

File No. 170599

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Comm: Public Safety & Neighborhood Services

Date: Nov 8, 2017

Board of Supervisors Meeting:

Date: _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ordinance - VERSION 2 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Legislative Digest - VERSION 2 |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER

- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Small Business Commission Recommendation - August 17, 2017</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>CEQA Determination - August 28, 2017</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Referral FYI - May 23, 2017</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Prepared by: John Carroll

Date: Nov 2, 2017

Prepared by: _____

Date: _____

1 [Public Works, Police Codes - ~~Prohibiting Autonomous Delivery Devices on Sidewalks and~~
2 ~~Right of Ways~~ Requiring a Permit for Testing of Autonomous Delivery Devices on Sidewalks]

3 **Ordinance amending the Public Works Code to ~~prohibit the operation of autonomous~~**
4 **~~delivery devices on sidewalks and right of ways within the jurisdiction of Public Works,~~**
5 **require a permit for the testing of autonomous delivery devices on sidewalks;**

6 **amending the Police Code to provide for administrative, civil, or criminal penalties for**
7 **unlawful operation of autonomous delivery devices; and affirming the Planning**
8 **Department's determination under the California Environmental Quality Act.**

9 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
10 **Additions to Codes** are in *single-underline italics Times New Roman font*.
11 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
12 **Board amendment additions** are in double-underlined Arial font.
13 **Board amendment deletions** are in ~~strikethrough Arial font~~.
14 **Asterisks (* * * *)** indicate the omission of unchanged Code
15 subsections or parts of tables.

16 Be it ordained by the People of the City and County of San Francisco:

17 Section 1. The Planning Department has determined that the actions contemplated in
18 this ordinance comply with the California Environmental Quality Act (California Public
19 Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the
20 Board of Supervisors in File No. 170599 and is incorporated herein by reference. The Board
21 affirms this determination.

22 Section 2. The Public Works Code is hereby amended by adding Section ~~723.4~~ 794, to
23 read as follows:

24 **~~SEC. 723.4. AUTONOMOUS DELIVERY DEVICES PROHIBITED ON PUBLIC~~**
25 **~~RIGHT-OF-WAYS.~~**

1 (a) ~~“Autonomous Delivery Device” means a motorized device used to transport items,~~
2 ~~products, or any other materials, and guided or controlled without a human operator sitting or~~
3 ~~standing upon and actively and physically controlling the movements of the device.~~

4 (b) ~~It shall be unlawful for any person, including but not limited to natural persons and~~
5 ~~businesses, to operate an Autonomous Delivery Device in or on any public sidewalk or right-~~
6 ~~of way. Operation of an Autonomous Delivery Device in violation of this subsection (b) shall~~
7 ~~be, and is hereby declared, a public nuisance.~~

8 (c) ~~**Criminal Penalty.** Any person who violates subsection (b) shall be guilty of a~~
9 ~~misdemeanor for each trip during which such violation occurs. Any person convicted of a~~
10 ~~misdemeanor hereunder shall be punishable by a fine of not more than \$1,000 or by~~
11 ~~imprisonment in the County Jail for a period of not more than six months, or by both.~~

12 (d) ~~**Civil Penalty.**~~

13 (1) ~~The Director may call upon the City Attorney to maintain an action for~~
14 ~~injunction to restrain or summary abatement to cause the correction or abatement of the~~
15 ~~violation of subsection (b) and for assessment and recovery of a civil penalty and reasonable~~
16 ~~attorney's fees for such violation.~~

17 (2) ~~Any person who violates subsection (b) may be liable for a civil penalty, not~~
18 ~~to exceed \$500 for each day such violation is committed or permitted to continue, which~~
19 ~~penalty shall be assessed and recovered in a civil action brought in the name of the people of~~
20 ~~the City by the City Attorney in any court of competent jurisdiction. In assessing the amount of~~
21 ~~the civil penalty, the court may consider any one or more of the relevant circumstances~~
22 ~~presented by any of the parties to the case, including, but not limited to, the following: the~~
23 ~~nature and seriousness of the misconduct, the number of violations, the persistence of the~~
24 ~~misconduct, the length of time over which the misconduct occurred, the willfulness of the~~
25 ~~defendant's misconduct, and the defendant's assets, liabilities, and net worth. The City~~

1 ~~Attorney may seek recovery of attorney's fees and costs incurred in bringing a civil action~~
2 ~~pursuant to this subsection (d).~~

3 ~~(e) **Administrative Penalty.** In addition to the criminal or civil penalties authorized by~~
4 ~~subsections (c) and (d), Department of Public Works employees designated in Section 38 of~~
5 ~~the Police Code may issue administrative citations for such violations. The administrative~~
6 ~~penalty shall not exceed \$1,000 per day for each violation. Such penalty shall be assessed,~~
7 ~~enforced, and collected in accordance with Section 39-1 of the Police Code.~~

8 **SEC. 794. AUTONOMOUS DELIVERY DEVICES ON SIDEWALKS – PERMIT**
9 **REQUIRED.**

10 (a) **Purpose.** "Autonomous Delivery Device" means a motorized device used to
11 transport items, products, or any other materials on City sidewalks for commercial purposes,
12 and guided or controlled without a human operator sitting or standing upon and actively and
13 physically controlling the movements of the device. The purpose of this Section is to establish
14 a permit program to authorize and regulate the operation of Autonomous Delivery Devices on
15 City sidewalks for the limited purposes of testing for research and development ("Testing") for
16 anticipated commercial uses. Under this Section, the operation of Autonomous Delivery
17 Devices for any other purpose is prohibited. This Section shall not govern the operation of
18 Autonomous Delivery Devices on City streets and highways subject to the exclusive
19 jurisdiction of the San Francisco Municipal Transportation Agency ("SFMTA").

20 (b) **Permit Required.** It shall be unlawful for any person, including but not limited to
21 natural persons and businesses, to operate an Autonomous Delivery Device in, on, or above
22 any public sidewalk (as defined in Article 2.4 of the Public Works Code) without a permit,
23 except as may be otherwise authorized under the laws and regulations of the United States of
24 America or the State of California. Operation of an Autonomous Delivery Device in violation
25 of this subsection (b) shall be, and is hereby declared, a public nuisance.

1 (c) Public Works Director's Administration of Permit. The Public Works Director
2 shall administer all Autonomous Delivery Device permits pursuant to the requirements, rules,
3 and regulations set forth in this Section 794 or in orders, regulations, or procedures that the
4 Public Works Director shall adopt as he or she deems necessary to preserve and maintain the
5 public health, safety, welfare, and convenience ("Regulations"). Such Regulations may
6 include, but are not limited to, permit application materials, placement of and information
7 contained on signs, site conditions, accessibility of sidewalks and streets. When such
8 Regulations may affect the operations and enforcement of the SFMTA, the Public Works
9 Director shall consult with the General Manager of the SFMTA prior to adoption of such
10 Regulations.

11 (d) Restrictions on Duration and Number of Autonomous Delivery Device
12 Permits. Notwithstanding the authority granted to the Public Works Director under subsection
13 (c), the following restrictions shall apply to Autonomous Delivery Device permits.

14 (1) No permit issued under this Section shall remain valid for longer than 60
15 days.

16 (2) No permit shall authorize the Testing of more than two (2) Autonomous
17 Delivery Devices for each permittee.

18 (3) No more than three (3) active permits are allowed at any time.

19 (d) Application Process. The content of permit applications shall comply with the
20 Public Works Director's Regulations. All applications shall be on forms prescribed therefor
21 and shall contain or be accompanied by all information required to assure the presentation of
22 pertinent facts for proper consideration of the application. The applicant shall provide the
23 following information as part of the application submittal:

24 (1) Name, office address, telephone number, and email address of applicant;
25

1 (2) Description, physical dimensions, and technical specifications of
2 Autonomous Delivery Device;

3 (3) Description and purpose of Testing;

4 (4) Dates and times of Testing;

5 (5) Description of and visual diagram depicting proposed path of travel of
6 Autonomous Delivery Device on or above sidewalks and public right-of-ways within the
7 jurisdiction of the Department of Public Works;

8 (6) Operations manuals and instructions for operation of Autonomous Delivery
9 Device, including manner of causing Autonomous Delivery Device to come to a full and
10 complete stop;

11 (7) Safety plan to ensure Autonomous Delivery Device remains within 15 feet of
12 human operator at all times;

13 (8) Privacy policy that addresses the manner in which applicant will use, store,
14 and safeguard photographic, video, and other data obtained through the Testing; and

15 (9) A description of the means by which the applicant has considered any
16 potential labor disputes involving the applicant's workforce.

17 (e) **Public Notice and Opportunity to Comment.** Upon submission of the
18 Autonomous Delivery Device permit application, the applicant shall post Notices of Application
19 provided by Public Works for a period of 20 calendar days at the Testing site(s), as prescribed
20 by the Director's Regulations. The Notice(s) shall be posted along the sidewalks and public
21 right-of-ways according to a public notice plan acceptable to Public Works. The applicant
22 shall submit to Public Works photographic evidence that the Notice(s) were posted
23 appropriately. The applicant shall remove the Notice of Application the day after expiration of
24 the 20-day notice period. Public Works shall accept public comments on the Notice of
25 Application for 20 calendar days from the first day the Notice was posted.

1 **(f) Public Hearings.**

2 **(1) Public Works Hearing.** The Public Works Director shall hold a public
3 hearing regarding the Autonomous Delivery Device permit application. The applicant shall
4 post at each Testing site, as directed by Public Works, a Notice of Public Hearing provided by
5 Public Works for a period of 10 calendar days prior to the date of the scheduled hearing. The
6 Notice of Public Hearing posting shall be removed by the applicant the day after the expiration
7 of the 10-day period. Unless otherwise outlined in this Section 794, the Notice of Public
8 Hearing posting shall comply with Article 5.6 of the Public Works Code. The Public Works
9 Director shall also notify the Board of Supervisors of any public hearing held under this
10 subsection (f)(1).

11 **(2) Appeal to Board of Supervisors.** The Public Works Director's approval or
12 disapproval of an Autonomous Delivery Device permit application may be appealed to the
13 Board Supervisors. During the appeal, the permittee may not operate any Autonomous
14 Delivery Device. The Board of Supervisors shall hold a public hearing on an appeal of an
15 Autonomous Delivery Device permit application, and may approve, disapprove, or modify the
16 Director of Public Works' decision. The Board of Supervisors' decision on such an appeal is
17 final.

18 **(g) Conditions of Approval and Data Sharing.**

19 **(1) Conditions of Approval.** The Public Works Director, in consultation with
20 the SFMTA and any appropriate City Department, shall impose any conditions of approval
21 that the Director deems necessary to protect the public health, safety, and welfare of
22 pedestrians and other users of the sidewalks and public right-of-ways. The Public Works
23 Director shall have the authority to add conditions of approval to, modify, or withdraw the
24 Autonomous Delivery Device permit to address public health, safety, and welfare issues
25 arising from the Testing. Before the Public Works Director imposes its final conditions of

1 approval on a permit, the prospective permittee, if the permittee proposes to test an
2 Autonomous Delivery Device along or across a high injury corridor, the permittee shall make a
3 presentation to the Vision Zero committee of the San Francisco County Transportation
4 Authority. Failure to comply with the Director's conditions of approval shall result in immediate
5 revocation of the permit, and permittee shall be ineligible for any future Autonomous Delivery
6 Device permits.

7 (2) Data Sharing. The Autonomous Delivery Device permittee shall disclose all
8 data collected during the Testing, including any Global Positioning System ("GPS") or
9 photographic data, with relevant City agencies, upon request by Public Works. The permittee
10 shall also disclose the following information to the City upon request by Public Works:

11 (A) the San Francisco businesses that are incorporating the Testing of
12 Autonomous Delivery Devices into their operations; and

13 (B) information regarding the quality of City sidewalks and related
14 mapping data.

15 (g) Operational Requirements. The Testing of Autonomous Delivery Devices must
16 abide by the following requirements.

17 (1) Speed limit. Autonomous Delivery Devices shall not travel more than two
18 (2) miles per hour.

19 (2) Human Operator. A human operator shall remain within 15 feet of the
20 Autonomous Delivery Device for the entire duration of the Testing all times.

21 (3) Rights of Way. Autonomous Delivery Devices shall yield the right of way to
22 pedestrians and bicycles.

23 (4) Permissible Testing Areas. Permittees shall only Test Autonomous
24 Delivery Devices on sidewalks that (A) are located in zoning districts designated for
25 Production, Design, and Repair ("PDR") uses, (B) comply with the sidewalk widths

1 recommended in the City's Better Streets Policy (Section 98.1 of the Administrative Code),
2 and (C) satisfy pedestrian Level of Service A for sidewalk congestion as determined by the
3 Planning Department, or can simultaneously accommodate the Testing of Autonomous
4 Delivery Devices and paths of travel for persons with disabilities.

5 (5) Traffic Signals. Autonomous Delivery Devices shall obey all signs and
6 signals governing traffic and pedestrians.

7 (6) Hazardous Materials. Autonomous Delivery Devices shall not transport
8 waste or hazardous materials (such as flammables or ammunition).

9 (7) Headlights. Autonomous Delivery Devices shall be equipped with
10 headlights that operate at night, sunrise, and sunset.

11 (8) Warning Noise. Autonomous Delivery Devices shall emit a warning noise
12 while in operation, at a volume sufficient to warn nearby pedestrians and bicyclists.

13 (9) Unique Identifier. Each permittee must place a unique identifier on each
14 Autonomous Delivery Device that also includes the permittee's contact information.

15 (10) Insurance Requirements. Each permittee must obtain and have readily
16 accessible proof of general liability, automotive liability, and workers' compensation insurance.

17 (11) Indemnification of City. Each permittee shall agree to indemnify, defend,
18 protect, and hold harmless the City from and against any and all claims of any kind allegedly
19 arising directly or indirectly out of permittee's Testing of Autonomous Delivery Devices on City
20 sidewalks.

21 (h) Penalties.

22 (1) Criminal Penalty. Any person who violates this Section 794 shall be guilty
23 of a misdemeanor for each trip during which such violation occurs. Any person convicted of a
24 misdemeanor hereunder shall be punishable by a fine of not more than \$1,000 or by
25 imprisonment in the County Jail for a period of not more than six months, or by both.

1 **(2) Civil Penalty.**

2 **(A) The Director may call upon the City Attorney to maintain an action for**
3 **injunction to restrain or summary abatement to cause the correction or abatement of the**
4 **violation of subsection (b) and for assessment and recovery of a civil penalty and reasonable**
5 **attorney's fees for such violation.**

6 **(B) Any person who violates subsection (b) may be liable for a civil**
7 **penalty, not to exceed \$500 for each day such violation is committed or permitted to continue,**
8 **which penalty shall be assessed and recovered in a civil action brought in the name of the**
9 **people of the City by the City Attorney in any court of competent jurisdiction. In assessing the**
10 **amount of the civil penalty, the court may consider any one or more of the relevant**
11 **circumstances presented by any of the parties to the case, including, but not limited to, the**
12 **following: the nature and seriousness of the misconduct, the number of violations, the**
13 **persistence of the misconduct, the length of time over which the misconduct occurred, the**
14 **willfulness of the defendant's misconduct, and the defendant's assets, liabilities, and net**
15 **worth. The City Attorney may seek recovery of attorney's fees and costs incurred in bringing**
16 **a civil action pursuant to this subsection (d).**

17 **(3) Administrative Penalty. In addition to the criminal or civil penalties**
18 **authorized by subsections (1) and (2), Public Works employees designated in Section 38 of**
19 **the Police Code may issue administrative citations for such violations. The administrative**
20 **penalty shall not exceed \$1,000 per day for each violation. Such penalty shall be assessed,**
21 **enforced, and collected in accordance with Section 39-1 of the Police Code.**

22
23 Section 3. The Police Code is hereby amended by revising Section 39-1, to read as
24 follows:
25

1 **SEC. 39-1. PROCEDURE FOR ASSESSMENT AND COLLECTION OF**
2 **ADMINISTRATIVE PENALTIES FOR SPECIFIED LITTERING AND NUISANCE**
3 **VIOLATIONS.**

4 (a) This Section shall govern the imposition, assessment and collection of
5 administrative penalties imposed pursuant to Sections 37, 38 and 63 of the Police Code,
6 Sections 41.13, 283.1, 287, 288.1 and 600 of the Health Code, and Sections 170, 173, 174,
7 174.2, ~~723.4, and 724.5~~ and 794 of the Public Works Code.

8 * * * *

9
10 Section 4. Effective Date. This ordinance shall become effective 30 days after
11 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
12 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
13 of Supervisors overrides the Mayor's veto of the ordinance.

