

Evidence-Based Policy Recommendations for Personal Electric Vehicles at Dartmouth College

August 2025

This report examines personal electric vehicle (PEV) usage at Dartmouth College and proposes policy recommendations following comprehensive community engagement, peer institution analysis, and internal committee meetings. The survey reveals a divided campus: while PEV riders consider these devices essential for mobility, 54% of the respondents from the broader community opposes continued access due to safety concerns including traffic violations and lithium-ion battery fire risks.

This report recommends a regulatory framework including mandatory registration and safety training, improved infrastructure, and a one-year pilot program, provided that subcommittees continue to explore additional safety options and regulations are closely monitored and assessed throughout implementation.



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EXECUTIVE SUMMARY

From Spring 2025 to Summer 2025, the Personal Electric Vehicle Committee conducted a comprehensive review of the usage of personal electric vehicles (PEVs), such as electric scooters and electric bicycles. The committee had representatives from the following departments:

- Environmental Health and Safety
- Risk Management and Insurance
- Transportation Services
- Office of Student Life
- Conferences and Events
- Residential Life
- Facilities Operations & Management
- Real Estate Office
- Sustainability Office
- Athletics
- Department of Safety and Security

The committee engaged with the community through a survey with 286 respondents, peer institution analysis of 20 schools, community listening sessions, and stakeholder consultations. The findings reveal a sharply divided campus: while all 20 PEV riders consider access essential, 54% of the broader community opposes continued use due to safety concerns.

Safety incidents on campus include seven micromobility accidents and one battery fire since October 2023, mirroring national trends where emergency department visits from micromobility devices increased approximately 174% between 2017-2022. Community concerns center on traffic law violations, sidewalk riding, and lithium-ion battery fire risks, while riders emphasize the devices' importance for sustainable campus transportation. Peer institutions predominantly restrict PEVs, with 85% of the reviewed institutions prohibiting indoor storage and 25% implementing complete bans.

The committee recommends pursuing a measured regulatory approach through a pilot program incorporating mandatory registration, safety training, infrastructure improvements, and coordinated enforcement. This balanced framework addresses documented safety concerns while preserving legitimate transportation needs and supporting Dartmouth's sustainability goals.

Recommendations:

1. **Immediate Policy Clarification:** Establish and enforce clear rules about where PEVs can operate, with consistent messaging to all campus users
2. **Safety Education Program:** Mandate safety training for PEV users, potentially including registration system and traffic law education
3. **Infrastructure Investment:** Improve bike lane connectivity and create designated PEV parking areas with charging capabilities
4. **Enforcement Strategy:** Coordinate with Dartmouth's Department of Safety & Security to consistently enforce Dartmouth policies
5. **Community Dialogue:** Bridge the significant gap between rider and community perspectives through facilitated discussions about shared campus spaces
6. **Trial period:** Implement these measures as a pilot program. This approach will allow Dartmouth to gather data, assess effectiveness, and make informed adjustments before enacting permanent policies

1 INTRODUCTION

Dartmouth College currently has a [Bicycle Policy](#), [Bike-Ped Safety Policy](#), and [Policy for Use of Skateboards, Inline Skates, Roller Skates, Non-motorized Scooters, and Hoverboards](#). The Bicycle policy lists the registration requirements and guidelines for storing a bicycle on campus. The Bike-Ped Safety Policy lists the traffic laws and local Hanover ordinances that bikes must follow. The Policy for Use of Skateboards, Inline Skates, Roller Skates, Non-motorized Scooters, and Hoverboards focuses on MMVs that are not particularly utilized for transportation purposes. There is no policy specifically for electric scooters or electric bicycles, though those are also classified as vehicles in the state of New Hampshire.

Conversations regarding the safety of personal electric vehicles are nuanced in nature as there are benefits and concerns that Dartmouth must consider. Electric scooters offer significant environmental advantages by producing zero direct emissions and reducing carbon footprints compared to car travel. They provide cost-effective transportation with minimal operating expenses. These devices enhance campus mobility through their convenience and accessibility — they are lightweight, easily stored, and do not require parking spaces like cars. For short campus trips, electric scooters can be faster and more efficient than walking or waiting for shuttle services, while also helping reduce campus traffic congestion. Additionally, many users find them enjoyable to operate, making daily commutes more pleasant while still providing some physical activity and balanced engagement.

On the other hand, there have been numerous concerns, including on Dartmouth's campus, about these devices. A major concern reiterated is the lack of traffic law compliance among campus users. This is consistent nationwide and at our peer institutions. According to the most recent Consumer Product Safety Report on micromobility products, emergency department visits from micromobility devices have increased dramatically from 34,000 in 2017 to 93,100 in 2022—a statistically significant 174% increase.¹ Electric scooters alone accounted for 169,300 emergency department visits from 2017-2022.² Campus safety concerns are particularly relevant given that out of 51,700 emergency department treated injuries, 13% of riders were wearing a helmet, 23% of e-scooter injuries occurred in dark or difficult-to-see conditions, 32% of injured riders were carrying objects while riding, and 11% of riders reported distractions such as cell phones or music contributed to their accidents.³

Furthermore, there is a significant concern with lithium-ion batteries in these vehicles. These batteries contain combustible electrolytes and separator materials that create fire and explosion risks when subjected to thermal runaway—an uncontrollable chain reaction of exothermic processes that can rapidly escalate temperatures and lead to battery failure.⁴ Research has demonstrated that thermal runaway in electric scooters can produce flame extensions of 6-7 feet above the battery pack, with the time from visible smoke to explosion being only a few seconds.⁵ Campus environments present particular challenges as thermal runaway can be initiated through common scenarios including overcharging, physical damage from drops or impacts, or failure of battery management systems.

