

; ; 02/26/19 2:18 PM ;
;;;BOSTON CITY COUNCIL
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test caption

TEST GOOD AFTERNOON,
MY NAME IS CITY COUNCILOR
MICHAEL FLAHERTY, I AM JOINED BY
COUNCILOR MATT O'MALLEY,
CHAIRMAN OF THE GOVERNMENT
OPERATIONS COMMITTEE AND HERE TO
DISCUSS 0209, AN ORDINANCE
ESTABLISHING THE AUTHORITY OF
THE BOSTON TRANSPORTATION
DEPARTMENT TO REGULATE SHARED
MOBILITY BUSINESSES.

>> THIS ORDINANCE SEEKS TO
CREATE A FLEXIBLE LICENSED
STRUCTURE THAT ALLOWS THE CITY
TO REGULATE BUSINESSES OFFERING
VEHICLES AND SMALL VEHICLES FOR
RENT HONESTY STREETS AND
SIDEWALKS.

>> THIS MATTER WAS SPONSORED BY
MAYOR MARTIN J WALSH AND
REFERRED TO THE COMMITTEE ON
GOVERNMENT OPERATIONS ON THE
20TH, THE COMMITTEE ON PLANNING
AND DEVELOPMENT AND
TRANSPORTATION CHAIRED BY CITY
COUNCILOR MICHELLE WU HELD A
HEARING REGARDING DOCK LESS
MOBILITY AND ELECTRIC SCOOTERS
BACK ON OCTOBER OF 2018.

THAT WAS DOCKET NUMBER 1169,
THAT HEARING WAS SPONSORED BY MY
COLLEAGUE WHO IS HERE WITH US,
CITY COUNCILOR MATT O'MALLEY.
THROUGHOUT THE COURSE OF THAT
HEAR, THERE WAS SUPPORT FOR BUY
CHAIR COMPANIES AND SCOOTERS
COMING TO BOSTON AND ALSO
UNDERSTOOD HOW CRITICAL IT WAS
FOR THE CITY TO HAVE AN
EFFECTIVE REGULATORY MEASURES IN
PLACE AS WELL AS ONGOING
REGIONAL COOPERATION WITH
MUNICIPALITIES AND EXPRESSED
REGULATION IS ENSURING THIS DOES
NOT THE COMPROMISE THE CITY'S

EFFORTS AROUND VISION ZERO AND PEDESTRIAN SAFETY, ENHANCING ACCESSIBILITY THE FOR MEMBERS OF THE DISABILITY COMMUNITY AND A RANGE OF RELATED TOPICS.

THIS HEARING IS BEING STREAM LINED ON BOSTON CITY COUNCIL TV ONLINE AND BEING RECORDED AND WILL BE REBROADCAST AT A LATER DATE, ON COMCAST CHANNEL 8, R CN8 TWO AND VERIZON 1964.

AND NOW WOULD LIKE TO OFFER MY COLLEAGUE WHO IS REALLY BEEN AT THE FOREFRONT OF A LOT OF THESE INITIATIVES TO OPEN CASH TO GIVE OPENING REMARKS BEFORE WE TURN IT OVER TO THE ADMINISTRATION PANEL, SO WITH NO FURTHER ADOE COUNCILOR MATT O'MALLEY.

>> THANK YOU FOR YOUR GREAT ADVOCACY ON THIS AND OTHER ISSUES.

>> I WILL BE BRIEF, IT IS MORE IMPORTANT TO HEAR FROM THE PANEL AND STAKEHOLDERS AND MORE IMPORTANTLY MEMBERS OF THE PUBLIC WHO SHOWED UP TODAY AND IT GOES WITHOUT SAYING I AM ENORMOUSLY SUPPORTIVE OF MICROMOBILITY IN WAYS THAT WE CAN A, REMOVE CARS THERE THE ROAD AND B MOVE PEOPLE AROUND CITIES AND D, OR C, MAKE SURE WE DO IT IN AS SAVE A MANNER AS HUMANLY POSSIBLE AND I THINK A LOT OF THIS ORDINANCE GETS TO THAT, SO I CERTAINLY SUPPORT EFFORTS TO CREATE A FRAMEWORK, MAKE SURE WE DO THIS RIGHT, WE HAVE SEEN ROLLOUTS IN OTHER CITIES THAT HAVE GONE EXCEPTIONALLY WELL AND SEEN ROLLOUT IN OTHER CITIES THAT HAVE BEEN VERY, VERY POORLY CON RECEIVED, SO I THINK THAT WE HAVE AN OPPORTUNITY TO ONCE AGAIN DO IT RIGHT TO MAKE SURE THAT WE LEAD, TO MAKE SURE WE PROVIDE A SERVICE FOR OUR RESIDENTS WHILE HAVING FRAMEWORK IN MIND THAT IS GOING TO MAKE THIS A SUCCESS. SO I LOOK FORWARD TO CONTINUING TO WORK TOGETHER.

THANK YOU.

THANK YOU, COUNCILOR O'MALLEY,
WE ARE HERE OBVIOUSLY JOINED BY
THE ADMINISTRATION AND I SEE
CHIEF -- CHRIS OSGOOD AND
COMMISSIONER OF TRANSPORTATION,
GINA -- AND WE HAVE THE PROGRAM
DIRECTOR FOR THE MAYOR'S OFFICE
OF URBAN MECHANICS, MICHELLE --
SO I WILL DEFER TO THE PANEL,
JUST QUICK INTRODUCTION, OF
YOURSELF FOR THE RECORD AND YOU
THE FLOOR.

>> MAYOR WALSH -- OFFERS SOME
VERY BRIEF OPENING REMARKS THAN
THE SPIRIT OF THE ZERO VIEW LOOK
FORWARD TO YOUR QUESTIONS AND
REALLY LOCK FORWARD TO THE
PUBLIC TESTIMONY THAT IS HERE.
I AM JOINED AS YOU SAID BY
COMMISSIONER FIN DACHA FROM THE
MAYOR'S OFFICE, WHO LED THE
DRAFTING OF THIS ORDINANCE, THE
BROAD CON, CONTEXT OF THIS
ORDINANCE THERE IS IMMENSE
INNOVATION HAPPENING IN THE
FIELD OF MICROABILITY TWO YEARS
AGO IT WAS ALL ABOUT DOCK LESS
BIKES AND LAST YEAR ABOUT
SCOOTERS, TRULY WHO KNOWS WHAT
IS NEXT ON THE HORIZON.
AND ALL OF THESE INNOVATIONS
HAVE, AS YOU NOTED COUNCILOR
O'MALLEY FOCUSED ON HOW DO WE
MOVE PEOPLE IN CITIES THAT WAYS
THAT CAUSE LESS CONGESTION AND
FEWER EMISSIONS AND COST LESS
THAN TRAVELING AROUND BE ACAR SO
A LOT OF EXCITEMENT AND
ENTHUSIASM AROUND THE
OPPORTUNITIES FOR INNOVATION
AROUND MOBILITY IN GENERAL, THE
CITY OF BOSTON HOWEVER DOES NOT
CURRENTLY HAVE SORT OF THAT
REGULATORY CLARITY THAT WE WOULD
NEED TO MAKE SURE THAT ANY OF
THESE INNOVATIONS ARE ACTUALLY
BEING GUIDED TOWARDS THOSE
THINGS THAT OUR RESIDENT WANT
MOST, SAFE STREETS, EQUITABLE
ACCESS TO TRANSPORTATION,
RELIABLE WAYS OF GETTING AROUND
TOWN AND WHAT THIS ORDINANCE
DOES IS ADDRESSES THAT SPECIFIC

PROBLEM. SO I AM GOING TO BE SORT OF LAY OUT WHAT THIS ORDINANCE IS AND WHAT THIS ORDINANCE IS NOT.

PERHAPS IS THAT RIGHTING WITH WHAT THE ORDINANCE IS NOT. TO BE CLEARED CLEAR, THIS IS NOT A PILOT OF SCOOTERS THIS IS NOT A PILOT OF ANY OTHER FORM OF TECHNOLOGY.

THAT IS NOT WHAT THIS ORDINANCE IS.

THIS ORDINANCE ALSO DOES NOT SET CANS, IT DOES NOT SET SPECIFIC LICENSE TERMS AND DOES NOT DICTATE GEOGRAPHIES AND DOESN'T DEPOSITION EXHIBIT AT A TIME ANY OF THOSE SORT OF OTHER SPECIFICS THAT WOULD COME UP IF WE WERE EVER TO PURSUE A PILOT.

WHAT THIS DOES DO IS BASICALLY GIVES CLEAR AUTHORITY TO THE DEPARTMENT OF TRANSPORTATION TO BE ABLE TO MANAGE ANY SHARED MICROMOBILITY SERVICE THAT OCCURS MANY OUR STREETS.

THIS INCLUDES THE ABILITY FOR BTD TO BE ABLE TO ISSUE LICENSES, IF AND WHEN APPROPRIATE, TO ENSURE THAT ANY LICENSED COMPANIES ARE OPERATING BY A CERTAIN SET OF STANDARDS, AND A CERTAIN SET OF GEOGRAPHIES, WITH A SET OF THINGS LIKE DATA SHARING PROVISIONS, THINGS WE WOULD WANT TO ENSURE, WE NEED TO GO AHEAD WITH ANYTHING AND OBVIOUSLY AS YOU BOTH REFERENCED AND AS WE HEARD THROUGHOUT LOUD AND CLEAR IN FROM THE OCTOBER HEARING THAT THE USE AND STORAGE OF THESE VEHICLES WOULD HAPPEN IN WAYS THAT ARE APPROPRIATE AND THAT REALLY RESPECT AND ALLOW ALL OF OUR RESIDENT TO GET AROUND TOWN AND ALSO SET SOME GENERAL COMMON SENSE PROVISIONS AROUND WHAT ANY SORT OF MICROMOBILITY, SHARED MICROMOBILITY VEHICLE COULD DO, FOR EXAMPLE, THEY COULD NOT EBB SEED 15 MILES PER HOUR, AND IMPORTANTLY ALSO CLARIFIES THAT IF THERE IS AN UNLICENSED

PROVIDER OF SHARED MICROMOBILITY SERVICES IN THE CITY OF BOSTON THAT BOSTON WOULD HAVE THE RIGHT TO BE ABLE TO IMPOUND THOSE VEHICLES.

WE HAVE HAD A LOT OF CONVERSATIONS OVER THE COURSE OF THE LAST YEAR AND AGAIN THE OCTOBER HEARING WITH, WAS HELPFUL IN ADVANCING THAT CONVERSATION AND WITH THAT THIS ORDINANCE ALSO CALLS FOR THE CREATION OF A SHARED VEHICLE BUSINESS ADVISORY COMMITTEE, A COMMITTEE THAT WOULD BE COMPRISED OF REPRESENTATION FROM THE DISABILITIES COMMISSION, FROM THE MAYOR'S OFFICE OF MECHANICS, FROM THE ENVIRONMENTAL DEPARTMENT TO HELP ADVISE FIANDACA WITH THE TRANSPORTATION DEPARTMENT IN SETTING ANY FORMAL POLICY AROUND THE GOVERNANCE OF SHARED MICROMOBILITY VEHICLES.

WEATHER, WE ARE CERTAINLY A WAY OFF FROM ANY CHANGES ON OUR STREET BUT DO APPRECIATE THE COUNCIL TAKING A POSITION AND HAD IN PLACE AGAIN THAT REGULATORY CLARITY WHICH HELPS BOTH ADVOCATES, ADVOCATES CONSTITUENTS INNOVATORS UNDERSTAND THE WAY IN WHICH WE WOULD BE THINKING ABOUT REGULATING MICROMOBILITY IN THE CITY OF BOSTON AND THAT IS IMPORTANT, SORT OF PRECONDITIONED BEFORE ANYTHING COULD HAPPEN GOING FORWARD. SO AGAIN WE APPRECIATE, TO TO HAVE THE OPPORTUNITY TO BE HERE AND APPRECIATE YOUR CONSIDERATION OF YOUR 0 ORDINANCE AND APPRECIATE THE TESTIMONY FROM THE PUBLIC.

>> ANYTHING ADDITIONAL TO ADOBE COMMISSIONER? VERY GOOD.

AND ALSO JOINED BY CITY COUNCILOR FRANK BAKER AND CITY COUNCILOR MARK CIOMMO.

AND OH, I AM SORRY.

ALSO BEEN JOINED BY OUR COLLEAGUE LYDIA EDWARDS OUT OF MY PERIPHERAL VISION.

I GUESS CHIEF, JUST A QUICK QUESTION OF YOU, CAN YOU JUST CLARIFY THE DIFFERENCE BETWEEN VEK SHARING BUSINESSES AND SMALL VEHICLE SHARING BUSINESSES, AND I STATE THAT ONLY BECAUSE THE TERM SMALL VEHICLE SHARING BUSINESSES WAS ONLY REFERENCED ONCE IN THE ORDINANCE.

>> SURE.

>> AND I JUST DIDN'T KNOW, I GUESS IS SMALL A TYPO OR ARE WE DEALING WITH A COUPLE OF DIFFERENT TYPES OF --

>> SURE. AND MICHELLE -- SMALL VEHICLE IS A DEFINED TERM WITHIN THE ORDERNESS IN AND IS REALLY MEANT TO FOCUS IN ON LITERALLY THE VEHICLES THAT ARE NOT -- BROAD CAR SHARING VEHICLES, WE ARE TALKING ABOUT SMALLER SHARED VEHICLES ON OUR STREETS.

SO THERE IS A DIFFERENCE BETWEEN A VEHICLE SHARING BUSINESS AND A SMALL VEHICLE SHARING BUSINESS?

AND AGAIN WHY IT IS ONLY REFERENCED ONCE, I DON'T KNOW IF WE WANT TO ADD -- WE WANT TO BOLSTER THAT UP A LITTLE BIT OR

--

>> FAIR POINT.

>> TIE SOMETHING UP SO WE CAN CLEARLY DISTINGUISH BETWEEN VEHICLE SHARING BUSINESS OR SMALL VEHICLE SHARING BUSINESS, SINCE IT WAS MENTIONED ONCE IT SEEMS LIKE IT WAS A TYPO OR AFTERTHOUGHT BUT IF THERE IS REAL MEANING TO IT IF WE COULD BEEF THAT UP A LITTLE BIT PRIOR TO COMING BACK FOR A COUNCIL VOTE THAT PROBABLY MAKES THE MOST SENSE.

BUT ON THAT POINT, MICHELLE, IF YOU HAVE ANY THOUGHTS ON THAT.

>> I ECHO THE CHIEF OF -- STATEMENT ON THAT.

THE MAIN DIFFERENCE BETWEEN A SMALL VEHICLE SHARING BUSINESS AND A VEHICLE SHARING BUSINESS IS THAT A SMALL VEHICLE DOES NOT NEED TO BE REGISTERED WITH THE COMMONWEALTH OF MASSACHUSETTS,

SO WE ARE REALLY PHONED ON THIS SMALLER VEHICLES, THE VEHICLE SHARING BUSINESS WOULD PRINCIPALLY BE REFERRING TO CAR SHARING BUSINESSES.

>> OKAY.

AND THEN THROUGH THE CHIEF I GUESS IF YOU COULD CHECK WITH POKES I WOULD LIKE TO SEE IF WE COULD ADD A COUNCIL DESIGNEE TO THE SMALL VEHICLE SHARING BUSINESS ADVISORY COMMITTEE, THERE WILL BE AN ADVISORY COMMITTEE FROM THE MAYOR'S OFFICE 0 AND/OR MAYBE SOME TYPE OF REPORTING REQUIREMENT TO THE CLERK'S OFFICE JUST TO MAKE SURE NOTHING IS FALLING THROUGH THE CRACKS.

COMMISSIONER, WHERE DO WE ANTICIPATE THE AREA OF SERVICE FOR THESE ELECTRIC SCOOTERS TO BE? WHERE DOES YOUR DEPARTMENT THINK THAT THE DEMAND WILL BE?

>> SURE.

THE ORDINANCE RECOGNIZE FOR THE APPLICANT TO PROPOSE A ROUTE THAT WOULD BE SUBSUBJECT TO APPROVAL BY THE ADVISORY COMMITTEE AS WELL AS THE TRANSPORTATION DEPARTMENT.

>> RIGHT.

