



# E-Bike Policy Approaches & Active Legislation

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TRI-STATE TRANSPORTATION CAMPAIGN



# A Preventable, Post-COVID Epidemic

- Fatal crashes have surged in NJ and the US since COVID
- Outlier among peer nations, which did not see similar increases in fatalities
- Increase in fatalities is disproportionately comprised of pedestrian and bicycle crashes
- USDOT has taken notice and is finally changing their approach, but states haven't all caught up

## N.J. traffic fatalities 1990-2022

Since 2019, New Jersey traffic deaths increased for a fourth straight year.

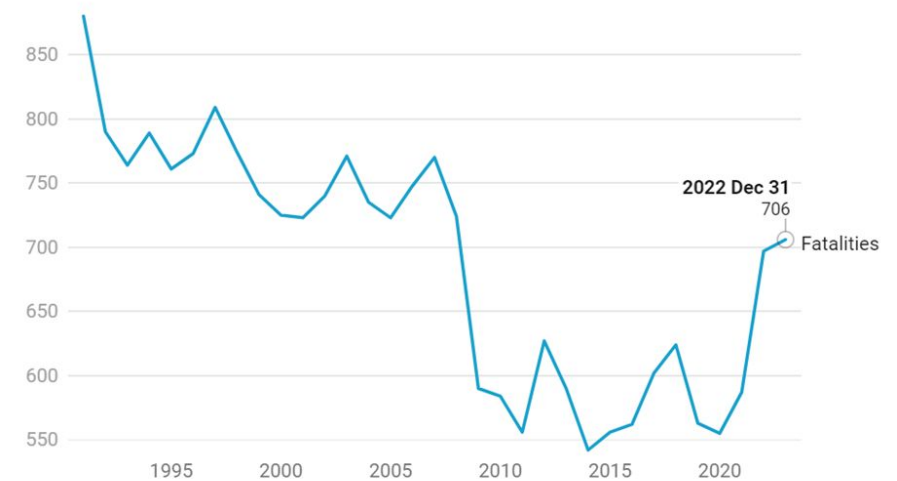
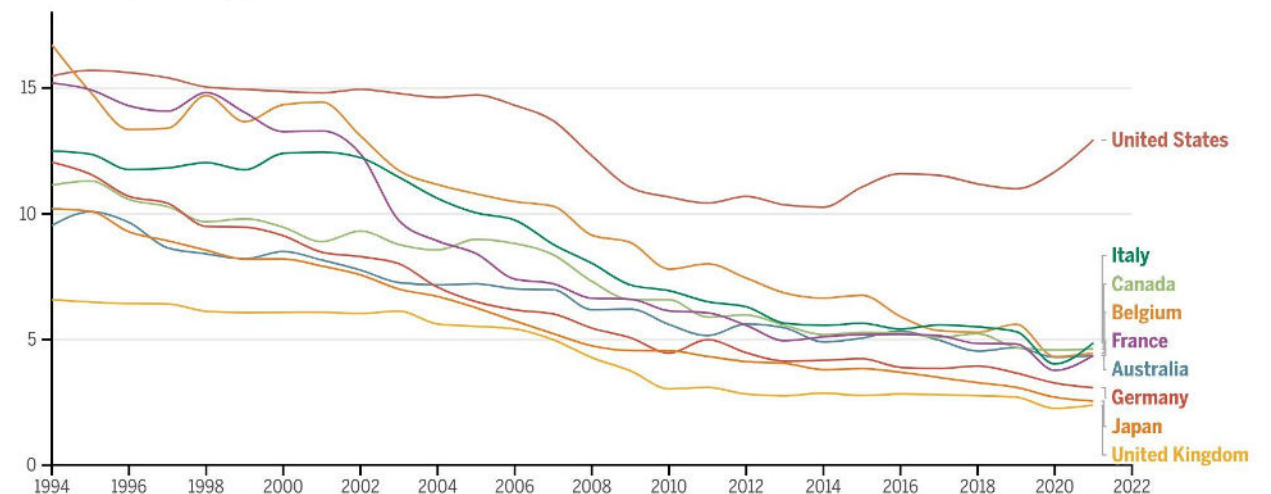


Chart: Larry Higgs • Source: [N.J. State Police](#) • [Get the data](#) • Created with [Datawrapper](#)