¹ Tark, James. "Micromobility Products-Related Deaths, Injuries, and Hazard Patterns: 2017–2022." U.S. Consumer Product Safety Commission, September 2023. <https://www.cpsc.gov/s3fs-public/Micromobility-Products-Related-Deaths-Injuries-and-Hazard-Patterns-2017-2022.pdf>

² Ibid.

³ Ibid.

⁴ Fleischmann, C., Weinschenk, C., Madrzykowski, D. *et al.* Quantifying the Fire Hazard from Li-Ion Battery Fires Caused by Thermal Runaway in E-scooters. *Fire Technol* (2025). <https://doi.org/10.1007/s10694-025-01707-z>

⁵ Ibid.

Dartmouth has already experienced several collisions and a fire accident. Since October 2023, there have been four reported accidents involving bicycles, three involving scooters, and two motor vehicle collisions with pedestrians. There was one electric scooter battery fire in October 2024. These incidents were reported by Dartmouth's Department of Safety and Security.

The rapid growth of PEV usage on campus over the past three years, combined with these documented incidents and the current policy gap, prompted Dartmouth to conduct this comprehensive community engagement and peer institution analysis to develop evidence-based policy recommendations.

2 BACKGROUND

Currently at Dartmouth, the following policies exist for micromobility vehicles:

- [Bicycle Policy](#): This policy addresses the registration, parking, storage and abandonment of bicycles on campus.
- [Bike-Ped Safety Policy](#): This policy is designed to promote the safety of both pedestrians and to affirm Dartmouth's commitment to comply with Hanover and New Hampshire bicycle safety regulations.
- [Policy for Use of Skateboards, Inline Skates, Roller Skates, Non-motorized Scooters, and Hoverboards](#): This policy promotes the safe use of skateboards, inline or roller skates and other wheeled devices on campus and highlights the importance of pedestrian, drivers and property safety.

The town of Hanover has [ordinances](#) regarding bicycles, scooters, and other micromobility vehicles that:

- Explicitly prohibit the use of skateboards and scooters on sidewalks within designated areas (e.g., the Central Business Parking District).
- Makes clear that bicycles are considered vehicles under New Hampshire law and must follow the same rules as motor vehicles, including rights-of-way and "three-foot passing" requirements by motorists. Helmets are required for riders under 16, and visibility equipment (lights, reflectors) is mandatory when riding in low-light conditions. Riding bicycles on sidewalks is prohibited for anyone over age 12 (see Appendix A for resources from the Town of Hanover).

In April 2024, Environmental Health and Safety and SVP Keniston released the [Micromobility Vehicles](#) notice via email to all of campus announcing that Dartmouth would implement an immediate ban on storing or leaving unattended MMVs such as e-bikes and e-scooters in egress pathways (hallways, stairwells, lounges exit doors, porches, breezeways, and fire escapes). Additionally, MMVs would not be allowed to be left unattended while charging. Furthermore, there were efforts to secure outdoor PEV charging stations across campus, but these were unfortunately unable to be accomplished due to the external company's closure.

In order to expand on these efforts, SVP Jennifer Rosales, the SVP for Community and Campus Life and Chief Student Affairs Officer, and SVP Josh Keniston were jointly tasked to consider data from the campus community, peer institution research, and engagements with campus stakeholders to propose recommendations.

3 METHODOLOGY

Over the course of Spring 2025 and Summer 2025, individuals have thoughtfully engaged with the Dartmouth community and Hanover residents to better understand personal electric vehicle use along with the concerns non-riders have. The following engagements were conducted:

- A survey administered to the broader Dartmouth community and Hanover residents
- Focus groups with undergraduate PEV users and non-users to gather diverse perspectives
- Three community-wide open forum sessions accessible to all Dartmouth community members
- One dedicated consultation session exclusively for faculty and staff
- Multi-channel outreach campaign including publications in VOX, residential hall poster displays, campus-wide poster distribution, campus events listserv notifications, and Dartmouth Student Government social media engagement
- Meeting with student government leadership representatives across all Dartmouth schools
- Active participation in the Hanover Downtown Working Group
- Direct meetings with individual Hanover Selectboard members

In addition to community engagement, the committee conducted comprehensive peer institution research to understand how institutions are addressing personal electric vehicle policies. This benchmarking study analyzed PEV policies across 30 institutions, including Ivy League schools and other liberal arts institutions. The peer review examined policy approaches ranging from complete campus bans to regulated access frameworks, enforcement mechanisms, infrastructure solutions, and safety rationale across different campus types (urban, suburban residential, rural residential, and urban commuter).

