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>> TODAY I AM JOINT BY MY COLLEAGUES FOR HEARING ON DOCKET NUMBER 1169, ORDER FOR DOCKLESS MOBILITY AND SCOOTERS IN THE CITY OF BOSTON SPONSORED BY MATT O'MALLEY.

WE'RE JOINED BY ED FLYNN AND JOSH ZAKIM.

I'M SURE OTHERS WILL WALK IN. WE HAVE THREE PANELS SET UP. WE'LL HEAR FROM ADMINISTRATION REPRESENTATIVES AND THEN FROM SOME FOLKS IN INDUSTRY RELATED TO DOCKLESS MOBILE AND ADVOCATES.

WE'RE TRYING TO GET MORE OF A HABIT OF INTERSPERSING PUBLIC TESTIMONY THROUGHOUT.

SO RIGHT NOW IT LOOKS LIKE THERE'S ONE PERSON SIGNED UP TO TESTIFY WHO WILL NOT BE ON ONE OF THE PANELS LATER.

SO I'D LIKE TO INVITE UP MICHAEL MESSINA.

IF MICHAEL WOULD LIKE TO START US OFF.

IF ANYONE FEELS MOVED TO SIGN UP TO TESTIFY, WE'LL DO ANOTHER ROUND OF PUBLIC TESTIMONY BETWEEN EACH OF THE PANELS.

>> I'M MIKE MESSINA.

I'LL BE BRIEF.

GOOD TO SEE YOU AGAIN, COUNCILLOR FLYNN.

WE SPOKE ABOUT ELECTRIC SCOOTERS AT MY NEIGHBORHOOD ASSOCIATION MEETING TUESDAY.

I'M HERE JUST TO SAY THAT I WOULD LIKE BOSTON TO HAVE ELECTRIC SCOOTERS.

I THINK THAT IT WOULD MAKE MY COMPUTE EASIER.

I LOVE IN THE SOUTH END AND MAKE MY COMMUTE TO BACK BAY EASIER.

I HAVE FRIENDS THAT TAKE A LOT OF LYFTS AND UBERS.

THEY TALK ABOUT I DON'T WANT TO TAKE THE T TO YOUR HOUSE BECAUSE

I'D HAVE TO WALK EIGHT MINUTES.

I KNOW THEY WOULD USE THEM IF AVAILABLE.

JUST COUNCILLOR WU, I SAW YOU ON TWITTER.

I WAS ENCOURAGED HOW CITIES HAVE TO TAKE THE LEAD IN FIGHTING CLIMATE CHANGE.

THIS IS ONE OF THE EASIEST STEPS WE CAN TAKE.

THESE ARE ELECTRIC.

THEY'RE NOT CARS.

IT WILL TAKE MILLIONS OF MILES OF CAR TRIPS OFF THE ROAD.

AND WE DON'T HAVE TO PAY FOR IT. COMPANIES WILL COME IN, PUT THEM ON THE STREET.

IT'S THE EASIEST STEP WE CAN TAKE TO FIGHT CLIMATE CHANGE.

IF WE CAN'T DO THIS, I'LL BE DISHEARTENED.

THAT'S ALL I HAVE TO SAY.

>> THANKS VERY MUCH.

IF ANYONE WISHES TO TESTIFY, CONTINUE TO SIGN UP.

WE'LL MOVE TO THE FORMAL Q&A AND PANEL DISCUSSION.

FIRST, MATT O'MALLEY.

>> THANK YOU.

GOOD MORNING, EVERYBODY.

THANK YOU ATTENDING THE HEARING ON PERMITTING ELECTRIC SCOOTERS HERE IN CITY OF BOSTON.

I'M EXCITED TO EXPLORE ALL ANGLES OF THIS RAPIDLY EVOLVING FIELD WITH YOU.

THE FIELD IS SO NEW AND POPULARIZED A NEW TERM, "MICRO MOBILITY" WHICH REFERS TO SMALLER VEHICLES FOR MORE FLEXIBLE TRIPS AROUND THE CITY. WHILE ELECTRIC SCOOTERS ARE NEW, TRANSPORTATION INNOVATION DRIVEN BY RESIDENT DEMAND AND THE CHALLENGES AND OPPORTUNITIES THAT THESE INNOVATIONS CREATE FOR CITIES ARE NOT NEW.

DEBATES OVER HOW TO SHARE OUR STREETS WITH AUTOMOBILES AND BICYCLES OCCUPY MUNICIPAL LEADERS 100 YEARS AGO AND PERHAPS 100 YEARS FROM NOW SOMEONE WILL COMPARE WHAT WE DISCUSSED TODAY AS A FORM OF TRANSPORTATION THAT NONE OF US CAN IMAGINE.

REACHING INTO RECENT HISTORY,

THE ADVOCATES CAN REMEMBER THE CONCERNS AND CONTROVERSIES SURROUNDING BLUE BIKES WHEN IT WAS PROPOSED A DECADE AGO. BOSTON HAS NEVER BEEN ABLE TO KEEP UP WITH THE DEMAND FOR THIS NEW AND EXCITING WAY TO GET AROUND.

WHILE THE COMPLAINT AT FIRST WAS ABOUT THE ROLE BLUE BIKES WOULD PLAY, NOW THE MOST COMMON COMPLAIN I HEAR IS FROM RESIDENTS THAT DO HAVE BLUE BIKES IN THEIR COMMUNITY AND LOOKING FORWARD TO ITS EXPANSION.

I PERSONALLY AM EXCITED THAT BLUE BIKES WILL BE A PART OF WEST ROXBURY, HOPE UNTILLY WITHIN THE NEXT MONTH OR SO. I'M LOOKING AT THE CHIEF NODDING HIS HEAD.

I'M ESPECIALLY EXCITED FOR THAT STATION.

WE'LL BE RUNNING AS AN ECUMENICALLY PROCESS AS HUMANLY POSSIBLE.

WE'VE HAD FOUR OF THE PRIVATE INDUSTRY FOLKS THAT WILL BE OFFERING A PERSPECTIVE ON WHAT THEY'VE DONE IN CITIES AROUND THE UNITED STATES AND AFTER THAT, WE'RE GOING TO HEAR FROM ADVOCATES THAT HAVE VESTED STAKE IN THIS AS WELL.

BOSTON HAS LONG BEEN KNOWN AS A CITY THAT INNOVATES.

WE'VE BEEN EARLY ADOPTERS OF EVERY TRANSPORTATION INNOVATION IN AMERICA FOR THE FIRST SUBWAY AT PARK STREET TO ONE OF THE EARLIEST BIKE SHARES IN THE COUNTRY.

AT THE SAME TIME, OUR CITY HAS GREAT CHALLENGES.

IN HARVARD'S EQUALITY STUDY, BOSTON WAS ON A LIST OF PLACES WITH THE LONGEST COMMUTE TIMES FOR LOW INCOME RESIDENTS.

COMMUTING TIME WAS THE SINGLE STRONGEST CONTRIBUTOR TO ESCAPING POVERTY.

IT MATTERED MORE THAN CRIME OR TEST SCORES.

THIS SHOULD REMIND US WHY WE
HAVE EQUITY FOR ALL RESIDENTS.
I'M CURIOUS TO LEARN TODAY ABOUT
HOW NEW WAYS OF GETTING AROUND
CAN INTEGRATE WITH OUR
STREETSCAPES, REMAIN SAFE AND
TAKE INTO ACCOUNT THE MOBILITY
NEEDS OF BOSTONIANS WITH
DISABILITIES.

WE CAN BE ONE OF THE FIRST
CITIES TO GET THE SHARED
MOBILITY REVOLUTION RIGHT FOR
ALL OF OUR RESIDENTS.

I HOPE WE CAN START THAT WORK
HERE TODAY.

THANKS VERY MUCH.

>> THANK YOU, COUNCILLOR
O'MALLEY.

COUNCILLOR FLYNN?

>> THANK YOU, COUNCILLOR WU.
THANK YOU TO COUNCILLOR O'MALLEY
AND TO COUNCILLOR WU FOR YOUR
LEADERSHIP ON THIS ISSUE AND
MANY OTHER ISSUES IN OUR CITIES.
MY PRIMARY FOCUS ON THIS ISSUE
AND ALL THINGS REALLY RELATING
TO PEDESTRIAN SAFETY,
TRANSPORTATION, PUBLIC SAFETY IS
HOW ARE WE GOING TO COMMUNICATE,
HOW DOES THE CITY
ADMINISTRATION, THE CITY
COUNCIL, PUBLIC TRANSPORTATION,
HOW CAN WE WORK TOGETHER TO
ENSURE PUBLIC SAFETY IS AT THE
FOREFRONT OF ANY POLICY DECISION
THAT WE MAKE.

WHETHER IT'S A PILOT OR IT'S
POLICY.

WE HAVE TO MAKE SURE WE HAVE A
SYSTEM, A TRANSPORTATION SYSTEM
THAT IS SAFE, RELIABLE AND
EQUITABLE.

THEY WILL HAVE TO -- IF WE LOOK
AT A PILOT PLAN, WE WANT TO MAKE
SURE THAT WE HAVE THE LEGAL
REQUIREMENTS OUTLINED FIRST.
YOU KNOW, THINKING OUT LOUD,
WHAT WILL THE SPEED LIMITS BE
FOR SOME OF THESE SCOOTERS.
WILL PEOPLE WEAR HELMETS.
WILL THEY BE ABLE TO DRIVE ON
THE SIDEWALKS.

WHAT IS THE MINIMUM AGE
REQUIREMENT.

WILL THERE BE SOME SORT OF
LICENSE OR REGISTRATION WITH THE
CITY OF BOSTON TRANSPORTATION
DEPARTMENT.

WE HAVE A LOT OF SAFETY
CONCERNS.

I'M NOT OPPOSED TO THIS IDEA BUT
WE DO HAVE SAFETY CONCERNS
IMPACTING MANY NEIGHBORHOODS
ACROSS OUR CITY.

MY NEIGHBORHOOD OF SOUTH BOSTON,
YOU KNOW, CARS ARE SPEEDING AT
GREAT LENGTHS.

AND HOW WILL THIS IMPACT
SCOOTERS ON L STREET OR ON EAST
FOURTH STREET OR EAST FIFTH
STREET WHAT ARE THE RULES OF THE
ROAD.

WITH ALL THE CRASHES AFFECTS
PEDESTRIANS, MOTORCYCLISTS AND
CYCLISTS, WHAT WILL THE IMPACT
BE ON VISION ZERO?

NO FATAL OR SERIAL CRASHES IN
OUR CITY.

I UNDERSTAND THE APPEAL OF THE
SCOOTERS.

I'M NOT OPPOSED TO IT.

JUST TRYING TO HELP ALLEVIATE
THE CONGESTION AND TRAFFIC WE
SEE IN OUR CITY AND REGION AND
REDUCE THE EMISSIONS AND
POLLUTION THAT COME FROM
VEHICLES THAT CONTRIBUTE TO
CLIMATE CHANGE AND SEA LEVEL
RISES.

THOSE ARE ISSUES THAT COUNCILLOR
WU AND COUNCILLOR O'MALLEY AND
THE CITY ADMINISTRATION HAVE
BEEN WORKING ON FOR A LOT OF
YEARS EFFECTIVELY.

WE ALSO MUST WORK OUR OTHER
QUALITY OF LIFE ISSUES AS WELL.
A LOT OF DETAILS TO WORK ON AS A
CITY WHEN IT COMES TO THIS
ISSUE.

IT'S A CONVERSATION CERTAINLY
WORTH HAVING.

THANK YOU VERY MUCH.

>> THANK YOU, COUNCILLOR FLYNN.

BEFORE I MOVE TO COUNCILLOR
ZAKIM, I WANT TO NOTE THAT
COUNCILLOR JANEY AND
ESSAIBI-GEORGE HAVE JOINED US.
COUNCILLOR ZAKIM?

>> THANK YOU, MADAM CHAIR.
I WANT TO BE VERY BRIEF HERE.
A LOT TO TALK ABOUT.
THIS SEEMS LIKE A GREAT IDEA AND
I WANT TO THANK COUNCILLOR
O'MALLEY FOR BEING PROACTIVE
BRINGING THIS BEFORE THIS BODY
SO WE CAN GET AHEAD OF IT.
ABOUT SIX YEARS AGO, MY FIRST
YEAR, WE WERE CHASING THE RIDE
SHARING INDUSTRY FOR A LITTLE
BIT OF TIME AND TRYING TO FIGURE
OUT THE BEST WAY TO MOTORCYCLE
THAT WORK IN THE CITY OF BOSTON.
GOOD TO BE PROACTIVE HERE.
I WANT TO SEE THIS WORK.
MY MAIN CONCERNS ABOUT THIS AND
I LOOK FORWARD -- I MAY HAVE TO
STEP OUT EARLIER.
I HAVE ANOTHER ENGAGEMENT.
IF FOLKS REPRESENTING THE
INDUSTRY MIGHT WEIGH-IN BY
WRITTEN TESTIMONY OR NOT ON WHAT
THEIR PLANS ARE AND HOW THEY
ADDRESS ACCESSIBILITY AND WHERE
THE VEHICLES WILL BE LEFT.
IT IS AN ISSUE ACROSS THE CITY.
THE NEIGHBORHOODS I REPRESENT IN
BEACON HILL, THE BACK BAY, WE
HAVE VERY CROWDED SIDEWALKS,
WHICH IS GOOD, BECAUSE A LOT OF
PEOPLE ARE THERE, PATRONIZING
OUR ESTABLISHMENTS, GOING TO
EVENTS, BUT CAN BE CHALLENGING
FOR PEOPLE WITH MOBILITY
IMPAIRMENTS AND CHALLENGING WITH
PEOPLE WITHOUT TO GET ACROSS
NEWBERRY STREET.
WE'VE BEEN BACK AND FORTH ON
SANDWICH BOARDS ON NEWBERRY
STREET AND THE FACT THAT THOSE
PROVIDE IMPEDIMENTS.
I'D SAY THAT FOR MY PEACE OF
MIND AND FOR HEARING HOW THIS
WILL WORK IN THE CITY OF BOSTON,
WHAT THE SORT OF STAFFING PLANS
ARE FOR THE FOLKS IN THE
INDUSTRY AND OTHER CITIES, HAVE
THEY ASSIGNED A FULL TIME PERSON
TO SOME OF THESE HIGH TRAFFIC
AREAS TO MAKE SURE THAT THEIR
VEHICLES ARE NOT BLOCKING THE
PATHWAY AND WHAT THE INTERACTION
IS GOING TO BE WITH OUR PARKING

ENFORCEMENT OFFICERS AT BTD.
THAT IS VERY IMPORTANT.
THIS IS INNOVATIVE.
IT GOES TO ADDRESSING ISSUES OF
CLIMATE, TRAFFIC, SAFETY IN THE
CITY OF BOSTON.
I WANT TO SEE THIS WORK.
WE CANNOT FORGET THAT THERE ARE
FOLKS THAT DO HAVE -- IT'S NOT
AS EASY FOR THEM TO GET AROUND
OUR CITY ALREADY AND WE NEED TO
MAKE SURE THAT WE'RE NOT PUTTING
MORE BARRIERS IN THEIR BOTH.
SO THAT'S WHAT I LOOK FORWARD TO
HEARING MORE ABOUT AND I WANT TO
THANK YOU, MADAM CHAIR.
>> THANK YOU, COUNCILLOR ZAKIM.
COUNCILLOR JANEY.
>> THANK YOU, MADAM CHAIR.
I ALSO WANT TO ACKNOWLEDGE AND
THANKS COUNCILLOR MATT O'MALLEY
FOR INTRODUCING THIS HEARING
ORDER.
I'M SOMEONE THAT BELIEVES DEEPLY
IN MAKING SURE THAT WE HAVE
EQUITABLE TRANSIT OPPORTUNITIES.
I RELY ON PUBLIC TRANSPORTATION
PRIMARILY.
I DON'T OWN A CAR.
SO MAKING SURE THAT WE'RE
SHARING OUR ROADS WITH PEOPLE
THAT WALK, PEOPLE THAT HAVE TO
TAKE THE T, PEOPLE THAT BIKE AND
CARS.
VERY IMPORTANT TO ME.
SO I SHARE THE CONCERNS THAT
COUNCILLOR FLYNN RAISED AROUND
SAFETY, BUT I ALSO WANT TO
ELEVATE EQUITY AS BEING AN
IMPORTANT PIECE OF MY
CONSIDERATION AS I THINK ABOUT
THIS FOR THE RESIDENTS IN MY
DISTRICT.
I RECENTLY HAD THE OPPORTUNITY
TO VISIT SEATTLE, AND THEY SEEM
TO BE KIND OF AHEAD OF THE GAME
IN TERMS OF MAKING SURE THAT
THEIR ROADS ARE SHARED.
THEY ACTUALLY HAVE TRAFFIC
SIGNALS FOR THE CYCLISTS.
IT WAS VERY EXCITING THERE.
I'M LOOKING FORWARD TO IN THIS
HEARING, THIS HEARING FROM THE
PANELISTS TO THINK ABOUT WHAT

THE OPTIONS ARE FOR US HERE IN BOSTON AND PARTICULARLY INTERESTED IN HEARING FROM ADVOCATES AND THOSE THAT ARE ATTENDING THE HEARING. SO THANK YOU AND LOOK FORWARD TO A GOOD DISCUSSION.

>> THANK YOU, COUNCILLOR JANEY. ALSO JOINED BY COUNCILLOR EDWARDS TODAY.

NOW COUNCILLOR ESSAIBI-GEORGE. >> THANK YOU, CHAIR AND THANK YOU TO THE MAKER FOR BRINGING US HERE IN A PROACTIVE WAY. EXCITED TO HEAR ABOUT THE WAY THAT WE CAN SUPPORT THE CHANGING MODES OF TRANSPORTATION IN THE CITY OF BOSTON AND HOW WE CAN MAKE SURE THAT THEY ARE ACCESSIBLE, THEY'RE SAFE AND USED RESPONSIBILITY AND THEN STORED RESPONSIBILITY. AND EXCITED ABOUT HEARING FROM NOT JUST OUR -- THE ADMINISTRATION BUT ALSO FROM THE ADVOCATES ON THIS ISSUE. THANK YOU.

>> THANK YOU, COUNCILLOR ESSAIBI-GEORGE. COUNCILLOR EDWARDS.

>> ALL RIGHT. WE'LL PROCEED WITH OUR ADMINISTRATION PANEL. YOU ALL KNOW THE DRILL. WE HAVE THE EXPERTS TO BACK YOU UP.

FEEL FREE TO MAKE AN OPENING STATEMENT. CHIEF?

>> CHRIS OSGOOD. WE'LL MAKE SOME OPENING REMARKS AND OUR ACTIVE TRANSPORTATION DIRECTOR. I'M GOING TO OFFER SOME BRIEF REMARKS IN THREE AREAS. ONE ABOUT MICRO MOBILITY IN GENERAL. SECOND, WHAT IS OUR REALLY MOST SUCCESSFUL SHARED MICRO MOBILITY PROJECT IN THE CITY AND THE REGION, THE BLUE BIKE PROGRAM AND TALK MORE ABOUT THE SCOOTERS IN GENERAL. IN TERMS OF MICRO MOBILITY,

CERTAINLY THE FOUR OF US IN THE ADMINISTRATION, YOU KNOW, OVERWHELMINGLY AGREE WERE THE OPENING STATEMENTS.

WE THINK WE HAVE HUGE TRANSPORTATION CHALLENGES AND OPPORTUNITIES IN FRONT OF US. GIVEN SOME OF THE PRIORITIES WHICH MANY OF YOU MENTIONED, PRIORITIES THAT ARE REALLY AT THE TOP FOR THE MAYOR, HOW WE MANAGE GROWTH IN THE CITY OF BOSTON, HOW WE CLOSE THE EQUITY GAPS THAT WE HAVE IN OUR CITY, HOW WE THINK ABOUT REDUCING EMISSIONS AND BECOMING MORE RESILIENT CITY AND A MORE RESILIENT REGION.

WE KNOW WE HAVE TO MOVE IN WAYS THAT COST LESS.

THAT'S WHAT WE'RE DOING IN THE ADMINISTRATION, ENCOURAGING ACTIVE TRANSPORTATION, SHARED TRANSPORTATION, WALKING, BIKING, MASS TRANSIT.

