

E-Bike Legislation in Indiana 2019 Legislative Session




There are two bills (SB 361 and HB 1236) in the Indiana Legislature that are related to electric bicycles (also known as “e-bikes” or “pedal-assist bikes”).

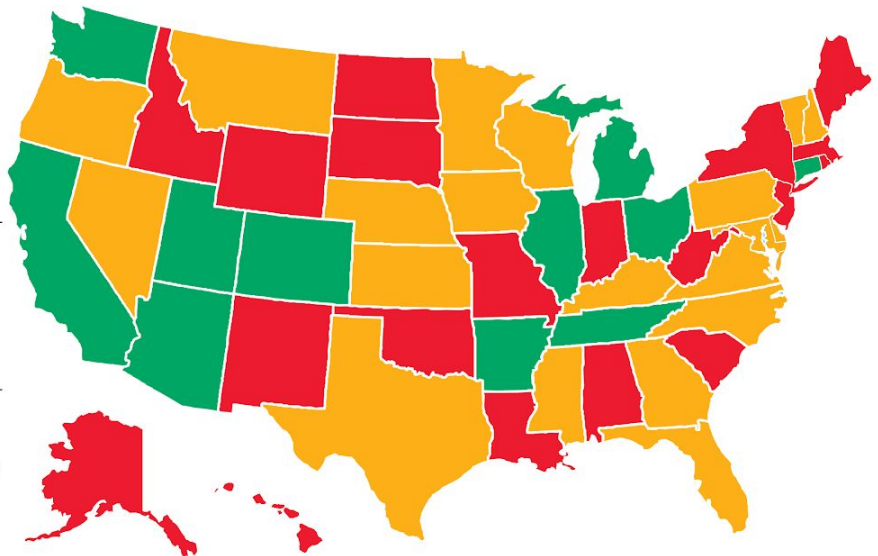
Why E-Bike Legislation is needed:

- The current law related to e-bikes is outdated and confusing.
- Low speed e-bikes should be regulated similarly to traditional bicycles, as they are in 11 states and counting.
- Consumers and retailers need clear definitions regarding Indiana’s e-bike laws.
- E-bikes provide many benefits to the public and need better access to bicycle infrastructure.

Thirty-one states have incorporated e-bikes into their traffic codes, of which 11 states have passed model legislation similar to SB 361 / HB 1236. Indiana is one of the 19 states that still have outdated laws regarding e-bikes.

E-BIKE REGULATIONS

 MODEL LEGISLATION	<ul style="list-style-type: none">» PFB and BPSA have enacted our model law, which defines and regulates three classes of e-bikes.
 ACCEPTABLE	<ul style="list-style-type: none">» Regulated as a bicycle» Passengers allowed» No age minimum» No licensing or registration required» Can use existing bike infrastructure
 PROBLEMATIC	<ul style="list-style-type: none">» Regulated as a moped or motor vehicle» Confusing equipment + use requirements» Confusing licensing + registration requirements» Confusing access to bike infrastructure



• Benefits of Electric Bicycles

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 and do not compromise consumer safety. E-bikes benefit bicyclists who may be discouraged from riding a traditional bicycle due to physical fitness, age, disability or convenience.

• Who Rides E-bikes?

All types of people purchase and use e-bikes, especially older, baby-boomer purchasers, parents who want to carry children as passengers and cargo, and “urban dwellers” who prefer the purchase of an e-bike over a car.

Approximately 260,000 e-bikes are sold annually in the US. It is a fast-growing segment of bicycle sales, with approximately 75% year over year growth.

The two e-bike bills ([SB 361](#) and [HB 1236](#)) in the 2019 Indiana State Legislature Session:

- **Give direction on new technology to consumers and retailers**

E-bikes are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.

- **Define e-bike classification**

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 20 mph.

Class 2: Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance with the e-bike reaches 20 mph.

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 28 mph.

- **Clarify where e-bike can be ridden**

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.

E-bikes can be ridden on roadways and and bicycle lanes and allows a local authority or state agency with jurisdiction over a trail, bicycle path, or multipurpose path to regulate the use of electric bicycles on a trail, bicycle path, or multipurpose path subject to the local authority's or state agency's jurisdiction.

- **Specify who can ride e-bikes**

Prohibits anyone under age 15 to ride Class 3 e-bikes. Persons less than 15 years of age may ride as a passenger on a Class 3 electric if the Class 3 electric bicycle is designed to accommodate a passenger. Requires use of a helmet by any person less than 18 years of age who operates or rides as a passenger on a Class 3 electric bicycle.

Additional resource: <https://peopleforbikes.org/e-bikes/>