

LB771 Adopt the uniform three-tier classification system for e-bikes based on speed capabilities

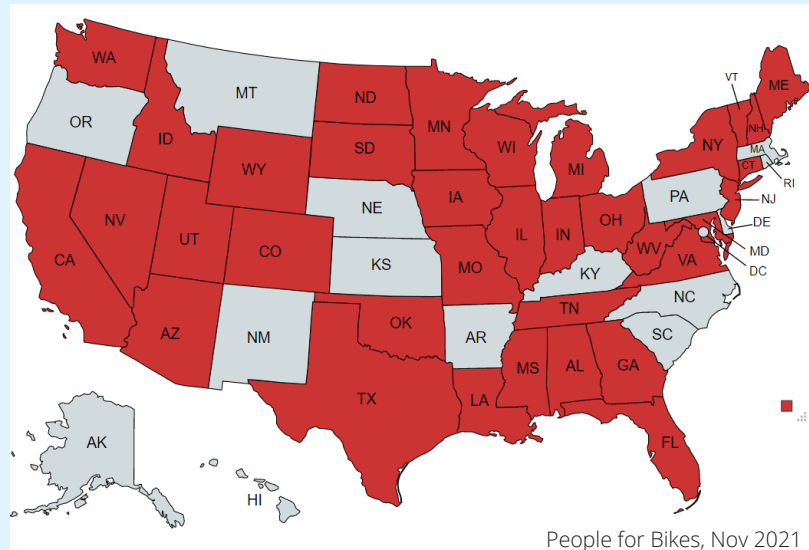
Three-Tiered E-Bike Classification System

The three-tier system was developed in order to clarify state law. These classifications were adopted by manufacturers and have been supported by the biking community, in order to give consumers greater information about the capabilities of e-bikes, and allow states and municipalities greater flexibility to regulate E-Bikes in a way that expands access where lower capability class bicycles can be operated.

Uniform Standard E Bike Classes	
Class 1	A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
Class 2	A bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
Class 3	A bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour and is equipped with a speedometer.

36 states use the three-tier classification system

Currently, 36 states use the three-tier classification system, as a result, e-bikes are already produced to these specifications. While Nebraska is already ahead of many states in recognizing e-bikes as bicycles, adding Nebraska to the three-tier system would allow municipalities greater regulatory flexibility, and provide more information for consumers.



Growth of E-Bikes

As recently as 2012, e-bikes were just 1% of the US bike market. However, in 2019 sales have grown to 15%, and continue to increase.[1] Those who have most benefited include elderly and disabled populations[2]. The assist that e-bikes can provide allows elderly riders to continue biking longer, and seniors have been among the fastest growing markets for e-bikes[3].

In Nebraska, e-bikes were first defined as bicycles by LB95 in 2015. Currently, all bikes with an electric motor not exceeding 750 watts, which produce no more than one brake horsepower and can go no more than 28 miles per hour, are considered e-bikes. Class 1, 2 and 3 e-bikes would all fall under this current definition. LB771 would create uniformity with our neighbors, while providing greater clarity for manufacturers, riders and government entities.

LB771 Citations

[1]

https://www.washingtonpost.com/health/ebikes-calories-health-exercise/2021/09/24/09035020-17ec-11ec-b976-f4a43b740aeb_story.html

[2]

<https://www.ncsl.org/research/transportation/state-electric-bicycle-laws-a-legislative-primer.aspx>

[3] <https://www.considerable.com/health/fitness/popularity-electric-bikes/>