

1 [City Policy - Autonomous Vehicles Declaration of Policy]

2

3 **Resolution declaring the official policy of the City and County of San Francisco**
4 **regarding Autonomous Vehicle (AV) services and programs, by urging the National**
5 **Highway Traffic Safety Administration (NHTSA), state and local agencies to condition**
6 **the granting of permits and incentives on addressing San Francisco’s safety concerns.**

7

8 WHEREAS, San Francisco continues to support innovations in the technology sector,
9 and in particular is interested in about the potential for improved public safety and mobility
10 benefits (including for low vision/sight-impaired people and people with disabilities) that
11 autonomous vehicles (AV) Passenger Services may provide to the extent they can
12 demonstrate a higher level of safety performance than human-controlled driving; and

13 WHEREAS, As new mobility services and technologies emerge, from ride-hailing
14 services to electric scooters to AV passenger services, San Francisco continues to seek to
15 appropriately regulate or otherwise influence them to protect the general public interest and
16 public safety; and

17 WHEREAS, San Francisco has adopted a Vision Zero Safety Strategy across all
18 Departments emphasizing investments in street safety engineering, education, enforcement,
19 policies, and other policy measures to achieve zero traffic fatalities; and

20 WHEREAS, San Francisco has adopted other foundational transportation policies,
21 including its Transit First Policy and a Climate Action Strategy, which identify mobility services
22 as one potential tool in decreasing our carbon footprint, along with public transportation,
23 cycling and walking; and

24 WHEREAS, In order to minimize our carbon footprint, as outlined in our Climate Action
25 Strategy (1) AV Passenger Services should be offered in zero emission vehicles, and (2) to

1 minimize negative secondary effects of congestion on more efficient travel modes or
2 excessive miles traveled with low vehicle occupancy, AV Passenger services should seek to
3 achieve maximum occupancy that exceeds personally owned passenger vehicles; and

4 WHEREAS, San Francisco has a limited amount of street space, and more than a
5 million people use the public roadways within its forty-nine square miles to get around the city
6 everyday, and city officials have a responsibility to consider and minimize negative unintended
7 consequences on other street users, including ensuring a manageable scaling of all AV fleet
8 programs and removal of vehicles from the public right of way if and when they fail or become
9 paralyzed; and

10 WHEREAS, The City and County administers Proposition D, San Francisco's 3.25%
11 per-trip fee on drivered and driverless ridehail trip services to help fund Vision Zero street
12 safety upgrades and more reliable Muni transit services and therefore has an interest in
13 transparent and reliable reporting of ridehail trips to/from and within the city; and

14 WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is
15 responsible for managing competing mobility needs within that limited public road space, and
16 protecting the public interest in a safe and reliable transportation network that serves
17 everyone's needs; and

18 WHEREAS, The San Francisco County Transportation Authority (SFCTA) is the
19 regional congestion management agency tasked with managing public investments for San
20 Francisco's comprehensive transportation system, including advancing Vision Zero initiatives
21 and conducted its own in-depth analysis of Transportation Network Companies' (TNC's) traffic
22 circulation and congestion on San Francisco streets in its 2017 "TNC's Today" Report, which
23 showed the significant impact of TNC vehicles on congestion in the city's downtown core, and
24 which is hereby declared to be a part of this resolution as if set forth fully herein; and

25

1 WHEREAS, San Francisco has learned from the roll out of previous mobility services
2 and “sharing economy” products that it is very important to establish clear policy goals at the
3 outset of the deployment of new innovation programs and technologies, set user and
4 permitted vendor expectations that are sustainable over the long term, ensure strong reporting
5 and evaluation protocols to enable data-drive policy-making, and to “get things right the first
6 time”; and

7 WHEREAS, While San Francisco supports the potential benefits of automated driving,
8 including improving street safety and realizing first/last mile transit solutions, the City and
9 County of San Francisco continues to have reasonable concerns over granting permits by
10 state and federal agencies for driverless vehicles without adherence to and consideration of
11 evidence-based protocols, data sharing and transparent reporting; and

12 WHEREAS, San Francisco transportation agencies need transparent and accurate
13 data from AV companies on collisions, travel lane failures, and other safety concerns in order
14 to effectively evaluate the best congestion and transportation demand management solutions
15 in the public interest; and

16 WHEREAS, While San Francisco does not have permitting authority over AV
17 Passenger Services, there are many other incentives and support that the City provides to
18 potential operators using the public right-of-way, including but not limited to fleet charging,
19 fleet deployment, curb management tools, tax incentives, fee waivers, and other approvals
20 and incentives which could apply to AV Passenger Services; and

21 WHEREAS, San Francisco has provided lengthy recommendations to NHTSA (the
22 “Letter”), which is hereby declared to be a part of this resolution as if set forth fully herein, on
23 the City’s valid safety concerns, emphasizing that AV’s should improve safety for everyone,
24 and that AV’s should be safe and courteous defensive drivers that comply with all state and
25 local traffic laws, as well as minimize conflicts on the road, especially with vulnerable road

1 users such as cyclists and pedestrians, including 1) pulling to the curb and other safe
2 available spaces for picking up and dropping off passengers and 2) minimizing and timely
3 mitigating failures in travel lanes that create hazards for other road users and obstruct the
4 safe and efficient flow of traffic; and

5 WHEREAS, Given that the economic vitality of the city depends on the transportation
6 network providing good mobility options that serve everyone, including people with disabilities
7 and low-income people who live in areas that reflect historic disinvestment, there should be a
8 clear equity nexus in all AV Passenger Service programs; now, therefore, be it

9 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
10 urges the NHTSA to condition any grant of petition for temporary exemption from critical
11 safety standards on addressing the safety concerns raised in San Francisco's public comment
12 Letter to the satisfaction of both the SFMTA and SFCTA; and, be it

13 FURTHER RESOLVED, That it is the official policy of the City and County of San
14 Francisco to condition the approval or issuance of discretionary permits, licenses or other
15 approvals, other city support, resources, or incentives to private AV service providers on
16 addressing the valid safety concerns as outlined in the Letter; and, be it

17 FURTHER RESOLVED, That the Board of Supervisors directs the Clerk of the Board
18 to transmit this Resolution declaring the official city policy to the Mayor, City Attorney, SFMTA,
19 SFCTA, Planning Department and NHTSA.

20
21
22
23
24
25