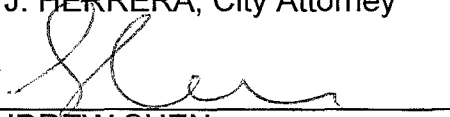
14
15 Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
16 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
17 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
18 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
19 additions, and Board amendment deletions in accordance with the "Note" that appears under
20 the official title of the ordinance.

21
22 Section 6. Severability. If any section, subsection, sentence, clause, phrase, or word
23 of this ordinance, or any application thereof to any person or circumstance, is held to be
24 invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision
25 shall not affect the validity of the remaining portions or applications of the ordinance. The

1 Board of Supervisors hereby declares that it would have passed this ordinance and each and
2 every section, subsection, sentence, clause, phrase, and word not declared invalid or
3 unconstitutional without regard to whether any other portion of this ordinance or application
4 thereof would be subsequently declared invalid or unconstitutional.

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APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: 
ANDREW SHEN
Deputy City Attorney

REVISED LEGISLATIVE DIGEST

(10/17/2017, Amended in Board)

[Public Works, Police Codes - Requiring a Permit for Testing of Autonomous Delivery Devices on Sidewalks]

Ordinance amending the Public Works Code require a permit for the testing of autonomous delivery devices on sidewalks; amending the Police Code to provide for administrative, civil, or criminal penalties for unlawful operation of autonomous delivery devices; and affirming the Planning Department’s determination under the California Environmental Quality Act.

Existing Law

Current law does not prohibit or regulate the operation of autonomous delivery devices on City sidewalks.

Amendments to Current Law

The proposed ordinance would amend the San Francisco Public Works and Police Codes to allow for the testing of autonomous delivery devices, for anticipated commercial uses, on City sidewalks. This legislation defines an “Autonomous Delivery Device” as a motorized device used to transport items, products, or any other materials on City sidewalks for commercial purposes, and guided or controlled without a human operator sitting or standing upon and actively and physically controlling the movements of the device.

Under this legislation, the Public Works Director would administer and adopt regulations governing the permitting of autonomous delivery devices. The legislation would impose the following restrictions regarding such permits:

- no permit would be valid for longer than 60 days;
- no permit would authorize the testing of more than two autonomous delivery devices per permittee; and
- no more than three active permits would be allowed at any time.

The testing of autonomous delivery devices would be subject to the following operational restrictions:

- Speed limit: autonomous delivery devices would not be allowed to travel more than two miles per hour.
- Human operator presence required: a human operator would be required to remain within 15 feet of the device during testing.

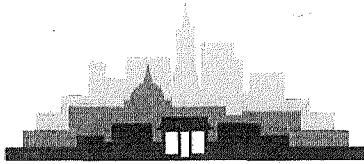
- Rights of way: autonomous delivery devices would be required to yield the right of way to pedestrians and bicycles.
- Permissible testing areas: permittees would only be allowed to test autonomous delivery devices on sidewalks that (A) are located in zoning districts designated for Production, Design, and Repair (“PDR”) uses, (B) comply with the sidewalk widths recommended in the City’s Better Streets Policy, and (C) satisfy pedestrian Level of Service A for sidewalk congestion, or can simultaneously accommodate paths of travel for persons with disabilities.
- Traffic signals: autonomous delivery devices would be required to obey all signs and signals governing traffic and pedestrians.
- Hazardous materials: autonomous delivery devices would be prohibited from transporting waste or hazardous materials (such as flammables or ammunition).
- Headlights: autonomous delivery devices would be required to have headlights that operate at night, sunrise, and sunset.
- Warning noise: autonomous delivery devices would be required to emit a warning noise while in operation.
- Unique identifiers: each permittee would be required to place a unique identifier on each autonomous delivery device.
- Insurance requirements: each permittee would be required to obtain and have readily accessible proof of general liability, automotive liability, and workers’ compensation insurance.
- Indemnification of City: each permittee would be required to agree to indemnify the City from any legal claims arising directly or indirectly out of permittee’s testing of autonomous delivery devices on City sidewalks.

The proposal would require each permittee to, upon request from Public Works, share the following information with the City:

- data collected during testing, including any Global Positioning System (“GPS”) or photographic data;
- the San Francisco businesses that are incorporating the testing of autonomous delivery devices into their operations; and
- any information collected regarding the quality of City sidewalks and related mapping data.

The legislation would require the Public Works Director to hold a hearing regarding each application for an autonomous delivery device permit. The legislation would also allow for appeals of the Public Works Director’s decisions to the Board of Supervisors.

The proposed ordinance also establishes criminal, civil, and administrative penalties for any unlawful operation of such devices.



SAN FRANCISCO

OFFICE OF SMALL BUSINESS

CITY AND COUNTY OF SAN FRANCISCO
EDWIN M. LEE, MAYOR

OFFICE OF SMALL BUSINESS
REGINA DICK-ENDRIZZI, DIRECTOR

August 17, 2017

Ms. Angela Calvillo, Clerk of the Board
City Hall Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: BOS File No. 170599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Small Business Commission Recommendation to the Board of Supervisors: **Do not approve**

Dear Ms. Calvillo,

On August 14, 2017, the Small Business Commission voted (5-1, 1 absent) to recommend that the Board of Supervisors not approve BOS File No. 170599.

The Commission noted that the issue has not been adequately studied and not enough data has been presented to justify a permanent ban. Given the potentially significant impacts of automation (including automated delivery devices), the Commission recommended that the Board of Supervisors convene a working group charged with developing policies regarding automation in San Francisco, including the use of automated or autonomous delivery devices. The Department of Public Works' Pilot Program should be continued in the meantime, conditional upon enforcement.

It adopted the attached resolution, which fully articulates its recommendations.

The Small Business Commission respectfully requests that you vote against this legislation and instead take steps to facilitate the development of informed and thoughtful policies regarding the future of automation in San Francisco.

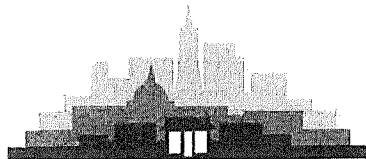
Thank you for considering the Small Business Commission's comments. Please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Regina Dick-Endrizzi".

Regina Dick-Endrizzi
Director, Office of Small Business

cc: Norman Yee, Board of Supervisors
Mohammed Nuru, Department of Public Works
Jerry Sanguinetti, Department of Public Works
Rahul Shah, Department of Public Works
Mawuli Tugbenyoh, Mayor's Office
Francis Tsang, Mayor's Office
Lisa Pagan, Office of Economic and Workforce Development
John Carroll, Public Safety and Neighborhood Services Committee



SAN FRANCISCO

OFFICE OF SMALL BUSINESS

CITY AND COUNTY OF SAN FRANCISCO
EDWIN M. LEE, MAYOR

OFFICE OF SMALL BUSINESS
REGINA DICK-ENDRIZZI, DIRECTOR

Small Business Commission Resolution

HEARING DATE AUGUST 14, 2017

AUTOMATION & AUTOMATED DELIVERY DEVICES WORKING GROUP

BOS FILE NO. 170599
RESOLUTION NO. 002-2017-SBC

Resolution urging the San Francisco Board of Supervisors to convene a working group charged with developing policies to govern the use of automated delivery devices in San Francisco, and to continue the Department of Public Works' Pilot Program (Public Works Order No. 185922) until such time as comprehensive regulations are adopted.

WHEREAS, automation comes in many forms, including but not limited to automated delivery devices (a.k.a. "delivery robots"); and

WHEREAS, automation has the potential to significantly affect the local economy; and

WHEREAS, automated delivery devices would operate on the public right of way, posing public safety and logistical challenges; and

WHEREAS, the consequences and opportunities for residents, workers, and businesses in San Francisco are not adequately understood; and

WHEREAS, San Francisco's experience suggests that carefully developed regulation should precede rather than succeed the spread of new technologies, to encourage cooperative behavior from businesses from the outset.

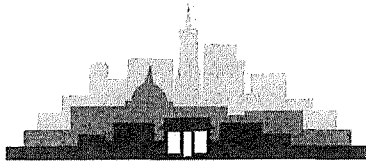
BE IT RESOLVED that the Department of Public Works' Pilot Program be continued, conditional upon enforcement.

BE IT FURTHER RESOLVED that the Small Business Commission hereby recommends the convening of a working group (as soon as is practical) charged with studying the impacts of automation (including automated delivery devices) and build San Francisco's automation policy based on a set of thoughtful principles and the insights gleaned from the working group.

BE IT FURTHER RESOLVED that the Small Business Commission recommends that the working group be composed of at least the following members:

- The Mayor's Office
- Office of Economic and Workforce Development
- Office of Small Business
- Mayor's Office on Disability





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OFFICE OF SMALL BUSINESS

CITY AND COUNTY OF SAN FRANCISCO
EDWIN M. LEE, MAYOR

OFFICE OF SMALL BUSINESS
REGINA DICK-ENDRIZZI, DIRECTOR

- Department of Public Works
- Municipal Transportation Agency
- Police Department
- City Attorney

BE IT FURTHER RESOLVED that the Small Business Commission urges consultation with stakeholders in the community, including but not limited to:

- Pedestrian safety groups
- Merchant and business associations
- Business representatives in impacted industries
- Automation product developers
- Labor representatives (including, but not limited to, the Teamsters)

I hereby certify that the foregoing Resolution was ADOPTED by the Small Business Commission on August 14, 2017.


Regina Dick-Endrizzi
Director

RESOLUTION NO. 002-2017-SBC

Ayes – 6 (Dooley, Dwight, Ortiz-Cartagena, Tour-Sarkissian, Yee Riley, Zouzounis)

Nays – 0

Abstained – 0

Absent – 1 (Adams)



Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Thursday, October 19, 2017 3:57 PM
To: 'pete.a.lester@gmail.com'
Cc: Board of Supervisors, (BOS)
Subject: RE: Push back on Robot delivery, our sidewalks are already too crowded.

Categories: 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll
Assistant Clerk
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445 - Direct | (415)554-5163 - Fax
john.carroll@sfgov.org | bos.legislation@sfgov.org



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

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From: Board of Supervisors, (BOS)
Sent: Wednesday, October 18, 2017 4:46 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: FW: Push back on Robot delivery, our sidewalks are already too crowded.

From: Pete Lester [<mailto:pete.a.lester@gmail.com>]
Sent: Wednesday, October 18, 2017 8:31 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Walk San Francisco <info@walksf.org>
Subject: Push back on Robot delivery, our sidewalks are already too crowded.

I awoke to read the paper yesterday and read that the board had decided to give the robot delivery companies a break, "...amid mounting pressure by robot companies and businesses interests..." SF Examiner oct 17, 2017.

To say that I am disappointed is an understatement. I feel like what I am seeing here is that the board is more interested in representing business interests than they are in representing the people who elected them.

These robots do not belong on our already crowded streets. The founders of the companies who make them are out of touch-Matt Delaney, co-founder of Marble calls our sidewalks, "...an infrastructure that is barely used". Meanwhile Starship spokesperson imagines a vision where there are thousands of robots on sidewalks around the world.

(Both quotes can be found here in this Gaurdian UK article; please read.)

"Barley used," can you imagine what our sidewalks in the Financial district would look like at lunchtime if we ad hundreds of delivery 'bots to the mix? How about the narrow sidewalks in Chinatown, The Castro, Glen Park, and so many other neighborhoods? IT seems to me that Delaney thinks all our sidewalks are like those over by where he builds his robots. They are not.

In a Goal Zero city we need to prioritize pedestrians and pedestrian safety, not profits for a very small number of people.

Thank you for your time.

I vote, I pay attention and I am very upset that the board seems hell bent on giving our City to these robots.

Pete A Lester

Vice President Chooda Board of Directors

Event Planner and Coordinator

Bike Zambia Planning Committee

Certified Bike Fitter

Certified Bosch E-Bike Mechanic

Help me raise money to fight HIV/Aids and Poverty in Zambia

Join Us on the ride!

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Tuesday, October 17, 2017 9:34 AM
To: 'gail.wechsler@gmail.com'
Cc: Board of Supervisors, (BOS)
Subject: RE: sidewalks are for pedestrians, not robots

Categories: 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll

Assistant Clerk

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

john.carroll@sfgov.org | bos.legislation@sfgov.org



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From: Board of Supervisors, (BOS)

Sent: Tuesday, October 17, 2017 8:18 AM

To: Carroll, John (BOS) <john.carroll@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>

Subject: FW: sidewalks are for pedestrians, not robots

From: Gail Wechsler [<mailto:gail.wechsler@gmail.com>]

Sent: Monday, October 16, 2017 9:14 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Nuru, Mohammed (DPW) <mohammed.nuru@sfdpw.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Reiskin, Ed (MTA) <Ed.Reiskin@sfmta.com>; MTABoard@sfmta.org;

tilly.chang@sfcta.org; Roxas, Samantha (BOS) <samantha.roxas@sfgov.org>; Angulo, Sunny (BOS)

<sunny.angulo@sfgov.org>; Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Yu, Angelina (BOS) <angelina.yu@sfgov.org>;

Duong, Noelle (BOS) <noelle.duong@sfgov.org>; Lopez, Barbara (BOS) <barbara.lopez@sfgov.org>; Meyer, Catherine

(BOS) <cathy.mulkeymeyer@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@sfgov.org>; Chicuata, Brittni (BOS)

<brittni.chicuata@sfgov.org>; Karunaratne, Kanishka (BOS) <kanishka.karunaratne@sfgov.org>; Maybaum, Erica (BOS) <erica.maybaum@sfgov.org>; Barnes, Bill (BOS) <bill.barnes@sfgov.org>; Power, Andres (MYR) <andres.power@sfgov.org>; Thomas, John (DPW) <John.Thomas@sfdpw.org>

Subject: sidewalks are for pedestrians, not robots

Dear Supervisors:

I urge you to support Sup. Yee's legislation to ban Autonomous Delivery Devices - in other words, robots - from our city's sidewalks. It should go without saying that sidewalks are for pedestrians, not for robots. So are delivery jobs.

Walk SF speaks for me when it says

Sidewalks are the one of the only spaces in the city that [are] dedicated to pedestrians, and these spaces are already narrow and crowded throughout much of the city. If anything, we need more space dedicated to people walking, rather than having to share the limited space we do have.

and

when an industry's business model uses public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life.

Again, I ask you to support a total ban on robot delivery vehicles.

Yours truly,
Gail Wechsler
94110

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Monday, October 16, 2017 11:50 AM
To: 'selizabethvaughan@gmail.com'
Cc: Board of Supervisors, (BOS)
Subject: RE: Drones are banned from national parks; delivery robots should be banned from sidewalks

Categories: 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll
Assistant Clerk
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445 - Direct | (415)554-5163 - Fax
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From: Board of Supervisors, (BOS)
Sent: Friday, October 13, 2017 10:11 AM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: FW: Drones are banned from national parks; delivery robots should be banned from sidewalks

From: Sue Vaughan [<mailto:selizabethvaughan@gmail.com>]
Sent: Thursday, October 12, 2017 9:55 PM
To: Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Sheehy, Jeff (BOS) <jeff.sheehy@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Drones are banned from national parks; delivery robots should be banned from sidewalks

Dear Supervisors:

Please vote to support Supervisor Norman Yee's legislation to ban delivery robots from our sidewalks. The law currently prohibits people from parking motorcycles and cars on sidewalks, from operating Segways on sidewalks, and from riding bicycles on sidewalks (unless a child).

Please do not give up this valuable public space to another motorized vehicle -- the delivery robot.

We need to preserve the sidewalk for walking -- especially for the elderly and the disabled, and people with small children -- and for people who use wheelchairs. Our sidewalks are important places where people should be able to walk safely and in peace. As a reminder, to maintain national parks as places of peace and rejuvenation, federal law prohibits drones in national parks.

Sincerely,
Sue Vaughan
District 1



and they get stuck, hence the human chaperone.