Lastly, committee meetings were held with Dartmouth staff, representing the following departments:

- Environmental Health and Safety
- Risk Management and Insurance
- Transportation Services
- Office of Student Life
- Conferences and Events
- Residential Life
- Facilities Operations & Management
- Real Estate Office
- Sustainability Office
- Athletics
- Department of Safety and Security

The committee reviewed the community engagement process, data collection, and feedback to inform evidence-based policy recommendations that balance the benefits of sustainable transportation with legitimate safety and operational concerns. We have summarized the results of the engagement efforts below.

4 RESULTS

While PEV riders overwhelmingly value access to these devices and use them responsibly in their view, the broader Dartmouth community expresses significant safety concerns about current usage patterns,

creating a clear divide that requires attention and policy intervention. (See Appendix C for visual survey data.)

4.1 SURVEY OVERVIEW

This comprehensive survey captured perspectives from two distinct groups: 20 PEV riders and 266 total community respondents (including the riders). The stark contrast between these groups reveals a critical campus safety and policy challenge.

4.1.1 PEV RIDER PERSPECTIVES (20 RESPONDENTS)

Demographics: Primarily undergraduate students (19 of 20), with faculty (2), staff (4) and graduate student (1) representation.

Usage Patterns:

- **Universal Importance:** 100% of riders consider PEV access "very important" to maintain on campus
- **Responsible Road Use:** 65% ride exclusively on roads, 35% use both roads and sidewalks, with zero riding only on sidewalks
- **Primary Travel Mode:** PEVs are the most frequently used transportation method for this group
- **Charging Infrastructure:** Most charge in dorm rooms (60%) or off-campus locations (35%)

Safety Awareness: Riders demonstrated awareness of safety concerns through detailed feedback about dangerous intersections and infrastructure needs, particularly around central campus areas like the Green and major thoroughfares.

4.1.2 BROADER COMMUNITY CONCERNS (246 NON-RIDER RESPONDENTS)

Safety Opposition:

- 54% oppose continued PEV access (145 respondents rated it "not important")
- 23% somewhat support access (60 respondents)
- Only 15% strongly support continued access (41 respondents)

Documented Safety Issues: Community members reported numerous concerning behaviors:

- Sidewalk riding despite road requirements
- Failure to obey traffic laws and signals
- Excessive speeds in pedestrian areas
- Wrong-way travel on roads
- Multiple passengers on single-person devices
- Lack of safety equipment (helmets, visibility gear)
- Aggressive behavior toward pedestrians and vehicles

4.1.3 CRITICAL SAFETY GAPS

Infrastructure Challenges:

- High-traffic intersections identified as dangerous (central campus, Wheelock Street area)
- Insufficient bike lane connectivity
- Limited secure parking/charging facilities

- Unclear right-of-way rules creating confusion for all users

Behavioral Concerns:

- Riders switching between vehicle and pedestrian rules as convenient
- Insufficient awareness of traffic laws among users
- Poor visibility and signaling practices
- Dangerous speeds near pedestrians

4.1.4 RECOMMENDATIONS

The survey reveals a campus community divided on PEV policy. While riders find these devices essential for campus mobility, the broader community has legitimate safety concerns that cannot be ignored. Success will require balancing the mobility needs of PEV users with the safety expectations of the entire campus community through clear policies, improved infrastructure, and consistent enforcement. The following recommendations were gathered from the survey respondents:

1. **Immediate Policy Clarification:** Establish and enforce clear rules about where PEVs can operate, with consistent messaging to all campus users
2. **Safety Education Program:** Mandatory safety training for PEV users, potentially including registration system and traffic law education
3. **Infrastructure Investment:** Improve bike lane connectivity and create designated PEV parking areas with charging capabilities
4. **Enforcement Strategy:** Coordinate with Safety & Security to consistently enforce Dartmouth's policies
5. **Community Dialogue:** Bridge the significant gap between rider and community perspectives through facilitated discussions about shared campus space

4.2 QUALITATIVE INSIGHTS FROM CAMPUS LISTENING SESSIONS

To complement the survey data, qualitative insights were gathered through focus groups with student government representatives and student athletes, as well as a total of four one-hour listening sessions.

Broader community participants in the listening sessions confirmed the same problematic areas identified in survey data, particularly around the Green, major crosswalks, and dormitory areas. Concerning behaviors reported include fast riding in residential areas, improper storage with scooters left in hallways, and safety hazards including a sparking scooter found in a dorm fireplace. Participants identified infrastructure gaps including insufficient bike lanes, unclear right-of-way rules, and limited charging facilities, while expressing interest in solutions such as campus rental programs, mandatory safety training with possible registration requirements, bike lanes with audio signals, and improved designated parking areas with charging stations.

Student athletes from hockey, football, and softball teams emphasized that PEVs are essential for their demanding schedules, primarily valuing the ability to gain extra sleep while efficiently reaching practice locations. Athletes use scooter handles to transport large sports equipment and rely on team recommendations for purchasing, often receiving passed-down scooters from previous team members. However, they face significant infrastructure challenges including narrow roads that have resulted in accidents (two students reported being knocked off scooters), inadequate covered parking particularly at Leede Arena, and weather-related maintenance difficulties including freeze damage and salt buildup.

