



LAW ENFORCEMENT BULLETIN



E-BIKES - ESSENTIAL POLICY AND ENFORCEMENT CONSIDERATIONS

This bulletin provides Chiefs of Police with policy and resource considerations related to the significant statutory changes affecting “E-bikes” now considered low-speed electric bicycles (LSEB), motorized bicycles (MB), and low-speed electric scooters (LSES) under L. 2025, c. 285 (S4834/A6235), signed into law on January 19, 2026.

This bulletin also provides information on updates to numerous sample policies to reflect the need for clear, consistent, and comprehensive policy guidance from the Chief of Police. Strong policy direction is essential to ensure officers understand the lawful and appropriate enforcement options available to them, to promote consistency in agency operations, and to help protect the agency, officers, riders, and the community. This is especially important because the enforcement period for violations begins on July 20, 2026, and community members will expect officers to understand the new law and take appropriate enforcement action, including providing warnings when appropriate.

Chiefs of Police should take immediate action to prepare their agencies by carefully reviewing the new law, assessing and updating applicable policies and procedures, issuing clear written guidance to personnel, coordinating with municipal officials and legal counsel as needed, and ensuring officers receive timely training on the revised statutory requirements and agency expectations. Chiefs should also begin preparing now to document how their agencies have conducted enforcement and provided ongoing community education concerning “e-bikes.” When a tragedy involving an “e-bike” rider occurs, community members may look to the police for answers or assign blame, making it essential for Chiefs of Police to demonstrate proactive planning, consistent enforcement, and meaningful public education. Chiefs should review the essential considerations below to promote lawful, consistent, and defensible enforcement while supporting rider, officer, and community safety.

Considerations for the Chief of Police:

1. Evaluate what changes are necessary to the agency’s **Motor Vehicle Pursuit Policy** due to the new legislation. It’s unlikely that an officer operating a police vehicle would believe that pursuing a person operating an LSEB, MB, or LSES is permitted; however, the Chief of Police should provide strong policy guidance on this issue. The available Sample Motor Vehicle Pursuit Policy has been updated to reflect the definitions of LSEB, MB, and Electric Scooter, and includes some restrictions on pursuits involving such “vehicles.” The updated Sample Motor Vehicle Pursuit Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).
2. Ensure the agency has a **Foot Pursuit Policy** and, if so, evaluate it for necessary changes. The available Sample Foot Pursuit Policy has been updated to reflect appropriate actions by an officer in pursuit while on foot when a person flees on an LSEB, MB, or LSES. The updated Sample Foot Pursuit Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).
3. Ensure the agency has a comprehensive **Bicycle Patrol Policy** if bicycles, or any type of LSEB, MB, or LSES, are utilized in any way. The available Bicycle Patrol Policy has been significantly updated to include policy guidance on pursuits of pedestrians on foot and people operating bicycles, an LSEB, MB, LSES, and more. The updated Bicycle Patrol Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).
4. Evaluate what changes are necessary to the agency’s **Traffic Enforcement Policy**. The Sample Traffic Enforcement Policy has been updated to include definitions of LSEB, MB, and LSES and to provide policy

guidance for tracking key metrics on enforcement, education, and crashes involving LESB, MB, and LSES. This data collection may assist agencies in planning for budgeting, traffic engineering, community education, future legislative or local ordinance considerations, and, when appropriate, in communicating with the public about enforcement efforts and the practical limitations officers may encounter. The updated Traffic Enforcement Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).

5. Review the agency's **Towing and Impound Policy** and, without delay, discuss necessary changes with the Municipal Attorney. The Sample Towing and Impound Policy has been updated with definitions of LSEB, MB, and LSES. The updated Towing and Impound Policy is available in the [Law Enforcement Accreditation Plus Sample Policy Portal](#).
6. Read the MSI Safety Director Bulletin, *E-Bike Legislative and Essential Considerations*, available in [MSI Bulletins](#). This bulletin contains essential information for local government leaders and clarifies the practical and legal limitations law enforcement encounters when enforcing traffic-related laws involving bicycles, LSEBs, MBs, LSES, and other similar means of conveyance.
7. Conduct a comprehensive inventory of the agency's current bicycle, LSEB, and MB equipment. Determine the appropriate classification of each LSEB and MB under the new legislation and ensure that any required registration placards are properly affixed.
8. Ensure that any LSEBs and MBs used by the agency are adequately documented as vehicles in the insurance schedules. Consult with your insurance Risk Management Consultant and Municipal Attorney.
9. 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.
10. Determine whether changes are necessary regarding how LSEBs and MBs will be stowed 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 battery-related risks. Read the Safety Director Bulletin, *Lithium-Ion Batteries: Hazards and Best Practices*, available in [MSI Bulletins](#).
11. Review the agency's Traffic Complaint Management Program to determine if changes are necessary concerning how complaints about improper use of LSEBs, MBs, or LSES are managed.
12. 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.
13. Determine whether any local businesses rent LSEBs or MBs and consult with the Municipal Attorney regarding any required registration or other regulations. Based on such findings, collaborate with local businesses to ensure compliance.
14. 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, LSEB, MB, or LSES.
15. Collaborate with local community groups, schools, local businesses, and other partners to ensure appropriate information concerning low-speed electric bicycles, motorized bicycles, and Low-Speed Electric Scooters is disseminated. Ensure all efforts are documented.

16. Develop an agency-specific 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, Bicycle Patrol, and Foot Pursuit, with specific attention to any changes as a result of this new legislation and the available sample policies from the [Law Enforcement Accreditation Plus Policy Portal](#).
- b. Crash investigation procedures involving LSEBs, MBs, or LSES.
- c. Appropriate Enforcement actions, including but not limited to age restrictions concerning the prohibited operations of an LSEB or MB by anyone under age 15, helmet requirements, failure to exhibit documents, unregistered vehicle violations, registration sticker mandates, licensing requirements, appropriate unlicensed vehicle violations, parental responsibility for knowingly permitting an unlicensed child to operate, and liability insurance requirements. It is imperative that Chiefs also include in the training program that a Low-Speed Electric Scooter (Under 19 MPH) is considered exempt from the law and is treated the same as a bicycle.
- d. The [New Jersey Motor Vehicle Commission E-Bike Webpage](#) includes valuable information to support officer training, as well as the [Law Enforcement E-Bike Resource Document](#), which can be modified to be agency-specific to support the training program.
- e. Proper techniques for identifying whether the device is an LSEB, MB, or LSES. 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.
- f. Theft investigation procedures, including the appropriate use of NCIC to determine whether an LSEB, MB, or LSES is stolen, and whether it should be entered into NCIC when reported stolen.

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