

MOVING E-BIKE LAWS INTO THE FUTURE

PEOPLEFORBIKES AND THE BICYCLE PRODUCT SUPPLIERS ASSOCIATION

are working to update state laws governing the use of electric bicycles (e-bikes) across the U.S. In many states, e-bikes lack a specific vehicle classification and it is unclear how they are regulated. They may be interpreted to fall within terms primarily aimed at combustion engine vehicles such as mopeds or scooters. Our goal is to clearly define e-bikes and provide sensible roles for their use.

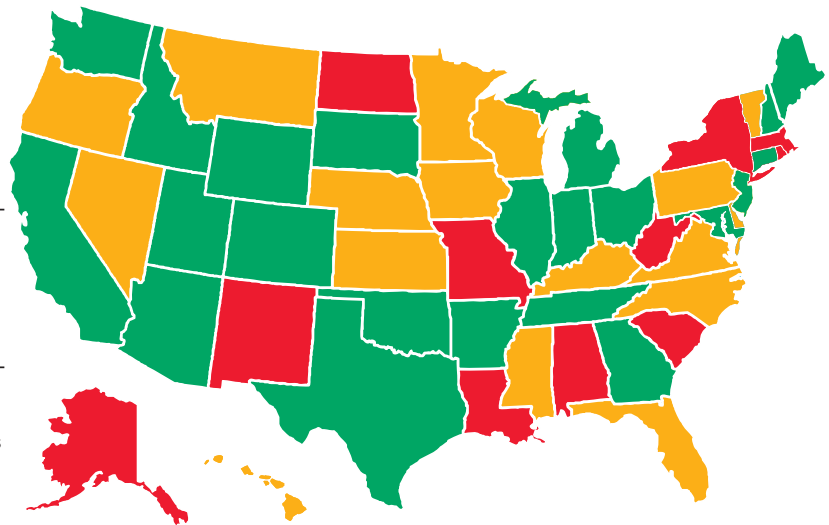
The objective of this initiative is to ensure that:

- » Outdated vehicle regulations are updated to reflect technological advances.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 However, approximately 20 states still have outdated laws that lack a specific classification for electric bicycles.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.

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