AND HOW SHARED MICRO MOBILITY WITH PLAY INTO THAT.

IN THE SHORT TERM, A LOT OF THE THINGS WE'VE TALKED ABOUT IS IMPROVING THE BIKE NETWORK, EXPANDING OUR INVESTMENT IN SIDEWALKS, BUS LANES.

TO YOUR POINT, COUNCILLOR O'MALLEY, WE WANT TO STAY ON THE CUSP OF WHAT IS INNOVATIVE. THE BIG CHALLENGES WE FACE REQUIRE NEW SOLUTIONS.

WE HAVE WITH THAT IN MIND, WE'RE CREATING A NEW MOBILITY POSITION AS WE SPOKE ABOUT BEFORE IN THE BOSTON TRANSPORTATION DEPARTMENT WHO WILL FOCUS ON HOW WE CREATE FRAME WORKS FOR EXPERIMENTING WITH NEW MOBILITY, MICRO MOBILITY PROJECTS.

WE EXPECT TO HAVE THAT PERSON ON BOARD BY THE END OF THE YEAR AND ONE OF THE POSITIONS FUNDED THROUGH THE CHANGE IN PARKING FINES WHICH ALL OF YOU SUPPORTED.

WE APPRECIATE YOUR SUPPORT FOR THAT.

THAT PERSON WILL PLAY A ROLE OF

GUIDING INNOVATION OF HELPING US
GUIDING INNOVATIONS, NOT JUST IN
GENERAL, NOT JUST SORT OF A
LABORATORY BUT HELPS US ACHIEVE
IT WITH YOU.

HELPING PEOPLE MOVE IN WAYS THAT
ARE BETTER FOR THE ENVIRONMENT,
SAFE ON OUR STREETS AND REALLY
RESULTS IN SORT OF ALL OF OUR
CONSTITUENTS MUST WANT.

THAT PERSON IS ALSO GOING TO BE
TASKED WITH THINKING ABOUT HOW
NEW MOBILITY INTEGRATES WITH THE
EXISTING SYSTEMS WE HAVE.

MOST NOTABLY THE MBTA AND THE
BLUE BIKE PROGRAM WE HAVE.

THIS IS REALLY THE KEYSTONE OF
MICRO MOBILITY PROJECT IN OUR
REGION.

IT IS THE FOURTH LARGEST --
STEPHANIE CAN CORRECT ME ON
THAT -- THE FOURTH LARGEST BIKE
SHARE PROGRAM IN THE NATION.
AS OF 2017 AND 2018, WE'VE BROKE
EVERY RECORD WE'VE HAD FOR BIKE
SHARE.

WE'RE UP TO 1.5 MILLION RIDES SO
FAR IN 2018.

BIKE SHARE IN BOSTON AND THE
BLUE BIKE PROGRAM WORKS SO WELL
BECAUSE IT MEETS WITH WHAT
YOU'VE TOUCHED ON.

DELIVERING QUALITY BIKES
AFFORDABLY PRICED, EQUITABLY
DISTRIBUTED AND ALLOWS US TO
CONNECT WITH PEOPLE IN GREAT
WAYS, WHETHER IT'S A COMMUTE
FROM THE SOUTH END TO THE BACK
BAY OR A COMMUTE FROM THE HOME
TO A MAJOR SUBWAY LINE OR KEY
BUS ROUTE.

EXPANDING THE PROGRAM AND
SUPPORTING THE PROGRAM IS THE
KEY OBJECTIVE FOR THIS
ADMINISTRATION, WHICH IS WHY BY
2019 WE EXPECT TO HAVE 300
STATIONS, 3,000 BIKES ACROSS THE
FOUR PARTICIPATING
MUNICIPALITIES OF BOSTON,
BROOKLINE, CAMBRIDGE AND
SOMERVILLE.

IT'S A GREAT EXAMPLE OF AN
EFFECTIVE MICRO MOBILITY PROGRAM
BUT AN EFFECTIVE REGIONAL MICRO

MOBILITY PROGRAM, ONE WORKING WELL ACROSS BORDERS AND GIVE US A TEMPLATE THAT WE CAN USE TO THINK ABOUT WHAT IS AHEAD. ALSO WHAT IS AHEAD, THE TWO DEVICES OVER MY RIGHT SHOULDER, WHICH ARE THE E SCOOTERS AND THAT IS WHY WE ARE PUTTING TOGETHER ESSENTIALLY A REGIONAL FRAME WORK THAT WOULD ALLOW FOR THE PILOTING OF E SCOOTERS ON OUR STREETS AS SOON AS THE SPRING OF 2019.

WE'RE DOING THAT WITH THE CORE TENANTS IN MIND OF CAN WE CREATE A PROGRAM THAT ALLOWS US TO PILOT THIS, MEET THE SAFETY OBJECTIVES YOU TOUCHED ON AND ALLOWS FOR E SCOOTERS TO BE ACCESSIBLE THROUGHOUT THE CITY OF BOSTON.

THAT CAN BE AFFORDABLY PRICED AND SAFE.

THESE ARE THINGS THAT ARE THE PRINCIPLES THAT WE SHARE.

AS WE BUILD THIS REGIONAL FRAME WORK, WE BUILD THIS SORT OF PILOT PROGRAM THAT AGAIN WE WOULD LIKE TO INSTITUTE IN 2019, JUST WANT TO FLAG AS YOU KNOW, THERE'S ONE SIGNIFICANT STATEWIDE HURDLE, THE MASSACHUSETTS GENERAL LAW.

THEY DESCRIBE THEM AS MOTORIZED SCOOTERS AND IN ORDER TO COMPLY WITH LAW, THEY HAVE TO HAVE BRAKE LIGHTS AND TURN SIGNALS. THEY HAVE TO OPERATE BETWEEN SUNRISE AND SUNSET, THE RIDERS HAVE TO HAVE HELMETS AND AND THAT THEY'RE ALL DONE IN THE NAME OF SAFETY.

IF THE VEHICLE TYPES, IF THEY DO NOT MEET MASSACHUSETTS GENERAL LAW, IT'S NOT SOMETHING THAT WE CAN PERMIT ON OUR ROADS.

THAT SAID, AS WE THINK ABOUT THIS REGIONAL FRAME WORK, THOSE FUNDAMENTAL OBJECTIVES THAT YOU TOUCHED ON, THE THINGS THAT WE'RE THINKING ABOUT IN THE PILOT PROGRAM THAT WE CREATE, HOW DO WE MAKE SURE THAT E SCOOTERS ON THE STREETS ARE

ACCESSIBLE IN EVERY NEIGHBORHOOD
IN THE CITY OF BOSTON, THAT THEY
REALLY REINFORCE FIRST MILE,
LAST MILE CONNECTIONS BETWEEN
NAKED -- NEIGHBORHOODS AND THE
NEIGHBORHOODS THAT MASS TRANSIT
CAN'T TOUCH AND THAT ARE NOT
SERVED BY A BUS ROUTE OR A
SUBWAY LINE THAT MEET AS
CONSTITUENT'S NEEDS.

HOW DO WE MAKE SURE FRANKLY THAT
E SCOOTERS OPEN OUR STREETS AND
IN PARTICULAR ON OUR SIDEWALKS
ARE STORED IN SUCH A WAY THAT
THEY'RE ACTUALLY NOT ONLY NOT AN
IMPEDIMENT BUT CAN IMPROVE OR
CAN MAINTAIN A HIGH PUBLIC REALM
AND PATH OF TRAVEL FOR EVERYBODY
ON OUR SIDEWALKS.

WE WANT TO MAKE SURE EVERYBODY
ON OUR SIDEWALKS IS ABLE TO
NAVIGATE EASILY THROUGHOUT OUR
ENTIRE CITY AND THAT IS THE
HIGHEST PRIORITY FOR US.

AS WE THINK ABOUT THE USE OF THE
VEHICLES ON THE ROAD, HOW DO
THAT UPHOLD -- WE'VE ALL BEEN
TALKING ABOUT OUR OBJECTIVE TO
HAVE ZERO FATALITIES.

SO WE LOOK FORWARD THROUGH THE
WINTER TO FRAME OUT THIS PILOT
PROGRAM AND WHAT IT WOULD LOOK
LIKE AGAIN WITH AN EYE TOWARDS
THE SPRING OF 2019.

WE LOOK FORWARD TO ENGAGING IN
THAT CONVERSATION AND APPRECIATE
THE FACT THAT YOU CALLED THIS
HEARING AND HEARING FROM THE
PARTICIPATING COMPANIES AS WELL
AS THE ADVOCATES AND
CONSTITUENTS ON THIS ISSUE.

IF THE COMMISSIONER HAS ANY
OPENING REMARKS, I'LL TURN IT
OVER TO HER AND THEN QUESTIONS.

>> THANK YOU, COUNCILLORS, FOR
ALLOWING ME TO SPEAK.

AS THE COMMISSIONER, I WORK
CLOSELY WITH THE OTHER
DEPARTMENTS TO ENSURE
ACCESSIBILITY OF THE CITIES
PROGRAMS, POLICY AND
INFRASTRUCTURE.

SO WE WORK TOGETHER EVERY DAY
NOT ONLY TO MAINTAIN THE QUALITY

OF LIE FOR BOSTON RESIDENTS BUT
WILLING TO IMPROVE IT.
BOSTON IS HOME TO 80,000
RESIDENTS WITH DISABILITIES AND
TENS OF THOUSANDS MORE
COMPUTERS, VISITORS AND TOURISTS
COMING TO OUR CITY WITH
DISABILITIES EVERY DAY.
ONE OF OUR BIGGEST PRIORITIES IS
TO MAINTAIN THE UNOBJECTIVE PATH
ON SIDEWALKS.
WE'VE WORKED FOUR YEARS TO
DEVELOP AN EQUITABLE SET OF
STANDARDS FOR SIDEWALKS CALLED
COMPLETE STREETS.
THIS IS FULLY IMPLEMENTED BY THE
PUBLIC WORKS DEPARTMENT AND
ADHERED TO BY THE BOSTON
TRANSPORTATION DEPARTMENT.
IN THESE GUIDELINES, YOU'RE
REQUIRED TO PROVIDE AN
UNOBSTRUCTED PATH OF TRAVEL.
BECAUSE TRANSIT ISN'T ALWAYS
ACCESSIBLE, SIDEWALKS ARE THE
MOST COMMON MODE OF TRAVEL FOR
PEOPLE WITH DISABILITIES.
EVERYBODY CAN USE A SIDEWALK AND
IT'S FREE.
WE SEE OBSTRUCTIONS ALL THE
TIME.
THERE'S A CITY THAT WE CAN
MITIGATE MOST OF THESE.
USUALLY THE WORK IS DONE BY
PUBLIC WORKS.
WE CAN CONTROL THIS WORK AND
MAKE SURE THAT WE MAINTAIN THE
PATH OF TRAVEL.
ONE OF OUR CONCERNS WITH THE
DOCKLESS BIKES IS THEY'RE OWNED
BY A PRIVATE COMPANY.
WE NEED TO PARTNER WITH THEM
MOVING FORWARD SO THAT WE CAN
ENSURE THE PATH OF TRAVEL IS
UNOBSTRUCTED.
THEY CAN BE LEFT IN THE MIDDLE
OF THE SIDEWALKS, NOT DOCKED TO
ANYTHING AS WE KNOW.
THESE POSE BARRIERS.
THERE'S PEOPLE THAT ARE BLIND,
WHO RELY ON PREDICTABLE ROUTES
AND CANE DETECTION.
BIKES LEFT IN THE RIGHT OF WAY
CAN INTERRUPT THE ROUTES AND
CREATE UNNECESSARY OBSTACLES.

PEOPLE WITH DISABILITIES AND
PEOPLE THAT ARE BLIND CAN'T MOVE
THE BIKES, CAN'T SEE THEM.
THEY CAN TRIP AND FALL AND WORSE
THAN THAT, HAVE A SERIOUS
INJURY.

THE BIGGEST THING I WANT TO
EMPHASIZE IS IN TODAY'S RAPIDLY
CHANGING WORLD WITH TECHNOLOGY,
WE SEE NEW TECHNOLOGY BEING
CREATED AND IMPLEMENTED SO
QUICKLY THAT WE HAVEN'T HAD A
CHANCE TO UNDERSTAND HOW IT
WORKS AND WHAT BARRIERS IT CAN
IMPOSE.

WE'VE SEEN THIS WITH UBER AND
AIR B&B.

THEY'RE PUT IN PLACE
INSTANTANEOUSLY BEFORE FIGURING
OUT ANYTHING ABOUT
ACCESSIBILITY.

PEOPLE STILL STRUGGLE TODAY TO
GET ACCESS.

OTHER THINGS WE HAVE TO BE
CONCERNED ABOUT, THE
ACCESSIBILITY OF THE SCOOTERS
AND PEOPLE RIDING ON THE
SIDEWALKS.

AS WE KNOW, SIDEWALKS ARE MEANT
FOR PEDESTRIANS AND WE'RE
CONCERNED ABOUT THE SPEED OF THE
SCOOTERS.

SO I'D URGE YOU TO PROCEED
SLOWLY AND THOUGHTFULLY AND TO
THINK ABOUT PEOPLE WITH
DISABILITIES AND EVERY ASPECT OF
THIS PROGRAM, WHETHER IT'S ON
THE SIDEWALKS, ON THE SCOOTERS
OR JUST BASICALLY PEOPLE THAT
ARE TRYING TO GET TO WORK,
TRYING TO GET HOME TO FAMILY,
TRYING TO GO SHOPPING AND WE
JUST NEED ACCESS TO THE
SIDEWALKS.

THANK YOU.

>> THANK YOU VERY MUCH.

SO WE'LL GO TO COUNCILLORS
STARTING WITH MATT O'MALLEY.

>> THANK YOU, COMMISSIONERS,
CHIEF DIRECTOR.

THANKS FOR YOUR WORK.

I'LL HOP INTO IT WITH YOU, CHIEF
OSGOOD.

YOU MENTIONED THAT YOU'RE

HELPING TO COORDINATE A REGIONAL
FRAME WORK.

WHERE ARE WE IN THAT PROCESS?

>> OUR TEAM HAS BEEN REALLY SORT
OF TAKING THE LEAD ON THAT,
HAVING CONVERSATIONS WITH THE
MUNICIPALITIES AND TALKING ABOUT
WHERE WE ARE IN THAT PROCESS.

>> SURE.

SO COUNCILLOR, THE WAY WE HAVE
THE FRAME WORK, THE ORIGINAL
SYSTEM WITH CAMBRIDGE AND
SOMERVILLE AND BROOKLINE.
WE'VE SEEN WHAT IS THE BEST
APPROACH TO TAKE COLLECTIVELY,
TO HAVE THE CONVERSATION AT THE
STATE LEVEL, THESE SCOOTERS,
WHEN THEY'RE OUT ON THE STREET,
MEET THE OVERALL GUIDELINES THAT
THE MUNICIPALITIES HAVE AGREED
TO SO THAT WE CAN ROLL THEM OUT
IN A SAFE AND EQUITABLE MANNER.
SO THOSE CONVERSATIONS ARE
TAKING PLACE NOW AND WE
ANTICIPATE THAT THEY'LL CONTINUE
AS WE SORT OF IMAGINE HOW THAT
WOULD WORK COLLECTIVELY AS WE
MARCH TOWARDS THE SPRING OF 2019
GOAL.

>> I APPRECIATE THAT.

WHAT IS THE TIMELINE IN TERMS
OF -- I GUESS, IT'S SORT OF A
MULTIFACETED APPROACH RIGHT NOW.
CHIEF MENTIONED ABOUT SOME LACK
OF CLARITY FROM THE STATE
LEGISLATURE OR FROM THE MASS
GENERAL LAWS AS IT RELATES TO
MOTORIZED SCOOTERS.

MANY PEOPLE WOULD ARGUE, I'D BE
ONE OF THEM, THAT SAID THAT WAS
WRITTEN DECADES AGO, TALKING
ABOUT A VESPA, A GASOLINE
MOTORIZED VEHICLE, THIS IS A
VERY DIFFERENT VEHICLE SO TO
SPEAK.

I KNOW SEVERAL STATE SENATORS
INCLUDING SENATOR BONCORE HAS
SAID THAT WE SHOULD REMOVE THAT,
THEY'RE WILLING TO DO
LEGISLATION THAT WILL CARVE OUT
ELECTRIC SCOOTERS FROM WHAT
WAS -- ADAPT THE LEGISLATION TO
SUCH.

THAT IS HAPPENING ON ONE SIDE.

THE OTHER SIDE, COMMISSIONER WORKING WITH YOUR COLLEAGUES IN BROOKLINE, CAMBRIDGE, COMING UP WITH SORT OF GOODLINES AND OVERSIGHT.

WHAT HAVE THE TIME LINE FOR THAT?

WILL THERE BE AN OPPORTUNITY FOR FOLKS TO WEIGH?

I GUESS HOW -- I'M DELIGHTED TO HEAR THAT YOU ALL SHARED THE GOAL THAT I HAVE TO HAVE A SPRING ROLLING OUT FOR AT LEAST A PILOT PROGRAM THAT IS DOABLE. WHERE ARE WE IN SORT OF THE TIME LINE FOR THAT OR THE PROCESS FOR THAT?

>> THEY'RE WORKING IN TANDEM. SO THAT'S A CONVERSATION TAKING PLACE AT THE STATE LEVEL TO SORT OF REVISE THE GUIDELINES AROUND WHAT IS AN ELECTRIC SCOOTER AND HOW THEY FIT INTO THE MOBILITY LANDSCAPE THAT IS REGULATED AT THE STATE LEVEL.

THE CONVERSATIONS ARE TAKING PLACE AMONG THE MUNICIPALITIES, THAT THEY WOULD BE ROLLED OUT ON A REGIONAL LEVEL AND THE MOBILITY OPTIONS WOULD BE AVAILABLE.

>> SO IS IT SAFE TO SAY BY DECEMBER WE'LL HAVE SOME SORT OF FRAME WORK AND FROM THERE BEGIN FINE TUNING IT IN JANUARY AND FEBRUARY?

>> I WOULD SAY THOSE CONVERSATIONS ARE TAKING PLACE NOW.

BE HAPPY TO CONTINUE TO KEEP YOU UPDATED AS THEY PROGRESS.

YOU'RE CERTAINLY -- IT'S A PROJECT THAT WE HOPE TO GET OFF THE GROUND IN THE SPRING THAT WOULD NEED TO ACCELERATE THE CONVERSATIONS NOW.

>> IS IT THE THOUGHT THAT WE WOULD PARTNER WITH A SINGLE VENDOR AS WE DID WITH BLUE BIKES OR THIS WOULD BE OPEN TO ALL, YOU KNOW, WOULD-BE COMPANIES, LEGITIMATE COMPANIES? LIKE THOSE THAT WE'LL HEAR FROM LATER?

OR HAS THAT BEEN DETERMINED
YESTERDAY?

>> WITH BLUE BIKES, THAT'S A
PUBLICLY OWNS TRANSPORTATION
SYSTEM.

THE BIKES AND STATIONS ARE OWNED
BY THE CITY OF BOSTON,
CAMBRIDGE, ET CETERA.

WE CONTRACTED FOR A SINGLE
OPERATOR TO MANAGE DAY TO DAY.
THAT'S DIFFERENT FROM WHAT WE'RE
GOING THROUGH HERE.

IN CONVERSATIONS WITH OUR
PARTNER MUNICIPALITIES
INTERNALLY AND WITH PEOPLE AT
THE STATE LEVEL, WE WOULD LIKE
IT TO BE MORE OPEN SO COMPANIES
COULD PROVIDE.

WE HAVE TO THINK ABOUT HOW MANY
AND WHAT THE RIGHT FRAME WORK IS
FOR THE PARTICIPATION.

>> BUT THAT'S -- THAT'S A GOOD
APPROACH.

I APPRECIATE THAT.

SO IT WOULDN'T BE LIMITED TO,
YOU KNOW -- WOULDN'T BE AN RFP
OR AN RFQ FOR ONE POTENTIAL
VENDOR, THIS WOULD BE MAYBE A
SET OF REGULATORY OVERSIGHT AND
GUIDELINES AND WE -- I'M SURE A
NUMBER WOULD HAVE TO BE PUT IN
PLACE.