>> AND HOW DOES THE ORDINANCE FIANDACA.

>> WE ARE MANY STEPS AWAY FROM ANYTHING THAT WOULD BE A PILOT OR GET TO THAT LEVEL OF SPECIFICITY, THIS ALLOWS THE DEPARTMENT TO REVIEW THOSE SORTS OF CRITERIA, TO BE -- THE REASONS WE WOULD OR SORT OF THE ELEMENTS OF WHAT A LICENSE WOULD INCLUDE.

>> THIS IS AGAIN, IT DOES NOT SPECIFY THOSE THINGS, IT JUST SIMILAR PLIZ ALLOWS BBT TO USE THOSE CRITERIAS IF AND WHEN WE HAD A PILOT GOING FORWARD.

>> AND CAN YOU SPEAK TO, AS TO WHETHER OR NOT THERE HAS BEEN HE SORT OF REGIONAL COLLABORATION WITH LET'S SAY CAMBRIDGE OR SOMERVILLE OR BROOKLINE OR QUINCY?

ANY OF OUR SORT OF BUDDING --
>> -- WILL LIKELY SPEAK TO THIS.
AND THEY HAVE BEEN A PARTNER IN
THOSE CONVERSATIONS.

I THINK AS WE ALREADY KNOW, YOU
KNOW, THOSE OF US HERE ARE MUCH
MORE FOCUSED ON MUNICIPAL
BOUNDARIES THAN MANY OF OUR
CONSTITUENTS ARE SO WE HAVE HAD
A LOT OF REGIONAL CONVERSATIONS
ABOUT THIS.

THIS OBVIOUSLY FOCUSES
SPECIFICALLY ON MAKING SURE WE
AS A CITY OF BOSTON HAVE THE
ABILITY TO MANAGE ANY SORT OF
PROGRAM THAT WOULD COME, WHETHER
IT WAS REGIONAL OR NOT ON OUR
STREETS.

>> AND SOMETHING VERY -- AND
SOMETHING I WILL THINK ABOUT
SORT OF AS IT IS IN COMMITTEE
IS, VERY SIMILAR TO THE -- SHARP
ORDINANCE WHERE WE HAVE, AS YOU
KNOW, COMMISSIONER -- SHOW UP
ALL OVER THE PLACE, SORT OF A
REQUIREMENT OF THE SHARPING
STORE, THE SHARPING CENTER TO
RETRIEVE THE SHARPING -- SO I
THINK A CONCERN, CONCERNED
CONSTITUENTS HAVE RAISED THE
ISSUE AS TO JUST WALKING DOWN
THE STREET AND THERE ARE
SCOOTERS ALL OVER THE PLACE, IT
IS LIKE WHO IS THAT ON?
IS THAT ON THE CITY'S SIDE OF
THE HOUSE OR IS THAT ON THEM?
SO MAYBE SOME LANGUAGE IN THERE
THAT REQUIRES AS THEY REACH OUT
TO COMMISSIONER FIANDACA TO TALK
ABOUT THEIR ROUTE, THERE HAS POT
TO BE SOME RESPONSIBILITY AND
ACCOUNTABILITY FROM THAT COMPANY
TO, YOU KNOW, I GUESS PICK UP
THEIR WARES IF YOU WILL SO WE
DON'T HAVE SCOOTERS STREWN ALL
OVERPLAYS, ABANDONED, IF YOU
WILL OR TAKEN THE SCOOTER TO AN
AREA WHERE THERE MAY NOT BE A
LOT OF PEOPLE AND THEN THEY TAKE
THE SCOOT TORE THE PLACE BUT
THEY TAKE A CAR FROM THE PLACE
AND THE SCOOTER STAYS THERE FOR
DAYS, I JUST WANT TO MAKE SURE
WE ARE ON TOP OF THAT AND WE MAY

WANT TO SORT OF MIRROR SOME OF THE LANGUAGE WE HAVE IN THE CITY SHOPPING CART ORDINANCE THAT PUTS THE ONUS ON THE COMPANY, TO GO RETRIEVE THESE DEVICES AND I AM SURE THEY HAVE, WHETHER GP.

>> I AM SURE THEY HAVE SOME SORT OF SYSTEM WHERE THEY CAN LOCATE THEIR OWN SCOOTERS BUT I WOULD WANT THAT AND INSIST THAT LANGUAGE IS IN THERE.

>> WE CAN CERTAINLY TAKE THAT LANGUAGE AGAINST THE SHOPPING CART AND ONE OF THE PIECES IN HERE IN SECTION SEVEN IS, CLEAR AUTHORITY FOR THE CITY TO BE ABLE TO IMPOUND AND CHARGE REASONABLE FEES FOR ANYBODY WHO IS LEAVING THEIR VEHICLE IN A WAY WHICH IS INAPPROPRIATE ON MUNICIPAL STREETS BUT LET ME CHECK THAT AGAINST SOME OF THE EXISTING PROGRAMS WE HAVE IN PLACE.

>> THANK YOU, COUNCIL O'MALLEY ANY QUESTIONS AT THIS TIME?

>> YES, THANK YOU, MR. CHAIRMAN.

>> SO, CHIEF, WHEN WE HAD THIS HEARING LAST FALL, I THINK THERE WAS -- I DON'T THINK, THERE WAS TALK ABOUT ESTABLISHING A PILOT AS EARLY AS THIS SPRING, SO IT SOUND TO ME THAT WE ARE PUTTING THAT ON HOLD FOR NOW AND IN THE NEXT STEP SHOULD BE PASSAGE OF THIS THAT SETS THE REGULATORY OVERSIGHT WHICH WOULD THEN GET INTO A POI LOTTED AM, IS THAT GOOD SORT OF ANALYSIS?

>> YES.

CERTAINLY WE ARE NOT MOVING FORWARD ON A PILOT RIGHT NOW. I THINK TWO PIECES THAT WOULD BE PRECURSORS ONE IS A CHANGE IN THE STATE LAW AND THE SECOND WOULD BE THE ABILITY TO ACTUALLY MANAGE ANY PROGRAM.

>> OKAY.

THAT'S FAIR.

AND AS THE CHAIRMAN ASKED AND I KNOW WE ARE GOING HEAR SOME FOLKS FROM MAPC EARLIER, I THINK IT IS INCREDIBLY SMART AND I APPLAUD YOU FOR WORKING

REGIONALLY AS WE HAVE DONE WITH THE VICE CHAIR, ARE THE THREE OTHER MUNICIPALITIES PUTTING IN SIMILAR FRAMEWORKS TO YOUR KNOWLEDGE IN TERMS OF THIS OVERSIGHT?

>> IN GENERAL, I DON'T KNOW THE SPECIFICS, AND -- WILL TESTIFY TO THAT IF NOT MICHELLE SOHN.

>> YES, IN BROAD GENERALITIES.

>> AND HOW, THEN, WOULD THIS SORT OF, I GUESS, DOES THIS CHANGE TIMELINE?

I KNOW YOU ARE ALWAYS HESITANT BUT JUST SORT OF A BALLPARK, DO YOU SEE SHOULD WE VOTE TO ACCEPT THIS AND ENABLE YOU, COMMISSIONER TO SET THE GUIDELINES, COME UP WITH SOME SAFETY AND OVERSIGHT?

DO YOU SEE, THEN, A PILOT PROGRAM THIS CALENDAR YEAR,? AGAIN I KNOW YOU ARE HESITANT TO PUT A TIME ON IT BUT --

>> I THINK IT WOULD BE HARD TO PUT A TIMELINE ON IT, I THINK WHAT THIS ALLOWS, IS BOTH WOULD CREATE A FRAMEWORK IF AND WHEN A PILOT WOULD GO FORWARD BUT ALSO CREATES A FRAMEWORK TO ENSURE SOME OF THE CONCERNS THE CONSTITUENTS HERE WOULD LIKELY RAISE, AND GIVES US A CLEAR AUTHORITY TO BE ABLE TO ADDRESS SOME OF THOSE CONCERNS, WHETHER THEY ARE LEFT HONESTY STREETS AS PART OF AN UNLICENSED PROGRAM.

>> I KNOW SOME CITIES HAVE SEPTEMBER SOME CEASE AND DESIST OPERATORS WHEN SOME OF THE SCOOTERS SPECIFICALLY WERE SORT OF LEFT THERE.

TO MY KNOWLEDGE, BOSTON HASN'T TONE THAT.

>> I BELIEVE WE DID NOT.

>> BUT, SO IS IT FAIR A COMPANY WOULD JUST TRY TO FLOOD THE MARKET WHILE WE SORT OF ARE WORKING ON THESE THINGS?

>> I THINK THIS GIVES US THAT CLEAR ABILITY TO BE ABLE TO SHARE WITH ANYBODY HERE.

>> HERE IS HOW WE WILL REGULATE THESE SORTS OF VEHICLES.

>> YES.

>> SO, YOU KNOW, EVERYONE WILL HAVE A CLEAR ANSWER OF WHAT THE AUTHORITY IS, IF THEY WERE TO CHOOSE TO DO THAT.

>> WHAT HAPPENS CURRENTLY IF YOU SEE AN INDIVIDUAL -- I HAVE SEEN A HANDFUL, NOT THAT OFTEN, I LOOK ARGUED TO SEEING MORE, HOPEFULLY, BUT IF YOU SEE SOMEONE USING ONE OF THESE ELECTRIC SCOOTERS GOING DOWN CAMBRIDGE STREET, HAS THERE BEEN ANY INTERACTIONS WITH ANYONE IN BTD OR IS THAT CURRENTLY LEGAL?

>> THERE ARE CURRENTLY, SORT OF INDIVIDUALS WHO USE THEM ON MAIN STREETS.

THE STATE LAW DOES DEFIN SORT OF ELECTRIC TIED SCOOTERS AND DEFINES THEM CERTAIN WAYS AND HAS CERTAIN DESIGN REQUIREMENTS WHICH SOME SCOOTERS MAY MEET AND SOME SCOOT DORES NOT.

>> OKAY.

HAVE ANY TICKETS BEEN ISSUED FOR SCOOTERS THAT DON'T MEET THE REQUIREMENTS?

>> NONE THAT I AM AWARE OF.

>> DO YOU CHASE THEM?

[LAUGHTER.]

>> I THINK THERE IS A NO CHASE POLICY, CHAIRMAN.
PORTION FORKS.

>> BECAUSE I AM CURIOUS, I AM READING THE DEFINITION AND ASSORT OF WHAT CONSTITUTES A SMALL VEHICLE AND I WOULD THINK A SEGUE WOULD FALL UNDER THAT CATEGORY, WHICH ARE ALLOWED. THEY ARE SORT OF A DIFFERENT FRAMEWORK FOR THOSE.

>> IT IS INTENTIONALLY ON BOTH THE COMMISSIONER AND MICHELLE CAN SPEAK MORE TO THIS.

THIS IS INTENTIONALLY NOT NARROWLY FOCUSED ON ONE PARTICULAR VEHICLE TYPE. JUST KNOWING THAT THERE IS AN EVOLUTION THAT IS HAPPENING, INNOVATION IS HAPPENING SO WE JUST WANT TO BE PREPARED AND HAVE CLEAR GUIDELINES FOR WHATEVER MAY COME AROUND.

>> YES AND PLEASE COMMISSIONER.
>> WITH REGARD TO SEGUES WE HAVE ONE COMPANY OPERATING IN BOSTON WHICH IS BOSTON SEGWAY TOURS, THEY DON'T OFFER GUIDED TOURS THROUGHOUT THE CITY. SO THEY PRO PROVIDE THEIR ROUTES, THE PROPOSED ROOTS TO ROUTES TO THE POLICE DEPARTMENT AND TRANSPORTATION DEPARTMENT AND WE COLLECTIVELY APPROVE THEM AND THE POLICE DEPARTMENT PROVIDES OVERSIGHT OF THE OPERATION.
OF THE SEGWAY TOURS.

>> OKAY.

>> IT IS A LITTLE DIFFERENT.

>> THE DEFINITION OF SMALL VEHICLE, WE SAW THAT PROBLEM WITH THE SEGWAY ORDINANCE, AND SO THE DEFINITION OF SMALL VEHICLE ACTUALLY SPECIFICALLY EXCLUDES ELECTRIC MOBILITY DEVICES WHICH ALSO ARE KNOWN AS SEGWAYS BY THE ORDINANCE SO WE ADDRESSED THAT PROBLEM IN THE DEFINITION.

>> SO, OKAY.

SO -- BUT A SEGWAY FOR A TOUR WOULDN'T BE USED AS A MOBILITY DEVICE?

>> SO THE ORDINANCE AROUND SELLING WASTE, SEGWAYS AND REGULATING SEGUES, SAYS IT IS NOT THE USE IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BOSTON AND THE WAY WE APPROVE THEM IS THROUGH LICENSED CITY TOURS.

OKAY, OKAY.

>> AND I KNOW THIS ISN'T ABOUT SEGWAYS I GUESS I AM MORE CURIOUS, WOULD ELECTRIC BIKES BE IN THE SAME CATEGORY THAT WE ARE TALKING ABOUT TODAY IN TERMS OF THE OVERSIGHT?

>> SO BIKES WITH THE ELECTRIC ASSIST WHICH I KNOW BLUE BIKE HAS DONE IN NEIGHBORHOODS AND IS LIKELY TO BRING HERE, SO THERE WOULD BE NO BLUE BIKES WITH ELECTRIC ASSISTANCE IN THIS,.

>> AND MICHELLE, TELL ME IF I AM WRONG.

THIS DOES NOT CONFLICT WITH SORT OF THINGS THAT ARE EITHER EXISTING LAW OR EXISTING CONTRACT.

WE HAVE AN EXISTING CONTRACT WITH MOTIVATE AND WITH BLUE CROSS-BLUE SHIELD TO SORT OF OPERATE THAT SYSTEM SO THAT SYSTEM IS SORT OF, SORT OF GUIDED BY THE CONTRACT, NOT THE SPECIFICS OF THIS PARTICULAR ORDINANCE.

>> SO IF MOTIVATE WANTED TO DO ELECTRIC SCOOTERS THEY WOULD BE GRANTED -- THEY WOULD BE ALLOWED TO DO SO?

>> OUR WORK WITH THEM IS SPECIFICALLY ABOUT BIKES, AND JUST PURELY ABOUT THE BIKE SHARE PROGRAM, THE COLLECTIVE BIKE SHARE PROGRAM.

>> AND AGAIN, ONE OF THE BIGGER PROPONENTS PROBABLY ON THE BIGGEST PROPONENT ON THIS BODY I WANT TO SEE MORE OF THESE THINGS BUT IT SOUNDS TO ME THAT THEY WOULD LIKELY GO TO THE VICK BIKES WHICH I THINK IS A GOOD THING, PARTICULARLY IF THE NETWORK GROWS AND ALLOWS FOR POKES TO USE THEM MORE. SO I WOULDN'T WANT TO HINDER THAT.

>> THIS IS NOT -- THIS DOES NOT HINDER THE, HINDER THE EVOLUTION OF THE MOTIVATE --

>> THAT CONTRACT IS AN EXISTING CONTRACT AND --

>> SO I GUESS I BOTH DON'T WANT TO HINDER IT AND I ALSO DON'T WANT TO GIVE A PLEA PASS TO ONE COMPANY WHEN WE WANT TO DO WHAT IS BEST FOR THE CONSTITUENTS.

ALL RIGHT.

I WANT TO LET MY COLLEAGUES GO, JUST BRIEFLY, THERE ARE A MYRIAD BILLS AT THE STATE LEGISLATURE THAT HAVE OVERSIGHT IN TERMS OF THIS.

ARE THERE ANY THAT EITHER THIS ADMINISTRATION FEELS STRONGLY ABOUT ONE WAY OR THE OTHER OR SOMETHING THAT IS SEEN AS THE STRONGEST APPROACH?

>> SO WE HAVE NOT WEIGHED IN YET, CERTAINLY THERE IS AN ACTIVE CONVERSATION IN BEACON HILL ABOUT ADJUSTMENTS TO THE MASS GENERAL LAW. CERTAINLY WHAT WE ARE INTERESTED IN IS ENSURING THAT THEY AT THE FINE APPROPRIATE VEHICLE TYPES WE PUT SAFETY UP FRONT.

>> SURE.

AND IF THE LEGISLATURE PASSES THE BILL WOULD THAT PREEMPT WHAT WE ARE DOING HERE?

