

New Jersey Police Traffic Officers' Association



New Jersey E-Bike Regulation Law — Chief Executive Briefing

Signed into law by Governor Murphy

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PURPOSE OF THE LAW

This law modernizes New Jersey's electric bicycle statutes to improve roadway safety, reduce crashes and serious injuries involving e-bikes, close loopholes tied to high-speed and modified devices, and create accountability through registration, licensing, and insurance.

Law enforcement supports this legislation because its core intent is crash reduction, injury prevention, and roadway safety for all users — including riders, pedestrians, and motorists.

KEY CLASSIFICATIONS

- Low-Speed Electric Bicycle
 - Two wheels
 - Fully operable pedals
 - Motor assists only while pedaling (no throttle)
 - Motor cuts off at 20 mph
- Motorized Bicycle
 - Includes throttle-capable e-bikes
 - Includes pedal-assist e-bikes up to 28 mph
 - Captures most high-speed and "e-moped-style" devices
- Electric Motorized Bicycle
 - Two wheels with pedals
 - Motor over 750 watts
 - Capable of speeds over 28 mph
 - Now legally classified as a motorcycle

MAJOR REGULATORY CHANGES

- Low-Speed E-Bikes Now Require:
 - Registration with MVC
 - A valid driver's license or motorized bicycle permit
 - Insurance
 - Minimum operating age of 15

AGE & LICENSING FRAMEWORK

- Under 15: prohibited from operating
- Ages 15–16: motorized bicycle permit required
- Age 17+: driver's license or motorized bicycle license
- Shared e-bike rental exception:
 - Riders 16+ may operate without a license if rented from a government-contracted shared system

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SIX-MONTH COMPLIANCE WINDOW

The statute provides a six-month grace period following the effective date for operators to obtain: *Registration, Licensing, and Insurance*

This period is intended to support education, public outreach, and orderly compliance.

ANTI-TAMPERING AND RETAIL CONTROLS

- Illegal to modify an e-bike to increase speed or power
- Illegal to sell or offer conversion kits that change an e-bike's legal class
- Designed to stop unsafe high-speed and DIY conversions

SAFETY, INSURANCE, AND DATA

- E-bike crashes must be reported to MVC and DOT
- Operators treated as pedestrians for PIP purposes
- MVC and DOT must submit annual reports to the Legislature on:
 - Registrations
 - Fee revenue
 - Civil penalties
 - County-by-county ownership distribution

WHY THIS MATTERS FOR POLICE LEADERS

- Supports statewide crash and injury reduction
- Creates new enforcement and classification challenges
- Adds youth-safety and school-zone implications
- Requires consistent statewide messaging
- Demands new MVC coordination and data tracking

RECOMMENDED CHIEF ACTION STEPS

1. Issue a department training bulletin
2. Adopt a six-month education-first posture
3. Coordinate outreach with schools and municipal leadership
4. Designate an MVC point-of-contact
5. Track e-bike crashes and enforcement activity