THAT'S WHAT I BELIEVE SEATTLE
AND SOME OTHER CITIES DID.
RIGHT?

>> A LOT OF QUESTIONS ABOUT HOW
YOU ACTUALLY -- HOW YOU CREATE
A -- THEY'RE ALL THINGS THAT WE
WOULD BE WORKING THROUGH OVER
THE COURT OF THIS FALL AND THE
WINTER.

WE WOULD HAVE THAT SORT OF -- AT
THE STUDIO LEVEL CLARITY AROUND
THE AUTHORITY AND THE ACTUAL --
HOW WE IMAGINE DESIGNING THE
SYSTEM AND THEN MOVING INTO,
AGAIN, THIS IS SORT OF THE IDEAL
TIMELINE RIGHT NOW, LATE WINTER
AND SPRING AND HOW YOU MAKE
SELECTIONS, ISSUE PERMITS.
ALL OF THOSE PEOPLES.

THOSE ARE WHAT WE'RE TRYING TO
THINK THROUGH RIGHT NOW.

>> OKAY.

>> COUNCILLOR, A GOOD FRAME WORK IS THE DRIVE BOSTON PROGRAM. YOU REFERENCE THE SHARED MOBILITY FRAME WORK. WITH THAT PROGRAM, WE INITIALLY STARTED WITH MULTIPLE PROVIDERS AND THAT WAS THROUGH A PUBLIC OFFERING WITH COMPANIES COMING IN AND ASKING FOR SPOTS ON THE STREET AND OUR MUNICIPAL PARKING LOTS TO SHARE VEHICLES. THAT WAS A GOOD FRAME WORK AND A GOOD FOUNDATION FOR US GETTING INTO THE SHARED MOBILITY ARENA. >> SO THAT SEEMS TO MAKE SENSE. WHEN WE TALK ABOUT A PILOT, IT'S NOT AS THOUGH THESE ARE -- THE ATTRACTION OF THESE THINGS IS THEY'RE DOCKLESS. IT'S NOT LIKE SAYING WE'RE PILOTING THIS IN THE NORTH END OR WEST ROXBURY. SO THE LAST QUESTION AND YOU MAY HAVE ANSWERED THIS, WOULD IT BE A CERTAIN NUMBER THAT WE WOULD BE LOOKING AT? FOR EXAMPLE, X NUMBER OF SCOOTERS REGIONALLY OR IS THAT -- AND IS THAT A NUMBER THAT WE CAN BE SOMEWHAT DYNAMIC AN'T? >> WE WANT TO TALK ABOUT WHAT IS THE TRANSPORTATION ISSUE, THE SERVICE TO PROVIDE AND WHAT SCALE TO PILOT IT. TO YOUR POINT OF BEING MOBILE, YES, THERE'S THESE THINGS THAT WOULD MIMI -- MIGRATE THROUGHOUT THE CITY. WE HAVE TO MAKE SURE THATTER THAT NOT ENDING UP IN ONE CLUSTER AND ACCESSIBLE THROUGHOUT THE CITY. THAT'S SOMETHING THAT WE WOULD BE INTERESTED IN LOOKING AT. GOOD QUESTION. WHAT SCALE WOULD WE START WITH? WE WANT TO LOOK AT IT HOW OTHER MUNICIPALITIES STARTED AND WHAT IS THE THE RIGHT SIZE FOR OUR CITY TO LEARN WHAT THE RIGHT SIZE FOR OUR CITY TO SOLVE SOME OF THE MOBILITY CHALLENGES. >> THIS IS MUSIC TO MY EARS.

ONE OF THE REASONS WHY WE CALLED THIS HEARING, THERE SEEMS TO BE, YOU KNOW, TWO REACTIONS TO ELECTRIC SCOOTERS SPECIFICALLY. ONE IS THAT CITIES WOULD HAVE THIS PHOBIC REACTION, NO THEY'RE BANNED TO HAVING THEM FLOOD THE STREETS WITHOUT A SMART APPROACH TO IT.

SO IT SOUNDS TO ME AS THOUGH YOU FEEL CONFIDENT THAT BY THE SPRING WE'LL AT LEAST -- THE SPRING IS OUR SHARED DEADLINE TO WORK WITH NEIGHBORING CITIES AND TOWNS, THREE OF THEM, TO COME UP WITH A PLAN IN PLACE AND IS THERE ANY POTENTIAL ISSUE THAT COULD THWART THAT?

>> THE REASON THAT LANGUAGE IS IN THE MESSAGE IS TO ENSURE THE SAFETY OF THOSE RIDING.

THAT'S THE THING THAT WE WOULD LIKE FOLKS TO CONSIDER, AMENDING THAT LAW AND MAKE SURE ANYBODY USING THIS VEHICLE IS ACTUALLY -- HAS SOME SAFETY -- THE VEHICLE DESIGN WITH THEIR SAFETY IN MIND.

>> UNDERSTAND.

I WAS HEARTENED BY A RECENT GLOBE ARTICLE THAT SAID WE'RE NOT IN A POSITION OF POLICING THIS THINGS.

SO THERE'S AN OPPORTUNITY THERE. I'D ALSO SAY, PART OF THIS AS MY COLLEAGUES ARE SO INCLINED, WE COULD URGE ACTION AT THE STATE LEVEL TO ADDRESS THAT ISSUE.

MY LAST QUESTION, I WANTED YOU TO BE HERE FOR THIS HEARING, COMMISSIONER.

I APPRECIATE YOUR TESTIMONY. IT'S CRUCIAL THAT YOU HAVE A SEAT AT THE TABLE AT EVERY STEP OF THIS PROCESS.

CAN YOU TALK ABOUT NEW CHALLENGES -- WE'RE NOT REALLY TALKING ABOUT THE DOCKLESS BIKES SO FAR.

BUT IT'S AN ISSUE.

CAN YOU TALK ABOUT THE NEWER ISSUES?

YOU TOUCHED ON IT BRIEFLY IN YOUR OPENING REMARKS.

WAYS THAT WE OUGHT TO BE HYPER
FOCUSED ON MAKING SURE A WE HAVE
CLEAN ACCESSIBLE SIDEWALKS FOR
ALL.

>> YES.

THANK YOU.

SO LIKE I SAID, WE LOOKED A LONG
TIME TO DEVELOP THE STREET
GUIDELINES.

I HAVE STAFF IN MY OFFICE THAT
WORK WITH PUBLIC WORKS AND
TRANSPORTATION DAILY TO MAKE
SURE THE SIDEWALKS ARE A CLEAR
PATH OF TRAVEL.

I KNOW WITH THE DOCKLESS BIKES,
THEY CAN BE LEFT ANYWHERE.

MY REAL BIG CONCERN IS THAT
THEY'RE LEFT IN THE PATH OF
TRAVEL WHERE PIECES OF THEM
COULD BE STICKING OUT,
PARTICULARLY PEOPLE THAT ARE
BLIND.

THE WAY THE ROOTS ARE NOW
THROUGHOUT THE CITY, THEY'RE
PREDICTABLE.

SO PEOPLE THAT ARE BLIND KNOW
THE PATH.

THEY -- THE BARRIERS ARE
DETECTIBLE.

THEY'RE WITHIN CERTAIN
ARCHITECTURAL GUIDELINES.

SO THEY KNOW WHERE THE SIDEWALKS
ARE COMING UP.

IF WE HAVE BIKES EVERYWHERE,
THEY COULD BE -- A HANDLE BAR
COULD BE STICKING OUT, A WHEEL
COULD BE STICKING OUT.

PEOPLE WITH DISABILITIES ARE NOT
IN A POSITION TO MOVE THEM OR
WALK AROUND THEM BECAUSE TO GET
AROUND THEM THEY HAVE TO GO TO
THE STREET AND SQUEEZE BY.

RIGHT NOW THE STREETS CALL FOR
MINIMUM OF FOUR FEET OF CLEAR
TRAVEL.

WE MAINTAIN THAT WITH SNOW
SHOVELLING, TREE PITS,

EVERYTHING THAT WE DO NOW.

YOU TALK ABOUT NEW TECHNOLOGY.

THINGS LIKE UBER THAT WE ALL
KNOW THAT CAME IN LIKE A FURY A
FEW YEARS AGO AND WE HAD WORKED
REALLY HARD WITH THE CAB
INDUSTRY, THE TAXI INDUSTRY

BECAUSE THE CITY REGULATES THAT.
SO WE COULD WORK WITH THEM AND
SAY OKAY.

A CERTAIN PERCENTAGE OF THE FEE
HAS TO BE ACCESSIBLE.

WITH PRIVATE COMPANIES DOING
DOCKLESS BIKES, WE DON'T HAVE
THAT OVERSIGHT.

SO I WANT TO MAKE SURE THAT WE
GET IT IN THE BEGINNING.

WE KNOW IT'S COMING AND POPULAR.
BUT WE WANT TO GET AHEAD OF IT.
HIKE WITH UBER WE DIDN'T.

NOW UBER IS OUT THERE, TENS OF
THOUSAND OF VEHICLE AND NO
ACCESS FOR PEOPLE WITH
DISABILITIES.

WE WORK WITH THE TAXIS TO MAKE
SURE THAT THEY HAD ACCESSIBLE
CABS.

WE'RE TRYING TO CATCH UP WITH
UBER AND AIR B&B.

FOR A LOT 0 PEOPLE, IT'S
REPLACING HOTELS.

HOTELS HAVE ACCESSIBLE ROOMS.
AIR B&B DOESN'T TALK ABOUT
ACCESS.

WE HAVE TO TALK ABOUT IT.

WE WANT TO FIGURE IT OUT.

WE WANT TO PUT PARAMETERS IN
PLACE AS FAR AS WHERE PEOPLE
WITH DOCK BIKES AND CAN'T DOCK
BIKES.

IS IT A NEW POSITION IN THE
CITY?

HOW DO WE ENSURE THAT THAT
HAPPENS.

>> YES.

THANK YOU, COUNCILLOR O'MALLEY.
COUNCILLOR FLYNN?

>> THANK YOU, COUNCILLOR ONE.

THANK YOU TO THE PANELISTS.

I WAS CURIOUS ABOUT YOUR
COMMENTS ON HOW THIS WILL IMPACT
THOSE IN THE DISABILITY
COMMUNITY.

WE WANT TO BE A CITY THAT
WELCOMES ABOUT TECHNOLOGY ON THE
CUTTING EDGE OF TECHNOLOGY.

WE WANT TO MAKE SURE THOSE IN
THE DISABILITY COMMUNITY ARE
RESPECTED.

THAT'S FAR MORE IMPORTANT THAN
ANY OTHER ISSUE.

WE'RE PROUD OF THE HARD WORK THAT YOU HAVE DONE FOR THIS CITY FOR SO MANY YEARS.

CHIEF, I THOUGHT I HEARD YOU SAY THAT THESE SCOOTERS WOULD BE ALLOWED ON THE SIDEWALKS.

CAN YOU CLARIFY THAT?

>> THINK ABOUT ISSUES OF PARKING OR SORT OF WHERE A SCOOTER GETS PLACED AT THE END OF THE TRIP IS WHAT WE WANT TO WORK THROUGH IN OUR OVERALL FRAME WORK.

SOMETIMES THEY GET STORED IN THE FURNISHING ZONE OR OTHER SECTIONS OF A SIDEWALK THAT THEY CAN BE PLACED.

THAT'S WHAT YOU WANT TO WORK OVER THIS FALL AND WINTER.

AGAIN, WITH EXACTLY THE COMMENTS FROM THE COMMISSIONER, ABOUT WHAT THE RIGHT PLACE IS TO LEAVE A SCOOTER AT THE END OF ITS TRIP.

>> I WOULD NEVER BE IN SUPPORT OF SOMEONE USING A SCOOTER ON A SIDEWALK, OF COURSE.

YOU KNOW, THE STREETS, THE SIDEWALKS IN MY COMMUNITY IN SOUTH BOSTON AND CHINATOWN ARE ALMOST AT TIMES NOT PASSABLE FOR PEOPLE TO WALK ON NEVER MIND ADDING A SCOOTER.

>> MY APOLOGIES.

I DID NOT DRAW A CLEAR DISTINCTION WHERE YOU WOULD OPERATE IT AND LEAVE IT. THE QUESTION IS WHERE WOULD YOU LEAVE A SCOOTER AT THE END OF YOUR TRIP.

>> THAT'S IT.

WITH BLUE BIKE STATIONS, WE GO THROUGH AN EXTENSIVE REVIEW PROCESS THAT INCLUDES THE TRANSPORTATION DEPARTMENT AND THE PUBLIC REVIEW COMMISSION AS WELL AS THE COMMISSIONER'S OFFICE.

THERE'S A SIGN-OFF AS WELL AS WITH ANY ABUTTING PROPERTY OWNERS AS WELL.

FOR EXAMPLE, THE BLUE BIKE STATION ON FARRAGUT ROAD ON THE SIDEWALK, THAT WAS APPROVED NOT ONLY BY THE TRANSPORTATION

DEPARTMENT BUT BY THE PUBLIC
IMPROVEMENT COMMIT TO MAKE SURE
THERE'S SAFE ACCESS FOR ALL
INDIVIDUALS THAT NEED TO USE
THAT SIDEWALK FOR SAFE PASSAGE.

>> OKAY.

THANK YOU.

I'M ALSO CONCERNED ABOUT, YOU
KNOW OUR ELDERLY THAT HAVE A
DIFFICULT TIME AT TIMES
NAVIGATING OUR SIDEWALKS AS
WELL.

ESPECIALLY THOSE LIVING --
WHETHER IT'S IN PUBLIC HOUSING,
LIVING IN ELDERLY HOUSING.

JUST AS AN EXAMPLE, IF YOU'RE
GOING UP L STREET BY THE POWERS
OR IF YOU'RE ON THE OTHER SIDE
OF THE STREET ON L STREET GOING
TOWARDS BROADWAY FROM FOURTH,
IT'S -- THOSE STREETS ARE VERY
NARROW.

THERE'S POLES, ELECTRIC POLES IN
THE AREA.

IT'S BARELY PASSABLE FOR PEOPLE
TO GET BY.

SO I'M VERY CONCERNED ABOUT SOME
OF THOSE ISSUES.

I'M ALSO CONCERNED ABOUT, YOU
KNOW, THE ROLL-OUT.

I WANT TO MAKE SURE THAT WE'RE
100% SURE THAT THERE'S GOING TO
BE NO ISSUES AT ALL FOR THOSE IN
THE DISABILITY COMMUNITY BEFORE
WE ROLL OUT A PILOT PLAN.

I'VE CALLED FOR A HEARING I
BELIEVE NEXT MONTH ON ACCESS FOR
THE DISABLED.

THOSE ARE CRITICAL ISSUES.

I WANT TO MAKE SURE THAT WE
RESOLVE EVERY ISSUE BEFORE WE
EVEN ROLL THIS OUT.

PUBLIC SAFETY IS CRITICAL.

PEDESTRIAN SAFE IS CRITICAL.

MAKING SURE THAT OUR STREETS ARE
SAFE FOR THE ELDERLY, FOR THOSE
IN THE DISABILITY COMMUNITY.

WE SEE A LOT OF PARENTS WITH
BABY CARRIAGES AS WELL.

HOW WILL THAT IMPACT YOUR
DECISION MAKING?

>> WE AGREE THAT WE CANNOT ROLL
OUT A PROGRAM WHICH MAKES IT
HARDER FOR THOSE TO GET AROUND

THE CITY OF BOSTON.
IT'S THE OPPOSITE OF WHAT WE'RE TRYING TO ACHIEVE HERE.
I THINK YOUR QUESTIONS ARE ACTUALLY VERY IMPORTANT FOR US TO CONSIDER IN THE ORDINANCE PROCESS AND VERY GOOD QUESTIONS FOR THOSE THAT -- THE COMPANIES PROVIDING SCOOTERS IN THE CITY OF BOSTON.
PART OF THIS IS ABOUT THE FRAMEWORK AND THE RULES AND EXACTLY WHAT THE COMMISSIONER SAID, THE ENFORCEMENT IN PLACE AROUND THOSE AND PART OF IT AS WELL FOR POTENTIAL -- TO ENSURE ANY SCOOTERS OPERATED IN THE CITY OF BOSTON ACTUALLY MEET THE HIGH STANDARDS.
>> I WANT TO BE CLEAR TO THESE PRIVATE COMPANIES THAT, YOU KNOW, PEDESTRIAN SAFETY AND ACCESS FOR THE DISABLED HAVE TO BE FACTORED IN HERE.
AND, YOU KNOW, ALL COMMUNITIES, THE PEDESTRIAN PUBLIC SAFETY AND THE DISABILITY COMMUNITY, THEY HAVE ISSUES THAT SHOULD BE AT THE FOREFRONT.
THEY MUST BE TAKEN INTO CONSIDERATION.
I DON'T WANT TO ROLL SOMETHING OUT WHEN EVERYONE IS NOT ON BOARD.
I'M NOT AGAINST THIS.
MY TOP PRIORITY IS PEDESTRIAN SAFETY.
MY TOP PRIORITY IS ACCESS FOR THE DISABLED AND FOR THE ELDERLY.
I DON'T WANT TO ROLL ANYTHING OUT BEFORE WE'RE READY.
THANK YOU.
>> THANK YOU.
COUNCILLOR ZAKIM?
>> THANK YOU, CHAIR.
I WANT TO THANK OUR PANEL HERE.
I WANT TO REITERATE MY EARLIER COMMENTS THAT I THINK THIS IS A GREAT THING THAT WE SHOULD BE BRINGING TO THE CITY OF BOSTON AND DO IT THOUGHTFULLY AND COOPERATIVELY.
I THINK COUNCILLOR FLYNN JUST

SAID, YOU KNOW, MY CONCERN IS --
MY PARAMOUNT CONCERN HERE IS NOT
RUNNING INTO SOMETHING AND
HAVING ISSUES WITH ACCESS
ABILITY ON OUR SIDEWALKS.
SO I THINK THAT'S DOABLE.
IT SOUNDS LIKE OTHER CITIES ARE
DOING AND SOUNDS LIKE WE'VE BEEN
TALKING ABOUT LOOKING HOW THAT
IS.

I'M SURE WE'LL HEAR FROM SOME OF
THESE FOLKS IN THIS INDUSTRY ON
HOW THEY COOPERATED.

THIS BODY AND CERTAINLY THE CITY
OF BOSTON CAN'T ADVOCATE OUR
RESPONSIBILITY ON THAT FRONT.
IF WE NEED TO GET CHANGES IN THE
STATE LAW, WHICH IT SOUNDS LIKE
WE MAY NEED TO DO, I THINK WE
NEED TO THINK ABOUT WORKING FOR
THAT AND PARTNERSHIP WITH THE
MAYOR, WITH YOUR ADMINISTRATION
TO DO THAT.

THANK YOU.

>> THANK YOU, COUNCILLOR ZAKIM.
COUNCILLOR JANEY.

>> THANK YOU, MADAM CHAIR AND
THANK YOU, PANEL.

I ESPECIALLY APPRECIATE YOUR
COMMENTS AND YOUR PRESENTATION,
COMMISSIONER, HOW THIS COULD
POTENTIALLY IMPACT THE
DISABILITY COMMUNITY.

CERTAINLY SHARE THE CONCERNS OF
COUNCILLOR FLYNN AS I SAID
EARLIER AROUND SAFETY.

I'M WONDERING, CHIEF, IF YOU
COULD JUST KIND OF GIVE THIS
OVERVIEW OF WHO GETS TO USE OUR
SIDEWALKS NOW.

SO RIGHT NOW, IT'S NOT JUST
PEDESTRIANS, RIGHT?

CYCLISTS ARE ABLE TO RIDE BIKES
OR SIDEWALKS?

>> I'LL LET THE COMMISSIONER
SPEAK TO --

>> CYCLISTS ARE ALLOWED TO RIDE
ON THE SIDEWALKS ALTHOUGH WE
ENCOURAGE THEM TO USE THE BIKE
LANES IN THE CITY TO PROVIDE A
LOW STRESS NETWORK AND REDUCE
CONFLICT WITH PEDESTRIANS.

>> AND SCOOTERS, THE CURRENT
SCOOTERS ON THE STREETS, ARE

THEY ALLOWED TO RIDE ON THE
SIDEWALKS?

