



## E-BIKE CONSIDERATIONS IN LIGHT OF LEGISLATIVE CHANGES

In response to rising serious injuries and fatalities involving e-bike crashes, Governor Murphy signed S4834/A6235 into law on January 19, 2026. The law is effective immediately but includes statutory grace periods for compliance and associated fee waivers.

The previous Class 1, 2, and 3 e-bike classifications have been removed from New Jersey law, and further details concerning the legislative changes are available in the Safety Director's Bulletin, *New Jersey E-Bike Law Update*, available on [MSI Bulletins](#).

These statutory changes are intended to establish a more transparent enforcement framework and advance a collective goal of reducing injuries, increasing compliance, and enhancing public safety across New Jersey communities. As additional regulations and operational guidance are developed at the state level, it is critical that Chiefs of Police conduct a thorough review of the new law, coordinate with key local stakeholders, establish clear internal policies, and initiate policy and procedure modifications as necessary.

### Considerations for the Chief of Police:

1. Collaborate with local elected officials, the Municipal Attorney, and other key stakeholders concerning any changes or modifications to local ordinances or park and recreation area rules and regulations. Ensure that any enforcement action expected by officers is supported by New Jersey State Statutes or local ordinance. This consideration is likely significant for bike paths, walking paths, boardwalks, promenades, and similar areas.
2. Conduct a comprehensive inventory of the agency's current bicycle and e-bike equipment. Determine the appropriate classification of each e-bike under the new legislation. Prepare now to locate invoices, receipts, and other materials necessary to register equipment with the New Jersey Department of Motor Vehicles.
3. Ensure that any low-speed electric bicycles, motorized bicycles, or electric motorized bicycles used by the agency are adequately documented as vehicles in the insurance schedules. Consult with your insurance Risk Management Consultant and Municipal Attorney.
4. Review the agency's Towing and Impound Policy to determine whether any changes are necessary due to legislative changes requiring registration in many instances. Determine whether it may be appropriate or necessary for officers to seize a low-speed electric bicycle, motorized bicycle, or electric motorized bicycle, and if so, what specific policy guidance should be provided to officers to ensure uniformity of such action. A sample Towing and Impound Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).

5. Review the agency's Property and Evidence Policy to determine whether any necessary changes are needed, as the Policy may currently reference bicycles but not provide guidance on low-speed electric bicycles, motorized bicycles, or electric motorized bicycles, which in many instances may be considered vehicles.
6. Determine whether changes are necessary regarding how low-speed electric bicycles, motorized bicycles, and electric motorized bicycles will be stored when recovered by law enforcement or when law enforcement officers utilize them for their duties. There are many considerations, such as limiting damage, protecting against theft, and mitigating the risks posed by batteries. Read the Safety Director Bulletin, *Lithium-Ion Batteries: Hazards and Best Practices*, available in [MSI Bulletins](#).
7. Review the agency's Traffic Complaint Management Program to determine if changes are necessary concerning how complaints about improper use of low-speed electric bicycles, motorized bicycles, or electric motorized bicycles are managed.
8. Determine whether the local government has entered into a contract with any local companies that rent low-speed electric bicycles and ensure that this information is included in the agency training program.
9. Ensure all officers are familiar with [New Jersey's Safe Passing Law](#), which provides clear rules of the road for all motorists when interacting with other road users, such as people on foot, bicycle, e-bike, e-scooter, etc.
10. Collaborate with local community groups, schools, local businesses, and other partners to ensure appropriate information concerning low-speed electric bicycles, motorized bicycles, and electric motorized bicycles is disseminated.
11. Evaluate the agency's training program for officers who operate a low-speed electric bicycle, motorized bicycle, or electric motorized bicycle. A sample Vehicle Usage Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#), which includes some training considerations for such equipment.
12. Review and update, as necessary, additional policies and procedures to ensure they include the training, maintenance, and use of low-speed electric bicycles, motorized bicycles, and electric motorized bicycles by law enforcement officers. Furthermore, determine what restrictions should be imposed concerning the pursuit of a person operating a low-speed electric bicycle, motorized bicycle, or an electric motorized bicycle by an officer operating similar equipment. A sample Bicycle Patrol Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#), including the updated terms for low-speed electric bicycle, motorized bicycle, or electric motorized bicycle.
13. Evaluate what changes are necessary to the agency's Vehicle Pursuit policy due to the legislation classification requiring registration and classifying some low-speed electric bicycles, motorized bicycles, and electric motorized bicycles as vehicles. It's unlikely that an officer operating a police vehicle would believe that pursuing a person operating a low-speed electric bicycle, motorized bicycle, or electric motorized bicycle, as permitted, would be appropriate; however, the Chief of Police should provide strong policy guidance on this issue.
14. Determine whether agency-specific tracking metrics should be established for low-speed electric bicycles, motorized bicycles, and electric motorized bicycles, as this might be helpful for planning purposes related to budgeting, traffic engineering, community education, and any future legislative or local ordinance considerations. Such metric tracking considerations should include, but not be limited to:
  - a. Enforcement contacts and actions.
  - b. Crashes classified by "e-bike" and vehicle type, even when there are no injuries.

- c. Incidents that involve subjects fleeing law enforcement and the actions taken by officers.
- d. Operator injuries involving various categories, including single-unit crashes and crashes with pedestrians, regular vehicles, and other low-speed electric bicycles, motorized bicycles, and electric motorized bicycles.
- e. Crash and complaint locations.

15. Determine the availability of training programs concerning appropriate enforcement and crash investigations involving low-speed electric bicycles, motorized bicycles, or electric motorized bicycles.

16. Develop a training program for all agency personnel. Some considerations:

- a. A review of applicable policies, such as but not limited to Vehicle Pursuit, Towing and Impound, Property and Evidence, Vehicle Usage, and Bicycle Patrol, with specific attention to any changes as a result of this new legislation.
- b. Crash investigation procedures involving low-speed electric bicycles, motorized bicycles, or electric motorized bicycles.
- c. Enforcement actions, including the legislative provision that operators of a low-speed electric vehicle and motorized bicycle may be required to write their name when unable to produce an operator's license. Furthermore, the review of the requirement that proof of insurance and registration shall be in the possession of the operator at all times when operating a motorized bicycle or low-speed electric vehicle with the motor engaged on the highways of the State of New Jersey.
- d. Proper techniques for identifying whether the device is a low-speed electric bicycle, motorized bicycle, or electric motorized bicycle. Beginning January 1, 2019, manufacturers and distributors of low-speed electric bicycles are required to affix a permanently visible label in a prominent location. The label shall contain the classification number, top assisted speed, and motor wattage of the low-speed electric bicycle and shall be printed in Arial font in at least 9-point type.

If you have any questions, please contact your Law Enforcement Risk Control Consultant.