Item #1 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways] Sponsor: Yee

Packet Includes:

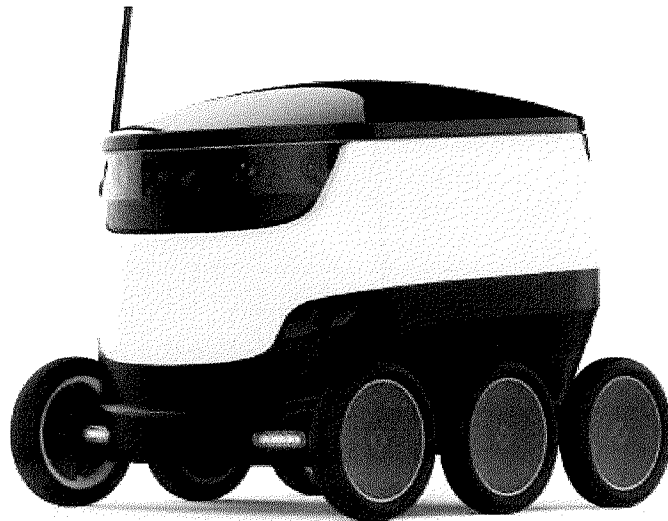
- **Photos of Automated Delivery Device (ADD) with Dimensions**
- **Marble's Cut Sheet**
- **Rendering of ADD on a 12foot street (a majority of SF streets are NOT 12 feet)**
- **A Permit showing expiration and photos/documentation of ADD operating w/o permit**
- **Transportation Authority Guiding Principles for Management of Emerging Services and Technology- Approved July 25th 2017**
- **A few letters of support**
 - Walk SF
 - Pomeroy Recreation and Rehabilitation Center- Serving more than 500 adults and children across the city with disabilities
 - Neighborhood Association: The South Beach Rincon Mission Bay Neighborhood Assoc.
 - Chinatown TRIP- Transportation Research and Improvement Project
 - Alice Chiu- SF Resident and advocate who is visual impaired
 - Chinatown TRIP (Transportation Research and Improvement Project)
 - Senior (70) SF Resident and bike rider
 - Registered Nurse
 - Parent
 - 1 of the more than 250 sign-on letters received

Automated Delivery Devices

Dimensions: 52 L X28 V x 54 H (inches)

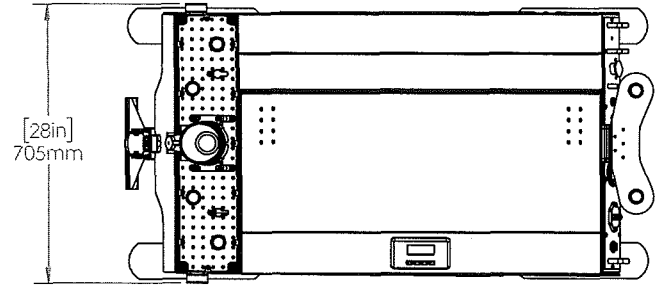


27 L x 22 W x 22 H (inches)



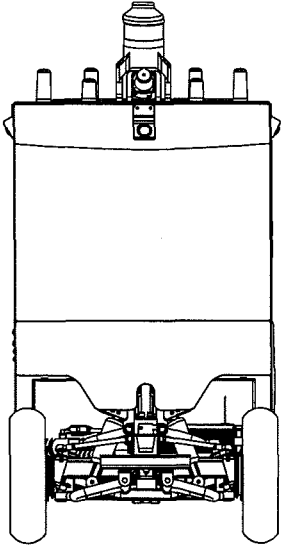
8 7 6 5 4 3 2 1

NOTES:

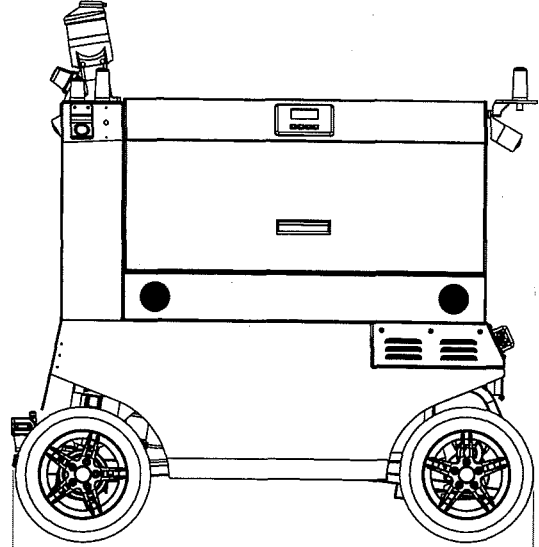


[28in]
705mm

TOP

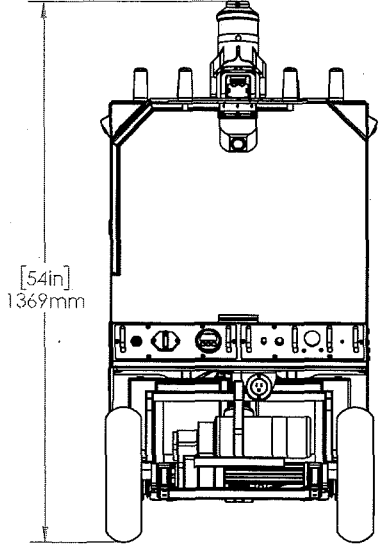


FRONT



LEFT

[52in]
1324mm



BACK

[54in]
1369mm

Marble 1660 17TH STREET
SAN FRANCISCO, CA 94107

PROPRIETARY AND CONFIDENTIAL
THE INFORMATION CONTAINED IN THIS DRAWING
IS THE SOLE PROPERTY OF MARBLE ROBOT, INC. ANY
REPRODUCTION IN PART OR AS A WHOLE WITHOUT
THE WRITTEN PERMISSION OF MARBLE ROBOT, INC.
IS PROHIBITED.

UNLESS OTHERWISE SPECIFIED:
UNITS: mm (in.)
DECIMAL: X ± .25 (.010 in.)
XX ± .10 (.004 in.)
ANGLES: ± 1/2°
INTERPRET GEOMETRIC TOLERANCING
PER: ASME Y14.5-2009
REMOVE ALL BURRS AND SHARP EDGES

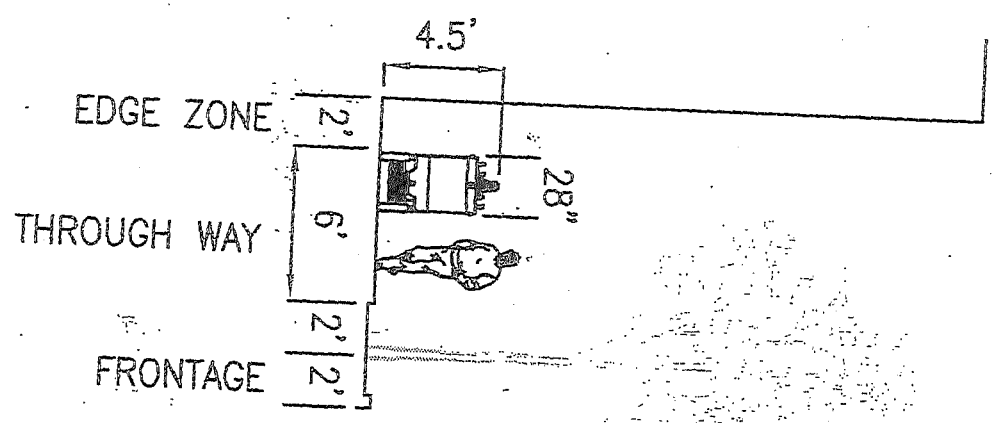
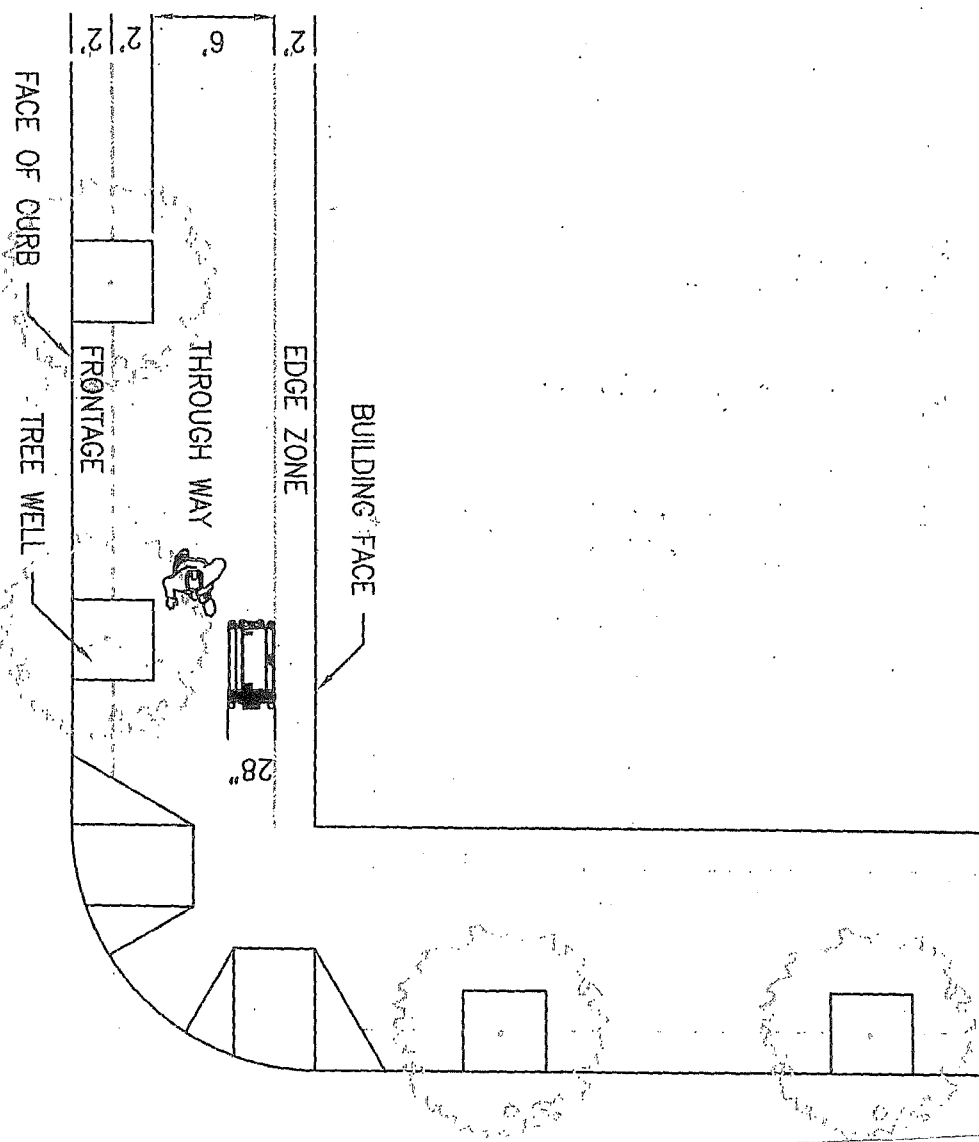
AUTHOR:
HARRISON SHIH
CONTACT:
HARRISON@MARBLE.IO
(847) 859-9017

DATE:
4/14/2017

TITLE:
HAPPY DELIVERY ROBOT
NUMBER:
R000003
REV:
01
NOT TO SCALE SIZE B SHEET 1 OF 1

8 7 6 5 4 3 2 1

TEMPLATE UPDATED: 7/8/2015



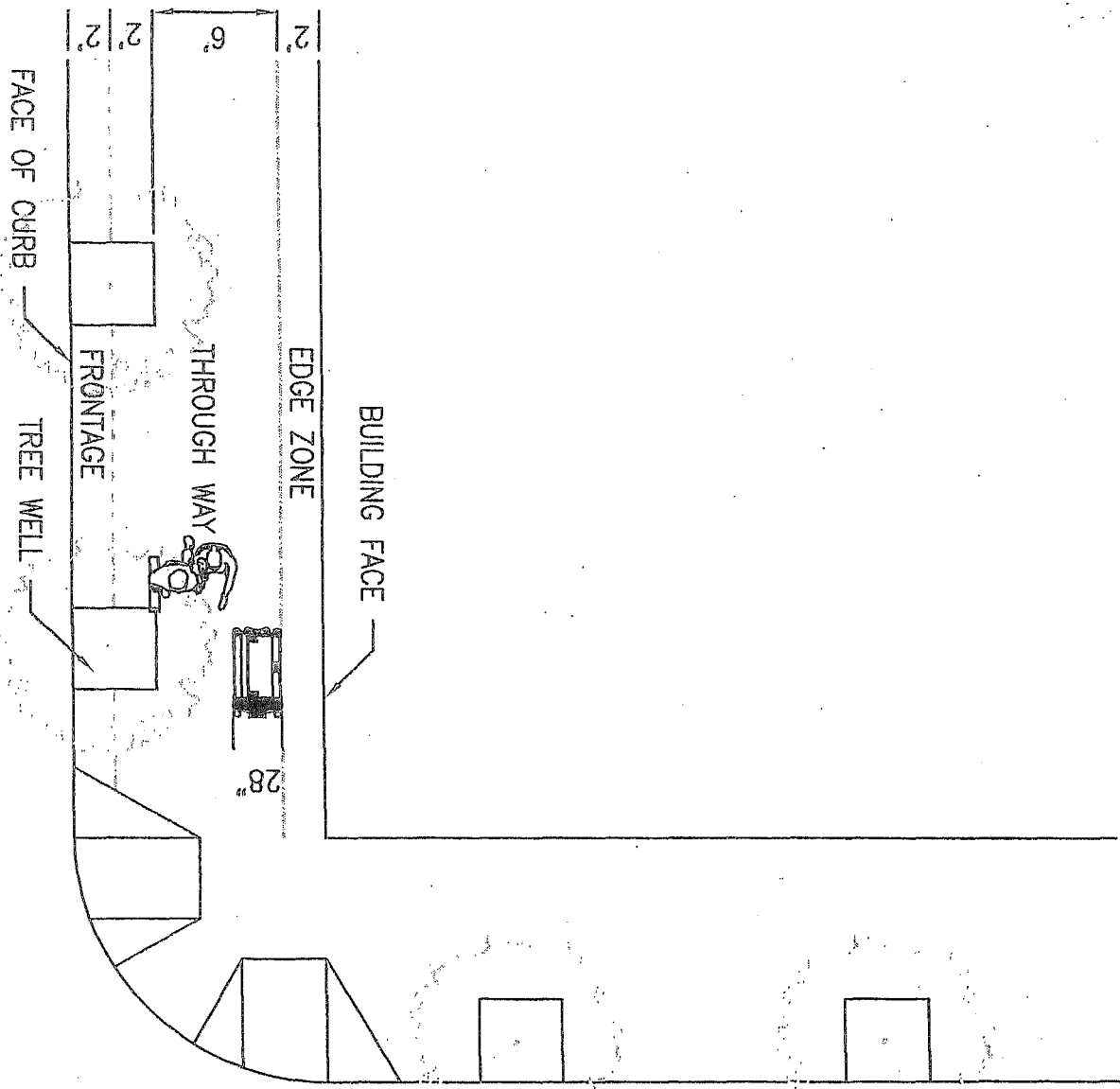
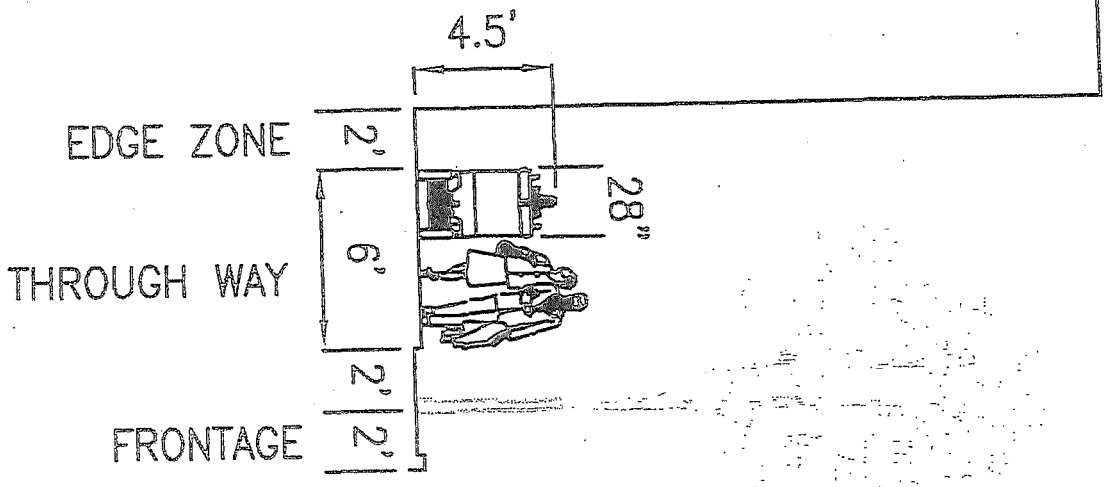


Photo taken June 29th at Castro & 24th Permit expired: June 27th



Map of approved area



District 10- Also seen on street surrounding Jackson Park



- Also spotted: July 20th on 22nd between Mission & S. Van Ness
- 8/16- "Partnered with restaurant chain Jack in the Box in early August to test out a delivery in the North Beach neighborhood." (no permit held)

16th & Mission (permitted)



and a delivery robot almost running over a dog.



City and County of San Francisco
 San Francisco Public Works - Bureau of Street Use and Mapping
 1155 Market Street, 3rd Floor - San Francisco, CA 94103
 sfpublishworks.org · tel 415-554-5810 · fax 415-554-6161



17TOC-2744

Temporary Occupancy Permit

Address : 3109 16TH ST

Cost: \$930.50

Block:3568 Lot: 001 Zip: 94103

Pursuant to Sections 724, 724.1, 724.2, and 724.3, of the Public Works Code, permission revocable at the will of the Director of Public Works to occupy a portion of the public right-of-way is granted to Permittee.

