The objective of this initiative is to ensure that:
» Outdated vehicle regulations are updated to reflect technological advances.
» Low speed e-bikes are regulated similarly to traditional bicycles.
» Consumers and retailers are not confused about their state’s e-bike law.
» The public is encouraged to take advantage of the benefits that e-bikes offer.

Nearly 30 states have incorporated e-bikes into their traffic codes and regulated them similarly to traditional bicycles. However, approximately 20 states still have outdated laws that lack a specific classification for electric bicycles.

**E-BIKE REGULATIONS**

- **MODEL LEGISLATION**
  - PFB and BPSA have enacted our model law, which defines and regulates three classes of e-bikes.

- **ACCEPTABLE**
  - Regulated as a bicycle
  - Passengers allowed
  - No age minimum
  - No licensing or registration required
  - Can use existing bike infrastructure

- **PROBLEMATIC**
  - Regulated as a moped or motor vehicle
  - Confusing equipment + use requirements
  - Confusing licensing + registration requirements
  - Confusing access to bike infrastructure

**THREE CLASS E-BIKE MODEL:**
» **CLASS 1:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20mph.
» **CLASS 2:** Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the e-bike reaches 20mph.
» **CLASS 3:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28mph.

In the interest of safety, local governments would be allowed to restrict, regulate or prohibit the use of e-bikes in their parks, on paths and on trails. In the absence of local ordinances, Class 1 and Class 2 e-bikes would be allowed on paths and trails; while Class 3 e-bikes would only be allowed on roadways. The e-bike class model also allows local agencies to permit e-bikes on paths or bikeways where they are traditionally not allowed, in the event that the alternative route is considered hazardous. This is a local jurisdictional decision.

**These regulatory updates would also mean that:**
» E-bikes are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.
» Helmets are required for riders of Class 3 e-bikes.
» Persons under 16 years of age are not be able to ride a Class 3 e-bike (unless as a passenger).
» All e-bike manufacturers must apply a standard label to each e-bike specifying its type and wattage to help law enforcement agencies determine if an e-bike has access to a particular bikeway.
» The same rules of the road apply to both e-bikes and human powered bicycles when it comes to speed, proper passing, local traffic laws, speed limits, equipment and other ordinances.

**WITH AN E-BIKE, BICYCLISTS CAN RIDE MORE OFTEN, FARTHER, AND FOR MORE TRIPS.**

Electric bicycles are designed to be as safe as traditional bicycles, do not compromise consumer safety, and benefit bicyclists who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience.

**LEARN MORE:** PEOPLEFORBIKES.ORG/E-BIKES