



**BIKE-WALK  
ALLIANCE**  
OF NEW HAMPSHIRE

January 19, 2026

The Honorable Thomas Walsh, Chair  
House Transportation Committee  
GP Room 234  
1 Granite Place  
Concord, NH 03301

**Subject: HB1410-FN – AN ACT creating a new classification for electric vehicles.**

Dear Representative Walsh:

Bike-Walk Alliance of New Hampshire (BWANH) is an education and advocacy organization that aims to make New Hampshire a safer place for people on foot, people on bikes, and other vulnerable road users. The subject bill would address the growing problem of out-of-class e-bikes on streets, sidewalks, and trails. **We support the bill with one caveat: the definition of “out-of-class electric vehicle” as introduced is overly broad.**

Electric bikes, or e-bikes, have brought the benefits of bicycling to a broader range of people in recent years. More people, such as those who were not previously cycling enthusiasts, plus older cyclists, and those for whom e-bikes are an important means of transportation, can now enjoy the health and economic benefits of getting around on a bike. And studies have shown that e-bike riders typically exercise more than those who ride conventional bikes. This is because e-bike riders tend to ride longer distances and more frequently.

Since 2020, RSA 265:144-a recognizes three classes of e-bikes, following the classifications established by the federal Consumer Products Safety Commission. The fastest of these, Class 3, can go up to 28 mph, but only with pedaling in addition to electric assistance. Under the current NH statute, e-bikes and operators of e-bikes have all the rights and privileges, and are subject to all of the traffic laws, as regular bikes. E-bikes can legally be used anywhere a regular bike can be used, except that Class 3 e-bikes are generally not allowed on bike paths or multi-use paths with a few exceptions, and Class 1 or 2 e-bikes can be prohibited on such paths if the state or local agency with jurisdiction chooses to do so. Finally, you must be at least 16 to legally operate a Class 3 e-bike. The statute requires Class 1, 2, and 3 e-bikes to be labelled as such by the manufacturer.

This bill would address the public safety problem posed by high-powered, high-speed e-bikes and certain other electric vehicles. BWANH agrees that such devices pose a serious public safety issue and that this bill outlines a sensible approach to dealing with them. **Our only concern is that, as introduced, it is not clear that Class 1, 2, and 3 e-bikes are excluded from the definition of OCEV, and we suggest the bill be amended to do that.**

Thank you for the opportunity to comment on this legislation.

Sincerely,

Amanda Gourgue  
Executive Director

Paul Susca  
Board President

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2 Whitney Road, Suite 11 • Concord, New Hampshire 03301-1844  
(603) 410-5848 • [www.bwanh.org](http://www.bwanh.org) • [info@bwanh.org](mailto:info@bwanh.org)