>> SCOOTERS LIKE MOTORIZED OR --
I ASSUME THE OTHERS THAT KIDS
USE CAN RIDE ON THE SIDEWALKS.

>> WHAT WE USE IS MOTORIZED
SCOOTERS THAT ARE THE VESPA
TYPE.

BY STATE NOW THEY'RE NOT ALLOWED
ON THE SIDEWALKS.

>> WHAT MOTORIZED EVANGELICS?
WHAT ABOUT SCOOTERS THAT ELDERLY
PEOPLE USE TO GET AROUND.

>> THOSE WOULD NOT BE CONSIDERED
MOTORIZED.

>> MOBILITY AID DEVICES HAVE
ALLOWED.

>> WONDERFUL.

ARE THERE SPEED LIMITS IN PLACE
OR ARE ALL VEHICLES SUPPOSED TO
ADHERE TO THE POSTED SIGNAGE OR
IS IT DIFFERENT IF YOUR A BIKE
OR MOTORIZED SCOOTER OR SOME
OTHER DEVICE?

>> WE DON'T HAVE SPEED LIMITS
FOR CYCLISTS, FOR BICYCLES.
IT'S A CONFUSING PROCESS AS IT
RELATES TO THE SIZE OF THE
ENGINE ON THE SCOOTER.

THAT IS REGULATED AT THE STATE
LEVEL.

THESE SCOOT ORS HERE AS FAR AS I
UNDERSTAND GO ABOUT 20 MILES PER
HOUR.

BUT I BELIEVE THAT ANY SORT OF
MILES PER HOUR LIMIT WOULD BE
PART OF ANY ORDINANCE OR
REGULATION ON THE CITY MUNICIPAL
LEVEL.

>> IS THAT SOMETHING THAT YOU
HAVE BEEN THINKING ABOUT?

>> THAT IS CERTAINLY SOMETHING
THAT WE'RE COGNIZANT OF,
PARTICULARLY WITH REGARDS TO
VISION ZERO AND THE PUBLIC
SAFETY PROGRAMS THAT LOWER SPEED
LIMITS.

GENERALLY SOMETHING THAT THIS
COUNSEL AND THIS BODY HAS
SUPPORTED, THE SPEED LIMIT FOR
MOTOR VEHICLES IN THE CITY OF
BOSTON IS 25 MILES PER HOUR.
SO ANY SPEED LIMITS AS RELATES
TO SCOOTERS WOULD BE FAR, FAR

LOWER.

>> ALL RIGHT.

TO BE VERY CLEAR, JUST TO BUILD ON WHAT COUNCILLOR FLYNN WAS SAYING EARLIER, WE'RE NOT TALKING ABOUT MOTORIZED SCOOTERS ON SIDEWALKS.

>> CORRECT.

>> WE'RE NOT.

>> AT ALL.

>> CORRECT.

>> IN THE STREETS.

IN TERMS OF ENFORCEMENT, I THINK THAT CAME UP EARLIER IN THE PANEL DISCUSSION OR ONE OF THE COMMENTS OF MY COLLEAGUES.

IS THERE CLARITY YET ON WHO WOULD BE ENFORCING SPEED OR WHERE SCOOTERS ARE BEING LEFT OR PARKED OR DOCKED?

>> BEFORE WE ISSUED PERMITS, THERE'S A NEEDLING ORDINANCE FOR THE BOSTON TRANSPORTATION DEPARTMENT ABOUT HOW WE WOULD MANAGE ELECTRIC SCOOTER PILOT. THAT WOULD INCLUDE SECTIONS THAT WE'RE WORKING THROUGH, WHO HAS THE RESPONSIBILITY, HOW DO THE PENALTIES WORK, CAN YOU IMPOUND, ALL OF THOSE THINGS TIED WITH ENFORCEMENT.

THAT'S WHAT WE'RE WORKING THROUGH RIGHT NOW.

>> WHICH TOWNS ARE YOU WORKING WITH?

>> RIGHT NOW CAMBRIDGE SOMERVILLE AND BROOKLINE. GENERALLY WITH NAPC AND WHATEVER COMMUNITIES IN THAT REGION THAT ARE INTERESTED IN WORKING ON SCOOTERS WITH US.

>> BY SPRING YOU HOPE TO HAVE WHAT IN PLACE, CHIEF?

>> WITHIN THE INTENT OF HAVING THE FRAME WORK IN PLACE BY THIS WINTER AND BE ABLE TO ISSUE PERMITS FOR A PILOT PROGRAM OR TO MOVE FOR TOWARD IN THE PILOT PROGRAM THIS SPRING.

>> OKAY.

THANK YOU.

THAT'S IT.

>> THANK YOU, COUNCILLOR JANEY. COUNCILLOR ESSAIBI-GEORGE.

>> WE HAVE --
>> I WANT TO ADD ONE FRAME OF REFERENCE.
PERSONAL MOBILITY DEVICES IN CLASS 1, 2 OR 3 AND CLASS 3 IS THE HIGHEST CLASSIFICATION OF POWERED MOBILITY DEVICE.
THE SPEED LIMITS ARE LIMITED TO UNDER SEVEN MILES AN HOUR JUST FOR REFERENCE.
>> I HAVE A FOLLOW UP REFERENCE. AND SO IF THEY'RE LIMITED TO 7 MILES PER HOUR, CAN THE DEVICE GO FASTER THAN THAT?
HOW FAST CAN THE DEVICES GO?
>> I BELIEVE A PERSONAL MOBILITY DEVICE IS UNDER THE FDA, SO THAT'S ALL REGULATED.
THEY'RE NOT BUILT TO GO FASTER THAN THAT.
I DON'T KNOW ABOUT SCOOTERS AND SEGUES AND OTHER THINGS.
>> THANK YOU.
>> COUNCILLOR ESSAIBI-GEORGE.
>> THANK YOU, CHAIR.
GAVE ME A MINUTE TO FINISH MY NOTES.
CAN WE TALK A LITTLE BIT ABOUT THE RESTRICTIONS STATE LAW MAY PRESENT?
>> THE STATE LAW RIGHT NOW HAS TWO DELVE NATIONS.
MOTORIZED BICYCLE AND MOTORIZED SCOOTER.
THE SCOOTER TALKS ABOUT THE E SCOOTERS HERE TODAY.
IT DOES REQUIRE CERTAIN THINGS AS THE CHIEF MENTIONED ABOUT TURNING SIGNALS, BRAKE LIGHTS, OPERATING HOURS, HELMETS.
THE REQUIREMENT TO HAVE A DRIVERS LICENSE.
THOSE ARE ALL ENSHRINED IN STATE LAW.
THEY APPLY TO THINGS THAT YOU STAND ON, THINGS THAT YOU SIT ON, THAT HAVE A CERTAIN ENGINE SITE.
DOESN'T MATTER IF IT'S ELECTRIC OR MOTORIZED.
AND MIGHT COME INTO PLAY IF WE WANT TO TALK MORE ABOUT E BIKES, FOR EXAMPLE.
AND THEN THERE'S MOTORCYCLES.

THEY'RE ALL ABOVE 50 CC
REGULATED BY THE REGISTRAR.
SO THEY'RE NOT -- THEY DON'T
NECESSARILY HAVE A LICENSE PLATE
OR TRACKABLE.

SO THE CHALLENGES THAT WE FACE
TODAY JUST TO START WITH, THOSE
THE -- A PERSON CAN'T JUST LOOK
AT A VEHICLE AND TELL IF THEY'RE
50 CC MORE OR LESS.

THAT'S THE TYPE SCOOTERS THAT
ARE PARKED.

BUT UNDERSTANDING WHERE THEY ARE
AND AREN'T ALLOWED IS AN ISSUE
I'D LIKE TO CLARIFY IN STATE
LAW.

I FEEL LIKE MULTIPLE ISSUES
SHOULD BE ADDRESSED IF WE'RE
GOING TO THE STATE LEGISLATURE,
NOT JUST TO ALLOW THESE SCOOTERS
BUT TO OTHERWISE CLARIFY A LOT
OF QUESTIONS THAT OUR
CONSTITUENTS HAVE ABOUT WHERE
THEY ARE AND AREN'T ALLOWED TO
PARK, HOW FAST THEY CAN GO, WHEN
THEY CAN DRIVE, ALL OF THOSE
THINGS.

>> I DO THINK THAT THE EDUCATION
PIECE IS IMPORTANT FROM THE
UNDERSTANDING FROM YOUR OFFICE
AND OUR ROLE, WHAT IS ALLOWED,
WE WE MIGHT LOOK TO MAKE ANY
CHANGES TO THAT AND BETTER
UNDERSTAND IT.

SO I APPRECIATE THAT AND LOOK
FORWARD TO THAT RODE MAP AHEAD
AND SORT OF WHAT THE PLAN WILL
BE GOING FORWARD INTO THE
SPRING.

>> THANK YOU, MADAM CHAIR.

>> THANK YOU, COUNCILLOR

ESSAIBI-GEORGE.

COUNCILLOR EDWARDS?

>> THANKS FOR BEING HERE TODAY.

I WANT TO PICK UP SOME OF THE
THINGS I HEARD WITH THE
COMMISSIONER.

I'M A BOARD MEMBER OF THE CENTER
FOR INDEPENDENT LIVING.

I'M SO ENCOURAGED BY MY
COLLEAGUES, THE QUESTIONS ABOUT
ACCESS AT ABILITY.

YOUR PROVEN LEADERSHIP IN

ASSURING THAT BOSTON IS A MORE ACCESSIBLE CITY.
SO I'M CURIOUS ABOUT -- MAYBE YOU CAN EDUCATE ME ABOUT SOME OF THE EYES IN WHICH WE CAN LEAD HERE IN WAYS THAT WE WILL DIDN'T LEAD WITH UBER AND AIR B&B.
I'M CURIOUS IF THERE'S AN ADVISORY GROUP THAT IS MEADING WITH THE COMPANIES AND LAYING OUT DISABILITY -- IF IT'S ACCESS ABILITY FOR THE DISABILITY IT'S ACCESS ABLE FOR ALL.
YOUR LEADERSHIP IS VITAL.
WHAT ARE YOUR THOUGHTS ABOUT AN ADVISORY GROUP THAT IS DIFFERENT FROM FOLKS IN THE DISABILITY

COMMUNITY THAT IS ALREADY HAPPEN SOMETHING EDUCATE ME.

>> THANK YOU.

THAT IS MY BIGGEST RECOMMENDATION, AN ADVISORY GROUP TO HAVE SOMEONE WITH ACCESS ABILITY KNOWLEDGE AND EXPERTISE ON THE GROUP.
WE DID THAT WITH THE ADVISORY COMMITTEE THAT THE MAYOR CREATED.
THAT'S WHY WE MADE PROGRESS WITH THE TAXIS.
WITH UBER, AS WE KNOW, COMMITTEES WERE BUILT AFTER IT WAS RUNNING.
STATE LEGISLATION HAPPENED AFTER IT WAS UP AND RUNNING.
WITH THE TAXIS, WE WERE ABLE TO DO IT MOSTLY BECAUSE IT WAS A PUBLIC WE ADD SOME CONTROL OVER IT.
WITH UBER WE DIDN'T HAVE CONTROL.
WITH DOCKLESS, WE DIDN'T HAVE CONTROL.
JUST TALKING ABOUT REGULATIONS WHERE IT WILL BE A REQUIREMENT BY ORDINANCE TO ONLY LEAVE THEM IN CERTAIN PLACES IF WE CAN -- AND I DON'T KNOW WHAT THE SOLUTIONS WOULD BE.
BUT CERTAINLY TO HAVE SOME SORT OF REGULATIONS THAT WOULD WORK FOR THIS TYPE OF BUSINESS. AND GENERALLY AMONGST COMMUNITIES AN ALSO

THERE'S A LOT FOLKS THAT DON'T TALK ABOUT IT BUT THERE'S A REAL DIVIDE OF INCOME LEVELS AND WHETHER YOU HAVE INCOME OR NOT CAN REALLY DETERMINE YOUR ENTIRE ACCESS TO LIFE SAVINGS SERVICES, LET ALONE.

I'M GLAD YOU LIKE THE THEME OF THE ADVISORY GROUP.

I HOPE IT ALSO ADDRESSED THE EQUITY ISSUES AND DIVERSITY ISSUES IN MAKING SURE THAT WHEN WE TALK, WE'RE TALKING FOR ALL AND THE OTHER THING, I'M NOT SURE HOW THIS WORKS RIGHT NOW, THIS COULD BE A GENERAL QUESTION, LANGUAGE ACCESSIBILITY AND UNDERSTANDING INSTRUCTIONS. I DON'T KNOW, I HAVEN'T LOOKED TOO CLOSELY AT SOME OF THE BLUE DOCKING STATIONS.

ARE THEY IN MORE THAN ONE LANGUAGE?

>> THEY'RE FULLY ENGLISH, SPANISH, FRENCH.

>> EXCELLENT.

I ASSUME THE SAME STANDARD WOULD BE REQUIRED IN THE PILOT PROGRAM AS WELL?

OKAY.

AND THEN I THINK ONE OF THE AREAS WHERE I FEEL THERE COULD BE A BOOM IN USE AND I'D LOVE TO HEAR YOUR THOUGHTS ABOUT THIS IS IN SCHOOL TRANSPORTATION.

I'M NOT SURE IF YOU NEED A LICENSE RIGHT NOW OR NEED TO BE 18 YEARS OLD TO USE ELECTRONIC SCOOTERS?

>> YOU NEED A DRIVER'S LICENSE. I'M SORRY, I GOT MINE IN MICHIGAN.

I HAVE TRANSPORTATION ISSUES. WOULD THIS BE CONSIDERED BY PARENTS OR FAMILY MEMBERS FOR THEIR KIDS TO GET TO SCHOOL? IS THAT SOMETHING WE WANT TO -- I DON'T KNOW.

IT SEEMS LIKE IT WOULD BE A WONDERFUL WAY OR A HORRIBLE WAY. YOU TELL ME.

I THINK IT'S A MODERATELY INDEPENDENT WAY TO GO SHORT OF DRIVING A CAR TO SCHOOL.

THEY COULDN'T DO IT FROM EAST BOSTON, THEY'D HAVE TO GO THROUGH THE TUNNEL.

WELL, WE'D WANT TO MAKE SURE THEY KNOW THEY CAN'T DO IT FROM EAST BOSTON.

I DON'T WANT TROUBLE RIGHT NOW BUT TALK TO ME ABOUT KIDS USING THESE THING AND POSSIBLY USING THEM TO GO TO SCHOOL.

>> I THINK THAT'S CERTAINLY SOMETHING WE'D NEED TO HAVE CONVERSATIONS WITH THE SCHOOL DEPARTMENT ON AS WELL AS WITH PARENTS.

HOW DOES A NEW MOBILITY OPTION FIT IN TO HOW WE ENDORSE FOR STUDENTS TO FILL THE GAPS IN OUR TRANSIT NETWORK.

SO SAFETY IS OUR NUMBER ONE PRIORITY AND SAFE INFRASTRUCTURE AND EQUITABLE ACCESS.

THE PUBLIC TRANSIT IS WHERE WE WOULD LOVE TO REALLY FORTIFY AND SUPPLEMENT OFFERINGS TO THE SCHOOL DEPARTMENT.

THERE'S KIDS TODAY RIDING BICYCLES TO SCHOOL WE SEE IT ALL THE TIME AND ENCOURAGE ACTIVE MOBILITY AND WE GO OUT TO SCHOOLS AND BRING THE BIKES AND HELMETS AND TEACH CHILDREN WHO HAVE NEVER BEEN ON A BIKE HOW TO RIDE A BICYCLE AND TAKE THEM AT THE CONCLUSION OF THE PROGRAM OUT FOR A RIDE IN THEIR NEIGHBORHOODS.

CLEARLY WE SUPPORT ACTIVE TRANSPORTATION.

WE WANT TO JUST ENSURE EVERYTHING WE ENDORSE IS DONE IN A SAFE WAY.

>> AND HOW WOULD YOU ENFORCE 16-YEAR-OLD IN HERE TO DO THIS.

>> THOSE ARE ALL ISSUES WE NEED TO PLAN INTO ANY PILOT PROGRAM WE OFFER WHETHER IT'S THROUGH PARTNERING WITH THE SCHOOL DEPARTMENT OR PUBLIC SAFETY AGENCIES.

AND ENFORCEMENT TAKES A MULTI-PRONGED APPROACH WITH THE PROVIDER AND THE TERMS WE AGREE TO AND TO THE END USER MAKING

SURE THEY OPERATE IN A SAFE WAY
ON OUR STREETS.
>> I'M CAUTIOUSLY OPTIMISTIC.
WITH YOUR LEADERSHIP I'M SURE WE
HAVE AN ADVISORY GROUP AND THE
COMMISSIONER WE'LL SEE BOSTON
LEAD IN A UNIQUE WAY LEARNING
FROM OTHER CITIES.
AGAIN, I THINK -- I WOULD HAVE
BEEN ON THESE THING IF I WAS 13,
14.
I WOULD HAVE LOVED IT.
IT LOOKS LIKE FUN, I'M NOT GOING
LIE.
I WANT TO MAKE SURE WE'RE DOING
THIS IN THE BEST WAY POSSIBLE.
THANK YOU FOR COMING OUT AND I'M
EXCITE ABOUT YOUR LEADERSHIP AND
THANK YOU FOR THE PILOT PROGRAM
AND MY COMPLIMENT TO THE DRAFTER
OF THE ORDINANCE.
MY COLLEAGUE, O'MALLEY.
>> LOOKING AT THE CONTRACT
YOU'RE LOOKING AT, OBVIOUSLY
THERE'S STILL NEGOTIATIONS WITH
NEIGHBORS, HOW LIKELY ARE YOU TO
HAVE NOT JUST DYNAMIC CAP BASED
ON USAGE THAT GOES UP OVER THE
TERM OF THE PILOT BUT
REQUIREMENT FOR EQUITY BUILT-IN
TO THE EXTENSION OF THE
INDIVIDUAL CAPS?
LOOKING AT THE IMPACT THIS HAS
ON OUR OTHER SHARED PROGRAMS
NOTABLY WE WANT TO MAKE SURE
THAT WHAT WE'RE DOING ACTUALLY
STRENGTHENS OUR OVERALL
TRANSPORTATION NETWORK.
>> HOW DO YOU DO THAT?
>> WE'RE HAVING THE CONVERSATION
HOW TO REBUILD A DYNAMIC CAP
THAT DOESN'T JUST LOOK AT A
SINGLE METRIC BUT REFLECTS THE
ASPIRATIONS AND WHAT WE'RE
TALKING ABOUT AND REINFORCES THE
CONCERNS WE HAVE ABOUT HOW THE
PROGRAM LIKE THIS WORKS WELL.
SO THERE'S WORK AHEAD OF TO US
FIGURE THAT OUT.
>> SO THERE BE SOME ANALYSIS OF
WHAT THE APPROPRIATE STARTING
NUMBER IS TO AT LEAST HAVE SCALE
TO GIVE IT A CHANCE TO WORK AND
THEN A LOT OF IT WILL BE

THINKING HOW DO ADJUST OVER WHAT PERIOD OF TIME?
ARE YOU LEARNING TOWARDS A MONTHLY INCREASE?
SIT A THREE-MONTH INCREASE.
WILL THE PILOT BE ONE PATCH AND THAT'S IT?

>>

>> WITH REGARD TO A RAMPED UP ROLL-OUT OF THE PILOT, PROBABLY AN APPROACH THAT WOULD TAKE AN ANALYSIS OF THE UTILIZATION AND WE'D WANT DATA AVAILABLE TO US TO INFORM OUR POLICY DECISIONS. WITH REGARD TO EQUITY, I WOULD ENVISION A PARTNERSHIP WITH SOME OF THESE PROVIDERS TO ENCOURAGE REBALANCING OF OUR OFFERINGS DISPERSED THROUGHOUT OUR NEIGHBORHOODS AND YOU SEE THEIR VERY POPULAR DOWNTOWN.

AS WE EXPLAINED TO THE NETWORK, WE EXPLAINED TO THE OFFERINGS OF THE PROGRAM WITH REGARD TO A PHASED APPROACH IN TERMS OF THE UTILIZATION SO WE CAN MAKE INFORMED DECISIONS THAT TAKE INTO CONSIDERATION OUR EQUITY.

