10 Students and Micromobility

Micromobility and e-mobility have become increasingly important topics in New Jersey. The purpose of this chapter is to introduce readers to the regulatory landscape for these vehicles and provide guidance relating to best practices within New Jersey's legal framework for how students should ride, store, and remain safe while utilizing these devices.

What is Micromobility?

The New Jersey Micromobility Guide, developed by the NJDOT and Voorhees Transportation Center, defines micromobility as "*...a range of compact, electric- and human-powered devices designed for short-distance travel. This includes traditional bicycles, e-bikes, e-scooters, and other low-speed wheeled devices. Micromobility devices are compact and lightweight, and they act as an extension of a person's mobility beyond walking without the costs and space constraints of a motor vehicle*."

While the Micromobility Guide developed by NJDOT and VTC includes bicycles, for the purposes of this chapter, the focus will be on e-bikes, e-scooters, and other low-speed wheeled devices (bicycles are covered in detail in the previous chapter).

Micromobility in School Zones

This chapter focuses on designing for micromobility users in school zones. It discusses micromobility regulations that are relevant to school-aged children, types of devices, best practices in design for students using micromobility, information for parents and caregivers, and additional resources.



Students riding e-bikes Image: VTC.

NEW JERSEY MICROMOBILITY GUIDE



The Micromobility Guide serves as a resource repository for laws, safety, and best practices for New Jersey's micromobility users. The Guide is geared toward micromobility devices found in Title 39, the laws governing transportation on roadways in New Jersey. The Guide was prepared by NJDOT and the Voorhees Transportation Center and can be accessed here: https://njbikeped.org/new-jersey-micromobility-guide-2025/

Micromobility Regulations in New Jersey that are Relevant to School-aged Children

The regulatory environment for micromobility in New Jersey is dynamic, having changed significantly while this update to the New Jersey School Zone Guide was being prepared.

The primary sources of regulations are:

- Title 39 of the New Jersey General and Permanent Statutes. Title 39 is titled *Motor Vehicles and Traffic Regulation*.
- A bill signed on January 19, 2026 (S4834) that amended Title 39 and created a new regulatory framework for micromobility in New Jersey.

The dynamic nature of micromobility regulation means that laws and rules may change while this version of the Guide is in use. This chapter seeks to include best practices relating to students and micromobility in addition to providing an overview of the current regulatory environment as of October of 2026. Best practices should remain relatively constant even if regulations change.

S4834 - A NJ Law Regulating Motorized Bikes

S4834 changes how electric bicycles are regulated in New Jersey.

- The law establishes two principal categories for electric bicycles: Low-Speed Electric Bicycles and certain electric bicycles regulated as Motorized Bicycles. The law also creates a separate category for higher-powered Electric Motorized Bicycles (E-Motos).
- Operators of motorized bicycles must possess either a valid driver's license or a motorized bicycle license, and low-speed electric scooters remain excluded from the motorized bicycle definition.
- The new licensing and registration requirements took effect in July of 2026, and the NJ MVC E-bike and Moped Manual was released the same month and provides additional guidance.

Definitions (Updates to Title 39:1-1)

A vehicle's appearance or the seller's use of the term "e-bike" does not necessarily determine how it is classified under New Jersey law.

Low-speed electric bicycle

A two-wheeled bicycle with fully operable pedals and an electric motor that provides assistance only while the rider is pedaling and stops providing assistance at 20 mph. This generally corresponds to what was previously called a Class One (1) e-bike.

Motorized bicycle or moped

A pedal bicycle equipped with a small gasoline engine or certain electric motors. This category includes:

- Electric bicycles that are operated using a throttle
- Pedal-assist bicycles capable of providing assistance above 20 mph, up to 28 mph
- Throttle-capable bicycles with a maximum motor-powered speed of no more than 28 mph.

Throttle-operated electric bicycles, formerly marketed as Class Two (2) in New Jersey, are now generally regulated as a motorized bicycle, even if its maximum speed is only 20 mph.

Electric motorized bicycle (E-Moto)

A two-wheeled vehicle with operable pedals, an electric motor greater than 750 watts, and the capability to exceed 28 mph is instead treated as a motorcycle, making it subject to motorcycle licensing, registration, insurance, and operating requirements.

Changes (Updates to Title 39:4-14.3 to 39:4-14.16)

Minimum Age and License Requirements

- No one younger than 15 may operate a low-speed electric bicycle or motorized bicycle in New Jersey.
- A person who is 15 or 16 years old must have a valid motorized bicycle license or learner's permit.
- A person who is 17 or older must have a valid basic driver's license, motorized bicycle license, or motorized bicycle permit.

Someone who already holds a valid New Jersey driver's license does not need a separate e-bike license.

Rideshare systems which already require users be 16 or older are exempt, meaning users do not need a license or permit to use vehicles which are part of these systems.