>> NO.

>> SO THIS IS A SEPARATE OVERSIGHT SO THIS IS IMPORTANT TO DO BEFORE THE STATE LEGISLATURE ACTS BECAUSE IT IS AN OPPORTUNITY TO SORT OF SET THE REGULATORY OVERSIGHT?

>> EXACTLY.

THAT'S ALL I HAVE FOR NOW.

>> ALSO JOINED BY CITY COUNCILOR JOSH ZAKIM AND ALSO WANT TO RECOGNIZE MY FORMER COLLEAGUE PAUL -- AND GAIL VINSON, STATE SENATOR JACK HART IS HERE AS WELL, GOOD TO SEE BOTH GENTLEMEN.

THE CHAIR RECOGNIZES COUNCILOR LYDIA EDWARDS.

>> THANK YOU.

I WANT TO THANK MY COLLEAGUE, COUNCILOR O'MALLEY FOR YOUR LEADERSHIP ON THIS, AND I THOUGHT HAVING A GOOD ROBUST CONVERSATION ABOUT THIS LAST YEAR.

SO I APPRECIATE ALSO SETTING THE FRAMEWORK FOR, TO LET US KNOW WHAT WE ARE DOING TODAY AND NOT NECESSARILY PROMOTING A PILOT, THOUGH I WOULD LOVE THE, TO THE LANGUAGE LANGUAGE A PILOT WILL HAPPEN WITHIN A YEAR OF PASSAGE I WOULD LIKE TO SUGGEST THAT AS WELL, I DO FEEL FIRMLY AT LEAST IN AT LEAST TRYING AND SAYING HOW THIS WOULD HAPPEN, SO -- I WOULD LIKE THE LANGUAGE PUT IN HERE ABOUT HOW THIS, A LIE POT HAPPENING AND WOULD LOVE TO SEE THE COMMITMENT FOR THAT, I DON'T WANT THIS TO BE A MUCH ADO ABOUT

NOTHING, THAT WE ARE GOING TO BE REGULATING AND THEN MAYBE SOME DAY SEEING A PILOT, ALTHOUGH I UNDERSTAND YOUR COMMITMENT LAST YEAR WAS TO SEE HOW THIS COULD BE DONE.

I WANTED TO ALSO THANK, THANK YOU FOR YOUR HEARING.

I THINK FOR MANY OF THE MEMBERS OF THE ADVISORY GROUP AND EMPHASIZING I REALLY DO APPRECIATE HAVING MEMBERS OF THE DISABILITY COMMUNITY ON THAT GROUP.

TO ECHO COUNCILOR FLAHERTY'S SUGGEST TO HAVE A CITY COUNCIL APPOINTEE.

I ALSO WOULD SUGGEST THE YOUTH APPOINTEE, YOU ALREADY HAVE, I THINK, YOUTH ADVISORY GROUP FOR THE CITY OF BOSTON, BUT I SAID DURING MY LAST TESTIMONY, I DON'T.

>> I WOULD BE ON ONE OF THESE THINGS IF I WAS A KID AND I DON'T DOUBT THAT A LOT OF KIDS WOULD BE EXCITED ABOUT SOME VERSION OF THIS, SO I THINK YOU SHOULD ALSO HAVE SOME YOUTH APPOINTEE ON THIS, ON THE ADVICE ARE I GROUP.

I WANTED TO ALSO TALK ABOUT SOME OF THE OTHER GUIDELINES THAT THE ADVISORY GROUP WOULD BE LOOKING AT.

I SEE THAT THE LICENSING IS STRICTLY FOR THE -- FOR THE ACTUAL, I THINK, THE COMPANIES. ARE YOU THINKING ONE DAY ABOUT LICENSING OF INDIVIDUALS TO RIDE THESE OR NO?

>> THIS IS SPECIFICALLY ABOUT JUST THE COMPANY --

>> OKAY.

AND THEN ALSO ONE THING THAT I THINK IS WORTH THE ADVISORY GROUP ALSO COMING UP WITH IS A RANGE AND EDUCATION PROGRAM, ALMOST A ROAD ETIQUETTE PROGRAM FOR POKES WHO ARE INTERESTED IN THIS.

I AM SURE THEY WOULD, BUT I THINK IT IS REALLY IMPORTANT THAT YOU -- YOU ARE ALSO

CHANGING NOT JUST THE RUSSELL
BUT THE CULTURE ON THE VOTES OF
BOSTON, SO IT WOULD BE GOOD TO
HAVE THAT, COMMISSIONER, AND --

>> YES, WE ALSO REQUIRE THE
APPLICANT TO SUBMIT A SAFETY
PLAN AS WELL AS A PUBLIC
ENGAGEMENT CAMPAIGN.
AND EDUCATIONAL CAMPAIGN.

>> SO THOSE ARE ALL COMPONENT OF
THEIR APPLICATION THAT THE
ADVISORY COMMITTEE WOULD
CONSIDER BEFORE BRANDING A
LICENSE.

>> DO YOU HAVE ANY IDEA HOW MANY
LICENSES YOU MIGHT BE GRANTING?

>> I DON'T THINK THAT WE HAVE
DEFIND HOW MANY WE WOULD GRANT.
I THINK THAT PART OF THE IMPETUS
FOR THIS PROPOSAL IS SO THAT WE
ARE READY, IF STATE LAW CHANGES,
AND THE DEVICES ARE GRANTED
APPROVAL TO OPERATE WITHIN THE
COMMONWEALTH, AND WE APPLAUD THE
COUNCIL HERE FOR REALLY ENGAGING
THE COMMUNITY IN THIS IMPORTANT
CONVERSATION.

>> RIGHT.

I THINK IT IS WELL WORTH NOTING
THAT WE, I THINK WHAT WE LOST
WITH SOME FOLKS, WITH SOME OF
THE BIKING MINUTE, WHERE THEY
FELT TH
THERE WAS GAPS ON BOTH THE
DRIVERS AND THE BIKING COMMUNITY
THAT SEEMS TO STILL BE GROWING
AND NEEDS IMPROVEMENT AND WE
HAVE AN OPPORTUNITY AT THE VERY
BEGINNING OF A NEW VEHICLE TO
GET AHEAD OF THAT, PEN,
EDUCATION FOR DRIVERS, AS WELL
AS OR FOLKS WHO ARE GOING TO BE
ON THE SCOOTERS, AS A SAFETY
ISSUE.

BUT I JUST WANT TO SAY THANK
YOU.

I THINK IT IS WELL WRITTEN.
I THINK THIS IS A GREAT FIRST
STEP.

THANK YOU, COMMISSIONER.

>> THANK YOU.

>> BUT ALSO, AGAIN, I WOULD LOVE
TO SEE COMMITTED LANGUAGE TO AT
LEAST WITHIN A CERTAIN TIME

FRAME TO HAVE A PILOT PROGRAM.

>> THANK YOU.

>> .

>> THANK YOU, COUNCILOR, THE CHAIR RECOGNIZES COUNCILOR MR. FRANK BAKER.

>> GOOD MORNING, EVERYBODY, THANKS FOR COMING IN.

>> WHEN WE TALK ABOUT THIS IS ABOUT GRANTING, GRANTING LICENSES SO ONE COMPANY THAT WOULD OPERATE, SORT OF LIKE THE GOING SHARING, SAME SORT OF THING. THIS IS A LICENSING PROCESS.

YOU HAVE A LICENSE TO BRING IN LIKE HOW MANY UNITS DO THEY BRING IN?

WHEN THIS LICENSE IS GRANTED -- IS THAT UP TO THEM TO FIGURE OUT OR --

>> THIS GIVES THE COMMISSIONER THE AUTHORITY TO DETERMINE HOW MANY LICENSES, THE DURATION OF THOSE LICENSE, ALL OF THOSE SORT OF COMPONENTS, HOW MANY COMPANIES CAN BE INVOLVED, IT SIMPLY GIVES THE ABILITY TO CREATE A PROGRAM, IT DOESN'T DEFINE WHAT THAT PROGRAM IS.

>> SO IT WOULD NOT -- IT IS NOT GOING TO BE ONE OPERATOR OR ONE LICENSE?

>> IT IS NOT DEFINED AS --

>> WHAT DO WE -- WHAT IS THE CITY'S BENEFIT OTHER THAN PREVENT, PROVIDING TRANSPORTATION WHAT IS THE CITY'S MONETARY BUDGET BENEFIT FROM THE BIKE SHARING PROGRAM?

>> WHAT DOES THAT BIKE SHARING PROGRAM GIVE TO US IS.

>> FROM THE EXISTING BIC SHARE PROGRAM?

>> YES.

>> I DON'T HAVE THAT OFF THE TOP OF MY HEAD.

CERTAINLY THE REVENUE FROM THAT AND THE -- WILL SPEAK MORE TO THIS, SORT OF ENSURING THAT WE HAVE A STRONG AND EXPANDING BIKE SHARE PROGRAM ACROSS THE CITY, AND SO WE ARE TRYING TO ENSURE THAT THE BLUE GOING PROGRAM

ACTUALLY HELPS US EXPAND THE BLUE BIKE PROGRAM TO MORE NEIGHBORHOODS AROUND THE CITY OF BOSTON.

>> BUT DO THEY PAY ANYTHING FOR DOING BUSINESS OR JUST THERE?

>> I MEAN, THEIR REVENUE, TO THE BEST OF MY KNOWLEDGE, IS ESSENTIALLY PLOWED BACK INTO THE OPERATION AND THE EXPANSION OF THE ACTUAL --

>> THE BUSINESS SO THE CITY OF BOSTON GETS NOTHING FROM IT?

>> FROM THE EXPANDING TRANSPORTATION --

>> I THINK WE VERY MUCH VIEW, MOTIVATE AS A PARTNER OF OURS AND THAT SYSTEM IS A PUBLIC BIKE SHARE SYSTEM, IT IS OWNED COLLECTIVELY BY BOSTON, BROOKLINE, SOMERVILLE, AND I THINK IN THAT PARTICULAR CASE THEY ARE THE ONES WHO ARE OPERATING THAT PROGRAM, BUT IT IS A PUBLIC BIKE SHARE PROGRAM.

AND WHAT ABOUT LIKE THE ADVERTISEMENT THAT HAPPENS?

>> IS THAT THEIRS OR IS THAT OURS?

>> THAT IS PART OF THE REVENUE THAT ALLOWS FOR THAT BIKE RAM TO BE ABLE TO OPERATE FOR IT TO BE ABLE TO EXPAND.

>> SO THEY DON'T PAY ANYTHING?

>> THEY RUN -- THEY RUN THE SYSTEM.

>> THEY DON'T PAY US ANYTHING?

>>

>> JUST MAKING A POINT, I DON'T THINK THEY ARE PAYING ANYTHING BECAUSE I AM GETTING, I AM GOING TO BRING THIS BACK TO UBER, UBER, 170 RIDES IN BOSTON FROM THEM, IF WE GO TO DOLLAR A DAY FROM UBER, IT, WE WOULD FIX A LOT OF TRUR TRANSPORTATION.

>> TRANSPORTATION ISSUES WE LET THAT GET AWAY FROM US, NOW BIKE SHARING DOESN'T PAY ANYTHING, THEY WON'T PAY ANYTHING IF WE KEEP DOING BUSINESS THE WAY WE DO, SANTA MONICA DOES AND IT IS MINIMAL, IT IS \$1 PER UNIT A DAY SO THEY HAVE FOUR CONTRACTS,

FOUR DIFFERENT COMPANIES, BIKE SHARING AND THESE, WHATEVER -- THE SCOOTERS, THANK YOU, AND EACH COMPANY IS ALLOWED TO GET 750 UNITS, THEY DO -- IT MIGHT BE 400 BIKES OR 300, BUT IT IS \$1 A UNIT PER DAY FOR THESE COMPANIES, BECAUSE -- AND I AM GOING TO, SOMEONE EXPLAINED THIS TO ME.

THAT THEY ARE MAKING MONEY ON THE RIDES, IT IS NOT A WHOLE LOT OF RIDES IF IT IS ONE FOR \$2 A RIDE BUT WHERE THEY ARE MAKING THE MONEY IS WITH DATA SHARING, THEY TAKE ALL OF THAT DATA AND THEY SHARE IT AROUND, MAKING TONS OF MONEY, SO WHY WOULD, I WOULD SAY, WOULD SUGGEST THAT WHAT ARE THEY PAYING TO US? WE ARE SHARING -- WELL I AM NOT GOING TO BE SHARING MY THAT WITH THEM BECAUSE YOU WON'T SEE ME ON ONE OF THESE THINGS, BUT WHAT ARE THEY PAYING US A DAY?

>> I KNOW THEY ARE EXPANDING, TRANSPORTATION AND EVERYTHING, BUT HOW MUCH DOES IT COST US WHEN SOMETHING LIKE THAT PERSON THAT IS ON THE SCOOTER IN HITS A POTHOLE THAT WE NEVER FILLED AND THEN THEY ROLL AND SMASH THEIR HEAD, IT IS CONTINUES, COPS, AMBULANCES, THIS ACTUALLY DOES ALLOWS US TO HAVE REVENUE FROM THESE COMPANIES, IT DOESN'T DEFINE WHAT IT IS BUT IT SIP MY GIVES US THE AUTHORITY.

>> A \$500 LICENSING FEE.

>> THAT IS SIMPLY FOR THE APPLICATION, THAT IS NOT REVENUE BEYOND THAT, TO YOUR POINT, THERE ARE UNDERSTAND TO THINK ABOUT --

>> BECAUSE I DON'T THINK THAT -- I DON'T THINK WE SHOULD HAVE A REPEAT OF UBER.

I AM ALMOST THINKING, I THINK THE GOING SHARING SHOULD BE GIVEN SOMETHING, THEY HAVE PARKING SPOTS ON EVERY MAIN STREET, HOW MUCH IS A PARKING SPOT TO RENT YOU A LOADING DOCK, IF I AM A BUSINESS OPERATOR THAT

HAS BEEN IN DORCHESTER,
DORCHESTER, 50 YEARS IF I WANT A
LOADING DOCK I HAVE TO PAY THREE
GRAND A MONTH.

>> SO I THINK THE COMPARISON --
I THINK THERE IS A SLIGHTLY
DIFFERENCE IN COMPARISON HERE.
SO WITH THE BLUE BIKE SYSTEM IT
IS A PUBLICLY OWNED SYSTEM, WE
TONE BIKES, WE OWN THE DOCKS,
THESE ARE ALL THINGS THAT ARE
BEING --

>> WE OWN ALL OF THOSE THINGS?
>> THEY ARE ASSETS, MOTIVATED IS
SIMPLY RUNNING THAT SYSTEM WHICH
IS AGAIN A PUBLICLY OWNED BIKE
SHARE SYSTEM, SO THAT IS -- IT
IS A BENEFIT TO US TO BE ABLE TO
HAVE REVENUE FROM THINGS LIKE
MEMBERSHIP OR ADVERTISING ON THE
STATIONS, TO BE ABLE TO ACTUALLY
ALLOW US TO ENSURE THE SYSTEM IS
HIGH QUALITY, AFFORDABLE --

>> SO THAT MONEY DOES COME BACK
TO US?

>> FOR THE SYSTEM, WE ARE NOT
USING IT FOR OTHER LINE ITEMS
EXCEPT FOR THE BIKE SYSTEM.

>> SO AMAZINGLY WE SPEND
3 MILLION A YEAR ON IT, WE SPEND
EXACTLY WHAT COMES IN.

>> WE BASICALLY USE IT TO BET TO
MORE NEIGHBORHOODS, THERE ARE
COUNCILORS HERE WHO, TO KEEP
PRICES AFFORDABLE FOR MEMBERSHIP
AND ENSURE WE HAVE GOT -- THERE
IS A WHOLE SET OF THINGS I THINK
THAT ARE SLIGHTLY DIFFERENT
ABOUT A PUBLICLY OWNED BIKE
SHARE SYSTEM AND WHAT WE ARE
TALKING ABOUT HERE IS HOW DO WE
SET UP, I AGREE WITH YOUR POINT

--

>>.

>> THIS ONE IS NOT PUBLICLY
OWNED, BUT PRIVATE.

>> THIS IS ABOUT -- IF WE EVER
WANT TO ALLOW, OF MY SORT, ANY
PRIVATE MICROPROVIDE -- WHAT ARE
THE TERMS.

