# The Permit Patchwork

How America's school districts govern the way students ride, and what a consistent standard would take.





THE FINDING

## No shared standard. A patchwork within districts.

34
districts scored

8
states, plus 13 state frameworks

**RidePermit**
Micromobility compliance and reporting for schools

THE SHORT VERSION

# No two districts play by the same rules, and students pay for the difference.

Across the country, student e-bike use has surged, and so have injuries. RidePermit scored 34 school districts that have acted on student riding, across 8 states, and reviewed the laws of 13. No two follow the same playbook, and not one covers the whole job.

E-bikes are only the sharpest edge. Students arrive on scooters, bikes, skateboards, and one-wheels too, and most districts manage each one differently, or not at all. The patchwork exists between districts and inside them.

Families feel it most. To do this right, a parent finds a course, registers the device somewhere else, works out what is legal, then delivers proof to the school. Administrators track it all by hand.

This report maps that inconsistency, draws on medical, safety, and law enforcement voices, and outlines what a strong program looks like.

**0%**

of districts give the first adult at the scene a way to reach a hurt student's parent

**47%**

require safety training before a student rides. Nearly all are in California.

**56%**

register devices and verify them at school, always by a sticker, tag, or decal

**Exhibit 1** How districts govern student riding

Share of districts that have acted, n = 34




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Source: RidePermit analysis of published district policies and local coverage, May to October 2026. The sample is districts that have acted; it does not measure how many districts have no policy at all.




# E-bikes are not the problem. Riding untrained is.

More students ride to school on e-bikes than ever. For families they are a gift: independence for kids, one less car trip, a greener commute. This report is not a call to take them away.

But the speed and weight that make e-bikes useful also make them dangerous for a young rider who was never trained. Children's hospitals in every region in this report describe the same rise in fractures, concussions, and head trauma.

Parents are left guessing. Few know what is legal for their child to ride, which class, at what age, on which roads. When something goes wrong, many have no reliable way to be notified.

This is not any one district's failure. It is thousands of districts solving the same problem alone.

THE NATIONAL PICTURE

**72%**

of U.S. micromobility deaths in 2024 involved e-bikes, 97 of 135[1]

**48.5%**

average yearly growth in e-bike emergency room injuries, 2022 to 2024[1]

**41%**

of e-bike ER visits in 2024 and 2025 involved patients ages 10 to 19[2]

1. U.S. Consumer Product Safety Commission, Micromobility Products-Related Deaths, Injuries, and Hazard Patterns, 2017 to 2024.
2. National Electronic Injury Surveillance System estimates, as reported by Axios, Aug. 2026.

# Coast to coast, children's trauma centers are telling the same story.

**1 to 201**

pediatric e-bike patients a year at one Orange County, California children's hospital, 2021 to 2025[1]

**Exhibit 2** Reported pediatric e-bike and e-scooter injuries, by state

| STATE | SOURCE | WHAT THEY REPORT |
|---|---|---|
| **California** | Children's Hospital Los Angeles | E-bike ER visits rose from 6 in 2023 to 34 in 2025. |
| **Florida** | Wolfson Children's Hospital, Jacksonville | 97 children treated for traumatic e-bike and e-scooter injuries in the first half of 2026, close to all of 2025. |
| **Florida** | Orlando Health Arnold Palmer Hospital | More than 120 children admitted in 2026 so far, versus about 150 in all of 2025. |
| **Colorado** | Children's Hospital Colorado | Traumatic e-bike injuries up 184% from 2024 to 2025 at the Anschutz campus; up 200% in Colorado Springs. |
| **Tennessee** | Monroe Carell Jr. Children's at Vanderbilt | A child treated almost every three days. Average age 12. Only 58% were wearing helmets. |
| **Washington** | Statewide data, via City of Everett | 149 e-bike hospitalizations in 2025. Injury rate up 483% from 2020 to 2024. |
| **Utah** | Primary Children's Hospital | E-bike and e-scooter injuries up almost 67% in one year, per testimony to lawmakers. |
| **Connecticut** | Connecticut Children's | E-bike injuries nearly tripled, from 39 in 2024 to 109 in 2025. |
| **New Jersey** | Public reports, 2026 | A Princeton middle schooler died after an e-bike crash in April; a teen was killed in Burlington County in June. |
| **Texas** | Harris County Public Health | Its first hospital-level review found most e-bike, e-scooter, and e-motorcycle injuries involved children ages 5 to 17. |

**Exhibit 3** One hospital's curve

Pediatric e-bike patients at Rady Children's Health Orange County: 1 in 2021, 125 in 2024, 201 in 2025, up 61% in a single year.[1]




1. Rady Children's Health Orange County trauma data.

Other figures as reported by hospitals, public health agencies, and local news, May to Sept. 2026. Hospitals count differently, so rows are not comparable.

