15 to 17 did. Same hospital, same year.

201
pediatric e-bike trauma patients at Rady Children's OC in 2025, up 61% in a year.

03 THE SCAN

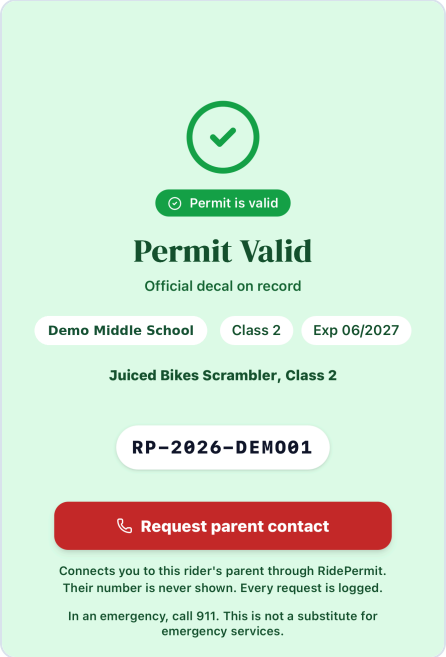
What a school sees when it scans, and what it does with it

Parents ask this more than anything else. The answer is shorter than most people expect, and the things they worry about, tracking, location, a permanent record, are not in it.

A scan is a photo of a QR code. That is the whole mechanism. No chip, no radio, no battery, no signal. Nobody can find a bike by its decal. If the bike is at the beach, the decal is at the beach, and RidePermit does not know it.

When any phone camera reads the code, it opens a public page. That page is deliberately thin. It says whether the permit is valid, expired, or not authorized. It names the school and district. It shows the class of device the family attested to, the make, and the expiry date. If the bike has been reported stolen, it says so. That is the entire public view. No name, no photo, no address, no grade, no phone number, and no history of any kind.

School staff who have been set up by their district see one more layer on their own screens: the student's name and grade, so they can match the rider to the bike in front of them, and whether the safety training was completed. That is what a school needs to run a bike cage. It is not more than that.



The public scan, exactly as anyone sees it. Valid or not, school, class, expiry, make, permit number, and one button. No name, no number.

There is no location in the system. Not on the decal, not in the scan, not in the account. A scan records that a code was read, not where the bike has been.

What does the school do with it? Three things. It lets the bike park. It reminds the family before the permit expires. If there is an incident, staff can request parent contact through the relay described last month, where nobody sees anybody else's number. Contact requests are logged for safety, but not attached to the student's record. RidePermit does not sell the data, share it outside the district, or keep a location history.

THE PRIVACY PRINCIPLE

The decal identifies the bike.
It does not track the child.

A school can verify permission without creating a location trail.

Who sees what

Three views, from the outside in. Each one adds the minimum the next role needs, and nothing else.

1

Anyone with a phone

Valid, expired, or not authorized. School and district. Attested class and make. Expiry. Reported stolen, if it has been. Emergency contact available, yes or no.

2

School and district staff

Everything in view 1, plus the student's name and grade, and whether training is complete. So the person at the cage can match rider to bike.

3

The parent

Everything, because it is your account. Your student, the bike, the training certificate, the emergency contact you verified, and the option to report the bike stolen.

NEVER IN ANY VIEW

- Home address, on any screen, for any role
- A parent's phone number or email, shown or sent
- Location of the bike, now or ever
- A log of stops, warnings, or incidents attached to the student
- Date of birth, photo, or anything sold or shared outside the district



THE RULE BEHIND THE LIST

Each view shows only what that person needs to do their job. Anything a school does not need to run a bike cage stays off the screen.

QUESTIONS PARENTS ASKED US THIS MONTH

Can a random adult scan my kid's bike and learn who she is?

No. The public view has no name, no photo, no grade, no address.

Does the school know when my son leaves campus?

No. Nothing is recorded unless someone physically scans the code, and even then only that it was read.

What if my kid loses the bike, or it is stolen?

Report it from your account. Every scan after that, including by a buyer looking at a used bike, shows it as reported stolen.

