



**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: HB1533-FN – AN ACT relative to the use of electric bicycles and alternative electric micromobility devices.

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 attempts to address the growing problem of out-of-class e-bikes and certain other devices on streets, sidewalks, and trails, but we believe that it is overly burdensome with respect to Class 3 e-bikes. **We oppose the bill as introduced and we believe that HB1410-FN represents a more reasonable approach to this problem if it is amended to clarify that Class 1, 2, and 3 e-bikes are not included in the definition of out-of-class electric vehicles.**

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 has recognized 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. Class 3 e-bikes are generally not allowed on bike paths or multi-use paths, with a few exceptions. The current statute requires Class 1, 2, and 3 e-bikes to be labelled as such by the manufacturer. We believe the existing statute treats e-bikes appropriately.

BWANH agrees that some alternative electric micromobility devices pose a serious public safety issue and that **HB1410-FN (not HB1533-FN) outlines a sensible approach to dealing with them**, our only concern being that, as introduced, it is not clear that Class 1, 2, and 3 e-bikes are excluded from the definition of OCEV.

Thank you for the opportunity to comment on this legislation.

Sincerely,

Amanda Gourgue
Executive Director

Paul Susca
Board President

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