Registration and Identification

Privately owned low-speed electric bicycles, motorized bicycles, and electric motorized bicycles must be registered with the New Jersey Motor Vehicle Commission (MVC); note that electric motorized bicycles must be registered as motorcycles as opposed to the new registration process used for low-speed electric bicycles and motorized bicycles. Registrations must be renewed annually.

Insurance

A motorized bicycle and electric motorized bicycle must have liability insurance. A low-speed electric bicycle must be registered but does not require insurance.

Helmets

For low-speed electric bicycles, New Jersey law requires a properly fitted and fastened helmet for operators and passengers under 17 years of age. Children riding in cargo bicycles must also wear helmets.

For all motorized bicycles and electric motorized bicycles, a properly fitted and fastened helmet is required regardless of the operator's age.

Permitted and Restricted Locations

Low-speed electric bicycles may generally be used on streets, roads, highways, and bicycle paths, but local bans exist. Unless specifically permitted by the responsible agency, these e-bikes may not be used on natural-surface trails.

Motorized bicycles may not be operated on:

- Interstate highways
- Public highways divided by a median
- Roads with speed limits above 50 mph
- Active railroads

Path and trail rules should be checked separately. A motorized bicycle should not be assumed to be permitted even if low-speed e-bikes are allowed.

MICROMOBILITY DEVICES THAT STUDENTS MAY UTILIZE TO COMMUTE TO AND FROM SCHOOL

Low-speed electric bicycle (commonly known as an e-bike)

Description: A two-wheeled bicycle with fully operable pedals and an electric motor that provides assistance only while the rider is pedaling and stops providing assistance at 20 mph.

Legal Classification: A "low-speed electric bicycle" pursuant to N.J.S.A. §39:1-1.

Age Limits: Consult current New Jersey Motor Vehicle Commission guidance and local school policies.



Pedal-assist electric bicycle in Princeton, NJ. Image: VTC



Electric bike-share station in Jersey City, NJ. Image: VTC

Low-speed electric scooter (commonly known as an e-scooter)

Description: A scooter with a floorboard that is stood upon that can propel the rider with or without human propulsion. Has a maximum speed of 19 mph.

Legal Classification: A "low-speed electric scooter" pursuant to N.J.S.A. §39:1-1.

Age Limits: None, but all persons under 17 years of age are required to wear a helmet while operating the device.



A young person riding an e-scooter in Netcong, NJ. Image: VTC



Parked e-scooters in New Brunswick, NJ. Image: VTC

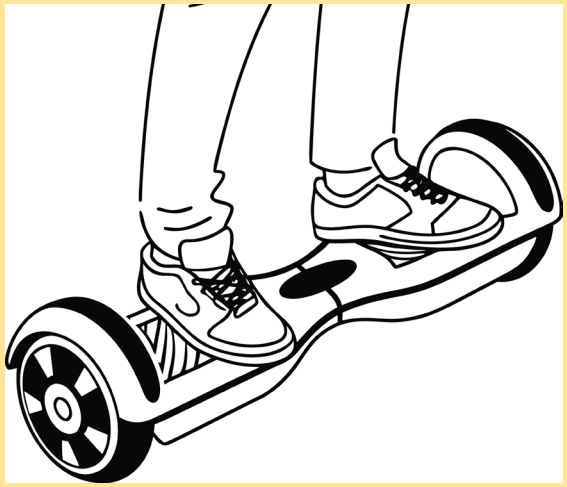
MICROMOBILITY DEVICES THAT STUDENTS MAY UTILIZE TO COMMUTE TO AND FROM SCHOOL

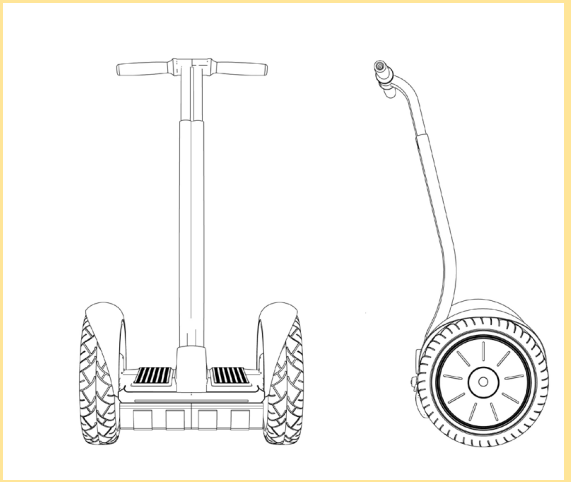
Hoverboards and Self-balancing Scooters

Description: These devices include self-balancing two-wheeled devices designed to transport one person. They operate at speeds under 20 mph. These commonly include hoverboards and self-balancing scooters.

Legal Classification: An "Electric personal assistive mobility device" pursuant to N.J.S.A. §39:4-14.10.a.

