



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY INSTALLATION MANAGEMENT COMMAND**  
**HEADQUARTERS, UNITED STATES ARMY GARRISON WEST POINT**  
**681 ROGERS PLACE**  
**WEST POINT, NEW YORK 10996-1514**

AMIM-MLG-ZA

15 November 2023

U.S. ARMY GARRISON WEST POINT POLICY # 39

SUBJECT: Micro-mobility (Personal Transportation Devices) Use on West Point

1. REFERENCES:

- a. DODD 5525.4, Enforcement of State Traffic Laws on DoD installations, dated 2 November 1981
- b. DODI 6055.04, DoD Traffic Safety Program, dated 31 August 2018
- c. AR 58-1 (Management, Acquisition and Use of Motor Vehicles), 23 March 2020.
- d. AR 190-5, Military Traffic Supervision, dated 22 May 2006.
- e. AR 215-1 (Military Morale, Welfare, and Recreation Programs and Non-appropriated Fund Instrumentalities), 24 September 2010.
- f. AR 385-10, The Army Safety Program, dated 24 February 2017.
- g. AR 600-55 (The Army Driver and Operator Standardization Program), 17 September 2019.
- h. 49 CFR Part 571, Dept. of Transportation, National Highway Traffic Safety Administration, Federal Motor Vehicle Safety Standards.
- i. West Point Regulation 190-5, Military Police Motor Vehicle Traffic Supervision on West Point, January 2012.

2. PURPOSE. To clearly define the Personal Transportation Devices (PTD), identify requirements for their operation on West Point, and outline procedures for violations.

3. APPLICABILITY. This policy applies to all PTD operators on the West Point Military Reservation.

4. BACKGROUND. An installation wide policy on the use of PTDs is necessary to reduce the potential for off and on-post accidents/incidents. This policy further standardizes the "rules" of the road" on how these conveyances may be operated on

West Point, to include formal training. In accordance with Department of Defense Instruction (DoDI) 6055.04, DoD Traffic Safety Program, guidelines have been issued prohibiting the use of powered and non-powered scooters, skateboards, roller skates, in-line skates, and other similar equipment not meeting Department of Transportation (DOT) motor vehicle standards for public roadways on installation roads unless specifically authorized by location in the installation traffic code.

## 5. DEFINITIONS:

a. Motor Scooter. A limited use vehicle having only two or three wheels, with a seat or saddle for the operator. A limited use motorcycle having a maximum performance speed, of more than thirty miles per hour but not more than forty miles per hour shall be a Class A limited use motorcycle. A limited use motorcycle having a maximum performance speed of more than twenty miles per hour but not more than thirty miles per hour, shall be a Class B limited use motorcycle. A limited use motorcycle having a maximum performance speed of not more than twenty miles per hour shall be a class C limited use motorcycle.

b. PTDs. Defined as those vehicles designed to transport personnel not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 30 miles per hour on level ground. These devices include powered electric or motorized transportation devices such as Segway, Mini-Segway, and other powered electric or motorized vehicles upon or by which any person may be transported and used on a West Point roadway, bike lane or bike path.

c. Electric Scooter. A device that falls into the PTD subcategory, weighing less than one hundred pounds that (a) has handlebars, a floorboard or a seat that can be stood or sat upon by the operator, and an electric motor, (b) can be powered by the electric motor and/or human power, and (c) has a maximum speed of no more than twenty miles per hour on a paved level surface when powered solely by the electric motor.

d. Bicycle. Any two-wheel device having operative capability by human propulsion (pedals). When a bicycle is operated by a child under the age of 13, the bicycle is considered a play vehicle and may be operated on a sidewalk. Persons aged 13 and older shall operate bicycles in bike lanes, on bicycle paths, and on roadways when operating the bicycle on West Point. If a bicycle is motorized, it is considered a PTD.

e. Bicycle with Electric Assist. A bicycle which is no more than thirty-six inches wide and has an electric motor of less than seven hundred fifty watts, equipped with operable pedals, meeting the equipment and manufacturing requirements for bicycles adopted by the Consumer Product Safety Commission under 16 C.F.R. Part 1512.1 et seq. and meeting the requirements of one of the following three classes:

(1) "Class one bicycle with electric assist." A bicycle with electric assist having an electric motor that provides assistance only when the person operating such bicycle is pedaling, and that ceases to provide assistance when such bicycle reaches a speed of twenty miles per hour.

(2) "Class two bicycle with electric assist." A bicycle with electric assist having an electric motor that may be used exclusively to propel such bicycle, and that is not capable of providing assistance when such bicycle reaches a speed of twenty miles per hour.

(3) "Class three bicycle with electric assist." Solely within a city having a population of one million or more, a bicycle with electric assist having an electric motor that may be used exclusively to propel such bicycle, and that is not capable of providing assistance when such bicycle reaches a speed of twenty-five miles per hour.

f. Sidewalk. That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

g. Low Speed Vehicle. A limited use automobile which has a maximum performance speed of greater than twenty miles an hour, but not greater than twenty-five miles an hour or a truck which has a maximum performance speed of greater than twenty miles an hour, but not greater than twenty-five miles an hour and whose gross vehicle weight rating is less than three thousand pounds.

