

OFFERED BY COUNCILOR EDWARD M. FLYNN



CITY OF BOSTON IN CITY COUNCIL

IN THE YEAR TWO THOUSAND TWENTY-SIX

ORDERED: That under the provisions of section 1.17F of Chapter 376 of the Acts of 1951 as amended by section 16 of Chapter 190 of the Acts of 1982, and any other applicable provision of law, the Mayor, be, and hereby is, requested to obtain and deliver to the City Council, within one week of the receipt hereof, the following information relative to

1. What is the available data on the number of crashes from mopeds and e-bikes over the last five years? Is that data broken down by third-party food delivery drivers using mopeds and e-bikes since 2022 as well?
2. How many people have had to be transported to a hospital over the last five years related to crashes with mopeds and e-bikes? How many were transported following crashes with third-party food delivery drivers on mopeds and e-bikes?
3. Please provide all incident reports and responses from Emergency Medical Services (EMS), the Boston Fire Department (BFD), and the Boston Police Department (BPD) pertaining to traffic collisions involving mopeds.
4. Please provide a list of City-owned vehicles that have been involved in collisions involving mopeds or e-bikes.
5. In the Mayor's current ordinance, what is the process and the requirements for these large, big-tech, third-party food delivery companies to register with the City of Boston? What is the process and requirements for third-party food delivery drivers using mopeds and e-bikes to register with the City of Boston?
6. Does every individual third-party food delivery driver utilizing a moped and e-bike have to register with the City of Boston? Does every third-party food delivery driver on moped and e-bike have to maintain proof of an insurance policy for liability purposes with the City of Boston? What are the liability coverage limits for third-party food delivery, by moped or e-bike, required by the City of Boston?
7. Do these large third-party delivery companies maintain the insurance policy for their driver using a moped or e-bike? Do large third-party delivery companies have to provide proof of those insurance policies for drivers using mopeds and e-bikes with the City of

Boston? If so, what are the liability coverage limits required by the City of Boston for delivery drivers using mopeds and e-bikes?

8. Is the City of Boston aware of any criminal or civil cases related to the use of mopeds, e-bikes locally since 2022? Is the City of Boston aware of any criminal or civil cases related to the use of mopeds and e-bikes associated with third-party food delivery over the last five years locally in the City of Boston?
9. How many tickets have been issued by both the Boston Police Department and Boston Transportation Department to third-party food delivery drivers using mopeds and e-bikes since 2022? Does the City of Boston track any data regarding when there is a traffic violation by a third-party delivery driver on a moped or e-bike since 2022?
10. Since 2022, are third-party delivery companies notified when third-party delivery drivers who utilize mopeds and e-bikes receive a ticket? Are these companies notified when third-party delivery drivers are involved in a serious or fatal crash in the City of Boston?
11. Are Boston Police Department officers instructed to pull over third-party delivery mopeds and e-bikes that violate traffic laws - speeding through red lights, stop signs, the wrong way on one-way streets - or are they advised not to chase and engage due to public safety reasons? If Boston Police are advised not to engage, how are those traffic violations enforced in the City of Boston?
12. What are the total number of mopeds and e-bikes currently providing third-party food delivery in the City of Boston? Are third-party food delivery companies required to provide that data to the City of Boston?
13. What is the average number of third-party food delivery drivers on mopeds and e-bikes operating in the City of Boston on a given day? What is the average number of third-party food delivery operators in the City of Boston broken down by day, month, and year over the last five years?
14. When there is a traffic incident, or a serious and fatal crash, like the tragedy that took place at Copley Square in 2025, are there any additional steps the City of Boston takes with the large third-party food delivery companies? Is that specific third-party food delivery driver suspended from operating in the City of Boston pending an investigation? Is the City of Boston notified whether a particular third-party food delivery driver has been fired by the company, if found negligent? Does the City of Boston track whether that third-party food delivery driver subsequently works for a different third-party delivery company using a moped or e-bike?
15. When there is a serious or fatal crash involving a third-party food delivery driver on a moped or e-bike that may involve a resident in the City of Boston or otherwise, is the victim and/or their family able to pursue civil court with that third-party food delivery company, or do they pursue recourse with the driver of the moped or e-bike themselves?

16. Is the insurance policy for a third-party delivery driver using a moped or e-bike to work for a third-party food delivery company ultimately tied to the company, the third-party food delivery driver using the moped or e-bike, or both?
17. Does the City of Boston maintain proof of insurance coverage upon registration to ensure liability issues are able to be addressed in the event of traffic collisions and related incidents involving third-party delivery companies, and third-party delivery drivers utilizing mopeds and e-bikes, with residents and visitors in the City of Boston?

Filed on: April 15, 2026