Age Limits: Must be 16 years or older, though exceptions are made for operators with a mobility-related disability.





Skateboards, Roller Skates, and Roller Blades

Description: Human-propelled wheeled devices worn on the feet with a set of wheels.

Legal Classification: All three modes are defined as "Roller skates" pursuant to N.J.S.A. §39:4-10.5.1.a

Age Limits: None, but all persons under 17 years of age are required to wear a helmet while operating these devices.





Child learning to ride a skateboard at the Bayonne Skate Park. Image: City of Bayonne Division of Recreation

Where are students permitted to ride micromobility devices?

Motorized bicycles (including many throttle-operated e-bikes)	E-scooters	Hoverboards and Self-balancing Scooters	Skateboards, roller blades, and roller skates
Used on the street, though they are prohibited by law from being ridden on public highways divided by a grass or concrete median or with posted speed limits in excess of 50 mph. Before the passage of S4834, Class 1 and Class 2 low-speed electric bicycles were generally permitted where bicycles were allowed. S4834 retains low-speed electric bicycles as a separate category but regulates many throttle-operated electric bicycles as motorized bicycles. According to N.J.S.A. 39:4-14.3(2)(a), motorized bicycles are not permitted on any road with a posted speed limit of 50 mph or higher, and it is possible to prohibit motorized bicycles on roads with posted speed limits of 40 mph or higher. Motorized bicycles should be ridden on public roads with posted speed limits under 50 mph, and it is possible to prohibit motorized bicycles on roads with posted speed limits of 40 mph or higher.	E-scooters are permitted to be ridden on public streets, sidewalks, and in facilities otherwise designed for bicycles, such as bicycle lanes. E-scooters are prohibited from blocking pedestrian access on sidewalks, requiring e-scooter users to be aware of pedestrians while riding on sidewalks. E-scooters are not permitted on trails that are designated for non-motorized vehicles. In these cases, even if non-motorized bicycles are permitted, e-scooters are not.	Hoverboards and self-balancing scooters are permitted to be ridden on public streets, sidewalks, and in facilities otherwise designed for bicycles, such as bicycle lanes. Hoverboards and self-balancing scooters are prohibited from blocking pedestrian access on sidewalks, requiring e-scooter users to be aware of pedestrians while riding on sidewalks. Hoverboards and self-balancing scooters are not permitted on trails that are designated for non-motorized vehicles. In these cases, even if non-motorized bicycles are permitted, self-balancing scooters and hoverboards are not.	Municipalities are empowered to regulate the operation of skateboards, roller skates, and roller blades on municipally-owned roads and public properties under their jurisdiction, though blanket bans of these vehicles on public roads are not allowed. Every user of these devices should confirm local regulations in their municipality. Users of skateboards, roller blades, and roller skates are permitted to ride in public streets and in facilities where bicycles are permitted. Whether they are permitted to ride on sidewalks is dependent on local regulations.

School Zones and Micromobility

Which schools should prepare for which forms of micromobility?

Due to statutory age restrictions on certain types of micromobility, not every school will need to prepare for every form of micromobility.

Currently, motorized bicycles are not usable by students under the age of 15, and hoverboards and self-balancing scooters are not usable by students under the age of 16. By and large, high schools should be designing for these vehicle types. Students in elementary, intermediate, and middle schools will not typically be permitted to ride them, and so may not need to factor them into school zone planning to the same extent.

All schools should incorporate design that is friendly to the use of low-speed e-scooters, skateboards, roller skates, and roller blades, as students of all ages are permitted to use them.

Alternatively, schools may also implement school- or district-wide policies prohibiting students of certain grades or ages from riding certain types of micromobility to school. This is up to local policy makers and depends on local factors.

Helmets

All motorized bicycle, hoverboard, and Segway users are required by law to wear helmets regardless of the age of the rider. On the other hand, riders of low-speed e-scooters, skateboards, roller blades, and roller skates are only required to wear helmets under the age of 17 years.

Regardless of student age, schools should require that all students using micromobility wear helmets.

Schools that actively encourage more students to utilize micromobility as an alternative to other types of transportation should be proactive in not only requiring helmets, but providing helmets to students that need them, and ensuring safe places for students to store their helmets at school.

EZ RIDE TMA E-SCOOTER AND E-BIKE EDUCATION FOR STUDENTS

The EZ Ride TMA offers E-Bike and E-Scooter safety presentations for students in Bergen, Essex, Monmouth, Passaic, and Union Counties. These classes are done in partnership with schools, as well as other municipal departments and community organizations.

Programs are held for students of all ages from pre-school to high school seniors. The content of these sessions include how to use the device, safety education, and information about equipment.

For more information, visit the EZ Ride website:

https://ezride.org/transportation/bikepedestrian-program/safety-presentations/



An EZ-Ride e-scooter learning session in Newark, NJ. Image: EZ-Ride.

