



# CITY OF PITTSBURGH

“America’s Most Livable City”

*Office of Mayor William Peduto*

April 18, 2019

Hon. Tim Hennessey  
313 Main Capitol Building  
PO Box 202026  
Harrisburg, PA 17120-2026

Hon. Mike Carroll  
300 Main Capitol Building  
PO Box 202118  
Harrisburg, PA 17120-2118

Chair Hennessey, Chair Carroll, and Members of the Committee,

Thank you for the opportunity to submit testimony regarding the impact of House Bill 631 of 2019 on the City of Pittsburgh and its residents. New mobility and micro-mobility options present a great opportunity to increase access to affordable, safe, and low emission transportation options. Pittsburgh has welcomed private sector investment, partnered with universities on research and development, and advocated for appropriate public sector regulation. Pittsburgh is now on the map as a leader in this space, and we write today with some lessons we learned along the way. We hope they will be guide posts as the House Transportation Committee considers enabling low speed electric scooters to operate legally in the Commonwealth.

First, we have done ourselves a disservice by treating micro-mobility options as toys that play an insignificant role in transportation and have little impact on public safety. They are and will continue to be used by residents to close gaps under five miles. The lack of a clear and agreed upon on-ramp for these options has only resulted in a rocky entry to the market for mobility companies, and a “not for us” mentality from the very residents they should be helping. We commend you and your fellow members on bringing this topic to a hearing.

Second, micro-mobility is a rapidly changing field. The two-to-three wheeled, single alignment, 0-20mph scooter that is being narrowly focused on in HB 631 is simply a start. Our Department of Mobility and Infrastructure has seen dozens of alternatives that are likely to come to market in the near future. Each provide a different opportunity and different considerations for state and local stakeholders and residents. A broader piece of legislation on micro-mobility is the best path forward.

Lastly, local control is critical to creating a system that is adaptable and enforceable. Defining what a certain micro-mobility option is based on specs is sound policy. Allowing a vehicle operate anywhere a pedalcycle can, despite differences such as maximum speed and street congestion, will only lead to increased public safety concerns and poor public reception. Municipalities must have the ability to work with mobility companies and the public to develop a local plan and related regulations on operations.

Thank you for your focus on this important topic. We ask that you consider crafting broader micro-mobility legislation that preserves our ability to create a system that works in the local context. Please know that we are partners in this effort. The opportunity to build a transportation system that works for all, and is welcomed by residents, is now and we look forward to working with you to that end.

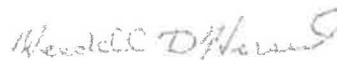
Sincerely,



William Peduto  
*Mayor of Pittsburgh*



Karina Ricks  
*Director of Mobility & Infrastructure*



Wendell Hissrich  
*Director of Public Safety*