

## RESOLUTION IN SUPPORT OF SHARED MOBILITY PRINCIPLES

**WHEREAS**, a variety of mobility services and technologies have emerged over the past few years, including mobile applications that connect passengers with on-demand mobility services, shared ride van services, shared scooter services, to shared automated vehicles that are currently being tested on City streets; and

**WHEREAS**, many of these new mobility services and technologies, such as shared autonomous vehicles, may become commercially viable in the near future, resulting in a transition period during which these mobility services and technologies are introduced; and

**WHEREAS**, these new mobility services present the potential for both opportunities and challenges to the safe, reliable and accessible movement of people and goods within the City of Stamford; and

**WHEREAS**, the City of Stamford must provide shared transportation guidance that facilitates the safe, reliable, efficient, and pollution-free flow of people and goods, while also providing affordable, healthy and integrated mobility for all people; and

**WHEREAS**, it is therefore necessary to create guiding principles to be used by the City to evaluate new shared mobility technologies and services to ensure that such technologies and services are safe, reliable, efficient and accessible.

**NOW THEREFORE, BE IT RESOLVED BY THE 30<sup>TH</sup> BOARD OF REPRESENTATIVES THAT** the following guiding principles shall be used by the City of Stamford to evaluate new mobility technologies and services:

1. **Coordinated Planning.** The way our cities are built determines mobility needs and how they can be met. Development, urban design and public spaces, building and zoning regulations, parking requirements, and other land use policies shall accommodate accessible, livable, and sustainable cities.
2. **People Over Vehicles.** The mobility of people and not vehicles shall be in the center of transportation planning and decision-making. We prioritize walking, cycling, public transport and other efficient shared mobility, as well as their interconnectivity. We discourage the use of cars, single-passenger taxis, and other oversized vehicles transporting a single person.
3. **Shared Use.** Transportation and land use planning and policies should minimize the street and parking space used per person and maximize the use of each vehicle. We discourage overbuilding and oversized vehicles and infrastructure, as well as the oversupply of parking. *Shared vehicles include all those used for hire to transport people (mass transit, private shuttles, buses, taxis, auto-rickshaws, car and bike-sharing) and urban delivery vehicles.*
4. **Stakeholder Driven.** Residents, workers, businesses, and other stakeholders may feel direct impacts on their lives, their investments and their economic livelihoods by the unfolding transition to shared, zero-emission, and ultimately autonomous vehicles. We

commit to actively engaging these groups in the decision-making process and support them as we move through this transition.

5. **Access & Equity.** Physical, digital, and financial access to shared transportation services are valuable public goods and need thoughtful design to ensure use is possible and affordable by all users, regardless of age, gender, race, ethnicity, income, ability, or any other characteristic/identity.
6. **Zero-emission and Renewable.** Public transportation and shared-use fleets will accelerate the transition to zero-emission vehicles. Electric vehicles shall ultimately be powered by renewable energy to maximize climate and air quality benefits.
7. **Fair Fees.** Every vehicle and mode should pay their fair share for road use, congestion, pollution, and use of curb space. The fair share shall take the operating, maintenance and social costs into account.
8. **Open Data and Data Privacy.** The data infrastructure underpinning shared transport services must enable interoperability, competition and innovation, while ensuring privacy, security, accountability, and individual data sovereignty.
9. **Connectivity.** All transportation services should be integrated and thoughtfully planned across operators, geographies, and complementary modes. Seamless trips should be facilitated via physical connections, interoperable payments, and combined information.
10. **Shared Fleets.** Due to the transformational potential of autonomous vehicle technology, it is critical that all AVs are part of shared fleets, well-regulated, and zero emission.
11. **Safety & Readiness.** Safe, reliable, tested solutions shall be our priority as autonomous and connected vehicle (CAV) technology evolves and becomes more readily available. Solutions must be proven absolutely safe before any consideration will be given.