



SFMTA

# Mobility Permit Harmonization

San Francisco Board of Supervisors, Budget and Finance Committee  
November 20, 2019

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*File # 191013  
Received in Committee  
11/20/19 - gm*



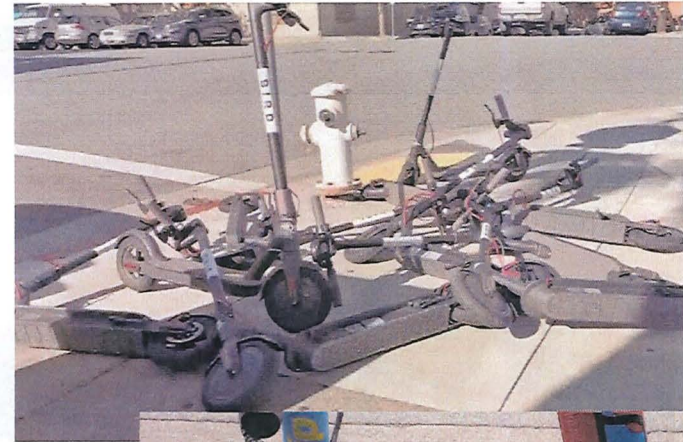
# What is Permit Harmonization?

- **Phase 1:** Plan to require all new mobility service operators under SFMTA's jurisdiction to have authorization before starting operations AND to streamline the authorization process
- Shift from **reactive to proactive** regulatory approach
- Allow **innovation** through a **clear path** for new mobility services
- **Standardize processes** and tools to administer, monitor and enforce
- **Coordinate data** reporting to **understand impacts** on transportation network
- **Partner** with the proposed Office of Emerging Technology



# Why Regulate?

- Public Safety
- Consumer Protection
- SFMTA Charter Mandate
- Align with City's Policy Framework:
  - Guiding Principles
  - Disabled Access
  - Parking Requirements



SAFETY



LABOR



TRANSIT



CONGESTION



SUSTAINABILITY



FINANCIAL IMPACT



COLLABORATION



ACCOUNTABILITY



EQUITABLE ACCESS

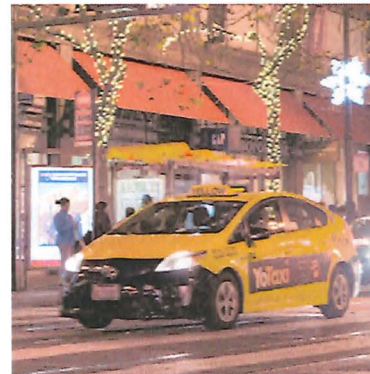


DISABLED ACCESS



# Regulated Mobility Programs

- Taxis
- Bikeshare
- Powered Scooter Share
- Private Transit Vehicles
- Commuter Shuttle
- On-Street Vehicle Share
- Shared Electric Mopeds



# Phase 1: Transportation Code Division I Amendments

- Request Board of Supervisors:
  1. Expand parking restrictions previously applicable to bike share and scooter share to apply to broader category of shared mobility device
  2. Create a violation for operating a shared mobility service without a permit or authorization





# Phase 1: Transportation Code Division II Amendments

- **Defines a Shared Mobility Device Service**
  - Mobility device or devices, capable of carrying 10 or more people, separately or together
- **Establishes a Proof of Concept Authorization (POCA)**
  - Prevents unregulated launches
  - Clear path to test or deploy on a limited basis
  - Provides opportunity to establish appropriate rules
  - Collect information, including to inform potential pilot or permit programs
  - Authorized by the Director of Transportation
- ***Approved by SFMTA Board 11/5***

# Phase 1: Proof of Concept Authorization (POCA) Process Framework

A Policy Directive issued by the Director of Transportation will be developed to guide the implementation of the POCA program including:

- Application requirements, including Application and Administration Fees
- Process and criteria for reviewing applications
- Public engagement
- Criteria for establishing the POCA terms
- Criteria for assessing fines or terminating a POCA