Marble Robotics

Name: Marble Robotics

Conditions

All operation shall be conducted in accordance with Public Works Order No. 185922.

In accordance with Public Works Order No. 185922, this pilot program shall terminate on December 31, 2017 or upon adoption of legislation related to the regulation of "autonomous robot".

This permit may be revoked once the pilot program terminates or upon adoption of legislation related to the "autonomous robot."

No renewal of this permit will be allowed once the pilot program terminates or upon adoption of legislation related to the "autonomous robot" or once the maximum number of permit renewals as stipulated in Public Works Order No. 185922 is reached.

The "autonomous robot" shall be equipped with sensors and visual and audio indicators to alert object or person is within the autonomous robot's operating area. All sensors and indicators shall be in accordance with applicable regulations including but not limited to Article 29 of the San Francisco Police Code.

Permittee shall provide to the permit office the travel/log, incident report and any other report including but not limited to police report in accordance Section V - Operation Requirement and Restriction of the order.

The permit holder shall ensure the autonomous robot maintains stability at all times, and that the autonomous robot does not overturn while completing turns, when pushed or nudged, or during other events.

In accordance with Section V of Public Works Order No. 185922, the autonomous robot must be always attended by a trained operator familiar with San Francisco streets/conditions while the autonomous robot is not resting or docked in the docking station.

1. The operator shall be clearly identified with company name and phone number/website matching vehicle.
2. The operator shall not abandon the device in the public right of way at any time while the autonomous robot is not docked or resting in the docking area.
3. The operator shall remain within ten (10) feet of the device at all times.
4. The operator shall keep a copy the Public Works Permit at all times during operation and shall produce the copy to any City official upon request.

In the event that Public Works determines the autonomous robot must be removed, the autonomous robot shall be removed from the public right of way at the direction of Public Works., and the right of way shall be brought to a condition satisfactory to Public Works.

Event/Operation:	Autonomous robot operation in accordance with Public Works No. 185922
Permit Linear Footage	12
Elements of Occupancy	Pursuant to Public Works Order No. 185922, one "autonomous robot" with diverters occupying 12 linear feet of sidewalk in front of 3109 - 16th Street while not in operation and operating in the public right of way for the purposes of delivery and pickup in Mission District as shown in the attached map.
From:	6/13/2017 11am
Start Time	11am
To:	6/27/2017 11:59pm
End Time	11:59pm
Need to call for Inspection	
Need to post tow-away sign	To activate and register this permit for towing, follow the tow-away sign activation and photo upload process. To tow a vehicle call the Tow Desk at (415) 553-1200.
Special Traffic permit required	CALL FOR Special traffic permit MAY BE required (Please check DPT Blue Book for any traffic restrictions; to obtain a "Blue Book", please contact MTA at (415) 701-4673).
Food:	N
Other:	
Performing Arts:	N

TRANSPORTATION AUTHORITY

June 20, 2017 Revised Guiding Principles for

Management of Emerging Mobility Services and Technologies

Safety	Emerging Mobility Services and Technologies must be consistent with the City and County of San Francisco's goal for achieving Vision Zero, reducing conflicts, and ensuring public safety and security.
Transit	Emerging Mobility Services and Technologies must complement rather than compete with public space and transit services, must support and account for the access to and operational needs of and for transit and encourage use of high-occupancy modes.
Equitable Access	Emerging Mobility Services and Technologies must promote equitable access to services. All people, regardless of age, race, color, gender, sexual orientation and identity, national origin, religion, or any other protected category, should benefit from Emerging Mobility Services and Technologies, and groups who have historically lacked access to mobility and other benefits must be prioritized and should benefit most.
Disabled Access	Emerging Mobility Services and Technologies must be inclusive of persons with disabilities. Those who require accessible vehicles, physical access points, services, and technologies are entitled to receive the same or comparable level of access as persons without disabilities.
Sustainability	Emerging Mobility Services and Technologies must support sustainability, including helping to meet the city's greenhouse gas (GHG) emissions reduction goals, promote use of all non-auto modes, and support efforts to increase the resiliency of the transportation system and public space.
Congestion	Emerging Mobility Services and Technologies must consider the effects on sidewalk, public right of way, and traffic congestion, including the resulting impacts on road safety, modal choices, emergency vehicle response time, transit performance and reliability.
Accountability	Emerging Mobility Services and Technologies providers must share relevant data so that the City and the public can effectively evaluate the services' benefits to and impacts on the transportation and other systems system including but not limited to labor, health, environment and determine whether the services reflect the goals of San Francisco.
Labor	Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco's local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.
Financial Impact	Emerging Mobility Services and Technologies must promote a positive financial impact on the City's infrastructure investments and delivery of publicly-provided transportation services.
Collaboration	Emerging Mobility Services and Technology providers and the City must engage and collaborate with each other and the community to improve the city and its transportation system.

Use of Guiding Principles: The SFCTA and SFMTA will use these Guiding Principles to shape our approach to Emerging Mobility Services and Technologies. For the SFMTA, these Guiding Principles will serve as a framework for the consistent application of policies and programs. The SFCTA will use these Guiding Principles to evaluate these services and technologies; identify ways to meet city goals, and shape future areas of studies, policies and programs. Every Guiding Principle may not be relevant to every consideration associated with Emerging Mobility Services and Technologies, and in some cases a service may not meet all of the principles consistently. SFMTA and SFCTA Directors and staff will consider whether a service or technology is consistent with the Guiding Principles, on balance. If a service provider or technology does not support these Guiding Principles, SFMTA and SFCTA will work with the service provider to meet the principles, or may choose to limit their access to City resources.



October 2, 2017

Board of Supervisors
San Francisco City Hall
1 Dr Carlton B Goodlett Pl
San Francisco, CA 94102

RE: File 170599: Autonomous Delivery Device Ban (Yee) -- SUPPORT

Dear Board of Supervisors,

On behalf of Walk San Francisco and our members, I am writing to urge you to support Supervisor Norman Yee's proposal to prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways (File 170599).

Walk San Francisco strives to make San Francisco a more livable, walkable city. This legislation is important to us because in order for the city to be walkable, sidewalk space must be ample, accessible, and ideally beautiful. We are very concerned about the impacts of Autonomous Delivery Vehicles on the safe and unfettered use of the sidewalk by pedestrians. Autonomous Delivery Devices are an example of a technological innovation that could have positive uses; however, this technology is in its infancy and the City must act quickly to ensure it does not negatively impact the community.

San Francisco has always prioritized our sidewalks for the use of pedestrians — from banning bicycles and Segways from our sidewalks, to prioritizing the “pedestrian environment” under the Better Streets Plan. Sidewalks are the one of the only spaces in the city that is dedicated to pedestrians, and these spaces are already narrow and crowded throughout much of San Francisco. If anything, we need more space dedicated to people walking, rather than having to share the limited space we do have.

Sidewalks are also the heart of our community. They are where people gather to talk, where they shop, where they walk their dogs, and how they get from one place to another in our great city. We must proactively preserve this limited pedestrian-prioritized space for people to use safely, without fear of moving vehicles. This is especially important for seniors, people with disabilities, and for families. These Autonomous Delivery Devices will be an obstacle in their path, taking up limited sidewalk space and potentially blocking curb ramps that are vital for people in wheelchairs or people pushing strollers.

San Francisco is a hub for innovation and small business. However, when an industry's business model uses public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life. One or two Delivery Devices might not seem like a problem, but as these vehicles become truly autonomous and their numbers increase, we can expect many of them to be operating on a single block

David Dubinsky

Chief Executive Officer Pomeroy Recreation and Rehabilitation Center

Sent: Thursday, June 08, 2017 3:24 PM

Erica,

Thank you for sharing this information. We will be very happy to share this with our participants and their families! As one of San Francisco's largest programs supporting individuals with significant disabilities and our seniors, we of course are very concerned that our streets and sidewalks are as safe and accessible as possible. Let me know how else we can support Supervisor Yee!

Best personal regards,

David

From: David Dubinsky [mailto:ddubinsky@prrcsf.org]

Sent: Friday, October 06, 2017 3:00 PM

To: Maybaum, Erica (BOS) <erica.maybaum@sfgov.org>

Subject: Re: Delivery Robots - Speak/Attend in Support of Ban

Good grief.....I did sign the petition. Not sure I can make it next Wednesday as I have some outpatient surgery scheduled for Tuesday....but if all goes well and I can work, I am glad to come and provide some support. I know how to sign up for my two minutes and will be glad to speak on behalf of the more than 500 adults and children we serve at the Pomeroy Center. Although I could support this technology being used in corporate settings and in a limited way in some other settings such as back rooms, warehouses, etc., these robots really do not belong on our city sidewalks. This clearly goes under the heading of "just because you can, doesn't mean you should"!

David

David Dubinsky

Chief Executive Officer

Pomeroy Recreation and Rehabilitation Center

207 Skyline Blvd. San Francisco, CA 94132

415-213-8564 (O)

925-406-9691 (C)

The South Beach | Rincon | Mission Bay Neighborhood Association Board

From: SBRMBNA [mailto:sbrmbna@gmail.com]

28 September 2017

Board of Supervisors
San Francisco City Hall
1 Dr Carlton B Goodlett Pl
San Francisco, CA 94102

Re: File 170599--Prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways

Dear Board of Supervisors,

We, the Officers and Directors of the South Beach | Rincon | Mission Bay Neighborhood Association Board, are writing to urge you to support Supervisor Norman Yee's proposal to prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways (File 170599). Our Association is a member of the Vision Zero Coalition and is actively engaged in promoting sidewalks and streets that are designed for safe use by pedestrians including those with limited or compromised mobility, cyclists and lawfully operated vehicles.

This legislation is important to us because we are concerned about the impacts of Autonomous Delivery Vehicles on the safety of people using sidewalks, as well as the commercialization of our public realm. This technology is in its infancy and the City must act quickly to ensure that its implementation is managed in a safe, equitable and sustainable way so that it does not endanger already vulnerable pedestrians.

Sidewalks are the lifeblood of our neighborhoods. They are where people gather to talk, shop, walk their pets, and move about doing their daily business. We must proactively preserve this already-limited, pedestrian-prioritized space for people to use safely, without fear of motorized vehicles, especially those with erratic paths and sudden stops. This is critically important for seniors, people with disabilities, and families walking with children.

Autonomous Delivery Vehicles may seem a novelty now, but as their numbers increase, so will the ill-effects of their added congestion and irregular travel patterns. And when an industry's business model uses public space, our elected officials must proactively ensure that our sidewalks don't become robot-dominated runways, but instead remain safe, healthy and enjoyable places for the people who live, work and visit here.

San Francisco has a proven record of valuing vehicle-free sidewalks. Please continue this by supporting Supervisor Yee's legislation to prohibit the use of Autonomous Delivery Devices on our sidewalks and public right-of-way. The emerging ranks of small motorized transportation devices, autonomous and not, will require a new—and separate—management plan.

Sincerely,

The South Beach | Rincon | Mission Bay Neighborhood Association Board
Katy Liddell, President
Alice Rogers, Vice President
Gary Pegueros, Secretary
Jamie Whitaker, Treasurer
Bruce Agid, Director
Mike Anthony, Director
Peggy Fahnestock, Director

Alice Chiu
SF resident- uses a white cane
Human Rights Advocate

Sent: Sunday, October 08, 2017 7:00 PM

Subject: Please support Supervisor Norman Yee's ban on delivery robots on our sidewalks.

Hi,

I'm writing to express my strong support for Supervisor Norman Yee's ban on delivery robots on our sidewalks.

I ask you to consider this because as a person with a disability using a white cane, I already face difficulty in navigating sidewalks everyday and now, fearing robots will be added amount the already crowded sidewalks to be the additional obstacles and possibly making these sidewalks more dangerous, are you kidding me? As a human rights advocate, I ask you, how many seniors, people who use walkers, crutches, canes and people with vision impairments were consulted when robots were first brought onto "our" sidewalks in San Francisco? I wonder how often do you, the law makers of this city sit down and see things form the view of seniors and people with disabilities on safety and basic human rights? And let me ask you this, if you had ever sprained your ankle, you would know the simple act of navigating down the sidewalk would be a huge effort. This is a small window for you to peek at the daily perspective of how it feels— the unsteady feet on cracked sidewalks, parked cars, A T & T boxes, skateboarders, cell phone watching walking people, garbage, etc, etc, etc, and add robots too... How would that looks like for our seniors and people with disabilities?

Let's remind ourselves, for safety reasons, Segways are not allowed to be on the sidewalks and the same should be true for robots. Let me give you a clear image— if we allow robots on our sidewalks, it would be as if we allow skateboards without people on them. It would be dangerous to pedestrians, especially seniors and people with disabilities. Allowing robots on our sidewalks is also a form of privatizing public space, giving private companies ways to make money at the same time making it harder for everyone else. Not to mention taking away union jobs such as UPS delivery workers.

I ask you to protect the safety of our people. I ask you to take action to prioritize basic human rights over profits. Please support Supervisor Norman Yee's ban on delivery robots on our sidewalks. Thank you Supervisor Yee for your leadership on this and thank you all for your vision for ALL San Franciscans in living safely.

Sincerely,

Alice Chiu



Transportation
Research and
Improvement
Project

Board of Supervisors:

Supervisor London Breed
Supervisor Malia Cohen
Supervisor Mark Farrell
Supervisor Sandra Lee Fewer
Supervisor Jane Kim
Supervisor Aaron Peskin
Supervisor Hillary Ronen
Supervisor Ahsha Safai
Supervisor Jeff Sheehy
Supervisor Katy Tang
Supervisor Norman Yee

San Francisco City Hall
1 Dr Carlton B Goodlett Pl
San Francisco, CA 94102

Dear Board of Supervisors,

On behalf of the Chinatown Transportation Research and Improvement Project (TRIP), I am writing to urge you to support Supervisor Norman Yee's proposal to prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways (File 170599).

Chinatown TRIP is a community volunteer organization with the mission to improve transportation and pedestrian safety in Chinatown through research and planning, bringing improvements to transit service, traffic circulation, quality of life, and pedestrian safety. This legislation is important to us because we are concerned about the impacts of Autonomous Delivery Vehicles on the safety of people walking and the possible loss of jobs due to these devices. Autonomous Delivery Devices are an example of a technological innovation that could have positive uses; however, this technology is in its infancy and the City must act quickly to ensure it does not negatively impact the community.

San Francisco has always prioritized our sidewalks for the use of pedestrians — from banning bicycles and Segways from our sidewalks, to prioritizing the "pedestrian environment" under the Better Streets Plan. Sidewalks are the one of the only spaces in the city that is dedicated to pedestrians, and these spaces are already narrow and crowded throughout much of the city. If anything, we need more space dedicated to people walking, rather than having to share the limited space we do have.

Sidewalks are also the heart of our community. They are where people gather to talk, where they shop, where they walk their dogs, and how they get from one place to another in our great city. Chinatown sidewalks are characterized by high pedestrian volumes, especially along Stockton Street and Grant Avenue, where one will find themselves “elbow-to-elbow” with visitors and residents. We must proactively preserve this limited pedestrian-prioritized space for people to use safely, without fear of moving vehicles. This is especially important for seniors, people with disabilities, and for families. These Autonomous Delivery Devices will be an obstacle in their path, taking up limited sidewalk space, potentially blocking curb ramps that are vital for people in wheelchairs or people pushing strollers, and overall decreasing the quality of life on our sidewalks.

One or two Delivery Devices might not seem like a problem, but as these vehicles become truly autonomous and their numbers increase, we can expect many of them to be operating on a single block at the same time. The City must be proactive to ensure that our sidewalks don't become robot superhighways, but instead remain safe and enjoyable places for people.

San Francisco is a hub for innovation and small businesses. However, when an industry's business model uses public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life. Additionally, the economic climate of the city makes it hard for many people to live here. Replacing entry-level delivery jobs with robot deliveries will negatively impact people's opportunities for working in San Francisco.

San Francisco has a proven record of valuing vehicle-free sidewalks. I urge you to continue the codification of this value by supporting Supervisor Yee's legislation to prohibit the use of Autonomous Delivery Devices on our sidewalks and public right-of-way.

