

CITY OF BOSTON
IN CITY COUNCIL



ORDER OF CITY COUNCILOR MATT O'MALLEY

WHEREAS: Changes in the City of Boston's transportation system resulting from a growing population, increased use of Uber and Lyft, and stresses on the City's roads, bridges and public transit represent opportunities to explore innovation in mobility options for Boston residents; and

WHEREAS: Last-mile connectivity between home or work and transit nodes such as T Stops or parking lots continues to present a major transportation difficulty for neighborhoods, businesses, and employers in the City of Boston; and

WHEREAS: Replacing car trips with other mobility modes benefits drivers by reducing traffic on the roads, cyclists by increasing the critical mass necessary for safe bike lanes, the City by reducing congestion, and the environment by reducing carbon emissions; and

WHEREAS: In the last several years the micro-mobility industry has undergone significant innovation, including the advent of dockless bike-share and electric scooters which have exploded in popularity across the country over the past year and accumulated millions of rides; and

WHEREAS: Fifteen neighboring municipalities to Boston, in partnership with the Metropolitan Area Planning Council, have developed a regional micro-mobility system with dockless mobility services; and

WHEREAS: Several companies have introduced dockless bikes and electric scooters around the Boston area without coordination with municipalities; and

WHEREAS: Greater Boston is an integrated economic and transportation hub, and many trips by these dockless bikes and electric scooters end in the City of Boston, causing removal challenges for the City; and

WHEREAS: The separation between Boston's docked Blue Bikes system and surrounding municipalities' dockless systems hurts regional integration and reduces the convenience and effectiveness of mobility alternatives; and

WHEREAS: Dockless mobility brings quality of life benefits and challenges that make a preemptive City response preferable to the haphazard introduction of uncoordinated systems; and

WHEREAS: The pilot of dockless mobility in Malden resulted in substantial benefits for transportation equity, with significant use by workers commuting for shifts during times without MBTA access; and

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WHEREAS: Cities with both docked and dockless systems see them as complementary, each improving the urban mobility ecosystem in different but related ways; **THEREFORE BE IT**

ORDERED: That the Boston City Council, hereby assembled, orders a hearing on dockless mobility and permitting the use of dockless electric scooters in the City. The Boston Transportation Department, the Metropolitan Area Planning Council, Blue Bikes, all dockless mobility companies, other Greater Boston municipalities, and all other interested parties are invited to attend.