>> WHAT ARE THE ABILITIES WE
WOULD WANT TO HAVE IN THAT
SITUATION AND ONE OF THE THINGS
WE WANT TO HAVE THE ABILITY TO

DO AND COMPLETELY AGREE WITH YOU ON THIS IS THE ABILITY TO ACTUALLY THINK ABOUT WHAT WOULD BE AN APPROPRIATE SORT OF REVENUE FROM IS SUCH A SEASONAL THAT IS OPERATING ON A CITY STREET WHEN THERE IS PRIVATE TRBS THAT ARE HAPPENING WITH PUBLIC RIGHT-OF-WAY.

>> BECAUSE BY NO MEANS AM I OPPOSED TO. THIS I THINK IT WOULD BE GREAT IF WE ARE ABLE TO LIKE GINA SAID LOOKING FOR ROUTES.

HOW ARE YOU GOING TO HAVE THIS COMPANY THAT IS DEALING WITH HUNDREDS OF PEOPLE, THOUSANDS OF PEOPLE A DAY, OKAY, HERE IS YOUR ROUTE AND ONLY STAY ON THIS? HOW DO WE DO THAT, GINA?

>> SO, COUNCILOR, JUST TO GO BACK TO YOUR POINT ABOUT THE ADMINISTRATION OF THE PROGRAM, THE ORDINANCE CALLS FOR \$500 APPLICATION FEE.

WE THINK THAT IS MORE ALIGNED WITH WHAT WE ARE CHARGING FOR FOOD TRUCKS RIGHT NOW, BUT BEYOND THAT, THE ANNUAL FEE SHALL BE SET BY THE COMMISSIONER, BY THE TRANSPORTATION DEPARTMENT, INFORMED BY THE ADVICE -- ADVISORY COMMITTEE.

>> WE OPPOSED TO GETTING A DAILY FEE, NUMBER OF UNITS?

>> I DON'T THINK --

>> YOU TONED THE QUESTION ABOUT HOW --

>> WHAT THAT WOULD LOOK LIKE AND HOW THAT WOULD BEST ALLOW FOR PROPER ADMINISTRATION OF THE PROGRAM AND SUPPORT THE RESOURCES THAT THE CITY WOULD BE REQUIRED TO EXPEND IN ORDER TO SUPPORT THE SAFE OPERATION AND ENCOUNCIL -- ENCOURAGE THIS FORM OF MOBILITY.

>> I AM NOT SURE I GET YOUR POINT.

>> WELL, WHAT --

>> BY NOT CHARGING -- WRONG WE HAVE SAID WE ARE NOT CHARGING.

>> OKAY.

>> I THINK THAT THE ORDINANCE
ALLOWS US TO DETERMINE WHAT THAT
KNOW/FOE SHOULD BE.

>> OKAY.

>> SO I WOULD ADVOCATE THAT WE
ARE CHARGE AGO DAILY FEE FOR
THESE, BECAUSE IT IS GOING TO
ADD TO THE CHAOS ON THE STREET,
YOU KNOW, PEOPLE ARE JUST
GETTING USED TO A BIKE SHOWING
UP NEXT TO THEM ON THE STREET,
NOW IT IS GOING TO BE, OKAY,
WATCH OUT FOR THAT BIKE.

WHAT IS THIS THING BEHIND ME?
AND NOW I THINK WE SHOULD BE
CHARGING, THERE ALSO SHOULD BE
ONE OF THE MAJOR PROBLEMS AND
WHEN BIRD SHOWED UP IN SANTA
MONICA, THEY JUST SHOWED UP AND
LITERALLY EVERY CORNER,
HANDICAPPED RAMPS, THESE THINGS
WERE ALL OVER THE PLACE.

>> THEY SHOULD BE THE SAME IT IS
A BIKE SHARE AND THERE SHOULD BE
BINS THEY HAVE TO GO TO, MAYBE
THERE ARE MORE OF THEM, THEY
HAVE BINS TO GO TO SO COLLECTING
THEM IN SOME KIND OF FASHION,
BECAUSE NOT EVERYBODY CARES
ABOUT WHERE THEY ARE GOING TO
LEAVE THESE THINGS.

>> AND I DON'T WANT TO COME OFF
LIKE I AM COMBATIVE HERE BUT I
AM IN SUPPORT OF THESE, BUT I AM
FRUSTRATED WITH WHAT IS
HAPPENING WITH, YOU KNOW, THE
OTHER RIDE SHARING --

>> YOUR POINTS ARE VERY
WELL-TAKEN, COUNCILOR, AND THAT
IS, THE REASON WITH "WE WANTED
TO ADDRESS THIS ORDINANCE TO
HAVE THIS CONVERSATION WITH THE
COUNCIL SO THAT WE ARE PREPARED
AND THAT WE CAN DESIGN PROGRAM
THAT BEST SUPPORTS OUR RESIDENTS
IN THE CITY.

WORKING WITH YOU, WORKING WITH
AN ADVISORY COMMITTEE, SO THAT
AS WE OFFER THESE MOBILITY
OPTIONS AS THE CHIEF INDICATED
AT THE BEGINNING, TRULY WE DON'T
KNOW WHAT THE FUTURE HOLDS, BUT
ONE THING IS CERTAIN IS THAT WE
NEED TO BE PREPARED.

>> EXCELLENT.

THANK YOU, GUYS.

>> JUST, 15, APPRECIATE YOUR SUPPORT ON THINGS LIKE OUR -- BILL, ON SOMETHING THE MAYOR HAS BEEN PUSHING SO I APPRECIATE THE COUNCIL'S SUPPORT ON THAT AND CAN HAVE MORE CONVERSATIONS ABOUT THAT.

>> COUNCILOR CIOMMO.

>> THANK YOU, AND THANK THE MAKER FOR THIS ADDITIONAL HEARING AND I AGREE WITH COUNCILOR EDWARDS LAST FALL'S HEARING WAS VERY ROBUST AND VERY MEANINGFUL.

I WOULD -- I WOULD LIKE TO ASK, MY UNDERSTANDING WAS THAT THESE SCOOTERS WOULD GET COLLECTED EVERY EVENING TO BE RECHARGED, SO THEY WOULD BE CLEARED UP FROM THE STREETS.

IS THERE LIKE A CERTAIN TIME LICK THAT THEY WOULDN'T BE AVAILABLE?

>> I THINK I WANT TO DIFFERENTIATE BETWEEN HOW ANY PARTICULAR PROGRAM WOULD RUN AND WHAT THIS ORDINANCE DOES.

THIS ORDINANCE REALLY IS JUST SIMPLY, WHAT ARE THE AUTHORITIES THAT WE WOULD WANT THE CITY TO HAVE TO RUN ANY TYPE OF PROGRAM, OR TO SORT OF MANAGE ANY TYPE OF UNLICENSED PROGRAM, SINCE TO COUNCILOR BAKER'S POINT, DO WE WANT TO THINK HOW THINGS ARE ON THE CURBS AND ALL OF THOSE PIECES WE ARE A LONG WAY OFF FROM REALLY THE SPECIFICS.

>> UT ELEMENTS.

>> EIGHT.

AND THIS IS NOT ABOUT A PILOT.

>> WHETHER THEY SHOULD WEAR HELMETS OR WHATEVER?

>> WHAT TYPE OF AUTHORITY WE WOULD WANT TO HAVE.

>> GOTCHA.

>> TO DE, TO BE PREPARED FOR WHATEVER IS COMING.

>> I WOULD MAKE A SUGGESTION THAT WHATEVER FEE STRUCTURE THERE IS, THAT IT AT LEAST PAYS FOR WHATEVER STAFF THAT IS

NECESSARY TO ADMINISTER THE PROGRAM.

TOO MANY TIMES I THINK WE AS COUNCILORS WE PROPOSED THINGS AND WE DON'T ACTUALLY FACTOR IN THE STAFF AND INFRASTRUCTURE NECESSARY TO ADMINISTER IT, AND SUSTAIN IT OVER TIME.

AND THEN WE END UPTAKING FROM THE LTD BUDGET TO PAY FOR ANOTHER ORDINANCE THAT WE PUT IN ISD, FOR EXAMPLE, SO I WOULD JUST MAKE THAT SUGGESTION.

>> I APPRECIATE THAT.

>> THANK YOU.

THAT'S ALL I HAVE.

>> THANK YOU, COUNCILOR CIOMMO. THE CHAIR RECOGNIZES COUNCILOR ZAKIM.

>> THANK YOU, CHAIRMAN, I THANK THANK COUNCILOR O'MALLEY FOR HIS ENTHUSE, ENTHUSIASM FOR THIS NEW FORM OF TRANSPORTATION FOR THE CITY AND THANK YOU TO THE MAYOR FOR PUTTING THIS PROPOSED ORDINANCE FORWARD AND START OFF BY SAYING I AM A FAN I HAVE NOT RIDDEN ON A SCOOTER IN QUITE SOME TIME BUT I THINK IT IS AN IMPORTANT ASPECT OF OUR TRANSIT INFRASTRUCTURE, EASING OUR TRAFFIC ISSUES WHICH ARE WELL-KNOWN TO EVERYONE IN THIS ROOM, CERTAINLY WHEN IT DO, WHEN IT COMES TO CLIMATE CHANGE, AND WHATEVER WE CAN DO TO ADDRESS THAT, AND JUST QUICKLY, I WANT TO TALK ABOUT A FEE STRUCTURE. CERTAINLY, I DON'T THINK THE CITY SHOULD BE SPENDING MONEY ON THIS, BUT I DON'T WANT TO SEE OWNERS FEES THAT WILL DISCOURAGE THIS.

I THINK THE UBER, TNC SITUATION, LYFT, WHATEVER IS -- IT IS VERY DIFFERENT, AND THAT HOSE COMPANIES, THOSE COMPANIES AND THEIR USERS OF WHICH I AM ONE, ARE CONTRIBUTING TO THE CONGESTION, AND THE GREENHOUSE GASES IN THE CITY OF BOSTON, VERSUS A SCOOTER WHICH IN MY MIND WILL BE EASING THOSE, I THINK IT IS A VERY DIFFERENT

CONVERSATION, BUT I DO THINK THE FEE STRUCTURE FOR TNC AS I BELIEVE EVERYONE OR MOST OF THE FOLKS IN THE ROOM DOES SHOULD BE SIGNIFICANTLY INCREASED.

HAVING SAID ALL OF THE GOOD THINGS.

I HAVE SOME VERY SERIOUS CONCERNS ABOUT THIS, WHICH I HAVE SHARED.

I THINK WITH SOME OF YOU CERTAINLY WITH SOME OF THE OPERATORS AND WHAT I HAVE HEARD FROM MANY OF MY NEIGHBORHOOD NEIGHBORS, PARTICULARLY IN THE BACK BAY AND BEACON HILL, BECAUSE ADA ACCESS ISSUES, NOT JUST TO THE VEHICLES THEMSELVES AND I DON'T KNOW IF THERE IS A SOLUTION ON THAT FRONT MAKING THESE VEHICLES ACCESSIBLE, BUT ALSO ON OUR SIDEWALKS.

THIS HAS BEEN A CONTINUING ISSUE, PARTICULARLY ALONG FEW BERRY, NEWBURY STREET WHICH I WOULD HAZARD A GUESS IS GOING TO BE A POP FLOOR LOCATION FOR PEOPLE TO DRIVE OR RIDE OR WHATEVER THE PROPER TERM IS THE SCOOTERS.

I DO KNOW AND IN TALKING WITH SOME OF THE FOLKS WHO ARE IN SOME OF THE OTHER COMPANIES THAT ARE LOOKING TO DO THIS, SHE PUT IN THEIR PROPOSALS AND THEY HAVE SAID THEY WILL HAVE FOLKS THAT TO AROUND AND COLLECT AND DO THIS AND DO THAT.

MY CONCERN IS, THE TIMELINESS AND THE COMPREHENSIVENESS OF THAT.

I WAS VERY PLEASED TO SEE I THINK IT IS 17 -- IS IT 21.3 AND 21.7 IN THE ORDINANCE, ALLOWING THE CITY TO COLLECT THESE IF THEY ARE IMPROPERLY DISPOSED OF. I CAN ONLY SAY THAT THAT IS REALLY MY OVERWHELMING CONCERN WITH THE INTRODUCTION OF THESE IN THE CITY, AND THE CITY OF BOSTON.

I THINK THERE ARE CERTAINLY MANY NEIGHBORHOODS WHERE EVEN IF ONE IS LEFT ON THE SIDEWALK,

ALTHOUGH THAT IS NOT WHAT WE WANT TO ENCOURAGE, ENCOURAGE, IT IT IS NOT GOING TO BE DEBILITATING TO ACCESS BUT GIVEN THE SITUATION ON I THINK NEWBURY STREET AND CHARLES STREET IN PARTICULAR, AND BEACON, POPULAR PLACES, THAT IS GREAT, AS AN ABLE-BODIED INDIVIDUAL WHO IS WALKING, I SOMETIMES HAVE A TOUGH TIME AND A HALF BAIG THE CROWDS, THE SANDWICH BOARD SIGNS WHICH ARE WHOLE OTHER ISSUES I WILL CONTINUE RAISING WITH ISD IN THOSE AREAS, SO THAT IS PARAMOUNT.

WHATEVER PROGRAM, WHETHER IT IS THROUGH THE RFP PROCESS AND THROUGH REGULATIONS, COMMISSIONER THAT YOU DEVELOP IN YOUR AGENCY, WE NEED TO BE NOT JUST SAYING THERE IS AN ORDINANCE THAT JUST SAYS YOU CAN'T LEAVE THE SCOOTERS ON THE SIDEWALK BUT NEED A REAL SYSTEM IN PLACE.

I DON'T KNOW HOW PRECISE SOME OF THE GEO FENCING TOOLS ARE.

I KNOW THAT IS AN OPTION.

I WOULD CERTAINLY LOCK FORWARD TO HEARING, I THINK WE WILL HEAR FROM SOME OF THE OPERATORS ABOUT THIS AND CERTAINLY FURTHER DOWN THE ROAD HOW PRECISE WE CAN BE.

WHETHER ARE THAT MEANS, AS I THINK COUNCILOR BAKER WAS SAYING, DESIGNATED AREAS IN EVERY NEIGHBOR HOOD TAKING A PARKING SPACE ON NEWBURY IN PARTICULAR THERE USED TO BE A PARKING SPACE HERE, YOU -- YOU KNOW, WHETHER IT IS BIRD OR A COMPETITOR YOU CAN DROP AFTER YOUR SCOOTER HERE THAT IS THAT FINE IS THERE TECHNOLOGY TO MAKE SURE THAT IS THE ONLY PLACE ON THAT BLOCK THEY WILL BE DROPPED OFF.

>> I CAN'T REITERATE HOW MUCH I WOULD BE CONCERNED ABOUT ISSUES ON THE SIDEWALK FROM AN ACCESS STANDPOINT, NOT JUST BECAUSE IT IS VISUALLY UNAPPEALING. SO THAT IS IT.

IF YOU HAVE COMMENTS ON THAT AT THIS POINT, BUT PERHAPS IT IS SOMETHING FOR DOWN THE ROAD.

>> I WILL JUST SAY, THAT WAS A -- I AT THIS WE HEARD

OVERWHELMINGLY IN OCTOBER WE CERTAINLY APPRECIATE THAT THEME AND THAT IS TO YOUR POINT WHY THOSE SEASONS OF THIS ORDINANCE ARE SORT OF VERY PARTICULAR.

>> THANK YOU COUNCILOR ZAKIM, THE CHAIRMAN RECOGNIZES YOU FOR A FOLLOW-UP QUESTION.

>> THE BLUE GOINGS AND HOW THAT IS STRUCTURED, I THE ES I GUESS WE ARE TALKING APPLES AND ORANGES BUT IF WE GENERATE 3 WILL IN REVENUE OR 3 MILLION IS GENERATED THROUGH THE BLUE BIKES PROGRAM, DOES THAT ACTUALLY PAY FOR THE STAFF THAT ADMINISTERED THE PROGRAMS LIKE I AIM NOT GOING TO NAME NAMES BUT THE BIKE IS CZAR AND OTHER STAFF ASSOCIATED WITH ADMINISTERING THE PROGRAM?