Sincerely,



Phil Chin, *Co-Chairman*
Chinatown TRIP

CC: San Francisco Mayor Edwin Lee
San Francisco Municipal Transportation Agency Board of Directors
San Francisco Municipal Transportation Agency Director Ed Reiskin
San Francisco Public Works Director Mohammed Nuru
San Francisco Planning Department Director John Rahaim
San Francisco Country Transportation Agency Director Tilly Chang

Fran Taylor
2982 26th Street, San Francisco (D9)
"Almost" 70 years old and bike rider

With its compact size and beautiful views, San Francisco is often touted for its walkability. But residents on foot know that the reality can be less rosy. Drivers park with impunity across sidewalks and crosswalks in our neighborhoods. In forty years in San Francisco, I've pushed an elderly mother in a wheelchair, been on crutches for weeks on two occasions, and weekly wheeled a granny cart to the laundromat or grocery store. I've lost count of the times I've been forced into the street because drivers know that no one will punish them for obstructing pedestrian space.

As a bicyclist, I try to shame other cyclists riding bikes on sidewalks: "I'm almost 70 and not too chickenshit to ride in the street. Why are you such a wuss?" Most curse me, but a few have looked abashed and may have changed their ways.

Now we face a new threat: delivery robots invading the space supposedly carved out for us, the people using our two feet or assistive devices to go about our daily business. How can the City even consider allowing machines to whiz by children, seniors, or people with disabilities?

The sidewalk is our space! It's encroached upon enough already. Many of us already feel like pigeons, expected to flutter out of the way of turning cars at intersections. Now we have to worry about a refrigerator flying our way as we contemplate the cantaloupes at a local market?

Seniors and people with disabilities are already being displaced from our homes in San Francisco. Do you really believe startups are spending money to serve this population? Bland assurances by the manufacturers that these robots are designed to serve homebound seniors waiting for medications are disingenuous. They will just be the latest hot thing in the culture of entitlement, bringing bourbon ice cream to able-bodied young people making six figures who can't be bothered to step outside and get it themselves.

San Francisco did the right thing and banned Segways on our sidewalks. Please support the ban on delivery robots. Once again, it's the right thing to do.

Sincerely,
Fran Taylor
2982 26th Street, San Francisco
duck.taylor@yahoo.com

CC: San Francisco Mayor Edwin Lee
San Francisco Municipal Transportation Agency Board of Directors
San Francisco Municipal Transportation Agency Director Ed Reiskin
San Francisco Public Works Director Mohammed Nuru
San Francisco Planning Department Director John Rahaim
San Francisco Country Transportation Agency Director Tilly Chang

Iris Biblowitz
Registered Nurse

Subject: Support Supervisor Yee's Autonomous Delivery Device legislation

Hello - I'm writing to express my strong support for Supervisor Norman Yee's ban on delivery robots on our sidewalks. As a nurse, I'm alarmed at the harm that these robots on the sidewalks could potentially cause, especially to seniors, people with disabilities, and children. The assertion that these robots will be helpful in delivering food and medications to seniors is absurd. Seniors and people with disabilities who need services delivered to their homes (often with many steps) are often isolated. They need people not only to deliver food and medications but also to evaluate them, or just eye ball them, to make sure they haven't fallen, aren't more confused or weak, or if they need medical attention. They also need connections with other people. Means On Wheels, and various stores and pharmacies, provide these humane services which robot are incapable of.

Our sidewalks are crowded enough, People with canes (including white canes for people with visual impairments), wheelchairs, crutches, walkers, children in strollers, have a hard enough time navigating the sidewalks and risk their lives crossing the streets. Now, they'll be more at risk on the sidewalk, with robots (small and large), unpredictably obstructing their paths. For safety reasons, Segways have to be in the streets and the same should be true for robots.

Jane Jacobs was the guiding light of urban planning, speaking of "eyes on the street," people walking around, taking public transit, having walkable and interesting cities that are diverse and welcoming, and, of course, safe. This is the opposite of what will happen with robots on the sidewalks and the increased hazards for many people who aren't able bodied and young.

What is the point? Is it to give rich people yet another luxury of having every little thing at their fingertips, and a robot to do their bidding? It will enhance what is already happening in the streets of San Francisco: growing apartheid of haves and have nots.

I'm also concerned about the loss of jobs with robots delivering food. We need people doing useful work, not robots causing anxiety and increased risk for people who are unsteady on their feet, people who are vulnerable and need the safest sidewalks that our city can provide.

No robots on the sidewalks of San Francisco. That's a nurse's order.

Thank you - Iris Biblowitz, RN

CC: San Francisco Mayor Edwin Lee
San Francisco Municipal Transportation Agency Board of Directors
San Francisco Municipal Transportation Agency Director Ed Reiskin
San Francisco Public Works Director Mohammed Nuru
San Francisco Planning Department Director John Rahaim
San Francisco Country Transportation Agency Director Tilly Chang

Tom Connard – D10 Resident and D10 Business Owner
Home: 324 Pennsylvania Ave #4 94107
Business: 340 Rhode Island Suite 240

Sent: Wednesday, September 20, 2017 3:15 PM

I'm interested in this topic. Can you add me to the list of those who want to keep informed of Supervisor Yee's legislation?

I **live and work in Potrero Hill** where Marble operates their robots. My son is 5 and loves scootering around Jackson park on the sidewalks which is legal for kids under 13. *It's crazy that these huge, metal, heavy and sharp edged robots are roaming right around the park.*

Trucking companies pay billions a year in fees to the public agencies like HTSB to compensate for their commercial activity on public roads. If your legislation doesn't pass I think it's only fair that these companies are similarly taxed for taking advantage of public resources to pay for public education, safety and expansion of sidewalk improvements. In the highway analogy there are those who advocate to eliminate triple trailer trucks from the road for public safety due to their size. At least in those cases it's licensed adults contending with them on the streets and highways. *In this case we're pitting kids vs. machinery that weighs 6+ times their weight.*

Thanks,

Tom Connard
Home: 324 Pennsylvania Ave #4 94107
Business: 340 Rhode Island Suite 240
415-786-7456

Wed, Sep 20, 2017 at 4:28 PM, Tom Connard <tconnard@gmail.com> wrote:

Thank you Erica. Yes, also my son goes to New School which is at the Enola Maxwell campus just south of Jackson park. I walk him to school, I walk to work, I walk home and almost every day I see these bots rolling out of Marble HQ. There are a lot of kids in the area, just not ok for them to have to share the sidewalks with commercial bots the size of cows.

I saw them at 1pm today crossing the street onto the sidewalk that surrounds Jackson Park. I asked them if they were allowed to operate and the man said, "yes, just right around this area" Here are the photos I took today: <https://photos.app.goo.gl/0TSx24NTiUT01bvQ2>

I'll try to make the 10/11 meeting.

-Tom

More than 250 Received

Dear Board of Supervisors

I am writing to urge you to support Supervisor Norman Yee's proposal to prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways (File 170599).

San Francisco has always prioritized our sidewalks for the use of pedestrians — from banning bicycles and Segways from our walkways, to prioritizing the “pedestrian environment” under the Better Streets Plan. Sidewalks are the heart of our community. They are where people gather to talk, where they shop, where they walk their dogs, and how they get from one place to another in our great city.

In many places today, our sidewalks aren't wide enough to fit everyone. We must proactively preserve this limited pedestrian-prioritized space for people to use safely, without fear of moving vehicles. This is especially important for seniors, people with disabilities, and for families. These Autonomous Delivery Devices will be an obstacle in their path, clogging up already limited sidewalk space, blocking important curb ramps for use by people in wheelchairs or people pushing strollers, and decreasing the overall quality of life on our sidewalks.

San Francisco is a hub for innovation and small businesses. However, when an industry's business model uses the public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life. One or two autonomous delivery devices might not seem like a problem, but as these vehicles expanded to fleets, we can expect many of them to be operating on a single block at the same time. The City must be proactive to ensure that our sidewalks don't become robot superhighways, but instead remain safe places for people.

San Francisco has a proven record of valuing vehicle-free sidewalks. I urge you to continue this policy approach by supporting Supervisor Yee's legislation to prohibit the use of Autonomous Delivery Devices on our sidewalks and public right-of-way.

--

Josie Ahrens
josieahrens@gmail.com

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Thursday, October 12, 2017 4:20 PM
To: 'zrants'
Cc: Board of Supervisors, (BOS)
Subject: RE: October 11, item 2 - Autonomous Delivery Devices on Sidewalks

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll
Assistant Clerk
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445 - Direct | (415)554-5163 - Fax
john.carroll@sfgov.org | bos.legislation@sfgov.org



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: zrants [mailto:zrants@gmail.com]
Sent: Wednesday, October 11, 2017 2:44 AM
To: Yee, Norman (BOS) <norman.yee@sfgov.org>
Cc: Ronen, Hillary <hillary.ronen@sfgov.org>; Sheehy, Jeff (BOS) <jeff.sheehy@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: October 11, item 2 - Autonomous Delivery Devices on Sidewalks

October 11, 2017

Pubic Safety and Neighborhood Committee:

Supervisors:

re: Please support Norman Yee's legislation [170599](#) to prohibit autonomous Delivery Devices on San Francisco sidewalks and streets.

A few months ago I ran across a robotic device with four handlers being tested on 17th Street in the Mission and I was immediately turned off. Considering the large number of pedestrians, animals, wheel-chairs, strollers, personal carts, bikes and other moving devices on the walkways and streets now, and the difficulty one can have maneuvering between the various dumpsters, trash containers, power boxes, street trees and the occasional outside table and chairs, it seems like a bad idea to add any more devices to the mix. They take up a bit more space than a single human walking.

In addition to the practical nature of keeping these devices off the sidewalk and streets, the idea of promoting robots that replace human jobs for low-wage workers is particularly hard to take. Any business that can't support a delivery service or person is not going to succeed anyway in today's market. We need to protect the entry level jobs for people who are entering the workforce, transitioning, or need the extra part-time job we hear so much about.

Not just entry-level jobs are threatened by these devices. There is a robotic guard that roams the garage across from the Warriors site. You can't miss it at a night. It has bright blue and red lights that flash out from its sleek white cylindrical frame. No need to hire a garage guard when you can purchase one of these.

We already know that Amazon and Google are planning to replace drivers with autonomous vehicles that will presumably be delivering mail and groceries soon for those that can afford that service. We don't need to eliminate any more jobs by encouraging deliveries by robotic machines on sidewalks.

Please support the Yee legislation to prohibit these things on sidewalks.

Sincerely,

Mari Eliza

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Thursday, October 12, 2017 4:21 PM
To: 'Vikrum Aiyer'
Cc: Board of Supervisors, (BOS)
Subject: RE: Proposed Regulatory Framework for Small Business Rovers

Thanks for your comment letter. I have added each of your messages to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll
Assistant Clerk
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445 - Direct | (415)554-5163 - Fax
john.carroll@sfgov.org | bos.legislation@sfgov.org



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From: Vikrum Aiyer [mailto:vikrum@postmates.com]
Sent: Wednesday, October 11, 2017 8:27 AM
To: Ronen, Hillary <hillary.ronen@sfgov.org>
Cc: Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: Proposed Regulatory Framework for Small Business Rovers

Sincere apologies to bombard your inbox, Supervisor Ronen -- but on behalf of a coalition of a few small SF-based startups, we ask for your consideration of crafting smart regulations and permitting frameworks around the development of sidewalk delivery robotics, in lieu of a whole-sale ban that's been proposed.

As your leadership suggests -- investing in in the economic growth, minimizing inequity among neighborhoods, and driving the inventive potential of the City could not be more vital at this moment in history.

Consistent with Vision Zero objectives, delivery rovers have the potential to: alleviate car congestion; minimize emissions by operating carbon neutrally; and solve for mobility concerns among underserved communities, by delivering products to residents with disabilities or in food deserts.

While we understand the Public Safety Committee is considering a ban, the undersigned companies are **attaching a proposed regulatory framework** for your & the Board's consideration, to establish safety & enforcement standards. We recognize this is only a starting point of the discussion--and we welcome a spirited debate around what would work best.

We admire and appreciate the leadership of the Board for encouraging us to establish norms for this cutting edge industry. And we earnestly hope to find ways to work with you to institute a framework that balances safety, with the ability for local businesses to use such tools to connect their products with the communities around them.

Best,
Postmates + Marble + Starship

Vikrum D. Aiyer
Head of Strategic Comms+Public Policy
[Postmates](#) | [@vikrumaiyer](#) | [@postmates](#)

Carroll, John (BOS)

From: Vikrum Aiyer <vikrum@postmates.com>
Sent: Wednesday, October 11, 2017 8:30 AM
To: Sheehy, Jeff (BOS)
Cc: Carroll, John (BOS)
Subject: Proposed Regulatory Framework for Small Business Rovers
Attachments: Letter to the Hon Mayor Lee and Members of the Board - Oct 11 2017.pdf

Categories: 2017.10.11 - PSNS, 170599

Sincere apologies to bombard your inbox, Supervisor Sheehy -- but on behalf of a coalition of a few small SF-based startups, we ask for your consideration of crafting smart regulations and permitting frameworks, around the development of sidewalk delivery robotics, in lieu of a whole-sale ban that's been proposed.

As your leadership suggests -- investing in economic growth, minimizing inequity among neighborhoods, and driving the inventive potential of the City could not be more vital at this moment in history.

Consistent with Vision Zero objectives, delivery rovers have the potential to: alleviate car congestion; minimize emissions by operating carbon neutrally; and solve for mobility concerns among underserved communities, by delivering products to residents with disabilities or in food deserts.

While we understand the Public Safety Committee is considering a ban, the undersigned companies are **attaching a proposed regulatory framework** for your & the Board's consideration, in an effort to establish safety & enforcement standards. We recognize this is only a starting point of the discussion--and we welcome a spirited debate around what would work best.

We admire and appreciate the leadership of the Board for encouraging us to establish norms for this cutting edge industry. And we earnestly hope to find ways to work with you to institute a framework that balances safety, with the ability for local businesses to use such tools to connect their products with the communities around them.

Best,
Postmates + Marble + Starship

Vikrum D. Aiyer
Head of Strategic Comms+Public Policy
[Postmates](#) | [@vikrumaiyer](#) | [@postmates](#)

Carroll, John (BOS)

From: Vikrum Aiyer <vikrum@postmates.com>
Sent: Wednesday, October 11, 2017 8:32 AM
To: Fewer, Sandra (BOS)
Cc: Carroll, John (BOS); Pagoulatos, Nick (BOS)
Subject: Proposed Regulatory Framework for Small Business Rovers
Attachments: Letter to the Hon Mayor Lee and Members of the Board - Oct 11 2017.pdf

Categories: 2017.10.11 - PSNS, 170599

Sincere apologies to bombard your inbox, Supervisor Fewer -- but on behalf of a coalition of a few small SF-based startups, we ask for your consideration of crafting smart regulations and permitting frameworks, around the development of sidewalk delivery robotics, in lieu of a whole-sale ban that's been proposed. (And we very much appreciate Nick taking the time to chat with us yesterday.)

As your leadership suggests -- investing in economic growth, minimizing inequity among neighborhoods, and driving the inventive potential of the City could not be more vital at this moment in history.

Consistent with Vision Zero objectives, delivery rovers have the potential to: alleviate car congestion; minimize emissions by operating carbon neutrally; and solve for mobility concerns among underserved communities, by delivering products to residents with disabilities or in food deserts.

While we understand the Public Safety Committee is considering a ban, the undersigned companies are **attaching a proposed regulatory framework** for your & the Board's consideration, in an effort to establish safety & enforcement standards. We recognize this is only a starting point of the discussion--and we welcome a spirited debate around what would work best.

We admire and appreciate the leadership of the Board for encouraging us to establish norms for this cutting edge industry. And we earnestly hope to find ways to work with you to institute a framework that balances safety, with the ability for local businesses to use such tools to connect their products with the communities around them.

Best,
Postmates + Marble + Starship

Vikrum D. Aiyer
Head of Strategic Comms+Public Policy
[Postmates](#) | [@vikrumaiyer](#) | [@postmates](#)

Carroll, John (BOS)

From: Vikrum Aiyer <vikrum@postmates.com>
Sent: Wednesday, October 11, 2017 8:38 AM
To: Yee, Norman (BOS)
Cc: Maybaum, Erica (BOS); Carroll, John (BOS)
Subject: Proposed Regulatory Framework for Small Business Rovers
Attachments: Letter to the Hon Mayor Lee and Members of the Board - Oct 11 2017.pdf

Categories: 2017.10.11 - PSNS, 170599

Sincere apologies to bombard your inbox, Supervisor Yee -- but on behalf of a coalition of a few small SF-based startups, we ask for your consideration of crafting regulations and permitting frameworks, around the development of sidewalk delivery robotics, in lieu of a whole-sale ban that's been proposed.

We admire and appreciate your leadership in encouraging us to establish norms for this cutting edge industry. And while we understand the Public Safety Committee is considering a ban, the undersigned companies are **attaching a proposed regulatory framework** for your & the Board's consideration, in an effort to establish safety & enforcement standards. We recognize this is only a starting point of the discussion--and we welcome a spirited debate around what would work best.

