



# CONSIDER ADVANCEMENT OF A PILOT PERSONAL DELIVERY DEVICE PERMIT PROGRAM

## Public Works Department

Mobility and Infrastructure Committee Meeting  
January 15, 2026

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## BACKGROUND

- Personal Delivery Devices (PDDs) are enclosed, cart-like devices designed to carry goods for delivery
- The City was approached by Doordash Labs, who have requested the City consider allowance of pilot operations on Riverside sidewalks and roadways
- The City collaborated with Doordash Labs and the Greater Riverside Chambers of Commerce on a special pilot, where the PDD was accompanied by an operator



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## EXISTING REGULATORY LANDSCAPE

- Many states have adopted regulations
- California is not currently moving to regulate PDDs statewide
- Many California cities have developed their own, varying sets of regulations
- Not all states or cities allow for operation on-street
- Consideration of a pilot program in Riverside is aligned with General Plan Policy CCM-6.1 (reduce vehicle peak hour trips)



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## DISCUSSION

- Creation of a PDD program would introduce new devices to Riverside sidewalks and roadways
- Operation of a permit program would require staff time and oversight
- There is no precedent for a PDD program in the City, and no existing CA regulation
- Staff are seeking initial policy direction/confirmation and general program thoughts prior to returning with a robust pilot permitting program for PDDs



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## POTENTIAL BENEFITS OF PDDS

- May reduce congestion
- May reduce the impact of delivery vehicles on our roadways
- Expands delivery and service options for local businesses
- Attract jobs for service technicians and remote operators
- Act as remote sensors: Allow for infrastructure data collection and field research (potholes, sidewalks, congestion monitoring, air quality monitoring)



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## POTENTIAL CHALLENGES

- May be subject to vandalism and theft
- Have the potential to become stuck, requiring human intervention
- Cannot communicate as easily with other roadway users in the same way as humans (eye contact, gestures, verbal communication)



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## PILOT PERMIT CONSIDERATIONS

PROVISION	DETAILS TO CONSIDER
<b>Geographic Footprint</b>	Staff suggest an operating area smaller than a Council ward, restrict operations on certain roadways, zones, and constrained areas
<b>Number of Permittees</b>	Start with a single operator, and extend after initial success
<b>Device Regulations</b>	Speed, rules of the road, obstruction of traffic, materials transported. Typically allowed to operate at 5 MPH (sidewalks) and up to 20 MPH (roadways).
<b>Device Specifications</b>	PDD maximum loaded / unloaded weight, size (dimensions), braking and lighting systems, identification, etc.
<b>Parking</b>	Devices restricted from parking in public rights of way, consider unloading in restricted areas



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## PILOT PERMIT CONSIDERATIONS

PROVISION	DETAILS TO CONSIDER
<b>Data Collection + Sharing</b>	Considerations for resident privacy, require data sharing regarding operations, incidents and infrastructure with the City
<b>Incident Response</b>	Require remote and in-person human intervention. Minimum response time. 24/7 customer service, and address service requests. May integrate with 311. Require collaboration with law enforcement.
<b>Permit Fee &amp; Renewal</b>	Staff must update the fee schedule. Some cities include administrative citations (staff recommend) and varying renewal time periods.
<b>Insurance and Business Tax</b>	Insurance levels to be established by Risk Management Team
<b>Fleet Size</b>	Limited total number of devices, subject to inspection.



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## RECOMMENDATIONS

That the Mobility and Infrastructure Committee:

1. Provide feedback on a potential personal delivery device on-street pilot program, and
2. Direct staff to return with a proposed regulatory framework for a pilot personal delivery device permit program.



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