>> SO AGAIN YOU ARE BREAKING IT DOWN AND -- MAYBE WE CAN GET YOU A BREAKDOWN OF THE --

>> THEY ARE HOUSED UP IN BPDA, CORRECT?

>> NO.

THERE ARE MEMBERS OF THE COMMISSIONERS PROGRAM THAT LOOK VERY BROADLY AT ALL ACTUAL TRANSPORTATION, THE DAY-TO-DAY OPERATIONS TO BLUE BIKE SYSTEM, THE REBALANCING OF BIKES, PROMOTION OF THE PROGRAM, HANDLING OF MEMBERSHIPS AND ALL OF THAT THASHES IS THE SORT OF AT THE CORE THAT MOTIVATE US, SO THOSE ARE THE SORT OF THINGS FUNDED THROUGH THE ACTUAL SORT OF PROGRAM FEES.

>> RIGHT.

SO I GUESS THE QUESTION IS, DOES DOES THE CITY PAY SEPARATE FROM THAT FOR STAFF TO ADMINISTER THE PROGRAM?

>> ACTUALLY, WE HAVE BROAD GOVERNANCE IN THE SAME WAY IN WHICH HOW DO WE EXPAND AND SITE LOCATIONS WITH ALL OF YOU, BE

2 REAL MANAGEMENT OF THE PROGRAM IS ESSENTIALLY DONE THROUGH MOTIVATE AND IN COLLABORATION WITH THE SUPPORT THEY GET FROM THE BIKE AND OTHER SPONSORS.

>> OKAY.

WE CAN GET YOU --

>> YES.

IT IS MORE OF A CONTRACT OVER SITE RESPONSIBILITY, THAT IS WITHIN THE ACTIVE TRANSPORTATION DIVISION OF THE TRANSPORTATION DEPARTMENT, WHICH IS NOW PART OF THE PLANNING UNIT SO WE INTEGRATED IT FULLY WITHIN OUR PLANNING DIVISION, SO THE STAFF IN THAT UNIT ARE RESPONSIBLE FOR ALL THINGS RELATED TO ACTIVE TRANSPORTATION AS WELL AS COMMUNITY OUTREACH.

>> RIGHT.

SO -- BUT MY POINT IS THE CITY HAS -- THE CITY PAID STAFF IS ADMINISTERING THE PROGRAM, ASIDE FROM THE REVENUE, SO NONE OF THE REVENUE GOES TO SUPPORT THESE POSITIONS. IS THAT ACCURATE?

>> NONE OF THEIR REVENUE, SO WE DON'T GET ANYTHING TO FRANK'S POINT, COUNCILOR BAKER'S POINT, REVENUE OF 3 MILLION THAT THEY GENERATE PAYS FOR ADMINISTRATION

--

>> YES.

>> I JUST GOT THAT NUMBER --

>> OKAY.

WE HAVE TWO FORMER OPERATORS OF THE PROGRAM WHO ARE IN THIS CHAMBER WHO CAN PROBABLY GIVE YOU MUCH MORE THAN I CAN. BUT THERE IS A TREMENDOUS AMOUNT THAT WET GET FROM THIS.

I MEAN --

>> OH, I AGREE.

>> AND I THINK THE ACTUAL SORT OF CONTRACT OVERSIGHT AND THAT COMPARES TO THE ACTUAL OPERATION OF THE PROGRAM AND A SMALL AMOUNT OF CONTRACT OVER A MASSIVE REGION WIDE PUBLIC PROGRAM AND I THINK THAT WE GET A HUGE AMOUNT OF VALUE. IN ADDITION TO THE ACTUAL -- THE STATIONS, THE BIKES, ET CETERA.

>> RIGHT.

>> SO I THINK IT IS A VERY -- IT IS A VERY DIFFERENT TYPE OF PROGRAM, AND ONE THAT FRANKLY WHERE BECAUSE IT IS PUBLIC WE HAVE A MUCH BETTER ABILITY TO ENSURE IT ACTUALLY IS MORE EQUITABLY DISTRIBUTED AND THE MEMBERSHIPS ARE OF A GOOD PRICE POINT AND THE BIKES ARE OF GOOD QUALITY.

>> I WILL SAY WHEN IT WAS FIRST STARTED, AND MY MADE HAD GREAT EXPOSURE TO IT, ACTUALLY, BACK WHEN -- I WILL HAVE TO GET HER NAME.

NICOLE, YES, EXACTLY.

BUT I THINK THAT, AGAIN, THE FEES, OR WHATEVER IS JEB, GENERATED THROUGH THE CONTRACTS SHOULD ACTUALLY HELP US WITH -- THE REVENUE NECESSARY, NO MORE, NO LESS, TO HELP ADMINISTER IT, BECAUSE YOU ARE GOING TO HAVE TO HAVE A STAFF MEMBER TAKE HOWEVER MANY HOURS A WEEK TO ADMINISTER THIS, WHICH WASN'T ON THEIR PLATE BEFORE.

>> YES.

>> AND SO THAT IS KIND OF --

>> WE DO APPRECIATE THAT.

>> THANK YOU.

>> THANK YOU, COUNCILOR.

>> THANK YOU, COUNSELOR CIOMMO, COUNCILOR O'MALLEY HAS FOLLOW-UP.

>> THANK YOU.

JUST BRIEFLY.

>> I READ THROUGH IT.

I JUST WANT TO MAKE SOME SUGGESTIONS THAT IS JUST ALPHA TRANSPARENCY AND THE ECHO THE CHAIR'S CALL FOR 26 -- 14 A FORCE THE SMALL VEHICLE BUSINESS COMMITTEE AND ADD A COUNCIL DESIGNEE, THE RELEVANT COUNCIL THAT WOULD DETERMINE IT, FOR SECTION 17 -- 5 A WHICH TALKS ABOUT THE LIMITS ON SMALL VEHICLES THE LAST SENTENCE READS BOSTON TRANSPORTATION SHALL EVALUATE THIS LIMIT FROM TIME TO TIME AND DETERMINE WHETHER IT SHOULD BE ADJUSTED, MAYBE

INCLUDE NO LESS THAN YEARLY, AND THEN ALSO IF WE COULD PUBLICLY REPORT THE FINDINGS, SOME LANGUAGE ABOUT THAT ON THE WEBSITE YOU MAY GET INTO THAT LATER.

THE SECTION 1721 5-C, THE MAXIMUM SPEED, I AM SORRY, C, NUMBER 6, THE MAXIMUM SPEED OF SMALL VEHICLES MADE AVAILABLE BIFF SMALL VEHICLE SHARING BUSINESS SHALL NOT EXCEED 15 MITCH, I THINK LOWERING THAT TO 12 MILES PER HOUR, I THINK THAT SEEMS TO BE IN MY PRELIMINARY RESEARCH MORE OF THE STANDARD, BUT I RECOGNIZE YOU SAY NOT TO EXCEED 15, SO THAT MAYBE GIVES IT THE RIGHT -- BUT 12 MAY WITH A BETTER NUMBER AND FINALLY FOR 721-POINT 5-C, NUMBER 10, THE SMALL VEHICLE SHARING BUSINESS SHALL BE REQUIRED TO MEET WITH COMMUNITY AND COMMUNITY, DIRECT GROUPS AHEAD OF LAUNCHING SERVICE I THINK THAT IS KEY AND ONE THING WE DO WELL IN DEVELOPMENT.

I.
AT DISTRIBUTE COUNSELING LOHR'S OFFICE AS WELL, TO MAKE SURE WE ARE ON THE FRONTLINE AND WANT TO BE INCLUDED, I THINK IT IS A WAY TO OPEN UP TRANSPARENCY SO TOES ARE MY FOUR SUGGESTIONS, THANK YOU.

>> THANK YOU, O'MALLEY.
FOLLOW-UP FROM COUNCILOR BAKER?

>> SO THE BIKE SHARING, WHAT DO THEY DO WITH THEIR DATA?
DO WE HAVE ANYTHING TO DO WITH THEIR DATA OR SELLING THAT DATA ALSO?

>> WE HAVE A GOOD UNDERSTANDING AND THEY ARE ACTUALLY PUBLIC WITH THE GENERAL SORT OF A NO, MA'AMIZED TRIPS, LIKE ORIGINS AND DESIGNATION TRIPS SO WE HAVE SOME ACCESS TO THE FLOW OF WEEKS.

>> FLOW OF BIKES.

>> YES, BE 2 ACTUAL DATA, ARE THEY SELLING THAT INFORMATION TO ANYONE ELSE?

>> I WILL --

>> BECAUSE IF THEY ARE, THEY ARE
MAYBE AGO TON OF MONEY AND MAYBE
THAT'S WHERE WE GO.

BECAUSE THERE IS MORE -- THEY
ARE NOT COMING HERE BECAUSE IT
IS A PUBLIC GOOD.

THEY ARE COMING HERE BECAUSE
THEY ARE MAKING TONS OF MONEY ON
IT.

WHERE IS THE MONEY?

WHY ISN'T THERE ANY OF IT COMING
BACK HERE?

THAT'S ALL I AM SAYING.

MAYBE THE TRIP IS NOT VERY MUCH
MONEY. THIS IS THE MONEY IN THE
DATA SHARING?

IS THAT DATA GOING SOME PLACE
ELSE THAT WE DON'T KNOW ABOUT?
WHAT ARE THESE COMPANIES DOING
WITH THE DATA?

AND IF THEY ARE SELLING IT, THAT
IS OUR PIECE, CHRIS.

>> THANK YOU.

>> THANK YOU, COUNCILOR.

THE CHAIR RECOGNIZES COUNCILOR
EDWARDS FOR A FOLLOW-UP.

>> THANK YOU, I ECHO THE
COMMENTS OF MY COLLEAGUE.

I ALSO WANT TO ADD THAT WE HAVE
HAD MANY, MANY CONVERSATIONS
ABOUT EQUITY, AND IN THE CITY OF
BOSTON, BUT THE NEWEST EMERGING
INDUSTRY OF CANNABIS AND TRYING
TO MAKE SURE THAT AS WE ARE
REGULATING THAT WE ARE REALLY
ASSURING THAT THE -- WHILE IT IS
SPREAD ACROSS ALL OF BOSTON, ALL
NEIGHBORHOODS.

NEIGHBORHOODS, THE BURDENS, THE
BENEFITS FROM IT AS WELL AND I
JUST WANT TO MAKE SURE, THIS IS,
TO ME, IS PART OF THE SAME
CONVERSATION, IT IS AN EMERGING
INDUSTRY, AND I WANT TO, IN THE
REGULATIONS, TO EITHER HAVE SOME
SORT OF LANGUAGE PUT IN
ACKNOWLEDGING THAT AND THAT
THERE WILL BE SOME SORT OF
EQUITY ANALYSIS.

WHAT I ALSO SUGGEST WOULD HELP
WITH THAT IS IN SECTION

1721.4 OF THE ADVISORY

COMMITTEE, ADDING I'D LIKE TO SEE THEIR MEMBER

DIRECTLY BEING ADVISING ABOUT HOW THIS CAN BE EQUI TEEBL IMPLEMENTED IN TERMS OF THE SUPPLIERS GIVING YOU THE AUTHORITY WHILE YOU'RE PUTTING OUT THE RSP YOU'RE AUTOMATICALLY TALKING ABOUT EQUITY AND THE OWNERSHIP OPPORTUNITIES, THE RIDERSHIP OPPORTUNITIES ALL REFLECT DIVERSITY OF BOSTON.

>> THANK YOU, COUNCILOR. THANK YOU TO THE PANELISTS. IF THE PANEL HAS ANY QUESTIONS OF THE COMMITTEE.

I'LL ASK IF YOU CAN HANG TIGHT. WE HAVE A FEW FOLKS THAT HAVE ASKED TO GIVE PUBLIC TESTIMONY. SO FOLKS, THIS IS TIME TOWARD PUBLIC TESTIMONY.

IF ANYONE IS HERE THAT WISHES TO OFFER PUBLIC TESTIMONY MAY DO SO NOW BY INDICATING AND SIGNING THE SHEET OVER THERE.

I TO HAVE A SHEET IN MY HANDS. WE HAVE TWO MICROPHONES TO MY LEFT ASK TO MY RIGHT BEHIND THE PANEL SO FEEL FREE WHATEVER ONE IS CLOSEST TO YOU.

LOOKS LIKE ALIAYA WILL BE THE FIRST AND ELLIOTT, I'M SORRY. YOUR PENMANSHIP WOULD NOT PASS THE CLASS IN THE FIRST GRADE FOR SURE.

BUT ELLIOTT, WELCOME FROM THE NEIGHBORHOOD ASSOCIATION IN THE BACK BAY.

YOU HAVE THE FLOOR.

INTRODUCE YOURSELF FOR THE RECORD.

>> MY NAME IS ELLIOTT AND I'M FROM THE NEIGHBORHOOD ASSOCIATION IN THE BACK BAY NOW FOR 45 YEARS WHICH MEANS I MUST BE GETTING TO BE A SENIOR CITIZEN.

AND I WALK A LOT AROUND THE CITY SO I HAVE TWO CONCERNS AROUND THE SCOOTERS.

ONE CONCERN WHICH MANY PEOPLE HAVE MENTIONED IS WHERE THEY GET LEFT.

WE WERE JUST ON VACATION IN AUSTIN WHERE THEY SEEM TO BE LEFT EVERYWHERE.

AND IF YOU WEREN'T TRIPPING OVER
A SCOOTER, YOU WERE TRIPPING
OVER A BIKE.

THE SECOND WAS TO JUST MAKE SURE
THAT THEY'RE NOT RIDING ON
SIDEWALKS.

YOU KNOW, WE HAVE AN EXEMPTION,
IT'S NOT CLEAR WHERE ONE CAN
RIDE A ASBESTOS CAN CULL AND
TECHNICALLY -- BICYCLE AND
TECHNICALLY ON COMMERCIAL
STREETS YOU CAN'T RIDE A BICYCLE
ON THE SIDEWALK ALTHOUGH THAT'S
OBSERVED BREACH A LOT ALTHOUGH
ON RESIDENTIAL STREETS YOU CAN
BUT I UNDERSTAND LITTLE KIDS
RIDE ON BIKES ISN'T ALWAYS
HELPFUL WHEN THEY'RE NOT LITTLE
KIDS.

THOSE OF US WHO GET A LITTLE BIT
OLDER AND MOVE A LITTLE BIT
SLOWER THAN WE USED TO AND YOU
CAN'T HEAR A BIKE COMING UP AND
YOU WON'T HEAR A SCOOTER COMING
UP, IT BECOMES VERY DANGEROUS.
12 OR 15 MILES AN HOUR IS REALLY
FAST ON A SIDEWALK.

THEY ARE PRETTY SHOW ON THE
STREET.

THE THING THAT STRUCK ME IS OKAY
THIS SOUNDS LIKE A GREAT
MOBILITY PLUS EXCEPT THEE NO
OBVIOUS PLACE WHERE THEY OUGHT
TO BE.

I THINK WE NEED TO FIGURE OUT
THAT REGULATION.

IN TERMS OF MY HANDWRITING, I
TURNED IN ORDERS OF THE SALESMAN
AND THE CUSTOMER PEOPLE SAID
WOULD YOU PLEASE TAKE YOUR SOCKS
OFF FIRST SO IT'S BEEN A PROBLEM
FOR A LONG TIME.

THANK YOU.

>> THANK YOU VERY MUCH ELLIOTT.
KESHA HEART WILL BE FOLLOWED BY
SCOTT FOLLOWED BY HANNAH SMITH.
YOU CAN ALTERNATE MICROPHONES.
STATE YOUR NAME AND AFFILIATION
FOR THE RECORD AND YOU HAVE THE
FLOOR.

>> MY NAME IS KESHA I'M THE
TRANSPORTATION POLICY
SPECIALISTS.

I JUST WANTED TO OFFER SOME

COMMENTS THAT I THINK WILL FURTHER THE CONVERSATION THAT'S ALREADY BEGUN HERE TODAY. BY WAY OF BACKGROUND METROPOLITAN AREA PLANNING COUNSEL IS THE REGIONAL PLANNING AGENCY ARE FOR THE TOWNS IN METRO BOSTON.