As your leadership suggests -- investing in economic growth, minimizing inequity among neighborhoods, and driving the inventive potential of the City could not be more vital at this moment in history. Consistent with Vision Zero objectives, delivery rovers have the potential to: alleviate car congestion; minimize emissions by operating carbon neutrally; and solve for mobility concerns among underserved communities, by delivering products to residents with disabilities or in food deserts.

Again, we want to thank you and Erica who have been immensely helpful in motivating us to think through how we can be good stewards of the community. And moving ahead we earnestly hope to find ways to work with you and the City to institute a framework that balances safety, with the ability for local businesses to use such tools to connect their products with the communities around them.

Best,
Postmates + Marble + Starship

Vikrum D. Aiyer
Head of Strategic Comms+Public Policy
[Postmates](#) | [@vikrumaiyer](#) | [@postmates](#)

October 11, 2017

The Hon. Edwin M. Lee
Mayor of San Francisco
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

The Hon. Board of Supervisors
1 Dr. Carlton B. Goodlett Place
Room 244
San Francisco, CA 94102

Re: File 170599 – Prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways

Dear Mayor Lee and Members of the Board of Supervisors,

On behalf of Starship Technologies, Marble, and Postmates – leaders in the robotic and on-demand delivery sectors, we respectfully ask for a different regulatory approach than the proposed ban on autonomous delivery devices on sidewalks and right-of-ways. To help local businesses, minimize congestion and aid residents with mobility challenges, we ask for your leadership and support in developing a permitting framework to enable the testing of this technology in San Francisco.

We very much appreciate Supervisor Yee's leadership in kick-starting an important dialogue around this issue. And over the course of numerous discussions with a diverse collection of stakeholders, community advocates, and residents, we believe that our mission to improve the "last mile" of local delivery is directly aligned with many of the City's goals. While it is early in the technology's development and application, the initial results have validated its potential to meaningfully impact several of the City's Vision Zero and "Plan Bay Area 2040" priorities, including:

- easing traffic congestion (fewer cars on the roads; reduced double parking associated with deliveries);
- reducing CO₂ emissions (autonomous delivery devices are electric powered);
- expanding opportunities for small businesses (enhanced merchant sales due to an increased supply of delivery options);
- creating additional jobs (San Francisco-based research & development in this promising sector); and
- solving for mobility issues posed by congestion (by delivering food, health and grocery essentials for residents with disabilities or residents living in underserved communities)

On-demand delivery tools are already accounting for a three-fold increase in revenue for San Francisco businesses using platforms, like Postmates, to connect their products to residents all over the city. This not only creates jobs while expanding the city's taxable revenue base — but it also allows local merchants to build bridges between disparate neighborhoods with the goods crafted by San Francisco residents.

Adding new tools to the toolkit of community deliveries does not just help merchants -- our companies also envision considerable opportunities for civic and social applications of this technology. To further explore this concept, we are actively working on ways to connect this technology to underserved communities, seniors, and people living with disabilities. In Washington D.C., for example, Starship recently partnered with the one of Johns Hopkins' hospitals, Sibley Memorial Hospital, on a "proof of concept" trial, exploring how the technology could be used to support newly released patients in their homes by transporting needed medical supplies and durable medical equipment. And, in San Francisco, both Postmates and Marble are in active discussions with senior citizen in-home care groups, as well as food-advocacy organizations, to create bridges among aging populations, communities identified as food deserts, and local businesses.

Unlike some others in the technology sector, autonomous delivery companies are unique in that we are proactively engaging municipal governments in pursuit of regulations. We have sought and obtained legal authorization to operate in Washington, D.C. and five California cities, as well as cities across the globe. In addition, we have successfully pursued statewide laws in Virginia, Idaho, Wisconsin, Florida, and Ohio.

While pilot programs are currently underway in certain Bay Area jurisdictions, we appreciate the fact that San Francisco is unique and requires its own set of specific regulations. As an initial matter, and as a starting point for discussion, we propose a regulatory structure that would require autonomous delivery companies adhere to:

- Appropriate business licensure and taxation requirements;
- A time-certain limitation on the number of autonomous delivery devices, which each company may operate;
- Insurance requirements, including: (i) General Liability, (ii) Automotive Liability, and (iii) Workers' Compensation;
- A uniform maximum speed for all autonomous delivery devices;
- A limited window on hours of operation for the initial period of the program;
- Reporting requirements, including notifying the City of a disruptive incident involving injury or property damage. Accordingly, each autonomous delivery device must be equipped with a clearly visible plate, containing the contact information of the operator and unique identification number;
- Data reporting requirements including: (i) the degree to which small businesses are incorporating autonomous delivery devices into their operations; (ii) how outreach to underserved communities is being facilitated by autonomous delivery companies; and (iii) processing requests from public bodies for infrastructure information, e.g. quality of sidewalks, mapping information to enable upgrades by DPW or MTA, etc. without revealing personally identifiable customer information

- Indemnification and hold harmless provisions with respect to the City and County of San Francisco; and
- Punitive measures for a company's failure to obey the City's regulations.

Of course, these are suggestions and we welcome your continued leadership and a thoughtful discussion around how best to craft smart regulations. In addition to adhering to a framework you deem fitting for the operation of these next generation business & community tools – we also commit to ensuring that no autonomous delivery device may be operated in a manner that creates a nuisance or in any way compromises the public's health, safety, or welfare.

Investing in the economic growth, access to opportunity, and inventive potential of the City could not be more vital at this moment in history. We stand ready to work with you to build a framework of rules which reflect both the progressive and innovative spirit of the City of San Francisco. Thank you in advance for considering of our suggestions, as we respectfully request you not support the outright, proposed ban of such devices.

Regards,

Ahti Heinla, CEO



Matt Delaney, CEO



Bastian Lehmann, CEO



Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Thursday, October 12, 2017 4:22 PM
To: 'selizabethvaughn@gmail.com'
Cc: Board of Supervisors, (BOS)
Subject: RE: Please support Supervisor Norman Yee's legislation to ban Autonomous Delivery Devices on San Francisco sidewalks

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll

Assistant Clerk

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

john.carroll@sfgov.org | bos.legislation@sfgov.org



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From: Board of Supervisors, (BOS)

Sent: Wednesday, October 11, 2017 8:57 AM

To: BOS-Supervisors <bos-supervisors@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>

Subject: FW: Please support Supervisor Norman Yee's legislation to ban Autonomous Delivery Devices on San Francisco sidewalks

From: Sue Vaughan [<mailto:selizabethvaughan@gmail.com>]

Sent: Tuesday, October 10, 2017 12:20 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Nuru, Mohammed (DPW) <mohammed.nuru@sfdpw.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Reiskin, Ed (MTA) <Ed.Reiskin@sfmta.com>; MTABoard@sfmta.org;

tilly.chang@sfcta.org; Roxas, Samantha (BOS) <samantha.roxas@sfgov.org>; Angulo, Sunny (BOS)

<sunny.angulo@sfgov.org>; Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Yu, Angelina (BOS) <angelina.yu@sfgov.org>;

Duong, Noelle (BOS) <noelle.duong@sfgov.org>; Lopez, Barbara (BOS) <barbara.lopez@sfgov.org>; Meyer, Catherine (BOS) <cathy.mulkeymeyer@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@sfgov.org>; Chicuata, Brittni (BOS)

<brittni.chicuata@sfgov.org>; Karunaratne, Kanishka (BOS) <kanishka.karunaratne@sfgov.org>; Maybaum, Erica (BOS) <erica.maybaum@sfgov.org>; Barnes, Bill (BOS) <bill.barnes@sfgov.org>; Power, Andres (MYR) <andres.power@sfgov.org>; Thomas, John (DPW) <John.Thomas@sfdpw.org>

Subject: Please support Supervisor Norman Yee's legislation to ban Autonomous Delivery Devices on San Francisco sidewalks

Dear Supervisors,

I support the efforts of Walk SF to ban the operation of Autonomous Delivery Devices -- vehicles, really -- on our sidewalks.

Our sidewalks should be safe places for people to walk, away from the dangers of bicycles and motorized vehicles. They should also part of our local plan to combat climate change -- providing safe places for people to walk means people can be less dependent on cars. I support the language of the Walk SF letter below:

San Francisco has always prioritized our sidewalks for the use of pedestrians —from banning bicycles and Segways from our sidewalks, to prioritizing the “pedestrian environment” under the Better Streets Plan. Sidewalks are the one of the only spaces in the city that is dedicated to pedestrians, and these spaces are already narrow and crowded throughout much of the city. If anything, we need more space dedicated to people walking, rather than having to share the limited space we do have.

Sidewalks are also the heart of our community. They are where people gather to talk, where they shop, where they walk their dogs, and how they get from one place to another in our great city. We must proactively preserve this limited pedestrian-prioritized space for people to use safely, without fear of moving vehicles. This is especially important for seniors, people with disabilities, and for families. These Autonomous Delivery Devices will be an obstacle in their path, taking up limited sidewalk space, potentially blocking curb ramps that are vital for people in wheelchairs or people pushing strollers, and overall decreasing the quality of life on our sidewalks.

One or two Delivery Devices might not seem like a problem, but as these vehicles become truly autonomous and their numbers increase, we can expect many of them to be operating on a single block at the same time.

The City must be proactive to ensure that our sidewalks don't become robot superhighways, but instead remain safe and enjoyable places for people. San Francisco is a hub for innovation and small businesses. However, when an industry's business model uses public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life. Additionally, the economic climate of the city makes it hard for many people to live here. Replacing entry-level delivery jobs with robot deliveries will negatively impact people's opportunities for working in San Francisco.

San Francisco has a proven record of valuing vehicle-free sidewalks. I urge you to continue the codification of this value by supporting Supervisor Yee's legislation to prohibit the use of Autonomous Delivery Devices on our sidewalks and public right-of-way.

Sincerely,

Sue Vaughan
94121

Carroll, John (BOS)

From: Carroll, John (BOS)
Sent: Thursday, October 12, 2017 4:23 PM
To: 'occexp@aol.com'
Cc: Board of Supervisors, (BOS)
Subject: RE: Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

John Carroll
Assistant Clerk
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445 - Direct | (415)554-5163 - Fax
john.carroll@sfgov.org | bos.legislation@sfgov.org



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From: Somera, Alisa (BOS)
Sent: Wednesday, October 11, 2017 10:46 AM
To: Carroll, John (BOS) <john.carroll@sfgov.org>
Subject: FW: Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

John... for today's meeting Item #2.

Alisa Somera

Legislative Deputy Director
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
415.554.7711 direct | 415.554.5163 fax
alisa.somera@sfgov.org

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---

**From:** Calvillo, Angela (BOS)  
**Sent:** Tuesday, October 10, 2017 6:10 PM  
**To:** Somera, Alisa (BOS) <[alisa.somera@sfgov.org](mailto:alisa.somera@sfgov.org)>  
**Subject:** FW: Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

For distribution please for tomorrows hearing.  
Thank you.  
Angela

**From:** Henry Karnilowicz [<mailto:occexp@aol.com>]  
**Sent:** Monday, October 09, 2017 6:12 PM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Calvillo, Angela (BOS) <[angela.calvillo@sfgov.org](mailto:angela.calvillo@sfgov.org)>  
**Cc:** [Ross@lh-pa.com](mailto:Ross@lh-pa.com); [henry@sfcdma.org](mailto:henry@sfcdma.org)  
**Subject:** Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Dear Clark of the Board of Supervisors,

Please distribute the attached letter to all the supervisors for the BOS Public Safety and Neighborhood Services Committee hearing this Wednesday at 10:00 am..

Thank you.

Kind regards,

**Henry Karnilowicz**  
President  
San Francisco Council of District Merchants Associations

1019 Howard Street  
San Francisco, CA 94103-2806  
415.420.8113 cell  
415.621.7583 fax



## San Francisco Council of District Merchants Associations

Henry Karnilowicz  
President

Maryo Mogannam  
Vice President

Vas Kiniris  
Secretary

Keith Goldstein  
Treasurer

### SFCDMA

#### MEMBER ASSOCIATIONS

Arab American Grocers Association  
Balboa Village Merchants Association  
Bayview Merchants Association  
Castro Merchants  
Chinatown Merchants Association  
Clement St. Merchants Association  
Dogpatch Business Association  
Fillmore Merchants Association  
Fishermans Wharf Merchants Assn.  
Golden Gate Restaurant Association  
Glen Park Merchants Association  
Golden Gate Restaurant Association  
Greater Geary Boulevard Merchants  
& Property Owners Association  
Japantown Merchants Association  
Mission Creek Merchants Association  
Mission Merchants Association  
Noe Valley Merchants Association  
North Beach Business Association  
North East Mission Business Assn.  
People of Parkside Sunset  
Polk District Merchants Association  
Potrero Dogpatch Merchants Assn.  
Sacramento St. Merchants Association  
San Francisco Community Alliance for  
Jobs and Housing  
South Beach Mission Bay Business Assn.  
South of Market Business Association  
The Outer Sunset Merchant  
& Professional Association  
Union Street Merchants  
Valencia Corridor Merchants Assn.  
West Portal Merchants Association

October 9, 2017

Board of Supervisors  
San Francisco City Hall  
1 Dr Carlton B Goodlett Pl  
San Francisco, CA 94102

Re: Proposed Ban on Autonomous Delivery Devices on Sidewalks and Right-of-Ways

Dear Board of Supervisors,

On behalf of the San Francisco Council of District Merchants (SFCDMA), we urge you to oppose the proposed ban on sidewalk delivery devices. As an alternative to an outright ban, we ask you to consider forward-thinking regulations around this nascent industry.

For the past 64 years, our mission has been to protect, preserve, and promote small businesses in San Francisco. We represent a diverse range of neighborhood commercial districts that are the heart and soul of our City. It is our view that this technology has the potential to support local business owners through a variety of ways in today's changing consumer landscape. A complete ban on this technology, which is successfully operating in other cities throughout the world, is not the answer.

This is San Francisco, the home of innovation. If other cities are developing pilot programs to test this new technology, then we can certainly develop our own regulations that make sense for our City.

Let's see if this technology can help our small businesses compete with larger players by offering a convenient way for business owners to reach their customers. The popularity of on-demand delivery platforms continues to grow and these devices could provide a valuable tool for businesses to meet the demand as well as expand their customer base.

Other potential benefits include taking freight trucks off our already congested streets, reducing CO2 emissions from the last mile of delivery, and providing a convenient delivery method to homebound residents. If we simply ban these devices, how will we ever know its possibilities?

Here in the City, we understand what happens when new technology takes hold without proper government oversight. However, that is not the case with these delivery robots – the industry is asking the City to regulate them.

Again, we urge you to not support this ordinance.

Sincerely,

Henry Karnilowicz  
President

## **Carroll, John (BOS)**

---

**From:** Carroll, John (BOS)  
**Sent:** Thursday, October 12, 2017 4:23 PM  
**To:** 'pete.a.lester@gmail.com'  
**Cc:** Board of Supervisors, (BOS)  
**Subject:** RE: No robots on our already crowded sidewalks

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**  
**Assistant Clerk**  
Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445 - Direct | (415)554-5163 - Fax  
[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)



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---

**From:** Board of Supervisors, (BOS)  
**Sent:** Wednesday, October 11, 2017 3:12 PM  
**To:** BOS-Supervisors <[bos-supervisors@sfgov.org](mailto:bos-supervisors@sfgov.org)>; Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>  
**Subject:** FW: No robots on our already crowded sidewalks

**From:** Pete Lester [<mailto:pete.a.lester@gmail.com>]  
**Sent:** Wednesday, October 11, 2017 6:06 AM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Sheehy, Jeff (BOS) <[jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org)>  
**Subject:** No robots on our already crowded sidewalks

I would be at city hall today but I'm on my honeymoon.

That's right, I woke up at 6:00am while celebrating my marriage thinking, "My supervisors need to know that there is no place on our sidewalks for robot delivery."

Stop this horrible intrusion into a shared public space.

Sidewalks keep people safe.



Thank you.  
Pete Lester  
SF, CA  
94131

--

**Pete A Lester**

Vice President Chooda Board of Directors

Event Planner and Coordinator

Bike Zambia Planning Committee

Certified Bike Fitter

Certified Bosch E-Bike Mechanic

Help me raise money to fight HIV/Aids and Poverty in Zambia

Join Us on the ride!