# Public Outreach and Engagement

## ➤ On-going to Key Stakeholders

- Advocacy groups, non-profits, industry organizations
- SFMTA's [Mobility Permit Harmonization](#) project site

## ➤ Committees/Advisory Bodies

- SFMTA Board, Policy and Governance Committee
- Pedestrian Safety Advisory Committee
- Multimodal Accessibility Advisory Committee
- Bicycle Advisory Committee
- Transportation Authority, Citizens Advisory Committee
- Paratransit Coordinating Council
- Mayor's Disability Council
- SFMTA Citizens Advisory Committee

## ➤ City Departments & other Governmental Agencies

## ➤ Community Forum: industry + community groups





# Feedback Heard

## ➤ Key Concerns

- Pedestrian safety
- Rider/service user accountability
- Complaint reporting process
- On-going community engagement
- Infrastructure needs

## ➤ Response

- Incorporate provisions into POCA Policy Directive
- Continue to engage community
- Work with 311



**TABLE 1.**

<p>SFMTA General Role</p> <ul style="list-style-type: none"> <li>- Accidental Operator</li> <li>- Serious - driver/walker</li> <li>- Bus stop/walk</li> <li>- Small bus</li> </ul> <p>Current Concerns</p> <ul style="list-style-type: none"> <li>- City Liability</li> <li>- Bad Driver</li> <li>- Taxpayer</li> <li>- Sidewalks</li> <li>- Company</li> <li>- Parking in</li> <li>- pay f</li> </ul>	<p>SCOO</p> <p>Side Walk</p> <ul style="list-style-type: none"> <li>- Close calls w/ fast riders</li> <li>- for ppl of all mobility lev</li> <li>- Blocking Accessibility</li> </ul> <p>Reliability (for users)</p> <ul style="list-style-type: none"> <li>- Back to services use as <u>transportation</u></li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>- Insufficient, could lead to sidewalk</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>- Users</li> <li>- faulty</li> </ul> <p>Future:</p> <ul style="list-style-type: none"> <li>- Aesthetic</li> </ul>
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**TABLE 2 - ROUND 2**