>> SO WHAT ARE THE BASELINE EXPECTATIONS EACH COMPANY WILL SHARE THEIR DATA IF NOT DAILY AT LEAST IN REAL TIME?

>> OF COURSE, WE'LL HAVE A LOT OF DATA REQUIREMENTS.

>> ARE YOU THINKING IT WILL BE A ONE-YEAR PILOT, JUST UNTIL THE FALL WHEN A MORE NORMAL LAUNCH WILL HAPPEN JUST TO UNDERSTAND THE EXPECTATIONS?

>> WE'RE STILL IN CONVERSATION WITH THE REGION.

ANY PROGRAM THAT'S HERE FOR THREE MONTHS IS GOING TO BE HERE THREE MONTHS SO WE NEED TO BE THOUGHTFUL IN WORKING WITH OUR PARTNERS ON THAT BUT I THINK WE WOULD EXPECT SOMETHING THAT WOULD AT LEAST LAST THROUGH THE YEAR.

>> THROUGH THE END OF THE CALENDAR YEAR OR THROUGH THE YEAR FROM SPRING TO SPRING?

>> WE STILL HAVE TO TALK ABOUT WINTER, YEAH.

>> OKAY.

IN TERMS OF FEEDBACK AFTER
NEGOTIATIONS WITH OTHER
MUNICIPALITIES WOULD YOU HAVE A
MEETING FOR US TO WEIGH IN?

>> TO CREATE THE PILOT PROGRAM
THERE'LL BE AN ORDINANCE WE'LL
BRING TO YOU SO THERE WILL BE
ANOTHER OPPORTUNITY TO WEIGH IN
FOR COUNCIL.

>> AND THERE'S SOME THING THAT
WOULDN'T HAVE SOME CITIES DO
THING DIFFERENTLY AND SOME THING
THAT MAY BE UNIQUE.

I IMAGINE OUR ORDINANCE WOULD
LOOK SLIGHTLY DIFFERENT THAN
BROOKLINE OR SOMERVILLE.
WOULD YOU WANT A UNIFORMED SPEED
LIMIT OR UNIFORM RULES ABOUT
PARKING AND CURB-SIDE MANAGEMENT
AND HOW MUCH CAN BOSTON DO ON
ITS OWN?

>> THE ORDINANCE WOULD BE A BIT
BROADER.

I THINK WE'RE TRYING TO
ANTICIPATE AND IT SETS UP A
BASELINE FOR WORKING WITH
PARTNERS.

I THINK A LOT OF THE PIECES WILL
NEED TO BE SIMILAR.

WE DON'T WANT TO HAVE DIFFERENT
RULES AND DIFFERENT EXPECTATIONS
THAT USERS WON'T BE ABLE TO
COMPLY BY.

I THINK THERE'S A LOT OF
AGREEMENTS SO FAR WITH THE OTHER
MUNICIPALITY.

WE'VE BEEN TALKING ABOUT
SCOOTERS AT THE STAFF LEVEL FOR
THE ENTIRE CALENDAR YEAR
PROBABLY.

WE'VE CONTRIBUTE TO THE
GUIDELINES IN MOBILITY AND WE'RE
INVESTED IN A WAY THAT WORKS
REGIONALLY AND UNDERSTAND WE
HAVE A REGIONAL TRANSPORTATION
NETWORK IS THE CHOICES ARE THING
WE NEED TO AGREE ON TOGETHER.

>> SO GRANTING AUTHORITY TO
PROMULGATE SPECIFIC REGULATIONS
WITH THE ORDINANCE BEFORE THE
SPRING AND THE PILOT TO LAUNCH,
WILL IT BE IN RFP DO YOU THINK?

>> PROBABLY NOT.

HOW'S THAT WORK FOR COMPANIES?
ANYONE IS ALLOWED TO PUT IN A
CERTAIN NUMBER OF SCOOTERS IN?
>> IT'S SOMETHING WE'D LIKE TO
DO AND THINK ABOUT IT AS A
PERMIT AND WANT TO THINK ABOUT
REGIONAL PERMIT WORK SO EACH
MUNICIPALITY GOES WITH A
DIFFERENT VENDOR LIKE THAT
DOESN'T WORK.

WE'RE STILL REGIONAL AND SOME
HAVE NOT DONE THAT LEVEL OF
COORDINATION ON THIS ISSUE YET
SO SOME OF IT IS TRYING OUT
IDEAS TO COMMIT.

>> I WOULD HIGHLY ENCOURAGE
THINKING ABOUT AN R.F.P.
LIKE COMMISSIONER WAS SAYING
EARLIER ABOUT TAXIS AN R.F.P.
WOULD MAKE SURE COMPANIES HAVE
SUBJECT TO DIVERSITY AND
INCLUSION AND EQUITY IN CONTRACT
SOG THERE WOULD BE THE
REQUIREMENT TO SUBMIT A
DIVERSITY INCLUSION PLAN FOR THE
CITY TO UNDERSTAND WHAT THEIR
NUMBERS ARE IN TERMS OF STAFFING
AND WHO THEY'RE HIRING.
AND WHAT A SHAME IF WE CAN'T
HAVE ANY OF THAT NEW WEALTH
GENERATE AND KEPT IN OUR
NEIGHBORHOODS AS WELL AND
HELPING SOLVE INCOME EQUALITY.
THAT'S SOMETHING I WOULD REALLY
PUSH FOR.

SO CURB-SIDE MANAGEMENT.
WE TALKED ABOUT PARKING AND
LEAVING THE SCOOTERS OR BIKES --
SORRY.

ARE WE TALKING ABOUT DOCKLESS
BIKES OR BLUE BIKES AND ELECTRIC
SCHOOLERS?

>> WITHIN THE BLUE-BIKE SYSTEM
WE HAVE OPPORTUNITIES FOR NEW
TECHNOLOGIES AND WE HAVE PILOTED
WITH OTHER COMMUNITIES WITH SOME
SUCCESS AND SOME REALLY GOOD
SUCCESS ESPECIALLY AROUND THE
E-BIKE AND SOME CHALLENGES WE
WANT TO WORK THROUGH.

I DON'T THINK WE WOULD BE
INTERESTED IN HAVING A BIKE
SOLELY CAN BE PARKED WHEREVER I
THINK WE'D WANT IT TO BE LOCKED

TO SOMETHING TO MAINTAIN OUR
RIGHT OF WAY AND ACCESSIBILITY
AND THAT'S A PRODUCT WE'RE
WORKING ON.

FOR THE ORDINANCE IT'S
E-SCOOTERS AND BEYOND AND FOR
THE PILOT IT'S AROUND E-SCOOTERS
SPECIFICALLY.

ARE WE THINKING OF CONVERTING
PARKING SPACES TO -- ARE YOU
THINKING FIVE DRIVERS CYCLING
THROUGH VERSUS SEVEN TO NINE
TRIPS ON THE SCOOTER TIMES HOW
MANY SCOOTERS --

>> THESE ARE ALL THING IN FRONT
OF US FOR THE WINTER AND THE
PERMITTING PROCESS IN THE
SPRING.

>> WE'D TAKE A SIMILAR APPROACH
TO THE BLUE BIKE STATIONS SO
THEY'D BE STRATEGICALLY LOCATED
SO AS NOT TO IMPEDE THE SIDEWALK
ACCESS OR PEDESTRIAN ACCESS AND
LOOK AT COLLECTIVE MICRO
MOBILITY.

>> IT FEELS LIKE A LOT OF
PARALLEL CONVERSATIONS BEFORE
SPRING SO LET US KNOW HOW TO
SUPPORT OUTREACH FOR WAYS PEOPLE
CAN GIVE FEEDBACK BUT IT SOUNDS
LIKE ALL THESE STRANDS HAVE TO
COME TOGETHER FOR THE PROGRAM TO
TAKE OFF WELL.

OKAY, MOVING TO INFRASTRUCTURE
IN GENERAL.

ONE OF MY BIGGEST FRUSTRATIONS
IS THE BLUE BIKE STATION LOCATED
RIGHT WHERE IT'S A DANGEROUS
BIKE RIDE BECAUSE THERE'S NO
SAFE CYCLING INFRASTRUCTURE EVEN
AS YOU UNDOCK THE BIKE AND GO.
HOW IS THE INVESTMENT FROM THE
MAYOR IN THE LAST YEAR'S BUDGET
HOW WILL THAT LINE UP FROM THE
USAGE OF SCOOTERS?

>> THE TRANSPORTATION IS WORKING
ON EXPANDING THE BIKE NETWORK.
CERTAINLY AS WE THINK ABOUT
WHETHER THEY CAN START OR END
THEIR TRIP, HAVING THEM ON A
NETWORK WOULD BE SOMETHING WE'D
BE LOOKING AT.

AND THERE'S A SAFE, COMFORTABLE
ACTIVE WAY TO GET AROUND WITH

SAFE TRANSIT SYSTEMS LIKE THE BIKE NETWORK.
WE'RE FOCUSSED ON TRYING TO BUILD UP PROTECTING BIKE LINE AND TRACKS WHICH WOULD WORK WELL FOR BIKE SHARE PROGRAMS POTENTIALLY DEPENDING ON THE DIRECTION WE GO WITH THE SCOOTERS.

>> FINALLY ON RESIDENT PARKING REFORMS.

THIS IS A LOT OF ABOUT CURB-SIDE MANAGEMENT.

ANY PROGRESS OR NEXT STEPS IN THINK POTENTIAL CHANGES TO THAT?

>> IN EXISTING PARKING SPACE FOR SCOOTER STORAGE?

>> MAKING THE SYSTEM MORE EFFICIENT BY THINK ABOUT CHARGES OR MUCH-NEEDED IMPROVEMENTS

>> THERE'S BE AN OPPORTUNITY FOR ANY E-SCOOTER PROVIDER TO THINK HOW THEY INVEST ON THE INFRASTRUCTURE IN STREETS TO

IMPROVE THE OVERALL PUBLIC REALM AND IMPROVE THE NETWORK AND LOOK AT THE PERMITTING PROCESS TO SEE IF THERE'S CHARGES WITH USE OF THE STREET GOING BACK TO INFRASTRUCTURE FOR THE TRANSPORTATION DEPARTMENT OR BEYOND.

>> ANY CHANGES SINCE THE LAST HEARING OR DISCUSSION?

>> NOT THAT I'M AWARE OF.

>> NO.

>> THANK YOU.

>> DO MY COLLEAGUES HAVE FOLLOW-UPS?

COUNCILOR O'MALLEY.

>> I THINK MY COMMENTS SPEAK FOR THEMSELVES.

I'M EXCITED WITH THE OPPORTUNITY.

I THINK HAVING A PILOT IN PLACE BY THE FALL IS AN AGGRESSIVE BUT ACHIEVABLE GOAL AND OBVIOUSLY I SIT HERE READY TO WORK WITH ALL OF YOU MAKING SURE I CAN ADDRESS MANY OF THE CONCERNS AND I THINK MANY COLLEAGUES BROUGHT UP CONCERNS I CERTAINLY SHARE.
I THINK WE AS A CITY HAS AN

OPPORTUNITY TO LEAD AS IT
RELATES TO TRANSPORTATION.
I GUESS THE ONLY CONCERN I WOULD
HAVE IS THAT -- I'M PREFACE THIS
BY SAYING I THINK IT'S A SMART
APPROACH TO LOOK REGIONALLY
STARTING WITH THE FOUR WE SHARE
OUR PROGRAM WITH AND I THINK
THERE'S 15 CITIES AND TOWNS IN
GREATER BOSTON HAVE SOME SORT OF
A THING INCLUDING ELECTRIC
BIKES.

I KNOW MALDEN HAS THE BIKES.
IF WE ARE UNABLE TO COME TO AN
AGREEMENT WITH OUR THREE
PARTNERS, WOULD THAT THEN SHELF
THIS PROGRAM?

I'M LOOKING IN THE UNLIKELY
POTENTIAL EVENT WE'RE ABLE TO
COME UP WITH AN M.O.U. WOULD
BCHT GO ALONE -- BOSTON THEN GO
ALONE IN LOOKING FOR A PILOT
PROGRAM?

>> I DON'T THINK WE'RE NOT GOING
TO COME TO AN AGREEMENT.
WE WORK WELL TOGETHER FOR THE
MUNICIPALITIES AN WORK WELL WITH
OTHERS I THINK DON'T THERE'S
GOING TO BE AN ISSUE WHERE ANY
OF US GO ALONE.

>> I'M SURE THAT'S THE CASE BUT
AS I UNDERSTAND IT, INITIALLY,
HUB WAY WAS ONLY IN BOSTON.

>> BUT IT'S A DIFFERENT SYSTEM
AND IT'S A PUBLICLY OWNED
SOPHOMORE -- SYSTEM AND HAD TO
DEAL WITH PROCUREMENT AND OTHER
ISSUES NOT RELEVANT IN A WORLD
WHERE YOU'RE TRYING TO LEAD A
PRIVATE BUSINESS.

>> I THINK IT WOULD BE HARD NOT
TO WORK WITH THE OTHERS.
IT WOULD BE HARD FOR US TO GO
ALONG.

I THINK THEY WOULD INEVITABLY
HAVE SCOOTERS IN THEIR
MUNICIPALITIES AN WILL HAVE TO
THINK HOW TO BEST BUILD A SYSTEM
THAT WORKS WELL FOR ALL OF OUR
CONSTITUENTS.

WE'VE SEEN THAT CONSISTENTLY
WITH THE BLUE BIKE NETWORK AND
WE'RE FOCUSSED ON HAVING IT WORK
WELL FOR THE REGION FROM THE

START.

>> I DON'T MEAN TO DISSUADE YOU
OR CAUSE A FALSE PANIC.

I'M LOOKING AT A REGIONAL
APPROACH TO ALL TRANSPORTATION.
I JUST THINK IT'S SOMETHING WE
SHOULD BE MINDFUL OF BECAUSE IN
ORDER FOR THIS PO WORK, WE
NEED -- TO WORK WE NEED TO MAKE
SURE.

AND I APPRECIATE THE IDEA THIS
WOULD COME AS AN ORDINANCE TO
THE CITY COUNCIL.

AND THEN THAT WOULD GIVE US AN
OPPORTUNITY TO, AGAIN, HELP
RAISE PUBLIC AWARENESS AND
PUBLIC EDUCATION SO THANK YOU
FOR THAT.

THANK YOU, MADAME CHAIR.

>> COUNCIL JANEY OR ESSAIBI
GEORGE?

WHAT WOULD BE A REASONABLE TIME
TO GET A CHECK-IN FOR THE
COUNCIL THAT'S LATE ENOUGH
THERE'S MORE DETAILS BUT EARLY
ENOUGH TO STILL BE MEANINGFUL?

>> BY THE END OF THE CALENDAR
YEAR?

>> GREAT.

>> I THINK WE'D WANT AN
ORDINANCE DRAFTED SOON.

>> THANK YOU VERY MUCH.

I APPRECIATE YOUR TIME.

FEEL FREE TO STAY OR LISTEN TO
OUR OTHER PANELISTS.

AS WE SWITCH TO THE NEXT PANEL
WILL INCLUDE SCOL -- SCOTT
MULLEN AND POTENTIALLY SOMEONE
FROM SPIN.

THEY'RE PRESENT.

FEEL FREE TO DO THE SWITCH AND
COME DOWN TO THE COUNCIL FLOOR.
WHILE WE DO THE CHANGE WE'LL DO
ANOTHER CHUNK OF PUBLIC
TESTIMONY.

CURRENTLY THE ONLY PERSON SIGNED
UP FOR THIS NOW IS OLIVIA
RICHARDS.

OLIVIA, IF YOU'D LIKE TO MAKE
YOUR WAY TO EITHER THE PODIUM.

>> HI, MY NAME IS OLIVIA
RICHARDS.

I'M A RESIDENT OF BRIGHTON AND A
MEMBER OF THE BOSTON CHAPTER OF

NATIONAL ADAPTERS, DISABILITIES RIGHTS GROUP.
NO ONE IS A FAN OF THIS TECHNOLOGY IN MY COMMUNITY.
IT'S ANOTHER PIECE OF TECHNOLOGY WE'RE GETTING LEFT BEHIND ON.
I CAN'T USE IT.
MY FRIENDS CAN'T USE IT.
WHAT'S THE POINT.
IT'S LIKE UBER AND LYFT WHERE WE HAD TO KIND OF BULLY THEM AFTER INTO PROVIDING VERY MINIMAL SERVICE.
I GOT TO SEE THE BURDEN LINE SCOOTERS IN LIVE ACTION WHEN I WENT TO DENVER.
RIDER BEHAVIORS IS DIFFERENT THAN WHAT YOU THINK YOU CAN ORDINANCE AND LEGISLATE.
I SAW PEOPLE RIDING EVERYWHERE WITH VERY LITTLE HELMET USAGE.
I'VE ALSO GOT A CONCERN AROUND HOW QUIET THEY ARE.
IF YOU'RE COMING FROM BEHIND AND HAVE SOMEONE THAT'S BLIND OR LOW VISION, THEY DON'T KNOW IT'S THERE.
THEY COME WITH A BELL, BUT YOU HAVE TO REMEMBER TO USE IT.
THIS MAY OR MAY NOT HAPPEN WE HAVE THE SAME ISSUE WITH ELECTRIC CARS.
AND WE HAD THE SAME ISSUE WITH ELECTRIC CARS WHERE THEY HAD TO MAKE THEM MORE NOISY BECAUSE SOME PEOPLE COULDN'T HEAR THEM.
THE SCOOTERS ARE EFFICIENT.
THAT'S FOR SURE.
THEY WILL MAKE A GOOD OPPORTUNITY FOR THOSE WHO CAN USE IT TO GET AROUND, AND I'M NOT GOING BEAT A DEAD HORSE.
AT THIS POINT IT'S A HORSE ZOMBIE.
BUT THAT'S MY POINTS.
THANK YOU VERY MUCH.
>> THANK YOU VERY MUCH.
>> FOR A SECOND PANEL WOULD PLEASE COME AND TAKE A SEAT ON THE FLOOR.
>> MADAME CHAIR, THE PANEL'S ASSEMBLED I JUST WANT TO ACKNOWLEDGE THAT HANNAH SMITH WILL BE ON THE RECORD WORKED FOR

PRE FROM 2014 TO 2015 IN MY
JAMAICA PLAIN AREA.
>> DULY NOTED.E FROM 2014 TO 2015 IN MY
JAMAICA PLAIN AREA.
>> DULY NOTED.E FROM 2014 TO 2015 IN MY
JAMAICA PLAIN AREA.
>> DULY NOTED.ME FROM 2014 TO 2015 IN MY
JAMAICA PLAIN AREA.
>> DULY NOTED.
>> WELCOME AND IF YOU'D LIKE TO
INTRODUCE YOURSELVES AND
IDENTIFY YOUR AFFILIATION, YOUR
RESIDENCE AND FEEL FREE TO GIVE
AN OPENING STATEMENT.
LET'S START WITH HANNAH.
>> WITH MORNING, I'M HANNAH
SMITH A GOVERNMENT RELATIONS
MANAGER FOR BURG AS MENTIONED
FOR COUNCILOR O'MALLEY I WAS
PREVIOUSLY IN BOSTON AND
CURRENTLY BASED IN NEW YORK
CITY.
>> DON'T WORRY ABOUT HAVING TO
PUSH BUTTONS.
THEY'LL ADJUST AS YOU'RE
SPEAKING.
>> I'M A BIKE AND PEDESTRIAN
POLICY TEAM AT LYFT.
I LIVE ACROSS THE RIVER IN
CENTRAL SQUARE.
>> GOOD MORNING, AFTERNOON NOW.
I WANT TO THANK COUNCILOR CHAIR
FOR HAVING THIS MEETING AND FOR
HOST COUNCILOR O'MALLEY FOR
TAKING LEADERSHIP ON THIS.
MICRO MOBILITY IS A NEW THING.
I'M SCOTT MULLEN.
THE DIRECTOR EXPANSION FOR LIME
IN THE NORTHEAST AND I CAME IN
BY SCOOTER TODAY.
>> DO ANY OF HAVE YOU AN OPENING
STATEMENT?
>> IF THERE'S ANYONE FROM SPIN
HERE AS WELL WE PURPOSELY
INVITED EVERY EAST COAST VENDOR
AND IF NOT, THANK YOU, MADAME
CHAIR.
>> SO I HAVE TO SAY IT'S A
THRILL TO BE BACK IN THE
CHAMBER.
I'M NO STRANGER TO MICRO
MOBILITY IN BOSTON.
SPECIFICALLY WITH HUB WAY WHICH

IS NOW BLUE BIKES.
I WAS FORTUNATE TO SERVE FROM
2011 TO 2013 AS THE GENERAL
MANAGER OF THE SYSTEM.
I'M SEEING A LOT OF PARALLELS
WITH THAT TIME I'M SEEING NOW.
MEANING THIS IS ANYTHING NEW.
PEOPLE AREN'T QUITE SURE WHAT IT
IS.
THE SKY'S GOING TO FALL.
ALL VALID POINTS, RIGHT.
WE HAVE TO THINK HOW IS THIS
GOING TO FIT INTO THE NEW OR
HELP DRIVE THE NEW
TRANSPORTATION PARADIGM IN
BOSTON.
WE DO KNOW A NEW TRANSPORTATION
PARADIGM IS NEED.
WE HEARD COMMENTS FROM
COUNCILORS ZAKIM AND FLYNN
TALKING ABOUT HOW THE SIDEWALK
ALREADY DOESN'T WORK AND WE'RE
HEARING THAT FROM PUBLIC
COMMENTS AND WANT COME IN AND BE
SEEN AS A CATALYST FOR CHANGE.
WE KNOW DEDICATING 95% OF THE
PUBLIC RIGHT-OF-WAY TO THE
STORAGE AND PRIVATE VEHICLES IS
NOT WORKING.
WE KNOW THAT.
NOW, SCOOTERS MAY SEEM NEW, THEY
MAY SEEM WEIRD.
THEY MAY BE ODD.
IT'S IMPORTANT WE THINK ABOUT
THIS IN THE OUTCOMES WE WANT AND
NOT WHAT WE'RE TRYING TO
LEGISLATE THAT WE DON'T WANT.
THIS IS WHY THE POSITION OF OUR
COMPANY AND REALLY THE WAY WE
APPROACH CITIES IS
COLLABORATIVE.
I'VE BEEN RIDING A SCOOTER
AROUND CITY HALL SINCE APRIL AND
BRINGING IT TO EACH COUNCILOR
AND THEIR STAFF AND MADE IT
ALMOST ALL THE WAY THROUGH AT
THIS POINT AND IT'S IMPORTANT WE
GET AHEAD OF THIS AND SAY WHAT
DO WE WANT THE FUTURE TO LOOK
LIKE AND GET THERE TOGETHER.
I HEARD AS COUNCILOR O'MALLEY
SAID THE BIGGEST COMPLAINT WAS
WHY AREN'T YOU IN MY
NEIGHBORHOOD.