Where should students park or store their larger micromobility vehicles?

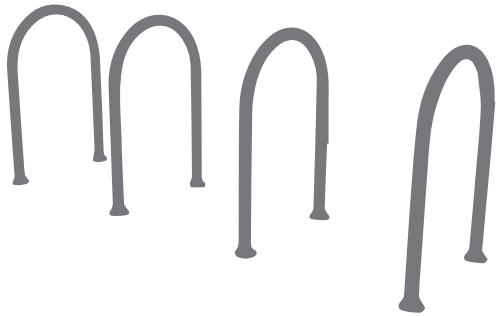
For larger micromobility vehicles, including motorized bicycles, e-scooters, and Segways, schools should allocate dedicated parking facilities and determine whether shared parking facilities or separated parking facilities are feasible for their school.

Parking facilities for micromobility devices, like bicycles, should be heavy, fixed objects that are bolted to the ground. Signage should clearly indicate where students are permitted to park their micromobility devices.

Shared parking facilities: Shared parking facilities refer to one type of parking fixture which is usable by different micromobility users, including e-bikes, e-scooters, or Segways. Bicycles can be included in this group, too. In fact, the most likely parking fixtures to be found at schools are bicycle parking racks.

If the school plans to permit students to utilize micromobility devices to travel to and from school, and they intend to allow those students to utilize bicycle racks or other universal parking racks to park their devices, the school should ensure that the parking fixture can be used by a variety of micromobility users, including e-bike, e-scooter, and Segway users.

The inverted u-rack, shown in the following image, is an example of a parking fixture intended for bicycles that can be utilized by e-scooter users.



Dedicated parking facilities: Alternatively, a school may choose to provide dedicated parking facilities for specific devices. These will most commonly come in the form of bicycle racks for bicyclists and e-bike riders, and dedicated parking facilities for e-scooter users, as shown in the following images.



Where should students park or store their smaller micromobility vehicles?

For smaller devices including hoverboards, skateboards, roller blades, and roller skates, schools can take different approaches for storage.

These can be stored indoors in smaller storage facilities, including lockers, or designated storage facilities for specific types of micromobility devices.

PROPERLY LOCKING MICROMOBILITY DEVICES

The New Jersey Micromobility Guide recommends two types of locks, including a U-lock and a cable lock, for locking e-bikes and e-scooters. The U-lock is the sturdier option, but heavier and less flexible. Cable locks are less secure, but have more utility, particularly when parking racks are crowded.



Micromobility Safety Education

In school programs

School District that permit students to ride micromobility devices to school should consider formal educational programs to teach e-bike, e-scooter, and other micromobility device safety. Safety education should include:

- Educating students on safe riding, including using a helmet.
- The responsibility of riders.
- Safe use of equipment and regular safety checks to ensure devices are functioning properly.
- Making sure that students are aware of safety risks for vulnerable road users.
- Educating students on where they can safely ride.

Outside expertise

School District's may consider contacting outside organizations to assist with educational programs. Organizations to consider for assistance educating students on micromobility safety include the local Transportation Management Association (TMA) or the Voorhees Transportation Center.

Parents and Caregivers

For parents or caregivers considering allowing children to utilize micromobility to travel to and from school, it is critical to teach proper safety early.

Ensure that students are using safe equipment and know how and where to ride. If parents and caregivers are unsure or unaware regarding the use of micromobility devices, this may be a suitable opportunity to learn alongside your child and model proper safety for them as you consider allowing them to ride to and from school independently.

Making it fun, rodeos and shared rides

Schools and communities can build a culture of safety for all modes of transportation, including micromobility, by making riding fun and social.

The same techniques recommended for bicyclists, bicycle rodeos or shared rides, can work just as well for micromobility users. There is road safety in numbers for vulnerable road users, especially when the group of riders is practicing safe riding practices modeled by the adults in their community.

SAFE CHARGING PRACTICES FOR ELECTRIC MICROMOBILITY VEHICLES

If the school does permit charging on school grounds, the following safety precautions should be observed:

Prevent Fires. Ensure that students are utilizing the appropriate batteries to prevent the possibility of lithium ion battery fires. If there are available resources, provide students the suboptimal batteries with safe and proper batteries to prevent fires. The Voorhees Transportation Center recommends that consumers choose batteries that are UL certified.

RESOURCES

New Jersey State Policy Lab: Safer E-Biking and Understanding Micromobility blog: https://bloustein.rutgers.edu/njspl-safer-e-biking-and-understanding-micromobility/

UL Solutions: https://www.ul.com/there-e-bike-your-future

National Fire Protection Association: https://www.nfpa.org/education-and-research/energy-transition/ebikes

The New Jersey Micromobility Guide: https://njbikeped.org/new-jersey-micromobility-guide-2025/