## Carroll, John (BOS)

---

**From:** Carroll, John (BOS)  
**Sent:** Tuesday, October 10, 2017 4:53 PM  
**To:** 'lgpetty@juno.com'  
**Cc:** Board of Supervisors, (BOS)  
**Subject:** RE: Delivery Robot Ban


**Categories:** 2017.10.11 - PSNS, 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**  
**Assistant Clerk**  
Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445 - Direct | (415)554-5163 - Fax  
[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)

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**From:** Board of Supervisors, (BOS)  
**Sent:** Tuesday, October 10, 2017 4:31 PM  
**To:** BOS-Supervisors <[bos-supervisors@sfgov.org](mailto:bos-supervisors@sfgov.org)>; Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>  
**Subject:** FW: Delivery Robot Ban

**From:** [lgpetty@juno.com](mailto:lgpetty@juno.com) [<mailto:lgpetty@juno.com>]  
**Sent:** Tuesday, October 10, 2017 2:37 PM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
**Subject:** Delivery Robot Ban

To All San Francisco Supervisors

Dear Supervisor,

I'm writing in support of Supervisor Norman Yee's proposal to ban delivery robots on San Francisco public sidewalks.

Delivery robots would endanger the safety of myself and other seniors, people with disabilities, and anyone else walking on public sidewalks.

Public sidewalks are designed and codified for use by people. They belong to the people for their use and enjoyment in safety and security -- not in competition with driverless commercial mechanical moving vehicles. Skateboards, Segways and bicycles are not allowed for safety reasons. It should be obvious that robots belong on this banned list.

Thank you,

Lorraine  
Petty  
& Disability Action  
Voter

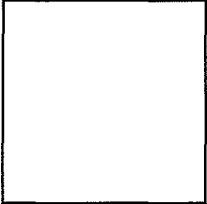
Member, Senior  
District 5

---

**I Felt Like Someone Was Blowing Up A Balloon In My Stomach**

Activated You

<http://thirdpartyoffers.juno.com/TGL3132/59dd3dae4a2b93dae388est02duc>



## Carroll, John (BOS)

---

**From:** Carroll, John (BOS)  
**Sent:** Tuesday, October 10, 2017 4:52 PM  
**To:** 'kaleda@ggsenior.org'  
**Cc:** Board of Supervisors, (BOS)  
**Subject:** RE: Richmond Senior Center supports the ban of robots on our sidewalks

**Categories:** 2017.10.11 - PSNS, 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)



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---

**From:** Board of Supervisors, (BOS)

**Sent:** Tuesday, October 10, 2017 4:30 PM

**To:** BOS-Supervisors <[bos-supervisors@sfgov.org](mailto:bos-supervisors@sfgov.org)>; Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>

**Subject:** FW: Richmond Senior Center supports the ban of robots on our sidewalks

---

**From:** Kaleda Walling [<mailto:kaleda@ggsenior.org>]

**Sent:** Tuesday, October 10, 2017 1:56 PM

**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Breed, London (BOS) <[london.breed@sfgov.org](mailto:london.breed@sfgov.org)>;

Peskin, Aaron (BOS) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>; Ronen, Hillary <[hillary.ronen@sfgov.org](mailto:hillary.ronen@sfgov.org)>; Fewer, Sandra (BOS)

<[sandra.fewer@sfgov.org](mailto:sandra.fewer@sfgov.org)>; Kim, Jane (BOS) <[jane.kim@sfgov.org](mailto:jane.kim@sfgov.org)>; Safai, Ahsha (BOS) <[ahsha.safai@sfgov.org](mailto:ahsha.safai@sfgov.org)>; Tang,

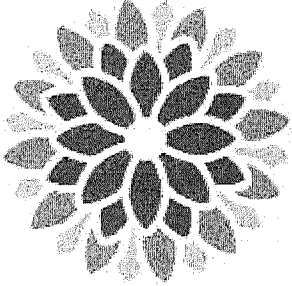
Katy (BOS) <[katy.tang@sfgov.org](mailto:katy.tang@sfgov.org)>; Cohen, Malia (BOS) <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>; Farrell, Mark (BOS)

<[mark.farrell@sfgov.org](mailto:mark.farrell@sfgov.org)>; Yee, Norman (BOS) <[norman.yee@sfgov.org](mailto:norman.yee@sfgov.org)>; Sheehy, Jeff (BOS) <[jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org)>

**Cc:** Lee, Mayor (MYR) <[mayoredwinlee@sfgov.org](mailto:mayoredwinlee@sfgov.org)>; Nuru, Mohammed (DPW) <[mohammed.nuru@sfdpw.org](mailto:mohammed.nuru@sfdpw.org)>; Rahaim,

John (CPC) <[john.rahaim@sfgov.org](mailto:john.rahaim@sfgov.org)>; Reiskin, Ed (MTA) <[Ed.Reiskin@sfmta.com](mailto:Ed.Reiskin@sfmta.com)>; [MTABoard@sfmta.org](mailto:MTABoard@sfmta.org);  
[tilly.chang@sfcta.org](mailto:tilly.chang@sfcta.org); Roxas, Samantha (BOS) <[samantha.roxas@sfgov.org](mailto:samantha.roxas@sfgov.org)>; Angulo, Sunny (BOS)  
<[sunny.angulo@sfgov.org](mailto:sunny.angulo@sfgov.org)>; Beinart, Amy (BOS) <[amy.beinart@sfgov.org](mailto:amy.beinart@sfgov.org)>; Yu, Angelina (BOS) <[angelina.yu@sfgov.org](mailto:angelina.yu@sfgov.org)>;  
[noelle.duong@sfgov.org](mailto:noelle.duong@sfgov.org)

**Subject:** Richmond Senior Center supports the ban of robots on our sidewalks



# RICHMOND SENIOR CENTER

## Golden Gate Senior Services

October 10, 2017

Board of Supervisors  
San Francisco City Hall  
1 Dr Carlton B Goodlett Pl  
San Francisco, CA 94102

Dear Board of Supervisors,

On behalf of Richmond Senior Center, I am writing to urge you to support Supervisor Norman Yee's proposal to prohibit Autonomous Delivery Devices from Sidewalks and Right-Of-Ways (File 170599).

Richmond Senior Center, which represents more than 500 Seniors and Adults with Disabilities in the Richmond district, provides programs and activities that support healthy aging and community connections. This legislation is important to us because we are concerned about the impacts of Autonomous Delivery Vehicles on the safety of people who rely on walking as a primary means of transportation and healthy activity. Autonomous Delivery Devices are an example of a technological innovation that could have positive uses; however, this technology is in its infancy and the City must act quickly to ensure it does not negatively impact the community.

San Francisco has always prioritized our sidewalks for the use of pedestrians — from banning bicycles and Segways from our sidewalks, to prioritizing the “pedestrian environment” under the Better Streets Plan. Sidewalks are the one of the only spaces in the city that is dedicated to pedestrians, and these spaces are already narrow and crowded throughout much of the city. If anything, we need more space dedicated to people walking, rather than having to share the limited space we do have.

Sidewalks are also the heart of our community. They are where people gather to talk, where they shop, where they walk their dogs, and how they get from one place to another in our great city. We must proactively preserve this limited pedestrian-prioritized space for people to use safely, without fear of moving vehicles. This is especially important for seniors, people with disabilities, and for families. These Autonomous Delivery Devices will be an obstacle in their path, taking up limited sidewalk space, potentially blocking curb ramps that are vital for people in wheelchairs or people pushing strollers, and overall decreasing the quality of life on our sidewalks.

One or two Delivery Devices might not seem like a problem, but as these vehicles become truly autonomous and their numbers increase, we can expect many of them to be operating on a single block at the same time. The City must be

proactive to ensure that our sidewalks don't become robot superhighways, but instead remain safe and enjoyable places for people.

San Francisco is a hub for innovation and small businesses. However, when an industry's business model uses public space, it is crucial that our elected officials prioritize the needs of the community and consider the impact to their quality of life. Additionally, the economic climate of the city makes it hard for many people to live here. Replacing entry-level delivery jobs with robot deliveries will negatively impact people's opportunities for working in San Francisco.

San Francisco has a proven record of valuing vehicle-free sidewalks. I urge you to continue the codification of this value by supporting Supervisor Yee's legislation to prohibit the use of Autonomous Delivery Devices on our sidewalks and public right-of-way.

Sincerely,

Kaleda Walling, Director  
Richmond Senior Center

CC: San Francisco Mayor Edwin Lee  
San Francisco Municipal Transportation Agency Board of Directors  
San Francisco Municipal Transportation Agency Director Ed Reiskin  
San Francisco Public Works Director Mohammed Nuru  
San Francisco Planning Department Director John Rahaim  
San Francisco County Transportation Agency Director Tilly Chang

## Carroll, John (BOS)

---

**From:** Carroll, John (BOS)  
**Sent:** Tuesday, October 10, 2017 4:51 PM  
**To:** 'occexp@aol.com'  
**Cc:** Board of Supervisors, (BOS)  
**Subject:** RE: Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

**Categories:** 2017.10.11 - PSNS, 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**  
**Assistant Clerk**  
Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445 - Direct | (415)554-5163 - Fax  
[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)



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---

**From:** Board of Supervisors, (BOS)  
**Sent:** Tuesday, October 10, 2017 1:16 PM  
**To:** Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>  
**Subject:** FW: Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

**From:** Henry Karnilowicz [<mailto:occexp@aol.com>]  
**Sent:** Monday, October 09, 2017 6:12 PM  
**To:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Calvillo, Angela (BOS) <[angela.calvillo@sfgov.org](mailto:angela.calvillo@sfgov.org)>  
**Cc:** [Ross@lh-pa.com](mailto:Ross@lh-pa.com); [henry@sfcdma.org](mailto:henry@sfcdma.org)  
**Subject:** Item #10599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Dear Clark of the Board of Supervisors,

Please distribute the attached letter to all the supervisors for the BOS Public Safety and Neighborhood Services Committee hearing this Wednesday at 10:00 am..

Thank you.

Kind regards,

**Henry Karnilowicz**

President

San Francisco Council of District Merchants Associations

1019 Howard Street

San Francisco, CA 94103-2806

415.420.8113 cell

415.621.7583 fax





# San Francisco Council of District Merchants Associations

Henry Karnilowicz  
President

Maryo Mogannam  
Vice President

Vas Kiniris  
Secretary

Keith Goldstein  
Treasurer

## SFCDMA

October 9, 2017

### MEMBER ASSOCIATIONS

- Arab American Grocers Association
- Balboa Village Merchants Association
- Bayview Merchants Association
- Castro Merchants
- Chinatown Merchants Association
- Clement St. Merchants Association
- Dogpatch Business Association
- Fillmore Merchants Association
- Fishermans Wharf Merchants Assn.
- Golden Gate Restaurant Association
- Glen Park Merchants Association
- Golden Gate Restaurant Association
- Greater Geary Boulevard Merchants & Property Owners Association
- Japantown Merchants Association
- Mission Creek Merchants Association
- Mission Merchants Association
- Noe Valley Merchants Association
- North Beach Business Association
- North East Mission Business Assn.
- People of Parkside Sunset
- Polk District Merchants Association
- Potrero Dogpatch Merchants Assn.
- Sacramento St. Merchants Association
- San Francisco Community Alliance for Jobs and Housing
- South Beach Mission Bay Business Assn.
- South of Market Business Association
- The Outer Sunset Merchant & Professional Association
- Union Street Merchants
- Valencia Corridor Merchants Assn.
- West Portal Merchants Association

\Board of Supervisors  
San Francisco City Hall  
1 Dr Carlton B Goodlett Pl  
San Francisco, CA 94102

Re: Proposed Ban on Autonomous Delivery Devices on Sidewalks and Right-of-Ways

Dear Board of Supervisors,

On behalf of the San Francisco Council of District Merchants (SFCDMA), we urge you to oppose the proposed ban on sidewalk delivery devices. As an alternative to an outright ban, we ask you to consider forward-thinking regulations around this nascent industry.

For the past 64 years, our mission has been to protect, preserve, and promote small businesses in San Francisco. We represent a diverse range of neighborhood commercial districts that are the heart and soul of our City. It is our view that this technology has the potential to support local business owners through a variety of ways in today's changing consumer landscape. A complete ban on this technology, which is successfully operating in other cities throughout the world, is not the answer.

This is San Francisco, the home of innovation. If other cities are developing pilot programs to test this new technology, then we can certainly develop our own regulations that make sense for our City.

Let's see if this technology can help our small businesses compete with larger players by offering a convenient way for business owners to reach their customers. The popularity of on-demand delivery platforms continues to grow and these devices could provide a valuable tool for businesses to meet the demand as well as expand their customer base.

Other potential benefits include taking freight trucks off our already congested streets, reducing CO2 emissions from the last mile of delivery, and providing a convenient delivery method to homebound residents. If we simply ban these devices, how will we ever know its possibilities?

Here in the City, we understand what happens when new technology takes hold without proper government oversight. However, that is not the case with these delivery robots – the industry is asking the City to regulate them.

Again, we urge you to not support this ordinance.

Sincerely,

Henry Karnilowicz  
President

## Carroll, John (BOS)

---

**From:** Carroll, John (BOS)  
**Sent:** Friday, October 06, 2017 1:47 PM  
**To:** 'amitra@sfchamber.com'  
**Cc:** Somera, Alisa (BOS); Board of Supervisors, (BOS)  
**Subject:** RE: SF Chamber letter re: File 170599, Ordinance Prohibiting Autonomous Delivery Devices

**Categories:** 170599

Thanks for your comment letter. I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](http://bos.legislation@sfgov.org)



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**From:** Alexander Mitra [<mailto:amitra@sfchamber.com>]

**Sent:** Friday, October 06, 2017 11:22 AM

**To:** Breed, London (BOS) <[london.breed@sfgov.org](mailto:london.breed@sfgov.org)>

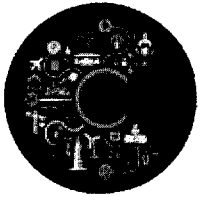
**Cc:** Calvillo, Angela (BOS) <[angela.calvillo@sfgov.org](mailto:angela.calvillo@sfgov.org)>; Farrell, Mark (BOS) <[mark.farrell@sfgov.org](mailto:mark.farrell@sfgov.org)>; Fewer, Sandra (BOS) <[sandra.fewer@sfgov.org](mailto:sandra.fewer@sfgov.org)>; Peskin, Aaron (BOS) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>; Tang, Katy (BOS) <[katy.tang@sfgov.org](mailto:katy.tang@sfgov.org)>; Kim, Jane (BOS) <[jane.kim@sfgov.org](mailto:jane.kim@sfgov.org)>; Yee, Norman (BOS) <[norman.yee@sfgov.org](mailto:norman.yee@sfgov.org)>; Sheehy, Jeff (BOS) <[jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org)>; Cohen, Malia (BOS) <[malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org)>; Safai, Ahsha (BOS) <[ahsha.safai@sfgov.org](mailto:ahsha.safai@sfgov.org)>; Ronen, Hillary <[hillary.ronen@sfgov.org](mailto:hillary.ronen@sfgov.org)>; Tugbenyoh, Mawuli (MYR) <[mawuli.tugbenyoh@sfgov.org](mailto:mawuli.tugbenyoh@sfgov.org)>

**Subject:** SF Chamber letter re: File 170599, Ordinance Prohibiting Autonomous Delivery Devices

Dear President Breed,

Please see the attached letter from the San Francisco Chamber of Commerce regarding file 170599, prohibiting autonomous delivery devices on City sidewalks and public right-of-ways.

Thank you,



**Alex Mitra**

Manager, Public Policy

San Francisco Chamber of Commerce

235 Montgomery St., Ste. 760, San Francisco, CA 94104

(O) 415-352-8808 • (E) [amitra@sfchamber.com](mailto:amitra@sfchamber.com)





SAN  
FRANCISCO  
CHAMBER OF  
COMMERCE

October 6, 2017

The Honorable London Breed  
President, San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room #244  
San Francisco, CA 94102

RE: File #170599 Ordinance Prohibiting Autonomous Delivery Devices

Dear President Breed:

The San Francisco Chamber of Commerce, representing over 2,500 businesses of all types and sizes, urges the Board of Supervisors to reject the proposed ordinance prohibiting personal delivery devices on the sidewalks of San Francisco and instead to follow the lead of various Bay Area communities and enact sensible regulations.

The development of cutting age technology is a large part of the city's knowledge based economy. To ban the development of personal delivery devices in San Francisco, of all places, could shut down this industry in its infancy.

This is legislation in search of a problem, where no problem currently exists. A serious look at the development of these devices shows that sharing a sidewalk with a robot vehicle will pose virtually no risk to pedestrians, will expand the methods small businesses connect with customers and will provide new access to services for seniors and the disabled. With only a handful of these devices being tested on our sidewalks, the city has more than enough time to enact a proper regulatory scheme before widespread commercial application occurs, without a ban.

The San Francisco Chamber has convened a working group to develop and support regulations that will allow this industry to continue to grow in the city, employing your constituents and partnering with our small business community. We urge the Board of Supervisors to reject this legislation and to direct the Department of Public Works to draft reasonable, workable regulations for this important industry.