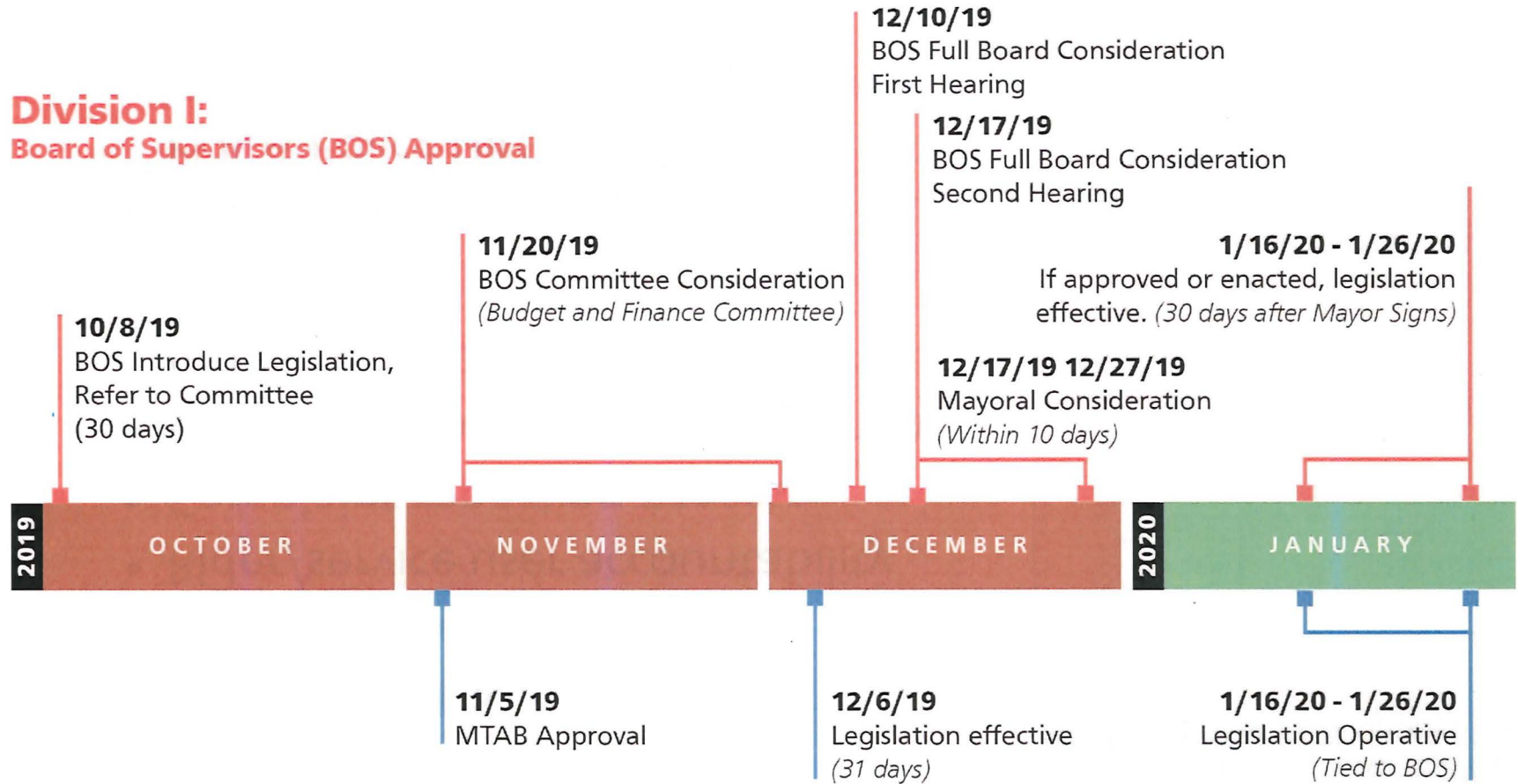
<ul style="list-style-type: none"> <li>- Does the shared mobility device der preclude TMS, etc? Answer: YES</li> <li>- Sidewalk riding is frequent + very dangerous high speeds, narrow sidewalks, avoiding bike infrastruc police have said they've been told not to let scooters + have been "very belligerent" when receiving complaints + to call 311. 311 says they don't take riding complain</li> </ul>	<p>Procedures for</p> <ul style="list-style-type: none"> <li>- What if</li> </ul> <p>* Lack of Ent</p> <ul style="list-style-type: none"> <li>- device ID</li> <li>- Contact?</li> </ul> <p>Non-Arterial Sp</p> <p>Tech Interventions</p> <ul style="list-style-type: none"> <li>- Company dance st</li> <li>- Sidewalk riding c</li> </ul> <p>1. Safety</p> <ul style="list-style-type: none"> <li>- side</li> <li>- pass</li> <li>- prote</li> </ul>
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# Mobility Permit Harmonization

## LEGISLATIVE APPROVAL TIMELINE

### Division I: Board of Supervisors (BOS) Approval



### Division II: Municipal Transportation Agency Board (MTAB) Approval

Updated: 11-18-2019 15:04





# Next Steps

## ➤ Phase 2: Existing Elements

- Restructure Division II of the Transportation Code so that existing regulated mobility permit programs are under one umbrella
- Ensure that the regulatory framework allows the addition of new permit programs as they arise without having to recreate basic elements (e.g. appeals process)

## ➤ Phase 3: Movement of Goods

# SFMTA Board Recommendation

Requesting that the Board of Supervisors amend Division I of the Transportation Code to:

- Expand parking restrictions previously applicable to bike share and scooter share to apply to broader category of shared mobility device
- Establish a violation for operating a Shared Mobility Device Service without a permit or other authorization from SFMTA



# Questions