Members of the town of Hanover emphasized the importance of working with the town to create better networks for PEV ridership. Folks reiterated the concern of improper ridership but also concern with how those in larger vehicles-such as cars or trucks-cannot operate with care around PEVs. Members also expressed that younger individuals such as middle school students use electric scooters to ride to schools.

4.3 PEER INSTITUTION RESEARCH

The benchmarking study conducted in Spring 2025 analyzed PEV policies across 20 institutions, examining how colleges and universities are addressing the growing presence of e-scooters, e-bikes, e-skateboards, and similar devices on campus. The data reveals a predominantly restrictive policy landscape.

The regulatory approaches vary significantly across institutions, ranging from complete prohibitions to carefully managed allowances. Some institutions have adopted nuanced policies that distinguish between device types, storage locations, and usage contexts. However, the majority of schools struggle with the challenge of balancing student demand for convenient personal transportation against legitimate safety concerns, particularly regarding fire hazards from lithium-ion batteries and pedestrian safety on campus walkways.

Fire safety concerns dominate institutional decision-making around PEV policies, with lithium-ion battery risks serving as the primary justification for restrictive measures. Most institutions lack proper infrastructure to safely accommodate these devices, including designated charging stations, secure storage areas, and appropriate fire suppression systems. The analysis of 20 institutions with detailed policy data shows that 85% prohibit indoor storage and 80% ban indoor charging, reflecting widespread concern about battery-related fire hazards in residential environments.

Enforcement mechanisms vary considerably across institutions, with confiscation being the most common response to policy violations, followed by fines, warnings, and integration into residential conduct violation processes. However, many institutions struggle with consistent enforcement due to the ubiquity of these devices and the challenge of monitoring compliance across large campus areas. Most schools maintain exemptions for ADA-compliant mobility devices, recognizing the important distinction between recreational and accessibility-related electric vehicles.

A critical finding from this benchmarking study is the general absence of purpose-built infrastructure to support safe PEV use on college campuses. Most institutions have responded to these devices reactively rather than proactively planning for their integration into campus transportation ecosystems. The lack of designated parking areas, charging facilities, and proper storage solutions has contributed to the restrictive policy environment observed across peer institutions.

5 COMMITTEE RECOMMENDATIONS

As reflected by the results in this report it is of strong importance to PEV riders that this remains accessible on campus and less so amongst the non-riders. Though the primary concerns expressed from the participants of the focus groups and open hours were on the lack of following traffic regulations, campus organizations such as Environmental Health and Safety and Risk Management highlighted the high risk that lithium-ion batteries pose in these vehicles. Therefore, it is imperative to dedicate more time to consider strategies that work to minimize the fire safety risks and traffic violations, especially since Dartmouth has committed to reducing transportation-related carbon emissions while improving mobility

equity and maximizing the social and environmental benefits of its transportation system as part of the [Dartmouth Climate Collaborative's sustainability goals](#).

The following recommendations are compiled from the committee meetings, survey responses, focus groups, open hours, and peer institution research. The recommendations are separated into sections focused on policy, registration and enforcement, and infrastructure.

5.1 POLICY

1. Implement a policy that officially encompasses PEVs. There is potential for this to be integrated in the existing [bicycle policy](#) to create a combined MMV policy. The policy should include the following:
 - Registration
 - Storage
 - Charging
 - Abandonment of PEVs on campus
 - Ramifications
2. Review and expand the existing [Bike-Ped Safety Policy](#) into a comprehensive “Personal Vehicle-Ped Safety Policy.” This policy should encompass multiple modes of transportation while promoting the safety of both vehicle operators and pedestrians.
3. Dissolve the existing [Policy for Use of Skateboards, Inline Skates, Roller Skates, Non-motorized Scooters, and Hoverboards](#) and integrate the relevant safety guidelines into the proposed “Personal Vehicle-Ped Safety Policy.” See above.
4. Create a policy that provides guidance on risks associated with lithium-ion batteries for staff and students and processes for responding to/disposing damaged batteries.

5.2 REGISTRATION AND ENFORCEMENT

5. Require all PEVs to be registered with Project 529.
6. Restrict use of devices to only those with an independent safety certification through a third party (such as UL).
7. Require completion of training modules covering New Hampshire traffic laws and lithium-ion battery safety as part of registration.
8. Coordinate with Dartmouth Bikes, Safety and Security, and Parking and Transportation to consistently identify, tag, and remove abandoned vehicles and ensure enforcement is consistent.
9. Train professional staff and student staff (such as Undergraduate Advisors (UGAs)) on PEV policies and procedures to monitor for rule violations, encouraging residents to follow regulations, and sharing non-compliance issues to appropriate departments.
10. Collaborate with the Town of Hanover and the Downtown Hanover Working Group, focusing on tangible safety measures while also paying close attention to the natural patterns of how the community uses its shared spaces: (The multi-use path along Lyme Rd is a transportation corridor for middle school students, some of whom who use scooters to travel to and from school.) Additionally, our understanding is that a dedicated police officer will be detailed to the downtown area; that officer would be a key collaborator on education and outreach.
11. Establish a “trial period” to assess regulation effectiveness before considering further restrictions.

