

FOR IMMEDIATE RELEASE - *April 16, 2026*

Local Advocacy Group Urges Community to Distinguish Between Family E-Bikes and High-Power E-Motos

TORRANCE, CA - As the South Bay community evaluates the role of electric mobility on its streets, the North Torrance Bike Bus is calling on local leaders and residents to recognize the critical difference between legal electric-assist bicycles and high-power electric motorcycles, or "e-motos."

While both categories are often grouped under the umbrella term "e-bike," they represent two fundamentally different types of vehicles with different impacts on community safety and mobility.

The Passive vs. Active Rider

The primary distinction lies in how the vehicle is operated. Legal e-bikes (Classes I and III) utilize a Pedal Assist System (PAS), requiring the rider to be physically engaged in cycling for the motor to provide power. This active engagement ensures the rider is physically attuned to their surroundings, keeping speeds predictable and behavior consistent with traditional cycling.

In contrast, "e-motos", often branded as off-road or high-performance vehicles, are throttle-dominant. These machines allow riders to be functionally disengaged from the act of cycling, often reaching speeds that far exceed the 28 mph legal limit for e-bikes.

The Vital Role of Class III E-Bikes for Families

A significant "miss" in the current public discourse is the targeting of Class III e-bikes. For many South Bay families, these are not recreational toys, but essential car replacements.

"Many families in our community are dependent on Class III bikes to move children around town safely," says Kyle Richardson of the North Torrance Bike Bus. "When you have a combined passenger weight of 320 pounds or more, a Class III bike provides the necessary mechanical assistance to navigate traffic and inclines that a Class I bike simply cannot match. These are responsible adults using pedaled vehicles to take their kids to school and get to work."

Addressing Community Concerns

The prevalence of complaints regarding reckless riding, particularly among teenagers, is largely centered on the high-speed behavior associated with throttle-driven e-motos and

"gray market" motorbikes. By focusing regulation on vehicle capability, specifically the presence of high-speed throttles, rather than a blanket ban on all 'e-bikes', the community can address safety concerns without stripping families of their primary mode of transportation.

Quick Reference: The Difference

Feature	Class I / III E-Bike	E-Moto (Motorcycle)
Operation	Requires Pedaling (Active)	Throttle Only (Passive)
Primary Use	Commuting, Cargo, Family	Sport, Off-Road, High-Speed
Speed Limit	20–28 mph (Capped)	Often 30–60+ mph
Legal Status	Regulated as Bicycle	Regulated as Motor Vehicle

The North Torrance Bike Bus encourages community members and city officials to distinguish between throttle driven e-motos and the sustainable family-oriented transportation that e-bikes provide.

About North Torrance Bike Bus

The North Torrance Bike Bus is a community-led initiative that organizes group bicycle commutes to school, providing a safe, fun, and sustainable way for students and parents to navigate the city.

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