



CITY OF PITTSBURGH  
**DEPARTMENT OF MOBILITY & INFRASTRUCTURE**

Department of Mobility and Infrastructure Order No: 20-0001

# GUIDANCE FOR POWERED MICROMOBILITY DEVICE USE IN THE CITY OF PITTSBURGH

## I. Overview and Purpose

### A. Objective

Define and provide direction for the appropriate use and operations for emerging electronic micromobility devices in public rights of way of the City of Pittsburgh to promote safety and support additional low-emission, compact, affordable options for travel.

### B. Authority

City's Code of Ordinances §411.01 subsection b.3, "The Director shall establish and administer policies as necessary for the implementation of this Article, including, but not limited to, operating procedures, permits, forms, rules, and regulations, to ensure the management of the right-of way for the public good." This guidance applies to the public right-of-way and paved trail facilities under the stewardship of the Department of Mobility and Infrastructure.

### C. Relevance to Adopted Policy or Plan

City of Pittsburgh Complete Streets Executive Order<sup>1</sup> and Policy<sup>2</sup>: "To develop a safe and accessible multimodal transportation system that will provide enhanced mobility for all users regardless of mode of travel, including people of all ages and abilities."

Climate Action Agenda 3.0<sup>3</sup> Climate Goals: Reduce on-road transportation emissions 50% by 2030 (from 2003 baseline) by reducing vehicle miles traveled and increasing shift in fuel sources by promoting vehicle electrification. Increase bike(+) commute rates to 10% of trips; promote and grow bike(+) share programs; and integrate bike(+) infrastructure with public transit systems.

ONEPGH Resilience Strategy<sup>4</sup> Place: Connect all communities to economic opportunity and green spaces with safe, reliable, and convenient multi-modal transportation.

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<sup>1</sup> <https://pittsburghpa.gov/press-releases/press-releases.html?id=1090>

<sup>2</sup> [https://apps.pittsburghpa.gov/redtail/images/5307 Attachment Exhibit A 2016-0935\\_1 .pdf](https://apps.pittsburghpa.gov/redtail/images/5307 Attachment Exhibit A 2016-0935_1 .pdf)

<sup>3</sup> [https://apps.pittsburghpa.gov/redtail/images/7101\\_Pittsburgh\\_Climate\\_Action\\_Plan\\_3.0.pdf](https://apps.pittsburghpa.gov/redtail/images/7101_Pittsburgh_Climate_Action_Plan_3.0.pdf)

<sup>4</sup> [https://pittsburghpa.gov/onepgh/documents/pgh\\_resilience\\_strategy.pdf](https://pittsburghpa.gov/onepgh/documents/pgh_resilience_strategy.pdf)

Department of Mobility and Infrastructure Principles:

1. No one dies traveling on city streets.
2. Every household can get to fresh fruits and vegetables within 20 minutes travel of home, without the requirement of a private automobile.
3. All trips less than one-mile in distance are joyfully made by non-auto modes.
4. No household must spend more than 45% of household income on basic housing and necessary transportation (H+T Index).

**D. Need.**

Electric powered micromobility devices are an emerging form of urban mobility. Ownership and use of these devices have grown exponentially in the City of Pittsburgh over the past many months. However, aside from electric pedal assist bicycles, as of the date of this Director's Order, these devices are not clearly categorized in the Pennsylvania Vehicle Code.<sup>5</sup> The lack of clear guidance is contributing to conflict and confusion on city streets at a time when there is more demand for safe personal travel at a physical distance from one another on our local streets. These devices are currently being operated on sidewalks, bicycle lanes and travel lanes on all classes of local street throughout the city, which leads to public safety concerns. The City does not wish to penalize people who use these devices in a safe and responsible manner yet the lack of guidance makes enforcement against dangerous or irresponsible use challenging.

This Guidance provides a local definition of powered micromobility devices and defines appropriate operation and use in the City of Pittsburgh with the intent to promote safe and harmonious operations in the public right of way.

**II. GUIDANCE.**

**A. Definition: Powered Micromobility Device (PMD)**

A mobility device with one to four wheels that weighs less than 200 lbs., is capable of a speed not more than 25 miles per hour on a level surface when powered by the motor source only, and is fully or partially propelled by electricity. To note: this does not include:

- i.) Wheelchairs or powered mobility devices specifically designed for and used by an individual with a mobility-related disability;
- ii.) Motorized pedalcycle or pedalcycle with electric assist as defined in the Pennsylvania Vehicle Code;<sup>6</sup> or
- iii.) Mopeds or motor-driven cycles as defined by the Pennsylvania Vehicle Code.<sup>7</sup>