5.3 COMMUNICATION

12. Create a webpage (possibly on [Dartmouth Bikes](#)) dedicated to state and federal traffic regulations, Dartmouth policies, resources, and more.

13. Partner with campus organizations and student groups to promote communication, education, and accountability about safe bicycle and e-scooter use on campus.

5.3 INFRASTRUCTURE

14. Standardized signage for areas that restrict PEV usage (e.g., roads or plazas).
15. Assess current bicycle storage locations to ensure they are safe distances from buildings and egress pathways.
16. Prioritize the creation of proper bike (“micromobility travel”) lanes and safety infrastructure in campus planning.
17. Create a subcommittee(s) further dedicated to reviewing the following possibilities for long-term solutions:
 - E-Scooter share program
 - Outdoor charging stations
 - Outdoor electrified bike racks (located outside of East Wheelock)
 - Additional storage areas (similar to the West Wheelock design)
 - Long-term storage areas
 - Standards for how the desired infrastructure will be incorporated in new construction or renovations of buildings as Dartmouth continues that effort over the next decade.

6 CONCLUSION

The comprehensive analysis of personal electric vehicle usage at Dartmouth reveals a campus community fundamentally divided on policy direction. While 20 PEV riders consider these devices essential for campus mobility, 54% of the broader community opposes continued access due to legitimate safety concerns including traffic violations, fire hazards from lithium-ion batteries, and pedestrian conflicts.

The benchmarking study of 20 peer institutions confirms that Dartmouth's challenges are widespread, with 85% of the reviewed institutions prohibiting indoor storage and 25% implementing complete campus bans. Despite the predominantly restrictive approaches observed at peer institutions, Dartmouth has an opportunity to develop a thoughtful framework.

The committee recommends that Dartmouth pursue a measured regulatory approach that addresses documented safety concerns while recognizing legitimate transportation needs. The recommended pilot program, incorporating mandatory registration, safety training, infrastructure improvements, and coordinated enforcement, provides a path forward that balances competing interests while generating evidence for permanent policy development. This would allow more time for the committee to investigate alternative storage and charging options as well as assess the efficacy of the implemented regulations.

Appendix A

Educational Materials from the Town of Hanover

A1 – New Hampshire’s E-Bike Laws

NEW HAMPSHIRE’S E-BIKE LAWS

E-bikes, also known as electric-assist bikes, are becoming more and more popular throughout the U.S. E-bikes increase opportunities for transportation, recreation and exercise, especially for people with physical limitations due to age, health issues, or fitness. This brochure summarizes New Hampshire’s laws* regarding the use of e-bikes.



*N.H. Rev. Stat. §296:6, 298:27, 285:144, effective as of August 18, 2019.

NH E-BIKE LAWS FOR ROADS

- New Hampshire designates these three classes of e-bikes, according to national guidelines:
 - **Class 1:** Bicycle equipped with an electric 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 electric motor that may be used to provide assistance until the e-bike reaches 20 mph.
 - **Class 3:** Bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 28 mph. A factory-installed speedometer is also required.
- E-bikes are regulated like bicycles. The same rules of the road apply to both e-bikes and traditional bicycles that are solely human-powered.
- A Class 1 or Class 2 e-bike may be ridden on bicycle or multi-use paths where bicycles are permitted. Class 3 e-bikes are only allowed on roadways, unless otherwise allowed by the local authority.
- E-bikes are not subject to registration, licensing or insurance requirements that apply to motor vehicles.
- You must be 16 years or older to operate a Class 3 e-bike.

- Helmets are required for operators or passengers of Class 3 e-bikes under the age of 18. For Class 1 & Class 2 e-bikes, the same helmet law as for traditional bikes is required (i.e. helmets are required for anyone under the age of 16).
- A city, town or state agency that has jurisdiction can restrict where e-bikes are allowed. When in doubt, check local rules and regulations.

NH E-BIKE LAWS FOR TRAILS

- **LOCAL:** Consult your local land management agency.
- **STATE:** The New Hampshire Bureau of Trails does not currently have a law or policy specifically addressing e-bikes. In general, though, e-bikes are defined as motorized vehicles. Contact the department for the most up to date information. People for Bikes and the Bike-Walk Alliance of New Hampshire monitor this policy and will update this document as needed.
- **FEDERAL:** The majority of public lands managed for recreation in New Hampshire are under the jurisdiction of the U.S. Forest Service, where eMTBs are considered motorized vehicles and only have access to motorized trails. Contact the U.S. Forest Service Eastern Regional Office for more information as rules are being revised to allow greater use of e-bikes on federal lands.

eMTB GUIDELINES

- On federal, state, county and local trails, e-mountain bike (eMTB) access varies significantly.
- Generally, any natural surface trail that is designated as open to both motorized and non-motorized use is also open to eMTBs.
- eMTBs may not be allowed on trails managed for non-motorized activities.
- Ride legally and only on authorized trails.
- When in doubt, ask the local land manager about eMTB use on specific trails. Local land rules may change frequently.

eMTB RIDES IN NEW HAMPSHIRE

Here are just a few great places to ride eMTBs in New Hampshire:

- Green Woodlands Foundation (Class 1 only), Dorchester, 60+ miles
- Rockingham Recreational Rail Trail, Manchester, 28 miles
- Sawyer River Road Area, Bartlett Village, 30 miles

WHAT E-BIKE RIDERS SAY

"We bought e-bikes so we could ride the same paths we rode 30 years ago."