SAME PROBLEM, DIFFERENT ANSWERS

# States are moving fast, and in different directions. Districts are left to fill the gaps.

**Exhibit 4** State action and school response, 2026

| STATE | STATE ACTION | WHAT SCHOOLS ARE DOING |
|---|---|---|
| **California** | AB 1569 signed: the state will build a standard e-bike safety and training program for grades 7 to 12 by March 2028. SB 1167 defines what can be sold as an e-bike. | Permit-and-train is the norm: Irvine, Saddleback Valley, Carlsbad, Santa Barbara, Wiseburn and others require a course, registration and a sticker. Newport-Mesa, Carlsbad and Rocklin ban e-bikes for younger grades. |
| **Florida** | SB 382, statewide e-bike safety standards, passed both chambers unanimously and was vetoed. No uniform state framework. | Orange County Public Schools restricts e-bikes on campus. Nassau County requires a safety course. Pinellas wrote its own policy. |
| **Tennessee** | Minimum age for Class 3 e-bikes raised from 14 to 16, effective July 1, 2026. Cities gain authority to restrict e-bikes. | Williamson County adopted (June 2026): grades 3 to 12 complete a course with a parent, register the device, and display a school ID tag. |
| **Washington** | A 2026 law treats any e-bike capable of more than 20 mph as an electric motorcycle. State law defers to cities. | Rules vary city by city. Everett tightened rules; Kirkland stepped up enforcement. |
| **Colorado** | Devices over 28 mph or 750 watts are e-motorcycles, requiring riders 16 or older with an endorsed license. | Adams 14: students dismount and walk; staff store devices; e-motorcycles barred. No permit programs found. |
| **Utah** | From May 2027, riders ages 8 to 15 need an online safety course and e-certificate to ride without an adult. | The state certificate will act as a statewide training requirement. No district permit programs found. |
| **New Jersey** | The toughest law in the country. E-bikes are now motorized bicycles: riders need a license, registration, and insurance, and children 14 and under may not ride. Enforced from July 2026. | The state age floor ends most K-8 riding, so districts defer to state licensing. No district permit programs found. |
| **Texas** | No statewide school framework. Houston-area constables asked seven school districts to ban high-powered e-motorcycles. | Barbers Hill ISD bans e-bikes and e-scooters on all district property. Frisco ISD bans riding them to school. Katy ISD allows compliant e-bikes. Conroe ISD: dismount and walk, no permit. |

## Ban it

Barbers Hill and Frisco ISDs, TX (all grades); Newport-Mesa, Carlsbad and Rocklin, CA, and Orange County, FL (younger grades); New Jersey, riders 14 and under (state law)

## Train first

Carlsbad, Irvine, Saddleback Valley, Santa Barbara, Wiseburn, CA; Williamson County, TN; Nassau County, FL

## Walk it

Conroe ISD, TX; Adams 14, CO; Gilbert, AZ; Pinellas, FL: rules and dismounting, no course

Sources: California Legislature (AB 1569, SB 1167); WUSF, Orlando Sentinel, News4JAX (Florida); WSMV, WKRN (Tennessee); KIRO 7, KOMO (Washington); KUNC (Colorado); KPCW (Utah); NBC10, Morris Focus (New Jersey); FOX 26, FOX 4 (Texas); LAist, SFist (California). Status as of Oct. 2026.

# Most districts cover one piece. Almost none cover all six.

**0 of 34**

districts meet every element of a complete program. The missing piece is always parent contact at the scene.

We scored 34 districts that have acted, across 8 states, on six elements of a strong program. The drop from the first element to the last is the patchwork.

