



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR  
MARTIN J. WALSH

EXECUTIVE ORDER

ESTABLISHING A POLICY FOR AUTONOMOUS VEHICLES IN THE CITY OF BOSTON

**WHEREAS**, the City of Boston has engaged thousands of residents in developing Go Boston 2030 -- a long term transportation plan to increase equity, unlock growth and improve resiliency; and

**WHEREAS**, those residents, have clearly articulated that our transportation options need to be safer, more accessible and more reliable; and

**WHEREAS**, autonomous vehicles could help us meet those goals by significantly reducing roadway fatalities & serious crashes, by expanding transportation choices, and by using our roads more efficiently; and

**WHEREAS**, those benefits should only accrue in Boston if they come with the reduction of emissions, with the improvement of the public realm, by complementing mass transit services, and with a serious commitment to those whose jobs may change if autonomous vehicles are adopted; and

**WHEREAS**, Boston's deep history of technical innovation, transportation entrepreneurship, and progressive leadership make it an ideal international leader in the development of autonomous vehicle technology and policy; and

**WHEREAS**, the cost of not leading will mean these vehicles may not work safely on our streets, the business models may not work for our residents and the benefits from this technology are not realized here;

**NOW, THEREFORE**, pursuant to the authority vested in me as chief executive officer of the City of Boston by St. 1948, c. 452, § 11, and every other power hereto enabling, I hereby order and direct that:

1. The Boston Transportation Commissioner lead the oversight of autonomous vehicles in the City of Boston; and, that
2. The Boston Transportation Department, with support from the Mayor's Office of New Urban Mechanics, publish guidelines for the testing of autonomous vehicles; and, that




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3. Those testing guidelines initially limit the time, place and manner that this testing can occur, but give greater latitude to partners as their performance justifies; and, that
4. Those testing guidelines require regular, public reporting of autonomous vehicle testing in the city; and, that
5. The Boston Transportation Department, with support from the Mayor's Office of New Urban Mechanics, publish policy recommendations with respect to autonomous vehicle technology, business models and street regulation & design; and, that
6. Those policies identify, as a means to achieve our sustainability, reliability and accessibility goals, that our expected preferred deployment will be fleets of autonomous vehicles that are electric and shared; and, that
7. Those policies ensure more equitable access to opportunity for those least well served by transportation options today, including seniors, youth and those with physical disabilities; and, that
8. Those policies support open data standards and APIs that allow easier coordination of schedules, trip planning and payment across public and private transportation services; and, that
9. Those policies reinforce the importance - and priority - of walking, biking and mass transit.

Signed this 20<sup>th</sup> day of October, 2016.

  
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Martin J. Walsh  
Mayor of Boston