Lee, Salem NH

"Our e-bikes make it easier and safer to use for transportation and exercise. We tried scooters before, but they were too big, required more maintenance, and didn't provide any exercise."

Ken, Hampton NH

"My e-bike offers a lot of stability and makes the inclines over the North and South Bridges on the rail trail a lot easier. The recumbent is comfortable and it gets a lot of positive comments!"

Chuck, Keene NH

"At 67, I was only good for about 10 miles. With my e-bike I can do 30 like the old days."

Mike, NH

"My e-bike prompts me to ride more often and travel further because it is so much fun. The hills seem to disappear!"

Dave, Salem NH

OUT OF CLASS ELECTRIC VEHICLES

It is important to note that a bicycle that is equipped with an electric motor that exceeds 750 watts (1 HP), and capable of powered speeds over 20 MPH, is categorized as an "Out of Class Electric Vehicle" (OCEV) by Federal and manufacturer definitions. It thereby falls under the same regulations as an Off-Highway Recreational Vehicle (OHRV). As such, it must be used following those guidelines. OCEVs are not to be used on roads, rail trails, or mountain bike paths, only in parks and on private lands where motorized OHRVs are allowed.

LEARN MORE, STAY INFORMED

E-bike technology and acceptance continues to evolve. Consider supporting the following organizations to stay informed on e-bike technology, offerings, and regulations.

Bike-Walk Alliance of New Hampshire
2 Whitney Road, Suite 11
Concord, New Hampshire 03301

Join our email list by emailing:
info@bwanh.org

603-410-5848



peopleforbikes

Rev 1 Oct 2019, BWANH.org

A2 – Bicycling Rules of the Road



Bicycling Rules of the Road

Bicycles are considered vehicles and have the same rights and the same responsibilities of the road as motorists. Always:

- 🚲 **Stay Off the Sidewalks.** Bicycles **are not** allowed on public sidewalks in the State of New Hampshire, unless you are 12 years of age or younger.
- 🚲 **Obey All Traffic Laws.** A bicycle is a vehicle. Obey all traffic signs, signals, and lane markings.
- 🚲 **Go With the Traffic Flow.**
- 🚲 **Yield to Traffic When Appropriate.**
- 🚲 **Be Predictable.**
- 🚲 **Stay Alert at All Times.**
- 🚲 **Look Before Turning.**
- 🚲 **Watch for Parked Cars.**



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Pedestrian Rules of the Road

- **Walk on the sidewalk** where there are sidewalks.
- **Walk on road as far to the left as possible** where there are no sidewalks.
- **Cross the street at an intersection or designated crosswalk when possible** and always stop, look left, right, and left again before crossing.
- **Come to the edge of a parked vehicle, stop and look both ways;**
- **Make eye contact with drivers**
- **Watch for cars** that are turning or backing up;
- **Increase visibility at night.** Carry a flashlight when walking and wear light-colored or reflective clothing that highlights body movements.



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Pre

A3 – Bicycle Safety

SHARING THE ROAD

What Every Motorist Must Know



It's the Law - Bicycles are Vehicles

New Hampshire law says bicyclists have the same rights and duties as drivers of motor vehicles. (RSA 265:143) Motorists must yield to bicyclists when turning, merging into bicycle lanes, and opening doors. (RSA 265:96)



NH 125, Epping

Make Room for Bicyclists

Every driver of a vehicle, when approaching a bicyclist, shall insure the safety and protection of the bicyclist and shall exercise due care by leaving a reasonable and prudent distance between the vehicle and the bicycle. The distance shall be presumed to be reasonable and prudent if it is at least 3 feet when the vehicle is traveling at 30 mph or less, with one additional foot of clearance required for every 10 mph above 30 mph. (RSA 265:143-a)

Bicycles may require the full lane in order to make a left turn or prepare to make a left turn at an intersection or into a driveway. Expect bicycles to move away from the right side of the road when overtaking and passing another bicycle or any other vehicle proceeding in the same direction, when proceeding straight in a place where right turns are permitted, when necessary to avoid hazardous conditions, including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, broken pavement, glass, sand, puddles, ice or opening of doors of parked vehicles. (RSA 265:144-X)

You Can Prevent Crashes

- Expect bicyclists to use designated turn lanes and to move away from the right edge of the road to avoid hazards. (RSA 265:144-X) (d)
- Before turning right, slow and merge behind a bicyclist ahead of you.
- When turning left, yield to on-coming bicyclists or any other vehicle. (RSA 265:29) Don't underestimate the speed of a bicyclist.
- A stop sign means you must stop and wait until no traffic, whether bicycle or car, is close enough to be a danger. (RSA 265:30-I)
- A yield sign means you must wait for traffic, bicyclists included. (RSA 265:31) This may require you to stop.
- Signal well in advance of turns (at least 100 feet), so that bicyclists and other vehicles know your intentions. (RSA 265:45-I)
- Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or any person propelling a human-powered vehicle. (RSA 265:37)