IT WAS HARD TO ANSWER THE STATIONS WITH \$50,000 EACH AND HEAVY INFRASTRUCTURE AND PRIVATE MONEY AND I KNOW MATTAPAN GOT THEIR FIRST STATION THREE YEARS AGO BUT SEVEN YEARS IN SAY LONG TIME TO WAIT BUT IT'S GOOD IT'S THERE.

AND MICRO MOBILITY AND NOT HAVING THE STRUCK, LYFT UP FRONT WAS ABLE TO SERVE NEIGHBORHOODS IMMEDIATELY THAT MAY NOT BE ABLE TO BE SERVED.

IN NO WAY IS BLUE BIKES BAD. WE'RE NOT HERE TO COMPETE BUT HERE TO EXPAND ON THE SUCCESS THEY'VE SHOWN.

YO -- WE KNOW THEY'LL INTEGRATE INTO THE FABRIC OF THE CITY AND BE SUCCESSFUL AND WE'RE LOOKING FORWARD TO WORKING WITH YOU TO GET TO THAT SPRING PILOT HOPEFULLY WHERE WE CAN SHOW WHAT THEY CAN DO.

THANK YOU.

>> THANK YOU.

>> I DID PREPARE A BRIEF STATEMENT AND ALL THE COUNCILOR MEMBERS SHOULD HAVE A DECK I BROUGHT WITH INDIVIDUALS.

GOOD MORNING.

I'M HANNAH SMITH A GOVERNMENT RELATIONS MANAGER AT BURG.

IF YOU GO TO THE THIRD PAGE IN MORE THAN 147B CITIES AROUND THE WORLD -- 100 CITIES AROUND THE WORLD WE'RE HELPING REDUCE TRAFFIC AND CARBON EMISSIONS.

IN ONE YEAR OF OPERATION WE'VE SEEN THE IMPACT BURG CAN HAVE ON THE CITY AND BELIEVE BOSTON WOULD BE NO DIFFERENT.

40% OF CAR TRIPS IN AMERICA ARE LESS THAN THREE MILES LONG. PEOPLE SHOULD NOT HAVE TO GET IN A CAR OR USE A RIDE-HAILING COMPANY TO MOVE A SHORT DISTANCE.

THE TRIPS ARE WORSE FOR TRAFFIC AND SOLUTION AND AVOIDABLE.

IT'S A PERFECT SOLUTION FOR ELIMINATING THE SHORT CAR TRIPS AND THE AVERAGE RIDE IS A MILE AND A HALF LONG.

WE LOOKED TO SAFETY AND CARS ARE THE MOST DANGEROUS VEHICLE ON ANY ROAD.

WE UNDERSTAND E-SCOOTERS ARE NEW AND REQUIRE A HARD LEVEL OF SAFETY AS COMMUNITIES ADJUST TO THEIR PRESENCE.

RESEARCH PROVES THERE'S SAFETY IN NUMBERS.

THE MORE NON-CAR VEHICLES SUCH AS SCOOTERS AND BIKES THE SAFER THEY'LL BE.

IN SHORT, THE FEWER CARS THE BETTER.

BURG WANTS TO MAKE IT EASIER FOR PEOPLE TO MOVE AROUND WHICH IS ONLY POSSIBLE WHEN SIDEWALKS ARE SAFE AND INCLUSIVE OF EVERYONE.

WE INITIATE THE SAVE OUR SIDEWALKS PLEDGE TO DEMONSTRATE OUR COMPANY'S INTEREST IN BEING GOOD PARTNERS AND MAKE SURE THE SERVICE IS RESPECTFUL OF THE PUBLIC RIGHT-OF-WAY.

THEY'RE INSPECTED EVERY NIGHT ENSURING OUR SCOOTERS AREN'T ON THE ROAD AT NIGHT WHEN COLLISION MORE LIKELY AND DO A DAILY PICKUP TO MAKE SURE THEY'RE PICKED UP TO REDUCE CLUTTER AND OUT OF THE PUBLIC'S RITE RIGHT OF WAY AND WE REMOVE VEHICLES WHEN THEY'RE UNDER UTILIZED TO MAKE SURE SUPPLY TRULY MEETS DEMAND.

AND THE SAVE OUR SIDEWALKS PLEDGE PLEDGES ONE DOLLAR PER VEHICLE PER DAY TO THE CITY GOVERNMENT TO MAKE AND BUILD MORE BIKE LINES AND INVEST IN THE INFRASTRUCTURE WE NEED TO MEET OUR SHARED GOALS OF GETTING CARS OFF THE ROAD AND PROMOTING ENVIRONMENTALLY FRIENDLY TRANSPORTATION.

WE FORMALIZED OUR COMMITMENT TO THE CITIES WHERE WE WORK WITH AND WILL SHARE DATA TO IMPROVE TECHNOLOGY TO BOSTON IS BEST SERVED BY BIRD.

IN ADDITION TO TECHNOLOGICAL SUPPORT, BIRD WILL PROVIDE ON THE GROUND SUPPORT THROUGH PERSON INTERACTION.

BIRD CAN HOST SAFETY EVENTS,
PARTNER WITH LOCAL BUSINESS
ORGANIZATION AND OFFER IN-PERSON
SUPPORT WITH OFFICIALS AS WE
CONTINUE TO SOLIDIFY OUR
PARTNERSHIP AND RECENTLY
LAUNCHED OUR BIRD WATCHERS
PROGRAM.

A TEAM OF LOCAL INDIVIDUAL WHO'S
PROVIDE ONTHE GROUND SUPPORT AND
READJUST PARKED VEHICLES WHEN
NECESSARY AND KEEP THE PUBLIC
RIGHT-OF-WAY CLEAR.

IT WILL BE A GREAT OPTION FOR
BOSTON ONE DAY.

THANK YOU FOR THE OPPORTUNITY TO
SPEAK ON BIRD'S BEHALF AND WILL
BE HAPPY TO ANSWER QUESTIONS.

>> I'M A SENIOR MANAGER OF BIKE
AND PEDESTRIAN POLICY AT LYFT
AND APPRECIATE YOU INVITING US
TO PARTICIPATE.

THANK YOU.

WE'RE EXCITE TO ENGAGE IN THE
CONVERSATION ABOUT DOCKLESS
MOBILITY IN BOSTON AND SHARE THE
GUIDING PRINCIPLES.

I IMAGINE SOME ARE SURPRISED BY
OUR RECENT GROWTH IN THE BIKE
AND SCOOTER BUSINESS.

IT'S WORTH SPENDING TIME
ADDRESSING OUR THINKING AROUND
THAT MATTER.

I HAVE SPENT MY CAREER WORK FOR
NON-PROFIT BIKE AND PEDESTRIAN
ADVOCACY OH -- ORGANIZATIONS.
I HOPE I CAN SHED LIGHT ON
PROVIDING THE WORLD'S BEST
TRANSPORTATION.

OUR VISION IS FOR CITIES TO WORK
AROUND PEOPLE NOT CARS AND THAT
MEANS INVEST IN INFRASTRUCTURE
FOR PROTECTED BIKE LANES,
CROSSWALKS AND PROTECTED BIKE
LINES AND LYFT LOOKS FORWARD TO
WORKING WITH TO YOU MAKE THEM
REALITY IN NEIGHBORHOODS ACROSS
BOSTON.

WE ALSO SUPPORT MORE OPTIONS FOR
HOW PEOPLE GET AROUND STREETS
AND CHOOSING THE HEALTHIEST AND
GREENEST AND MOST EFFICIENT MODE
OF TRANSPORTATION AS POSSIBLE.
BIKE, SCOOTERS AND TRANSIT CAN

SHARE THE LION'S SHARE OF SHORT TRIPS MORE EFFICIENTLY THAN CARS AND WE'RE EXCITE TO MEET THAT DEMAND EVEN FIT MEANS TAKING TRIPS FROM THE RIDE-SHARING BUSINESS.

FORWARD PRINCIPLES WILL GUIDE OUR APPROACH IN BOSTON AND THROUGHOUT THE COUNTRY.

EQUITY AND STREETS DESIGNED FOR PEOPLE, TRANSIT INTEGRATION AND ENVIRONMENTAL SUSTAINABILITY.

FIRST AND FOREMOST, WE'RE COMMITTED TO DEPLOYING BIKES AND SCOOTERS IN S -- NEIGHBORHOODS WHERE THEY'RE NEEDED MORE WHERE THE COST OF CAR OWNERSHIP CAN CURTAIL TRANSPORTATION AND WILL OFFER OPTIONS TO MAKE SURE ACCESS IS EQUITABLE AND FAIR AND PARTNER WITH ORGANIZATION TO HOLD US ACCOUNTABLE TO DELIVERING EQUITABLE SERVICE.

SECOND, WE SUPPORT RECLAIMING SPACE FOR PEDESTRIAN.

THE FULL PROMISE OF MICRO MOBILITY CAN ONLY BE REALIZED IF WE DEDICATE ENOUGH PROTECTED SPACE TO MAKE NAVIGATING THE STREETS ON TWO WHEELS OR TWO FEET AS NATURAL AS HOPPING IN A CAR.

WE BELIEVE IN INTEGRATING OUR BIKE AND SCOOTER SYSTEMS WITH PUBLIC TRANSPORTATION.

WE'RE DOING THIS ON THE GROUND IN SANTA MONICA SO THE FIRST AND LAST MILE CAN BE COMPLETED BY WITH A SCOOTER.

AND WE'RE ROLLING THE FUNCTIONALITY OUT IN THE COMING WEEKS AND MONTHS.

FINALLY, ENVIRONMENTAL SUSTAINABILITY SHAMES ALL OF -- SHAPES ALL OUR SYSTEMS AND WE ARE ONE OF THE LARGEST VOLUNTARY PURPOSES OF CREDIT OFF-SETS IN THE WORLD.

WE'RE KEEN TO EXPLORE THE POTENTIAL FOR DOCKLESS SCOOTERS AND MORE EXCITE TO OPEN A BIGGER DISCUSSION HOW MICRO MOBILITY OF ALL SORTS CAN HELP ACCELERATE THE PUSH FOR SAFER MORE

SUSTAINABLE STREETS.
BEFORE I WRAP UP, I'D LIKE TO
EXPRESS SUPPORT FOR THE
PUBLIC-PRIVATE PARTNERSHIP
THROUGH THE BLUE BIKE SYSTEM.
WE'VE AGREED TO ACQUIRE MOTIVATE
AND EXCITE TO EXPAND THE CURRENT
SYSTEM IN CLOSE COORDINATION
WITH BOSTON AND OTHER
MUNICIPALITIES AFTER THE
ACQUISITION PROCESS CONCLUDES.
WHEN IT COMES BIKES, WE'VE DONE
OUR RESEARCH AND TAKEN OUR TIME
CHOOSE PARTNER FOR THE WORK AND
THE REASON WE'VE CHOSEN TO
ACQUIRE MOTIVATE AND THEIR
SYSTEM IS BECAUSE WE BELIEVE THE
ONLY WAY FOR BIKES TO WORK IS
WITH THE DOCKED MODEL.
IT PROVIDES RELIABLE BIKE SHARE
SERVICE.

THIS MODEL'S WORKING AND WE'LL
INVEST ADDITIONAL RESOURCE TO
ACHIEVE OPERATIONAL EXCELLENCE
AND HIGH CUSTOMER SATISFACTION
AND INNOVATE HARDWARE TO STAY AT
THE CUTTING EDGE OF THE
INDUSTRY.

IN THE MEANTIME WE'RE EAGER TO
DISCUSS THE VALUE AND THINK OF
WHAT THE FUTURE OF MICRO
MOBILITY HOLDS FOR THE CITY.
THANK YOU FOR THE OPPORTUNITY TO
BE HERE.

>> THANK YOU, COUNCILOR
O'MALLEY.

I KNOW I INVITED SPIN.
HAVE THERE ANY OTHER ELECTRIC
SCOOTER COMPANIES THAT WOULD
LIKE TO JOIN THE PANEL.
I DON'T THINK SO BUT IN CASE I
MISSED ANYBODY.

THANK YOU ALL FOR YOUR
PRESENTATION AND FOR JOINING US
THIS AFTERNOON.

I GUESS BRIEFLY, WE'LL START
WITH YOU AND GO DOWN A COUPLE
QUESTIONS.

>> SO LYFT DOES OPERATE ELECTRIC
SCOOTERS.

WHICH CITIES ARE YOU IN AND
WE'LL DO GO DOWN THE LINE.

>> IT'S A NASCENT PART OF OUR
BUSINESS, IN DENVER AND SANTA

MONICA AND IN 10 MORE CITIES BY THE END OF THE YEAR.

>> I BELIEVE LYFT WAS GIVING FREE RIDES TO THE POLLS NOT LONG AGO IN CERTAIN CITIES.

THAT'S TERRIFIC.

>> WE'RE IN 100 CITIES WORLDWIDE AND WE'RE SUPPORTING EVERYONE IN THE ROOM.

>> I WOULD ASSUME IT'S NOT PROPRIETARY CAN YOU SHARE WHAT CITIES YOU ARE IN.

>> WE'RE IN SANTA MONICA FIRST AND SPREAD CALIFORNIA AND WORKING OUR WAY EAST IN PARIS AND TEL AVIV AND SOME AREAS IN EUROPE AND RECENTLY LAUNCHED IN MEXICO CITY AND HOPING TO COME TO MASSACHUSETTS SOON.

>> GREAT.

>> WE FOUNDED OUR COMPANY IN JANUARY 2017 AS LINE BIKE. WE REBRANDED ABOUT SEVEN WEEKS AGO TO LIME.

WE'RE BUILDING A MOBILITY COMPANY WITH MULTIPLE MODES. WE HAVE BICYCLES AND ELECTRIC BICYCLES AN SCOOTERS.

WE OPERATE -- I HESITATE TO GIVE A NUMBER BECAUSE IT PROBABLY CHANGED.

WE JUST LAUNCHED TWO IN NEW ZEALAND LAST NIGHT WHILE I WAS ASLEEP AND WE ARE ALSO IN MEXICO AND MOVED TO CANADA WEEKS AGO. I PERSONALLY LAUNCHES LANSING AND EAST LANSING AND MSU AND WE'RE MOVING QUICKLY BECAUSE PEOPLE RIDE THE VEHICLES AND IT'S VERY EXCITING.

WE'RE CURRENTLY OPERATING IN METRO BOSTON, AS YOU MENTIONED, ACROSS THE BORDER WITHOUT SCOOTERS NOW BUT WE'RE HAVING THE CONVERSATIONS AN WE HAVE 1,000 BICYCLES AS PART OF A REGIONAL COORDINATED NETWORK. IT WAS LAST FALL WE WERE AWARDED.

>> AND CAN YOU TALK A LITTLE BIT ABOUT -- AND HANNAH, WE'LL START WITH YOU AND EACH OF YOU WITH THE QUESTIONS, YOU TOUCHED ON IT IN YOUR OPENING ABOUT THE

BENEFITS AND A WANT TO BE CLEAR ABOUT THIS IN MY SUPPORT FOR NEW INNOVATION, TECHNOLOGY, PARTICULARLY AS IT RELATE TO TRANSPORTATION IS OF COURSE IT'S GOOD FOR THE ENVIRONMENT, WHICH IS IMPORTANT.

OF COURSE IT'S GOOD FOR EASING CONGESTION, WHICH IS IMPORTANT, AND OF COURSE IT'S GOOD FOR PUBLIC AND MENTAL HEALTH, WHICH IS IMPORTANT AND GOOD FOR SERVING TRANSIT DESERTS AND IT CAN VERY MUCH BENEFIT THE MUNICIPALITY.

HANNAH, YOU TALKED ABOUT SOME REVENUE SHARING OR SOME THING YOU'VE BEEN ABLE TO -- YOUR COMPANY HAS DONE WITH OTHER CITIES TO MAKE IT A STRONG AND PRODUCTIVE PARTNERSHIP.

>> IT'S A VERY EXCITING MARKET TO BE IN.

I'M SURE THE OTHER COMPANIES AT THE TABLE WILL AGREE.

SO THERE'S BEEN A FEW THINGS, FIRST WE SHARE REVENUE WITH THE CITIES WE OPERATE IN.

WE RECENTLY PART NERD WITH THE CITY -- PARTNERED WITH THE CITY OF SANTA MONICA AND WE'VE GIVEN AWAY OVER 50,000 FREE HELMETS IN OUR FIRST YEAR ALONE.

WE DO HELMET GIVEAWAYS WITH LOCAL COMPANIES AND SAFETY TRAINING AND OUR BIRD WATCHERS PROGRAM WHICH HAS BEEN A HUGE BENEFIT TO CITIES IN TERMS OF FLEET CITY AND OPERATION.

THESE ARE PEOPLE LITERALLY PATROLLING STREETS.

WE WORK WITH BTD OR SIMILAR SORT OF ENFORCEMENT TO MAKE SURE THE HIGH TRAFFIC AND HIGH-CRUNCH AREAS ARE WORKING AS SEAMLESSLY AS THEY CAN AND WE HAVE EMBASSIES THAT CAN COME OUT TO OTHER HIGH-PROFILE EVENTS AND I'M SURE SCOOTERS HOPEFULLY WILL BE IN HIGH USE BY NEXT YEAR.

THERE'S A LOT WE WANT TO CARE ABOUT THE CITIES WE OPERATE IN.

>> SANTA MONICA, IS THE REVENUE SHARING A DOLLAR PER DAY PER

VEHICLE.