6. GENERAL. Personnel that fall under the purview of USAG West Point and fail to comply with the provisions of this policy, will be subject to punitive action, as well as adverse actions authorized by applicable laws and regulations. Operators of all listed devices (except play vehicles) will be subject to the same rules of the road as those operating motor vehicles. Operators of vehicles that fall under the purview of this policy will abide by the provisions listed below for the specific vehicle type:

a. Motor Scooters:

- (1) Must have a valid U.S. Driver's License.
- (2) Must have insurance.
- (3) Must have a passable safety inspection.
- (4) Must be registered and have a license plate.
- (5) Must have taken an approved MSF course.

(6) Must follow same PPE requirements as a motorcycle.

(7) Must follow all motor vehicle laws and drive on public roadways.

(8) Must have headlights turned on at all times when operated on an installation, except where prohibited during military mission.

(9) Must be equipped with both left-and-right-hand rear view mirrors securely mounted in a usable configuration on the vehicle when operated on a roadway.

b. PTDs:

(1) Must wear a helmet properly fastened under the chin (no patrol cap).

(2) Must have reflective belt/vest worn on the body and operating lights, if operated during hours of darkness or limited visibility. Worn on the body means around the waist or across the shoulder, so that it is visible during hours of darkness.

(3) A U.S. Driver's license is not required to operate a PTD.

c. Bicycles:

(1) Traffic laws apply to persons riding bicycles. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle except as to special regulations annotated in this policy letter.

(2) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto, nor shall they ride with their feet removed from the pedals.

(3) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

(4) Upon all roadways, any bicycle shall be driven either on a usable bicycle lane or, if a usable bicycle lane has not been provided, near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic except when preparing for a left turn or when reasonably necessary to avoid conditions that would make it unsafe to continue along near the right-hand curb or edge. Conditions to be taken into consideration include, but are not limited to, fixed or moving objects, vehicles, bicycles, in-line skates, pedestrians, animals, surface hazards or traffic lanes too narrow for a bicycle and a vehicle to travel safely side-by-side within the lane.

(5) Persons riding bicycles upon a roadway shall not ride more than two abreast. Persons riding bicycles upon a shoulder, bicycle lane, or bicycle path, intended for the use of bicycles may ride two or more abreast if sufficient space is available, except that when passing a vehicle, bicycle or pedestrian, standing or proceeding along such shoulder, lane or path, persons riding bicycles shall ride single file. Persons riding bicycles upon a roadway shall ride single file when being overtaken by a vehicle.

(6) Any person operating a bicycle who is entering the roadway from a private road, driveway, alley or over a curb shall come to a full stop before entering the roadway.

(7) No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handle bars.

(8) Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with a lamp on the front which shall emit a white light visible during hours of darkness from a distance of at least five hundred feet to the front and with a red or amber light visible to the rear for three hundred feet. At least one of these lights shall be visible for two hundred feet from each side.

(9) The bicycle shall be equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.

(10) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(11) Every bicycle shall be equipped with reflective tires or, alternately, a reflex reflector mounted on the spokes of each wheel. The reflex reflector mounted on the front wheel shall be colorless or amber, and the reflex reflector mounted on the rear wheel shall be colorless or red.

(12) Operators of bicycles are required to provide hand and arm signals as indicated:

a) Left Turn. Left hand and arm extended horizontally.

b) Right Turn. Left hand and arm extended upward or right hand and arm extended horizontally.

c) Stop or Decrease Speed. Left hand and arm extended downward.

(13) Must wear a helmet properly fastened under the chin (no patrol cap).

(14) Must have reflective belt/vest and operating lights, if operated during hours of darkness or limited visibility.

d. Operators of all listed devices will be subject to the same rules of the road as those operating motor vehicles. Operators will:

(1) Use PPE as required. Personnel may be stopped and prohibited from using the device until compliance with PPE requirements are met.

(2) Not utilize or operate the device on any sidewalk.

(3) Not use cellular telephone devices while operating.

(4) Not use any listening or entertainment (other than hearing aids) in order to not impair the recognition of emergency signals, alarms, announcements, approaching vehicles, human speech and outside noise in general.

(5) Not carry articles or packages that prevent them from effective use of both hands to control the device.

(6) Not operate the device in an area prohibited for vehicle operation, while unit physical fitness training is being conducted.

(7) Obey the same speed limits as those of any motor vehicle operated on the same roadway.

(8) Stop and not pass when a bus is discharging or picking up passengers.

(9) Operate the device with both hands on the respective steering device.

(10) Yield the right of way to any pedestrian in a crosswalk or parking area.

(11) Be subject to the same rules of the road for all motor vehicles concerning the passing of military formations conducting unit physical fitness formations.

e. Operators of PTDs and bicycles will:

(1) Utilize the priority paths of travel (if applicable with future projects).

a) Bike paths.

b) Designated roadway bike lanes.

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c) Roadways without bike lanes.

(2) Park or secure the device in bicycle racks, not in parking spaces for vehicles or motorcycles.

(3) Walk the device when crossing a roadway at any marked crosswalk or operate with the flow of traffic.

f. All personnel operating any of the preceding devices, found in violation of the provisions contained within this policy letter may be cited via DD Form 1408, Armed Forces Traffic Ticket. Violation tickets for this policy may only be issued by US Military Law Enforcement personnel and will be processed through West Point's program of record for police reporting.

7. PROPONENT: The proponent for this policy is the Directorate of Emergency Services (DES), Provost Marshal Office (PMO).

8. EXPIRATION: This policy is effective immediately. It remains in effect until rescinded or superseded.



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Commanding