Can I see who has scanned it?

Not today. We are looking at a parent-side scan log. If that is something you want, tell us at subscribe@ridepermit.com.

SAY THIS TO YOUR RIDER

"The sticker is not a tracker. It is the thing that lets you park, and if you ever get hurt, it is how an adult reaches me in a minute without your phone." Kids carry the decal when they know it is for them, not on them.

04 THE RULES

Seven campus rules worth setting before the first incident

A principal, a PTA, or a district can adopt these this month. None require a new law, a budget, or a vendor. Just someone to write them down and say them out loud at the gate.

1
Name the devices

Say which are welcome: Class 1 and 2 e-bikes, bicycles, scooters within the law. Say which are not: e-motos and anything without pedals. Put it in the parent handbook.

2
Permit or decal to park

Parking is a privilege the school grants. Make a current permit or decal the condition, so the family has attested to the class and staff can check it in a second.

3
One place to park

The cage or the rack, locked, nowhere else. Bikes leaning on fences are the ones that fall on a kindergartner and the ones that walk away.

4
No charging, no exceptions

Not in the cage, the classroom, or the office. One lithium fire among fifty batteries is a very bad day. Families charge at home, following last month's house rules.

5
Helmet on until off the bike

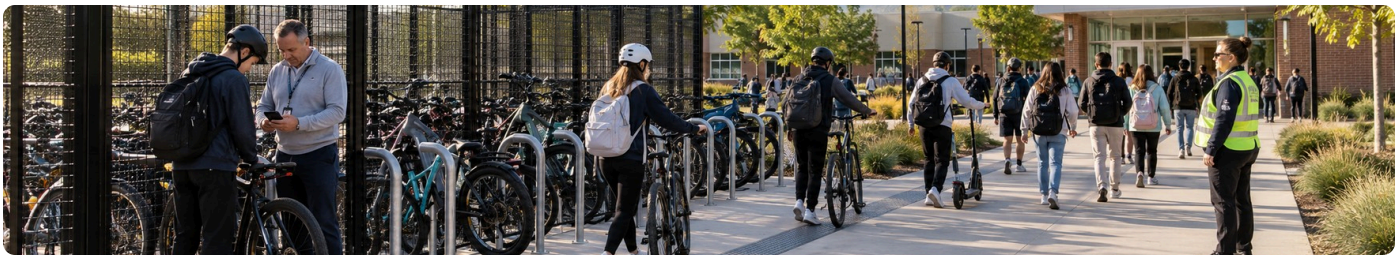
Inside the gate, riders dismount and walk. Crowded arrival zones create a risk of low-speed falls, even away from the road.

6
Training before the decal

A short safety course as the condition of the first permit. The gate conversation gets easier when the rider has heard the rules from someone other than a parent.

7 Decide what happens when a rule is broken, and tell parents first

A first conversation, then a parent call, then loss of parking for a period. Whatever the ladder is, publish it before the year gets going. The rule nobody knew about is the one that ends up in a board meeting.



State law ends at the sidewalk. Inside the fence, the school decides where bikes park, that nothing charges, and that the last hundred feet are walked.

NEXT MONTH

ISSUE THREE

Dark at five: lights, reflectors, and the winter ride home

ALSO

The used e-bike checklist, before holiday shopping starts

CAMPUS SUPERVISORS

Run a bike cage or drop-off zone? Give us ten minutes for Issue Three: subscribe@ridepermit.com, subject "campus"

Get the Safety Brief every month.

One email a month. Short, practical, no product pitches. Share it with your school's parent group, and unsubscribe any time.

ridepermit.com/newsletter

RidePermit helps schools and districts run e-bike and micromobility permit and safety programs. This brief is general safety information for parents, not legal advice. E-bike laws vary by state and city, so confirm the rules where you live and ride. Injury figures are as presented by Providence Mission Hospital (July 2026) and Rady Children's Health Orange County (February 2026).
RidePermit, Inc. · Rancho Santa Margarita, CA · ridepermit.com · subscribe@ridepermit.com