NHDOT Bicycle and Pedestrian Program - www.nh.gov/dot/programs/bikeped/index.htm
Bike Walk Alliance of NH - www.bwanh.org



BICYCLE SAFETY

What Every Cyclist Must Know



Bicycles are Vehicles

Bicyclists have the same rights and duties as drivers of motor vehicles. (RSA 265:143) Bicyclists must stop at stop signs and red lights, yield to pedestrians, and ride with traffic.

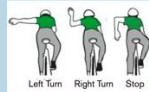


NH 116, Littleton

Rules of the Road

Look ahead for potholes, debris, and other hazards. As soon as you see one, look behind and merge left, as traffic permits, well before you reach the hazard.

When bicycling after dark you must use a white front headlight and a red rear light or rear reflector visible from 300 feet. Check steering, brakes, tires, chains, and cables for safe operating condition before every ride.



Bicyclists intending to turn right or left shall not be required to give a continuous hand or arm signal if the hands is needed in the control or operation of the bicycle. (RSA 265:144-V)

It's The Law

- Yield the right of way to approaching traffic before entering the roadway. (RSA 265:32)
- Stop at all stop signs. (RSA 265:30-I)
- Don't cross the stop line when the traffic signal is red. (RSA 265:10-III a&d) (RSA 265:36-III-V)
- Stop for pedestrians in all crosswalks. Don't pass vehicles stopped at a crosswalk. (RSA 265:36-III-V)
- Take left turn from the outermost left turn lane when multiple left turn lanes are available. (RSA 265:42-I) To prepare for the turn, first look behind and merge to the center line or left turn lane as traffic permits, signaling to get the cooperation of following drivers as necessary.
- Do not operate on sidewalks (RSA 265:26-a), or ride the wrong way on one-way streets (RSA 265:23-10).
- Bicyclists must wear at least one item of reflective apparel from ½ hour after sunset to ½ hour before sunrise (RSA 265:144-XI).
- Helmets are required by law for cyclists less than 16 years of age. (RSA 265:144-X).
- Ride on the right side of the road, with traffic. (RSA 265:16-I) Riding against traffic is illegal.
- A person propelling a bicycle upon a way at a speed less than the normal speed of traffic moving in the same direction at that time and place shall remain on the right portion of the way as far as practicable except when it is unsafe to do so or when:
 - Overtaking or passing another bicycle or vehicle moving in the same direction;
 - Preparing to make a left hand turn;
 - Proceeding straight through an intersection where right hand turns are allowed;
 - Necessary to avoid hazardous conditions like broken pavement, glass, debris, sand, ice, the opening of doors of parked vehicles;
 - Necessary to avoid fixed or moving objects like vehicles, other bicyclists, pedestrians, or animals. (RSA 265:144-XI)