I AND MY COLLEAGUES HAVE BEEN WORKING CLOSELY WITH STAFF FROM THE TRANSPORTATION DEPARTMENT, THE MAYOR'S DEPARTMENT OF MECHANICS AS WELL AS PLANNING STAFF IN CAMBRIDGE, SOMERVILLE AND BROOKLINE ON THINKING ABOUT A COORDINATED RANGAL APPROACH TO ELECTRICAL SCOOTERS IN FUTURE ITERATIONS OF MICRO MOBILE A. I'M HERE TODAY TO NOT ONLY SPEAK IN SUPPORT OF THIS ORDINANCE BUT TO OFFER ADDITIONAL CONTEXT REGARDING PLANNING AND RESEARCH THAT'S.

THAT'S -- ALREADY HAPPENED TO DATE IN THIS AREA.

WE HAVE A HISTORY ON WORKING ON THESE FOUR COMMUNITIES ON TRANSPORTATION SERVICES COORDINATING EFFORTS AROUND THE SYSTEM.

SINCE THE FALL OF LAST YEAR WE'VE BEEN FACILITATING DISCUSSIONS OF STAFF IN AN EVIDENT TO THINK CRITICALLY ABOUT AN APPROACH FOR REGULATING ELECTRIC SCOOTERS AS WELL AS WHATEVER MAY BE TOWN THE PIPELINE NEXT IN TERMS OF MICRO MOBILITY.

ELECTRIC SCOOTERS WILL PRESENT SIMILAR MOBILITIES, OPPORTUNITIES AND CHALLENGES LIKE BIKE SHARE AND WE COMMEND THE CITIES AND TOWNS WORKING TOGETHER IN THIS REGARD.

THE CONVERSATIONS TO DATE HAVE CENTERED ON KEY ITEM PRINCIPLES FOR ELECTRIC SCOOTERS HEARING INCLUDING SAFE E, EQUITY AND ENHANCING LOCAL MOBILITY OPTION. WHILE THE EXACT DETAILS OF HOW REGIONAL COORDINATION COULD COME TO FRUITION ARE STILL BAG DETERMINED, THERE HAS BEEN --

BEING DETERMINED THERE HAS BEEN
GENERAL INTEREST IN ADOPTING
COMMON INTEREST THAT IS
INCORPORATING INTO THE LOCAL
PERMITTING OR LICENSING
PROCESSES SUCH AS ONE THAT THIS
ORDINANCE WOULD AUTHORIZE.
TEASE REGULATIONS WOULD BE
MINIMAL FOCUSING ON KEY ELEMENTS
TO ENSURE REGIONAL COORDINATION
SHOULD SCOOTERS CROSS MUNICIPAL
BOUNDARIES AND WOULD ALLOW
PLENTY OF ROOM FOR AWE DUSTAL
MUNICIPALITIES SPECIFIC
REGULATION.

THE IDEA IS NOT TO OVERREGULATE
BUT RATHER TO BE PRACTICAL ABOUT
HOW SCOOTERS AND MICRO MOBILITY
AND REGIONAL TRANSPORT ALWAYS
NEEDS.

WE CONTINUE TO MEET REGULARLY
WITH OUR MUNICIPAL PARTNERS AND
FURTHER REFINE OPPORTUNITIES FOR
LOCAL AND REGIONAL COORDINATION.
WE LOOK FORWARD TO WORKING WITH
CITY OF BOSTON STAFF AND OTHER
STALK HOARDS AT THE CITY ON
THESE ISSUES.

THANK YOU FOR THE OPPORTUNITY TO
SPEAK TODAY AND I'M HAPPY TO
SELF AS A RESOURCE IF NEEDED.

>> THANK YOU VERY MUCH FOR YOUR
TESTIMONY.

SCOTT.

IS SCOTT AROUND?

>> GOOD AFTERNOON, CHAIRMAN
FLAHERTY, DISTINGUISHED MEMBERS
OF THE COUNCIL.

THANKS FOR COMING HERE TODAY.
WE'VE HAD SO MANY MEETINGS ABOUT
SCOOTERS.

YOU GUYS SICK OF IT YET?

THANK YOU SO MUCH.

SO MY NAME IS SCOTT MULLEN.

I AM THE DIRECTOR OF EXPANSION
HERE IN THE FOR EAST.

CHRIS HAD MENTION THERE WAS SOME
OPERATORS OF YOUR BLUE BITE
NETWORK IN THE ROOM.

I WAS AT HUB WAY BEFORE THE NEW
TITLE SPONSOR CAME TO SUPPORT
WHAT IS A GREAT NETWORK AND
CONTINUES TO EXPAND.

NO HE STRANGER TO MOBILITY IN

THE REGION, WE ARE CURRENTLY OPERATING BICYCLES AND ELECTRIC BIKES IN THE REGION THROUGH A COORDINATE NETWORK WITH THE MAPC WHO HAS PROVEN TO BE A GREAT PARTNER TO MAKE SURE MOBILITY OPTIONS THAT HAPPEN HERE AND ARE MOVING AROUND REGION ARE ACTUALLY SERVING THE REGION AND SERVING ALL THE RESIDENTS HERE SO IT REALLY IS IMPORTANT TO HAVE THAT.

WE ARE BASED IN CALIFORNIA AND WE ARE MOBILITY COMPANY.

WE HAVE BICYCLES, ELECTRIC BICYCLES, ELECTRIC SCOOTERS AND WE'RE PILOTING CAR SHARING IN SEATTLE RIGHT NOW, A FREE FLOATING MODEL.

WHAT WE WANT IS MODE SHIFT. WE WANT TO ENABLE PEOPLE TO GET AROUND IN A DIFFERENT WAY.

ANY TRIP THAT'S FOUR MILES OR LESS IN A DENSE URBAN AREA THAT'S 50% OF THE TRIPS THAT HAPPEN IN THIS COUNTRY WE BELIEVE SHOULD NOT HAPPEN IN A SINGLE OCCUPANCY VEHICLE OR IN A CAR AT ALL IF WE CAN HELP IT.

SINCE JUNE WE WATCHED OUR VEHICLES LOGGED MORE THAN 25 MILLION TRIPS.

THIS IS UNPRECEDENTED.

MICRO MOBILITY IS A REAL THING. WE'RE JUST ONE COMPANY AND WE'RE LOGGING NUMBERS LIKE THIS.

OUR VISION IS TO REVOLUTIONIZE MOBILITIES IN CITIES AND RESIDENTS AGREE TO MORE EFFICIENT AND AFFORDABLE TRANSPORTATION OPTIONS.

WE COME IN COLLABORATIVELY TO WORK WITH CITIES AROUND YOUR MUNICIPAL GOALS.

WE KNOW THE IMPACT THAT WE CAN HAVE IS GOING TO BE GREATER WHEN WE'RE WORKING WITH OUR MUNICIPAL PARTNERS.

AND I'M HERE TODAY TO APPLAUD THESE DRAFT REGULATIONS TO COMMEND MAYOR MARTY WALSH FOR THE -- MARTY WALSH FOR THESE REGULATIONS.

IT'S THE DEDICATED STAFF IN

FRONT OF YOU TODAY HAVE DONE A LOT OF WORK.
THESE ARE GREAT STARTS.
IF I COULD MAKE TWO QUICK COMMENTS ABOUT THEM.
ONE IS WITH REGARDS TO 1725-5A.
EXCUSE ME.
LIMITS ON SMALL VEHICLES.
IT'S IMPORTANT TO, AS WE WORK COLLABORATIVELY TO THINK ABOUT WHAT ARE THE OUTCOMES THAT WE WANT RATHER THAN HOW DO WE KEEP AWAY WHAT WE DON'T WANT.
AND I THINK THE INITIAL RULEOUT BY SOME OTHER COMPANIES IN THIS SPACE HAVE SORT OF PUT CITIES OFF GUARD.
AND CAUSED THEM TO BE REACTIONARY AND SAY WE ONLY WANT A HUNDRED, THAT'S ALL YOU CAN HAVE.
WHAT THAT DOES IS WITH A STATIC CAP IT'S SORT OF KEEPS THE GREATER IMPACT LOW.
THESE ARE EXPERIENCES BECAUSE YOU CAN'T FIND A SCOOTER.
WHAT WE WOULD SUGGEST OUR TIMIC CAPS.
THESE THINGS WERE ONLY COMPUTERS.
WE KNOW WHEN THEY'RE BEING USED, WE KNOW WHERE THEY ARE BEING USED AND WHAT THE DEMAND IS AND WE CAN SELF THAT.
WE WOULD ASK FOR DYNAMIC CAPS BASED ON TRIPS PER VEHICLE PER DAY, WE TALL IT TPD.
A MILESTONE.
IF WE'RE HITTING THE OPERATIONAL GUIDE LINES THE CITY HAS LAID OUT FOR US AND WE'RE ABLE TO SEVEN THIS DEMAND, WE SHOULD BE ABLE TO SCALE UP AND DOWN WITH IT IN REAL TIME.
AND YES THAT DOES MEAN DOWN AS WELL BECAUSE WE'RE GOING TO SEE SEES FAMILIARITY AS WELL SO -- SEASONALITY AS WELL SO IN THE WINTER A BIT MORE PRESINNATION THINGS SLOW DOWN A LITTLE BIT WE WOULDN'T PUT OUT AS 78 MANY VEHICLES.
IT'S A DYNAMIC AND FLEXIBLE SYSTEM WE WOULD ASK ARE FOR.

NUMBER TWO IT WOULD BE 172 5E
TO BE DETERMINED ANNUAL FEE AS
SET BY THE COMMISSIONER.
AS ANY BUSINESS WOULD ASK FOR,
THE PREDICTABILITY AND
CONSISTENCY WITH REGARD TO
REGULATORY FEES.
WE'RE NOT AGAINST PHASE, WE'RE
JUST LOOK -- FEES, WE'RE LOOKING
TO RUN A BUSINESS THAT'S
SUSTAINABLE AND BE HERE FIVE
YEARS DOWN IN THE ROAD.
THIS IS NOT A FLASH IN THE PAN.
WE BELIEVE WE CAN HAVE A MASSIVE
IMPACT ON CITIES MOVING FORWARD
AND HOW PEOPLE MOVE AROUND THEM.
WE JUST NEED CONSISTENT AND
PREDICTABLE FRAMEWORK.
>> WHICH ONE IS THAT.
>> 1721.E.
TO THE, TENT POSSIBLE ANY FEES
COLLECTED, WE BELIEVE SHOULD BE
DEDICATED TO EXPANDING
INFRASTRUCTURE NEEDED TO SUPPORT
THE PROGRAM THINGS LIKE BIKE
LANES CHARGING OPTIONS
FACILITIES AND SUCH.
THINGS WE WOULD WORK WITH THE
CITY ON.
IT'S TO ENCOURAGE POSITIVE
MUNICIPAL OUTCOMES AND IT'S ALSO
A COMPREHENSIVE WAY.
I HEARD SOMEONE TALK ABOUT UBER
EARLIER AND IT'S IN A
TRANSPORTATION FRAME WORK AND
WHATEVER FEES ARE ASSOCIATED
WITH ONE MODE LET'S PUT THIS IN
A BROADER CALCULUS AROUND OTHER
MODES AS WELL AND BIG HOW TO
RIGHT SIZE THIS.
IN CLOSING I WOULD LIKE TO THANK
CHAIRMAN FLAHERTY FOR HOSTING
THIS DISCUSSION TODAY GIVEN THE
SEASONALITY OF OUR BUSINESS AND
THE CLEAR POSITIVE IMPACT WE'VE
HAD IN U CITIES AND WE BELIEVE
WE CAN HAVE HERE.
WE WOULD LIKE THESE PILOTS TO BE
STARTED AS SOON AS POSSIBLE WITH
RESPECT TO ALL SIDES HERE.
AND I LOOK FORWARD TO BEING
SUPPORTIVE IN THIS PROCESS.
CONSIDER ME A RESOURCE.
WE'RE ALWAYS HERE TO ANSWER

QUESTIONS.

THANK YOU FOR OH TIME.

-- FORYOUR TIME.

>> THANK YOU, SCOTT.

WE SHARE OUR DATA WITH CITIES
FOR FREE.

PART OF THE APPROACH IS
COLLABORATION.

IN YOU THINK ABOUT IT, WHAT WE
WANT ARE BETTER CONDITIONS RIGHT
AND RIGHT NOW OUR STREETS ARE
SORT OF 95% FOR CARS, 5% FOR
EVERYBODY ELSE AND WE'RE TRYING
TO RECONFIGURE THAT.

WHAT WE WERE ABLE TO DO AS I WAS
RUNNING THE BLUE BIKE NETWORK WE
ONLY HAD TRIP ORIGIN, TRIP
DESTINATION AND DURATION SO WE
NEVER KNEW EXACTLY WHERE THESE
VEHICLES, THESE BICYCLES WERE
GOING.

WE HAVE GPS ON ALL OUR VEHICLES
WE KNOW SPECIFICALLY WHERE
THEY'RE GOING.

>> BUT YOU NEED A CREDIT CARD
AND IDENTIFICATION TO GET YOUR
TRIP, CORRECT?

>> IDENTIFICATION, MEAN?

>> WELSH A LICENSE OR ANYTHING?
LIKE TO GET OR JUST YOUR CREDIT
CAR GIVES YOU EVERYTHING.

>> THE PAYMENT OPTIONS.

>> WHAT HAPPENS WITH THAT
INFORMATION?

>> WE'RE PCI COMPLIANT, WE USE A
THIRD PARTY PROCESSING STRIPE IS
ONE IN THERE A NATIONAL
STANDARD.

NO CREDIT CARD INFORMATION
CROSSES OUR SERVERS.

WE ACTUALLY DON'T EVEN COLLECT
DEMOGRAPHIC DATA EXCEPT FOR DATA
PURPOSES.

WHEN YOU SIGN UP YOU TONIGHT
NEED TO TELL US HOW MUCH YOU
MAKE OR ALL OF THAT OTHER
INFORMATION.

WE CAN GET THAT THROUGH SURVEYS.

THAT'S NOT THE DATA WE'RE
TALKING B THE TAUGHT WE'RE
TALKING ABOUT IS THE TRIP AND
ROUTE DATA THAT APPLAUSE THE
PLANNING -- ALLOWS THE PLANNING
DEPARTMENT FOR THE STRUCTURE

CHANGES WOULD BE MOST IMPACTFUL FOR THE CITY.

THAT'S THE SORT OF COLLABORATIVE APPROACH.

WE WANT TO HAVE AN IMPACT.

THIS ISN'T SELLING ICE CREAM CONES AT FENWAY THIS IS A TRANSIT NETWORK WE WANT TO BRING TO THE CITY AND WANT TO BE SEEN AS COLLABORATIVE PARTNERS.

>> MR. CHAIR ONE MORE QUESTION. SO THE BUSINESS MODEL, LIKE HOW ELSE ARE THESE COMPANIES MAKING MONEY OTHER THAN THE TRIPS, THE ADVERTISING THAT'S ON LIKE, ARE THERE ANY OTHER WAYS YOU'RE MAKING MONEY?

>> RIGHT NOW --

>> ARE YOU SELLING ANY DATA SHARING ANY DATA FOR MONEY.

>> NOT FOR MONEY NO.

WE'RE SHARING WITH MUNICIPALITIES FOR MANNING PURPOSES.

BUT NO -- FOR PLANNING PURPOSES BUT NO WE DON'T SELL ANY OF THAT DATA.

>> THANK YOU.

THANK YOU, MR. CHAIRMAN.

>> I JUST WANTED TO NOTE A DISTINCTION AND I THOUGHT IT WAS REALLY GOOD TO NOTE ON YOUR PART WE WOULD BE GETTING THE DATA FOR FREE SO WE'RE ALSO ABLE TO SEE POSITIVE AND NEGATIVE IMPACTS ON OUR COMMUNITIES.

I'M ASSUMING WE WOULD GET IT UNFILTERED AND WE WOULD GET CAN IT POSSIBLY IN REAL TIME DATA AS WELL.

>> THAT'S CORRECT.

THE INDUSTRY STANDARD IS URGING TO BE THE MOBILITY DATA SPECIFICATION NDS WHICH SORT OF ENCAPSULATES THE SPEC CASE WHICH IS ROLLED INTO MBS.

YOU GET THAT AND MORE.

THAT IS A FIRE HOSE.

YOU'VE GOT PEOPLE WHO CAN DECIPHER IT.

NOT EVERY CITY DOES.