Traffic deaths per 100,000 population

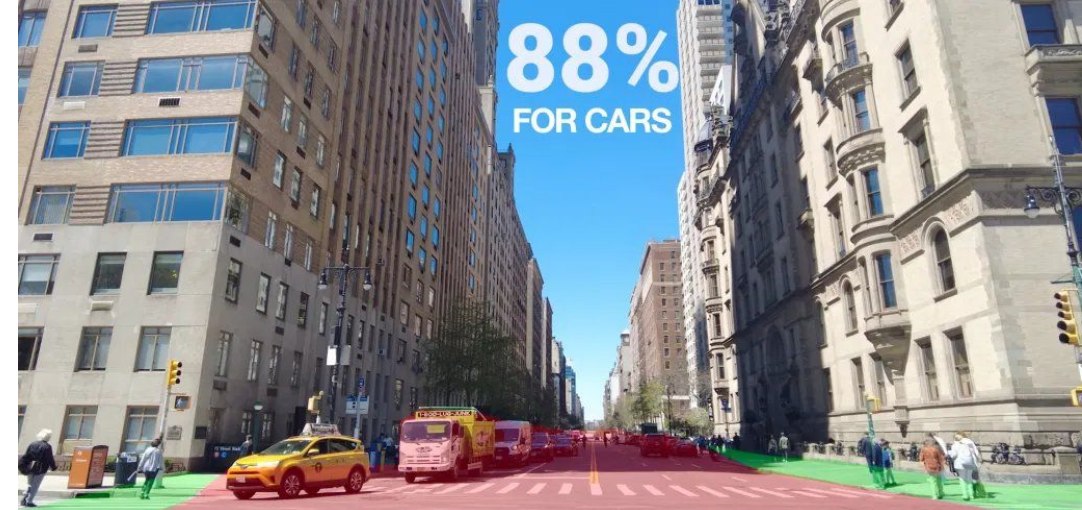


Source: Organisation for Economic Co-operation and Development  
JOHN HANCOCK/GLOBE STAFF



# The problem of auto-dependency

- Most of our surface right-of-way is dedicated to motor vehicles first, with walking or biking as an afterthought.
- Dire consequences for livability:
  - Fossil fuels/energy need
  - Flooding/habitat loss
  - Air quality
  - Noise
  - Cardiovascular health
  - Financial/economic sustainability
  - Social isolation
  - **Fatal/serious injury crashes**



# Conflicts between micromobility users and pedestrians, motorists

- E-bikes and e-scooters surge in popularity as cheap and accessible alternative to driving for short trips (esp. deliveries)
- Increasingly popular among young people
- Unsafe streets lead to conflicts with pedestrians and high-profile fatal crashes with motor vehicles
- Complaints to local electeds, urgency to “do something”

## Fatal crashes spur plan for more e-bike regulations in NJ

BY: SOPHIE NIETO-MUNOZ - OCTOBER 2, 2025 6:56 AM



📷 Kids ride an e-bike in Point Pleasant. Senate President Nicholas Scutari wants new e-bike regulations after a number of fatal crashes involving them. (Photo by Kena Betancur/Getty Images)



# N.J. bill would require licenses, registration and insurance for all e-bikes

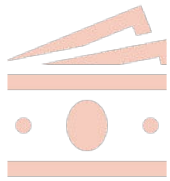
Updated: Dec. 10, 2025, 4:42 p.m. | Published: Dec. 09, 2025, 3:24 p.m.



An e-bike is parked outside a Jersey City bodega on Cambridge Street. A bill making its way through the legislature would require e-bike riders to get licenses, register and insure their bikes like cars. SL

- State Senate President Scutari introduced a new bill that would treat all e-bikes as class-3 (e-mopeds, e-motos)
- As a result, <20mph class 1 and class 2 e-bikes would require a drivers license, registration, and insurance to operate
- As a priority in lame duck, no legislators are willing to publicly oppose.

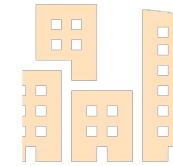
# Unintended Consequences



Places the financial burden on crash victims



Doesn't address the real problem



Disproportionately impacts overburdened communities



Restricts mobility for other groups who can't drive



Slows progress towards net zero



Difficult to implement and enforce



Discourages interstate tourism, commuting, and commerce.

## Reach Out to Your Legislators!



Write or Call Your Legislator!

### Save Low-Speed E-Bikes! Stop S4834 / A6235



In just a single month, a new bill requiring a drivers license, registration, and insurance to ride the lowest-speed e-bikes has been racing through the legislature, despite unanimous opposition from transportation advocacy organizations. This bill lumps all low speed e-bikes with higher speed devices under the term “motorized bicycles” and eliminates the current classifications for different types of e-bikes. The Senate bill (S4834) has no co-sponsors but has already moved through two committees and is ready for a full vote. The Assembly Bill (A6235) was introduced less than a week ago and has already been released from one committee. We urge you to write and [call your legislators](#) and beg them to hit the brakes on this bill, which would restrict access to safe and affordable mobility options, slow our progress towards net-zero, create confusion at state border crossings, and distract from addressing real problems with high-speed electric mopeds and motor vehicles (e-motos)

- Unanimous opposition from transportation safety groups
- Advocates raising the alarm, meeting with legislators, testifying in Committee
- Without strong outcry from the public, this is on track to pass and become law before the end of the year



# Alternatives

- Enforce existing license/insurance/registration requirements
  - Require vendors to inform customers of requirements
  - Train LEOs to identify e-bike class
  - Include e-bike laws in driver's ed
  - Strengthen restrictions on after-market modifications
- Address reckless riding directly
  - Require e-bike riders to yield to pedestrians at all times
  - Set 15mph speed limit on infrastructure that mixes with pedestrians
- Set age minimum to 16 (to match other states)
- Address insurance gap for low-speed devices
- Study the actual scale of the problem (e-bikes vs e-motos vs motor vehicles)
- Incentivize safer mobility options
  - Accelerate implementation of protected bike infrastructure
  - Offer a rebate for low-speed devices



John Heinis/Hudson County View



Thank you!

# Questions?



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