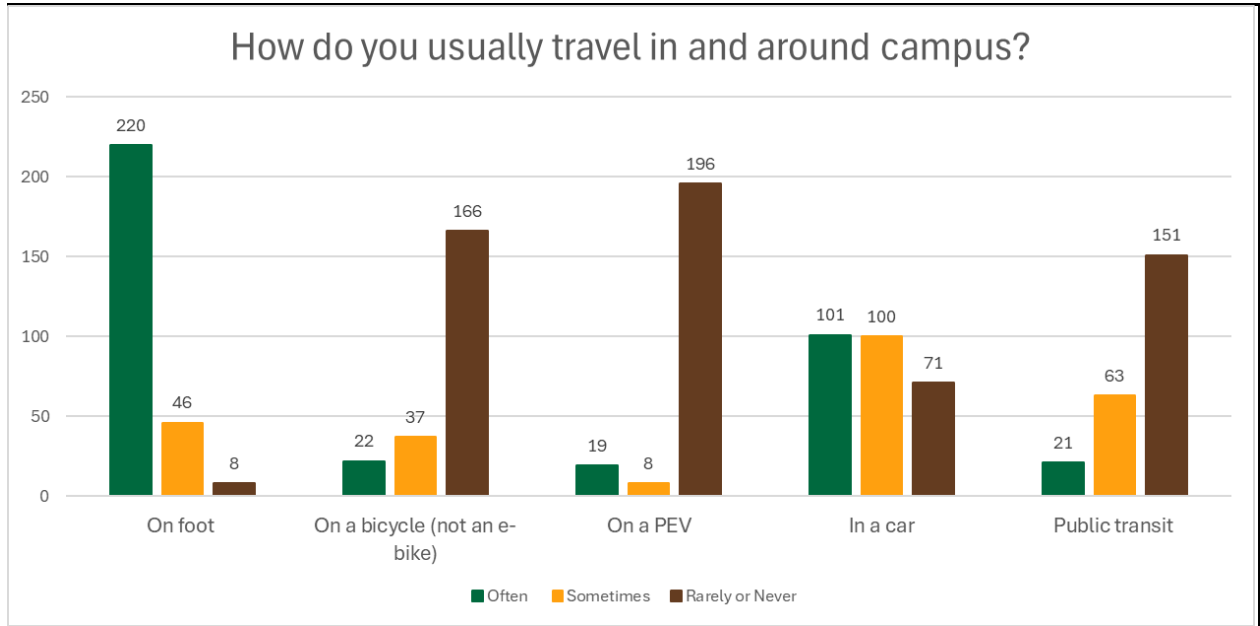


NH 28A, Manchester

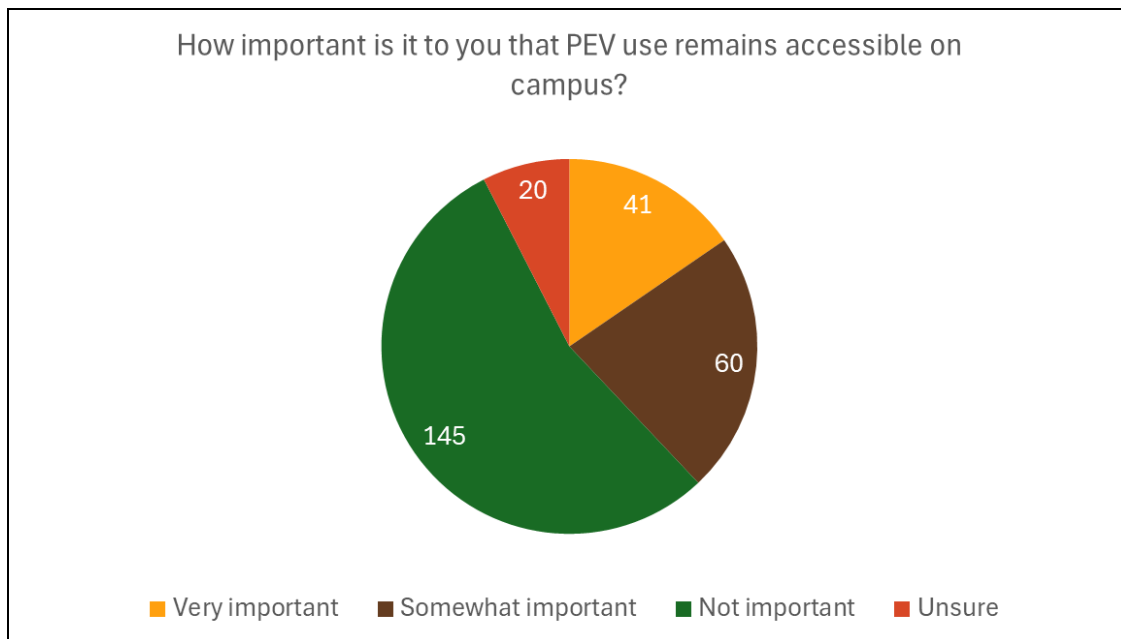


Appendix B

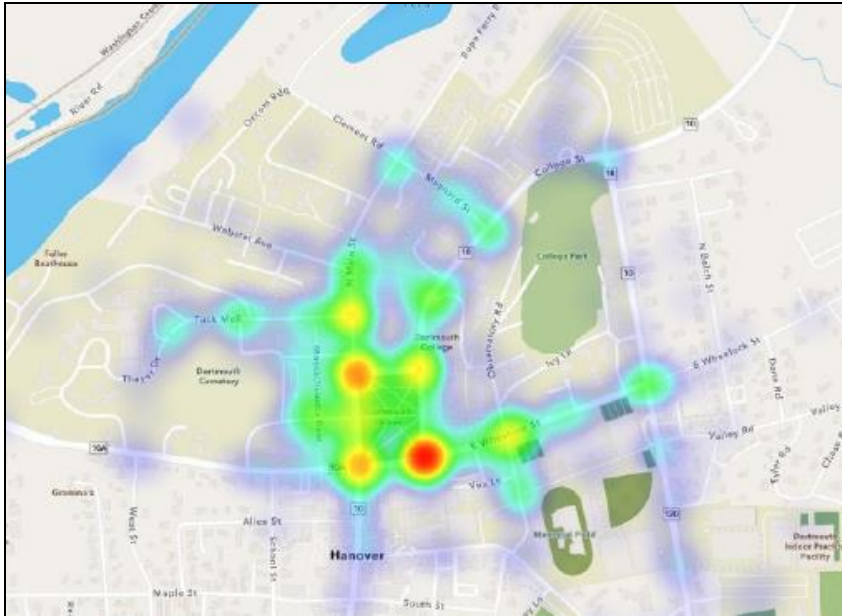
Graph B1: How do you usually travel in and around campus? (All respondents)



Graph B2: How important is it to you that PEV use remains accessible on campus (All respondents)



Map B1: All survey respondents indicate where there are areas that are dangerous or difficult for PEV riders, pedestrians, and / or car drivers as a result of PEV use



Map B2: PEV Riders indicate where they travel through most often (especially intersections) when riding a PEV