>> HOW DO YOU CONNECT THAT WITH THE NETWORK TO BE LOOKING AT MONITORING AROUND THE CITY FOR

POTENTIAL CAR ACCIDENTS AND THINGS LIKE THAT.

I JUST THINK IT'S A WONDERFUL CONVERSATION AND COLLECT RISK AND COULD NOTE WITH DISTINCTION WITH THIS KIND OF DATA WE'VE ASKED FOR FROM OTHER SHARING COMPANIES HIKE AIRBNB THE CITY WAS OUTRIGHT SUED.

I WANT TO KNOW THE DIFFERENCE WHEN YOU ASK FOO REGULATION FOR SHORT TERM RENTAL FOR AIRBNB THEY SUED US TO PREVENT FROM A GETTING ANYTHING.

THAT STARTS THE CONVERSATION OFF MUCH BETTER SO THANK YOU.

>> THANK YOU VERY MUCH.

I APPRECIATE YOUR TIME AND ATTENTION.

HANNAH SMITH.

SHE WILL BE FOLLOWED BY MARTHA AND OLIVIA.

ANYBODY IN ADDITION WHO WANTS TO OFFER TESTIMONY JUST SIGN THE SIGN-IN SHEET.

WELCOME HANNAH STATE YOUR NAME AND AFFILIATION FOR THE RECORD.

>> SHE WAS A VALUED EMPLOYEE OF MINE SEVERAL YEARS AGO.

>> GOOD TO SEE YOU BACK, HANNAH.

>> NICE TO SEE YOU ALL.

THANK YOU SO MUCH FOR HAVING ME TODAY.

I HAVE A BRIEF PREPARED TESTIMONY AND I'M HAPPY TO ANSWER SYM HER QUESTIONS AS WELL ON TAUGHT SHARING AND WHERE CONVERSATIONS ARE GOING WITH THE CITY.

GOOD AFTERNOON COUNCILORS.

MY NAME IS HANNAH SMITH AND I'M A DATA MANAGEMENT FOR BIRD.

HERE TO SUPPORT BIRD'S SUPPORT FOR BOSTON'S ORDINANCE ON E SCOOTERS.

I'VE SEEN TREMENDOUS VISION AND LEADERSHIP THAT WILL MAKE THE CITY'S RESIDENTS SAFER AND HEALTHIER.

AS YOU KNOW BOSTON IS ONE OF THE MOST CONGESTED CITIES IN THE COUNTRY AND WAS RECENTLY RANKED AS THE CITY'S 7TH WORST TRAFFIC IN THE UNITED STATES.

THEY OFFER A UNIQUE OPPORTUNITY FOR BOSTON TO TACKLE THAT PROBLEM PROVIDING A SOLUTION TO THE CITIES TO HELP IMPROVE THOSE METRICS AND PUT THE CITY ON A PATH TO BE MORE SAFER AND CAR FREE.

40% OF CAR TRIPS IN AMERICA ARE LESS THAN THREE MILES LONG.

IN CITIES WHERE BIRD IS AVAILABLE PEOPLE ARE INCREASINGLY OPTING FOR AFFORDABLE OPTIONS INSTEAD OF A CAR FOR THOSE SHORT TRIPS.

IN PORTLAND THE CITY COUNSELED ONE THIRD OF ALL E SCOOTER TRIPS HAD GONE IN A CAR IF AN E SCOOTER HAD NOT BEEN AVAILABLE.

IN WASHINGTON D.C. 90% OF OWL RIDERS SAY THEY USE IT TO GO TO WORK OR SCHOOL OR RUN ERRANDS.

WE HOPE TO DO THE SAME FOR BOSTON.

WE HAVE A VISION WHAT LAUNCHING IN BOSTON WOULD LOOK LIKE, A PLAN READY TO GO TO EMPOWER COMMUNITIES TO SAFELY SHARE THE ROAD BUT OFFERS A COMPREHENSIVE FLEET OF SOLUTIONS FOR WRITERS AND COMMUNITIES TO DELIVER BEST IN CLASS SERVICE THAT HELPS PROTECT THE PUBLIC RIGHT AWAY AND INCREASE MOBILITY FOR ALL.

WE HOPE TO OFFER OUR BIRD WATCHERS IN BOSTON WHICH IS A TEAM OF LOCALLY HIRED AND TRAINED INDIVIDUALS WHO HELP WITH DAILY FLEET MANAGEMENT. BIRD WATCHERS WATCH EVERY VEHICLE EVERY DAY TO MAKE SURE EVERY SCOOTER IS PARKED PROPERLY AND ANY ISSUES ARE ADDRESSED AS QUICKLY AS POSSIBLE.

WE OFFER COMMUNITY MODE IN OUR APP.

IT EMPOWERS ANYONE TO REPORT INSTANCES OF POOR PARKING SO WE CAN IMMEDIATELY ADDRESS AND CORRECT THOSE CONCERNS.

COMMUNITY MODE WAS BUILT BECAUSE OF FEEDBACK THAT WE RECEIVED FROM GOVERNMENT PARTNERS AND OTHER CITIES WHO REQUESTED AN IN

APP SOLUTION TO ADDRESS PARKING AND SIDEWALK CONGESTION. CULTIVATING STRONG WORKING RELATIONSHIP, THE CITIES WE OPERATE IN IS THE BIRD'S OPERATING MODEL AND CONVERSATIONS LIKE THOSE OF OUR GOVERNMENT PARTNERS WHO ULTIMATELY CREATE BETTER PRODUCTS FOR WRITERS AND CONSTITUENTS. CENTRAL TO OUR MISSION IS ENSURING ANYBODY CAN PARTAKE IN A FIGHT AGAINST CLIMATE CHANGE AND WE'RE DEEPLY COMMITTED TO ENSURING THAT OUR SERVICE IS ROOTED IN EQUITY. BOSTON IS A LEADER IN CLIMATE PLANNING AND BRINGING E SCOOTERS TO BOSTON ONLY FIRST THE GOAL OF MAKING BOSTON CARBON NEUTRAL BY 2050. WE OFFER SPECIAL DISCOUNTS TO INDIVIDUALS ON PUBLIC ASSISTANCE SO THAT OUR ENVIRONMENTALLY FRIENDLY SERVICE CAN BE MORE EASILY VAWBL TO MORE UNDER SERVED COMMUNITIES. ADDITIONALLY BIRD'S WEBSITE AND SMART PHONE APP CAN BE ACCESSED. TRANSLATION IS AVAILABLE IN SEVERAL LANGUAGES WITH MORE LANGUAGES BEING ADD THE EACH WEEK. BOSTON HAS LONG BEEN A LEADER IN ACCEPTABILITY AND WE CONTINUE TO RAISE THE BAR AND MAKE BOSTON A CITY THAT WORKS FOR ALL RESIDENCE. ON A SIMILAR NOTE BIRD WILL WORK WITH CONVERSATIONS AROUND CREATING A MUNICIPAL ID TO MOVE FORWARD TO MAKE SURE ANY NEW FORMS OF IDENTIFICATION ARE ACCEPTED IN OUR APP AS SOON AS THEY WERE AVAILABLE. THESE ARE THE KINDS OF SERVICES WE ARE EAGER TO BRING TO BOSTON AND WE ARE SO THRILLED THAT THE COUNCIL HAS STOOD UP TO THIS. THANK YOU. I WILL TAKE ANY QUESTIONS. >> GOOD TO SEE YOU BACK HERE AT CITY HALL.

THIS COULD HAVE GONE TO
LIME AS WELL.

THE SORT OF PLAN OR THE BIRD
WATCHERS OR IN APP PICK UP FOR
IMPROPERLY PARKED SCOOTERS FOR
LOOK OF A BETTER WORD.

THAT'S A GREAT INITIATIVE I'M
TBLAD TO SEE IN THERE.

WHEN SOMEONE IS OBSTRUCTED GOING
DOWN THE SIDEWALK THEY'RE GOING
TO BE SITTING THERE FOR AN HOUR
TWO HOURS.

MOST REALISTICALLY VERY HAVE TO
GO TURN AROUND AND GO SOMEWHERE
ELSE.

THIS IS A QUESTION FOR YOU IN
MAYBE OTHER CITIES YOU'VE
OPERATED IN OR IF THIS IS
INFORMATION YOU CAN DEFINE FOR
US THAT'S FINE.

WHAT TECHNOLOGICALLY CAN BE DONE
TO SAY THE APP WILL NOT LET YOU,
YOU DON'T GET CREDIT FOR
RETURNING THE SCOOTER, YOU'RE
STILL CHARGED, WHATEVER IT IS IF
YOU'RE LEAFING IT ON NEWBURY.
YOU LEFT IT ON NEWBURY STREET
BETWEEN EXETER AND FAIRFIELD
THERE ARE PROBLEMS WALKING BY
WITH STROLLERS AND WHEELCHAIRS
WHATEVER IT IS.

IS THAT A PARTICULAR LOGICAL
FIX, IS SOMETHING POSSIBLE THIS?

>> YES.

THAT'S A GREAT QUESTION AND I
THINK E SCOOTERS IS A WHOLE HAVE
LOTS OF FIGURES FOR HOW TO
REGULATE PARKING FOR LACK OF A
BETTER WAY TO PHRASE IT.

SOME OF THE THINGS BIRD HAS DONE
SPECIFICALLY WE REQUIRE ALL OF
OUR USERS TO TAKE PHOTOS OF
THEIR SCOOTERS TO CALL BACK THIS
RIDES.

YOU CONTINUE TO GET CHARGED IF
YOU DON'T TAKE A PHOTO.

WE THEN CAN CHECK THAT AND IF
SOMEBODY IS A REPEAT OWE NENLDER
WHO LEAVES A SCOOTER EGREGIOUSLY
PARKED WE CAN SUSPEND THEIR CARD
FOR A COUPLE DAYS OR IF THEY ARE
A REPEAT OFFENDER WE CAN SUSPEND
THEIR ACCOUNT IN FULL.

I THINK THIS IS SOMETHING WE'RE

REALLY EXSEUTD TO WORK WITH IS
THAT WE CERTAINLY AWE FORTY
THREE WITH THE FACT THERE ARE
AREAS WHERE SIDEWALK CONGESTION
NEEDS TO BE REGULATED.

I THINK WE ALL UNDERSTAND THE
INHERENT BENEFITS OF DOCKLESS
TRANSPORTATION HERE BUT WE HAVE
TO REGULATE PARKING TO SOME
DEGREAVMENTZ YOU HAVE CITIES
ACROSS THE COUNTRY CREATING
PHYSICAL PARKING PLACES EITHER
TAKING STREET PARKING SPOT OR
FINDING SIDEWALK SPACE THAT
ISN'T IN THE TRAFFIC PATTERN.
AND YOU CAN DESIGNATE THAT AS
DOCKLESS PARKING.

IT DOESN'T HAVE TO BE JUST FOR
BIRD OR JUST FOR SCOOTERS.
IT CAN BE SOMETHING AS SIMPLE AS
A SQUARE SPRAY PAINT ON A
SIDEWALK OR IT CAN BE A BIRD
INSTALLED WHICH IS SOMETHING WE
DID IN SANTA MONICA.
WE CAN ALSO WE HAVE GEO FENCING
CAPABILITIES.

TO HIT ON YOUR POINTS
SPECIFICALLY WE CALL THEM
VIRTUAL PARKING CROWDS BUT WE
CAN DESIGNATE VIRTUALLY IN GEO
SENSE WHERE PEOPLE CAN CLOSE OUT
THEIR RIDE OR THAT.

THAT'S SOMETHING I THINK WE
WOULD BE HAPPY TO DO IN YOUR
DISTRICT.

>> THAT IS ABSOLUTELY WHAT I
WANT TO HEAR BECAUSE YOU KNOW,
YOU CAN HAVE ALL THE
ASPIRATIONAL PARKING AREAS AND
PEOPLE ARE LAZY, THEY ARE RUDE
SOMETIMES, NOT PEOPLE ALWAYS, I
WANT TO SAY THAT.

AND I DON'T WANT TO, THAT IS
GOOD TO HEAR AND I CERTAINLY
FORWARD TO WHEN AND IF THE
TRANSPORTATION DEPARTMENT
CHOOSES TO MOVE FORWARD WITH
THIS MAKING SURE THAT IS PART OF
LIKE I SAID BEFORE, THE SECOND
OR ON THIRD TIME THIS IS MY
OVERWHELMING CONCERN ABOUT THIS.
I DON'T WANT TO BELABOR THE
POINT I KNOW THE CHAIRMAN IS
TRYING TO KEEP US ON SCHEDULE.

>> THANK YOU VERY MUCH HANNAH.
MARTIN, ARE YOU STILL HERE.
>> REALLY SORRY ONE MORE COMMENT
JUST TO COURTROOM BAKER'S
EARLIER QUESTION.
BIRD DOES NOT SELL ITS DATA TO
ANY THIRD PARTY AND WE HAVE NO
INTENTION OF DOING SO.
>> THANK YOU.
MARTIN, WELCOME, I APPRECIATE
YOUR PATIENCE.
STATE YOUR NAME AND AFFILIATION.
>> MEMBERS OF THE CITY COUNCIL
MY NAME IS MARTIN.
I LIVE ON BEACON STREET WHEN
BURKEALLY AND DARREN DONE FOR
L -- CLARENDON FOR ALMOST 14
YEARS NOW.
I'M FROM THE COLLEAGUE OF --
DURING THAT TIME A BIKE LANE HAS
BEEN INSTALLED ALONG BEACON
STREET.
IT OCCURS TO ME THAT THIS
OPPORTUNITY HAS NEW HOPEFULLY
NON-POLLUTING MODES OF
TRANSPORTATION THAT ARE
PARTICULARLY SUITED TO INNER
CITY TRIPS COME CAN INTO PLAY.
THAT GIVES CAN US AN OPPORTUNITY
TO TACKLE WHAT IS ALREADY A
PROBLEMATIC SITUATION WHICH I'LL
ADMINISTRATE IN CONNECTION WITH
THE BEACON STREET BIKE LANE.
SO SINCE IT'S COME IN, YOU'VE
SEEN SOME SIGH COLLISIONS USE
THE BIKE -- CYCLISTS TO CONTINUE
TO USE THE RODE WAY OR THE
SIDEWALK AND I'VE SEEN A FEW
SIGH COLLISIONS USE THE BIKE --
CYCLISTS USING THE ONE WAY ARROW
PAINTED THERE.
TO ME THIS INDICATES A LACK OF
UNDERSTANDING BUT NOT ONLY
VEHICLES SHARED BUT SO THE
SPACES THAT THEY NEED TO USE.
ANOTHER THING ONE CAN OBSERVE IS
THERE ARE A FEW FAIRLY SIMPLE
WORDS IN THE ENGLISH LANGUAGE
THAT TOO MANY PEOPLE SEEM
INCAPABLE OF UNDERSTANDING.
ONE OF THEM IS NO TURN ON RED.
THIS CREATES A DANGER.
THE TERM, THE DESCRIPTION OF
WHERE PEOPLE TEND TO WALK IS

SIDEWALK.

ITS NOT SIDE BIKE, IT IS NOT
SIDE CONSTITUTE.

I THINK THAT ILLUSTRATES AND I
HEAR REINFORCE WHAT ELLIOT SAID,
WE REALLY TONIGHT WANT TO SEE
SCOOTERS BEING ABLE TO USE THE
SIDEWALKS.

I WONDER HOW THAT IS ACTUALLY
GOING TO BE ENFORCED.

IT GETS BACK TO A QUESTION THAT
A CONNAL OF YOU HAVE RAISED.

WHO IS GOING TO PAY FOR THE
ENFORCEMENT.

IT REQUIRES STAFF, IT REQUIRES
AN INFRASTRUCTURE AND THAT'S
SOMETHING WE'RE VERY CONCERNED
ABOUT.

ANOTHER ISSUE WOULD LIKE TO
BRING TO YOUR ATTENTION IS THAT
OF LIABILITY.

WHAT IS THE LIABILITY IN THE
EVENT THAT THINGS GO WRONG AS
THEY INEVITABLY WILL.

YOU'RE PROBABLY FAMILIAR AS I AM
WITH THE ADVICE THAT ONE
RECEIVES ABOUT WHAT ONE SHOULD
TO CAN WITH THE INSURANCE THAT
IS OFFERED BY CAR RENTAL
COMPANIES.

