



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
Geographic Footprint	Staff suggest an operating area smaller than a Council ward, restrict operations on certain roadways, zones, and constrained areas
Number of Permittees	Start with a single operator, and extend after initial success
Device Regulations	Speed, rules of the road, obstruction of traffic, materials transported. Typically allowed to operate at 5 MPH (sidewalks) and up to 20 MPH (roadways).
Device Specifications	PDD maximum loaded / unloaded weight, size (dimensions), braking and lighting systems, identification, etc.
Parking	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
Data Collection + Sharing	Considerations for resident privacy, require data sharing regarding operations, incidents and infrastructure with the City
Incident Response	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.
Permit Fee & Renewal	Staff must update the fee schedule. Some cities include administrative citations (staff recommend) and varying renewal time periods.
Insurance and Business Tax	Insurance levels to be established by Risk Management Team
Fleet Size	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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