WHAT'S THAT TRANSLATE TO?

>> IT CHANGES BASED ON FLEET SIZE BUT A COUPLE HUNDRED THOUSAND DOLLARS A YEAR FOR CITIES TO USE TOWARDS SHARE INFRASTRUCTURE.

>> COLLABORATION IS AT THE DNA OF OUR COMPANY AND SOMETIMES DO MONTHLONG GROUNDWORK TO SET THE TABLE FOR MAXIMUM IMPACT.

WE KNOW WE CAN'T HAVE THE BIGGEST MODE SHIFT UNLESS WE'RE WORKING WITH CITIES ON SHARED GOALS AND IT'S FUNDAMENTAL TO US.

WHEN CITIES -- IT'S INTERESTING. WHEN WE FIRST APPROACHED THE CITIES AROUND THE R.F.P. LAST YEAR WAS LIKE, WAIT, YOU'RE GOING TO BRING US FREE BIKE SHARE?

WE WERE JUST QUOTED \$700,000 FOR THE OTHER SYSTEM, WHAT DO YOU MEAN.

OUR SKIN IN THE GAME IS WE'LL BRING THE VEHICLES BECAUSE WE KNOW PEOPLE WILL USE THEM AND OPERATE THEM TO A HIGH STANDARD WITH EXPERIENCED PEOPLE BUT THE SKIN IN THE GAME FOR A CITY SHOULD BE TO BUILD THE INFRASTRUCTURE OR AT LEAST PILOT THE INFRASTRUCTURE.

WHEN IT GETS TO THE CONVERSATION NOW MOVING IN THE SPRING IS LIKE, WELL, WHAT ARE YOU GOING TO DO FOR US?

WE WOULD FUNDAMENTALLY SHIFT THE CONVERSATION AWAY FROM US COMING IN AND HAVING TO PAY CITIES TO BUILD INFRASTRUCTURE THAT OUR VEHICLES AND OTHER VEHICLES WILL THEN USE.

IT SHOULD BE A PARTNERSHIP THAT GOES BOTH WAYS AND WE NEED LOOK FIVE YEARS OUT AND WHAT WE'LL MOVE TO THAN A KNEE JERK

REACTION IT WENT ONE DOLLAR PER DAY TO \$300 A SCOOTER.

SO THE BARRIERS ARE FLOATING AROUND AND I ENCOURAGE WHEN WE TALK ABOUT PARTNERSHIP WE DON'T

TALK ABOUT MONEY EXCHANGING
HAND.

WE DON'T ASK FOR ANY FROM THE
CITY.

CERTAINLY PERMIT FEES ARE ONE
THING BUT WE GO DOWN A SLIPPERY
SLOPE HEARING A CITY WE WANT A
\$500,000 KICKER UP FRONT.

IT GETS IN THE WAY A LITTLE BIT
AND THE PARTNERSHIP SHOULD BE
AROUND SHARING THE DATA ON THE
300 MILLION TRIPS.

WE COLLECT ALL THE DATA AND HAVE
A DATA DASHBOARD OUR PARTNERS
HAVE ACCESS TO ON DAY ONE AND
CAN SEE WHERE THE VEHICLES ARE
GOING AND MAKE BETTER PLANNING
DECISIONS BASED ON THAT.

AGAIN, WHEN YOU THINK
PUBLIC-PRIVATE PARTNERSHIP LET'S
TAKE MONEY OUT THAT MUDDIES
THING AND KEEPS US TO WHERE WE
WANT TO BE TO A MORE SUSTAINABLE
FUTURE.

>> I THINK ONE OF THE REALLY
EXCITING OPPORTUNITIES ABOUT
MICRO MOBILITY IS CONNECTIONS TO
TRANSIT AND HOW WE USE THIS NEW
TRANSPORTATION OPTION TO BOLSTER
THE REALLY GREAT PUBLIC TRANSIT
SYSTEMS THAT ALREADY EXIST AND
AMPLIFY THE CAPACITY THEY HAVE
TO CARRY MORE PEOPLE AROUND
TOWN.

I THINK ALL THE OPERATORS
PROVIDE THAT SERVICE AND SOME OF
THE DATA COMING FROM CITIES IS
IMPRESSIVE ON HOW MANY TRIPS ARE
BEING MADE TO A BUS STOP OR
SUBWAY STOP.

LYFT CAN OFFER ADDITIONAL VALUE
IN CENT GRATED TRIP PLANNING AND
YOU CAN RESERVE A TRIP AND
RESERVE A SCOOTER AHEAD OF TIME
TO HAVE A SEAMLESS
TRANSPORTATION EXPERIENCE.

AND I THINK THAT'S SOMETHING
THAT CAN FURTHER MOTIVATE
PEOPLE --

>> ON THE MECHANICS TO THAT,
WILL A SCOOTER BE DELIVERED TO
THE BUS STOP OR HAVE TO PLAN THE
TRIP AROUND WHERE THE SCOOTER IS
BE.

>> THE IDEA IS THERE'S ENOUGH SATURATION THERE'S ALWAYS A SCOOTER AT THE BUS STOP BUT YOU HAVE TO VERIFY THERE'S ONE THERE WAITING FOR YOU BUT YOU CAN RESERVE IT AHEAD OF TIME TO MAKE SURE IT'S THERE AND MAKE IT EASIER TO EN INCENTIVIZE A PUBLIC TRANSPORTATION TRIP. MY BACKGROUND IS IN BICYCLE ADVOCACY AND PEDESTRIAN ADVOCACY.

WE WANT TO USE THIS MOMENT, THIS EXPLOSION IN RIDERSHIP ON BIKES AND SCOOTERS AS AN OPPORTUNITY TO ACCELERATE THE INFRASTRUCTURE YOU ALL ARE ALREADY BUILDING AROUND TOWN.

FURTHERING HOWEVER WE CAN WHETHER IT'S INVESTMENTS WHETHER IT'S DIRECT PAYMENT TO CITIES OR USING THIS MOMENT TO BUILD A MOVEMENT AND COLLABORATE WITH STAKEHOLDERS.

>> CORRECT ME AND I THINK YOU ALL SPOKE WITH THE PUBLIC GOOD AND WHAT COULD COME WITH THIS AND WITH BIRD SPECIFICALLY IN TERMS OF HELMET GIVEAWAYS AN REVENUE SHARES THAT CAN GO TO PARKS OR OTHER THING, WITH LIME IT'S MORE DATA SHARING AND PLANNING THING OUT AND WITH LYFT ALSO SOME SORT OF REVENUE UP-FRONT PAYMENT THAT WOULD THEN GO TO INFRASTRUCTURE FOR SCOOTERS, BIKES, ETCETERA. IS THAT A FAIR SUMMATION OF THAT?

>> I THINK SO. IT'S HARD SOMETIMES FOR CITIES TO TAKE MONEY. DOES IT REALLY FLOW THROUGH TO INFRASTRUCTURE. AND THERE'S OUTREACH IN THE COMMUNITY RATHER THAN US REINVENTING THE WHEEL AND WE HAVE A PROGRAM CALLED LIKE HERO WHERE USERS CAN ROUND UP AND DONATE TO A LOCAL ADVOCACY GROUP AT THE END OF THE TRIP EMPOWERING THE LOCALS RATHER THAN US DOING IT FROM ABOVE. AND SO THE FIRST PANEL IT WAS

GRATIFYING FROM MY PERSPECTIVE
TO HEAR THERE SEEMS TO BE A REAL
AGREEMENT AFOOT THIS OUGHT TO BE
PART OF OUR CONVERSATION AS IT
RELATES TO MICRO MOBILITY AND
THERE'S A DESIRE TO WORK
TOGETHER COLLABORATIVELY.
INITIALLY THE OTHER
MUNICIPALITIES ARE INVOLVED IN
OUR BIKE SHARE AND OUR MOTIVATE
PROGRAM AND PERHAPS AND
HOPEFULLY FROM MY PERSPECTIVE
LOOKING AT MORE OF THE 15
M.A.P.C. CITIES AND TOWNS AND IT
SEEMS THAT RATHER THAN DOING --
DIRECTOR SESKIN IT'S A CITY-RUN
PROGRAM WITH MOTIVATE IS THE
OPERATOR WHERE THIS IS DIFFERENT
WHERE IT'S BEING CONCEIVED AND
THIS PILOT PROGRAM WOULD BE
PERMITTED AND ALL COMPANIES
INTERESTED IN ABLE TO WORK SO
LONG AS THERE'S A SERIES OF
GUIDELINES WERE ABLE TO PARTAKE
AND -- THE WAY I UNDERSTAND A
CERTAIN NUMBER OF SCOOTERS
ALLOWED IN.
IS THAT A SYSTEM THAT GIVES ANY
OF YOU PAUSE?
DO YOU THINK IT'S A GOOD
APPROACH?
IS THAT WHAT OTHER CITIES HAVE
DONE?
FEEL FREE TO SPEAK HONESTLY AND
WE'LL START WITH YOU,
MR. MULLEN.
>> MY EXPERIENCE AFTER LAUNCHING
HUB WAY, NOW BLUE BIKES IN
BOSTON WITH 601 BIKES IN THE
FIRST -- 610 BIKES IN THE FIRST
YEAR WE EXPAND TO CAMBRIDGE AND
BROOKLINE AND SOMERVILLE.
REGIONALITY IS KEY.
YOU WANT TO MAKE SURE
EVERYBODY'S HAPPY.
I WOULD PUSHBACK ON ONE THING
DIRECTOR SESKIN SAID, IT'S
IMPORTANT TO CLASSIFY WHAT THE
VEHICLES ARE, MICRO MOBILITY IN
STATE ORDINANCE BUT NOT
NECESSARILY DICTATE WHERE THEY
CAN OPERATE.
EVERY CITY'S DIFFERENT.
CITIES WILL NOT WANT TO

PREEMMIVE -- PREEMPTIVELY WANT TO GIVE AWAY THEIR ABILITY.

>> AND THERE'S THOUGHTS ON WHAT YOU HEARD EARLIER TODAY THAT AN APPROACH THAT HAS WORKED WITH YOUR COMPANY ELSEWHERE?

ARE THERE CONCERNS OR BENEFITS TO IT?

>> YEAH.

GENERALLY I THINK IT'S THE MODEL BEING USED ACROSS THE COUNTRY. IT'S A GOOD WAY TO TEST OUT THE SERVICES AND MAKE SURE THE RIGHT STAKEHOLDERS ARE ENGAGED.

THIS OPENING DIALOGUE IS PART OF A BIGGER PROCESS OF COMING UP WAY BIGGER STANDARD TO ENSURE EQUITABLE ACCESS AND SUSTAINABILITY.

ALL THE GOALS THE CITY HAS TO MAKE THE PROGRAM SUCCESSFUL.

A BIG ENOUGH CAP TO GET RIDER SHORTSTOP NUMBERS UP AND PARITY BETWEEN THE COMPANIES BUT OVERALL THE PROCESS IS GOOD.

>> I THINK COUNCILOR WU, TO TALK TO SOME OF YOUR CONCERNS EARLIER ON REQUIRING EQUITY PLANS AND THE BENEFITS THOSE REALLY ROBUST R.F.P.s REQUIRE AND THE PERMITTING REQUIREMENTS ARE VERY SPECIFIC AND DO REQUIRE COMPANIES TO PROVIDE THE INFORMATION IMPORTANT TO YOU GUYS TO MAKE THOSE DECISIONS THROUGH THE LENS OF EQUITY AND ADVOCACY.

>> AND THEN I WANT TO BE RESPECTFUL TO MY COLLEAGUES. ONE MORE QUESTION THOUGH I THINK YOU'RE THE ONLY COLLEAGUE -- I'LL COME BACK.

>> I'M CURIOUS, SINCE WE HAVE YOU ALL HERE TO GET YOUR INPUT ON THE RULES THAT SHOULD GO INTO THE PILOT ROUND, WHAT DO YOU THINK THE SPEED LIMIT SHOULD BE?

>> WE CAP ALL THE VEHICLES AT 15 MILES-AN-HOUR INTENTIONALLY AND THAT SEEMS TO WORK WELL.

>> THAT'S 14.8 FOR OURS AND WE HAVE THE ABILITY TO GO DOWN. THEY'RE UPDATEABLE.

>> YOU'D BE ABLE TO CAP THE
VEHICLE AT A LOWER SPEED?
>> WE COULD CONTROL THAT.
>> IS IT TRUE [INDISCERNIBLE]
HAS BEEN TALKING ABOUT 12 OR A
LOWER NUMBER THAN 14?
>> WHAT'S YOUR BEST SUGGESTION
FOR WHAT MINIMUM SCALE WOULD BE
FOR VEHICLES TO HAVE A
SUCCESSFUL PILOT?
>> I THINK -- I'M HEARING A LOT
OF POSITIVE STUFF HAPPENING.
SATURATION'S A GREAT WORD AND
BEING ABLE TO DIAL BACK AND UP
AND DOWN AND DYNAMIC CAPS
MATTERS.
IF A CITY SAYS WE'LL TAKE THEM
BUT ONLY 500.
WHERE'S THE NUMBER COMING FROM?
IT HAS TO BE TIED TO SOMETHING
AND THE BEAUTY OF THE SYSTEM IS
THEY RESET EVERY ENTITLE AND
COME OUT THE NEXT DAY AND SO THE
ABILITY TO CONTROL AND RATCHET
UP OR DOWN --
>> WHAT NUMBER WOULD YOU SUGGEST
WE START AT?
>> IN BOSTON FOR THE ENTIRE CITY
WE'RE TALKING IN THE THOUSANDS
FOR VEHICLES.
>> DOES THAT SOUND ABOUT RIGHT
TO YOU ALL GIVEN YOUR OTHER
CITIES?
>> I THINK YOU GUYS GET THIS.
IT'S ALL ABOUT UTILIZATION AND
WE'LL LEARN MORE AS WE OPERATE
MORE.
THAT SEEMS ADEQUATE.
>> THE R.F.P. FOR THE REGIONAL
SYSTEM FOR BICYCLES IN THE 15
CITIES 5100 TO START AND 8900
FOR SATURATION IN METRO BOSTON.
THAT'S NOT EVEN IN THE DENSEST
PARTS OF DOWNTOWN I WOULD PUT IT
IN THE 5 TO 10 RANGE TO SERVE
AND THIS IS RELIABLE
TRANSPORTATION.
THIS ISN'T SELLING ICE CREAM
CONES BY FENWAY.
THIS IS GETTING FOLKS TO WORK
AND SCHOOL ON TIME.
>> IT'S ONE OF THOSE
COUNTERINTUITIVE BIKE SHARE
RULES.

THE BIGGER YOU MAKE THE SYSTEM
THE MORE PEOPLE WILL USE IT
GETTING TO A CERTAIN THRESHOLD
OF SCALE IS IMPORTANT.

>> ARE YOU WILLING TO WE MOVE
THE ABILITY FOR SCOOTERS TO BE
PARKED ON CERTAIN STREETS GIVEN
EITHER THEY'RE VERY NARROW OR
THERE'S CONSIDERATION ON THE
SIDEWALK OR --

>> WE HAVE WAYS TO CONTROL
PARKING AND GEOFENCING IS ONE OF
THEM.

WE'D HAVE TO WORK WITH THE CITY.
NOT OVER BLOCK WILL NEED A
PAINTED SPOT TO PUT SCOOTERS BUT
SOME ARE.

IN DOWNTOWN CROSSING FOR
EXAMPLE, IT CAN'T BE A
FREE-FOR-ALL BUT AS YOU MOVE OUT
TO OTHER NEIGHBORHOODS YOU'LL
MOVE THE POWER DOCK IF YOU'LL
MAKE IT DOCK-LIGHT AND ONLY PUT
IT HERE AND YOU HEARD ABOUT
FIRST AND LAST MILE.

THIS IS FIRST AND LAST 10 FEET.
AS LONG AS YOU LEAVE IT
RESPONSIBILITY YOU CAN LEAVE IT
WHERE THERE'S ENOUGH SPACE.

WE DO REQUIRE -- BEFORE YOU END
THE SCOOTER TRIP YOU HAVE TO
TAKE A PHOTO OF HOW YOU'RE
PORKING ON IT AND YOU'LL BE
JUDGED ON IT SO YOU WANT TO MAKE
SURE IT LOOKS AS GOOD AS YOU CAN
AND WE GAMIFY THAT AND EVERYONE
HAS ACCESS TO OUR FREE
SMARTPHONE APP AND SAY THAT'S
PARKED AND THAT'S NOT BUT WE'RE
GATHERING DATA TO TRAIN OUR
ALGORITHMS TO DO THAT ANALYSIS
FOR THAT.

AS WE SCALE TO 15,000 AND 5,000
VEHICLES WE DON'T HAVE ENOUGH
EYEBALLS TO LOOK AT ALL THE
PHOTOS SO WE WANT TO DO THE
INITIAL SCREEN BY COMPUTER AND
PUT OUR CUSTOMER SERVICE TECH ON
IT.

>> IT'S A LEVER TO PULL.
WE WANT TO MAKE SURE WE'RE
MAINTAINING THE UNOBSTRUCTED
SIDEWALK ACCESS AND EVERYTHING
ELSE WE CAN DO TO MAKE SURE ALL

PEOPLE ARE STREETS.
WE HAVE SIMILAR PROGRAMS.
WE HAVE AN APP TO ALLOW TO YOU
REPORT POORLY PARKED SCOOTERS
AND OUR BIRD WATCHERS ARE ON THE
GROUND AND WE'RE SEEING
INDIANAPOLIS HAS A GOOD DOCKLESS
PARKING SYSTEM THEY'VE DONE AND
NATIONAL'S DONE CERTAIN THING.
GEOFENCING IS ONE OF THOSE TOOLS
IN OUR TOOLBOX.

>> WE HAVE A FIELD STAFF TO MAKE
SURE THEY'RE PARKED SAFELY AND
EMPOWERED TO ACT QUICKLY TO GET
THEM OUT OF THE WAY AS QUICKLY
AS POSSIBLE.

>> CAN YOU EACH TALK ABOUT
DIVERSITY AND INCLUSION IN
STAFFING UP AND WHAT DO THE
DEMOGRAPHICS LOOK LIKE WHEN HAVE
HIRED AND IN OTHER CITIES DO YOU
HIRE LOCALLY, WHAT'S THE RACIAL
DEMOGRAPHIC MAKEUP OF YOUR
LEADERSHIP TEAM, ETCETERA.

>> THAT'S A GREAT QUESTION BUT
WE DO HIRE LOCALLY.

WE HIRE SOMEONE WHO KNOWS THE
MARKET BEST FOR THE REGIONAL
BIKE SYSTEM AT THE BORDER WE IS
SEVERAL SPANISH SPEAKERS WHO DO
OUTREACH AND BRANDED OUR
BICYCLES FULL-ON SPANISH OR IN
ENGLISH AND SPANISH.

UP HERE WE'VE DONE THAT IN THE
HARTFORD MARKET AS WELL BUT OUR
TEAMS RANGE FROM -- IF WE'RE
GOING TO PLOP DOWN A 300 SCOOTER
MARKET THAT'S 10 TO 12 FULL-TIME
JOBS INCLUDING MECHANICS AN
REBALANCING AND WE PARTIALLY
OUTSOURCE THE CHARGE.

IT GIVES US THE ABILITY TO
FLEXIBLY SCALE UP AND DOWN.
IF WE GET THE GO-HEAD TO GO TO
4,000, WE CAN'T HIRE ENOUGH
PEOPLE.

WE'RE FINDING THE LABOR MARKET'S
VERY TYPE.

FOR THE BASIC FUNCTION OF
CHARGING, WE'RE ABLE TO
OUTSOURCE THAT TO USERS WHO ARE
SUPPLEMENTING THEIR
TRANSPORTATION COSTS WITH TAKE
SCOOTER HOME AND CHARGING IT.

WE'VE MET WITH THEM AND GIVEN THEM THE PROPER TRAINING AND THE PROPER CHARGE AND IF THEY WANT TO SCALE UP TO 10 TO 12 SCOOTERS IT'S LIKE A SIDE HUSTLE BEYOND THE FULL-TIMERS WE ALREADY HIRE. >> WE DON'T HAVE OUR HIRING DEMOGRAPHIC DATA IN FRONT OF ME, I'M HAPPY TO FOLLOW-UP BUT WE DO TAKE DIVERSITY AND INCLUSION SERIOUSLY.