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<sup>5</sup>[https://www.dmv.pa.gov/Information-Centers/Laws-Regulations/Pages/PA-Vehicle-Code-\(Title-75\).aspx](https://www.dmv.pa.gov/Information-Centers/Laws-Regulations/Pages/PA-Vehicle-Code-(Title-75).aspx)

<sup>6</sup><https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=75&div=0&chpt=1&sctn=2&subscn=0>

<sup>7</sup><http://www.dot.state.pa.us/Public/DVSPubsForms/BMV/BMV%20Fact%20Sheets/fs-momo.pdf>

## Micromobility Guidance

This guidance establishes three classes of Powered Micromobility Devices:

<i>Type</i>	<i>Device Characteristics</i>	<i>Permitted Operating Location(s)</i>	<i>Prohibited Operating Location(s)</i>	<i>Sample Device Types</i>
<i>Type A</i>	<ul style="list-style-type: none"> <li>- Top operating speed &lt; 10 MPH</li> <li>- Weight &lt; 45 lbs.</li> <li>- No throttle</li> </ul>	<ul style="list-style-type: none"> <li>- Bike(+) facilities</li> <li>- Non-commercial sidewalks</li> <li>- Paved multi-use paths or trails</li> <li>- Allowable roadways</li> </ul>		<ul style="list-style-type: none"> <li>- Hoverboards</li> <li>- Powered skates</li> <li>- Mini Segways</li> </ul>
<i>Type B</i>	<ul style="list-style-type: none"> <li>- Top operating speed &lt; 20 MPH</li> <li>- Weight &lt; 100 lbs.</li> <li>- May have throttle</li> </ul>	<ul style="list-style-type: none"> <li>- Bike(+) facilities</li> <li>- Paved multi-use paths or trails</li> <li>- Allowable roadways</li> </ul>	<ul style="list-style-type: none"> <li>- Any sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>- Powered standing scooters</li> <li>- Small powered seated scooters</li> <li>- Powered skateboards</li> <li>- Powered unicycles</li> </ul>
<i>Type C</i>	<ul style="list-style-type: none"> <li>- Top operating speed 20 - 25 MPH</li> <li>- Weight 100 - 200 lbs.</li> <li>- May have throttle</li> </ul>	<ul style="list-style-type: none"> <li>- Bike(+) facilities (if device is &lt;4' wide)</li> <li>- Allowable roadways</li> </ul>	<ul style="list-style-type: none"> <li>- Multi-use paths or trails</li> <li>- Sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>- Large seated scooters</li> </ul>

### B. Operating Guidance:

1. A PMD may not operate on any state routes except in designated bike+ facilities, where provided and allowed.
2. Type A and B PMDs may not operate on city streets posted at 30 mph or greater unless traveling in a designated bike+ facility.
3. Usage of a Type B or C PMD is prohibited on a sidewalk unless otherwise specified by signage or markings.
4. Type C PMDs may not operate on multi-use trails. The maximum permissible speed on trails by any users is 15 MPH.
5. A PMD or any other vehicle must not exceed speeds of 20 mph in a bike+ facility. Persons operating a PMD on multi-use paths or trails must adhere to the posted rules associated to that path or trail.
6. Persons operating a PMD must yield to pedestrians on sidewalks, paths or trails and at all crosswalks. A person traveling on a PMD must give an audible signal to pedestrians before passing them.
7. A PMD must have reflectors or lights on the front, rear, and sides. The presence of white lights on the front of the device and red lights on the rear of the device is highly encouraged. PMDs must have front and rear lights when operating on the public right of way between dawn and dusk.
8. PMDs must be parked securely and in such a location and manner so as to not obstruct any other travel way, including vehicle lane, bike(+) facility or minimum 5 foot clear sidewalk width.

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9. A helmet is required for users aged 12 or younger for such persons to operate or ride a Type A or B PMD. Helmet use generally is highly encouraged for all ages.
10. No person under the age of 16 may operate a Type C PMD.
11. With the exception of the above provisions, PMDs will have the same rules of operation as a pedalcycle, outlined in Pennsylvania’s Title 75, Chapter 35, Subchapter A, sections 3501 through 3514. Of note:
  - a. PMDs may use general purpose travel lanes on any street posted at 25 mph or below. A PMD riding on a roadway at less than the normal speed of traffic must ride in the right lane available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road, or driveway.
  - b. PMDs may not be used to carry more persons than the device is designed and equipped to carry.
12. Users of PMDs must operate in accordance with all other statutes of Pennsylvania’s Vehicle Code (Title 75).

*The City of Pittsburgh's Department of Mobility and Infrastructure reserves the right to amend this policy at any time. Any revisions to this policy shall take effect immediately upon posting of the revised policy.*

Approved:   
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(signature)

Effective Date: 5 June 2020

Amendment Date(s): \_\_\_\_\_

Superseded By: \_\_\_\_\_

Supersession Date: \_\_\_\_\_