**Exhibit 5** Share of districts meeting each element, n = 34

| ELEMENT | DISTRICTS MEETING IT | SHARE |
|---|---|---|
| Written riding policy | | 94% |
| Covers every device students ride | | 59% |
| Device registration | | 56% |
| Verification at school | | 56% |
| Required safety training | | 47% |
| Parent contact at the scene | | 0% |

| | | | |
|---|---|---|---|
| 0 **Consistent** All six | 18 **Building** Four to five | 14 **Patchy** One to three | 2 **Unprotected** None |

Source: RidePermit scoring of published district policies and coverage, May to October 2026. Sample is districts that have acted. See Methodology, p. 11.

# Three layers of patchwork, and families stand at the bottom of all of them.

**BETWEEN DISTRICTS**
A permit in one district, a ban in the next, nothing in a third.

**INSIDE DISTRICTS**
E-bikes one way, scooters another, skateboards not at all.

**FOR FAMILIES**
Four services, four logins, and proof delivered by hand.

**Exhibit 6** Two neighboring districts, one family move

| RULE | CARLSBAD USD | SAN DIEGUITO UHSD |
|---|---|---|
| **Minimum age for an e-bike** | Under 12 may not ride (city law, TK-5 ban) | No age floor |
| **Permit to ride to school** | Yes, district sticker, renewed every year | Yes, district bike tag |
| **Safety training required** | Yes, approved course or presentation | Yes, on-campus training with the bike coalition |
| **E-bike classes allowed** | Any legal class | Class 1 and 2 only |
| **Who checks** | Front office issues sticker; schools manage racks | Parent requests tag after training |

Both districts serve the city of Carlsbad, California. Same streets, two rulebooks.

**THE SCAVENGER HUNT A CAREFUL PARENT FACES TODAY**

1. Find a safety course
2. Register the device somewhere else
3. Work out what is legal to ride
4. Deliver proof to the school

On the other end, an administrator catches the paperwork, keys it into spreadsheets, and tracks it by hand. Nobody is short on effort. The effort is scattered.

Sources: Carlsbad USD BP/AR 5142.04 and e-bike page; KPBS, Aug. 2026 (San Dieguito).

# Doctors, police, lawmakers, and school boards agree on the problem.

"These injuries happen when speed outpaces skill."

**E-Ride Ready safety campaign**
Monroe Carell Jr. Children's Hospital at Vanderbilt, with AAA, Tennessee

"Children inherently have developing brains and immature judgment."

**Dr. William Prince**
Pediatric emergency physician, Seattle Children's Hospital

"Our goal at Children's Colorado is to make sure they can do so safely."

**Children's Hospital Colorado**
On kids enjoying bikes and scooters

"Parents and/or caregivers are unaware of what their child is actually riding."

**Lt. Col. Josh Downing**
Colorado State Patrol

"I heard from our cities and our young people to do something."

**Rep. Janice Zahn**
Washington State House of Representatives

"Our whole goal of the policy is to ensure student safety"

**Jay Galbreath**
Policy Chair, Williamson County Board of Education, Tennessee

Public statements as reported by VUMC News, ParentMap, Colorado Politics, KUNC, KIRO 7, and WKRN, 2026.

SIX ELEMENTS OF A STRONG PROGRAM

# The districts getting it right aren't doing anything magic. They're doing it consistently.

## 01 Every wheel covered

One policy for e-bikes, scooters, bikes, skateboards, and one-wheels, not a separate rule for each.

**Seen in:** Saddleback Valley USD, CA: one permit for e-bikes, bikes, scooters and skateboards; Lewis Middle School, San Diego Unified, CA

## 02 Training before riding

Earned before a student rides, with the deepest track for e-bikes because they are faster and heavier.

**Seen in:** 13 California districts, plus Williamson County, TN and Nassau County, FL. Newport-Mesa and Carlsbad renew every year.

## 03 Device registration

Every device a student rides to school is on record with the school.

**Seen in:** Williamson County, TN: device type, make and model on file; Irvine USD, CA: every e-bike, e-scooter and e-skateboard registered

## 04 Verification at school

Staff can see at a glance who is trained and permitted.

**Seen in:** All 19 permit districts use a sticker, tag or decal at the rack; Saddleback Valley adds SRO checks

## 05 Parents in the loop

Parents complete or sign off on training and know the rules for what their child rides.

**Seen in:** Wiseburn USD, CA: student and a parent both complete a course; Irvine USD: middle school parents attend; Williamson County, TN

## 06 Parent contact at the scene

When a student goes down, the first adult there can reach a parent in seconds, without the student's phone.