WHEN YOU SHOULD PAY FOR IT AND
WHEN YOU SHOULD NOT.

WHO IS GOING TO BE LIABLE WHEN
ACCIDENTS OCCUR?

I WOULD LIKE TO SEE INSURANCE
COMPANIES INVOLVED IN THE
DISCUSSIONS ABOUT HOW THIS
PROCESS IS GOING TO BE MANAGED.
HAVING SAID THAT, I'D LIKE TO
END ON A POSITIVE NOTE.

I'M DELIGHTED AND PLEASED THAT
THIS INITIATIVE HAS BEEN TAKEN
ABOUT THESE VEHICLES THAT ARE
OBVIOUSLY GOING TO COME INTO OUR
NEIGHBORHOOD VERY SOON IN LARGE
NUMBERS BEFORE THIS DO SO IN
THESE LARGE NUMBERS IN CONTRAST
TO THE TIME IT TOOK FOR EXAMPLE
FOR REGULATIONS OF AIRBNB TO BE
INTRODUCED INTO THE CITY BY
WHICH TIME IT HAD ALREADY BECOME
A VERY LARGE SCALE PHENOMENON.
I WOULD LIKE TO THANK THE
MEMBERS OF THE CITY COUNCIL AND

THE MAYOR HIMSELF FOR
INTRODUCING THIS ORDINANCE.
I THINK IT IS AS HAS BEEN SAID A
GREAT FIRST STEP.
AND I LOOK IN ORDER AND I LOOK
FORWARD ON BEHALF OF NAP AND I'M
SURE OTHER NEIGHBORHOOD
ORGANIZATIONS AS WELL TO MAKING
SURE THAT THE VIEWS AND OPINIONS
AND KNOWLEDGE AND WISDOM OF
RESIDENTS CONTRIBUTE TO
FORMULATING THE RULES AND
REGULATIONS THAT ARE ESTABLISHED
AND THEN TO MAKING SURE THAT THE
PROCESSES AND THE RESOURCES NEED
TO IMPLEMENT THE PROCESSES
EFFICIENTLY ARE PUT INTO PLACE
IN THE PROPER AND SENSIBLE WAY.
THANK YOU VERY MUCH.
>> THANK YOU VERY MUCH, MARTIN.
QUESTION FROM MY COLLEAGUE.
COUNCILOR BAKER HAS A QUESTION.
>> TO BRING UP THAT POINT.
I KNOW I'VE DEALT WITH BEFORE
PEOPLE WALK ON THE SIDEWALK, THE
SIDEWALK THAT'S CRACKED TRIPPED.
WHAT HAPPENS IS SOMEONE SUES THE
CITY.
NOW WE'RE ON THE STREET BIRD
FLYING OVER THE HANDLE HIS THEIR
HEADST THAT PERSON NOW SUE US.
I DON'T NECESSARILY NEED THE
ANSWER NOW CHRIS BUT IT SHOULD
BE SOMETHING PUTTING ALL THIS
TOGETHER.
HOW DO WE, BECAUSE I JUST THINK
THERE'S GOING TO BE A LOT OF
ACCIDENTS.
THESE GOING TO BE A LOT OF
PEOPLE GETTING HURT.
>> I'M NOT -- IF YOU WANT TO
WEIGH ON THIS.
THERE'S INDEMNIFICATION THAT IS
ON THIS.
>> RIGHT NOW THE ORDINANCE IS
WRITTEN QUITE BROADLY SO WE
REQUIRE THE APPLICANTS TO
INDEMNITY FI.
>> WOULD THAT --
>> IT WOULD GO THROUGH THE
LICENSING PROCESS.
THEY WOULD HAVE TO HOLD HARMLESS
THE CITY --
>> WITH EVERYBODY, OKAY.

>> CORRECT.

BUT THE TEATS STILL NEED TO BE FILLED IN.

>> TO MAKE SURE SOMEONE DOESN'T SAY NO I THINK I'M STILL GOING TO SUE THE CITY.

LIKE WHEN YOU'RE TALKING ABOUT TO TIGHTEN THAT LANGUAGE UP YOU WANT TO MAKE IT SO SOMEONE IS UNABLE TO SUE THE CITY IN THE SITUATION I JUST DESCRIBED?

>> COUNCILOR, THIS ORDINANCE SPEAK TO THE REGULATORY AUTHORITY THAT THE TRANSPORTATION DEPARTMENT WOULD HAVE.

AND THE LICENSING AGREEMENT WITH THE PROVIDERS.

BEYOND THAT IT DOESN'T GET INTO SPECIFICS BUT WE CAN CERTAINLY FLUSH ALL THAT OUT AS WE WORK THROUGH THE CONVERSATIONS WITH THE COMMUNITY.

>> WILL THAT LANGUAGE THAT WE HAVE, IS THAT GOING TO PROTECT US?

DO WITH A KNOW.

>> I THINK WE WOULD CERTAINLY ENGAGE THE ADVICE OF CORPORATION COUNSEL ON THAT.

>> OKAY, THANK YOU. I'M GOOD.

>> THAT'S ALL THE QUESTIONS.

OLIVIA RICHARDS.

WELCOME OLIVIA.

STATE YOUR NAME AND AFFILIATION FOR THE RECORD OLIVIA AND THEN YOU HAVE THE FLOOR.

>> SURE MY NAME IS OLIVIA RICHARDS AND I AM A MEMBER OF THE BOSTON DISABILITY COMMISSION ADD VOICES RE BOARD.

AND WE HAVE AS A BOARD HAVE SOME ISSUES THESE SCOOTERS, BIG ONE BEING THEY'RE NOT ACCESSIBLE TO US IN GENERAL.

LIKE I CAN'T HOP ON ONE AND RIDE IT.

THE SECOND ONE BEING SAFETY.

NOT JUST SAFETY, SORRY.

THE IMPACT ON THE DISABILITY COMMUNITY WOULD BE SIGNIFICANT WITHOUT PLANS TO MITIGATE HAZARDS SUCH AS SCOOTERS

DISPOSED ON PEDESTRIAN AREAS
WALKING TRAVEL, INAPPROPRIATE
USAGE OF MOTORIZED SCOOTERS ON
SIDEWALK AND OTHER PEDESTRIAN
AREAS.

SUBSEQUENT RISK OF COLLISIONS
WITH PEOPLE WHO ARE UNABLE TO SEE
OR HEAR THEM COMING.

WE TBLAW THAT THERE IS A MAN TO
PUT TOGETHER AN ADVISORY BOARD
FOR THIS AND WE KNOW FROM THE
ORDINANCE THE WAY IT'S WRITTEN
THERE'S GOING TO BE A MEMBER
FROM THE DISABILITY COMMISSION
THAT IS GOOD WE ARE ALSO
CONCERNED ABOUT HEAD INJURY.

I SUBMITTED A DRAMA OPEN STUDY
THAT WAS DONE PEER REVIEWED
PAPER ON RESEARCHING THE RATE OF
INJURIES ASSOCIATED WITHSTANDING
ELECTRIC SCOOTER USAGE.

I THINK ONE OF THE THINGS TO
HIGHLIGHT IS ONLY 4.4% OF THE
STUDY PARTICIPANTS WORE A HELMET
AT THE TIME OF THEIR INJURY.
THAT'S IT.

4.4%.

HELMET USAGE WE KNOW FROM BLUE
BIKES DOESN'T HAPPEN
AUTOMATICALLY.

SOMETIMES THESE RIDES ARE SPUR
OF THE MOMENT.

THEY ARE, YOU KNOW, I'M TIRED, I
DON'T REALLY ONE TO DO THIS, I'M
GOING TO GRAB A SCOOTER.

IT'S A GORGEOUS DAY I WANT TO GO
ON A BIKE RIDE.

IT'S THE SAME COMPLAINT I SEE
WITH THE BLUE BIKES.

IT'S THE SAME COMPLAINT I HAVE
WITH THE SCOOTERS THAT IS THERE
IS NO ENFORCEABLE ORDINANCE
REQUIRING FOLKS TO WEAR HELMETS
WHILE UTILIZING THESE
SECRETARIES IN THE CITY.

I THINK THAT WILL GO A LONG WAY
TO MITIGATE CANNING RISK AND
HARM THAT'S DONE WHEN YOU DO HIT
A POT HOLE AND YOU FLY OVER THE
HANDLES.

AND I THINK IT WUL GO A HONG WAY
TOWARDS IMPROVING SAFETY IN THE
CITY OVERALL WHEN UTILIZING
VEHICLES SUCH AS E SCOOTERS,

BIKES AND OTHER REALLY FAST
MOVING DEVICES THAT STILL COME
OUT THAT WE HAVEN'T INHAVEN'T
YET.

-- INVENTED YET.

THANK YOU VERY MUCH.

>> THANK YOU VERY MUCH OLIVIA.

APPRECIATE YOUR TESTIMONY.

ANY QUESTIONS FROM MY COLLEAGUES
ON OLIVIA'S TESTIMONY?

THAT KIND OF RAISES ANOTHER
ISSUE OF FOLKS WHO ARE OPERATING
THESE THINGS UNDER THE INNOONS
OF ALCOHOL OR DRUGS, MARIJUANA
WHAT HAVE YOU.

IS THERE ANY PROHIBITION FROM
THE COMPANIES AFTER A SERIES OF
ACCIDENTS OR MISHAPS THAT THEY
ARE PRECLUDED THERE I GUESS
RENTING THESE THINGS AGAIN OR
DOES THE CITY HAVE SOME KIND OF
REQUIREMENT JUST FAST FORWARD
THINKING ABOUT A WHOLE BUNCH OF
FOLKS RIDING THIS, YOU'RE AT
NATHANIEL HALL AND YOU TAKE A
SCOOTER, IF YOU'RE GOING TO
VISIT OUR RECREATIONAL MARIJUANA
FACILITIES IN THE NEAR FUTURE
AND GET ON ONE OF THESE SCOOTERS
AT SOME POINT THERE'S SOME KIND
OF ACCOUNTABILITY IN THE EVENT
OF AN INCIDENT OR ACCIDENT.

THAT'S NOT FALLING UNDER CHAPTER
90 AT THIS POINT BUT WHAT ARE WE
AS A CITY TAKING FOR ME CAUTIONS
AND WHAT ARE THE COMPANIES THAT
HAVE APPROACHED YOU.

WHAT ARE THEY TAKING PRECAUTIONS
AROUND ALCOHOL AND DRUG USE
AROUND OPERATION THESE?

>> THE EXISTING LAWS THAT APPLY,
I THINK TO UNDERSCORE WHAT THIS
PARTICULAR ORDINANCE WOULD ALLOW
US TO DO IS SIMPLY ALLOW THIS TO
CREATE THOSE SORTS OF RULES TO
BE ABLE TO RESPOND TO THE
COMMENTS THAT WERE RAISED TO
FIGURE OUT WHETHER WE LICENSE OR
NOT, HOW DO WE GOVERN THE
MICROITY VICES AND WHAT ARE SOME
OF THOSE WE WANT TO MAKE SURE
ARE IN USE.

>> WE'RE TAKING INTO
CONSIDERATION CAN SORT OF AN

EVOLVING I GUESS INDUSTRY IF YOU WILL OR AT LEAST A NEW SORT OF TRANSPORTATION MODE THAT WILL COME INTO BOSTON.

KEEP YOUR EYE ON IT, WE MAY WORK OUT THE KINKS AND AS WE SORT OF EVOLVE WITH THE SMALL VEHICLE SHARING BUSINESS THEN MAYBE SOME CHANGES AND BEEN TWEAKS WE MAY NOT BE ANTICIPATING NOW AND/OR MAY SORT OF PLAY HOW THE AND WE NEED TO ADDRESS THEM.

OKAY.

VERY GOOD.

IF YOU OF MY COLLEAGUES WISHING TO OFFER ADDITIONAL TESTIMONY. ANY ADDITIONAL PUBLIC TESTIMONY. THERE ARE FOLKS HERE IN THE ROOM WISHING TO OFFER PUBLIC TESTIMONY DO SO NOW OR FOREVER HOLD YOUR PEACE.

NO DESIRE FOR ADDITIONAL TESTIMONY THAT WILL CONCLUDE THE PUBLIC TESTIMONY PORTION.

UNLESS MY COLLEAGUES HAVE ANYTHING BY WAY OF WRAP UP. SEEING AND HEARING NO REQUEST. COUNCILOR BAKER HAS ONE FOLLOW UP.

>> SORRY, MR. CHAIR.

SO IF A SCOOTER OR A BIKE RUNS INTO A VEHICLE LIKE HOW DOES THAT, IF A VEHICLE HITS ANOTHER VEHICLE WE'RE EXCHANGING PAPERS. CHRIS, WHAT DO YOU WANT TO SAY YOU'RE ON A BIKE OR SCOOTER YOU TAKE MY MIRROR OFF.

HOW DO I, CAN I GO AFTER YOU?

>> I THINK IN TERMS OF ANY PARTICULAR CONTRACT WITH ANY PARTICULAR COMPANY IT'S SOMETHING WHICH IS WAY DOWN THE LINE.

THIS IS REALLY ONE OF THE GENERAL AUTHORITIES WE'D WANT THE COMMISSIONER TO SAY SO WE CAN REALLY RESPOND TO A HOT OF THE CONCERNS THAT ARE RAISED HERE.

>> THAT'S A LITTLE DOWN IN THE WEED.

I JUST WANTED TO GET IT OUT THERE.

>> I THINK THAT, THE REVENUE,

THE LIABILITY ALL THOSE THING
ARE THE THING WE WANT TO MAKE
SURE WE CAN REALLY CREATE --

>> BACK TO THE REVENUE, CHRIS I
GET IT.

IT'S A BENEFIT TO US AND I'M
TOTALLY ON BOARD.

THEY'RE NOT DOING IT OUT OF THE
GOODNESS OF THEIR HEART.

THEY'RE MAKING A PACKAGE SOME
PLACE AND WHERE IS IT AND I
THINK WE SHOULD BENEFIT FROM IT.
170 TRIPS.

WE LET THAT ONE GET AWAY FROM US
CHRIS.

THANK YOU.

>> THANK YOU.

FINAL WORD --

>> THANK YOU TO ALL THE FOCUS
WHO STUCK AROUND.

OBVIOUSLY THIS IS A HE VERY
IMPORTANT ISSUE ONE THAT I'M
GLAD WE'RE GETTING OUT AHEAD OF.
I THINK WE HAVE AN OPPORTUNITY
TO REALLY SET THE STANDARD.

WE CAN STUDY TO SEE WHAT SOME
CITIES HAVE DONE.

WITH A CAN STUDY TO SEE WHAT THE
SHORTCOMINGS MAY HAVE BEEN OR
THE PITFALLS OR POT HOLES

PERHAPS THEY 23E68 INTO AND WE
CAN MAKE SURE WE DID THIS RIGHT.

THIS IS SOMETHING IF DONE WELL
WILL BENEFIT THE CITY OF BOSTON
FOR A WHOLE HOST OF TENTHS AND I
LOOK FORWARD TO ATE GOODING TO
WORK.

THANK YOU FOR THIS.

I HOPE YOU TAKE MY SUGGESTIONS
AND LOOK FORWARD TO THINGS.

>> THANK YOU COUNSELOR O'MALLEY.

THE COUNCIL HAS UNTIL MARCH 27
TO TAKE ACTION ON THIS SO BASED
ON THE TESTIMONY HERE FROM THE
ADMINISTRATION, COLLEAGUES,
QUESTIONS, CONCERNS AND COMMENTS
AND CONCERNS FROM THE PUBLIC
TESTIMONY WE'LL PUT TOGETHER A
WORKING DOCUMENT.

PROBABLY GET IN TOUCH WITH YOU
AND THE COMMISSIONER AT SOME
POINT TO LINE OUT SOME OF
DETAILS ON THE ISSUES THAT ARE
RAISED AND TRY TO GET SOMETHING

BEFORE THE COUNCIL BETWEEN NOW
AND MARCH 27.
SO WITH THAT, THE DOCKET 0209
MESSAGE AND ORDINANCE AMENDING
THE CITY OF BOSTON CODE
ORDINANCES GETTING LICENSING AND
SHARED MOBILITY BUSINESSES
OPERATIONS WILL BE ADJOURNED.
THANK YOU.