



## GEORGIA'S CURRENT E-BIKE LAW FOR THE ROAD

- » In Georgia, an e-bike is defined as an “electric assisted bicycle,” so long as the e-bike’s motor is under 1,000w, has a maximum speed of 20mph, and has operable pedals. The same rules of the road apply to both e-bikes and human-powered bicycles.
- » E-bikes are not subject to the registration, licensing or insurance requirements that apply to motor vehicles.

- » Helmets are required and there is a 15 year age minimum for e-bike use. E-bikes are allowed on bike paths, but may not be used on sidewalks.

\* The following Georgia laws are referenced: Ga. Code §§ 40-1-1(15.2), 40-6-294(g), 40-6-351, 40-6-352.

## NEEDED CHANGES TO GEORGIA'S E-BIKE LAW

There is an opportunity to update Georgia's e-bike law, consistent with state laws recently passed in Arizona, Arkansas, California, Colorado, Connecticut, Illinois, Michigan, Tennessee, Utah and Washington.

This bill would regulate low speed electric bicycles like bicycles. The same rules of the road would apply to both e-bikes and human-powered bicycles when it comes to speed, proper passing, following local traffic laws, obeying posted speed limits, and other state and local ordinances.

**Changes to the Georgia Motor Vehicle Code would define an electric assisted bicycle as a device with two or three wheels which has a saddle and fully operative pedals for human propulsion and an electric motor having a power output of not more than 750 watts. An e-bike would meet the one of the following three classes:**

- » 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 when 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.

In the interest of safety, local governments would be allowed to restrict, regulate or prohibit the use of e-bikes in their parks, on paths and trails. In the absence of local ordinances, the slower Class 1 and Class 2 e-bikes would be allowed on paths and trails; while the Class 3 e-bikes would only be allowed on roadways. The e-bike class model also allows local agencies to permit e-bikes on paths or bikeways where they are traditionally not allowed, in the event that the alternative route is considered hazardous. This is a local jurisdictional decision.

### These regulatory updates would also mean that:

- » E-bikes and e-bike riders would not be subject to the provisions of the code relating to financial responsibility, vehicle insurance, driver's licenses, vehicle registration, or certificates of title.
- » Helmets would be required for riders of Class 3 e-bikes.
- » Persons under 15 years of age would not be able to ride a Class 3 e-bike, unless as a passenger.
- » All e-bike manufacturers must apply a standard label to each e-bike specifying its type and wattage.
- » Any tampering or modification of the motor would require replacement of the standard label.
- » The definitions of motorcycle, motor-driven cycle and motor vehicle would exclude that of an electric assisted bicycle.

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

In many states, e-bikes are regulated under antiquated laws primarily aimed at combustion engine vehicles such as mopeds or scooters. PeopleForBikes and the Bicycle Product Suppliers Association are clarifying state laws governing the use of e-bikes in the U.S. to ensure that low-speed e-bikes are regulated similarly to traditional bicycles.



Learn more at [PeopleForBikes.org/e-bikes](https://www.PeopleForBikes.org/e-bikes)