**Seen in:** None of the 34 districts reviewed. This is the gap every district still has.

None of this requires banning anything. It requires one consistent standard that keeps kids riding, and keeps them safe.

Examples from published district policies (Saddleback Valley, Irvine, Wiseburn, Carlsbad, Newport-Mesa, San Diego Unified) and coverage of Williamson County (TN) and Nassau County (FL). None of the 34 districts reviewed gives the first adult at the scene a way to reach a parent.

WHAT TO STRIVE FOR

# One platform. Every wheel. Every student.

The goal for every state and district is one system that covers the whole journey, from a student's first safety lesson to the district's last report.

### Train and certify

- Safety course with an earned certificate
- Deeper e-bike training track
- Parent attestation and sign-off
- Completion tracked for every student

### Verify anywhere

- Scannable pass on phone or decal
- Staff and officer verification
- Live status: trained, permitted
- Alerts for expired permits

### Know what's legal

- Legality check by device class
- State and local law library
- District rules, set by each district
- Updates as laws change

ONE PLATFORM

**Student micromobility compliance**

Every device. Every student. Every campus.

### Protect and recover

- Stolen device registry and recovery
- Parent reached by scan at the scene
- Incident reporting and records
- Emergency contacts on every record

### Register and permit

- Registration for every device type
- Digital permits and annual renewals
- District-wide e-bike inventory
- Device class and photo on file

### See everything

- Drill-down reports by campus
- District dashboards
- Audit-ready compliance history
- Exports for boards and grants

| District subscription | No charge to families | Data secure, never sold | Ready for state mandates |
|---|---|---|---|
| One predictable cost for the district | Safety should never depend on a fee | Student data protected and private | Aligns with laws like CA AB 1569 |

**Use this page as a checklist** when evaluating any program or vendor: a complete solution should cover all six groups and the four conditions below them. These capabilities describe best practice, drawn from the strongest district programs reviewed and the gaps they still leave. RidePermit, the publisher of this report, built its platform to this standard; see the back cover.

# How we did this

### THE SAMPLE

We scored 34 public school districts in 8 states (California, Florida, Texas, Tennessee, Minnesota, Massachusetts, Arizona, Colorado) that had adopted, proposed, or formally practiced a student riding rule by October 2026, and reviewed state law in 13 states. Because the sample is districts that have acted, it shows what acting districts choose, not how many districts have no policy.

### WHAT WE SCORED

Each district was scored yes or no on six elements: a written riding policy, coverage of every device students ride, required training, device registration, verification at school, and parent contact at the scene. Districts were then placed in one of four tiers.

### WHERE WE LOOKED

Board policies, administrative regulations, student handbooks, district web pages, board meeting summaries, and local news coverage, checked between May and October 2026. School-level policies were included where they are the published rule for that campus.

### INJURY DATA

National figures come from the U.S. Consumer Product Safety Commission. State figures are as reported by children's hospitals and public agencies. Hospitals count differently, so state figures show direction, not comparable rates.

### LIMITATIONS

A written policy is not the same as practice. Some districts may enforce rules not yet published. Districts may send corrections to districts@ridepermit.com.

**Scoring tiers**

| TIER | ELEMENTS MET | WHAT IT MEANS FOR A FAMILY |
|---|---|---|
| **Consistent** | All six | Clear rules, real training, and an adult at the scene can reach a parent fast. |
| **Building** | Four to five | Strong foundation with one or two gaps. |
| **Patchy** | One to three | A rule exists, but much is left to families. |
| **Unprotected** | None | Families are on their own. |

**About this report**

The Permit Patchwork is published by RidePermit as research for district leaders, families, and policymakers. Page 10 describes the standard a complete program should meet, not a product. RidePermit's own platform is described only on the back cover.

Scoring tiers and rubric apply to every district in Exhibit 5, p. 6.

# Keep kids riding. Keep them safe.

The districts doing this well aren't doing anything magic. They're doing it consistently. This report shows what that takes.

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Every finding, chart, and source

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## ABOUT RIDEPERMIT

RidePermit is a student micromobility compliance and reporting platform for school districts. Whatever a student rides to school, e-bikes, scooters, bikes, skateboards, one-wheels, RidePermit brings it into one system: device registration, a legality checker, safety training with certification, permits, verification, parent attestations, a scannable pass, and incident reporting that notifies parents. Free for families.

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