I'M AWARE OF THE REQUIREMENTS BOSTON HAS FOR SOME OF ITS PROGRAMS AND THAT'S SOMETHING WE'RE ALREADY THINKING ABOUT HERE.

>> DITTO, WE TAKE DIVERSITY AND INCLUSION SERIOUSLY AND HIRE LOCALLY IN ALL THE CITIES WE'RE OPERATING.

LYFT RECENTLY RELEASED ITS REPORT ON DIVERSITY AND CLUSE EFFORTS THERE'S A CONSCIOUS EFFORT FROM THE COMPANY TO HAVE DAYLIGHT AND ACCOUNTABILITY ON HIRING PRACTICE TO MAKE DECISIONS THAT REFLECT DIVERSITY AND INCLUSION.

>> CAN I ADD ONE MORE POINT BECAUSE IT GOES FAR BEYOND THE HIRE.

WHEN WE WERE LAUNCHING HARTFORD, CONNECTICUT IN JUNE OF THIS YEAR, WE HAD THE OPTIONS OF A FEW DIFFERENT WAREHOUSES, REALLY KEEP ONES BY THE AIRPORT SOUTH OF TOWN.

IF YOU CHOOSE THAT, SO WE CAN SAVE A BUCK ON THE LEASE COST, YOU'RE BASICALLY CONDEMNING ANYONE WHO IS WORKING FOR TO YOU HAVE A CAR.

THERE'S NO BUS THAT GETS THERE. WHAT WE END UP DOING WAS TAKING UP WAREHOUSE SPACE OFF THE FAST TRACK THAT SERVES MULTIPLE COMMUNITIES BACK TO DOWNTOWN HARTFORD AND DOWN THE OTHER END AND WE'RE PAYING MORE FOR IT BUT IT'S HOW HALF OF OUR STAFF GETS TO WORK EVERY DAY.

YOU HAVE TO THINK IN A LARGER ECO SYSTEM BUT I CAN FOLLOW-UP.

>> THE REASON I ASK IS BECAUSE

THE CITIES AND HANNAH REFERENCED
THE CITY'S RULES ARE COMPANIES
WE CONTRACT DIRECTLY WITH OR ARE
AN R.F.P. TO FORFEIT ANY
BUSINESS RELATIONSHIP ARE
REQUIRED TO SUBMIT A DIVERSITY
IN POLLUTION -- INCLUSION PLAN
AND PART OF THE EVALUATION OF
THAT PARTNERSHIP AND
RELATIONSHIP.

SO EVEN THOUGH THERE WOULD BE NO
DIRECT PAYMENT WE HOPE TO HAVE
YOU FUNCTIONING IN THE SAME ROLE
AS OUR OTHER CITY PARTNERS WOULD
BE AND THAT'S IMPORTANT FOR US.
I HOPE YOU HAVEN'T BEEN SITTING
THERE LONG.

SO WE'LL GO TO COUNCILOR CIOMMO
FOR QUESTIONS AND I KNOW
COUNCILOR O'MALLEY HAS A
FOLLOW-UP TOO.

>> THANK YOU FOR SPONSORING THIS
HEARING.

I HAD THE OPPORTUNITY TO MEET
WITH SOME FOLKS.

I GOT BRIEFED BY MY STAFF
EARLIER.

MOST THE IMPORTANT QUESTIONS
WERE ASKED ABOUT SIDEWALK
ACCESSIBILITY, CLUTTERING, ALL
THE ISSUES THAT WE DISCUSSED BUT
I THINK IT'S AN IMPORTANT
OPPORTUNITY FOR US TO ADD MORE
MODES OF TRANSPORTATION TO OUR
STREETS.

I WOULD VENTURE TO GUESS IT
WOULD BE DESIRABLE TO HAVE THEM
AND I WANT TO BE CAUTIOUS AND
I'M GLAD WE'RE OUT THERE -- IN
FRONT SO THANK YOU FOR
SPONSORING THE HEARING.

>> COUNCILOR O'MALLEY.

>> THE SCOOTERS ARE PICKED UP BY
OTHER STAFF AND THEY'RE CHARGED
OVERNIGHT AND TAKEN OFF CITY
STREETS -- DO CERTAIN CITIES OR
TOWNS

>> I'M THINK WHAT YOU WOULD NEED
TO BE UP AND OPERATIONAL AND
WOULD NEED A WAREHOUSE AND --

>> IF SOMEONE IS EMPOWERED FOR
COMMUNITY MANAGERS TO BE THAT
PERSON ON THE GROUND AND WE HAVE
BIRD WATCHERS ADDITIONALLY.

>> AND SAME WITH --
>> IT'S NOT NECESSARILY ONE
CENTRAL WAREHOUSE IN ONE PART OF
TOWN.
>> HAVE ANY OF YOU STARTED --
YOU DON'T HAVE TO SHARE THIS IF
YOU DON'T WANT TO BUT HAVE ANY
OF YOU STARTED LOOKING AT REAL
ESTATE?
>> WILL YOU ABLE TO PARTICIPATE
IN A SPRING PILE AT PROGRAM.
>> YES.
>> AND ABOUT A 10-PERSON STAFF
PER CITY.
>> FOR ABOUT 300 SCOOTER FLEET
IS 10 TO 12.
>> IT DEPENDS ON THE SIZE.
WE SCALE TO THE SIZE.
>> AND THEY ARE DEPLOYED BY THE
SAME MEMBERS THE NEXT MORNING
AND YOU WILL HAVE A GOOD IDEA
ABOUT WHERE THE DEPLOYMENT IS
NEEDED?
>> YES, WE'VE DOWN THE
GROUNDWORK TO TALK TO LOCAL
BUSINESSES BECAUSE IF WE'RE
GOING TO BE PUTTING SOMETHING IN
FRONT OF THEIR STORE, MOST ARE
VERY SUPPORTIVE BUT THEY AT
LEAST NEED TO BE AWARE AND THE
HOT SPOTS CAN SHIFT WITH DEMAND
AND TIME AND WE THINK IT SHOULD
BE HALF A BLOCK DOWN AND THAT
SORT OF STUFF.
>> IT'S A VERY DYNAMIC SYSTEM.
>> YOU CAN ADJUST IF THERE'S A
HIGHER NEED.
HAS THERE BEEN ANY -- CAN YOU
ESTIMATE THE NUMBER OF CAR TRIPS
THAT HAVE BEEN REPLACED --
REPLACED BY SCOOTERS IN THE
CITIES YOU'RE OPERATING IN?
>> WE ANALYZED THE FIRST YEAR OF
TRIPS WHICH WAS ABOUT 10 MILLION
TRIPS.
MAYBE HALF WERE SCOOTER AND NOW
WE'RE UP OVER 50% SCOOTER TRIPS.
28% CONNECTED TO TRANSIT AT THE
START OR END AND WE TRIED TO
ASSESS HOW MANY ARE CAR TRIPS
AND T.N.T.s.
WE'RE GOING TO DO A DEEPER DIVE.
THAT'S THE DRIVE IS GETTING CARS
OUT OF TOWNS BUT WITH SCOOTERS

THERE'S A LOT OF RECREATIONAL TRIPS BECAUSE THEY'RE FUN AND WE'RE SEEING A 5X FACTOR AND MANY MORE TRIPS AND MANY ARE REACTIONAL AND WE'RE DIVING INTO THE NUMBERS BECAUSE WE KNOW IT'S POWERFUL.

>> WE HAVE A RESEARCH TEAM WORKING ON GETTING HARD DATA FOR THAT PRESENTLY WHICH I'LL FOLLOW-UP ON WITH YOU ON. I KNOW FOR EVERY ONE MILE THE SCOOTERS TRAVEL THAT CARS DO NOT SAY -- IS A POUND OF CARBON EMISSION WE SAVE FROM BEING RELEASED TO THE ATMOSPHERE. IN THE FIRST YEAR WE BELIEVE WE SAVED 12.7 POUNDS OF CARBON EMISSIONS WHICH WE'RE THRILLED ABOUT.

>> WE DON'T HAVE EXACT NUMBERS EITHER BUT WE'RE LOOKING AT THE PERCENTAGE OF OUR RIDE SHARE TRIPS FOR INSTANCE THAT ARE ONE OR TWO MILES ARE VERY EASILY CAPTURABLE BY SCOOTER OR BIKE. SO OUR STRATEGY IS TO SHIFT OBVIOUSLY CAR TRIPS FOR VEHICLES AND WE WANT THEM OUT OF BOTH CARS AND WE SEE A HUGE OPPORTUNITY AMONG THE SHORTER TRIPS AROUND TOWN AS WELL.

>> I KNOW IT'S A NEW TECHNOLOGY YOU DON'T HAVE ANSWER TO IF HE QUESTIONS BUT I KNOW YOU HAVE SAID ELSEWHERE THERE'S INCENTIVES FOR LOW-INCOME RIDERS TO TAKE ADVANTAGE.

CAND -- CAN YOU EXPAND AND HOW IT CAN BENEFIT A LOW-INCOME PERSON OR LOW-INCOME PARTS OF THE CITY?

>> I THINK IT'S IMPORTANT. WHAT WE LEARNED WHEN WE DID OUR PILOT WITH BICYCLES IN MALDEN LAST FALL WE'RE SEEING TRIP PATTERNS THAT WE'D NEVER SEEN BEFORE.

THEY'RE START AT MIDNIGHT GOING DEEP IN THE INDUSTRIAL PARTS OF CHELSEA AND COMING BACK OUT AT 7:30 IN THE MORNING AND SEEING THE GATEWAY CENTER TO THE HOME DEPOT AND THERE'S SOME FOR THE

RESTOCK SHIFTS.

THERE'S POWER THERE AND DOCKLESS MOBILITY HAS ALWAYS BEEN SEEN AS ANOTHER OPTION FOR PEOPLE WITH OPTIONS AN IT'S THE MOST CONVENIENT FOR ME RIGHT NOW AND IT MATTERS YOU ARE ABLE TO SERVE THOSE WHO DON'T HAVE ANY OTHER OPTIONS.

WE HAVE A PROGRAM CALLED LINE ACCESS AND YOU CAN PAY -- KNOCKING DOWN THE TRADITIONAL BARRIERS OF SMART PHONE OR BANK ACCOUNT OR CREDIT CARD.

SOME PEOPLE DON'T HAVE ACCESS SO YOU CAN TOP YOUR ACCOUNT FOR \$5 TO GIVE YOU 100 TRIP CREDITS ON OUR PEDAL BIKES AND CREATE AN ACCOUNT WITH A PHONE NUMBER AND DO SMS TO UNLOCK THE VEHICLE.

>> \$5 WILL GET 100 TRIPS ON OUR CLASSIC PEDAL ACCESS.

WE EXPANDED THAT TO OUR 50% DISCOUNT OFF OUR E-BIKE AND ELECTRIC SCOOTERS.

>> ANYBODY ELSE WANT TO JUMP IN ON THAT?

>> SCOTT TOUCHED ON THE EQUITY ACCESS AND WE CAN GO WHERE INFRASTRUCTURE ISN'T AND ARE FLEXIBLE AND CAN FILL THE GAPS MORE SPECIFICALLY.

WE'RE SIMILARLY WORKING ON A TEXT TO ACCESS PROGRAM.

WE HAVE LOTS OF LANGUAGE ACCESS CAPABILITY AND THEN OUR ACTUAL PAYMENT STRUCTURE -- AND WE ONLY DO SCOOTERS BUT OUR FEE STRUCTURE IS 15 CENTS A MINUTE AND WAIVED FOR ANYBODY ON SOCIAL ASSISTANCE AND WE JUST ASK YOU MAIL SOME TYPE OF PROOF.

WE WILL APPLY THAT CREDIT TO YOUR ACCOUNT AND IT WILL BE THERE FOREVER, NO QUESTIONS ASKED.

WE ALSO DO THE SAME FOR VETERANS , IT'S CALLED OR RED WHITE AND BIRD PROGRAM.

>> I'M SURE YOU HEARD THE STATISTICS UPWARDS OF 40% OF A TYPICAL LOW-INCOME HOUSEHOLD CAN GO TO TRANSPORTATION.

THERE'S THE POSSIBILITY TO

ALLEVIATE THAT BURDEN.
THIS IS A HUGE OPPORTUNITY
ESPECIALLY IF YOU THINK BAY --
ABOUT A CAR COST \$10,000 A YEAR
TO MAINTAIN AND YOU CAN GET
UNLIMITED ACCESS.
>> FOR THE FIRST YEAR \$5
UNLIMITED BIKES AND SCOOTERS.
WOW, THAN FANTASTIC.
I HAVE A QUESTION AND THEN MY
FINAL COMMENT.
THE QUESTION BEING HOW DO YOU
WORK -- AND IF YOU CAN BE BRIEF
BECAUSE WE HAVE ONE MORE PANEL
TO GET TO WHEN YOU DEAL WITH THE
CITY'S CONSTITUENT COMPLAINTS.
WE HAVE A SYSTEM YOU ALL KNOW
CALLED 3-1-1 I'VE SEEN MANY
DOCKLESS BIKES AND HOW DOES IT
WORK WITH WORKING WITH OTHER
MUNICIPALITIES YOU MAY BE IN
WHEN A CITY IS ASKED FOR
ASSISTANCE IN CLEANING, CLEARING
OR MOVING SOMETHING, ETCETERA?
>> OUR TEAM CAN MOVE THE BIKES
AND SCOOTERS IN THIS CASE
SCOOTERS VERY QUICKLY SO THERE'S
A PHONE NUMBER LISTED ON EVERY
SINGLE DEVICE.
THERE'S IN-APP, A WAY TO
COMPLAIN WITH CUSTOMER SERVICE.
>> DO YOU WORK WITH CITIES?
IF THE CITY HAS A SYSTEM IN
PLACE WOULD THEY BE ABLE TO WORK
DIRECTLY --
>> YES, AND WE RESPOND TO THEIR
REQUEST AS QUICKLY AS POSSIBLE.
>> DOES IT EXIST CURRENTLY?
>> WE HAVE A WAY THE CITY CAN
CONTACT US AND DEPLOY
OPERATIONS.
>> GREAT.
>> I THINK SIMILARLY AND I'M
FAMILIAR WITH NEW YORK CITY
WHERE I'VE WORKED ON IT FROM THE
CITY SIDE, I BELIEVE WE ARE
BUILD PATHWAY THAT ALLOWS THE
COMPLAINTS WITH THE CITY AND THE
RIGHT LEVEL OF COMMUNICATION FOR
US TO DEAL WITH IT AND I THINK
SIMILARLY WE ASK FOR TWO HOURS
TO RESPOND.
ANY COMPLAINT IS TYPICALLY MUCH
QUICKER THAN THAT TO MAKE SURE

EVERYTHING IS WHERE IT'S
SUPPOSED TO BE WHEN IT'S
SUPPOSED TO BE THERE.
>> GREAT, THANK YOU.
>> WE ARE CURRENTLY INTEGRATED
IN 3-1-1 AND --
>> IN BOSTON 3-1-1.
>> WE DON'T OPERATE IN BOSTON
YET.
>> AND MY LAST QUESTION IS MORE
A STATEMENT.
I APPRECIATE THIS AND EXCITED
ABOUT THIS.
I THINK IF DONE WELL WE CAN
WRITE THE GOLD STANDARD IN
WORKING IN ADDRESSING THE
CONCERNS WHILE OFFERING THIS
VERY USEFUL TECHNOLOGY AND
SERVICE TO FOLKS THAT MAY VERY
WELL BENEFIT THE CITY AS WELL
FINANCIALLY AND OTHERWISE.
I GUESS MY LAST STATEMENT
QUESTION TO YOU ALL IS WHAT HAVE
BEEN SOME CHALLENGES THAT HAVE
HAPPENED THIS FAR WITH
MUNICIPALITIES.
IN OTHER WORDS, WE RIGHT NOW
WORKING WITH INCREDIBLY TALENTED
PEOPLE ARE WORKING WITH THEIR
PARTNERS AND OTHER CITIES AND
TOWNS TO CRAFT SOME GOOD
GUIDELINE LEGISLATION AND
OVERSIGHT, ETCETERA.
WHAT WOULD YOU CAUTION THEM TO
ADDRESS GOING FORWARD TO MAKE
SURE THAT WE DO THIS RIGHT AND
WE DO THIS WELL?
I'LL START WITH YOU.
>> I THINK GOOD EXAMPLES OF
LESSONS LEARNED ARE THE TOOLS WE
HAVE NOW.
WE GOT A LOT OF COMPLAINTS ABOUT
PILE-UP AND SCOOTER PLACEMENT
AND NOW WE HAVE THE BIRD WATCH
PROGRAM TO HAVE FULL-TIME
COVERAGE US FROM.
WE GOT A LOT OF REQUESTS AN
FEEDBACK ON HOW IMPORTANT AND
VALUABLE OUR DATA IS AND WE HAVE
AN ENTIRE TEAM WHO'S JOB IS THE
TO BUILD TECHNOLOGICAL TOOLS FOR
CITIES TO LEARN AND UNDERSTAND
THE DATA WE'RE COLLECTING.
I THINK SOME OF THE BEST AND

MOST IMPORTANT LESSONS LEARNED
HAVE ALREADY BEEN TALKED ABOUT
TODAY WHICH I'M THRILLED TO SEE
THE BIGGEST IS A DYNAMIC CAP.
CITIES ARE LEARNING THIS IS A
SYSTEM THAT BREATHES AND GROWING
AND OPEN TO FINDING THE BEST
WAYS TO REGULATE IT.

>> THANK YOU.

>> I THINK IT'S IMPORTANT A
SCOOTER LAYING DOWN IS A BAD
THING BUT NOT THE WORSE IN THE
WORLD BUT PUR -- PERCEIVED TO
BE.

WE TEND NOT TO HAVE OPERATIONAL
ISSUES BUT WE HAVE CULTURAL
ISSUES WHERE PEOPLE -- I'VE
RECEIVED THE OTHER DAY A
THREE-PAGE LONG LETTER THAT WAS
TYPED AND ABOUT OUR BIKES IN ONE
OF THE MUNICIPALITIES.

HAVE A VERY PASSIONATE PERSON
AND HAD VERY VALID POINTS.
IT'S AT THE POINTS I'M SEEING
ONE PER WEEK PARKED ABOUT A FOOT
OFF.

AND IT'S PERCEIVED TO BE AN
ISSUE AND WE'RE AT THE BEGINNING
OF THIS HERE.

DOCKLESS MOBILITY.

IT'S CLEARLY WE HAVE THE SYSTEMS
IN PLACE TO MITIGATE THE ISSUES
IF THE SCOOTER TIPS OVER THE
TEAM KNOWS THROUGH TIP-OVER
TECHNOLOGY AND ALL THAT BUT
WE'RE PUSHING CITIES TO HELP
WITH LEADERSHIP AND SAY THIS IS
THE FUTURE.

WE'RE GOING HERE AND PARTNERING
ON THOSE GOALS AND MEASURING
THEM AND COMMUNICATING THEM
PROPERLY TO THE PUBLIC.

BECAUSE AGAIN IN THE AGE OF
SOCIAL MEDIA ONE BAD PARK JOB
BECOMES 50,000 VIEWS AND IT'S
IMPORTANT WE GET THIS RIGHT AND
WE LARGELY ARE.

WE'RE NOT SEEING ANY
OVERWHELMING ISSUES.

THIS IS A GREAT START FROM
MICROMOBILITY AND WE'RE THRILLED
TO HAVE THE CONVERSATIONS.

>> I THINK ONE AREA THAT WE'RE
REALLY EXCITE ABOUT IS PROVIDING

EQUITABLE ACCESS.

I THINK WHEN WE'RE THINKING
ABOUT SCOPING THE SIZE OF THE
SERVICE AREA BEING THOUGHTFUL IN
IN INCLUDING SOME CITIES.
IN SOME CITIES THE CITIES ARE SO
SMALL IT REPLICATES SOME AREAS
AND EXPANDS AND BEING THOUGHTFUL
WITH THE AREAS THAT NEED US MOST
WITH THE AREAS WITH THE GREATEST
SHORT-TRIP POTENTIAL.