Sincerely,

Jim Lazarus  
Senior Vice President of Public Policy

cc: Clerk of the Board of Supervisors, to be distributed to all Supervisors; Mayor Ed Lee

## Carroll, John (BOS)

---

**From:** Carroll, John (BOS)  
**Sent:** Thursday, October 05, 2017 9:17 AM  
**To:** 'Fiona Hinze'  
**Cc:** Board of Supervisors, (BOS)  
**Subject:** RE: Statement for record File No 170599- Hearing on Autonomous Delivery Vehicle Legislation

**Categories:** 170599

Thanks for your comment letter.

I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)



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**From:** Fiona Hinze [mailto:[fiona@ilrcsf.org](mailto:fiona@ilrcsf.org)]

**Sent:** Wednesday, October 04, 2017 10:19 AM

**To:** Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>

**Subject:** Statement for record File No 170599- Hearing on Autonomous Delivery Vehicle Legislation

Hi John,

Attached please find the statement for the record from Independent Living Resource Center San Francisco for file No 170599- Hearing on Autonomous Delivery Vehicle Legislation.

If you would please insert the statement into the file for the hearing and confirm receipt of it, that would be great.

Thank you for all your help. Please feel free to contact me with any questions.

**Fiona Hinze**

Systems Change Coordinator/Community Organizer

Independent Living Resource Center San Francisco

825 Howard Street

San Francisco, CA 94103

Email: [fiona@ilrcsf.org](mailto:fiona@ilrcsf.org)

Phone: 415-543-6222, ext. 1106

Please note that ILRCSF is a scent-free environment, and we ask that you refrain from wearing scented products when visiting our office.

<http://www.facebook.com/ILRCSF>



**Statement for File No 170599 on Behalf of Independent Living Resource Center San Francisco**

On behalf of the Independent Living Resource Center San Francisco (ILRCSF), I submit the following statement in regards to **File No 170599- Hearing on Autonomous Delivery Vehicle Legislation.**

ILRCSF is neutral on the proposed legislation to ban autonomous delivery vehicles in San Francisco.

While we remain neutral on the piece of legislation under consideration today, we have had a positive and collaborative relationship with Marble on issues related to how we can improve the accessibility and usability of these vehicles. Marble first reached out to ILRCSF to introduce us to their product and here about any concerns or suggestions that we may have. We are always pleased when companies developing new technologies such as these vehicles show an interest in accessibility from an early stage in product development. At that first meeting, we expressed some concerns that we have regarding these vehicles such as an Increase in congestion on sidewalks and impeding path of travel for those using mobility devices. At the same time, we see some of the potential benefits of the technology for the community. For example, the mapping technology used in these vehicles could be used to better map curb ramps and accessible paths of travel. Marble was very open to hearing our concerns, feedback and ideas.

Out of that first meeting came a mutual desire to hold an accessibility stakeholder meeting at Marble's offices so that multiple disability community groups could engage in constructive dialogue with the Marble team. The feedback session included representatives from ILRCSF, Mayor's Office on Disability, The Arc San Francisco, Toolworks, Marin Center for Independent Living, Center for Independence of People with Disabilities, and many members of the marble team. In that session, Marble again showed their commitment to accessibility by asking relevant questions about how wheelchair users navigate the streets and being open to feedback regarding possible audible cues to alert pedestrians to the presence of these vehicles. ILRCSF acknowledges that there are concerns around these vehicles, particularly around sidewalk congestion and path of travel. However, we also see the potential in some of the technology used in these vehicles, such as the potential to more accurately map the city's curb ramps. We would like to commend marble for their desire to reach out to and work with the

**Independent Living Resource Center San Francisco**

825 Howard Street, San Francisco, CA 94103-3009 (415) 543-6222 (415) 543-6318 Fax (415) 543-6698 TTY only

[www.ilrcsf.org](http://www.ilrcsf.org)

disability community to ensure that our feedback and concerns are addressed and considered. We appreciate that Marble is taking proactive steps to consider the impact of their work on people with disabilities.

If you have any questions regarding this statement, please feel free to contact Fiona Hinze, Systems Change Coordinator/Community Organizer at [fiona@ilrcsf.org](mailto:fiona@ilrcsf.org) or 415-543-6222 ext.1106

**Independent Living Resource Center San Francisco**

825 Howard Street, San Francisco, CA 94103-3009 (415) 543-6222 (415) 543-6318 Fax (415) 543-6698 TTY only  
[www.ilrcsf.org](http://www.ilrcsf.org)



## Carroll, John (BOS)

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**From:** Carroll, John (BOS)  
**Sent:** Monday, October 02, 2017 3:19 PM  
**To:** Board of Supervisors, (BOS); 'cathy@walksf.org'  
**Subject:** RE: CC Puede Letter of Support: Yee's ban on sidewalk robots

**Categories:** 170599

Thanks for your comment letter.

I have added your message to the official file for the ordinance.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170599](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445 - Direct | (415)554-5163 - Fax

[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org) | [bos.legislation@sfgov.org](mailto:bos.legislation@sfgov.org)



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---

**From:** Board of Supervisors, (BOS)  
**Sent:** Monday, October 02, 2017 11:47 AM  
**To:** Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>  
**Subject:** FW: CC Puede Letter of Support: Yee's ban on sidewalk robots

**From:** Cathy DeLuca [<mailto:cathy@walksf.org>]  
**Sent:** Monday, October 02, 2017 9:25 AM  
**To:** FewerStaff (BOS) <[fewerstaff@sfgov.org](mailto:fewerstaff@sfgov.org)>; Ronen, Hillary <[hillary.ronen@sfgov.org](mailto:hillary.ronen@sfgov.org)>; Sheehy, Jeff (BOS) <[jeff.sheehy@sfgov.org](mailto:jeff.sheehy@sfgov.org)>  
**Cc:** Board of Supervisors, (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>; Maybaum, Erica (BOS) <[erica.maybaum@sfgov.org](mailto:erica.maybaum@sfgov.org)>; Beinart, Amy (BOS) <[amy.beinart@sfgov.org](mailto:amy.beinart@sfgov.org)>; Yu, Angelina (BOS) <[angelina.yu@sfgov.org](mailto:angelina.yu@sfgov.org)>; Hamilton, Megan (BOS)

<[megan.hamilton@sfgov.org](mailto:megan.hamilton@sfgov.org)>

**Subject:** CC Puede Letter of Support: Yee's ban on sidewalk robots

Dear PSNS Committee members,

Attached please find a letter from CC Puede in support of Supervisor Yee's legislation banning autonomous delivery devices.

Best,  
Cathy

--

**Cathy DeLuca**

Interim Executive Director



333 Hayes St, Suite 202, San Francisco, CA 94102  
415.431.9255 (office) | 415.610.8025 (cell) | [walksf.org](http://walksf.org)

Celebrate Walk & Roll to School Day on Wednesday, October 4th - [Learn How to Sign Your School Up Today!](#)



September 25, 2017

To: Supervisors Ronen, Fewer, Sheehy  
From: CC Puede / contact: Fran Taylor, duck.taylor@yahoo.com  
RE: Ban Delivery Robots on Sidewalks

CC Puede is the community organization that initiated the award-winning redesign of Cesar Chavez Street. For almost ten years, we worked with city agencies to create flood mitigation greening, landscaping on connecting streets, and pedestrian and bicycling infrastructure improvements that have changed this major artery from a traffic sewer to a neighborhood-friendly showcase.

Concern for pedestrian safety was a major motivation when we began in 2005. Sidewalks along Cesar Chavez Street are only about nine feet wide in most places, with about three feet of that space taken up with street trees, lampposts, and signage poles. Two strollers can squeak past one another, but adding a toddler or two trailing along makes passage difficult.

Cesar Chavez Street is home to two elementary schools, a daycare center, a health clinic, a day labor center, a board and care facility, and St. Lukes Hospital. Vulnerable pedestrians use the street every day to travel to school, work, transit, and other services.

Before the streetscape changes, speeding automobiles would crash into residences with alarming frequency. Bicyclists, spooked by this speeding traffic, would ride on the sidewalks, invading the already inadequate pedestrian space. The new traffic calming measures and striped bike lanes have reduced these dangers.

But we now face a new danger: delivery robots. These machines would compete for space with children, seniors, hospital patients, Muni riders, and residents of all ages. On a busy street, the sidewalks are a refuge for San Franciscans traveling on foot or simply standing and talking with their neighbors. We do not need machines bearing down on us in the skimpy space we have for these human activities.

CC Puede supports Supervisor Yee's proposed ban on delivery robots. San Francisco was a national leader in banning Segways from our sidewalks, and we hope the City will continue to offer leadership in protecting pedestrians from these unnecessary and intrusive robots.

**Carroll, John (BOS)**

---

**From:** Board of Supervisors, (BOS)  
**Sent:** Tuesday, August 29, 2017 9:12 AM  
**To:** BOS-Supervisors; Carroll, John (BOS)  
**Subject:** FW: Support Legislation banning Robot Delivery systems from our sidewalks. File No. 170599  
**Categories:** 170599

**From:** Pete Lester [mailto:pete.a.lester@gmail.com]  
**Sent:** Tuesday, August 29, 2017 7:44 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Subject:** Support Legislation banning Robot Delivery systems from our sidewalks.

Please support efforts to keep robots off of San Francisco sidewalks.  
Our city is a walking city and these robots have no use or reason to be on taxpayer funded sidewalks.

Thank you.

--  
**Pete A Lester**  
Event Planner and Coordinator  
Bike Zambia Planning Committee  
Certified Bike Fitter  
Certified Bosch E-Bike Mechanic  
Help me raise money to fight HIV/Aids and Poverty in Zambia  
Join Us on the ride!

**Carroll, John (BOS)**

---

**From:** Board of Supervisors, (BOS)  
**Sent:** Wednesday, August 23, 2017 12:18 PM  
**To:** BOS-Supervisors; Carroll, John (BOS)  
**Subject:** FW: sf.citi Letter RE: BOS File No. 170599  
**Attachments:** sf.citi letter re opposition to Automated Delivery Devices Robot Sidewalk Ban (2).pdf  
  
**Categories:** 170599

**From:** Jennifer Stojkovic [mailto:jennifer@sfciti.org]  
**Sent:** Wednesday, August 23, 2017 11:29 AM  
**To:** Jennifer Stojkovic <jennifer@sfciti.org>  
**Subject:** sf.citi Letter RE: BOS File No. 170599

August 22, 2017

The Honorable Norman Yee  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102

RE: BOS File No. 170599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Dear Supervisor Yee,

sf.citi, representing nearly 1,000 member and supporting companies, requests the Board of Supervisors to vote against BOS File No. 170599.

We at sf.citi work to promote collaboration towards building thoughtful, forward-thinking policies between our local tech sector and the City of San Francisco. This legislation is neither thoughtful nor forward-thinking, has not been adequately studied, and has very little data presented to justify a permanent ban. The impact of such a ban on automated delivery services could create a massive barrier to future innovation in the industry, particularly in regards to the future of automation.

sf.citi strongly urges the Board of Supervisors to vote against this legislation, and rather, take steps towards collaborating on informed, thoughtful policies regarding the future of automation in San Francisco. We welcome the opportunity to engage our members in working towards building these policies.

Sincerely,

The sf.citi Board of Directors

cc: Clerk of the Board, to be distributed to each member of the Board of Supervisors, Mayor Lee

--  
--

**Jennifer Stojkovic**  
Executive Director

[jennifer@sfciti.org](mailto:jennifer@sfciti.org) | [LinkedIn](#) | p. 415-291-9502 | m. 727-798-1860

**sf.citi**

# sf.citi ();

August 22, 2017

The Honorable Norman Yee  
San Francisco Board of Supervisors  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102

RE: BOS File No. 170599 [Public Works, Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways]

Dear Supervisor Yee,

sf.citi, representing nearly 1,000 member and supporting companies, requests the Board of Supervisors to vote against BOS File No. 170599.

We at sf.citi work to promote collaboration towards building thoughtful, forward-thinking policies between our local tech sector and the City of San Francisco. This legislation is neither thoughtful nor forward-thinking, has not been adequately studied, and has very little data presented to justify a permanent ban. The impact of such a ban on automated delivery services could create a massive barrier to future innovation in the industry, particularly in regards to the future of automation.

sf.citi strongly urges the Board of Supervisors to vote against this legislation, and rather, take steps towards collaborating on informed, thoughtful policies regarding the future of automation in San Francisco. We welcome the opportunity to engage our members in working towards building these policies.

Sincerely,  
The sf.citi Board of Directors

cc: Clerk of the Board, to be distributed to each member of the Board of Supervisors,  
Mayor Lee

58 2nd Street, 4th floor San Francisco, CA 94105

[www.sfciti.org](http://www.sfciti.org)

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

May 23, 2017

File No. 170599

Lisa Gibson  
Interim Environmental Review Officer  
Planning Department  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94103

Dear Ms. Gibson:

On May 16, 2017, Supervisor Yee introduced the following legislation:

**File No. 170599**

**Ordinance amending the Public Works Code to prohibit the operation of autonomous delivery devices on sidewalks and right-of-ways within the jurisdiction of Public Works, amending the Police Code to provide for administrative, civil, or criminal penalties for unlawful operation of autonomous delivery devices; and affirming the Planning Department's determination under the California Environmental Quality Act.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk  
Public Safety and Neighborhood Services

Committee

Attachment

c: Joy Navarrete, Environmental Planning  
Jeanie Poling, Environmental Planning

Not defined as a project under CEQA Guidelines sections 15378 and 15060(c)(2) because it does not result in a physical change in the environment.

Joy Navarrete

Digitally signed by Joy Navarrete  
DN: cn=Joy Navarrete, o=Planning,  
ou=Environmental Planning,  
email=joy.navarrete@sfgov.org, c=US  
Date: 2017.08.28 16:56:43 -0700



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San Francisco 94102-4689  
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Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: William Scott, Police Chief, Police Department  
Mohammed Nuru, Director, Public Works  
Ed Reiskin, Executive Director, Municipal Transportation Agency  
John Rahaim, Director, Planning Department

FROM: Erica Major, Assistant Clerk, Public Safety and Neighborhood Services  
Committee, Board of Supervisors

DATE: May 23, 2017

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Public Safety and Neighborhood Services Committee has received the following proposed legislation, introduced by Supervisor Yee on May 16, 2017:

**File No. 170599**

**Ordinance amending the Public Works Code to prohibit the operation of autonomous delivery devices on sidewalks and right-of-ways within the jurisdiction of Public Works, amending the Police Code to provide for administrative, civil, or criminal penalties for unlawful operation of autonomous delivery devices; and affirming the Planning Department's determination under the California Environmental Quality Act.**

If you have any comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Rowena Carr, Police Department  
Kristine Demafeliz, Police Department  
Jennifer Blot, Public Works  
John Thomas, Public Works  
Lena Liu, Public Works  
Janet Martinsen, Municipal Transportation Agency  
Kate Breen, Municipal Transportation Agency  
Dillon Auyoung, Municipal Transportation Agency  
Scott Sanchez, Planning Department  
Lisa Gibson, Planning Department  
AnMarie Rodgers, Planning Department  
Aaron Starr, Planning Department  
Joy Navarrete, Planning Department  
Jeanie Poling, Planning Department

President, District 5  
BOARD of SUPERVISORS



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1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-7630  
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*Handwritten notes:*  
#05-11  
Aides / Reps / Clerk /  
LU / SPS / Clerk /  
Office  
Department of Public Works / Mayor's

**London Breed**

**PRESIDENTIAL ACTION**

Date: 10/24/2017

To: Angela Calvillo, Clerk of the Board of Supervisors

Madam Clerk,  
Pursuant to Board Rules, I am hereby:

Waiving 30-Day Rule (Board Rule No. 3.23)

File No. \_\_\_\_\_  
(Primary Sponsor)

Title. \_\_\_\_\_

Transferring (Board Rule No 3.3)

File No. 170599 Yee \_\_\_\_\_  
(Primary Sponsor)

Title. Ordinance amending the Public Works Code to require a permit for the testing of autonomous delivery devices on sidewalks; amending the \_\_\_\_\_

From: Land Use & Transportation Committee

To: Public Safety & Neighborhood Services Committee

Assigning Temporary Committee Appointment (Board Rule No. 3.1)

Supervisor \_\_\_\_\_

Replacing Supervisor \_\_\_\_\_

For: \_\_\_\_\_ Meeting  
(Date) (Committee)

London Breed, President  
Board of Supervisors

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
2017 OCT 24 PM 4:59  
BY \_\_\_\_\_

# Introduction Form

By a Member of the Board of Supervisors or Mayor

RECEIVED  
5/16/17 @ 6:59pm  
9

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor [ ] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Question(s) submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

Yee

Subject:

Police Codes - Prohibiting Autonomous Delivery Devices on Sidewalks and Right-of-Ways

The text is listed:

Attached

Signature of Sponsoring Supervisor: [ ]

For Clerk's Use Only